

911 ST
Period perfect



BB TUNING
Targa meets 996



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997
997 Carrera:
the hot buy
for 2018?

CAYMAN UNLEASHED

Can RPM Technik's wild 981 CSR trump
a 981 GTS, 718 GTS or GT4?



**718
GTS
Driven**

Is the four-cylinder turbocharged
Cayman GTS the best 718 yet?



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Ignition



Simon Jackson
Editor [@retro_jackson](#)

The 981 Cayman GTS is one of my favourite modern Porsches. It offers just the right blend of usability and fun – lots of fun actually. However, this generation of Cayman had plenty of further latent potential, as Porsche demonstrated to us with the more track-focused GT4. In this issue we've refreshed our memories of the 981 Cayman GTS, p70, and we get our first drive of its replacement, the new four-cylinder turbocharged 718 Cayman GTS, p62. That the 718 has come in for a bit of criticism in Porsche circles since its inception is perhaps an understatement, does the GTS version put all that to bed? And, perhaps more importantly, can the new car live up to the glowing reputation of its forebear? Porsche will certainly be hoping that's the case.

If the 718 GTS isn't for you, then independent Porsche specialist, RPM Technik, might have created an alternative to either it, or even a 981 GT4. The latest addition to its popular CSR range of Porsches is the 981 Cayman CSR, a long-awaited project. Based on a Cayman S but benchmarked against the GT4, this is a Cayman that has been re-engineered in almost every regard, it is unreservedly

the most track-focused CSR to date. The result is one very wild ride which just might be the antidote to the new world of turbocharged 718s, p78.

Also in this issue you'll find a very special 911 ST, owned by Jonathan Williams of Williams Heritage, son of Formula One giant Frank Williams. We've been lucky enough to feature one of Jonathan's 911s in the past, he's a true Porsche fanatic and the rebirth of chassis number 911 130 1251 shows as much for it has been completed with a beautifully careful touch, p20.

At the other end of the eye-catching spectrum comes bb Tuning's work. Best remembered for its 'Rainbow Porsches', the German tuner fronted by Rainer Buchmann, was a unique visionary in the world of customised cars. We bring together two of bb's works; a 911 Targa and 996 Cabriolet, p54, while reminiscing about bb's past.

Lastly we bid farewell to the 919 Hybrid this month, p47. Porsche's LMP endurance racer has clinched three outright 24-Hour of Le Mans victories, and three successive manufacturers' World Championship titles. That's a successful era of Porsche motorsport by anyone's reckoning.



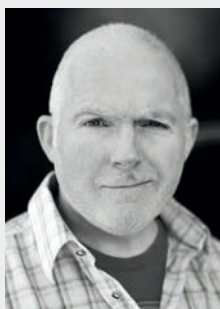
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One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

This month: Andrew delivers his verdict on the 718 Cayman GTS, is this the best 718 yet? Porsche will be hoping so...



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: John looks to the year ahead and prays that he'll be able to get some of his Porsche projects sorted for once...



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

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13 issues of GT Porsche are published per annum
 UK annual subscription price: £62.40
 Europe annual subscription price: £74.49
 USA annual subscription price: £74.49
 Rest of World annual subscription price: £82.49

CONTACT US

UK subscription and back issue orderline: 01959 543747
 Overseas subscription orderline: 0044 (0) 1959 543 747
 Toll free USA subscription orderline: 1-888-777-0275
 UK customer service team: 01959 543 747
 Customer service email address: subs@kelsey.co.uk
 Customer service and subscription postal address:
 GT Porsche Customer Service Team, Kelsey Publishing Ltd,
 Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

WEBSITE

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DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT
www.seymour.co.uk Tel: 020 7429 4000

PRINTING

William Gibbons & Sons Ltd

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ISSN 2050-182X
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Its most track-focused CSR build to date, does RPM Technik's 981 Cayman CSR offer a genuine alternative to a 718 GTS, or even a GT4?





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PORSCHE



PORSCHE'S OLDEST 911 RESTORED

The Porsche Museum recently completed a restoration on its oldest 911 – 'Number 57' lives...

Following three years of restoration work, the Porsche Museum is now exhibiting the oldest 911 in Porsche's collection in a special exhibition which ends in April: '911 (901 No. 57) – A legend takes off'. Built in October 1964, 'Number 57' as it has become known, is one of the first series-production models of the 911, then known under its original designation of 901. For more than 50 years, the vast Porsche factory collection lacked one of these rarities, produced prior to the model being renamed due to a trademark dispute.

Discovered in August 2014 by a German TV crew, working for channel RTL2 on an antiques and memorabilia programme, the car was one of two 1960s 911 models found in a barn in Brandenburg.

After making enquiries with the Porsche Museum, it emerged that one of the two sports cars with the chassis number 300.057 was one of the rare models built before the model line was renamed.

Alexander Klein, Manager Classic Car Collection at the Porsche Museum, received the call and 11 days later two experts from the Museum went to a former farm in Brandenburg to inspect the two vehicles. They first encountered a gold 1968 911L in a very poor state of repair. At the very back of the barn, for the most part still covered by a thick layer of dust, the two also found the remains of a red 911. Both of its front wings were missing and large sections of the vehicle had already been eaten away by rust. Save for the instrument panel,

most of the interior consisted of fragments. The brakes were seized, and so too the engine. But the chassis number was pristine, proving beyond all doubt that the vehicle was an original. One of the Museum's long-cherished dreams was finally within reach.

The car needed to be sold as soon as possible, so in order to make the right offer, it was agreed that a detailed inspection should be carried out. Two valuation reports provided by external experts delivered the same verdict, Porsche paid 107,000 Euros for the red 911, and 14,500 Euros for the gold 911L. The latter is destined to remain in its unwashed state as a piece of living history. In deciding to buy both 911 models, the Porsche Museum closed a key gap in its collection of

significant classic Porsches.

Having languished unloved for a number of years, the red 911 was in its original state, requiring total restoration. In actual fact this was one of the crucial factors in favour of Porsche purchasing the vehicle, giving the specialists at its Museum the opportunity to restore the sports car as authentically and as true to the original as possible. The two cars arrived in Zuffenhausen with two pallet cages full of parts.

The nickname of 'Number 57' for the car, for obvious reasons, stuck. Its engine and transmission were not the original units installed but were of an identical type. Many of its components were heavily corroded and unusable. Other parts – such as the inner and outer sills on the right-hand side, as well as the front





bumper and its mountings – were missing. Things didn't look much better on the chassis front. All of the axle and guide mountings on the front and rear had been severely affected by corrosion. The two longitudinal beams in the area of the rear axle tube had rusted away.

Nevertheless, the classic vehicle contained a number of details that delighted Kuno Werner, Head of the Museum Workshop: "Many of the features only included in the very first models have been preserved in the car," he said.

One example is the leather sleeve around the shift lever, which was only installed in this form during the 901 era. The Museum's experienced experts were also presented with a number of puzzles during their investigations. For instance, it was only after extensive research that the two square pipes under the seat adjustment system could be identified as a seat raising mechanism, these were available from the factory on request. Two seats were amongst the mix of parts for the two 911s. It was initially assumed that they belonged to Number 57, but the backrests had five 'pipes', which was the name given to the vertically stitched subdivisions of the seat cushion. The first 911s had six. Museum experts were surprised to find that the six-pipe seats were fitted in the 911L from 1968.

As a starting point for the restoration, Number 57 was, with great care, completely disassembled. Even if a particular component was clearly unsalvageable, there was still a chance that it could serve an important function as a sample part.

Parts were then sent to Porsche Classic's network of specialists and suppliers, as well as body engineers, saddlers and upholsterers. A gentler process than media blasting, Number 57's body was put into a chemical bath to remove rust and paint, revealing surfaces not seen for over 50 years, but also providing clues of any welding work over the years – Number 57 was original and entirely untouched in that way.

The parts that needed to be replaced were supplied by the bodysell of a 1965 911 which guaranteed that the composition, characteristics and quality of the car's sheet metal and steel would be as authentic as possible. Engineers painstakingly drilled pieces of sheet metal out of the car, welding point by welding point, and transplanted them into the body of Number 57. Its longitudinal beams were also replaced, as were all of the vertical interior and exterior panels in its side skirts. Surprisingly unlike in later 911s, the car's heater pipes passed underneath the rear axle rather than over it. So while the heater pipes in the body of the other vehicle were accommodated in its sills, the supply lines were built from scratch at the relevant point. This was one of the few components that needed to be recreated from old sheet metal, surprisingly over half of the sheet metal in the car was worth preserving. New vertical plates, the front wings and front end of the later 911 body completed the reconstruction of the front.

Body engineers moulded and welded steel and sheet metal for around 12 months, piece by piece the car was restored to its original





condition. Then came the precision grinding stage, which involved mounting the glazing, bumpers, door handles, antenna, headlights and trims, as well as all the add-on parts from Porsche Classic, onto the unpainted body. By doing so, the experts ensured that the clearances in the body all matched up, as well as the distances and symmetries of the bumpers and overriders, panels and grilles.

When it came to paint authenticity had to take a bit of a back seat. The team opted for a modern coating processes – the body was dipped in the same cathodic dip coating bath as today's 911s, and in place of its original solvent-based Signal Red paint came an environmentally friendly water-based paint instead. In-line with original plans for the application of black paint, red paint

was also covered in certain areas – such as around the cut-outs for the fittings – in order to prevent the colour showing through any gaps. The luggage compartment and the underbody were given a PVC coating, just like they were originally.

Porsche Classic took on the task of reviving the car's engine. The cylinder heads and control system were removed without problem, but the pistons were stuck in the cylinders. A combination of rust remover, heat, time and patience brought away the crankshaft. The crank mechanism was then rebuilt in its entirety from new genuine parts, and it was possible to restore the cylinder heads. The right-hand camshaft was returned to its rightful place, and a genuine new part was installed in place of the worn left-hand camshaft. Around 120 working

hours were spent on the six-cylinder engine, with a significant amount of intuition and creativity required, for many of the parts required were not held in stock by Porsche Classic.

In summer 2017, a total of three years after it was first discovered, the 'marriage' of Number 57 took place

as its engine returned to its rightful place. After some final fine-tuning in autumn, the oldest 911 in the Porsche Museum collection was completed. Now Number 57 will be on display in a special exhibition at the Porsche Museum in Stuttgart until April 8, 2018.





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

1 Select Year & Model
Year: 2004
Model: 911, 996/997/986/987, 991, 993, 914, 964, 944

2 Select Your Package
Street Performance 2

3 Review & Approve
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PORSCHE **MOBILE** GAME

Car collecting mobile phone game, Top Drives, now includes 80 officially licensed Porsche vehicles...

Top Drives is the first automotive card collection game across any platform, it is available on your mobile device. Gamers collect and race cars, and now via a new agreement they can grab 80 Porsche models on the free-to-play game, available to download through

the Apple Store and GooglePlay. Everything from the 356 Speedster and 911, to the Macan and Cayenne are recreated digitally, players can even access, or rather 'collect', iconic Porsche supercars such as the 911 GT1 and 918 Spyder.

The game allows players to build

their ultimate digital garage, and offers the largest licensed number of vehicles to appear in any video game, with a staggering 804 cars from 31 different manufacturers. Vehicles can be collected, upgraded and raced in various challenges on tracks including drag strips, city

environments, circuits and off-road hillclimbs. Players are encouraged to make strategic decisions relating to tyres and drivetrains, adding an additional element to gameplay. The game launched at the end of August 2017 and has already surpassed three million downloads to-date.

SALVAGE HUNTERS: **CLASSIC** CARS

A new classic car TV show launches on the Quest channel this month, called *Salvage Hunters: Classic Cars*.

Airing for the first time this month on TV channel, Quest, is a brand new motoring show *Salvage Hunters: Classic Cars* - which will star antiques expert Drew Pritchard. Known for his amazing knowledge of antique collectibles and artefacts, Drew's first love is cars - he is a huge petrolhead, with a keen eye for collector vehicles.

Now Drew is embarking on an exciting new venture in classic cars, and has enlisted the expertise of motoring guru Paul Cowland for his new show. Paul, (star of Discovery's motoring series *Turbo Pickers*) will appear alongside Drew, he has years of experience in the industry, and will bring his extensive mechanical knowledge and business acumen to the new project.

In the brand new series, *Salvage Hunters: Classic Cars*, which

launches on Quest (Freeview, channel 37) on January 17th at 9pm, Drew will find, buy, fix and sell classic cars, while Paul will bring his extensive knowledge and motoring acumen to restore Drew's finds to their former glory.

While Paul and Drew share a passion for cars, when it comes to work, sparks might fly as their

different approaches come to the fore. Drew's instinctual taste is heavy on style, story and beauty; he likes to buy objects that 'speak' to him. Countering Drew's passion however, is Paul's drilled-in practicality; he's market-savvy and can spot an opportunity, and whilst he takes risks, he isn't afraid to walk away either.



The combination of Drew's expert eye and deal-making skills, matched with Paul's extensive mechanical knowledge and business acumen, makes this new venture an exciting journey. Plus, in true salvage-style, Drew's professionally trained eye will be seeking out the best motoring memorabilia along the way.





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PORSCHE

PORSCHE TO RACE FOUR CARS AT LE MANS

Porsche will mount its largest ever GT factory assault on Le Mans in 2018 as part of its various motorsport commitments over the coming year...



At its annual season-closing party, the 'Night of Champions' motorsport gala in Weissach, Porsche looked back at 2017 and ahead to 2018. Paying tribute to the worldwide achievements of its teams and drivers during the 2017 season, it announced that four works 911 GT cars will attack the 24-Hours of Le Mans this summer, the 86th running of the race.

The Le Mans programme will comprise two RSR GT cars from the FIA World Endurance Championship (WEC), and two from the American IMSA WeatherTech Championship. Confirmed at the wheel of the No91 911 will be Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki, in the No92 car will be Kévin Estre, Michael Christensen and Laurens Vanthoor. Porsche says that Patrick Pilet, Nick Tandy and Earl Bamber are 'expected' to drive the No93 car, and that the No94 RSR has been 'earmarked' for Timo Bernhard,

Romain Dumas and Sven Müller. A full list of 2018 works Porsche drivers can be found on the opposite page to this one.

Although the 919 Hybrid has now been retired, Porsche will remain present in the GTE-Pro class of the WEC, where it hopes to fight for world championship honours. Driving the No91 911 RSR will be Gianmaria Bruni and Richard Lietz, with Michael Christensen and Kévin Estre manning the No92 car. In the GTE-Am class, a number of customer teams have applied for starting spots with 2017-spec 911 RSRs. In total, Porsche has sold seven 911 RSRs to customers for the WEC, the 24-Hours of Le Mans and the European Le Mans Series. Alongside its commitments in Europe, Porsche will once more tackle the Stateside IMSA WeatherTech Championship. Now without an LMP drive, Nick Tandy joins Patrick Pilet in a 911 RSR

starting with the number '911'. In the sister car, No912, will come Earl Bamber and Laurens Vanthoor.

Customers for the 911 GT3 R receive an upgrade for 2018 GT3 season. A parts kit, which can be used to update all 2016 and 2017 models, includes (amongst other things) a new front lid for best thermal management, and side skirts to improve aerodynamic balance. There also came a further commitment to worldwide GT3 motorsport, too.

At each round of the Intercontinental GT Challenge, Porsche lends its support to at least one local team in the form of a 911 GT3 R pro-class campaign. The works driver trio of Dirk Werner, Romain Dumas and Frédéric Makowiecki will contest all races and fight for the drivers' championship in this regard during 2018. In the Blancpain GT Series Endurance Cup, the three will also share a GT3 R

fielded by Manthey Racing. In many other international and national GT series, such as the European Le Mans Series, the Pirelli World Challenge, the Japanese Super GT series, the IMSA WeatherTech Championship (GTD class) and the Nürburgring Long Distance Championship, Porsche will continue to support its customer teams with engineers and drivers.

Reigning FIA WEC world champion and Le Mans winner, Timo Bernhard, will make a comeback in GT racing during the 2018 season. Joining forces with Kévin Estre, he will contest the ADAC GT Masters with his own team – Team 75 Bernhard. A total of nine Porsche 911 GT3 R are expected to line up at the Nürburgring to contest the ADAC 24-hour race. Five vehicles will be fielded by customer teams in the pro class, four in the amateur class. Manthey Racing will campaign two vehicles manned

YOUTH DEVELOPMENT PROGRAMME EXPANDED

A total of four young drivers will compete around the world as Porsche Young Professionals during 2018. After successes in Porsche's one-make Cup series, Dennis Olsen and Matt Campbell have taken the next step-up the career ladder. Matteo Cairoli and Mathieu Jaminet also gave convincing performances in their first season as young professionals in GT racing, they will continue to receive support in 2018. The proven support scheme will be supplemented for the first time by Porsche Selected Drivers. Porsche provides these drivers with training, which includes fitness tests, Christina Nielsen from Denmark is the first driver to be chosen. The winner of the German E-Kart Championship (DEKM), held for the first time in 2018, will also benefit from a number of training programmes, evolving the Porsche youth development programme. Porsche Motorsport will partner the innovative and particularly cost-effective DEKM from the very first race. These karts are capable of reaching speeds of 80mph and are designed to offer a level playing field, keeping costs for competitors low.



919 HYBRID ON TOUR

Porsche's former LMP team will spend 2018 concentrating on its new mission: its forthcoming entry into Formula E at the end of 2019. The team will continue to design, develop and test a completely new powertrain for the task, the first test drives of the finished Formula E car are scheduled for early 2019. However, a second operational job will fall to the team, which will conduct a farewell tour for the three-time Le Mans-winning 919 Hybrid. Outside of the WEC, and thus its energy regulations, the car will be campaigned at individual events throughout the year. Somewhat critically Porsche states that a 'precise programme will be announced early in 2018'. Following this, the 919 will make its final journey to become an exhibit at the Porsche Museum in Stuttgart.

by factory drivers Earl Bamber, Laurens Vanthoor, Kévin Estre and Patrick Pilet. They will be joined in the second car by Romain Dumas, Richard Lietz, Frédéric Makowiecki and Nick Tandy. A total of 13 Porsche works drivers and four Young Professionals will tackle the Eifel marathon in May.

The latest 911 GT3 Cup, which was premiered in the Porsche Mobil 1 Supercup, Carrera Cup Deutschland and in North America during the 2017 season, will be fielded in the majority of Porsche's 21 one-make Cup series around the world in 2018. Up until spring 2018, a total of 339 units will roll off the assembly line at Porsche's main facility in Zuffenhausen. Never before have so many racing vehicles of one type been manufactured for a new season, hence the 911 GT3 Cup remains the world's top selling racing car.

PORSCHE WORKS DRIVERS FOR 2018:

Earl Bamber, Jörg Bergmeister, Timo Bernhard, Gianmaria Bruni, Michael Christensen, Romain Dumas, Kévin Estre, Brendon Hartley, Neel Jani, Richard Lietz, Patrick Long, André Lotterer, Frédéric Makowiecki, Sven Müller, Patrick Pilet, Nick Tandy, Laurens Vanthoor, Dirk Werner

Young Professionals:

Matteo Cairoli, Matt Campbell, Mathieu Jaminet, Dennis Olsen

Porsche Juniors:

Julien Andlauer, Thomas Preining

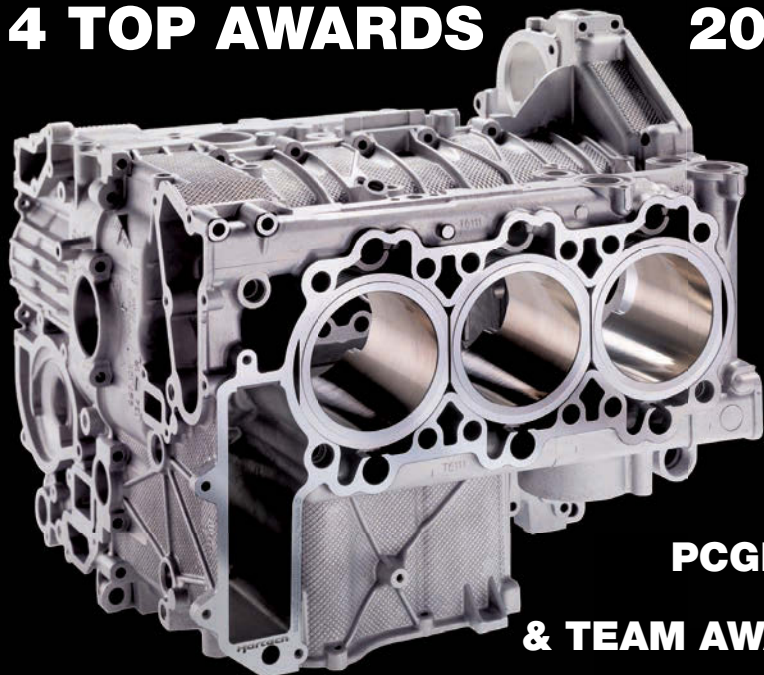
Porsche Selected Driver 2018:

Christina Nielsen



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PRE-'66 911 RACE SERIES LAUNCHED

A new historic racing series for classic 911s, the 2.0L Cup, has been created for 2018...



Until now the only race dedicated to classic 911s was held at the Goodwood Members' Meeting, but thanks to historic racing organiser, Peter Auto, Macted-Page and the 2L Racing Group, that's set to change. The new 2.0L Cup is a single-make grid reserved for 2.0-litre short wheelbase 911s prepared in accordance with the FIA's pre-'66 regulations, but its specific set of regulations have been arrived at with input from classic Porsche specialists such as Historika and

Tuthill Porsche.

Founder of Peter Auto, Patrick Peter, commented: "We decided to create The 2.0L Cup after some of our entrants told us that they would like to race their pre-1966 2.0-litre Porsches in a series exclusively reserved for them."

The series will comprise of three meetings, taking place at existing Peter Auto meetings during 2018; Spa Classic (18-20th May), Grand Prix de l'Age d'Or (8-10th June) and the Dix Mille Tours (31st August-

2nd September). Furthermore the new series will be included in the schedule of a major international event, the name of which was yet to be revealed at the time of writing. A British held round is being targeted for 2019. Each meeting will provide a 30-minute free practice session, followed by a 30-minute qualifying session and a race of one-hour and 30-minutes.

The 2.0L Cup has been created in association with classic Porsche specialist, Lee Macted-Page of

Macted-Page, and James Turner, Director of the 2L Racing Group. It is expected to attract a grid of 40 911s and aims to see some famous names taking part.

James Turner commented: "Working with Lee Macted-Page, we have put together the largest ever database of early SWB Porsche 911s eligible to race in this new 2.0-litre Cup series. Key teams from Historika and Tuthill Porsche have also input into a practical and tight set of Technical Regulations."



HARTECH RACING REWARDS SCHEME

Leading Porsche engine specialist, Hartech Automotive, has honoured its unique rewards scheme following a 100 percent reliability record in 2017...

Independent Porsche specialist, Hartech Automotive, has become the leading engine re-builder of M96/7 engines, as fitted to the Boxster, 996 (3.4 and 3.6), 997 (3.6 and 3.8) and Cayman S cars (up to 2008). It machines, modifies and rebuilds hundreds of Porsche engines every year, over 1,000 in fact since its was founded in 1984, all boasting a 100 percent reliability according to the specialist.

Due to the pressures of an increasing workload, three years ago Hartech disbanded its own successful Porsche racing team, deciding instead to concentrate on build racing engines for its customers. This shift included the advent of its Racing Rewards Scheme, providing discounts designed to give something back to those customers with Hartech engine rebuilds, these competitors carried its 'Powered by Hartech' decals. These rewards against future rebuild labour costs are earned for race wins, second and third places, with double rewards given for an overall championship wins.

Hartech's top three runners during 2017 were Mark and Jake McAleer in their 996 (3.4-litre) and ex-Hartech Boxster S, and Ed Hayes in his Boxster S 3.2. All three drivers won their individual championships, and with that they each earned full labour-free engine rebuilds over winter. These loyalty rewards total more than £8,000 in value. All three engines proved 100% reliable during the 2017 season, lasting all year in competitive events while running at the front of their respective grids. That would likely be an outstanding achievement for any competitive motorsport engine builder, for Hartech it is perhaps even more impressive given the reported fragility of the engines in question compared with earlier and later versions. It all serves to demonstrate the quality of Hartech's

workmanship, expertise and technology in the field.

The results in 2017 included eight wins for Mark McAleer and nine for Jake McAleer in their respective classes in the Porsche Club GB series, and no less than 15 wins for Ed Hayes in the Toyo Tires BRSCC Boxster Championship. Together they also recorded eight second places and four third places, the McAleer's taking in the process the PCGB Class 1 and Class 2 overall Club Championship honours, and the PCGB Team Award 2017. In addition Hayes was crowned BRSCC Class A Winner and Event Champion.

"I don't think that in the history of production sports car racing any one engine builder has managed to achieve such a performance, covering different engines, classes and events," commented Barry Hart, Technical Director of Hartech, which is based in Bolton.

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Period Aesthetic

Owned by Jonathan Williams of Williams Heritage, chassis number 911 130 1251 is a 911 ST that has been reborn with an eye on its original aesthetic.

Story: Martyn Morgan-Jones Photography: Gerard Hughes



Seeing that the famed and fabled ST (Porsche's highly-effective racing and rallying take on the 1970 - 1972 911S), never actually existed as a standalone model, it's become something of an enigma. In truth, the ST (the factory's internal designation, and one which stuck), was all about the many, and varied, factory or retro-fitted 911 upgrades. Depending on whether it was destined for

racing, rallying, or even hillclimbing, what options were fitted, and the available budget, it's easy to appreciate why no two were the same. Plus, motorsport is a movable feast. To remain competitive, many ended up with a bigger engine. Not to mention those converted using RS and RSR parts.

To add to the confusion, and create even greater mystique, the records of Werk 1, where

the builds took place, have been lost for years. This perhaps helps explain why not even the marque experts can agree on just how many STs were produced. In terms of factory-built cars, I've seen figures from 17 to 44 being quoted. Enigmas indeed!

Yet it's thanks to this air of mystery, sublime style, and competition pedigree, that the ST has become hugely-coveted and greatly-admired.



Not to mention much-imitated, particularly nowadays, when backdating and reimagining is all the retro rage. It's a rarefied atmosphere that tends to envelop the air-cooled cars. Air-cooled is seemingly where the big money is and the adulation, with many Porschephiles placing the lithe and lightweight ST at the very top of the podium.

The ST story started in 1969, with the

appointment of Rico Steinemann as Porsche's Racing Manager, and the arrival of the much-improved 2.2-litre C-Series models (August 1969), not to mention the D-Series and E-Series cars that followed.

Although he failed to get the 911S homologated in Group 2, Steinemann astutely, and successfully, steered it through Group 3 (production GT) and Group 4 (special GT)

homologation.

For Group 4, the goal was to produce the lightest possible 911S and use it as the base point for FIA (Federation Internationale de L'Automobile) homologation. Once homologation had been granted, cars could be further improved and lightened (within the class structures) and upgraded using ST components. Steinemann, driving a privately-



entered 907, finished second at the 24-Hours of Le Mans in 1968, and who would later go on to edit the Porsche house magazine *Christophorus*, knew exactly what was required. Consequently, the 911S submitted for inspection, was no run-of-the-mill model.

Amongst other things, Porsche's engineers used aluminium for the bonnet and bumpers, wire mesh in place of a metal grille on the engine lid, slotted in a narrow spare wheel, removed the soundproofing and ensured that the interior was a very Spartan affair.

Weighing in at just 840kg (a stock 911S was 1020kg), and ticking all the right boxes, it was duly FIA-approved and homologated.

At 840kg it was far from corpulent. Nevertheless, as alluded to, Porsche planned to reduce the weight of the works or works-supported cars even further. The measures employed would border on the obsessive, with everything, even the minutiae being scrutinised in detail.

Along with thinner-gauge steel for the roof

and inner structure, the doors were aluminium alloy (with light-gauge steel framing) and a fibreglass bonnet was usually fitted. Rubber catches saved weight over the stock latch assemblies, enabling the factory to omit the wire release cables and T-handles, and the thin steel tubes that housed them. With the exception of the windscreen, all windows were Plexiglas. Some cars had a thinner, Glaverbel, laminated windscreen. There was no carpeting, glovebox lid, passenger-side sun visor, joint sealing, underseal or undercoat, and simple door pulls. The ashtray assembly was removed, as were seat-slide supports, standard seat belt anchor points, heat duct tubes, front and rear cover locks, fog lamp recess covers, front torsion covers and the caps over the rear torsion bar ends. Even the Fuchs centre caps were removed. The devil's in the detail!

Of course, weight reduction was just one of the issues Porsche had been focusing on. For the 1970 season, the Federation Internationale de l'Automobile (FIA) had ushered in a

number of Appendix J changes. Of particular interest to Porsche was the fact that the front and rear track could be widened (allowing the wheelarches to be extended by some two-inches from standard).

This was particularly beneficial, as it facilitated the fitment of significantly wider rear wheels and tyres, thereby helping tame the 911's rear weight bias. Nonetheless, for a time, Fuchs weren't able to supply rear wheels in the requisite sizing and offset. This explains why contemporary photographs depict STs running with Fuchs up front, Minilites at the rear.

The extended arches were welcomed. So too was the new ruling allowing engine capacity to be increased (by enlarging the bore). Sensibly, Porsche upped the displacement of its mellifluous and increasingly muscular six-pot in stages, beginning with 2247cc (230hp in racing-spec, complete with Weber 46IDA carburetors). This would be followed by a similarly-equipped 2381cc (250hp) engine, before finally topping out near the 2.5-litre

*"The 911R was wonderful...
But the 911T was not really
powerful enough"*



class limit with a 2494cc 275hp unit. Rally cars utilised the same engines, albeit in different specifications. Indeed, although the works raced many STs, the majority were actually used for rallying.

Due to its greater torque, the 2.5-litre (which would be redesigned due to flywheel issues), was mated to the stronger 915 gearbox in place of the previous 'Type 911'. What's more, and in direct response to criticism from road car drivers, it was modified so that first and second gear selection was now in the same plane and not obstructively dog-legged as before.

Thanks to these improvements, and the weight savings, the metamorphosis from 911S to ST resulted in the creation of a fast, reliable, and very nimble car.

There were many notable successes. And cars. One car in particular: chassis 911 030 1127, which Gerard Larousse drove on the 1970 Tour de France Automobiles, stands out. At 789kg, it's the lightest 911 ever built.

Larousse had been expected to win. He'd

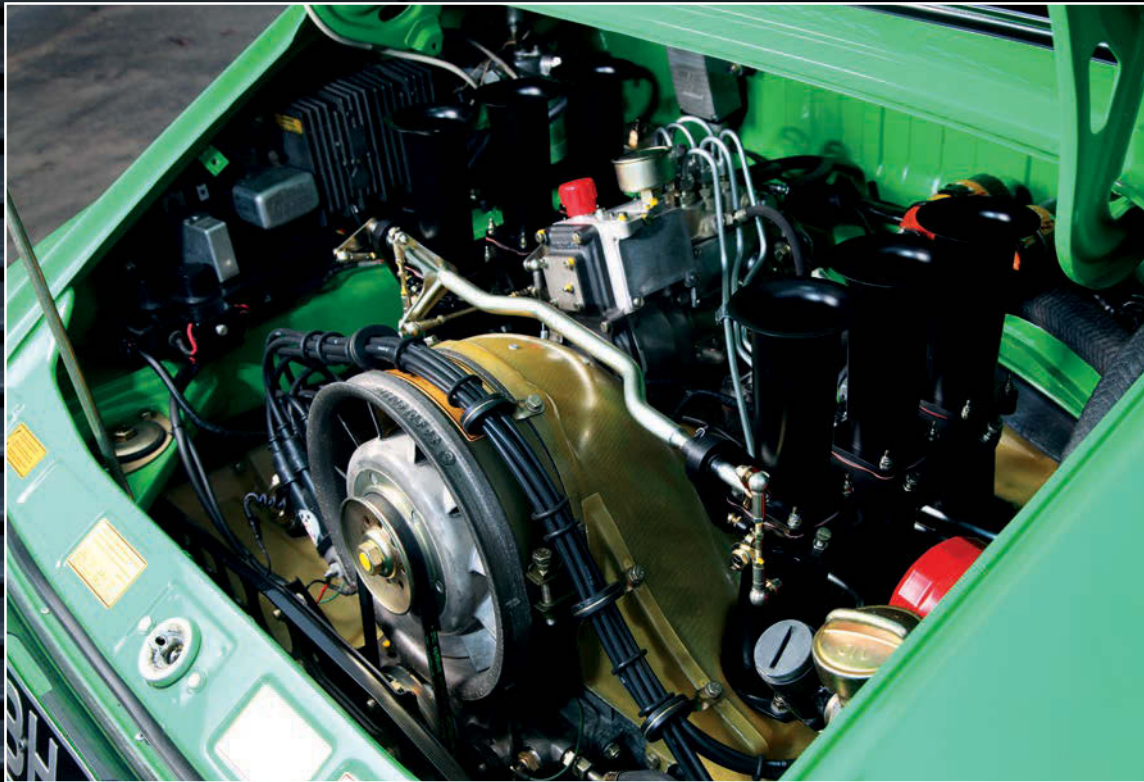
won in 1969 driving a 911R. However, as it transpired, it was the V12 Matra MS650 of Jean-Pierre Beltoise that took the victory, with Henri Pescarolo's similar car close behind.

The Matras weren't expected to last the course. Nevertheless, partly due to the fact that the majority of the route had been resurfaced (thereby enabling these very low-slung, home-grown, prototypes to compete without undue risk of grounding), they did. In fact, it was Larousse's ST that suffered a mechanically malady: a clutch problem, on the final day, ultimately relegating him to third position. As might have been said, by some, at the time: "C'est la vie!"

Larousse (who received the 'Spirit of Le Mans' award in 2012) had an incredibly successful motorsport career. It began behind the wheel of a Simca Aronde and would go on to encompass numerous events in numerous formulae at World Championship level. At one stage, Larousse won six international races in six weekends.

A six-time French Champion, he drove in F1 and F2, sports cars and GT. He established the Elf Switzerland F1 team and went on to set up his own F1 team in partnership with Didier Calmels. He has also been a factory driver for NSU, Matra, Alfa Romeo, Alpine, Ford, and Renault. As manager of Renault-Sport, he masterminded the company's entry into F1, and its victory at Le Mans and the Monte Carlo Rally. And there's more, including the period from 1969-1971 when he was a works driver for Porsche.

"I was very lucky and very happy with Porsche," recalls Larousse fondly. "They integrated me into the team very well, but I had some independence too. And I had a great working relationship, and friendship, with Jürgen Barth. Porsche was busy developing the 911 during this period. The 911R was wonderful, and I won the 1969 Tour de Corse with a loaned 911R. But the 911T, a variant that I also drove on a number of occasions, was not really powerful enough, and it was too heavy.



*"Competition cars are tools.
They evolve and change as a
matter of course"*



This all changed with arrival of the ST.

"I won the 1969 Tour de France Automobiles in a 911R, but for 1970 I was given a Group 4, 260hp ST. It was fabulous. I joked with the mechanics saying that for every kilogram they could get the car below 800kg I'd give them a bottle of champagne. They managed to get it to 789kg!

"As well as wanting my cars to be light, I was very keen on choosing the tyres! The Group 4 ST was able to make use of much wider tyres of course. The handling of my car was wonderful, not understeery at all. It was beautifully balanced and the balance was helped by being able to use the engine's great power and torque. The brakes were good too. Better than the 911R!

"The 911 ST, particularly my Tour de France

car, had many great qualities. In many ways, an ST is the perfect 911 package."

Of course, not all ST equipped 911s were factory or factory-supported cars. There is another, very important chapter in the ST story – the privateer chapter.

At the time, the ST was also the factory's way of enabling its motorsport-orientated clientele to cherry-pick from the extensive options and upgrade the 911S into a sharply-focused competition-ready car. That said, the modifications were so well-engineered, and so well integrated, that in addition to rendering the cars very competitive, they resulted in a car that you could also drive to (and hopefully from) events in relative comfort.

Customer demand was healthy. Cars were ordered as a 911S with option code 470

deleted (ensuring that most of the weighty, and unnecessary, refinements weren't fitted). To shed even more *avoirdupois*, a lightweight bodyshell was available. A few STs were even narrow-bodied and, apparently, one had a sunroof. Available from 1970 to 1972, it's thought that Porsche supplied 48 customer STs.

Included amongst this number is 1251, a May 1971 2.2-litre car. Resplendent in Conda Green, a period-appropriate and somewhat hippy hue, 1251 was supplied to its first owner by Mahag, Porsche's Munich distributor.

It's a very well-specced car. The list of factory-fitted ST parts is as extensive as it must have been wallet-lightening. They include; lighter bodyshell, thinner glass, anti-roll bar reinforcement, rear wheel spacers with



27mm longer bolts, removal of fog light covers, simpler interior, mounting for sports seat belts, head rests, 380mm steering wheel, fixed spoiler, roll-over bar and, interestingly, 'Airfield' gear ratios.

Unfortunately, the identity of the first owner is unknown. And, the car's timeline can only be traced back as far back as 1989, which is when it was purchased by Swedish ace Rolf "Myggan" Nilsson. Among his many claims to fame, Nilsson was the winner of the first-ever British Rallycross GP (in a 911).

Although Conda Green originally, 1251 had been repainted white, and it had been modified. Nilsson stripped and rebuilt the car from the ground-up, to virtually its original ST specification (but retaining the previously-fitted RS arches and front air dam), with a view

to using it for club racing. However, he only raced it twice. Once in 1992, once in 1993. This was due to it being uncompetitive in the class it was being raced in. Nilsson sold it to his local VW dealer, Ulf Lundburg, who kept it as part of his collection, using it only very occasionally. In 2013, Lundburg sold it to Pär Tufvesson.

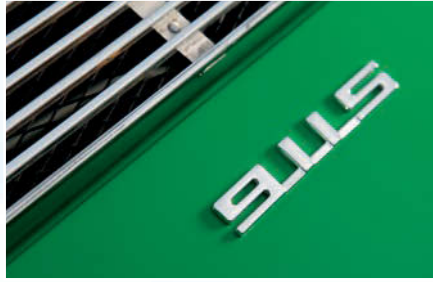
In the summer of 2013 it was bought by Jonathan Williams, with the intention of treating it to a ground-up, period-sympathetic restoration. The only issue was deciding which direction the restoration should take.

"I bought the car via Autofarm, through Josh Sadler," Jonathan recalled fondly. "Along with a journalist, Josh had driven the car to the UK from Sweden.

"Because no-one had been able to find any

history of the car before 1989, we weren't hemmed in, in terms of its specification. Unlike my RSR, there was no 'golden nugget' regarding competition success, and no particular base point to start from. If it had achieved anything significant, it would have been in the public domain. It was a club racer, pure and simple, and had been modified, which is understandable. Competition cars are tools. They evolve and change as a matter of course.

"Even so, it had retained the majority of its original parts, and came with a set of correctly-sized Fuchs wheels. In fact, the wheels helped dictate the route the body restoration would take. With the help of Thomas Josef Schmitz, MD of TJS German Sports Cars, who oversaw the project on my behalf, I was put in touch



"It's mechanically perfect, and the bodyshell, with that wonderful Conda Green paintwork, is flawless"

with expert restorer Christian Rump. I made the trip to Geske, in Germany, to meet with Christian. To get a feel for the project, we looked at numerous period photographs. One particular 911 ST: MY-AT-50, a Kremer/Lubral car, stood-out.

"Referencing MY-AT-50, Christian pointed out the details in terms of where my car should be. To provide sufficient clearance for the nine-inch Fuchs rear wheels, he advised fitting wider arches. At the front, he proposed that the original arches should be slightly flared. I was so impressed with Christian's passion for the ST, and the impeccable quality of his work, I gave him the go-ahead with the restoration."

A plan was duly formulated. A plan that would see the car being returned to period-

correct 1971 aesthetics. Crucially, not only did Christian have a vision in mind of how the car should look, he happened to have a genuine set of ST rear arches in stock.

"Many years ago, a client brought Christian a 1973 Carrera 2.7 RS Tourer that had been modified to look like an ST," explains Jonathan. "Apparently, in the early 1970s, the car's first owner returned the RS to the factory with the request that it be converted to resemble an ST. It seems he was captivated by the ST's looks.

"In the course of restoring the RS, Christian removed the ST rear arches and fitted the correct arches in their place. The ST arches were put into storage, awaiting the time when they could be fitted to the right car. That car was

chassis 1251! He presented them to me on the day of my visit. I was absolutely thrilled!

"The car went to Christian in April 2015 and by the tail end of 2016 he had pretty much finished the body and chassis restoration. Prior to this, quite some time prior in fact, late 2015 I recall, I had to make the decision as to what to do with the engine and transmission."

Acting on Thomas Joseph Schmitz's advice, Jonathan elected to entrust the engine and transmission to Manfred Rugen Engine Technology in Hepstedt, Northern Germany.

"Although the engine was running quite well," continues Jonathan, "It had seen a lot of use. Manfred is widely regarded as being one of the very best builders of air-cooled Porsche engines, particularly competition ones.



THANKS:

Williams Heritage
Jonathan Williams
Gérard Larousse
John Starkey
Lee Maxted-Page

"In April 2016, I flew to Germany to meet with Thomas and discuss how the project was progressing. We then travelled to Hepstedt, to meet with Manfred. It was a fascinating day, and we left feeling very educated about the workings and the potential of the ST. Manfred has a great passion for the ST.

"Apart from a few subtle changes, Manfred was as keen as I was to ensure that the restoration was as faithful to the original specification as possible. He subsequently rebuilt the engine as a full-race 2.3-litre, a period modification. Power is 240.8hp. It's a truly fabulous engine. Manfred also rebuilt a 915 gearbox and fitted this in place of the Type 911, although he did retain the 'Airfield' ratios.

"All the people in Germany who worked on

this project, nicknamed the car "Little Hulk". Perhaps I should get some suitable decals made! I'm absolutely delighted with how it has turned out. The transformation, from the lovely but tired car I bought in 2013, to the car I received from Thomas in 2017, is astonishing. It's mechanically perfect, and the bodyshell, with that wonderful Conda Green paintwork, is flawless. Plus, it drives impeccably," Jonathan smiled.

Both the factory and the privately-owned cars, cars such as 1251 (which is now a truly glorious, aesthetically pure, and simply mesmerising creation), played an important part in giving Porsche a new and very successful direction. One that relied on utilising production-based cars rather than

cruelly expensive, brutally impressive, but somewhat decadent prototypes.

Renowned Porsche expert and respected author John Starkey is one of a number of marque enthusiasts who's truly appreciative of the part the ST played in shaping Porsche's motorsport's future.

"When it got to 1972 and Porsche realised how many 2.5-litre STs they sold, that's when they decided to go all out and introduce the RSR for 1973," impresses John.

"They foresaw a customer market. That and the fact that the 917 had been outlawed by the FIA in 1972 meaning that the 911 was really Porsche's only weapon to contest the 1973 World Championship for GT cars."

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No of cars
built in 2015

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off-road course

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customer centre

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assembly areas

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No of cars built in 2016

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total site area

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August 2002

Start of production for
Cayenne at Leipzig



2004

Assembly plant is expanded
to build Carrera GT at a
cost of €130 million



July 2006

25,000 sq. m assembly hall and 23,500
sq. m logistics centre costing €50 million
built for Panamera production.





*September
2006*

Start of production for Panamera at Leipzig

Work begins to expand site to a fully-fledged production facility, it is completed in February 2014

*October
2011*



Construction of a new body shop begins

2013

Leipzig becomes a full-scale plant for the Macan



Leipzig employs more than 4,000 people for the first time

*February
2015*

Further factory expansion begins, the first pre-production vehicles come off the assembly line at the end of 2015



*August
2016*



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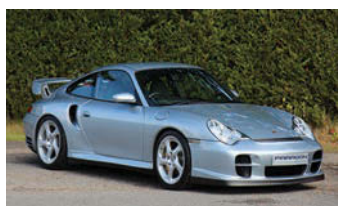
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911 Carrera RS (964)

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

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911 GT2 (996)

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

£149,995



911 Carrera 4 (993)

Metallic Black • Marble Grey Leather Sport Seats • Manual Gearbox • 18" Turbo Technology Wheels • Air Conditioning • 24,689 miles • 1997 (R)

£99,995



911 Turbo (997 GEN II)

Carrera White • Black Leather Adaptive Sport Seats • PDK Gearbox • Ceramic Composite Brakes • Sport Chrono Pack Plus • 19,312 miles • 2010 (10)

£84,995



911 Turbo S (996)

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

£64,995



911 SC

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

£64,995



911 Carrera S (991)

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

£62,995



911 Turbo (996)

Basalt Black • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation Factory Hardtop • 55,346 miles • 2003 (53)

£54,995



911 Turbo (996)

Seal Grey • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation Extended Leather Package • 56,514 miles • 2004 (53)

£54,995



Cayman S (981)

Carrera White • Black Leather Sport Seats • PDK Gearbox • 19" Cayman S Wheels • Full Leather Interior • 5,386 miles • 2015 (65)

£46,995



Boxster S (987)

Guards Red • Black Leather Seats Manual Gearbox • 18" Boxster S II Wheels • Satellite Navigation • 15,592 miles • 2007 (07)

£23,995



911 Carrera 4 (996)

Basalt Black • Black Leather Seats Tiptronic S Gearbox • 18" Sport Design Wheels • Electric Sunroof • 68,732 miles 2002 (02)

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

In his final column for us, Richard looks at an exciting new 911 racing series...

By now I hope that most reading this will be aware that the world has just got a new favourite one-make championship. Not only this, but it's historic and provides an arena for Porsche's finest 911 derivative to go head-to-head over three – or potentially four – rounds throughout 2018.

Backed by one of Europe's top race series organisers, Peter Auto, this is a game-changer for early 911s and I believe it may pave the way for a different kind of race weekend. A better one.

The infamous Carrera Cup and Supercup have proven year-on-year to be the Porsche series to compete in, so why has it taken this long to get a historic version up and running? I'm not sure I know the answer to this question, but I was delighted when longstanding Tuthill client and friend, James Turner, put his mind to delivering what I am sure will become a great series in its own right.

We have been building 2.0 litre 1965 cars since the early 1990s, largely for rallying and touring, but this has gradually evolved. We started to get enquiries for racing versions in 2012 and then the demand gently grew. The big change came in 2014, when Goodwood announced a one-off race for the following year's Members' Meeting. The race for the Aldington Trophy received huge attention and really shone the spotlight on a car that was not widely raced until several years after its introduction. The sight of close to thirty 911s sliding in a way that only a 911 does, around the famous Goodwood racing circuit, was a memorable one and the phone began to ring.

The following year we built

seven cars and have steadily been building them ever since. They are wonderful. More so since, after a great deal of effort, we produced our first 200hp (plus) engine. This, given the regulations, remains small valve and running on Solex carburetors. These are simple cars and very reliable, they are massively flexible and a joy to drive: be it on the track or on the way to the track. There is little one can do to them and this will help the series. They have solid brake discs, they have non-adjustable suspension and – once the carbs are behaving well – sing all the way up to 8,000rpm, sounding magnificent at all times.

But there is more to this than just being another race series, and there is more to it than being a single-make series. I honestly believe that with James at the helm, in conjunction with Peter Auto, this will actually create a template that could change racing for the good. A bold statement, but one that I sincerely believe in.

During the consultation phase of the project, James, Lee Maxted-Page, Kevin Morfett (of Historika)

and I have discussed, at length, what both we, and our clients, want out of racing. Odd you may think, but I am clear on this.

Racing is about winning, right? Actually in my opinion is that's not quite right, only for a small percentage of racers is the weekend about winning. For the large majority, it's a chance to enjoy their cars, drive on great circuits, meet great people and relax.

However, the issue is that regulations, and there are many, often trip people up and mostly those getting tripped-up, professionals and amateurs alike, fall foul unintentionally. But the beauty of having a one-make series is that this is easily sorted and, by getting those who are in the know on board early means that all of the grey areas can be discussed openly.

There are some things that matter and a lot that don't, there are some things that win races and some that don't, and when one comes across such issues in traditional racing series, the experience is an awful one. It's very formal, very much 'them and us' and can be really

rather unpleasant.

What James has set in place is a buffer, a voice of reason which will take all the stress out of such situations. Those that enter are, after all, clients. Without clients there is no racing! Clients need looking after, solutions need to be found and these must be workable.

I honestly don't believe this currently exists in any form of

I believe this could change racing for the good...

motorsport, modern or historic. It will do soon and this will make the whole experience even more joyful than seeing forty or more 911s drifting across Europe's finest racetracks. I can't wait. ○



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



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Philip Raby wonders what affects Porsche sales more – time of year or spouses?

When is a good time to sell a Porsche? There are, apparently, so many variables. Spring and summer seem a logical time to sell sports cars but, then again, August can be quiet because people are on holiday. Autumn and winter, meanwhile, have to be bad times as the weather is poor and buyers have hunkered down. That said, people are off work over Christmas and pass the time browsing classified adverts, so sales can pick up during the holiday season. As with anything in life, everyone seems to have their own theories.

My experience is that there's no rhyme nor reason to car sales, and I've never seen any seasonal pattern over the years I've been involved in the industry. A case in point is that we had a few really nice early

986 Boxsters over the summer and, for whatever reason, they just didn't sell. By the time November came along, I guessed that would be it for the little roadsters until the spring and we'd have to mothball them. And then we sold three in November and December, with countless enquiries for all of them. If only we'd had a Boxster tap we could have turned on for more! So much for open-top cars being summer sellers.

One of the Boxsters was a lovely low-mileage Speed Yellow example, which was a really eye-catching car. A gentleman came to see it with a

view to buying it for his wife as a surprise birthday present. He was smitten with the car but thought he'd better just go home and subtly sound his wife out in case she wasn't keen on yellow. The next day, he rang me, rather crestfallen: "She hates yellow cars, and I thought I knew her!" That was a lucky escape. Bizarrely, an email enquiry the following day ended up the same way, when the customer's girlfriend vetoed the same car on account of its colour.

All that, though, was good news for the buyer of the yellow Boxster. He'd also had doubts over the

colour but decided to bite the bullet and make the long journey down from Liverpool early one Sunday morning to take a look. He loved the Porsche when he saw it in the flesh and immediately put down a deposit. I forgot to ask him if he was single or not...

Of course, it's only reasonable that customers check with their other halves before committing to buying and, for whatever reason, it's usually men going away to talk to their wives or girlfriends – it's rarely the other way round. In fact, I was once slightly perturbed when a chap came to look at a Porsche and announced "I need to check with my ex-wife first." I never heard from him again.

On a similar note, I had a great telephone conversation recently with someone interested in a silver 997 Turbo we have. It's a £52,000 car and he wanted to part-exchange his silver 996 Cabriolet, which was worth around £12,000. "My wife doesn't really take any interest in cars," he mused. "So if I drive off in one silver Porsche and return with another, she probably won't even notice the difference." I did wonder whether I should have offered to paint the 997 roof black to match that of his Cabriolet...

Going back to seasonal variations, I'm writing this in the run-up to Christmas and there's no sign of a slow down. We're inundated with enquiries for Porsches and sales remain strong. Maybe, just maybe, then it's not the time of year which affects the market, but how buyers' partners are feeling about life and, more importantly, colour ○

A chap announced "I need to check with my ex-wife first." I never heard from him again...



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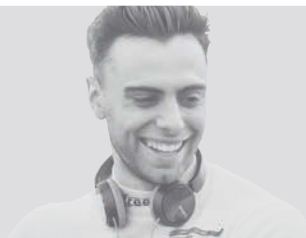
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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his third season racing Porsches

Dino attends Porsche's 'Night of Champions' in Stuttgart, and some filming work at Silverstone...

December, which is the time of writing this column, is traditionally an awards ceremony month. I know each year I'll have at least two to go to, and I quite enjoy them. It's a chance to dress up in a nice suit to feel a bit like James Bond, and chat to fellow industry professionals, and / or sponsors and partners.

I suppose the most recent one of relevance was the Porsche Motorsport awards in Stuttgart. Every year Porsche hold an exclusive awards evening at Weissach, filled with the top three Carrera Cup drivers from each series around the world, Porsche factory drivers, various teams and important members within the Porsche family. Naturally top brass is there; basically, anyone who is anyone within Porsche is there. It's a fun evening as they showcase all the year's the action and reveal plans for the following season.

Finishing second in this year's Carrera Cup GB meant I got an invite again, having achieved the same last year. The ceremony takes place on a Saturday evening, called the 'Night of Champions'. During the daytime, there's a 'Day of Champions' ceremony where all the drivers get to visit the Porsche Museum in Stuttgart for a guided tour of the place, before collecting a prize memento with their name on it. It congratulates you for finishing in the top three of your respected Porsche racing series.

It's all nice and chilled. Porsche treats us well – putting us up in the 5* Meridien and paying for our dinners and lunches at the restaurant. I guess it's a way for Porsche to thank the drivers, and it's a bit of a treat that only the top three get to enjoy. Ironically, the top three this year was the same as last year in the Carrera Cup GB series, albeit with first and third swapped.

I was anticipating some friction

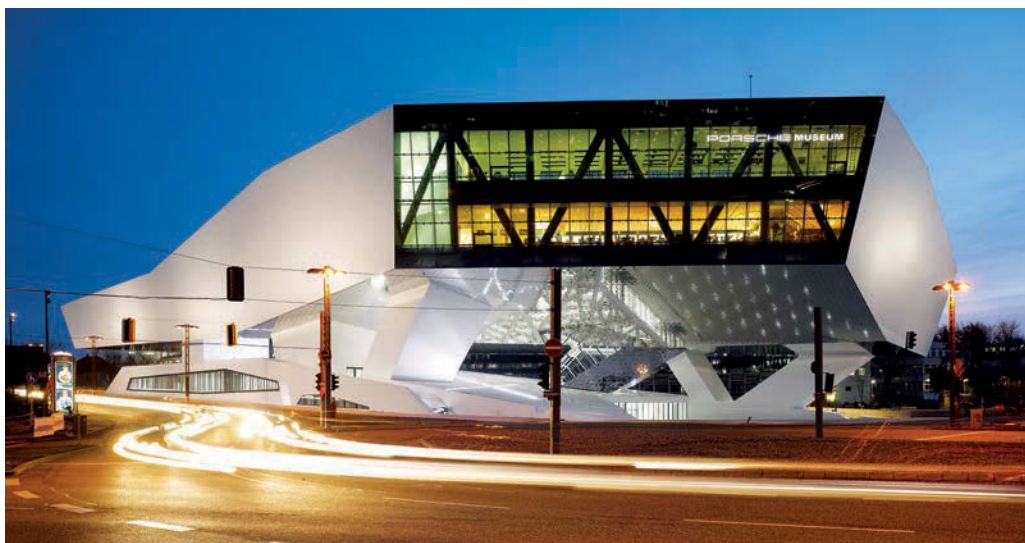
between Dan Cammish and Charlie Eastwood after 'Knockhill-Gate', but water had seemingly passed under the bridge and everyone was on good terms. I was tempted to stir it up between the pair, but I realised that I as didn't win the championship either, I had just has much to annoyed about as Dan Cammish did!

The Day of Champions had an extra special feature this year, as we finished our guided tour of the Porsche museum, some random bloke dressed in normal clothes started singing 'We Are The Champions' by Queen. At first, I genuinely thought he'd lost his head and was trolling us. But after about 10 seconds, he was joined by another singer, and then another one and, before we knew it, we were surrounded by a flash mob of about 20 individuals all singing to us. It was a cool touch and added a nice surprise to proceedings.

In the evening, everything went

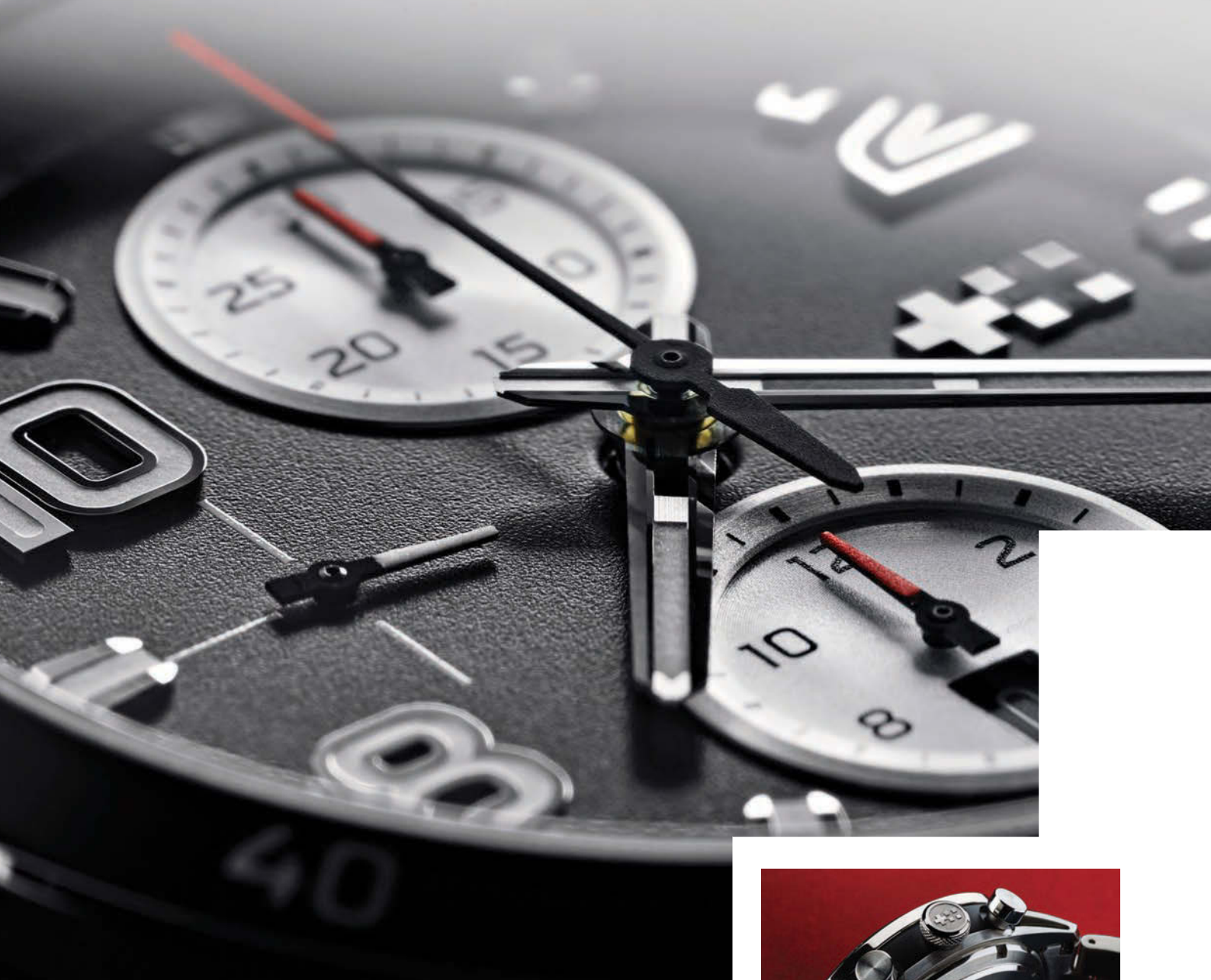
well after we sat down at our tables. For some reason, despite probably everyone in the room being able to speak English, Porsche conducts the whole evening in German. So you sit with headphones on while a translator talks you through proceedings. I understand that Porsche is a German marque, but the translator often misses the gist of the jokes – so it seems quite odd for us English folk! Nonetheless the evening fun.

It was enjoyable getting the Cup car sideways for the camera...



I also got the opportunity to do some filming with Porsche recently, where a 911 GT3 Cup car was pitched against a 911 GT3 road car. We shot it at Silverstone and I believe the footage will be used for promotion. It was quite enjoyable getting the Cup car completely sideways for the camera, drifting without worrying about losing tenths of a second or burning the tyres up! Unfortunately, I didn't have chance to compare the two cars back-to-back as we ran out of time, but it was a cool day to be a part of before all my driving activities finished for Christmas. Now it's just a case of waiting until we can plan for the coming year... ○

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 why it's electric or bust for Porsche's future...

Since the launch of the all-new Panamera last year demand for E-Hybrid versions has surprised even Porsche. Some 60 percent of all Panameras sold in Europe have been plug-in hybrid models, in Austria more than 80 percent of Panamera vehicles sold have been hybrids, in Belgium make that more than 90 percent. The latest Panamera with plug-in hybrid drive is capable of travelling up to 30 miles solely on electric power, and Porsche has doubled its output of these cars over the past 12 months. On paper the strategy to shift to cleaner vehicles looks already to be paying off for Porsche and its wider parent, the Volkswagen Group.

You'd think that this is great news given that preparations are well underway in Zuffenhausen for the production of Porsche's first purely battery-powered sports car, the Mission-E. Porsche is spending in the region of one billion Euros on the Mission-E, its most ambitious project to date, 700 million of that is for factory facilities in Stuttgart on the old Porsche Exclusive site. With its headline figures of a 500 kilometre range (more than 300 miles), 0-62mph achievable in less than 3.5-seconds, and the ability to take-on an 80 percent charge in just 15 minutes, it promises much. Porsche is already thinking about wider derivatives of the Mission E. But there are some problems with all this...

Like other manufacturers, Porsche does not make the batteries for its hybrid cars, and its suppliers

are already struggling to meet increased demand. Currently this is translating to longer delivery times for customers ordering a hybrid Panamera (3-4 months at present). How that plays out going forward we'll have to wait and see, but as demand further increases it's not inconceivable that the situation could become frustrating, both for Porsche and its customers.

In addition to all this Porsche is likely to announce either a pure

Porsche has quite a bit riding on its success in this new era of sustainable mobility...

electric (or at least hybrid) Macan in the first part of this year. It's expected that any such car would be built at the Leipzig factory, resulting in further expansion of the sprawling 400 hectare site where the Panamera, Cayenne and Macan are constructed. The extra investment required could run into the hundreds of millions of Euros, but Porsche also needs to find some more staff to work there.

With the rapid growth of hybrid, pure electric and autonomous cars has come something of a shortage in experienced mechanics, engineers and software experts. If you are such a fellow then presently you have the pick of some excellent new careers in the automotive

industry, with employers such as Tesla, Mercedes and BMW fighting for your services. And let's not forget all the satellite outfits that are also growing exponentially as a result of our fast adoption of new technologies, such as battery and software firms. The Mission-E alone has called for the creation of 1,200 new jobs at Porsche. As a result of this shortage in the jobs market Porsche is investing in training its existing employees in new methods and technologies.

Added to Porsche's commitments on the electric road car front though, comes its all-electric motorsport programme. The now defunct LMP Team, which I heard was costing Porsche the same as an Formula One team would to run (200-300 million Euros), will transfer to its Formula E (FE) programme, where work will be

ramped-up to design, develop and test an entirely new powertrain for its first FE car. Initial tests have been pencilled in for early 2019, ahead of Porsche's first race at the end of that year ('Season 5' in FE speak). There it will line-up alongside side new domestic entrants BMW and Mercedes, together with those brands already established in the series such as Jaguar and Renault. Between now and then FE cars are set to change radically, likely featuring closed cockpits and / or Formula One's halo device to protect drivers, cars will also feature greater longevity removing the need to switch cars mid-race.

As you can see, Porsche has quite a bit riding on its success in this new era of sustainable mobility. Though some purists won't want to hear it, as a result, for Porsche its future simply *has* to be electric... ○



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



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

Already booking twelve months ahead, can John complete a Porsche project this year, despite the distractions?

As I write, the countdown to December 31st has begun and there are lots of loose ends to tie-up beforehand. Having parted company with my last independent Porsche dealer marketing client at the end of last summer, and expanded my own professional services, I've got a ton of work to get through before the end-of-month deadline, so we can start the New Year with a nice clean slate. While we will hit the ground running in 2018, the inevitable workload to accompany a busy schedule begs the question: will there be any time left for Porsche projects?

Getting some time on my cars this year would be welcome, but there's a bit more building to do before that gets started. I need to modify and fit some reclaimed Victorian garage doors to my new garage build (a.k.a. Porschehaus), then Tarmac the driveway and get a decent entrance together. Porschehaus then needs some electrics to prepare for a four-post lift. Once that's done, my 924 Turbo and my orange 911 can slide into their separate bunk beds in time for the spring.

The 924 Turbo is a LHD non-sunroof 1981 example, originally from Sardinia but now living with me in Northamptonshire. I had the body repainted in original Diamond Silver by Racing Restorations in Worcestershire a few years ago and then set about restoring the interior, refitting glass, refurbishing the doors and re-doing the exterior trim. It came up really well – I even

surprised myself with that one – so now the mechanical bits look tired after many years laid-up. Ideally, it needs the drivetrain dropped out and refurbished.

A 911 friend did this to his RHD 924T in 2017 and the car now looks great and runs better than ever, so that's given me some encouragement. It would be cool to get a lift installed, pull the oily bits out of mine and give them all a good overhaul during 2018.

My 911 has been sitting in a borrowed garage for a few years, but at least I got it started last year. I was about to take it for an MoT, when I noticed the battery was not charging. That caused me some grief, as there are no tools where it is stored, but eventually I got the fan off and brought the alternator and regulator home, where they sat on my workbench for a few months.

I was offered an upgraded alternator – an offer that didn't work out as intended – but then I spotted a brand new one with internal regulator for a bargain price on eBay. I got that but haven't refitted it yet, but I am hoping that soon the car will finally be enjoying some overdue attention and picking up an MoT before my fiftieth at the end of this month.

I have a fantasy plan to take myself out to breakfast in the 1976 Carrera 3.0 on the morning of my birthday, kicking off a year of using the 'elfer' for all kinds of everything, from school runs to Euro trips, and reminding myself just how much effort went in to buying the thing in the first place, and why. We will

have to see how that works out.

If 2018 was all about getting two of my Porsches back on the road, that would make it a terrific year, but there are two more Porsches, seven other cars, three motorbikes, a part-built garage, a family and a business to squeeze in there too, plus whatever else pops-up.

In terms of event for 2018, I never miss Essen Techno Classica, so that is a must. Some of my Aussie Porsche mates are talking about coming to Europe for Classic Le Mans 2018, so it would be rude not to pop down and say hello to them over that weekend. My middle daughter wants to take a motorbike tour to Auschwitz after her final school exams are done in July, and I

am sure I can find us plenty of other stuff to see on that road trip. We are likely to do a few more trips, too.

I've also got piles of old Porsche parts on both sides of the USA, so I will have to get over there and crate that stuff up to come home at some stage. Factor in more than a handful of race weekends: I'm hearing rumours of a new classic Porsche series, which will dovetail with certain high-profile European meetings. I suspect I may get to more than a few of those. Heading back to Sardinia in the 924 was another potential road trip in the back of my mind, but that may have to wait until 2019 or beyond: it looks like 2018 is already booked out... ○

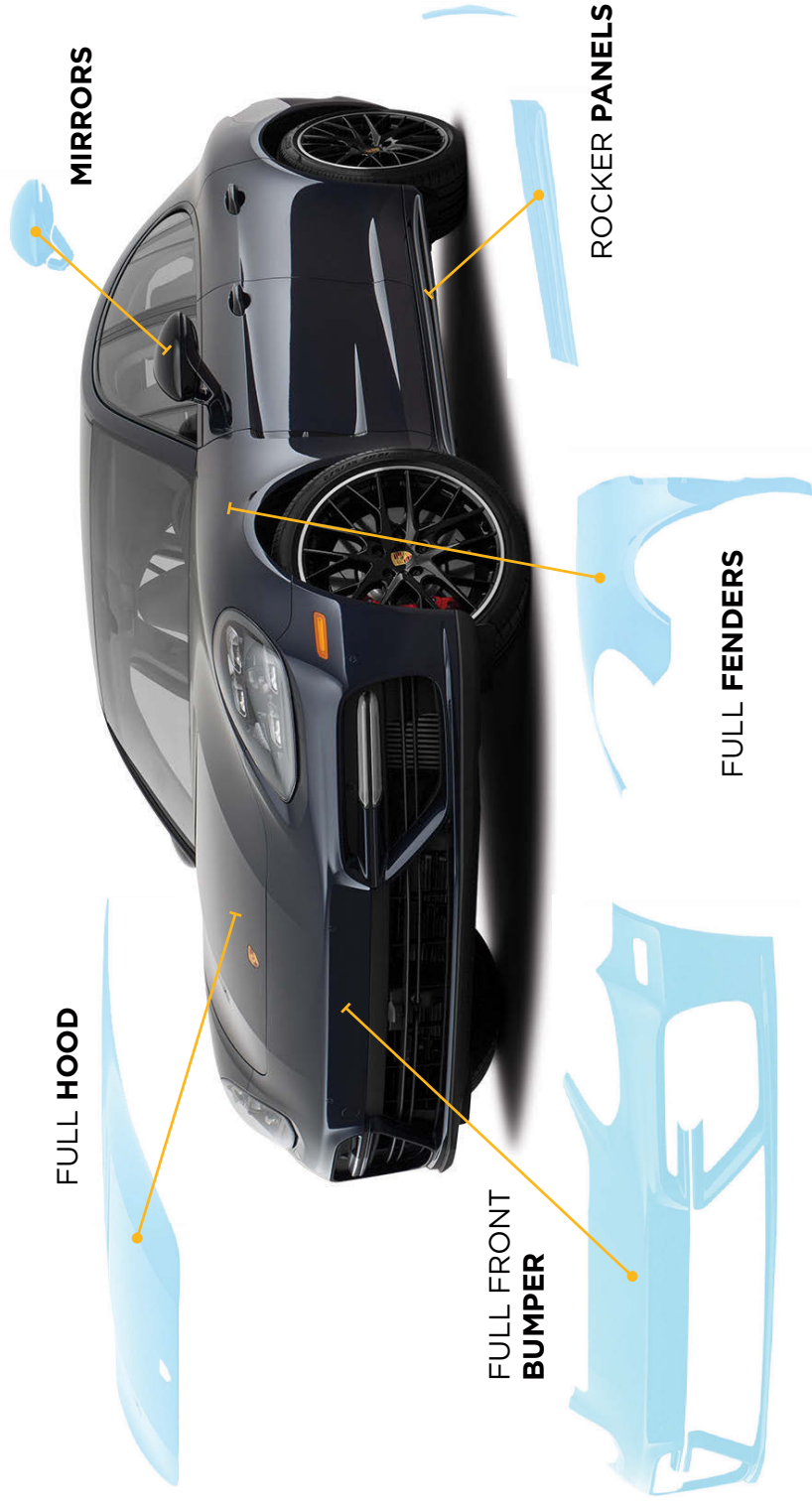
The 924 Turbo is a LHD non-sunroof example, originally from Sardinia...



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Keep It Simple

With prices starting at £20,000, could the 997 Carrera be one of 2018's best buys? Here is what you need to know... Story: Louise Woodhams







Which Porsche might be the next big collector's car? It is the question on everyone's lips, but let us be honest it is most likely to be a Turbo or GT variant, which is out of many people's reach. So, what is a more realistic option? In a time when most car manufacturers are going down the turbocharged route, and some of the latest supercars are powered by electricity, it is likely that cars with normally aspirated engines and manual gearboxes are going to appreciate in a value over the coming years. Well, at least until some get their way and we are all 'driving' autonomous cars. However, that is another topic for another day.

If you are looking to buy a car today that may well be worth more money than you paid for it in the future, our bet is on a 997 Carrera. It is the perfect blend of old and new-school 911 - modern and comfortable enough to

*While the 996 boat has sailed,
the 997 ship is still firmly docked*



make a usable daily driver, and with its rear seats, roomy enough to accommodate the kids, analogue enough to excite, raw enough to remind you it is a rear-engined car. The 997 Carrera was a big seller, too, so there are a wide selection of used examples on the market, which means you have a good chance of seeking out a bargain. Okay, a GTS (the pick of the bunch) will set you back upwards of £85,000, and a second-generation Carrera S or 4S some £60k, but for between £20k and £30k you can buy a C2 or C4 (including the S) with less than 60,000 miles on its clocks, and that's pretty cheap entry into modern 911 ownership.

In fact these figures make it a no-brainer, and if you keep hold of it for more than a few years you might break even, or even be lucky enough to turn a profit. While the 996 boat has sailed, the 997 ship is still firmly docked.

Need we mention that you'd be driving with a smile on your face, too? Don't take our

word for it though – the internet is abuzz with people saying that the 997 is a good bet if you are after a longer-term 911 investment, and if you believe hear-say in Porsche circles (and why would you not?) the market is pricing them correctly right now.

Launched in 2004, the 997 Carrera and Carrera S models offered a return to more traditional 911 styling (with the 996's 'fried egg' headlights now gone). Furthermore came an interior that today has stood the test of time, although what did not change with the base 911 was its fabulous flat-six engine. Talking of which, you will have no doubt heard the horror stories about scored pistons and disintegrating intermediate shaft (IMS) bearings that have left owners of 996s and 997s with huge bills. One way to avoid that is to buy a post-August 2008 Gen II 997 with a DFI (direct fuel injection) engine. However, for ten grand less, you can have a model that



is just a few years older, and the truth is that those water-cooled woes might have been exaggerated somewhat. Engine failures in Gen 1 997s are perhaps rarer than you might think, but the experts such as Hartech Automotive, can provide a clearer 'live' picture at any moment in time.

So, which 997 is the best buy, then? As is usual with the Porsche 911, the model range expanded over the years with the Carrera 4 and 4S, Turbo, GT2 and GT3 variants. For many the best buy is the bog-standard Carrera 2 or 4 – so often, simplicity is best, and that is the case here. The 325hp 3.6-litre engine has only 30hp less than its 3.8-litre S sibling, barely noticeable on the road, and it revs more freely. Moreover, speak to the specialists and they all say that the 3.6-litre unit, with its thicker cylinder walls, suffers fewer IMS failures. Or perhaps it is the fact the 3.8-litre S outsold the Carrera by three to one? That aside, it is a purer drive – it does not have the S model's standard PASM (Porsche Active Suspension Management) either, which many criticise.

The safest way to source your 911 is from a leading independent Porsche specialist, and you'll find plenty advertising their stock in these very pages. But if you're buying privately, it might pay to enlist an expert to survey your prospective purchase. We would also recommend you buy a car with

a full service history (independent dealer or specialist) accompanied by invoices for any work undertaken – especially if it is a bit leggy. Engineering integrity is one of the crowning achievements of the 911, it is a well-built car, so providing nothing major breaks or fails and you have chosen your specification wisely, it is perfectly possible to have a reliable 997 for little outlay.

You can also be reassured that 911s only need major maintenance every two years or 30,000 miles – bear in mind that a good independent will be a third less than an official Porsche Centre, and that consumables for a 911 will not break the bank. Also, according to some leading Porsche specialists, 997s enjoy a healthy first-time MoT pass rate, with only minor problems (like headlight alignment) being the most common cause of any failures.

There is a choice of six-speed manual or five-speed Tiptronic auto – both are reliable and clutches have a life expectancy of around 50,000 miles if not driven hard. Choosing between a two- and four-wheel drive car is, again, down to your preference, purists will want rear-drive models, but plenty opted for the added traction of the Carrera 4 when new. In any case, the all-wheel drive system is dependable and largely trouble-free.

The 997 was packed with technology.

It had variable-ratio steering and PSM stability control, as well as the optional Sport Chrono, which contrary to popular opinion is more than just a stopwatch. It also adds a sports button that changes the engine management system and stiffens the dampers, when optioned with PDK it alters gear changes too. There was also a Sport chassis option, which lowered the ride by 20mm and added a limited-slip differential.

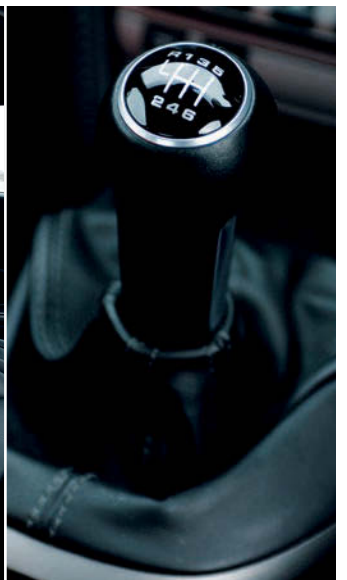
The 997 offers a scintillating drive no matter the variant. Its handling is outstanding with incredible traction and immensely effective brakes. The assisted steering responds perfectly to every input, it is more predictable than its predecessor around the corners – sticking resolutely at both ends with little intrusion from the PSM, even when driven hard.

There is another great reason why you should buy a 997 – it is the last hurrah for the mechanical 911. While it had an array of electronic aids, some of which we have mentioned, the takeover only intensified under its successor. While technology equals progress it is the purity of a 997, the Carrera in particular, that attracts many.

A quick trawl found a high-spec 75k-mile 2007 997 with a manual 'box for £25,000. If you are looking to throw your hard-earned money into a 911 with solid residual values, considering a 997 is a must ○

It is the purity of a 997, the Carrera in particular, that attracts many







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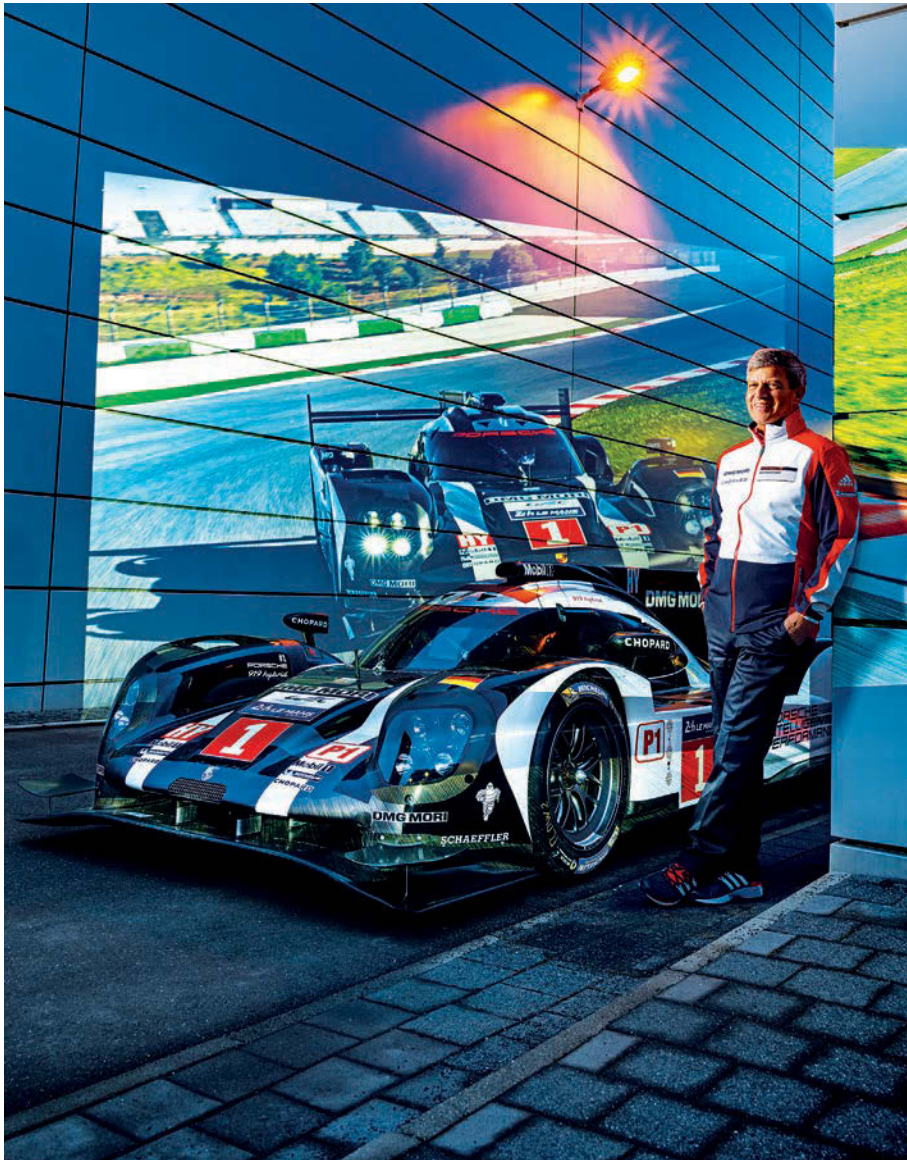


All Good Things...

At the end of Porsche's LMP programme, Vice President, Fritz Enzinger, and Team Principal, Andreas Seidl, look back over a successful era of racing that netted three Le Mans wins and six World Championship titles.

Photography: Porsche





When a pair of 919 Hybrids crossed the finish line in the final race of the FIA World Endurance Championship (WEC) in Bahrain late last year, it drew to a close Porsche's efforts in the LMP1 category of endurance racing. Just five years ago the company announced its return to the top class of endurance racing after a 16-year absence, but only 34 races later it was all over. In a historical context for Porsche that's a relatively short and sweet programme. Here Vice President LMP1, Fritz Enzinger, and Team Principal, Andreas Seidl, take a frank look back over their 17 wins, including three consecutive outright 24-Hour of Le Mans victories, and three successive manufacturers' World Championship titles...

Q: How did you feel when the two 919 Hybrids crossed the finish line for the final time?

Fritz Enzinger: "It was a feeling of sadness on the one hand. But on the other hand, I felt a great sense of relief that the project was so very successful."

Andreas Seidl: "As a team, we have stuck together through thick and thin over the years. This last run-out in competitive conditions was indeed depressing; yet at the same time, I felt a deep gratitude. Gratitude for the fact that I have been able to be part of this chapter of Porsche motorsport history, for the successes and, above all, for the fact that we got through four years without any accidents that resulted in injuries."

Do you still remember your expectations when you first started out?

FE: "Above all, I remember the expectations that were placed on the project. Everybody assumed that the 17th overall victory in Le Mans was a certainty. This sense of conviction was astounding because Porsche had not been in the top class in Le Mans since 1998. There was neither infrastructure nor experience at the level of the new LMP1 hybrid class. After all, we had to build a Formula One racing car with a roof."

AS: "When I started, I was not fully aware of quite how significant this project was

for Porsche, in terms of the identity of the workforce and the expectations inside and outside of Porsche. For me, before starting in this role, the Porsche LMP was another very interesting motorsport project that I wanted to make successful. I had not really an idea what it meant to represent Porsche at Le Mans and compete for overall victory. I was a sprint racing junkie. This changed quickly. I saw the unique opportunity to be able to build-up a racing team from scratch and had the goal of winning races. First and foremost, at Le Mans."

What was your personal highlight?

FE: "That was when Dr Wolfgang Porsche put his hands on my shoulders after the first overall victory in 2015 and said: 'Now things are back to how they used to be at Porsche.' Being involved in one of the most successful times at Porsche has meant a lot to me. That first Le Mans victory was definitely the best, because of how convincingly we won. We were only in our second season and were performing with such superiority. The second and third victories involved special circumstances. On those occasions, I had

already somewhat resigned myself to the fact that it might not be our time."

AS: "It was definitely the 24-Hours in 2015 for me as well. In terms of the preparation and the two weeks at Le Mans, this was the biggest operation that I had ever been involved with, and this time I was leading it. The deployment of these three cars and the co-ordination of the entire team in the race was beyond anything I had done before. To have all three cars complete the race without technical problems, achieve a one-two victory and become the benchmark in terms of pit stops by one's own efforts – it was close to perfection and just how I pictured a race should be. It was also the unique moment when we as a team achieved this long-desired overall victory for Porsche. We had fought hard for that and managed to meet expectations."

Which driver impressed you most?

FE: "I couldn't reduce it to a single situation. All ten LMP drivers have greatly impressed me many times over, regardless of the result. For example, in Fuji in 2017, we didn't win. But it was terrific – the way Earl Bamber drove during his first WEC start stint, with a car that led the World Championship. Under this pressure, and in the most adverse conditions on a wet track, he was able to navigate the track in the 919 with such speed and control that he built up a twelve-second lead. We really had a knack for selecting good drivers."

AS: "Instinctively the performance from the boys in the third car at Le Mans in 2015 impressed me a lot, they were pretty new to the task and yet they won. But on the other hand, it wasn't surprising, because we chose three professionals after a tough selection process

and gave them the same preparation as the regular drivers right from the outset. So why would they be slower? Throughout the years, we always had the luxury of having the best and most balanced driver line-up. The error rate from the drivers was extremely low."

What was your first thought when Mark Webber crashed in the final race of 2014?

FE: "That was bad. It was the first time in the project when I really became aware of how dangerous the races could be. When Mark approached us during his time in Formula One and said he wanted to be part of our LMP programme, I could hardly believe it. But he was determined to help build the team, and to immerse himself in this new field. We were so happy when he gave us a sign after the

*"Dr Wolfgang Porsche said:
'Now things are back to how they
used to be at Porsche'"*





impact to let us know that he was reasonably okay! That race in São Paulo was the one that moved me the most: the accident, the agonising uncertainty, the relief and then minutes later the first victory by the other car. At that point, an enormous pressure was lifted off me and certainly everyone else in the team. It confirmed that if the car makes it round the track, it is fast enough. Everything came together on the day. But it took Mark a while to recover afterwards."

AS: "My first thought was: 'come on mate, get on the radio and let us know you're there!' Fortunately, Mark did this in a very quiet voice. In such a situation we only have what is shown on TV. Seconds feel like minutes. At the same time we are responsible for the second car and ask ourselves if a technical failure might have been the reason and perhaps could put the other driver in danger. Driver safety always is the highest priority, but you also cannot unnecessarily retire a car. To make such safety critical decisions instantly with limited information is difficult in the racing business."

Is there a driver who you would have liked to put in a 919 Hybrid?

FE: "Yes, Patrick Dempsey, during a test. But it turned out that we couldn't give him enough time to properly get used to the car."

What was the most difficult decision you had to make?

AS: "My bravest decision was probably signing Earl Bamber. He came from the Porsche Supercup and had no prototype experience. This involved a certain risk. But he really impressed our senior race engineer, and me, during his first test with how quickly he got up to speed and how consistently he was able to drive a stint. We were convinced that he could do it. It also suited our project, taking risks when they also presented a great chance of success.

The most difficult decisions are always related to personnel. In a racing team, you experience many ups and downs that bring you closer together – you build strong relationships with your team members. Nevertheless,

in the course of the project I had to make several decisions relating to personnel that were hard for individuals, but right for team performance. Those decisions were the hardest for me. But the job of the team principal is not just collecting trophies and being popular."

How do you recall the first Le Mans race of 2014?

FE: "This race came far too early for us. We had only a single simulation test, and with that we never managed more than six or seven hours. The whole test operation only really worked correctly from December, after we had suppressed the vibrations. We had just two six-hour races behind us, and even those had not gone smoothly. The fact that we were in the lead at Le Mans after 20 hours raised hopes in the short term that were not reasonable. The power train and the transmission defects did not come as a surprise."

AS: "Yes, that race was definitely too early for us. We were unprepared in terms of durability for the 24-Hours, nor were we operationally



"My bravest decision was probably signing Earl Bamber. He had no experience"

ready as a team to compete with the big players. We had stability problems, our pit stops were bad compared to the benchmark, and we also didn't have the speed. We were really lucky in the race, so it was deemed to be a partial success. Even though you couldn't and shouldn't realistically expect more in the first year of such a complex project, this race was of course below my standards."

What annoyed you the most?

AS: "I was annoyed by technical defects at Le Mans that occurred in the race for the first time, despite good preparation. Things that had never been previously identifiable. But you have to accept that this is part of the challenge at Le Mans. Statistical reliability is always low due to the large number of factors. Despite the best preparation, it is impossible to completely control all potential technical and human error. In 2017, we were better prepared than ever before. The endurance tests went perfectly, but then we had defects in both cars. I was extremely annoyed. Even if one car



wins after all, it greatly annoys me personally not to be able to give both car crews and drivers the same opportunity to fight for the victory. Drivers don't often get the opportunity in their life to sit in a Le Mans car that has the potential to win. And if we mess up that opportunity, then that hurts.

A completely unexpected water pump failure robbed Mark Webber of his last chance at a Le Mans victory in 2016, and this year I felt terribly sorry for André Lotterer, who came to us to win Le Mans with Porsche. In this project, this was unfortunately his one and only chance. I don't care which of our drivers win. But if we do not give them the opportunity to succeed, then I offer them my sincere apologies."

What is the most important lesson you have learnt for any future Porsche motorsport programmes?

FE: "The fact that the success of such a project depends entirely on the people. Creating the prerequisites, such as infrastructure and budget, was my job. But the implementation, the creation of a team spirit and the passion that requires everyone always wanting to be even better in their area – that lies with each individual team member from various departments. Be it purchasing, human resources, marketing, press, physiotherapy or catering. We built a great team and



gave everyone the freedom and confidence they needed."

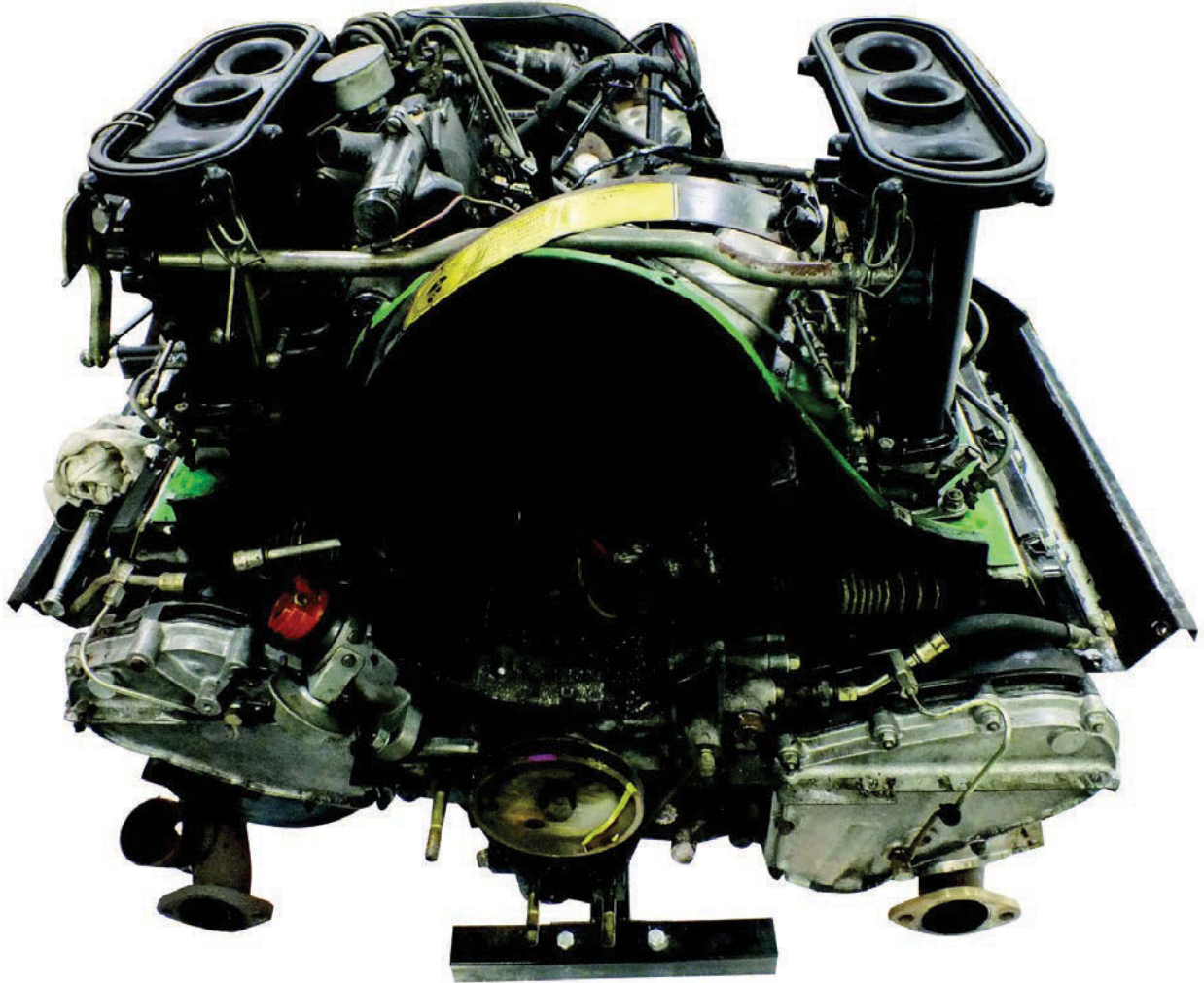
AS: "With all long-term motorsports projects, it is important that you agree with top management from the start that you need the appropriate conditions if you want to win. We had that. Budget, structure, courage, backing. The target must be common sense and you have to get up again if you're down. You cannot make many compromises; the competition is tough."

Porsche will still race at the 24-Hours of Le Mans this year, the 86th running of the race. Its largest ever GT factory team will comprise four 911 RSRs formed of two GT Teams, one from the WEC, the other from the IMSA WeatherTech Championship. Driving duties will be shared by Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki, Kévin Estre, Michael Christensen and Laurens Vanthoor. While Patrick Pilet, Nick Tandy and Earl Bamber are also expected to drive alongside Timo Bernhard, Romain Dumas and Sven Müller ○

"I felt terribly sorry for André Lotterer. This was his one and only chance."

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Over The *Rainbow*

Best remembered for its Rainbow Porsches, in its heyday bb Tuning was also about a glitzy lifestyle, sex, and visionary engineering. We recall the fascinating story of it, and its founder, Rainer Buchmann.

Story: Matt Zuchowski Photography: Konrad Skura



You might think that bb Tuning's name is long forgotten in Porsche circles, but when we meet its founder and the cars that he has created at Frankfurt's Klassikstadt, one of Germany's charming centres for vintage cars and automotive subculture, he's instantly recognised by random passers-by. Germans still know perfectly well what this hypnotizing rainbow theme stands for. Younger ones give their thumbs up, elders relive their memories

of watching the famous (at least in these parts) 'Car-Napping' movie that was screened in West Germany's cinemas in the 1980s. Albeit well in his 70s and with nothing more than fond memories of the garage that operated in this very place in the past, Rainer Buchmann doesn't hide his bravado and lives the life of a celebrity, a status he has enjoyed for the best part of his adventurous life.

The history of bb is a story of one man, and his whole life is the story of this company,

but it's not necessarily one only of cars. While Rainer spends hours reliving the past and showing period photos, you'll spot just as many vehicles as there are beautiful women, sunny backgrounds, extravagant fashion, wealth of all kinds, and people just having fun. Rainer argues that this is because he has never seen a car merely as a plain means of mobility, rather for him it has always been more like a component of social life, and very much a cause for celebration.

His beliefs are perfectly reflected by the pair of the cars that you see here. These are two Porsche 911s (the model being world's best, most complete sports car, Buchmann has no doubts about that), taken to new heights of lavishness and individualisation. Their bold colours, unexpected pieces of equipment and opulent finish were influenced directly by Buchmann's adventurous life.

Though through the gates of the bb workshops passed all kinds of German cars and more (as the fantasy BMW Futuro motorcycle and bb's own take on Alfa Romeo Alfasud prove), Buchmann is almost exclusively associated with Porsche. Showing interest in cars from an early stage of his life, he'd always dreamed of owning a Porsche, so after graduating from school he got the best imitation he could afford, a well-used VW Beetle. Life with the Beetle wasn't easy for Buchmann for many a reason, like a broken crankshaft during a trip to southern Spain,

or a roof destroyed by an avalanche that had come down from a boarding house he and his pals stayed at during a skiing holiday. After such accidents, the young automotive enthusiast always showed great creativity and craftsmanship with repairing any damage, which won him respect and trust from his friends. They soon turned into his first customers, whom he could assist with finding and buying cars that he later used for realising his first tuning visions. As years passed, his hobby turned into a proper business, and a profitable one at that. Rainer was able to work his way through various Beetles and Karmann Ghias up to his first Porsche, a 356 Cabriolet, after which came some more examples of this model that he used for brokering, and, finally, the one he really wanted – a 911.

Being young and successful, he liked fast cars and he liked driving them fast, but these joyous times were interrupted by a nearly fatal accident. While in 1970 he was out on another

of his carefree high-speed test drives in one of the 911s that he was working on at the time, he was caught by surprise when a local bus came out of a back road and turned in his direction. Not having much choice, Buchmann hit the bus at a great speed, which, in turn, sent him airborne as the car rolled over. Although he wasn't wearing a seatbelt, he somehow walked away from the impact with only a broken forearm. Recovery in the hospital didn't go well, though, it took another two years. This led to his inability to continue studying, but today Buchmann sees this unfortunate string of events as a blessing. The damage he had suffered brought him a surprisingly high compensation of 50,000 Deutschmarks, which turned out to be more than enough to establish a new company. In 1974, with a repair shop located in Frankfurt and the first handful of employees, bb Auto Exclusiv Service GmbH & Co. was born.

Buchmann's optimism and charisma soon



won him many hearts, both those of the workers and clients. Always keen to nurture social contacts, he embarked on organising a series of track events, which proved to be among the most popular ones in the region. As you'd expect from bb, these events were as much about driving on track, as they were about fast cars, beautiful women, and generally having fun. The garage, located at Sandwegstrasse, became a popular meeting spot for like-minded enthusiasts, but Buchmann's ambitions reached far further than that. His social and industrial contacts opened new possibilities for him in 1976, when another incident changed the fortunes of the bb business.

Buchmann's first proper project came in the form of the Turbo Targa, an answer to a question of what would happen if one would join the classy Targa roll hoop and a removable roof section, with the muscular wide hips, rear wing and powerful engine of

the newly-introduced Turbo engine. Porsche had not offered a Turbo Targa 911 at the time; as a matter of fact, it still doesn't, making room for the hopes and creativity of various tuners. A visionary, bb was the first of them to complete such a project, introducing this special model with the price tag of 100,000 DM, around a third more than a top-spec 911 Turbo from the official Porsche retail channels at the time.

Perhaps the car wouldn't have become one of the most characteristic 911s in the model's history but for its vivid body finish. The first Turbo Targa, which was used by Buchmann on a daily basis, caught the attention of Manfred Heiting, one of the managers at Frankfurt's Polaroid office. Heiting thought that Buchmann's car would work as a great eye-catcher on Polaroid's stand at the forthcoming Photokina fair, a major photo industry trade show that was held in nearby Cologne. To complete its show appearance,

bb's 911's was finished with two wide stripes of rainbow colours across its body, the traditional trademark of Polaroid. The same motif was also carefully applied to the refurbished and richly equipped interior, and the new 'Rainbow Porsche' was ready.

The reception proved to be far beyond everyone's expectations, including both Polaroid and Buchmann. As the rainbow striped Porsche caught the attention of West Germany's president, Walter Scheel, he spontaneously decided to take a seat behind its steering wheel. With all cameras and lamps aimed at him, the scene was documented by a famous photo that changed bb's fate. Buchmann's company received unprecedented publicity and the Rainbow Porsche soon made it to magazine covers all over the world. This, in turn, brought bb a wave of new clients, ready to ask for increasingly advanced designs, and, crucially, to accept correspondingly ambitious price tags.





At the time when '80s kitsch reached its peak, the lucidly coloured custom-made velvet interiors couldn't have come as much of a shock, although sometimes the whims coming from the new exotic clientele did cause a stir among bb's staff. Some of the works done, like the gold-plated dashboard ordered by a 24-year-old Caribbean, or a smoke screen generator installed in the rear of a Turbo Targa belonging to a Saudi Prince, were at the opposite end from what a car bearing Ferdinand Porsche's name should stand for.

The Frankfurt-based garage had its moments of ingenuity though. When the Porsche 928 was introduced in 1978, Buchmann quickly came up with the idea of mounting its retractable headlights in the ageing 911 front for a more modern and slick-looking effect, an option that proved popular among clients, despite the stratospheric price generated by the complex modification works. Money evidently was no object either for one UK-based 911 owner, too, for whose car Buchmann created an unusually integrated rear wing. These solutions, along with aerodynamically shaped lightweight alloy wheels for improved brake cooling, proved to be visionary designs that only years later made their way to official Porsche offerings, like the Flachbau bodykit option for 911 Turbo, and the aero-friendly rear of 959.

While working on such technological innovations as these, Buchmann could truly explore his potential. Few will remember today that it was bb's inconspicuous garage where such groundbreaking accessories like the remote key, parking sensors, a multi-function steering wheel and a digital instrument cluster were introduced in a car for the first time ever. The Frankfurt garage was also one of the first in the world to recognise the significance of high fidelity audio systems in a car's cabin. In

pioneering times, bb showed true creativity in adapting the most recognised home stereo systems to a car's needs, resulting in wild designs of numerous speakers distributed all over car cabins. As the German tuner was striving to constantly push the limits of a car's audio systems, the company soon attracted the attention of the biggest names in the audio industry, including the likes of Canton, Jensen, and Clarion. Together with bb, they laid the foundations of the premium car entertainment systems we know today.

Much to Buchmann's regret, his inventions didn't meet universal acclaim; sometimes they would even become objects of criticism, even if these days drivers regard them as indispensable. Today, Buchmann also admits he was deeply disappointed each time customers came to him for ornamental designs and other equipment of questionable taste, finding himself misunderstood by the public.

The effects of his work were not to be overlooked by the biggest players in the automotive industry. Acting on its own initiative, Buchmann's modest establishment created a thoroughly impressive CW 311 one-off as a homage to Mercedes' legendary sportscars of the past. Buchmann's spiritual successor to Stuttgart's supercars received such acclaim that, before long, the likes of BMW and Volkswagen came to his Frankfurt garage to ask for a project that would achieve a similar marketing effect and help to re-establish their lost mojo. The collaboration with the industry's giants effected a further growth of the company that, in 1982, was forced to move to bigger premises, necessitated largely by Volkswagen's order for it to build a batch of forty special Polo Carats.

What was once the reason for the firm's growth eventually turned to be a nail in its coffin. While Buchmann's fresh out-of-the-

box approach was cheered by Volkswagen's marketing department, it didn't win many supporters in its R&D section. As he didn't lose any of his straightforwardness or honesty throughout the years, today he doesn't have problems admitting that he fell victim to a corporate conflict initiated by Volkswagen's engineers, who saw him as a threat. Using their industry contacts, they managed to cut bb off from its long-standing part suppliers and, in 1986, bb's joyous story came to an end.

The memory of Buchmann and bb was not lost, though. The reunion you see here, with two cars and their maker in front of what was once his headquarters at Orber Strasse, are living proof of that – they were both conceived years after bb's official closure. The pearlescent white Turbo Targa seen here was the first sign of the brand's rejuvenation that came – as many things in Buchmann's life – completely by chance. A random meeting with one of bb's fans from the past – then a small boy passing bb's garage filled with fantasy cars on his way to school, now a successful entrepreneur – developed into talks about a sequel to bb's endeavours. Two years after this eventful meeting in 2014, the Moonracer was born.

Coming at a price of around two new 991 Targas at the time, Buchmann's comeback was no less exclusive or expensive than the cars of bb's golden era. But of all the car's virtues, one that has to be specially acknowledged is its name. It just has a ring to it, doesn't it? The reference to the 1979 James Bond film is evident, but there's a deeper meaning to it, which one realises after understanding that its moon-like colours are a witty play on bb's traditional rainbow motif. It wasn't Buchmann's intention to re-enact the original Turbo Targa, but he didn't want to make it a modern car either. The Moonracer sits somewhere in the middle. Just like in the





past, a 1980 911 SC Targa was chosen as a donor car and once again served as a base for extensive modification works including widened rear wheel arches, putting on the oh-so-indispensable rear wing and installing a 3.3-litre 330hp 930 Turbo engine inside.

The works on the 21st century bb Turbo Targa were conducted using the same methods as the original cars. Many of the parts were even completed by the same people, such as the body flares once again beaten by the hand of Heinz G. Klenk, and hand-sewn Tibetan wool floor mats sourced from the same Nepalese manufacture. To keep up with the power surge, the chassis received the traditional routine tweaks. Apart from reinforcing the torsion tube and sway bars, the Moonracer benefits also from uprated brakes and a new wiring system. The all-white interior, complete with custom-made gauges, leather-clad steering wheel and bespoke glass roof panel marks a convincing return to bb's origins, while an iPad staring out of the central tunnel is an amusing twist on the bb's tradition of utilising the most up to date and coveted gadgets. Thirty years on, none of its talent to integrate the newest gizmos with the 911's design have been lost.

Sitting behind the Moonracer's steering

wheel you get the feeling the same uncompromised quality (a rare feat for an '80s-era 911) is evident as in bb's previous works. It's best seen in the car's world-class details. Where series-produced 911s had their well-known plastic door handles and gear knobs made of black plastic, here they have been replaced by 1:1 copies cast from solid aluminium. Once the evergreen engine gets started, it takes no more than a fraction of a second to admit that the soul of a vintage 911 has been left untouched here. It doesn't feel like a modern day car and it's all the better for it. The Moonracer is brilliant at capturing the climate of the '80s tuning era, or, even better, it is a fine summation of bb's achievements seen from today's perspective.

And yet it is still not bb's last word. Even if times have changed since the '80s, Buchmann's wild creations still attract wide media attention, and so the coverage of the new Moonracer has inspired another dreamer to approach its creator for a further sequel in bb's history. This time the client brought yet another challenge, asking for a thoroughly modern interpretation of the Rainbow Porsche. He already had the car he wanted to base the project on – a 996 Cabriolet in need of a thorough overhaul – all that was needed

was just the magic touch of bb's madness.

Once again, the rainbow motif was brought to life, this time different not in colours, but in shape, better suited to the 996's quarter century younger lines. Buchmann's attention to detail can be observed both in the neatly coloured composition of the body details, finished in anthracite grey (including its wheels, traditionally provided by Fuchs), and, even more, in the completely refurbished interior. The rainbow touches left on the steering wheel and floor mats give the 996's interior a sense of occasion, the blue ambient lights installed in the gear knob and door speakers provide a walk down memory lane to the era of '80's tuning, recalling its gaudy aesthetics. This also meant that Buchmann could once again prove his deftness in hi-fi audio systems, here sits a 960-watt system.

Buchmann's autograph on the car's doorsill might suggest it will end up as a museum exhibit, but in fact it is used just as any 911, its owner proved so by coming to our photoshoot straight from his daily duties. It's thanks to cars like this that bb's history will live on for further generations to come, proving that although Buchmann's cars were strictly set in a given place and time, yet his visionary thinking and the quality of his work are truly timeless ○





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 318D/218D/118D » 225 BHP
 330D E90 » 296+ BHP
 320D E90 » 215 BHP
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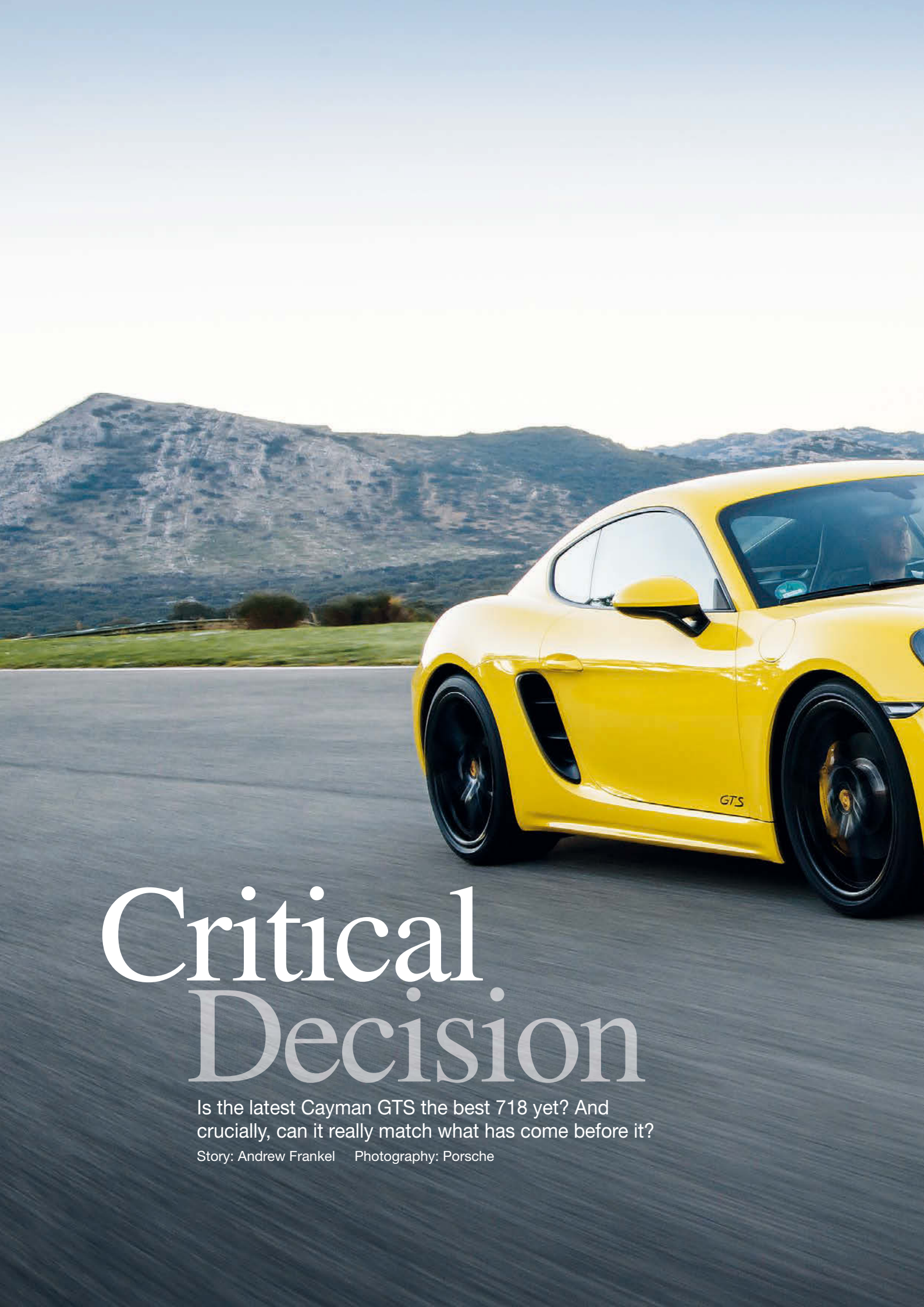
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Critical Decision

Is the latest Cayman GTS the best 718 yet? And crucially, can it really match what has come before it?

Story: Andrew Frankel Photography: Porsche





have never not wanted to drive a Porsche Cayman, 718 or otherwise, and I hope I never do. But the day I drove the new 718 Cayman GTS was closer than any other. It was at some hideous hour in the morning that I stepped off an aircraft that had carried me from far, far away overnight, to drive to Porsche Cars Great Britain's Reading HQ where the car would be made available to me. But I only had two hours because then I was required to be elsewhere at a meeting that frankly, I was dreading.

What I wanted to do was to find some mental space to prepare for the meeting, to freshen a frazzled mind that had never mastered the art of sleeping at 40,000ft. Instead I had just 120 minutes in which to savour and understand a fast and powerful new Porsche. I had to get it, get somewhere I could realistically stretch its legs, get my head around it and get back. Did I mention that by the time I arrived it was dark and the temperature a nice, even zero degrees centigrade? It was.

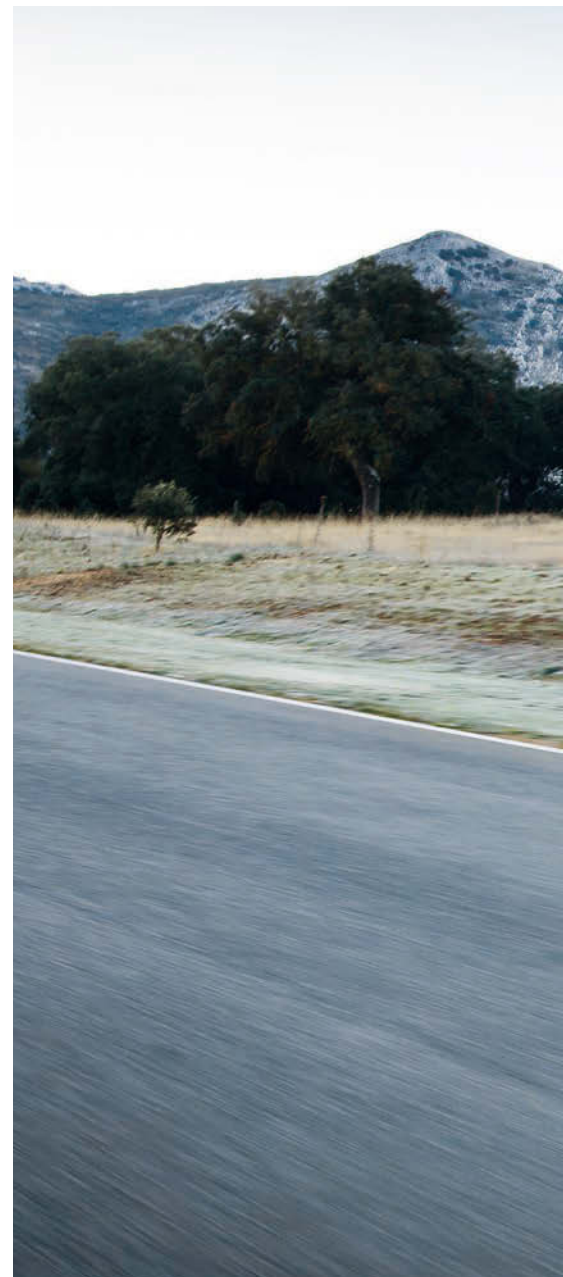
But then I saw it sitting there dressed up in its GTS garb, all black wheels, smoked lights and Alcantara linings. It was like the mate at school who kept on tugging at your shirtsleeve, exhorting you to come out at play when you were meant to be doing your homework. At first you really rather wish he'd go away because you have serious stuff to consider, in fact he's an active annoyance. But then he gives you that look and you smile. You hold out a moment or two longer but he's got you and you both know it. A minute later you've forgotten all that you're meant to be doing and you're off together, out and about, looking for a world of trouble.

Just as a thing to behold, out there in the darkness, it possessed an irresistible charm. And briefly even that annoyed me: the wrong side of 50 and after 30 years of doing this, I really should have grown-up by now. Happily, the moment didn't last. There was, I concluded, just too much I wanted to find out.

Which was curious, because we all know the GTS formula very well and this one does not vary it at all. You take the S version of any given product, add a little bit of additional power and then a slew of equipment that's actually existed, albeit as part of the optional extras list, since the car first came out.

In this case it means another 15hp courtesy of a new turbo and a remap, a standard limited slip differential, a drop in ride height of 10mm thanks to the fitment of the adaptive damping system known as Porsche Active Suspension Management (PASM) and, in the case of this particular car, a further 10mm thanks to its sports suspension. As with all four-cylinder Porsches, manual gears are standard and, heaven be praised, fitted here.

The question most in need of an answer on this cold, dark day was just how usable could a car like this be because, bit by bit, the hottest 'normal' Cayman has now become a very rapid motor car. Consider for instance that with 361hp it now has just five fewer horsepower on 2.5-litres than does a 911 Carrera on 3.0-litres; but because it's 55kg lighter, this GTS now has a better power-to-weight ratio than the entry level 911, yet at £59,866, it's a whisker over £18,000 cheaper despite all that additional equipment and the fact it has a better manual gearbox. You would be entitled to ask yourself just how much you really need those rear seats. Porsche claims an identical





With 361hp it now has just five fewer horsepower on 2.5-litres than does a 911 Carrera on 3.0-litres...



4.6-seconds 0-62mph sprint for both cars, I guess because the 911 would have fractionally better traction thanks to its engine location and a touch more torque.

But tenths of a second here and there aside, the more substantive point is this: without needing to be one of very few loyal Porsche customers likely to be offered a Cayman GT4, here is a Cayman that's as quick as a 911. At least.

So we head west on the M4 for a couple of junctions, the Cayman providing no shortage of comfort despite its lowered, stiffened suspension. Porsche understands absolutely that there is a difference between a hard and a harsh ride and that, if correctly damped, providing iron control over primary body movements does not necessarily mean an equal and opposite deterioration in secondary absorption. The only point worth making about how the 718 Cayman GTS proceeds at a constant pace is that the sports exhaust is

standard and while it's quiet enough, you're unlikely to be tempted to press the loud button to make it louder still.

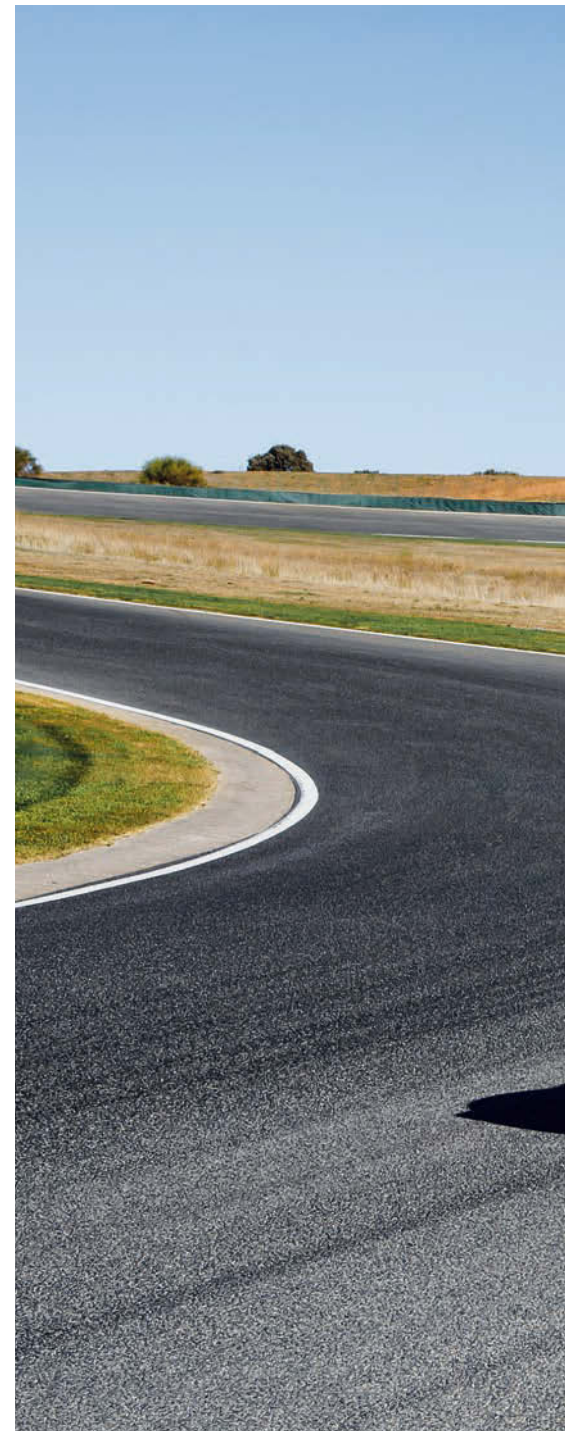
Even so I think it worth reporting that the GTS sounds a little different to these ears. There's no mention of it in the press materials nor any concrete reason why a car with the same internal components and exhausts should make a different noise, but my sense – and that's all it is – is that it does. A little more mechanical chatter, a little less exhaust blare and boom. The changes are not great but on an engine so criticised for its lack of aural engagement, any change for the good is welcome, and for the good it is.

If you know where to look, there are decent roads even in the home counties and a decent variety as well, from the smooth and straight to the tortuously undulating. But many are quite narrow, most are quite difficult and all place a premium on handling prowess over brute force, rarely more so than in today's

treacherous temperatures. They are, for want of a better phrase, Cayman roads.

Having spent the best part of the last year living with a paddle-shift 911, I had almost convinced myself that PDK was the way to go, and in a 911 with the seven-speed manual alternative perhaps it still is. But within minutes of exiting the motorway in the Cayman, I was a three pedal man all over again. To me this six-speed manual is simply the best gearbox of its type in the world, better even than those used in the likes of the Mazda MX-5 and Toyota GT86. It's accurate, but not a light switch: it has real mechanical feel. All I don't like is that you cannot turn off the automatic downchange blip that activates in Sport mode. Few will want to do it for themselves, but I'm one of them and I don't see why I should be denied this simple pleasure in life.

I digress. Anyone who tells you they can feel the extra power of the GTS motor without





*This six-speed manual is simply
the best gearbox of its type in the world*



doing a back-to-back with an S is being, at best, a touch fanciful. What I can tell you is there's enough urge there for you rarely to feel inclined to put your foot all the way down in these conditions and to make the gear ratios, once thought inadvisedly long back in the days when Caymans had normally aspirated six-cylinder engines, seem perfectly matched.

And so it eggs you on. I still don't think even Porsche electric power steering is better than its hydraulic predecessor but its probably better than anyone else's, and guiding the GTS through the gloom soon seems an innate process. Now you rely on the steering's linearity and deliciously slow rack for precision, and the messages coming back through the suspension to your whole body to give you the feel of the road. And for a mid-engined car with just two driven wheels and everyday tyres, it is a stunning example of its art. What is so extraordinary is the way that it provides a driving experience more intimate even than a 911 can manage, yet present it in a package that requires no compromises. As I am finding out all over again, this is a car you can enjoy almost whatever the conditions.

Almost. A quick right hand curve over a brow. Having felt just a little restricted by the

interference of the stability systems in 'Sport', I've just selected 'Sport Plus' which allows a little more freedom of movement. I'm trying to see how its stiffer damper settings react to this environment. Unknown to me there is ice on the crest. Not a rink of throw-you-into-the-next-postcode ice, just a small patch of substantially more slippery surface. The front tyres hit first, slide and bite just as the rears are relieved of their grip. Fortunately I've anticipated the possibility of this kind of scenario and am driving to the conditions, but even so the back moves far and fast enough for there to be no question of sitting back and waiting for the electronic safety nets to save me. Instant and accurate action is required, but the car is so good at signalling its requirements the remedy is simple and unambiguous. In total the event ranks as a nothing, a minor correction a passenger might just have noticed, but nothing to cause the mildest alarm. Because that's what happens when a relatively light, compact and perfectly balanced car with superb suspension geometry faces a challenge as potentially hazardous as this. It won't do it for you, but it will tell you what you need to do. All you really need is to listen to it and react accordingly. Which is as it should

be: devolve responsibility to the car and you devolve the enjoyment with it, because enjoyment is involvement and you can't pass on the latter without sacrificing the former.

And the engine? Yeah, I'd still rather have the six. But by less now than ever before. I've made the point on these pages in the past but it's too easy to forget how stretched was the normally aspirated engine by those seven league gear ratios and how it often struggled to let the driver really exploit the chassis. The 718 Cayman GTS may not rev so high, have quite the throttle response nor half the sound quality of a previous generation car but, as a thing to get in and drive, it remains a thing of wonder. And if it's this good with a 2.5-litre four-cylinder motor offering 361hp, just imagine what the new Cayman GT4 will be like with a four-litre flat-six in the boot and something north of 400hp under your right foot. Even as it is, it's been a pretty wondrous companion these last two hours. Thoroughly enlivened I set off for my meeting with a spring in my step and smile on my face unimaginable just two short hours earlier. But that is what Caymans do for you and, GT4 aside, this is the one that, to date, has done it best. The meeting goes well ○



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Compare & Contrast

The new 718 Cayman GTS you've just read about might be a good car, but can it match its distinguished forebear? In search of the answer we drive one... Story: Simon Jackson Photography: Gus Gregory



Originality, it often seems these days, is tough to come by. I can think of many examples, but take the world of film as an illustration.

It strikes me that there are fewer and fewer original movie ideas appearing in contemporary times, and even those which are not 'reboots', sequels or prequels to an existing flicks, share overt similarities to what has gone before. This means that human nature leads us to compare new with old, and the same is true in the automotive industry.

Any new car, if it follows in a lineage of similar forebears, is open to being compared and tested in parallel with its older variant. Most of the time this isn't a huge issue, this is a process any new car will have gone through as the starting point by any manufacturer

looking to update and upgrade its model. Therefore the majority of new cars should exceed the ability of the vehicle that they replace, and by some margin.

Porsche has become an industry leader in this regard for, broadly speaking, each new 911 it creates manages to evolve the model's story without the transformation causing too much of an uprising amongst historical fans. Every now and then, however, a technological revolution, and the tide of changes it forces, is unavoidable. And with it comes a torrent of comparison between superseded old and new, where former can surprisingly beat latter.

For Porsche there have been several earthquake events on which some might hang an argument that change hasn't always been for the better. The switch from air- to water-

cooled engines; the advent of the first front-engined Porsche; the arrival of the Cayenne, its first SUV, and now perhaps the downsizing of certain engines from six-cylinder normal aspiration to four-cylinder turbocharged ones. In time only history can confirm how big an impact this necessity has really had on the brand and its cars. But right now there's a more immediate issue these new engines have brought upon us – the latest Boxster and Cayman might not be quite as good as the cars they replace.

I maintain that, relatively speaking, there's no such thing as a bad Porsche, but in the 718 Boxster and Cayman we have cars that struggle to match the package their forebears presented. And nowhere else will that be more apparent than at the top of the (non-GT)



model hierarchy – the GTS cars.

Though the 981 Boxster GTS was a cracking motor, its slightly more edgy sibling, the Cayman GTS, was the tighter focused of the pair. For that reason, and given that we'd just driven the 718 GTS (p62) and RPM Technik's 981 CSR (p78) the features on which bookend this one, it seemed right that we drove an example to refresh our minds of the 981 GTS package, and to see if a little time had diluted its impact. RPM Technik just so happened to have this 2015 Cayman GTS in stock, presenting us with the ability to drive it back-to-back with the aforementioned CSR, an interesting proposition. The Racing Yellow one-owner car in question was supplied by Porsche Mayfair in summer 2015, since having covered just 21,600 miles. It's a PDK example,

so admittedly it is not (in my opinion) the sharpest GTS trim that available, but all the same its superb specification meant it stood out to us for all the right reasons. You'll have spotted the Porsche Carbon Ceramic Brakes (PCCBs) – a £5000 option when new – so too perhaps the Sports bucket seats, but what you can't see is the optional Porsche Torque Vectoring, meaning this GTS also has a desirable locking differential (40 percent). RPM Technik had this car priced at £59,995 at the time of writing.

This PDK automatic GTS reaches 62mph in 4.8-seconds in Sport Plus mode, and it'll hit a top speed of 175mph, but we're testing it on the road today, we're not here to end up behind bars. What's great about this Cayman is that you don't need to reach three-figure

speeds for this GTS to feel magical, thanks partly to its 3.4-litre six-cylinder engine delivering 340hp and 280lb ft of torque. On paper that's only 10hp and 7lb ft more than the 981 Cayman S which sits below it in the model hierarchy, but in conjunction with the other changes Porsche has brought to this car, on the road it feels like a greater amount. It accelerates not with the verve of a GT4, that goes without saying, but with enough shove to put a smile on your face. Keep it on the boil, and it has just the right amount of power to enable the driver to use most of it on the road without fear of prosecution. Peak power is delivered at 4750rpm, but torque arrives as low down as 1750rpm and it's linear nature means it feels great as it builds in parallel with your pace, there's no aggressive hike in



Undoubtedly a flattering car to drive, it inspires you to push on...



your progress like their can be with the new turbocharged generation of cars. It is however the chassis of this 981, the device which allows you to carry that accrued speed, the defines the driving experience of the GTS.

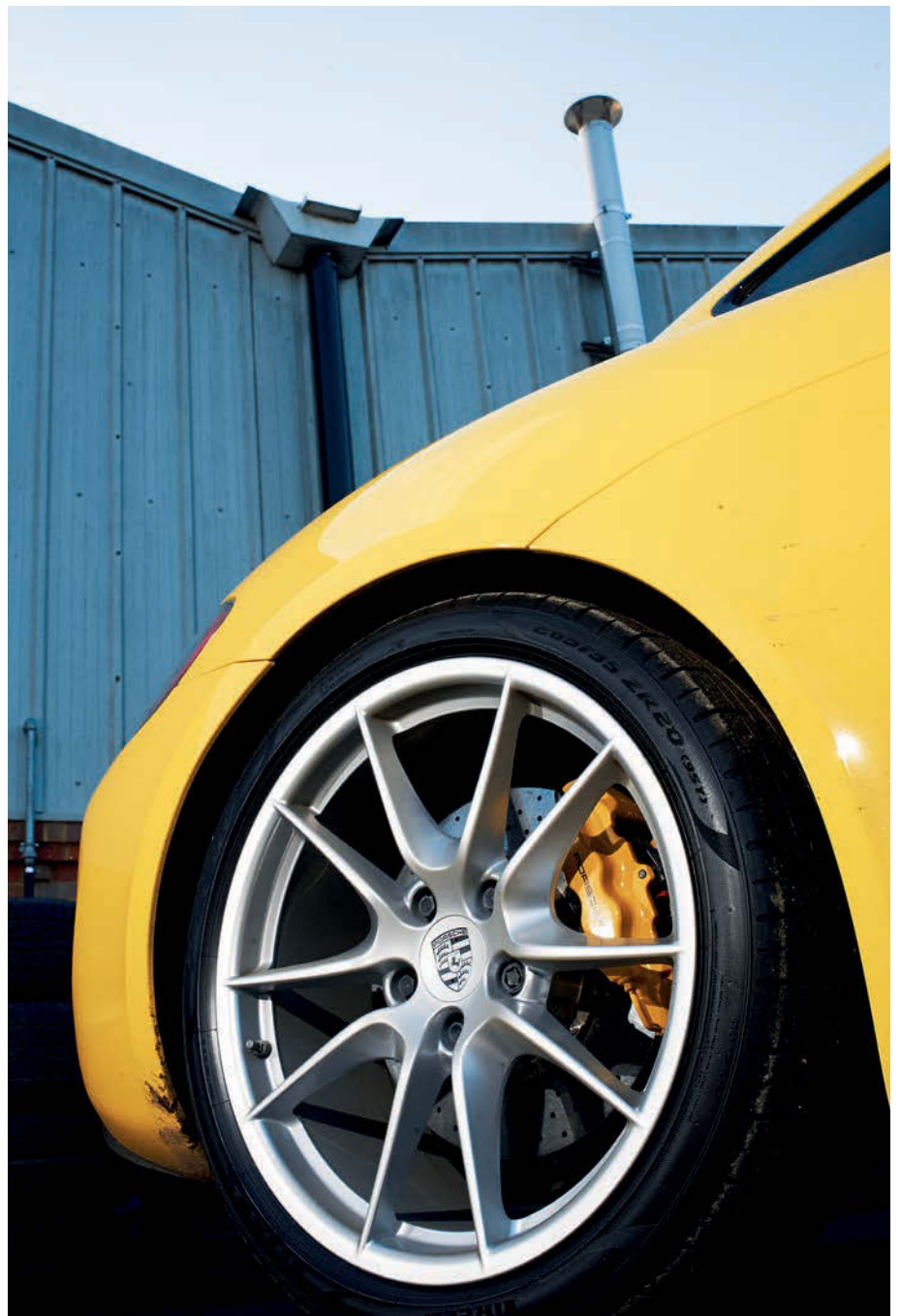
Porsche Active Suspension Management (PASM) is fitted as standard to the 981 GTS, as you'll likely know the system monitors and adjusts the car's damping characteristics dependant on road surface and your driving style. In addition the car sits 10mm lower than its brethren, and that small amount is all it needs to come alive. Though electronically-assisted, the steering has a heft to it that feels detailed, even around town, but start to throw the car into a few medium speed corners and quick-fire direction changes, and as it leans in and loads-up, the grip from its 20-inch wheels is translated into confidence at the steering wheel (a natty Sport Design one in this instance). It really is that composed confidence which makes this car so much fun. Undoubtedly a flattering car to drive, it inspires you to push on more than you

might ordinarily, even in slippery conditions. Long before spitting you off into the scenery it playfully communicates, perhaps via the merest hint of understeer, or more obvious oversteer, that a touch of throttle modulation or a quick, dexterous tweak of steering angle is required, before you can get back on it. Part of what makes it so very entertaining is that it would rather oversteer than understeer. Though it's largely the car doing the hard work in correcting any slip, it feels as though you're really on top of it, that you're really *driving* it in. Not a heroic fashion, but a vastly gratifying one. That permissible slip angle the electronics allow out back (before helping you tidy it all up) is simply sublime, in combination with the excellent ceramic brakes and eager throttle response, this car is infinitely thrilling and rewarding to drive.

In terms of driver involvement then it's all top-notch stuff, amongst the best Porsche has produced in modern times. Though I have to admit the package does loose a little in seven-speed PDK over six-speed manual

form. Criticism of the gearing in the 981 is also justified, it is tall, which means you don't get up to the crescendo of the six-shooter's rev range until you're travelling at a bit of a lick. It also tends to mean you don't change gear as often as you might, which serves to take away a layer of involvement, though for me that's a small price to pay when everything else about the car is so on the money. In comparison with an S model, the GTS does at first appear something of a specification job, but don't just think of it as an S with all the bells and whistles added, for though it might not be case for all Porsches wearing the GTS badge, this one is more than the sum of its parts.

Prices for these cars started at £55,000 when they were launched in 2014, which at the time was the best part of £20,000 cheaper than an entry-level first-generation 991 Carrera. Entrenched 911 fans would point to the fact that no matter how good a Cayman might be, a '911' it is not, but for me that's the beauty of it. For a long time Porsche held the Cayman back, arguably in



fear of it upsetting the status quo, worried it might genuinely rival a 911 were it suitably equipped. The 981 GTS is so armed and the results might justify that line of thought at Porsche. Unburdened by any complex model lineage or existing hierarchy, the Cayman GTS was free to spread its wings and in doing so it stands-out among its peers – and oddly for a two-seater sports car, its usability is perhaps its most impressive weapon. Take a 991 on winding country lanes, even on some fast B-roads, and its size, presence and the more imposing nature of its drive can overpower the experience in a negative way. Slightly smaller in its dimensions and lighter in weight, and certainly more playful at lower speeds, the 981 Cayman GTS is a breath of fresh Porsche air in comparison. It's only a touch less practical too this Cayman; there's storage space front and rear, and it'll return more than 30mpg – it only has two seats, sure, but few want to get in the back of 911 in reality anyway, right? Plus it's the ideal partner for everyday road duties, and occasional track use.

Of course this argument might collapse were a Cayman GTS a bit of a dog's dinner to look at. But the 981's proportions have long struck me as near perfect, and the styling additions on the GTS offer a neat balance of subtly and purposefulness. Enlarged front air intakes, gloss black details, spoilers and splitters take care of the exterior, while the interior's blend of sporty ambience is achieved via leather and Alcantara touch points. There's nothing inside that feels second best to a 911. With the addition of those optional Sports buckets, as those found in this car, its low-slung driving position and high transmission tunnel cocoon the driver and aid he or she in feeling at one with the car – you really can feel what the car's doing underneath you through your lower body.

More even so than some 911s I can think of right now, the 981 Cayman GTS feels like a beautiful swangsong for the naturally-aspirated era of Porsche cars – outside of those wearing GT dress. That it's the finest way that Porsche could have ended the six-cylinder Cayman and Boxster era perhaps therefore goes without saying. But, it also highlights why the 718 GTS cars, both Cayman and Boxster, have such a difficult task in surpassing them. You might consider a 718 GTS a fine car, and if you drive one in isolation it will tick a multitude of boxes. For me though I'm not sure a 718 will ever live up to the driving experience provided by the 981 Cayman GTS – one of the finest Porsches of modern times ○



*There's nothing inside
that feels second best to a 911*



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PORSCHE 911 (997) "2S" 3.8 "GEN 2" PDK
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PORSCHE 911 (997) "2S" 3.8 "GEN 2" PDK
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PORSCHE 911 (997) "4S" 3.8 TIP
(56 - 2006), Basalt black with black leather £35,000



PORSCHE 911 (997) "4S" 3.8
(06 - 2006), Basalt black with black leather £34,000



PORSCHE 911 (997) 3.6 TURBO TIP
(08 - 2008), Basalt black with black leather..... £57,000



PORSCHE 911 (997) "2S" 3.8
(56 - 2006), Atlas grey with black leather £35,000



PORSCHE 911 (997) "4S" 3.8 TIP
(56 - 2006), Silver with ocean blue leather £34,000



PORSCHE 911 (997) "4S" CAB 3.8
(07 - 2007), Silver with black leather £34,000



PORSCHE 911 (997) "2S" 3.8 TIP CAB
(07 - 2007), Basalt black with black leather £34,000



PORSCHE 911 (997) "4S" 3.8
(06 - 2006), GT Silver with grey leather £34,000



PORSCHE 911 (997) "2S" 3.8
(07 - 2007), Basalt black with black leather £34,000



PORSCHE 911 (997) "2S" 3.8
(05 - 2005), Silver with black leather £32,000



PORSCHE 911 (997) "2S" 3.8 TIP CAB
(55 - 2005), Atlas grey with black leather £31,000



PORSCHE 911 (997) "2S" 3.8
(06 - 2006), GT Silver with black leather £30,000



PORSCHE CAYMAN "S" 3.4 PDK
(63 - 2013), Basalt black with black leather £43,000



PORSCHE BOXSTER 2.9 "GEN 2" PDK
(09 - 2009), Basalt black with tan leather £20,000



PORSCHE BOXSTER 2.7 PDK
(14 - 2014), Basalt black with black leather £34,000



PORSCHE BOXSTER 2.7 PDK
(62 - 2012), White with black leather £31,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(59 - 2009), Basalt black with black leather £24,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(09 - 2009), Carmen red with grey leather £26,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(09 - 2009), Basalt black with black leather £24,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(09 - 2009), Metro grey with black leather £24,000

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PORSCHE WANTED (2003 TO 2014)

A white sports car, likely a Porsche Cayman, is shown from a low-angle, front-quarter perspective, driving on a paved road that curves through a hazy, mountainous landscape. The car's headlights are on, and there is a bright lens flare effect. The background shows rolling hills and a distant building under a soft, overcast sky. The overall mood is serene yet dynamic.

FOCUS GROUP

Its most track-focused CSR build to date, does RPM Technik's 981 Cayman CSR offer a genuine alternative to a 718 GTS, or even a GT4?

Story: Simon Jackson Photography: Gus Gregory





"We've gone for some things that have never been done on a Cayman before"



RPM Technik has been creating re-engineered Porsches under its CSR programme since 2010. The first, a 986 Boxster, emerged in 2012 and was subsequently featured in these very pages, off the back of its acclaimed success further CSR cars followed. Both 996- and 997-based 'CSR' and 'CSR Retro' variants continued the lineage over time, offering packages mixing the very best high quality aftermarket upgrades with unique improvements designed and manufactured in-house at RPM Technik's Hertfordshire HQ. Though each car differed, all benefited from a carefully considered engineering-led revamp intended to deliver a sharpened, driver centric, Porsche. Moreover, a car that blended a heightened proficiency on road and track without sacrificing usability and practicality. Extracting greater levels of driving pleasure from a Porsche without erasing its original essence is no easy task, but as each

of the 23 CSR cars built to date confirm (part of the 'CSR register' featuring unique chassis numbers), RPM Technik's specialist off-shoot department is now an accomplished authority on such matters.

The latest car to join the CSR range is RPM Technik's most track-bias offering yet created. It's perhaps its most challenging prospect too, for this CSR is based on a platform that, even in stock form, delivers a wholly satisfying drive: the 981 Cayman S. Promising not just to draw on its previous experience, but to push things further than ever before too, RPM Technik's latest CSR has been much anticipated throughout its long gestation.

"It's been a long-awaited car in the evolution of the CSR model range," stated Darren Anderson, RPM Technik's Commercial Director. "We've been aware of the capability of the 981 Cayman as a CSR for many years, we've spent quite a long time in the evolution

of it because we wanted to get the engineering correct – to get it as focused as we could."

The challenge at hand was not an uncomplicated one. In its factory form the 981 Cayman chassis is excellent, and in S guise the available power from its normally aspirated 3.4-litre flat-six, impressive. Porsche itself however has already demonstrated the potential of pushing the 981 a bit further with both the (hot) 981 Cayman GTS (p70) and (hotter) GT4. Any prospective 981 CSR would have to innovate, to take things a stage further than all three factory models (S, GTS and even GT4), something not lost in any fashion on Darren and his team:

"We've improved upon the areas that we felt could be improved upon," he explained. "Some of it we knew would work from our other CSR models, but in terms of engineering, we've gone for some things that have never been done on a Cayman before."





All CSRs are designed to be modular, which means customers can opt for as many or as few of the alterations on offer as they wish. By the same token they do not have to complete all of the transformation work in one hit, should they prefer instead to alter their car gradually over time. Thankfully (for our feature) the car you see here sports everything currently available, it's all the better for it, addressing all aspects of the 981 Cayman's makeup. A major focus for the project was its drivetrain, at the centre of which comes the fitment of a CSR lightweight clutch and flywheel, CSR low ratio crown wheel and pinion, and CSR limited-slip differential. In conjunction with a short shift kit borrowed from the GT4, these changes look to address perhaps the most common criticism levelled at the 981 – its tall gearing – while gifting it a higher-revving nature for further sporting intention.

Additional increases in performance have been achieved via the inclusion of stainless steel exhaust headers for improved gas flow, a K&N air filter and COBB access port, allowing the car to run in different map modes. At what RPM Technik calls 'Stage One', the car recorded an improvement in power of some 10 percent over its original 320hp that Porsche provide it with from the factory, meaning the CSR sits somewhere north of 350hp – though rest assured that's a conservative estimate. Also the fitment of a lightweight battery means those power gains are amplified by significant weight savings above the car's centre of gravity.

Naturally the chassis has been tweaked to best exploit any gains in performance already mentioned. The CSR suspension package comprises a mix of Öhlins coilovers (RPM Technik first used the Swedish brand's products on its 997 CSR), themselves adjustable in almost infinite fashion to enable the car to be fine-tuned for purpose. Modified front drop links enable the use of GT4 anti-roll bars on the factory uprights, in addition comes a PASM delete for the system's services are no longer required here. The brake setup was an area of intense research and development, and in improving it RPM Technik has innovated. The CSR brake upgrade comprises a bespoke 355mm six-pot calliper and floating disc at the front, the first time this has been seen on a 981 Cayman. A floating disc is a weight-saving two-piece affair constructed from steel and aluminium designed to negate warping under extreme heat, achieved via the different expansion rates of the metals. To match their ability to cope with higher temperature cycles are performance pads, so too Performance Friction brake fluid and braided brake lines from a 911 Carrera Cup car. Complimenting the savings in weight afforded by the brake upgrade, worth 1kg per corner incidentally, are a set of lightweight 19-inch HRE FF15 wheels wrapped in Michelin Pilot Sport Cup 2 tyres, these further reduce the car's unsprung weight. In total 3kg has been trimmed off the front axle, 2kg from the rear.

Though this car goes further than previous

*These changes look to address perhaps
the most common criticism levelled at
the 981 – its tall gearing*





CSRs in many respects, its styling is actually more reserved than we've seen before, largely retaining the 981's clean lines while borrowing from the aerodynamic benefits enjoyed by the GT4 in some areas. Indeed, the 981 GT car lends its front bumper (modified with a mesh grille, running lights, and tow strap), rear diffuser and arch liners (these provide greater brake cooling through additional air ducts). And this being a CSR car there are further changes unique to it, the fixed rear spoiler being the main talking point. So aesthetically speaking it sits somewhere between a GTS and GT4, but no alterations have been made without consideration for aerodynamics. What we can take from its specification is that the CSR's form is functional, might the drive it offers pay out as a result?

Should it somehow have escaped your attention that you're sat at the wheel of a unique 981, starting this car immediately communicates that this is a Cayman like no

other. It's not overtly loud, this specific car isn't fitted with CSR switchable silencers due to its propensity for track work, and tracks having enforced noise limits. But a road-bias version of this CSR could be made far louder, yet it sounds purposeful enough regardless. There's a gravelly note on idle on account of that reworked flywheel, which is reminiscent of a GT or Rennsport 911, highlighting the focus this package of modifications makes on the gearbox and drivetrain. It's somewhat unusual to find a 981 Cayman S with a manual gearbox, this one however is like no other you'll have experienced. It snicks into gear with a satisfying positivity, the throw is certainly both shorter, and the gate tighter, than any non-GT Cayman I've experienced. And then the instant you get it rolling it hits the ground running – fast.

The engine no longer feels in any way lethargic, its free-revving nature is a joy to navigate right through the rev range, the eagerness it delivers is addictive. It all comes on

song in a gradual fashion early on, but as the revs begin to build faster after about 3,000rpm, there's a distinct increase in overall ferocity. It almost feels turbocharged in a way, such is the nature of its frisky power curve. I'd wager the estimated power figure of 350hp is indeed a conservative one as we'd been told – this CSR feels more powerful than that to me. In comparison with the car upon which it is based it's chalk and cheese in terms of the way it reacts to its driver, the close-ratio gearbox being a particular highlight, as Darren confirms:

"The 'box is the defining part of the driving experience in many ways," he said. "On its own it would be great, but combining it with the lightweight clutch and flywheel means you get the double benefit. Not only does it whiz through the gears that much quicker, it is that much more responsive too, you've got that free-revving character."

Indeed you do, RPM Technik has extracted a great deal of latent character from the 981

PACKAGE PRICING:

The 981 Cayman CSR is a modular vehicle, meaning customers can opt for individual elements if they so wish, with pricing as follows:

Suspension: CSR coilover suspension (Öhlins), GT4 anti-roll bar, CSR Geometry setup and corner weighting, £5,000.

Body: CSR bodywork consisting of GT4 front bumper with CSR lighting and track pack, GT4 splitter, GT4 rear diffuser, GT4 arch liner, CSR rear spoiler, graphics package, CSR inverted mirrors upgrade, 19-inch HRE FF15 wheels with Michelin Pilot Sport Cup 2 tyres, £9,550.

Drivetrain: CSR LSD and setup, CSR low ratio crown wheel and pinion, CSR lightweight clutch and flywheel and short shift kit, £9,300.

Brakes: CSR 355mm six-pot calliper and floating front disc upgrade, performance pads all round, Performance Friction brake fluid, braided brake lines, £4,600.

Engine: Exhaust headers in stainless steel, K&N air filter and COBB access port, £5,050.

Interior: Harnesses, CSR gauges, colour-coded trims, carbon sill inserts, £3,250.

Lightweight battery: £2,150.



Cayman S, and as a result its driving experience is now on a par with that of the larger-engined GT4 from Porsche's own Motorsport department. Interestingly, and perhaps a reason for that, is that RPM Technik used its own Acid Green GT4 to benchmark against this latest CSR, making the comparison is quite relevant.

"There's a lot to be said for the GT4 and the punch from the 911 engine in many ways defines it... The CSR is defined by everything else," Darren commented. "It would be an interesting test to put a GT4 up against it, but it's not trying to be a GT4 – that's the difference here. It's not a difficult car to drive on the road but it's exciting, more so than a GT4."

I wholeheartedly agree with Darren's assessment, which is a result of the entirety of this package, its mix of quality components and not one single isolated element. While the changes to its drivetrain serve to impress, so too do the brakes as soon as you haul-up to your first stop. Even on the road the newly-

developed floating calliper setup is a noticeable improvement over the standard S stoppers, featuring as it does bespoke mountings and bells arrived at via intense research and development. They deliver confidence, a depth of feel and bite that is sure to only get more pronounced as they are worked harder in a track environment. They perhaps do not offer quite the same level of performance as a factory ceramic setup might, but by all accounts they are not trying to compete and they are, importantly, not too far behind at all – they're cheaper to purchase too!

The suspension setup is something the team call 'a well-proven and developed route', but it is constantly under evaluation, indeed RPM Technik is already looking at future improvements. The ride is without question stiffer than you'd find on any normal 981 Cayman S, but in this current guise it offers a level of pliancy that makes it easy to live with on the road. From behind the wheel

it's lighter on its feet, the result in part of the aforementioned brake setup and HRE rolling stock – wheels known for both being lightweight and strong – reducing unsprung weight. It's not just a matter of bolting parts on here though, a large part of the CSR's new found lithe nature and focus can be credited to it as a package. Its geometry setup, and a search for the optimum ride height is likely the most unspoken magical element in all this. I'm impressed, and I'm not alone, this CSR has been signed-off by former British Touring Car and Carrera Cup champion, Tim Harvey, who has been working with RPM Technik since the start of 2017. Having a professional racing driver finesse the car's setup surely adds a further dimension to its prospect. And, while he's been involved in the development of this base car, Tim will also take an active involvement in its future development too, looking at matching suspension and drivetrain options for best drivability.

"Tim felt that the lower and medium speed setup was bang on," said Darren, visibly chuffed. "I think that during high-speed cornering it's right on the limit, it almost goes into a neutral four-wheel drift – and you're traveling very, very fast at that point!"

That progressiveness is tangible even during road use, where the car is loose enough to excite but forgiving and progressive too, although we have not experienced this CSR on track it sounds very much like that handling fluidity remains during quicker circuit use. And it is that duality, whereby certain elements of this car work for both road and track use, that is really the CSR USP. This extends into every element of its makeup – even the position of the pedals have been tweaked slightly for heel and toe action. The base car used here came with factory-fitted Sports bucket seats, but full harnesses have been fitted, the mounts for which took quite a bit of R&D for they're not simply drilled through the floor, but rather are mounted in a factory-esque fashion, ensuring the belts sit with the correct orientation:

"It is things like this, some of the smaller things we've done that you don't see, that has actually taken a lot of R&D," Darren admitted. "If a base car didn't have factory buckets, we'd look to fit Recaros, SPGs or Pole Positions."

The cabin in this car therefore has a factory feel to it, yet there are a few unique CSR additions, such as subtle colour-coding and

CSR badging (the custom rev counter being the most obvious of these). It's similar to the exterior styling tweaks, subtle by comparison with CSRs of the past but enough to feel special, ultimately nothing has been done just for the sake of it – inside and out.

"There was an aerodynamic consideration to everything we've done," Darren explained. "We didn't fit a large rear wing in the same manner as the GT4 because it wasn't necessary. From a styling point of view we've achieved something that's pumped-up enough to look individual, but that is subtle at the same time – it's designed to catch your attention."

The incremental improvements made during this car's long gestation period have clearly benefited the quality of the end product. Feedback from everyone who has driven it on track has been positive during its development, and it's clear that this iteration we find ourselves faced with today blends well its usability on track and road. Yet the whole lot is completely adjustable, it can be made softer or stiffer, tailored to individual circuits, or cycled between track or a more road-friendly style at any point. Indeed, the masses of adjustment possibilities is what attracts many to the idea of a CSR, some choosing to leave their cars setup somewhere in the middle for the best of both worlds.

"With that level of adjustment, it means that if you did come to sell your CSR, a new owner can get the exact setup that they want – even

with a GT4 that adjustment is limited," Darren explained. "The envelope of what it can do is so great, that's where the CSR wins because you can run it in a softer more compliant road setup, and very easily tweak it to do some serious track work. Or you can alternate it – somewhere in the middle. What some people do is have their CSR with a blend of the two, and that's where the setup stays."

Of course all of the adverts created for this Cayman are transferable to a 981 Boxster, and GT4. For example the low ratio crown wheel and pinion, which is such a big innovation here, goes straight into the Boxster transmission and is also under development for fitment to the GT4. But ultimately what this car has set out to do is to extract dormant potential from the 981 Cayman S, and on that front it has excelled.

"In many ways it has exceeded what we felt was achievable," Darren said. "To be able to command such a great driving experience out of what started life as a stock Cayman S, is something we're very proud of..."

Without doubt this CSR fulfils its original brief, and in doing so it has become a genuine alternative for those for whom a GT4 is perhaps out of reach, and moreover anyone who feels the latest generation of 718 Boxster and Cayman might be missing a bit of fire from its belly, of whom we're certain there will be more than a few ○

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"In many ways it has exceeded what we felt was achievable..."





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gt porsche retrospective

ONE
YEAR
AGO
FEB
2017



Almost incredibly it was a whole year ago that we visited German Porsche tuning giant, TechArt, to drive its 991 GTstreet R. The turbocharged creation boasted GT3 RS-style aerodynamics and 700hp, we said of it: 'Without doubt this is a well-engineered 911, not simply an exercise in styling and remapping.'

Our main cover car however was film director Harold Zwart's 1968 short-wheelbase 912 2.2, a car restored by Canford Classics. The non-matching numbers project might have been for many the antidote to a Porsche world obsessed with originality.

Also in this issue came a beautiful 904 GTS, a look at the career of three-time Le Mans winner, Al Holbert, and rather aptly given the subject of this issue – Richard Williams' 911 RSR. Furthermore Andrew Frankel took part in the Historic Endurance Rally Organisation's Rally of the Tests in a SWB 911.

FIVE
YEARS
AGO
FEB
2013



As you can see the GT3 RS and GT3 RS 4.0-litre did battle in our issue from five years ago. The idea was not to pick a winner, rather to marvel in two very special Rennsport 911s – we did just that.

Drawing two further 911s together we drove Paragon Porsche's race-prepped 3.2 Carrera alongside its 964 Carrera at Brands Hatch to see they compared. We drove two 944s – a 2.5-litre and S2 variant. We also examined the rather contentious area of replicas, we liked what we found.

We also drove RS Technik's modified 987 Cayman S called the Club Sport to see if it could beat the 987 R (we found it probably could), and we compared the 981 Boxster S with the 991 Carrera Cabriolet – we wanted to see if the 911 could beat the Boxster's open-top prospect, we found it couldn't.

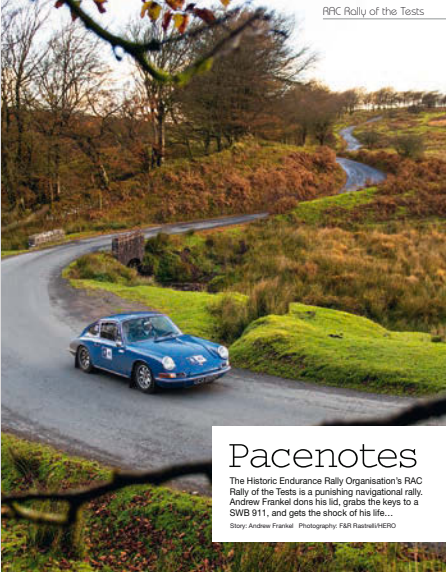
TEN
YEARS
AGO
FEB
2008



Who remembers this one? Top Gear host Chris Harris finally finished his 'project 911' after two years of graft, and took it to the 'Ring for this issue's cover a decade ago. The car started life as a '73 2.4 T, it was stripped and stiffened, fitted with a high-compression 300 horsepower 3.4-litre engine – then painted green. We'd wager Chris wishes he never sold this one, right Chris?

Deeper into this issue we examined the Carrera GTS, drove a pair of reworked Cargraphic 997 Turbos, and put three classic 911s from the same period on track to see which came out on top. The winner? The blue one of course. In the 987 Cayman S we thought we'd found a genuine rival to the 911, in this issue we stated: 'If you want a straight-forward – and one of, if not the best – sports car experiences available, the Cayman S is the one.'

RAC Rally of the Tests



Pacenotes

The Historic Endurance Rally Organisation's RAC Rally of the Tests is a punishing navigational rally. Andrew Frankel dons his lid, grabs the keys to a SWB 911, and gets the shock of his life...

Story: Andrew Frankel Photography: F&R ReservoirK2PCO

991 GT3 Street R



STREET FIGHTER

Standard as a GT3 Turbo S, the Street R has more than 700hp and fully functioning GT3 RS-style aerodynamics. We let it loose on the outskirts of Stuttgart in the west.

Story: David Wilson Photography: GUN COPIES

Retro Porsche



Three's A Crowd

Replicas don't always sit comfortably within Porsche circles, but these three dismiss any questions over their credibility.


Story: Stuart Gallagher Photography: Andrew Moxon

www.porscheusa.com February 2018 61

Race Relations

Two 911 race cars, one wet circuit. We head to Brands Hatch with two of the hottest cars in the Porsche Club Championship for an exclusive back-to-back test.

Story: Steve Wright Photography: Anthony Friszer



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THE LEGENDS:

PORSCHE CARRERA GTS

Better known as the 904, Porsche's first mid-engined coupe kicks off our new series looking back at the road and race cars that made Porsche what it is today.

Story: Colin Goodale Photography: Porsche AG Archive

Probably the Carrera GTS has the most famous of all the 904s. It's a road of a car, light, low and wonderfully suited for the shape, we have three great models, which have spent most of their lives in the hands of a Porsche designer, taking only their odd suburban jaunts a few significant Porsche events with the 904 and 904 Carrera.

In 1967, Porsche realized that it needed a new car. It was going to win the 24-hour race in the 1968 grand touring championship by the following year. It was now making a 2.0-liter car and Alfa Romeo was hoping to give Porsche a run for the money with a new, lighter version of its 2.0-liter Carrera GT coupe.

Porsche had just finished with Formula One, and although the project hadn't been a disaster, it hadn't really finished Porsche's internal. Porsche is going to have a more reliable and exciting road race car, the company could make money by selling a more car to customers. It could avoid the risk of having built the required 100 plus examples to homologate in Porsche's racing cars were almost finished and expected. But the car, which carried the internal project number 904, would also be used on the road. The plan was to use the new 904 engine that was in development for the



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3 OF A KIND

They may all be from the same period of Porsche's history, but this trio of 911s each offer an intoxicating driving experience.

Story: Steve Wright Photography: Anthony Friszer

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PORSCHE LAUNCHES UBER-STYLE TAXI SERVICE

An exclusive group of users will, until May, be able to hail a Porsche taxi in the city of London...



Until May 2018 an exclusive group of users will be able to hail a Porsche chauffeur, in the city of London, via an Uber-style app. The initiative is open to current Porsche customers, as well as a selection of on-demand app partner Gett's high-value customers – those who may consider a Porsche in future.

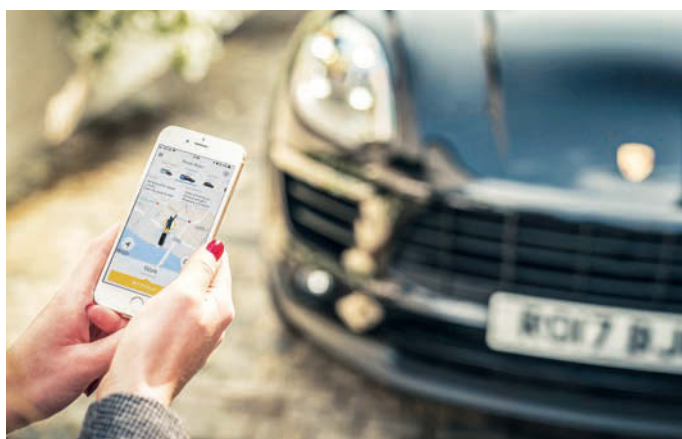
'Porsche on demand' in London is being provided by One Transport,

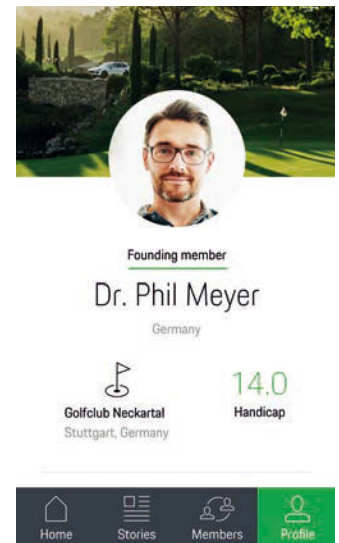
and involves a fleet of 100 Panamera 4 E-Hybrid, Cayenne S E-Hybrid and Macan cars being available for immediate journeys at the tap of a button. Chauffeuring clients in an area of central London between Tuesday and Saturday, rides within the London zone will cost a flat fare of £20, rides ending outside of central London will be priced according to time and distance,

confirmed in advance.

Car ownership patterns are changing rapidly, with car use in urban areas in a particular state of evolution. In a similar fashion to the way that its recent subscription-based Passport Service did in America, this new pilot project in London will provide Porsche with real-world data in the field of 'on demand' premium mobility.

Every driver taking part has undergone advanced skills training at the Porsche Experience Centre at Silverstone. The initiative will run until May 2018 and is available for on-demand pick-up in a specific area of central London between 11am and 11pm on Tuesday, Wednesday and Thursday, and between 3pm and 3am on Friday and Saturday.





PORSCHE DIGITAL GOLF NETWORK

The Porsche Golf Circle aims to bring golfing enthusiast Porsche owners together in a digital community via a new dedicated app...

The Porsche Golf Circle was launched recently at the Founding Member Event in Lisbon. The Porsche Golf Circle is an app-based community, exclusively available to Porsche customers who are also golf enthusiasts. It sees Porsche, which has primarily focused on amateur and professional golf tournaments for the past 30 years, expand its involvement in the world of popular game.

Anyone who owns a Porsche can join the Porsche Golf Circle. The platform is an app for both Android and Apple operating systems, it allows members to contact other community members directly, find playing partners around the world and discover more about the latest Porsche-related golf activities. More services, such as training tips in the form of digital golf tutorials, together with help with rules and reports, are also planned. One of the highlights of the Porsche Golf Circle will be exclusive events which will be taking place around the world.

"Porsche and golf have dynamics, technology and precision in common. In turn, members of

the Porsche Golf Circle share a great passion for both Porsche and golf," commented Oliver Hoffmann, Director Experiential Marketing at Porsche. "Past Porsche golf events have already seen participants form communities, and there is an increasing desire for a more intense interchange and shared experiences," he said. "We are reacting to this desire by launching the Porsche Golf Circle, which now offers a home for all those Porsche customers who are also interested in golf."

Porsche has been involved in golf since 1988, mainly through the Porsche Golf Cup – a global amateur series for Porsche customers. In 2015, this commitment was expanded with its title sponsorship of the Porsche European Open, one of the most prestigious tournaments on the European Tour. Last year, the Porsche Generations Open – a nine-hole tournament series for amateurs – was launched.

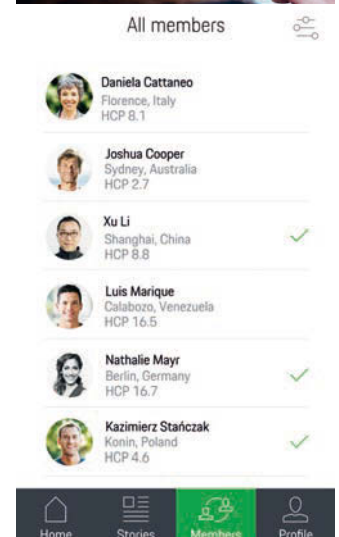
The first exclusive event for the new Porsche Golf Circle was the founding meeting of the digital golf network at Portugal's Penha

Longa Resort. It was attended by 180 participants from a total of 16 different countries.

"The great demand for our customers and the international character of our guests underline the desire for this network," Oliver Hoffmann said at the Founding Member Event.

All the participants of the Porsche Golf World Finals, dating back to 2014, were invited as founding members, provided they were still Porsche owners of course! Guests were treated to a very special golfing experience on the outskirts of Lisbon, as well as two rounds on the Oitavos Dunes and Atlântico courses, the guests were also able to experience the latest Porsche models on the roads around the Portuguese capital. Following a meeting with legendary American golf course architect, Robert Trent Jones Jr., the Porsche Golf Circle was officially launched at the closing gala dinner.

Porsche customers can download the Porsche Golf Circle app free of charge for their tablets and smartphones via the App Store or the Google Play Store.

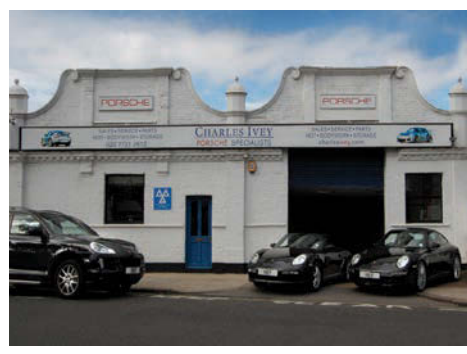




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the market place

Dan Bevis

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



Hammer Price:
£5,300

It was a veritable smorgasbord of merriment and good cheer...

Hammer Price:
£5,940



By the time you read this, the festive dust will have settled after the extended dramas and overeating of the yuletide season, but at the time of writing we're still jingling our baubles in the *GT Porsche* office and viciously scrapping over the last mince pie. 'Tis the season for tinsel, Baileys, and car auctions – OK, that may not be what comes up in the Queen's speech, but just look what Classic Car Auctions were up to in their December sale at Leamington Spa, it was a veritable smorgasbord of merriment and good cheer, much of it bearing Stuttgart crests.

If you like 1980s 911s, this was the place to be. Our pick of the bunch was the '89 Carrera Super Sport – a UK car with just 34,500 miles on the clock, full history and in magnificent condition; the hammer dropped at £71,500. It even has '911' written on the number plate, to quell any confusion among passers-by.

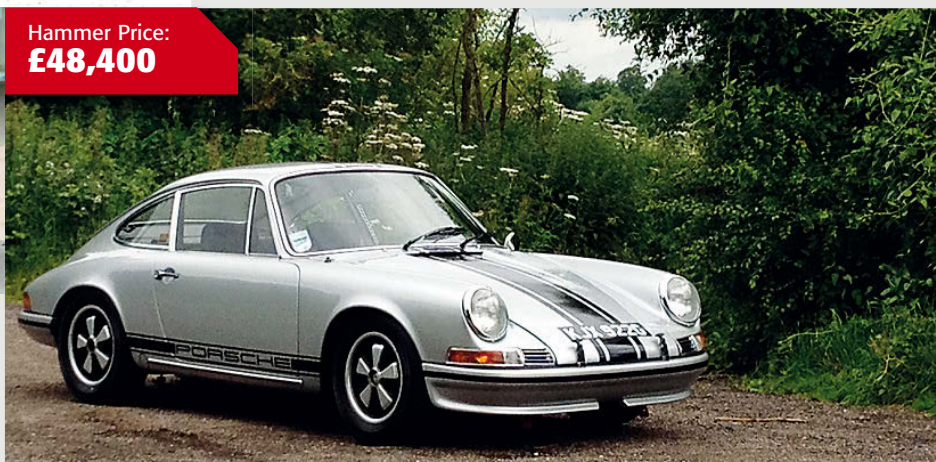
Toward the more affordable end of the scale was the 1983 928 S2, selling for £12,700. Boasting GTS leather seats, a recent engine rebuild, and a lovely set of split-rims, this burgundy V8 brute offered a lot more bang-for-your-buck than a similarly-priced brand new Fiesta. That's the kind of maths we like.

Further representing the water-cooled, front-engined Porsche stock was a peachy little '86 924 S, a manual car that had been in the same family since 1988, with a fully stamped service book and a 924 plate – a lovely little slice of history for just £5,300.

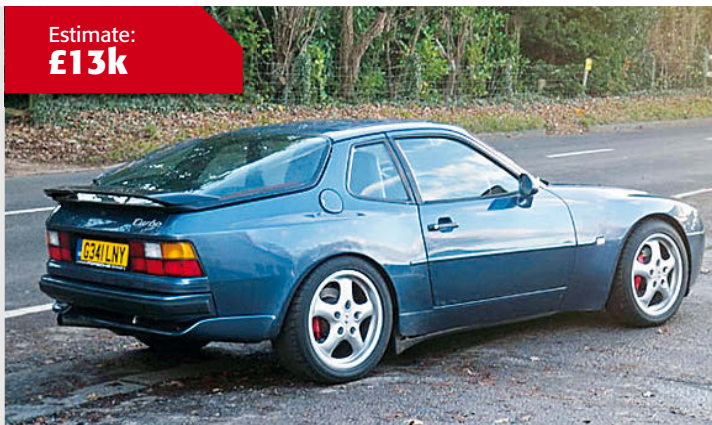
And since we're on the subject of front-engined Porsches, similar money would also buy you this rather splendid 1990 944 S2 (left). A bridge spoiler model that's had all the important mechanical stuff done, this seems like a hell of a lot of car for £5,940. Surely it's only a matter of time before the market catches on to these bona fide, reliable, fun machines. Grab 'em while they're cheap, we say!

For the fans of more classic fare, the 1969 911T was a little sweetheart. This car has enjoyed a lot of work recently – body restoration, respray in the correct silver, refurbished Fuchs wheels, retrimmed interior, top-end engine rebuild, this is a car ready to show or simply to blast across continents, for a more-than-reasonable £48,400. And it's got racing stripes too. Racing stripes are for winners.

Hammer Price:
£48,400



Estimate:
£13k



Barons' annual Christmas Classic at Sandown Park had a typically diverse board of fare on offer. We were particularly taken with the Frisky Prince, simply because we'd never heard of it before and it's an utterly astonishing name for a car. It's a tiny 1960s fibreglass three-wheeler, if you're wondering. With the single wheel at the back, like a forklift. Terrifying.

Two particular highlights grabbed us from the various Porsches on offer, the first being the 987 Boxster S. This 2005 car just ticks all the right boxes – a manual with the full-fat 3.2-litre motor, heated leather seats, 19-inch wheels, Bose audio, strong history, decent miles; neither cheap nor expensive at a £9,500 estimate, but this is a really nice example of the marque's everyman sports car.

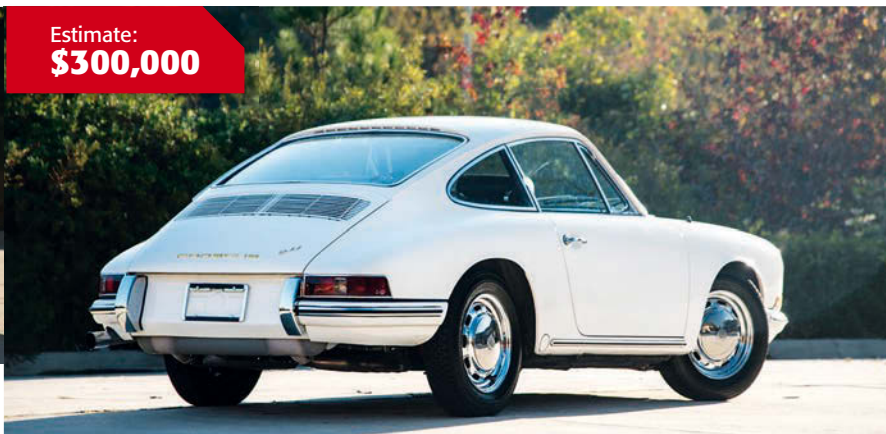
The other thing that caught our eye was the 944 Turbo. Yes, we've got a bit of a thing for 944s this month, and while the mileage might be enough to put most bidders off, showing a hard-won 149,000, the comprehensive history, 280hp Promax engine upgrade and recent magazine feature mean that this £13k estimate could net something very entertaining.



Two particular highlights grabbed us from the various Porsches on offer

Estimate:
£9,500





Estimate:
\$300,000

Of all the fancy lots (including the uber-expensive wine), the 911 was the thing we'd take home

RM Sotheby's 'Icons' sale in New York in early December was a dazzling festival of conspicuous consumption, with well-heeled bidders dropping five-figure sums on vintage bottles of wine and all sorts. There was an automobile section too of course, dripping with finery, from the sumptuous (Saoutchik-bodied Cadillac Series 62) to the embarrassingly gaudy (Austin-Healey with gold-plated bumpers and brightwork). The Porsche contingent was represented by some stellar examples, as you might hope; if there's one thing cooler than a 918, it's a 918 with the Weissach pack wrapped in Martini livery. Just 230 cars got the Weissach pack, which endowed this sublime hypercar with lightweight Alcantara trim, magnesium centre-lock wheels, six-point harnesses and oodles of weight-savings. This one-owner example has only covered 270 miles (that's right – someone's owned it since 2015 and hasn't bothered thrashing the life out of it like it deserves, what's wrong with people?), and it crossed the block at an eye-watering \$1,732,000. Strewth.



Hammer Price:
\$1,732,000

The 1996 911 GT2 was another spicy Noo Yawk meatball, and rightly so: only 194 of these were ever built, taking the 993 Turbo and converting it to RWD, stripping out 230kg of weight, uprating the turbos to kick out 430hp, and dialling in a very aggressive aero package. The estimate on this car was \$1.1-1.4m, meaning that it's probably unlikely that the new owner will be terrifying themselves around the 'Ring in it. But hell, it's scary enough just to look at.



The Carrera GT is a 21st-century icon – Porsche's first mid-engined supercar, its quad-cam V10 engine was derived from Formula One technology, and it's often cited as one of the most involving Porsches ever built. 1,270 of these were made, and this one is number 304. Like the aforementioned 918, this has barely been used, clocking up just 695 miles since it was first delivered in 2004. The estimate of \$775-850,000 is interesting here as, to the casual bystander on Park Avenue who isn't all that clued up on cars, the Carrera GT might have just as much impact as the 918 Spyder. But it costs a million less.

Of all the fancy lots (including the uber-expensive wine), the 1966 911 is the thing we'd want to take home. A matching numbers car in crisp, restrained white, the original owners ticked a lot of option boxes for this cute SWB; Webasto heater, outside thermometer, loudspeaker, electric antenna, tinted glass, Koni shocks, leather seats, air-conditioning, dual headrests, seat belts, side mirror, dealer-installed compressor and engine lid coil, the works. Superbly original and insanely well documented, it justifies every cent of the \$300,000 estimate we feel. Just lovely.



Estimate:
\$1.1-1.4m



Estimate:
\$775-850k

EBAY WATCH:

968 Club Sport

The early-1990s 968 represented the last-of-the-line front-engined, rear-drive Porsches, dating back to the 924's launch way back in 1976. It replaced the 944 although, while looking similar, it actually only shared about 20% of its components. Its basic ethos was that of a grand tourer, with a 3.0-litre four-pot offering great waves of torque, ideal for crossing continents in comfort.

The Club Sport of 1992, however, was a different kettle of fish entirely. Sure, it was mechanically identical, but it basically had everything stripped out of it, and this made it sharper and more aggressive. It was also usefully cheaper! Among the Club Sport's benefits were lightweight Recaro front seats, no rear bench, body-colour 17-inch Cup wheels, and a digital stopwatch for your lap times. The list of things removed was impressively extensive, and included; sunroof, electric windows, heated mirrors, sound deadening, central locking, alarm, rear wiper, headlight washers, under bonnet and boot lights, and the stereo. Those few parts that remained were stripped down to the bare bones – the battery was smaller, the loom simplified, it only had one radiator fan instead of two, the alternator was smaller, there were fewer plastic trim pieces in the engine bay... this was a comprehensive gutting. All of this meant that the Club Sport was around 100kg lighter than a regular 968 – half-a-second quicker to 62mph, with much sharper handling. And contrary to popular belief, they weren't all yellow; you could also buy a Club Sport in black, red, blue or white, and the massive decals were a no-cost delete option.

The one we have our eye on recently was a black decal-delete 1993 example [eBay item no. 371779975051]. First delivered to Japan and having only just arrived in the UK, it features factory option MO30, which included stiffer springs, thicker anti-roll bars, adjustable Koni dampers, and cross-drilled 304mm front discs; it also has the M220 LSD option. A non-sunroof car with air-con added, it's done 33,000 miles and has a full history. A whole lot of rakish stealth for £32,995.

QUICK BUYING GUIDE

- The 968 is an impressively robust thing, mechanically speaking – well-maintained examples can achieve stratospheric mileage. Of course, the Club Sport was designed to be thrashed on road and track, that was the whole point of it, so it's especially important to interrogate the history and ensure that it's received the proper care. Cam/balance shaft belts need changing every four years or 48k, and it's not a bad idea to change the cam chain if there's no evidence of it having been done before, this is an involved and pricey job, the teeth have been known to shear off the camshafts and that's obviously not the sort of thing you want going on inside your engine.
- Rust issues aren't all that common, although you may well find corrosion in the sills thanks to drainage holes becoming blocked. Bubbling also occurs at the base of the A-pillars, if the paint has been compromised while the windscreen has been replaced. An easy fix if it's not too advanced, although this does of course require taking the screen out...
- It's not uncommon for gearbox pinion bearings to wear in 968s – you'll hear a whining from the rear, which is basically a siren call that there's a huge garage bill approaching.
- Is there any evidence of the carbon canister having been changed? If not, get that done – carbon might start escaping and block up your breather pipe, which will then have the knock-on effect of completely screwing up the fuel system. Not ideal.
- If the original owner ticked the sunroof option box, then have a poke around the rear carpets. Are they wet? That'll be those blocked drain holes.
- Interiors are hard-wearing, although you'll probably find worn seat bolsters, thanks to the relatively tight angle of entry...



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3D Sound

A 3D sound experience has typically been reserved for movie-goers, for the first time it is available in a Porsche – in the new Panamera – via a newly-developed system.

Story: Matthias Penzel, Vincenzo Bevilacqua, Thomas Raab





Chances are you will have already experienced 3D audio, or Auro-3D, at the cinema. The concept is best explained as a group of sound effects that use sound sources in a three-dimensional fashion; behind, above or below the listener. It is more advanced, or rather takes things one stage further, than surround sound, where audio is sent to both ears via left or right speakers. Auro-3D translates a stereo signal into a sound experience that uses a space in a far more immersive way, arriving at a subject from any direction.

For the first time in automotive history, a Porsche now features this technology. The new Panamera is available with the newly-developed 3D High-End Surround Sound

System from Burmester, and it says that it's far better than any system you may have experienced at a cinema.

The reason for these improvements is that Burmester and Porsche have developed software that compensates for frequencies omitted during the sound compression process. Critically, via its signal enhancement algorithm, it is able to repair audio coding errors as much as possible. In practise this is achieved through two upper full-range speakers situated in the car's A-pillar, working with Auro 3D technology to generate a three-dimensional spatial sound pattern, reminiscent of the best concert halls and cinemas in the world. Specially developed for the Panamera, it provides the highest acoustic specifications

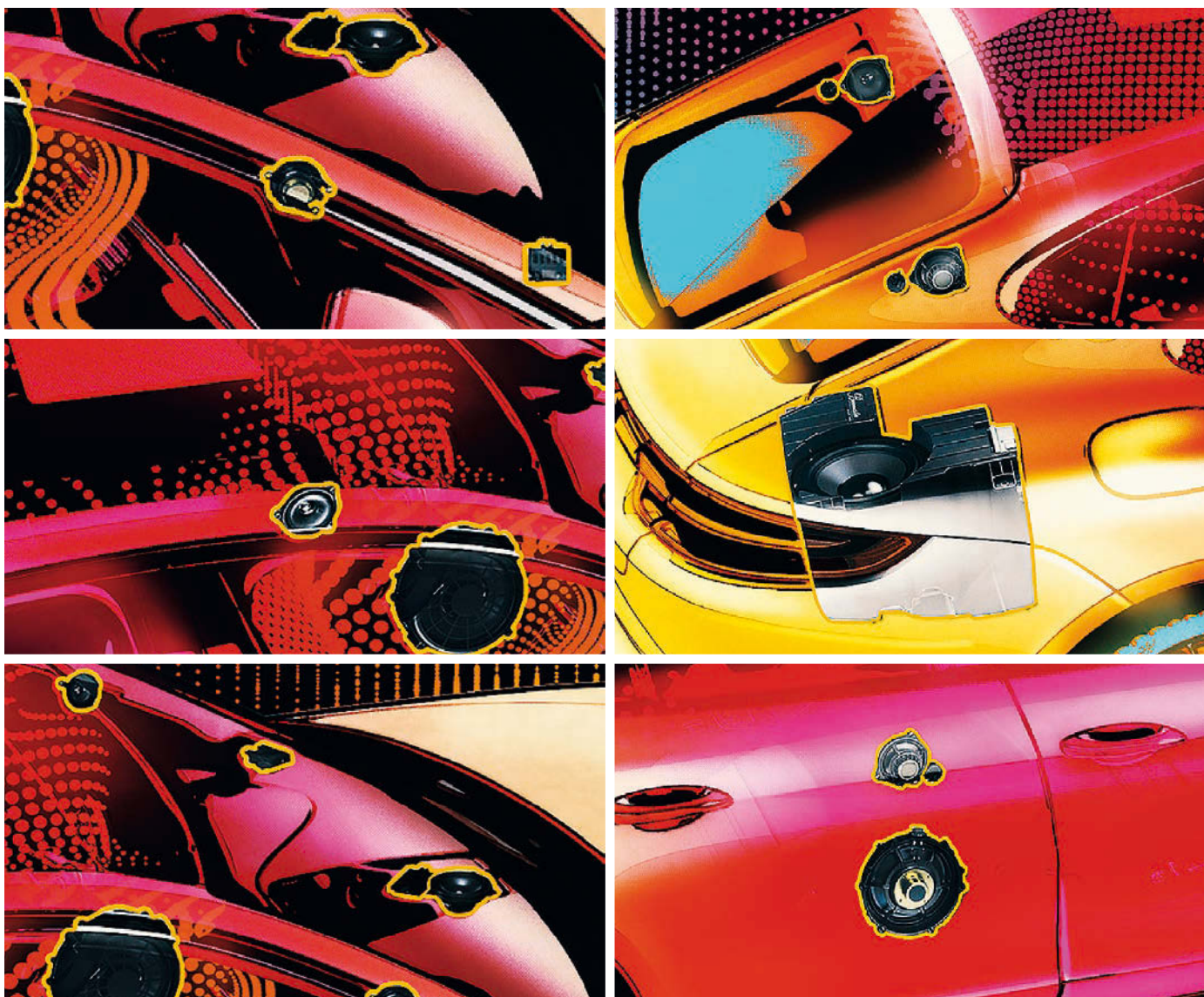
in the smallest of spaces. Optional on all Panamera models, the system boasts a total power output of 1,455 watts, plus it boasts 21 individually controlled loudspeakers – including a 400-watt, class-D subwoofer and a two-way centre system.

The first-generation Panamera was the starting point for an audio experience that had never been available before: a sports car offering genuinely high-end sound engineered by music connoisseurs for music connoisseurs. Dieter Burmester personally took responsibility for the architecture, and fine-tuning of, a sound system that has been setting the standard for ultimate sound quality in series produced vehicles since 2009. Burmester systems have been available for all Porsche models since.

EVOLUTION OF THE SOUND EXPERIENCE

With the development of the all-new Panamera, Porsche's aim was to further improve the benchmark for performance already delivered by a Burmester sound system. More specifically, the job to 'enhance the emotional experience' was its main objective. To do this, state-of-the-art audio technology was used, including powerful and highly efficient class-D amplifiers, intelligent algorithms were created to improve sound quality using the latest developments in Auro 3D processing. With these advantages, for the very first time the system in the new Panamera delivers a playback experience that Porsche says is equal to the best acoustic venues in the world.

Conventional tuning measures also formed part of the development process, of course. For example, loudspeaker systems with a higher efficiency level have been utilised in the car, while their acoustically effective membrane area has also been significantly increased. While the surround sound system in the first Panamera featured 16 speakers, the new Panamera features 21 perfectly positioned speakers, helping to deliver its impressive sound experience. The system also includes a total of four woofers, seven mid-range speakers, two broad band speakers and seven tweeters, as well as a subwoofer that is positioned at the rear of the car.



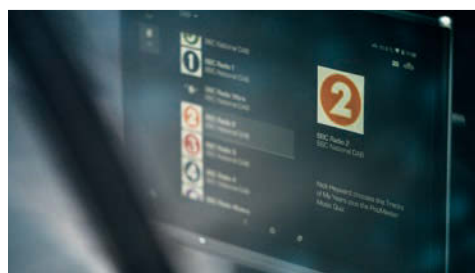


CONSTRUCTION AND EFFICIENCY ENHANCEMENTS

Porsche is the only manufacturer to use the Burmester Air Motion Transformer (AMT) in its vehicles. AMT technology – used for the front channels – has been completely redesigned for the latest Panamera, it offers an efficiency level that has been increased by six decibels. The folded sheets of the new AMT loudspeakers have an oscillating mass that has been cut almost in half compared to the outgoing design, and yet the size of the piston area remains the same. In addition, the centre channel of the sound system now also features two-way technology along with an AMT loudspeaker. This arrangement produces clean, clear sound and guarantees an extremely homogeneous reproduction of sound with the highly realistic playback of instruments and voices, thus also improving the voice quality of both the hands-free facility and the navigation system, to boot.

All of the drivers used in the Burmester sound system are durable and now equipped with lightweight, torsion-resistant aluminium die-cast baskets. The drivers are positioned at the optimum location in the vehicle to avoid sound and efficiency losses, enabling not only the most dynamic performance possible, but also considerably more consistent sound development in the vehicle. Thanks to a maximum sound level of 126 decibels, the sound system also provides a well-balanced and dynamic representation of even challenging source material.

Highly efficient class-D amplifiers control all 21 loudspeakers. The total power output has now been increased by around 40 percent, to 1,455 watts, but with a considerably reduced level of energy consumption. Some 400 watts are now available to the subwoofer alone. The amplifiers achieve an efficiency level of over 95 percent, and because they weigh just 14.3kgs, that weight is roughly only five hundred grams more than a conventional stereo system (due in no small part to the use of those die-cast aluminum baskets). So, the Burmester system achieves a new (and impressive) optimum value of just 0.009 kg/W for its power-to-weight ratio.



REALISTIC 3D SOUND

As we've seen, the Burmester 3D High-End Surround Sound System offers a realistic concert hall-style atmosphere in a vehicle for the first time. But its developers made a conscious effort not to use any of the spatial sound effects common in cinemas — instead they wanted a format that focused on delivering the best possible music playback. Working with world-renowned Belgium-based Galaxy Studios, the team implemented an algorithm, created using a mathematical procedure based on measurements, developed especially for music in the Burmester system. This algorithm produces a 3D musical impression. The Auro 3D processing format used for this purpose in a vehicle for the first time is distinguished by an extremely realistic spatial impression that can be generated from any source material — even mono sources. In the new Panamera, just like in those high-end concert halls, the 3D processing format makes it possible to subtly extend the sound in front of, and even above, the listener.

The Burmester sound system best showcases its spectacular sound quality when playing optimised, uncompressed and high-resolution music sources. However, the system will still generate a clean sound experience when playing data reduced musical material, such as content streamed via Bluetooth, digital radio or MP3 files. In addition, a special algorithm that restores the audio signal inline with the source material type has been used for the first time on the Panamera system. Negative influences on the sound quality resulting from limited bandwidth, such as encoding artifacts and pre-echo, are effectively restored by the signal enhanced algorithm. The typical limitations on the dynamics of data reduced music sources are also rectified in order to fully utilise the audio potential of the sound system. Naturally the signal enhancement process also benefits from all of the other features



offered by the Burmester sound system: A smooth function for relaxed long listening periods, a variable 3D function, and the option to focus the sound on a certain seat are all available.

During hundreds of hours of fine-tuning, acoustics engineers from Burmester and Porsche worked together to optimise the sound dynamics of the system to a point which they feel it is industry-leading. The result is music reproduction that is emotive, precise, and highly dynamic. With all of these enhancements, the new Burmester 3D High-End Surround Sound System delivers on its promise, providing a realistic sound experience never before available in any automotive application, let alone a Porsche.





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

Matt Biggs

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

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Mark Whitchurch

2008 997 Carrera 2 S

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Rob Richardson

1978 911 SC

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Andrew Frankel
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Ryan Stewart
2007 987 Cayman S

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Simon Jackson
2005 987 Boxster

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Martyn Morgan-Jones
1986 924 S

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Philip Raby
2009 Cayenne Diesel

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

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2005 987 BOXSTER

I'd been toying with the idea of changing the Boxster's wheels since I bought it. The original 17-inch alloys were corroded and generally letting the look of the car down, I didn't really care for the design of the wheel either. As I plan at some point to refresh the car's suspension, I had originally intended to change the wheels at the same time, but the tyres I inherited the car with were, being frank, shot to bits, and with winter fast approaching I needed a solution. I searched for a number of different OE options, including 987 18s and 19s, but I

do like the way the car rides on its original 17s, so I started looking at the other styles which came fitted to 987 Boxsters and Caymans.

There was one particular style which I thought looked smarter, which I believe came on the second-generation Cayman. Exactly the same dimensions as my original wheels (6.5x17- and 8x17-inch), these fitted the bill and I managed to track a cheap set down on eBay. These particular wheels had been refurbished by the previous owner in gloss black, and they were in good shape, although I intended

to fit new tyres they came shod with good 205/50/17 (front) and 235/55/17 (rear) Michelins. It all seemed like a no-brainer.

My only concern was that I'd never been a huge fan of black wheels. I think when you have a large diameter wheel with a low profile tyre, black often tends to make them look too small. As I was running small wheels and high profile tyres I figured these might perform the opposite job, hiding the diameter of the wheel and the high profile of the tyre. I also hoped to disguise what I feel is currently a

large arch gap – I hope to reduce this slightly with the aforementioned new suspension in future.

I picked the wheels up, invested in some new wheel bolts, black plastic bolt caps and black and silver centre caps, and took the car to my trusted local tyre specialist. With the wheels balanced and fitted, I had the alignment checked via a laser system and set the pressures correctly. I was a bit worried about how the car might drive given that these tyres had already done some miles on another car, but with all of the above sorted it has utterly



Simon has fitted new wheels to the Boxster this month, and fackled its rather tired looking hood...

transformed it, so I'm really happy taking into account what I'd spent. The car had an annoying wheel wobble at about 70mph on the old wheels, that has now gone, moreover it rides how it always should have. It isn't perfect, but I think some fresh suspension (springs, shocks and bushes) will help an awful lot. In addition I think it looks better on the new wheels, they seem to tie-in nicely with the black roof and the other black details on the car. I might have the side vents painted black to match for a bit of a 987 Spyder / 981





GTS vibe. I'd intended these wheels to be a stopgap, but now that they're on the car, I'm wondering if I really need to fit anything else in future? I'll see how the mood takes me and what crops up on eBay.

Also this month I started tackling the roof. It wasn't looking its best with a mixture of green algae and stubborn bird line residue, after talking to a few people, including Matt Biggs who used to run a

987 Boxster in these very pages, I bought an Auto Glym kit called Soft Top Cleaner. The kit comes with two bottles, with the first you work the cleaner into a wet hood using a nail brush, agitating it into a foam. As you do the foam turns green as it removes the algae, then you rinse it off. Repeating this multiple times brings best results, and you can even leave it on overnight (covered) for the stubborn stains.

With it all washed off you apply a second liquid, this one reproofs and seals the hood with the aim of preventing further stains and gets water beading off it. I was pretty happy with the results, but there are still some areas that are annoying me, I'll need to have another bash I think. Failing that I'll look at a more professional solution, or (gulp) look into replacing the hood altogether...

Simon Jackson

Simon Jackson

987 Boxster

[@retro_jackson](#)





1989 944 TURBO

As you may remember from my previous jottings, I've been considering buying another Porsche, and a 944 was my 'default' choice. Well, having pontificated about things for far too long, I've gone and done the deed – I've bought a Guards Red 944. What's more, it's a Turbo.

To be honest, I've long-hankered for a 944 and when I spotted this low-mileage, well cared for example, at Philip Raby Porsche (*GT Porsche* contributor Philip was brilliant to deal with), I sprang into action. In fact, I didn't even have time to tell my wife Carolyn. In fairness, she had an inkling that a change was on the cards. Even so, I did have a

bit of explaining to do! Fortunately, she thinks it has a certain presence and has accepted it into the fold. Mind you, she still thinks the 924S is prettier! Unfortunately, I can't keep the 924S as well, so it will be up for sale soon.

Anyway, back to the 944 Turbo. Being a 1989 model it has the more powerful 250hp engine, limited-slip differential, MO30 suspension, very big brakes, and a raft of standard-fitment goodies such as air-conditioning. What's more, mine even came with its original toolkit, bulb kit, jack, collapsible space-saver, tyre compressor, and the oft-missing sunroof bag. Even the head unit, a Panasonic radio/cassette, is original.

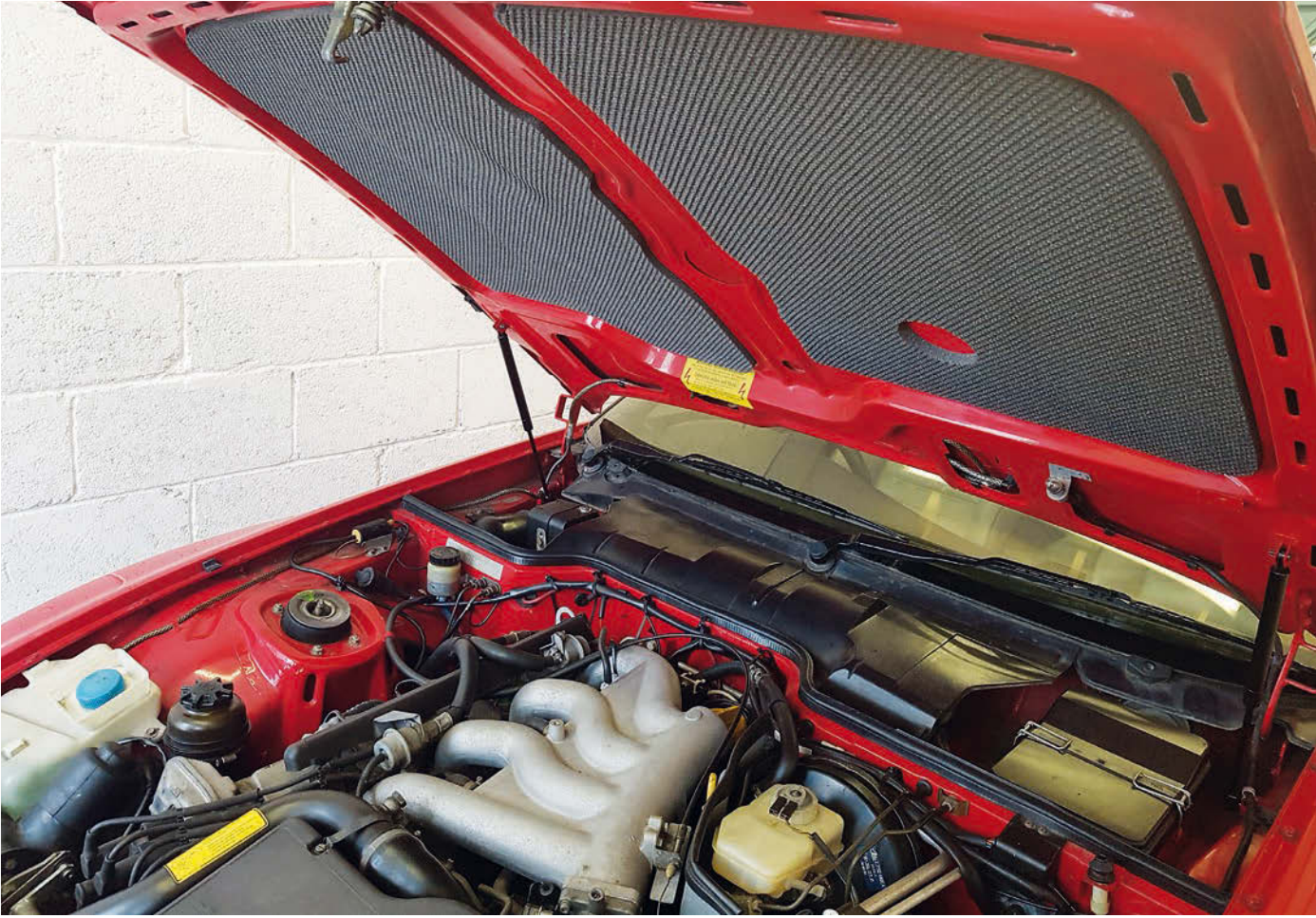
Then there's the wheels. The 944

is popular amongst the modifying fraternity, and cars often get fitted with different/aftermarket wheels, usually larger in diameter and dressed with very low profile tyres. Well, I'm pleased to say that the wheels on my car are the original, wide, 16-inch items, as specified by Porsche Motorsport's engineers. They give the car the perfect aesthetic. The tyres are seriously wide too. This is a wheel/tyre combo that fills the arches a treat. Talking of which, the rear arches have almost caught me out on a few occasions when I've negotiated narrow gaps. It's very wide at the rear. In fact, Carolyn has already christened the car J-Lo!

What does it drive like? Very well in fact. It's docile at low speeds

yet blisteringly fast when the tacho needle has climbed past the 3,000 mark. And, it's a hugely tactile car, with awesome brakes and a sublime chassis. Having said that, the low-speed ride, and the way it crashes into potholes, makes me wonder if I should befriend my local chiropractor! I've actually been pondering whether I can soften the damping a tad. The Konis dampers are adjustable. However, I've a feeling they are already on their softest settings. I shall have to investigate further.

Since getting it back home, I've bought new bonnet struts from FrazerPart (the original, tired, struts allowed the bonnet to gently drop – usually on my head!). Fitting



Mart's bought another car, it's infectious this Porsche thing, isn't it!

long term fleet

was quite a fiddle actually, a four-handed job, and I had to press-gang Carolyn into helping me. I've also fixed indicators. All of a sudden they stopped working. I'm guessing that it was probably a relay issue, I removed said relay. In doing so, it rattled. Curious, I dismantled it and discovered a broken contact. A new relay was duly fitted and the indicators (and hazards) are working.

I've also just fitted new underbonnet sound deadening mats. The original Porsche soundproofing material is prone to crumbling and dropping all over the engine. Unsurprisingly, the soundproofing on my car was long gone. And, Porsche doesn't list it any more, but FrazerPart came to the rescue. It offers a modern self adhesive reproduction that's made to original

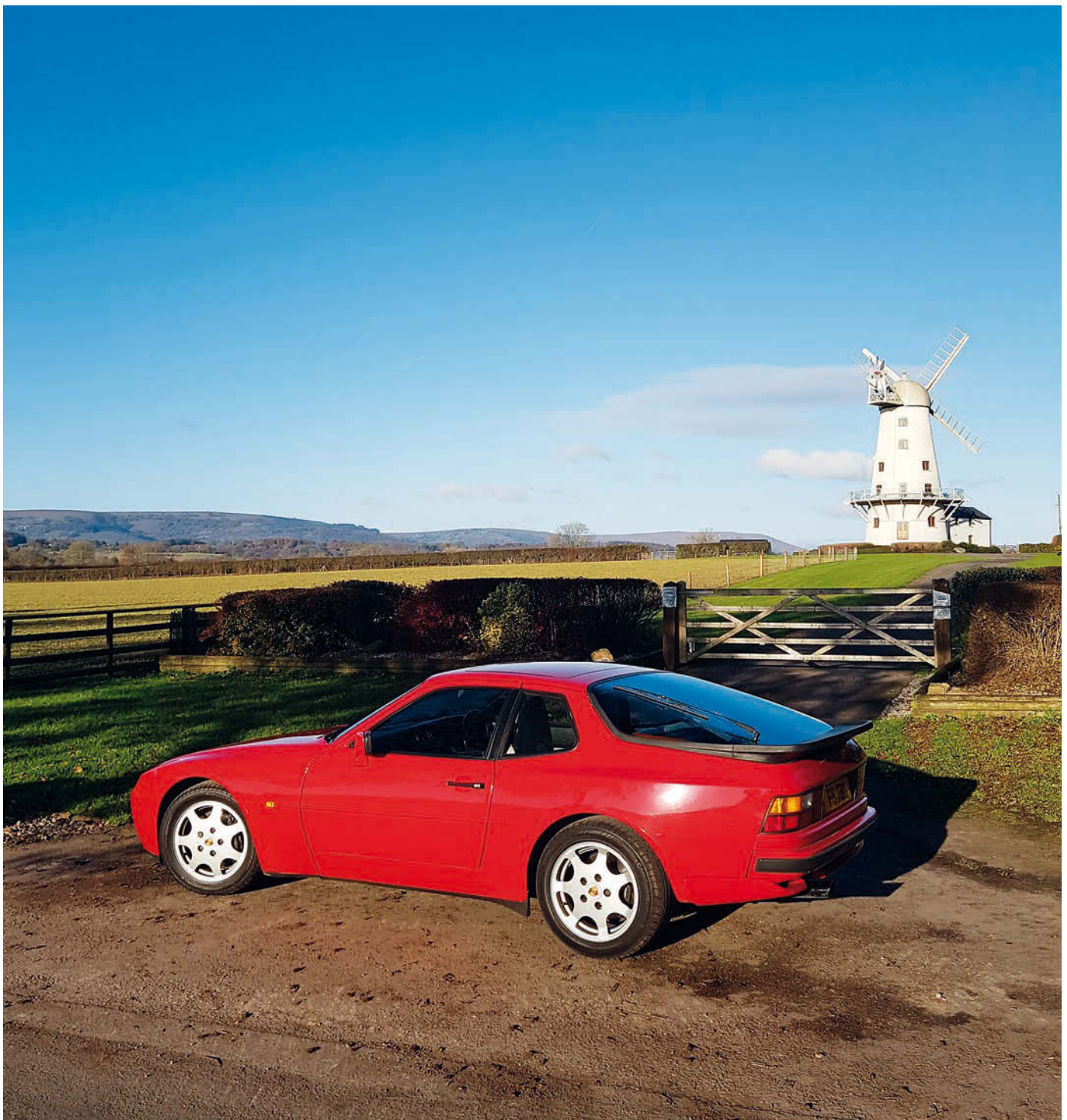
material specifications, original dimensions and foam densities. Plus, it doesn't just meet burn resistance requirements, it exceeds them. Fantastic quality and fantastic service too.

Oh, and the F5 TBO registration came with the car. I'm not sure whether to keep or sell it and revert to the original. The jury is still out!

Martyn Morgan-Jones

Martyn Morgan-Jones
1986 924 S

[@MartynMJones1](#)





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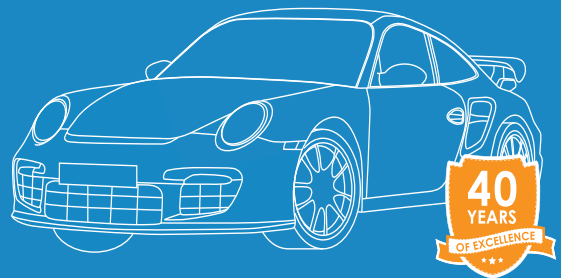


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1978 911 SC

I'm now into my third year of 911 ownership and, compared with the other classics I've owned, I've found it the most difficult car to bond with. In part I think it's because it was already 'built' when I bought it and, despite doing a huge amount of work to it, nothing has really changed visually to make it stand out as mine. It's also not an immediately emotional car, it's bit too clinical and capable for that, but over these three years I've grown to love it. To relish rather than be repelled by its long 915 gear change and through various modifications increased

my understanding of how it goes together as well as changing parts to make it more the car I've always wanted it to be; the Dansk exhaust being a case in point.

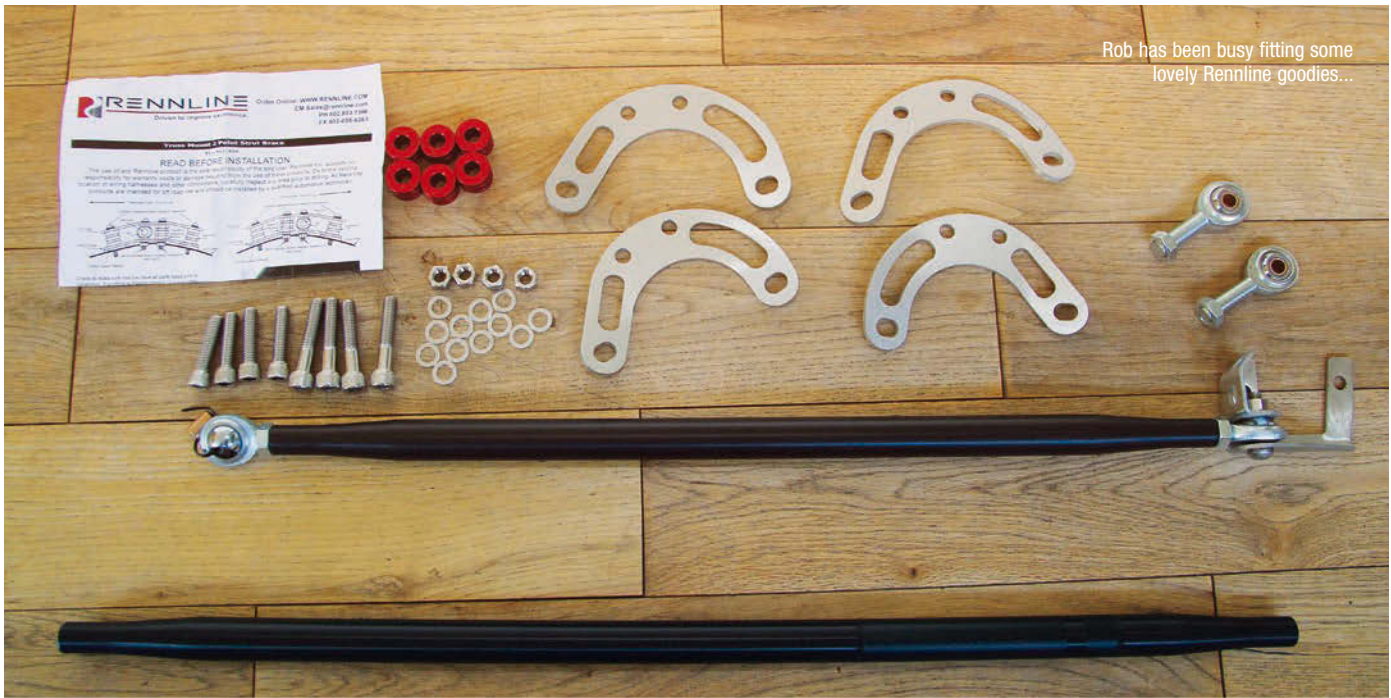
When I got the 911 it had already had a number of bushes changed and the suspension was set up and sitting well, so I've had no need to adjust anything – until now. I'm going to spend the winter upgrading and overhauling the suspension to ensure the handling is as taught, feel some and direct as it can be and also that every part has been through my hands, it's a case of bonding as much as dynamics.

Before starting under the car though I wanted to fit a strut brace to the front end. This will help tighten up the shell, resisting torsion and allowing the suspension to react against a solid base better managing the loads through the front end. This isn't a racing car, it's not even a track toy, so why fit one if I'm not chasing tenths of a second? The answer is this: feel. The resultant increased stiffness will help the car flow on the road, the suspension maintain composure and deliver a more reassuring and positive response through the steering wheel.

When it comes to high quality

performance Porsche suspension parts one name stood out: Rennline. Rennline is based just outside of Vermont where it has its own facility producing parts in-house. With a wealth of engineering experience including aerospace fabrication, and a genuine passion for Porsche, it produces parts which aren't only exceptionally engineered, but aesthetically works of art. It has a massive range of capabilities too including CNC waterjet, CNC milling and turning operations, bending, forming, welding, embossing, powder coating, painting and anodizing which

Rob has been busy fitting some lovely Rennline goodies...







allows them to design as well as prototype and manufacture all of their own products in-house. The team at Rennline were brilliant and completely understood where I wanted to go with the car, that it was a road car, not a track car. Together we put together my ultimate suspension package (more on that to come) and that included

its 'Truss mount' 3-point strut brace. It also offer a 'mono-ball' strut brace which replaces the rubber in the top mounts with spherical bearings, but as my car is fast road only we opted to retain the compliance a bushed top-mount gives.

This brace system has been engineered to fit with no drilling, welding or additional fixings required.

The billet aluminium mounting brackets have been formed to perfectly fit the contours of the 911's strut towers. The third mounting bracket utilises master cylinder mounting studs, this mounting area is one of the strongest points on the front of the 911 and completes the system. The braces are both fully adjustable allowing you to pre-stress

them as required to ensure the body is held tight giving optimum rigidity and give that all important 'feel'. The brace comes with detailed and easy-to-follow fitting instructions, but it really is as simple as fitting to the strut-top bolts and the master cylinder bracket. All required fixings are supplied too. Because the front trunk in my car is trimmed I had to





cut away the carpet a little to make clearance for the brace (and also to show off those strut top mounts!). I marked the carpet out in chalk and simply cut around the brace. For the master cylinder mount I disassembled the bar to allow me to make the smallest possible hole in the carpet and thread it through to keep it neat and tidy.

With the brace alone fitted and

no other suspension changes I could feel the difference instantly, especially over fast A- and B-roads with less than perfect British tarmac. It feels more composed, taught and rides better. Pushing on in fast corners it gives confidence and even more feedback through the wheel. When you do stop and open the trunk it looks amazing; it's an engineering work of art. A guilt-free

one too as it's so light. I've tried to take weight out when I've changed parts and spend it wisely when I've put it back in; this is a worthy and slim-line addition. I'm really pleased with the improvement this simple bolt-on has made and can't wait to get the rest of my suspension package from Rennline fitted over the winter months.

Rob Richardson

Rob Richardson
911 SC

[@Racereightysix](#)

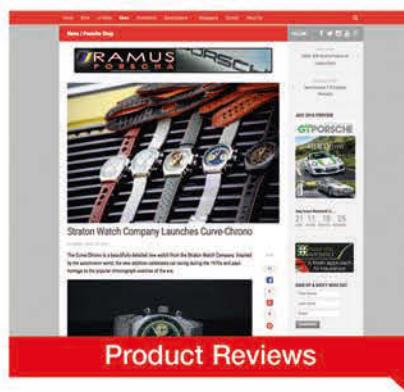
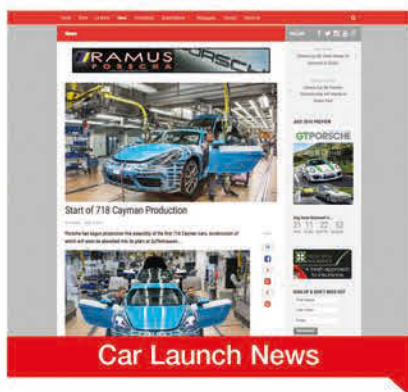




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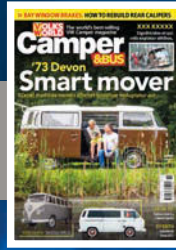
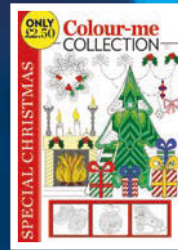
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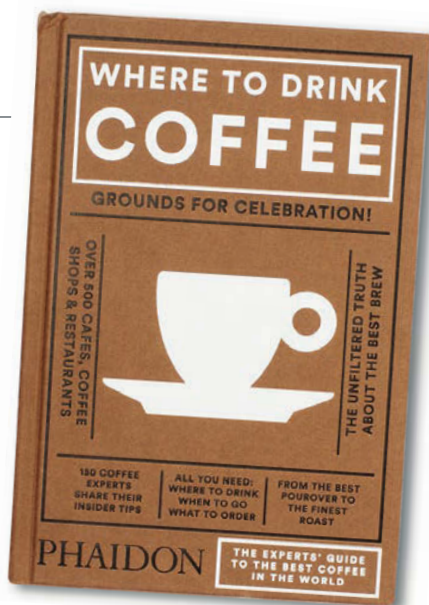
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WHERE TO DRINK COFFEE BOOK

How much? £16.99

Where from? www.firebox.com

We know that plenty of *GT Porsche* readers appreciate a good cup of coffee, therefore this new book is likely to be of interest. It has been written by the world's best baristas and covers 600 drinking spots in 50 countries. Locations range from cafés, bakeries and restaurants, to more surprising places including a video rental shop and even a car dealer (we're mentioning no names!). Each personal recommendation comes with an insightful review, details of the coffee on offer, and a map so you can find the venue.



PORSCHE OFFICE CHAIR

How much? £4,900

Where from? www.porsche.com

These office chairs from the Porsche Drivers' Selection are original (four-way Plus) adjustable 911 Sports Seats. Therefore produced on the same production line as the seats you'd find a 911, naturally these are clad with the same fine leather and manufactured using the same technology. Made to order, they are created according to a customer's specific requirements in one of over 100 different colour combinations, personally we like the Bordeaux Red.

They feature an electric backrest adjuster powered by a rechargeable battery, and adjustable armrests. There's a hook for a jacket on the rear, the Porsche Crest is embossed on the headrest section.

As you'd imagine, the seat's surface and armrests are made of original Porsche vehicle interior leather, the hardshell at the back is made of plastic, the base is chrome-plated and features five multi-purpose rollers, suitable for both hard and soft floors. This item's Porsche Driver's Selection article number is WAP 050 YXX OJ.





1:43 711 996 TURBO

How much? £15.00

Where from? www.racingmodels.com

This 2000 996 Turbo in metallic blue is from 711 Collection. The 996 Turbo was launched in 1999 and powered by a water-cooled 3.6-litre engine. Along with all-wheel drive, the car featured either a six-speed manual or five-speed Tiptronic gearbox. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

911 STAINLESS STEEL HEAT EXCHANGERS

How much? £389.95 each

Where from? www.heritagepartscentre.com

At the business end of your air-cooled 911 heat is directed from the exhaust and piped towards the cabin, courtesy of heat exchangers. However, due to the heating and cooling of the air contained within them, condensation forms and rust eats away at them from the inside out.

Heritage Parts Centre has a range of corrosion cancelling stainless steel items that will keep warmth flowing, and the need to replace your heat exchangers again a thing of the past. Fitting any 911 built from 1965 up to 1989, the prices for these start at £389.95 each.



PORSCHE MEN'S 2-IN-1 JACKET

How much? £400.00

Where from? www.porsche.com

This 2-in-1 multi-purpose jacket with removable vest is described by Porsche as 'sporty'. The jacket, made of 100 % polyamide, has a red lining and two pockets, as well as hip and inside breast pockets, the Porsche Crest found on the upper left sleeve is made of silicone. The reversible (100 percent nylon) vest can be worn with either its red or black side showing, it has two side pockets. This item's Porsche Driver's Selection article number is WAP 491 XXX 0J.



XCP LUBRICATE & PROTECT SPRAY

How much? £7.00 (400ml)

Where from? www.xcp-protection.com

XCP Professional's non-sticky Lubricate & Protect formula is said to reduce friction, wear and corrosion without mess. A far cleaner alternative to spray grease, it has been designed to reduce the impact of friction between moving parts, minimising the long-term effects of wear. Originally formulated for heavy-duty industrial applications in the printing industry, the product's heritage means it boasts a unique blend of mineral and bio-based ingredients. For use with metal parts and surfaces, it can also be used on joints, bearings, cables, chains, slide mechanisms, gears, pulleys, locks, wire rope, winches, cogs, bushings, cranks, axles, hydraulics, hand and power tools, and more. It does not dry sticky and, once applied, it will not cause dirt to adhere to parts.



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Porsche 911T 1971 Coupe 2.2L
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Porsche 911 Carrera 3.2L 1985
Manual Gearbox, LHD, Iris Blau
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Porsche 911T 1973 Coupe 2.4L
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CHIPEX

How much? From £29.95

Where from? www.chipex.co.uk

Stone chips and small scratches can spoil the look of your Porsche, Chipex has a cost effective solution.

Designed and manufactured in the UK, Chipex uses your vehicle's registration number or colour code to mix perfect, exact colour-matched paint for your specific vehicle. This is backed up by the firm's '100% colour match guarantee', ensuring total peace of mind that you will get a perfect colour match for your paintwork, whatever that may be.

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1:43 SPARK 924 CARRERA GTR

How much? £47.95

Where from? www.racingmodels.com

The Holbert Racing 924 Carrera GTR was raced in the 1981 Daytona 24-Hour race by Al Holbert, Rick Mears and Doc Bundy. History records that the team retired with engine failure, but look how stunning this car's livery was! Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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VINTAGE SPEED MERGED EXHAUST

How much? £2,488

Where from? www.heritagepartscentre.com

This Vintage Speed merged exhaust system, for early 911s, is made from 304 grade stainless steel with 38mm headers. It has been optimised for maximum torque and horsepower, perfect for cars producing up to 200hp. Not only does it look beautiful, we're told it sounds sensational too, and it comes with a choice of tailpipe configurations. The silencer has two threaded positions for lambda sensors to assist when tuning carburettors. Call Heritage Parts Centre to discuss the application for your car (01273 444044), delivery on these is free within the UK.



MARTINI COLLECTION DUFFEL BAG

How much? £100.00

Where from? www.porsche.com

Part of the official 'Martini Racing Collection' available through the Porsche Driver's Selection, comes this duffel bag in Dark Blue. With a large volume of approximately 55-litres, the leisure bag measures 62 x 30 x 30cm and features a badge and 'Martini Racing' print. Porsche's official article number is: WAP 035 925 0J





1:43 SPARK 956 (KENWOOD)

How much? £52.95

Where from? www.racingmodels.com

The Kremer Racing Porsche 956 was raced to third place at Le Mans in 1983 by Mario Andretti, Philippe Alliot and Michael Andretti. This is a Spark resin model of the car. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



911 ESSENTIAL WATCH SET

How much? £350.00

Where from? www.porsche.com

This '911 Essential Watch Set' is new from the Porsche Driver's Selection and comes with interchangeable straps. The set comprises a watch with a 43mm diameter casing, and a black dial with the Porsche Crest and Red details. Inside is a Swiss Ronda movement with one jewel. Made from toughened aluminium, it is waterproof (to 10 ATM), it has a screw-down base and crown, the crown and tube are made of toughened stainless steel. On the base you'll find engraving with the item's serial number. The interesting part though is perhaps the fact that this watch comes with not one strap, but three; one leather and two fabric. To make switching them over as easy as possible they feature a quick-change mechanism, each with a stainless steel pin clasp with a 'Porsche' engraving. Porsche's official article number is: WAP 070 001 0J.



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LUFTGEKÜHLT APPAREL

How much? From \$34.00

Where from? luftgekuhlt.com

Luftgekühlt, the brand devised by two-time Le Mans class winner Patrick Long and noted Southern California creative director, Howie Idelson, has launched a range of new products. Amongst them are this '935 Tee' and 'Luft Diamond Trucker' cap.

The T-shirt pays homage to the 1979 Le Mans-winning 935, interpreted by Carby Tuckwell, this item of clothing is 100% cotton and comes in a full range of sizes – it is priced at \$42.00. The cap has a twill front and bill with a trucker mesh back, it is a one size fits all affair, it is priced at \$34.00.

IPHONE RHINO SHIELD

How much? From £17.99

Where from? www.firebox.com

These Rhino Shield high impact-resistant screen protectors are available exclusively through Firebox. Just 0.029 cm thick, thanks to their custom-formulated polymer construction, they are easy to apply leaving no sticky residue or air bubbles, they are scratch resistant and feature an anti-fingerprint layer. But there's more.

Capable of absorbing five times the impact energy of the much-lauded Gorilla glass, these are sure to keep your screen safe from the most brutal of collisions, even hammer blows! Perhaps most importantly they do not compromise on the touch-screen capability or elegant aesthetics of Apple's iPhone. Versions to fit iPhone 6 and 7, as well as 6 Plus and 7 Plus are available.

(Photo: Firebox)



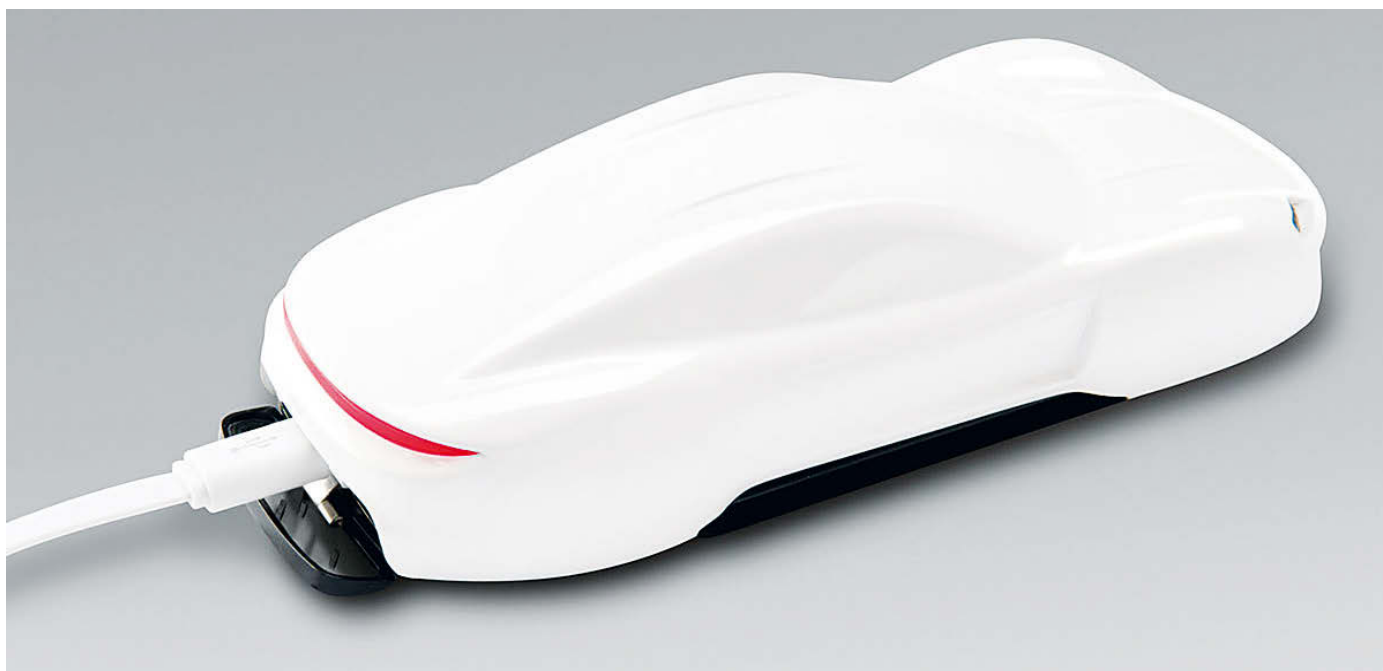


1:43 SPARK 2016 919 HYBRID

How much? £52.95

Where from? www.racingmodels.com

The Porsche Team 919 Hybrid was driven to sixth place in the 2016 6-Hours of Bahrain race, and the 2016 WEC Championship by Marc Lieb, Romain Dumas and Neel Jani. This Spark resin model replicates the car nicely. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



MISSION E POWER BANK

How much? £100.00

Where from? www.porsche.com

This sculpture of the Mission E concept study is also a power bank, with a high-quality die-cast housing. With a capacity of 9,000mAh, it has two USB outputs of 2.1 A each, one mini USB input of 2.0 A, and measures approximately 145 x 60 x 35mm. Furthermore it has functional LED headlights and tail lights. This item's Porsche Driver's Selection article number is WAP 050 112 0J.



1:43 SPARK 1969 908

How much? £30.00

Where from? www.racingmodels.com

The Porsche 908/2 won the 1969 Targa Florio driven by Udo Schutz and Gerhard Mitter. Here Spark has recreated the car in a 1:43 scale resin model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

SPEARHEAD T-SHIRT

How much? £30.00

Where from? www.porsche.com

New from the Porsche Driver's Selection is this T-shirt for racing fans. It features a motif of the new 911 RSR on the back with the word 'spearhead', which Porsche says stands for uncompromising sportiness. The T-shirt is unisex and made from 100 percent cotton, Porsche's official article number for this one is: WAP 453 XXX OH.



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CHILDREN'S POLO SHIRT

How much? £25.00

Where from? www.porsche.com

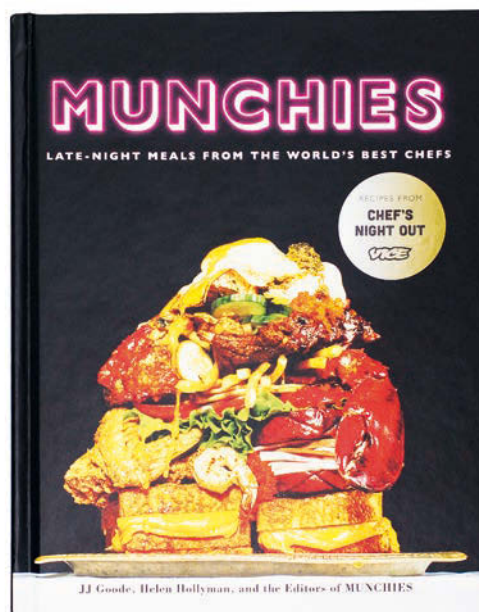
This Classic polo from Porsche with embroidery and appliqué on the front and sleeve, is just for kids. Available only in red, it is made from 100% cotton and available in sizes up to 158/164 (the same as men's size XXS). This item's Porsche Driver's Selection article number is WAP 675 XXX 0H

MUNCHIES BOOK

How much? £18.99

Where from? www.firebox.com

Munchies - Late Night Eats from the World's Best Chefs is both a bit of fun, and perhaps your new favourite cook book. The chunky 264 page hardback book is full of hilarious stories, and ridiculously delicious recipes, from 65 of the world's greatest chefs including; David Chang, Anthony Bourdain, Wylie Dufresne and many more. These aren't just any old culinary creations, these are the dishes the chefs whip-up when they're finished feeding customers, and are ready to feed themselves and their mates. In other words it's the indulgent and highly tasty stuff.



SPORT CLASSIC WALLET

How much? £80.00

Where from? www.porsche.com

This folding wallet is part of the Porsche Driver's Selection. It features two note compartments, a coin pouch, and slots for up to eight credit cards together with two additional slit pockets. The Porsche logo appears on its black exterior, it is made of smooth and grained cowhide. It measures: 12 x 10.2 x 1.8 cm. This item's Porsche Driver's Selection article number is WAP 030 016 0D.



HATTRICK T-SHIRT

How much? £40.00

Where from? www.porsche.com

This 'Hattrick No19' T-shirt, new from the Porsche Driver's Selection, celebrates Porsche's 19th overall victory at Le Mans. The shirt is unisex and made from 100 percent cotton, Porsche's official article number for this one is: WAP 181 XXX OJ.



PRYNT POCKET

How much? £149.99

Where from? www.firebox.com

The Prynt Pocket allows you to turn your smartphone photos into instant physical photographs. This quality zero-ink printer clips snugly onto your phone allowing you to print stills, and even stills from videos, by using the free Prynt app. Now here's the bit that makes this perhaps one for the kids, not the adults: the photos are stickers... Prynt sticker paper (2x3-inches) is everything you need to get started as there's no ink involved here, the device comes with a pack of 10.

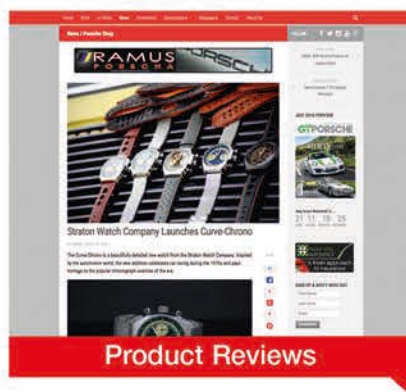




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MCQUEEN RUGBY SHIRT

How much? £75.00

Where from? www.porsche.com

This Steve McQueen Men's Rugby Shirt is from the Porsche Driver's Selection.

With a classic cut, it is made from 100 percent cotton and comes in a mix of Dark and Light Grey. This item's Porsche Driver's Selection article number is WAP 945 XXX OF.



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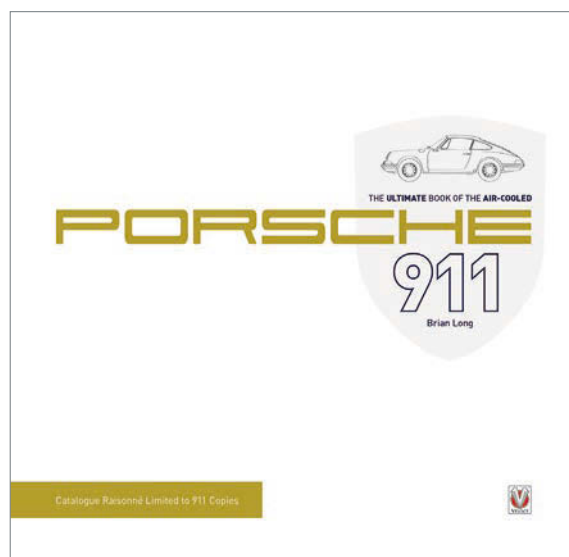
How much? From £175.00

Where from? www.ultimate911.veloce.co.uk

The Ultimate Book of the air-cooled Porsche 911 is still available from publisher, Veloce. The book had a limited print run of just 911 individually numbered copies, and when they're gone, they're gone forever...

With the co-operation of Porsche, the author has assembled and presented an extensive history of the air-cooled 911, including full year-by-year coverage of production models, listings of colour and trim options, descriptions of limited edition cars, Porsche's racing efforts in the arena of motorsports, plus three highly-detailed appendices.

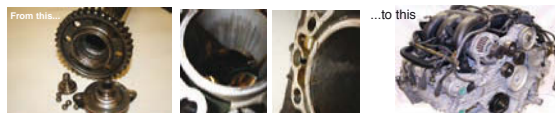
Illustrated with over 1250 photos, plus reproductions of advertising materials and brochures, this 592 page book is one of the most comprehensive reference works on the air-cooled 911. Available in two editions, numbers 001 to 100/911 were bound in white leather and presented in a black slipcase for £295.00, which is now sold-out. That leaves numbers 101/ to 910/911 bound in white cloth and presented in a black slipcase priced at £175.00. No 911/911 is reserved before you get excited.



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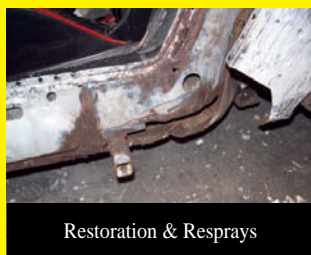
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MARCH 2017

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



APRIL 2017

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



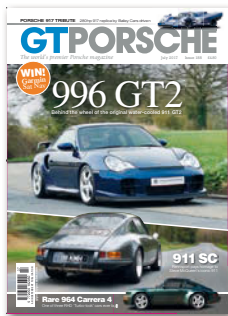
MAY 2017

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



JUNE 2017

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



JULY 2017

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



AUGUST 2017

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



SEPTEMBER 2017

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



OCTOBER 2017

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



AUTUMN 2017

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



NOVEMBER 2017

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



DECEMBER 2017

Cover Story: 991 GT2 RS driven
Inside: 996 versus 997: 996 Turbo takes on 996 Turbo, 996 GT3 battles 997 GT3, 993 Targa explored, reborn 944 Turbo Cup, all-new Cayenne first drive, 996 celebrates its 20th birthday, *Tech Guide:* V8 engines



JANUARY 2018

Cover Story: The Greatest Porsches of 2017...
Inside: Reviewed and rated 911 GT2 RS, 911 Exclusive Series, Panamera Sport Turismo, One Millionth 911, 911 GT3, 911 GTS. Plus: 911 SC hillclimber, soft window Targa, 911 SC road trip

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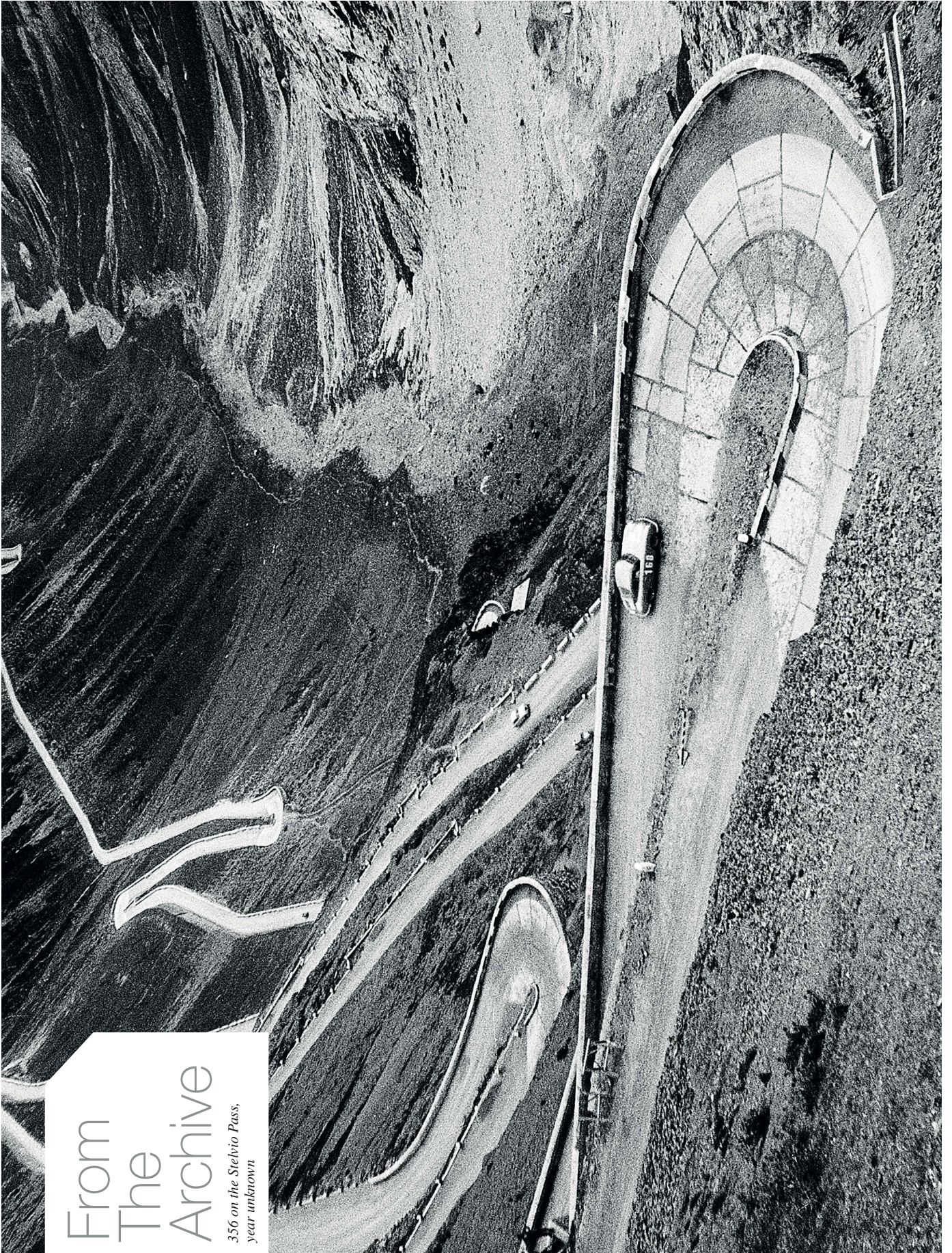


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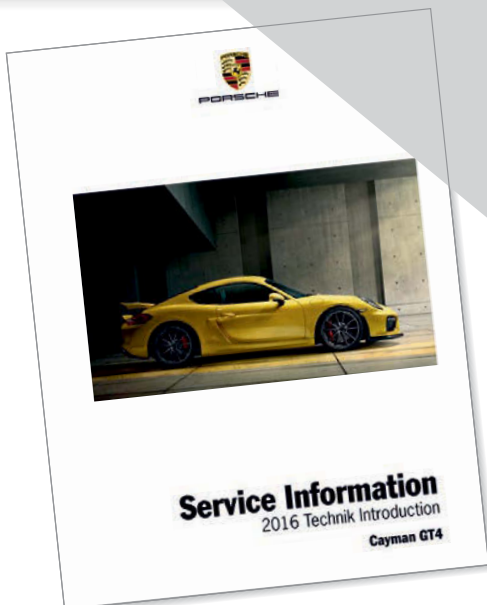
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