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# GT PORSCHÉ

MAY 2015

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Issue 162



911 GT3 RS EXPLORED!

# 911SC

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Porsche's new GT car



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

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May 2015

Following the exciting announcement of the Cayman GT4 last month comes news of the 911 GT3 RS – unveiled at the recent Geneva Motor Show. Early reports suggest that the GT4 is an absolute riot to drive, see regular *GT Porsche* contributor Andrew Frankel's opinion on page 72, but judging by its raw ingredients, the GT3 RS should be even more electrifying.

At Geneva, footfall to the Porsche stand said it all, the first sighting of the GT4 was probably enough to entice the crowds, but with the covers whipped off the GT3 RS too? Well, the booth was heaving. 'Mr GT3' Andreas Preuninger was on hand for the duration of the show's press days, watching over the attention his latest creation was garnering like a proud parent. Preuninger was happy to talk about the car with the sort of passion and knowledge that is what makes the Porsche brand so special. Ultimately the RS is far more than just a tweaked GT3, far, far more – see page 16 for more.

Not only is 2015 already shaping up to be a great year for Porsche GT cars, it's also looking like another year which will play witness to the ever-rising popularity of the enduring 911. Whether you agree with the idea of a 911 as a financial investment or not, asking prices are now playing an important part in

the world of Porsche ownership, and getting on that ladder at the lower end of the market has never been trickier. As such, we've looked into a few of the most sensible classic 911 purchases for 2015, models which we think still have some head room to grow in popularity, and, therefore, value – page 30.

With all this in mind we've also picked the brains of some of the most respected Porsche specialists this month to get their views on the current state of classic 911 prices, page 27. Their mixed opinions make for interesting reading, and if you can draw any blanket conclusion from them as a whole it's that the subject remains a divisive and contentious one! Where do you stand? We'd love to hear your opinion through the usual channels.

Lastly I wanted to mention our summer track evening at Brands Hatch in Kent on 22 June. As usual it's an open pit lane affair, and a Porsche-only event that we hope will attract a great mix of cars. Even if you're not taking to the circuit, entry to the event is free for spectators so we'd love to see you there in your Porsche, so come and grab a coffee and enjoy the action under (hopefully) some summer evening sunshine.





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EDITOR Simon Jackson  
 SUB EDITORS Christian Shelton, Rachael Willson  
 SENIOR DESIGNER Aaron Batson  
 DESIGNERS Kelly Rodgers, Dave Powney, Tom Jackson  
 SENIOR RETOUCHER Laurence Green  
 CONTRIBUTORS Matt Biggs, Jesse Crosse, Jamie Fretwell, Andrew Frankel, Colin Goodwin, Peter Morgan, Philip Raby, Martin Spain, Louise Woodhams, Neill Watson  
 PHOTOGRAPHY Anthony Fraser, Gus Gregory, James Lipman, Matthew Berenz, Rob Richardson, Neill Watson  
 THANKS THIS ISSUE Mike Orford, Nick Perry, Rob Punshon, Hannah Palmer, Porsche Archive, Racing Models, Ben White, 4 Star Classics  
 ADVERTISEMENT MANAGER John Swanton  
 PRODUCTION MANAGER Jo Claydon-Smith  
 PRODUCTION ASSISTANT Karen White  
 REPRO CONTROLLERS Marion Jenkins  
 FINANCE Helen Lawson, Claire Brown  
 EXECUTIVE PA Sandra Baldock  
 CHAIRMAN Dennis Taylor

EDITORIAL & ADVERTISING ENQUIRIES  
*GT Purely Porsche*, Unity Media plc, Becket House,  
 Vestry Road, Sevenoaks, Kent, TN14 5EJ  
 Tel: 01732 748000 Fax: 01732 748001  
 Website: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)

Email enquiries  
 Editorial: [gtpurelyporsche@unity-media.com](mailto:gtpurelyporsche@unity-media.com)  
 Advertising sales: [jswanton@unity-media.com](mailto:jswanton@unity-media.com)  
 Advertising production: [jlloyd-smith@unity-media.com](mailto:jlloyd-smith@unity-media.com)  
 Subscriptions: [subs@unity-media.com](mailto:subs@unity-media.com)

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 Email: [hlawson@unity-media.com](mailto:hlawson@unity-media.com)

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Revealed: the new 911 GT3 RS was certainly worth the wait - it is radically different from the 'standard' GT3







# GENEVA MOTOR SHOW 2015

## Porsche revealed the new 911 GT3 RS at Geneva but it wasn't the only Porsche-centric stand

### PORSCHE

Unless you've been hiding under a rock you will be well aware that Porsche unveiled the new 911 GT3 RS at the recent Geneva Motor Show in Switzerland.

As we predicted in our March issue, power comes from a new 4.0-litre six-cylinder engine producing 500hp and 353lb ft torque, making it the most powerful naturally aspirated 991 to date. A specially designed PDK gearbox helps the car achieve a 0-62mph time of 3.3 seconds. The GT3 RS is 10kg lighter than the standard GT3 model; the roof panel is made of magnesium and carbon fibre is used for the engine and boot compartment lids. Visually the RS is distinctive thanks to functional aerodynamic additions, a wide-body (like the 911 Turbo), and unique front wheel arch air vents.

As you would expect, the GT3 RS has been tuned for fantastic agility on road and track, rear-axle steering and Porsche Torque Vectoring Plus features with fully variable rear limited-slip differential. The new model also features a race-style neutral facility activated via its paddles and a 'pit speed' speed limiter function. Inside, the GT3 RS boasts sports seats based on the carbon fibre buckets in the 918 Spyder, and Porsche's Club Sport Package comprising a bolt-in roll-cage, the option for a six-point harness for the driver and a fire extinguisher with mounting bracket.

The GT3 RS has lapped the Nürburgring in 7 min 20 seconds – faster than a Carrera GT supercar. Available to order now, the GT3 RS is priced from £131,296. Expect to see the first cars on our roads in May, we'll

be bringing you a full road test as soon as we get our hands on one.

Alongside the GT3 RS was our first proper sighting of the new Cayman GT4, Porsche's most extreme mid-engined two-seater sports car to date, and the first non-911 to pass through the hands of the Porsche Motorsport team at Weissach. And as the images had suggested the GT4 is quite the looker in the metal. At Geneva, Porsche displayed a bright yellow car, and getting up close and personal with it revealed some rather delicious details, such as the intricacies of the adjustable rear wing, and the tasty (optional) 918-style seating.

All told we spent a large amount of time on the Porsche stand at Geneva and it drew consistent crowds, the GT4 and GT3 RS were certainly highlights of the show for many.



Our first look at the Cayman GT4 in the metal certainly didn't disappoint. Shortly after Geneva we got behind the wheel - see page 72



RUF

Away from the official Porsche presence at Geneva, the most exciting stand was that of specialist RUF Automobile, which had a jaw-dropping display of Porsches.

Amongst them was its latest CTR 3, nicknamed the 'Hippie'. The car's design was influenced by the famous designer, and friend of RUF, Richard Soderberg, who sadly passed away in 2014. This individual design features the low and wide front end of the CTR 3 with the steeply rising wings that form its athletic appearance.

Underneath the car's carbon skin, various high performance components are combined. The turbocharged flat-six produces 777hp, while developing 723lb ft torque. This power is

transferred to the rear wheels via a six-speed manual or (optional) seven-speed double clutch gearbox. This Clubsport version, the highest level of tune for the CTR 3, also features wheel arch extensions and a fixed carbon rear spoiler.

Alongside the CTR 3, RUF's display of 911s ranged from the classic Targa to a pair of stunning 991s, but for us the pick of the bunch had to be the 964, which boasted a simply magnetic draw. Confirmation, if it were at all needed, that RUF remains at the top of its game, unlike some of the established German tuning houses we could mention...

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# CARRERA CUP GB

**The 2015 Porsche Carrera Cup GB boasts its biggest grid in the 12 year history of the championship.**

By the time you read this the Carrera Cup will be underway with its first round taking place a matter of days after this magazine hits the shelves. That said, and in case you missed it, it's worth swatting up on the runners and riders for 2015, and the stops the championship will be making throughout the season ahead.

Since 2003, three teams have been the bedrock of Carrera Cup GB, and Team Parker Racing, Redline Racing and Parr Motorsport are returning for 2015, all with multiple car entries. Each can be counted upon to mount a serious title bid with their traditionally strong pack of 'Pro' drivers.

Reigning Carrera Cup GB champion, Josh Webster, returns to defend his title with Team Parker Racing, and is joined by Touring Car race winner and former Carrera Cup GB front-runner Stephen Jelley. Steven Liguorish also returns to Carrera Cup GB with Team Parker Racing, and is joined in the Pro-Am2 category by Rupert Martin.

Redline Racing lines up with former British Formula Ford champion Dan Cammish, who has already provided a foretaste of his Porsche pace by taking a win at the last Carrera Cup race weekend of 2014. He is joined by British GT graduate Jack Falla, and also Jordan Witt, who returns to the Carrera Cup looking to build on his impressive performances last season. Making up a fearsome foursome for the Cleveland-based team is John McCallagh, who will contest the Pro-Am2 category.

The distinctive colours of the Samsung UHD TV Racing team return with two-time Carrera Cup GB

champion Michael Meadows alongside series newcomer Nicolas Latifi. Nineteen-year-old Latifi, from Canada, is dovetailing a Carrera Cup GB campaign with a season in Formula Renault 3.5, but will be a man to watch.

Further underlining the appeal to single-seater drivers of switching to racing the 460hp rear-engined 911 GT3 Cup is the signing of Dino Zamparelli by Parr Motorsport. Twenty-two-year old Zamparelli raced in GP3 last season and was a frequent visitor to the podium. Now, he is looking forward to the challenge of driving the Porsche, and continues to enjoy the backing of Bristol Sport.

Another driver sure to be on the pace again this year is seasoned Porsche racer Mark Cole who returns to the grid with Parr Motorsport, in partnership with Nicholls & Clarke ceramics. And lining up alongside Zamparelli and Cole at Parr Motorsport is proven Carrera Cup GB race winner Paul Rees, who finished third in the championship last year. Parr also field championship returnee Peter Kyle-Henney in Pro-Am2.

Heading the new teams is Essex-based Credit4Cars led by Iain Dockerill, which will field a multiple car line-up. Driving alongside Iain Dockerill are his son, Chris, and Peter Parsons. Another new entry is G-Cat Racing, which will be running former GP3 racer Ryan Cullen. The team will also run cars for Peter and Shamus Jennings.

The revised calendar this year sees Carrera Cup GB supporting the World Endurance Championship race at Spa in Belgium.

#### **2015 Porsche Carrera Cup GB championship**

**Rounds 1 & 2:** 4/5 April – Brands Hatch (Indy), Kent

**Rounds 3 & 4:** 1/2 May – Spa, Belgium (FIA WEC support race)

**Rounds 5 & 6:** 6/7 June – Oulton Park, Cheshire

**Rounds 7 & 8:** 27/28 June – Croft, North Yorkshire

**Rounds 9 & 10:** 8/9 August – Snetterton, Norfolk

**Rounds 11 & 12:** 22/23 August – Knockhill, Scotland

**Rounds 13 & 14:** 26/27 September – Silverstone (National), Northamptonshire

**Rounds 15 & 16:** 10/11 October – Brands Hatch (GP), Kent





## PIRELLI WORLD CHALLENGE

**Porsche secured four wins and six podiums as the Pirelli World Challenge season got underway at the Circuit of the Americas in Texas.**

The number 31 EFFORT Racing Porsche 911 GT3 R qualified fourth in the GT class in Texas at the first round of the Pirelli World Challenge. Moving to second from a standing start it began chasing the Lamborghini of Nicky Catsburg who would receive a drive-through penalty for crossing a white line, handing the GT3 R the lead, a lead it would retain for the next 20 laps, hotly pursued by Olivier Beretta's Ferrari 458 Italia. The Porsche held off ex-Formula One man Beretta until the penultimate lap, whereby the Ferrari snuck by having made better use of its tyres.

In the GTA class the number 41 EFFORT Racing 911 GT R, driven by Michael Lewis, also spent much of the race leading his class, securing a class win and finishing fifth overall. The scholarship driver was competing in his first season, his first World Challenge race and his first race in a 911 GT3 R.

In the first-ever GT Cup class as part of Saturday's GT event, a group of familiar names took the top spots in their Porsche 911 GT3 Cup race cars. Colin Thompson the reigning Porsche GT3 Cup Challenge USA champion, took his 2015 Bucks County Porsche prepared by Kelly-Moss Motorsport from flag-to-flag to win that class, while TruSpeed Autosport Porsche driver Sloan Urry came home in second. Both Thompson and Urry were participants in the Porsche Young Drivers Academy at Barber Motorsports Park in late 2014. Third was 19-year-old Alec Udell, now in his fourth year of Pirelli World Challenge racing, in the GMG Porsche 911 GT3 Cup.

Round two of the championship took place on Sunday and replicated Saturday's round one success for Porsche. As successful a day Saturday was for the Porsche entries, Sunday's race brought more of the same. The number 31 EFFORT Racing Porsche 911 GT3 R Porsche finished second some four seconds behind the leading AMG Mercedes, ahead of Catsburg in the Lamborghini.

In the GTA and GT Cup races, Michael Lewis and Colin Thompson repeated their Saturday victories, with both of them taking a commanding lead in their class point championship. In fact, in GT Cup, positions one, two and three were the same as Saturday's results.

The season continues with the Grand Prix Of St. Petersburg, which will have taken place by the time you read this, but for all the latest action visit [www.world-challenge.com](http://www.world-challenge.com). Live event streaming is available at [www.world-challenge.com](http://www.world-challenge.com).





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Plus • 9,064 miles • 2011 (11)

£55,995



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# ALL SHOW AND ALL GO







The new 911 GT3 RS stole the Geneva Motor Show, and with good reason. 'Mr GT3', Andreas Preuninger, talks us around his latest mind-blowing RennSport creation...

Story: Simon Jackson  
Photography: Porsche

If there's one certainty in the constantly evolving automotive sphere it's that any Porsche wearing an RS badge will cause a riot at its unveiling. At this year's Geneva Motor Show that's exactly what the 991 GT3 RS did.

And as I stood amongst row upon row of excited jourmos gathered from around the world prior to the covers being whipped off Andreas Preuninger's latest road-going track car, that stir was tangible. In fact, I think the guy stood in front of me might have been in need of urgent medical attention. The car did not disappoint.

By now you'll have all seen the stats: a 4.0-litre version of Porsche's latest DFI engine producing 500hp; 460Nm of torque (around 339lb ft); 0-62 in 3.3 seconds; a top speed of 192mph; a body constructed from aluminium, carbon fibre and magnesium weighing ten kilograms less than the GT3 (at 1420kg); a staggeringly quick (borderline insane) Nordschleife lap time of 7mins, 20secs (faster than a Carrera GT); and a devastatingly aggressive aero-led aesthetic that will turn your mother-in-law to stone at ten paces. It's all yours for £131,296, if there are any of the first UK allocation still available that is...

But as with any RennSport model to emerge through the doors at Weissach, the facts and figures don't tell the 991 GT3 RS's full story. Someone who does summarise the passion and importance of this car, though, is its creator – Andreas Preuninger. Fortunately he was on hand in Switzerland to talk us around it...

## PREUNINGER ON ENGINES:

Despite the speculation that the new GT3 RS might be a turbocharged affair, the car is actually powered by an all-new NA engine based upon the DFI found in the GT3, just as we had predicted in the run-up to its full reveal. As you might expect this retuned direct fuel injection 4.0-litre mill boasts the biggest displacement found in any naturally-aspirated 991.

Preuninger is passionate about the powerplant: "We knew the GT3 engine could be hopped-up by displacement from 3.8-litres to 4.0 and we had already introduced this capacity with the [997] RS 4.0 so we couldn't really go back on that. This was not a limited model, this car is the successor to the 3.8 RS, but still we wanted a 4.0-litre engine or one as great as the 4.0-litre engine."

But if you're thinking that a simple rebore is the extent of the changes made here, think again, as Preuninger is only too happy to explain: "There are a lot of differences to the GT3, it's not like the [old] Metzger engine. We have a different crankshaft made out of a material that is only used on the 919 LMP car called V361. It's a highly, highly clean steel that is melted and solidified several times. It's a very pure, durable and special metal, a *Star Trek*-era material that should belong on the

Starship Enterprise. It's a horrendously expensive part, I cannot believe how much it costs, but it works!"

Porsche is typically modest about power outputs. Preuninger is modest, too, when discussing the power of the GT3 RS: "We've got different con rods, pistons, camshafts, cam springs and oil system – we touched a lot of parts in the engine internals. We wanted extra power. We wanted the RS to give more track performance. On paper it's 500hp but in real life it's a good deal more than that. We have to homologate GT cars way before the start of production and we always find something else during the development process. I like to be humble about these things."

When pushed a little Preuninger explains that the engine is producing around 5% more than the 500hp headline figure, making it somewhere closer to around 510hp. This increase should be comparable with the reality of engine power outputs of the past versus the numbers stated by Porsche, given Porsche's track record of underselling itself with things like this. The compression ratio of the 4.0-litre engine is identical to the GT3 at 12:9.1 but the increased stroke (taking the engine capacity from 3.8 to 4.0) means top-end revs are down by 200rpm

over the GT3 to 8800rpm – final drive in a subtly tweaked PDK gearbox increases from 3.97 (GT3) to 4.19 in this new RS car.

"It's not that it cannot do the 9000rpm of the GT3," Preuninger explains. "It just makes no sense. With a longer stroke the power curve drops off, then it feels like a diesel. It should explode up to the redline, then you have to shift. If you closed your eyes you'd have a hard time telling the difference between 8800 and 9000rpm. It's still exciting at the top end."

Using the larger 911 Turbo body in many ways created issues to work around for Preuninger and his team but it also had its benefits, too. Was there ever any chance this car might have been force-induced? "We just use the rear ducts [of the Turbo body] to cool the intercooler, and to fool everybody looking at spy shots into thinking it was going to have a turbo engine!" Preuninger chuckles. "We made use of the super-wide Turbo body: it was a slick, cool solution for us otherwise we would've had to make new sides without intakes which would have been expensive [to homologate]. An effect of this is that the car has a specific sound; you hear the induction noise quite a lot more than on a GT3. I like that. It adds to the special nature of the driving sensation."





The GT3 RS is arguably the most technically advanced 911 ever built, but could it be the last naturally aspirated 911 RennSport car? Preuninger seems open minded...

## PREUNINGER ON AERO:

One of the most striking features on the new GT3 RS is its aerodynamic package. Vents and wings seemingly protrude from every angle but perhaps the biggest talking point has been the beautiful slats on the front wings. "The slats in the front wings don't just help downforce, they absolutely double downforce," Preuninger claims with passion. "This is such a unique and important feature on the car. By opening up the front wheel fenders and allowing air to get vented we have massively contributed to the overall downforce of the car."

Naturally, all of these new aero additions are functional rather than just cosmetic but it would be easier to dismiss their significance without understanding the reason for their existence. Preuninger is more than happy to explain:

"The problem with 911s is that if you want to create overall downforce you still have to carry balance. Making downforce at the back is easy, you just need a big wing in the air but you need a countermeasure at the front to have a stable car. If

you have too much at the back the car pivots around the rear axle and you get loose steering."

Preuninger's logic is flawless but it isn't until he draws a numeric comparison with the GT3 RS' forebears that these latest additions are highlighted: "To give you a comparison, the 997 RS 4.0-litre was the number one for downforce. It recorded 107 kilos of downforce at 300kph. We used winglets and vanes to achieve that. This car [GT3 RS] has more than double that downforce: 350 kilos at 300kph. This is the same, if not a tad more, than the 918 Spyder! But, and this is a big point, the GT3 RS maintains the same drag coefficient as the GT3. The GT3 has 170 kilos, so less than a third. This is unheard of. You feel it, it kicks in early because downforce is a linear function – a curve."

What that means is this dramatic increase in downforce is felt throughout the driving experience, even at speeds far lower than 300kph (186mph). As Preuninger points out, the linear nature of downforce means that even at half the

speed the car will create half the downforce, so it's a noticeable aid even when you're not flat out on the race track. When combined with the mechanical grip the car is already creating, its wide 9.5-inch front wheels with huge contact patches, joined by Pilot Sport Cup 2s from the 918 Spyder (of which Preuninger is gushingly complimentary), is what combines to create this "quantum leap" in downforce between the GT3 and GT3 RS.

"Aero is a huge step over the GT3," Preuninger says. "If I had to put a number on it I'd say 300% [better]. Then the tyres are the next factor. They're 20% more sticky than on the GT3. I don't want to bash the GT3, it's a different animal but the GT3 RS was developed for the race track. The mission criteria for this car was different – it's more track-focused, less day-to-day driveable – it's built for a purpose, it's a sporting tool. This is what the RS has always been about. We simply went a step further with that interpretation this time."

A 30cm strip runs the length of the front luggage compartment and roof, featuring a unique contoured surface reminiscent of classic air-cooled 911s



## PREUNINGER ON CHASSIS:

"The suspension components are roughly the same as the GT3, they share nothing with the Turbos," Preuninger explains. "We have a 50-millimetre wider rear track which calls for different parts, and it's the same for the front axle. Everything is forged aluminium – all race bred. They're a little bit more beefy than they would need to be solely for street use with upside down aluminium tubing dampers [Bilstein shocks] with increased spring rates [up ten percent over the GT3] and ball bearings are used all-round, like usual."

This increased track means the GT3 RS has a greater stability and is generally more visually aggressive. But adding parts has not added to weight. In fact, Preuninger is obsessed with weight loss, as you might expect. "The front fenders we used are a lot wider [than the Turbo] to maximise the track from the front to the back," he explains. "The fenders are carbon fibre rather than aluminium, which weighs just half that of the GT3's fenders. We did a lot of bodywork on the car, too. The front lid is carbon fibre. It's 1.5-kilos lighter. A real highlight of the car, though, is the roof. It's made of magnesium sheet metal."

The magnesium roof is a real masterstroke, and it's an innovation that isn't available on your average street machine. It's not even something you'll find on a high-end race car. Preuninger describes this all-new process with passion: "Three layers of sheet metal are welded together, shaped to form the curves of the 991's

roofline, then bonded in situ. The magnesium roof is one-kilo lighter than a carbon equivalent would be."

Naturally this reduces overall weight but it also lowers the car's centre of gravity. Innovative and highly advanced engineering – everything you've come to expect of the RennSport department. The process of lightening didn't end there, either. "The rear end is made with a new pure material, too, which is 1.5 kilos lighter," Preuninger says. "This was a new approach, we lost a lot of sound insulation material, too. There were a lot of places we could save weight on the car. The big 21-inch wheels with huge tyres weigh more, so we had to compensate."

Increased wheel width and circumference and the 991's sizeable body (in comparison with its forebears) are the reason this GT3 RS has the smallest weight difference to its GT3 equivalent to date. Preuninger assures us that this doesn't affect the driving experience and that the 991 GT3 RS feels incredibly light and agile to drive. The 9.5x20-inch front wheels are shod with 265/30 tyres, the 12.5x21-inch rears are wrapped with 325/30Michelins. The brake discs are 380mm with six-piston caliper items up front and four-pistons versions out back. PCCB carbon ceramics are available as an option.

"With this car we want to be in pole position. We want to be the best on the track – that's what RS has always stood for," he says. "That's why it has PDK, that's why it has the rear axle steering function – it's well worth having these

systems. There are endless discussions about PDK versus manual, there is no right or wrong, there are only differences. Differences in mission criteria. We put a manual in the Cayman GT4 to show we listened to the debate. For the future we don't want to discuss this, we just want to offer both to our customers – if you don't like PDK then fine."

Of course, the PDK system fitted as mandatory in the GT3 RS has been tweaked but not as extensively as with other areas of the car. "We didn't really touch the PDK system. The internals were beefed-up and the software is one generation ahead. That's all we did to it."

For circuit use there is a 'paddle neutral' facility and a 'pit speed' button which acts as a pit lane speed limiter such as that found on full-blown race cars. Rear axle steering features on GT3 RS alongside Porsche's arsenal of modern electronic driving aids. It won't surprise you to learn that PTV with rear limited-slip differential, PASM active dampers and PSM appear. The direct democratisation of parts from the 918 down to 911 is epitomised in the GT3 RS's interior. The interior follows trends established in the GT3, but the carbon fibre bucket seats are based upon those found in the 918 Spyder. The Club Sport Package comes complete with the obligatory colour-coded bolt-in roll-cage, with the option of a six-point harness for the driver, battery master switch preparation and a fire extinguisher setup supplied separately. Sport Chrono is optional.



GT3 RS IN NUMBERS:

<b>22.2</b> mpg	<b>500</b> HP	<b>10kg</b> lighter than GT3	<b>7MIN 20SECS</b> – 'RING LAP
<b>192</b> mph	<b>21-inch</b> rear wheels	<b>1420kg</b>	
<b>4.0-litre</b> 6-cylinder engine	<b>3.3-secs</b> 0-62mph	<b>339</b> LB FT OF TORQUE	
<b>£131,296</b>			



At 1420kg the 991 GT3 RS is just 10kg lighter than the GT3 and 60kg heavier than the 997 RS 4.0 but the new car generates more downforce at around 100mph than the 997 did at top speed

## PREUNINGER ON THE FUTURE OF RS:

What might the future hold for Porsche's RS models and how do they compete with rival offerings from the likes of AMG or Nismo?

"I'm not a believer in this horsepower race, I don't think that's a clever thing to do. In my personal opinion 500hp makes sense at the moment. We've reached a certain point where 500 horses is enough," Preuninger rationalises. "Because 700-800hp calls for bigger brakes, more sturdy suspension – it [the car] gets heavier and heavier. It's not my overall engineering target to get 50hp more for each new generation of GT car. I'd rather turn it around and make the car lighter, working on the specific horsepower per kilo. I think that makes more sense."

At the same time, he's realistic about future power figures, which couldn't arguably return to lower digits: "We wouldn't turn back [on power outputs] but we have to concentrate on the overall package. This is not a dragster, it's a track car – there's a big difference. I hate to say it but this car is more comfortable than the GT3 on some roads because of the tyres; they're big tyres with wide shoulders, so the residual comfort is high,"

And Preuninger is pragmatic about whether or not we will see an RS model with drastically more than 500hp in future: "When we introduced the 996 GT3 Mk1 in 1998/9 it barely had 350hp; if someone had told us that in ten

years there would be a 4.0-litre version of this with 500hp we'd have said 'yeah, come on'. The same thing goes for today, technology moves on. We have some clever ideas about what to do with this engine in the future so it has got a lot of potential.

"It's the same as this Nordschleife 'rat race' – we are at 7mins, 20secs with this car [GT3 RS] – come on guys, everybody is talking about this with a pint of beer in his hand, mostly without being able to personally drive faster than 8mins, 30secs," Preuninger says. "Anyone who has ridden in a car with a professional driver doing 7mins, 20secs at the 'Ring knows what I'm talking about – this is really, really fast. For me it's more important that everybody has fun with the car and can drive very fast to their own abilities. They can grow with it because more often than not the tool, the car, is more capable than they are. We are looking to make the car more confidence-inspiring when we tune the systems. Maybe we could make a 7min, 15sec car but then it would be a dog to drive on the street – I don't want that, everything is about compromise."

Whichever Porsche this man touches next, you can be sure it'll cause a riot. The new 991 GT3 RS hits UK roads in May priced at £131,296. It may be £30,000 more expensive than the 991 GT3 but judging by what Andreas Preuninger has to say, it's worth every penny ○

### 2015 911 GT3 RS

**ENGINE:** 3996cc flat-six direct injection

**TRANSMISSION:** Seven-speed PDK

**BRAKES:** 380mm ventilated discs with six-piston (front) and four-piston (rear) callipers, PSM

**CHASSIS:** MacPherson struts (front), multi-link rear suspension. Electromechanical power steering, PASM

**WEIGHT:** 1420kg

**PERFORMANCE:**

**Top Speed:** 193mph (claimed)

**0-62mph:** 3.3 seconds (claimed)

**Fuel Consumption:** 22.2mpg (combined, claimed)

**CO<sub>2</sub>:** 296g/km

**ON THE ROAD PRICE:** £131,296



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

## Peter Morgan considers the high end of Porsche classic car investment and what's available at present.

One of the fascinating aspects of being so closely involved with the used Porsche marketplace, and particularly the classic Porsche marketplace, is that I see a whole range of cars that are hyped up to be unique, collectible and not to be missed by collectors.

Classic Porsches (those built before 1998) are now an accepted part of the premium classic car market. As these

*Some sellers rush their prospects to close the sale without too much due diligence*

Porsches all came from a time when numbers manufactured were in low thousands rather than tens or hundreds of thousands, the supply is limited. Combine that with a demand driven by an economic scenario that has left many wondering what to do with cash and you have the conditions for a boom. Over the past ten years, classic car return on investment has been better than the FTSE100 – and in some cases significantly so.

Oddly perhaps, when virtually every other kind of financial investment you read about in the money press is marketed through funds of one sort or another, there hasn't been any collective method for investors to take advantage of classic car growth. The only option for the serious investor has

been to buy a car, tuck it away in a garage somewhere and nervously wait.

The only problem with that is that you really need to be an expert to separate the good cars from the froth and not buy at the top of the car's medium term value potential. In the general financial market, investors choose between various specialist fund managers who buy lots of diversified stocks to spread the risk (a little!). But despite the spectacular rise in classic car values, I know of only one venture that allows individuals to invest collectively in classic cars with relatively modest sums.

Chillingham Classics is first into a market that so far has had few similar choices. Investors can take a stake in the diversified classic car venture and on paper at least, it's a good idea and the projected returns look extremely attractive. However, proper advice would be essential to weigh up the not-insignificant risks, and the media pundits have so far been cautious. The success of the enterprise also depends on the classic car market continuing to grow at its present, very strong, rate. That could be a big ask.

It could come down to the fact that most of us just want to see our own classic sitting in our own garage behind closed doors – the keys of which we hold securely. And most of us really do want to drive it when the sun shines!

There is no shortage of potential stock, but so much care is required. Virtually every classic I see today has been 'restored', so that it has showroom sparkle. The inexperienced restorers often obliterate the patina and key identification details that define an extra special model. I often ask myself why is it that we all want 'new' old cars today? The answer is that many sellers think this is what is required to get the market making prices.

Some sellers love to rush their prospects in the hope that they will close the sale without too much due diligence. I am unimpressed when I see these high pressure tactics in action on cars that are ticketed at ten thousand, let alone two hundred and fifty thousand plus. I was contacted a few weeks back by a finance company that was being asked to provide some 50 percent of the finance to buy a car coming up at auction with an estimate of one million Euros. They wanted me to check the car out and establish its full authenticity within just 24 hours. And all this on a 40-year-old car that in period never looked as shiny and over restored as it appeared to be today.

That kind of rushing in the pursuit of an alleged special car is what can plunge some investors into very deep and very cold water. In many cases, just pausing a day to learn more about a specific car can reveal that there isn't

a legion of other buyers chasing it and allegedly outbidding you. Yes, you run the risk of losing it to somebody else but the gain of being the only punter in the game can save you thousands.

There are a lot of Japanese imports available in the UK at present and some offer great possibilities. I've seen a few of these recently and on the whole I've been impressed. In terms of Porsches, I'm thinking of 2.7 Carreras, 911SCs and 993s in all their forms. The downsides are that many of them are left-hand drive and have little history with them. I call them orphans, because they clearly look and sound like the real thing, but often have no ties to their roots. These cars are often asking maximum market values, but a good UK or European sourced example with history will often leave them for dead at around the same price.

As always, the advice is do your homework first ○



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



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## GT: WHAT IS YOUR OPINION OF CURRENT EARLY 911 PRICES?

"I always urge people to buy a 911 because they want to use it and enjoy it and, if it goes up in value, then that's a bonus. It's sad to see Porsches being bought and stored away, rather than driven as they are meant to be. That's the only downside to the increases in value – people are getting too scared to take their Porsches out on the road and track."

*Philip Raby, Philip Raby Porsche*

"There has been much attention given to the rapid acceleration of the prices of early 911. In our opinion, they were undervalued for many years. Ultimately when the Porsche world woke up, rapid acceleration to proper levels for 'correct' and 'special cars' was realised."

*Jeffrey Seigel, Segal Motor Car Company Inc*

"The very best cars, either correctly restored or unrestored originals, are commanding top money and justifiably so as these will always have an appeal to the serious collector. Unfortunately, below this top drawer there are many other inferior cars that are attempting to hang on to the coat tails of premium examples with over inflated values and this is the area where you can really get your fingers burnt if you don't know what to look for."

*Paul Stephens, Paul Stephens*

"Early 911s had been undervalued for many years, however now in most cases they are valued higher than the cost of buying a new 911. Ownership of early cars has been shifting from the enthusiasts who have for many years, lovingly self-maintained them, to the now more established collectors, who are actively seeking the finest original/best restored or the very rarest of examples."

*Lee Maxted-Page, Maxted-Page*

# Market Value

As asking prices for early 911s continue to soar, we ask some leading Porsche experts their opinion on the current lay of the land...

It's no secret that classic 911 prices have been rising at an incredible rate recently, and as a result many Porsche enthusiasts have a view on whether or not that's a good thing. Getting a foot on the 911 ownership ladder is certainly becoming increasingly difficult as the collectability of Porsche products experience exponential growth and a noticeable spike in cultural popularity. Some say that genuine enthusiasts are being swept aside as the vast numbers Stuttgart metal now commands prices

them out of the market, others will explain that these rare classics are finally finding their true value in the automotive marketplace.

We asked several leading Porsche industry experts for their take on the current Porsche scene, and asked them to predict which 911 models, outside of the usual suspects (read RS models) might be a good bet for someone looking to either purchase and use, or buy as an investment, in 2015. Their informed opinions make for some interesting reading... ○



**GT: IN YOUR EXPERIENCE WHICH EARLY 911 MODEL/S WOULD MAKE WISE INVESTMENTS IN 2015?**

"Any air-cooled 911. The 911SC is still undervalued – it's rarer than the 3.2 that followed, more fun to drive, and there are less on the road. The Carrera 3.0 is even rarer and remains unappreciated so that's another good one. Going back further, we've seen the pre-impact bumper 911S, in all guises, going for silly money and that's been dragging up prices of the lesser T, E and L models, so they're worth considering. Increasingly, people are no longer buying a classic 911 for its performance, so there's nothing to be lost by opting for a less powerful variant."

*Philip Raby, Philip Raby Porsche*

"1973 Porsche 911 'C.I.S.' injected correctly. Also T model Coupés."

*Jeffrey Seigel, Segal Motor Car Company Inc*

"Any car that might be referred to as 'best of breed'. We are in a world market and the finest examples will always find a buyer. In short, buy the best example you can afford even if that means looking at the best 2.4E rather than a very average 2.4S. But buyer beware! Air-cooled 911s are hot property at the moment and they are

popping up everywhere for sale often described with 'excellent investment potential'. Wherever you buy the car from, get the car independently inspected by someone who understands these cars, it will be the best few hundred pounds you can spend."

*Paul Stephens, Paul Stephens*

"I'd plum for the 2.2S. The 2.4S has already sky rocketed. I'd also consider unusual spec cars that were produced in low numbers. It's worth another look at that car with the rare colour trim/combination!"

*Mikey Wastie, Autofarm*

"Most of them make wise investments on both a personal and financial level, but those models which we think have good growth potential in the short-medium term in 2015 are the 2.2 and 2.4S still, also 1964 and '65 2.0 SWB cars and looking slightly further ahead – early 911 Turbos."

*Lee Maxted-Page, Maxted-Page*

"Short wheelbase cars with original trim in original colours are good investments. Also, the

'68 model year seem undervalued at the minute and they are most refined. Buy while people are still focused on '65s."

*Dominic Delaney, SVP Porsche*

"Historically, early 911 values have roughly reflected the performance hierarchy and as such the 'RS', 'S' and to a lesser extent the 'E' were the first to see significant increases in value and they were also the first models to justify the cost of restoration. The low value of the 'T' and its predecessor the 912 (which has to be included here) meant that restoration wasn't economically viable, so for a long time, poor examples were used as donor vehicles for the restoration of high-value models. However, the world is now waking up to the fact that the less frenetic nature of these lower powered but still very sweet Porsches make them perfect for classic car ownership. Prices have started to rise, but they have some way to go before they peak. Restoration is now a viable proposition and their days of being sacrificed for an 'S' are surely numbered."

*Dominique Drayson, Canford Classics*



## GT: WHERE DO YOU SEE 911 PRICES HEADING IN THE NEAR FUTURE?

"I think prices will steady off in 2015 but certainly won't drop. At the very top of the market, though, there may be a slight correction of prices for the simple reason some people have been greedy and really pushing up values of mega-rare Porsches."

*Philip Raby, Philip Raby Porsche*

"We believe 911 prices have just about plateau'd, and stability will remain for special vehicles. Beware of people trying to capitalise on 'poor vehicles' in a strong market. This will hurt enjoyment, and ultimately your pocket."

*Jeffrey Seigel, Segal Motor Car Company Inc*

"I can't see a big bubble that will pop, but Porsche classic prices in general are too far apart so there needs to be an element of levelling out. There's too big a gap on certain models. Some cars are real good value for money."

*Mikey Wastie, Autofarm*



"We feel that 911 values have been driven recently to a large extent by rising 2.7 RS prices, but RS values will stop rising at the growth rate they have been over the last year and instead will now stabilise at the current levels. In relation to this, some equally rare models from this period are arguably still currently very undervalued by comparison to where they have traditionally sat in terms of value alongside the 2.7 RS, particularly the 3.0 RS and 3.0 RSR models, but also 911 2.2 and 2.4S."

*Lee Maxted-Page, Maxted-Page*

"RS prices are bordering on insane for cars with history gaps and who-knows-what provenance, so the best examples of the rest will rise. This is where the biggest percentage growth will happen – original Targas and Coupés will benefit most."

*Dominic Delaney, SVP Porsche*

"An investment analyst would warn against relying on values of classic cars increasing and additionally, due diligence means investors should prepare for a softening of the market and in the near future, this is likely to be the case. However, unlike a Ferrari Dino (for example) early 911 values have followed a similar path to less exotic marques, with a steady fall in value from new, followed by an awakening of the market leading to a slow but steady rise in prices."

"As there are many more people able to afford a £200,000 classic Porsche in 2015 than could afford a £1,000,000 Ferrari in 1990, there is no reason to expect prices to do anything other than follow a general upward curve over time. Remember, though, as values increase, so do customer expectations and the highest prices will only be realised by original cars or the best quality restorations with the finest attention to detail."

*Dominique Drayson, Canford Classics*

## GT: ANY FINAL COMMENT?

"Classic car ownership should not be solely based on investment perspective. I feel passionately that it's about owning a car that has smell, feel and character. You get a sense of engagement with it that you just don't get from your everyday car. Sometimes doing the things you love costs money. I don't think you should be afraid to enjoy the ownership because you are worried that the values are increasing. These cars are practical and very reliable so take

advantage of being able to drive a Porsche that you can genuinely enjoy."

*Mikey Wastie, Autofarm*

"Buyers are becoming more selective again, meaning that the best examples are still selling for top prices but that lesser cars are being valued quite rightly for less. There is, however, a global appetite in these uncertain times to hold high-quality assets as opposed to cash and so for those

fortunate enough, the best cars certainly remain tightly held and are not often for sale."

*Lee Maxted-Page, Maxted-Page*

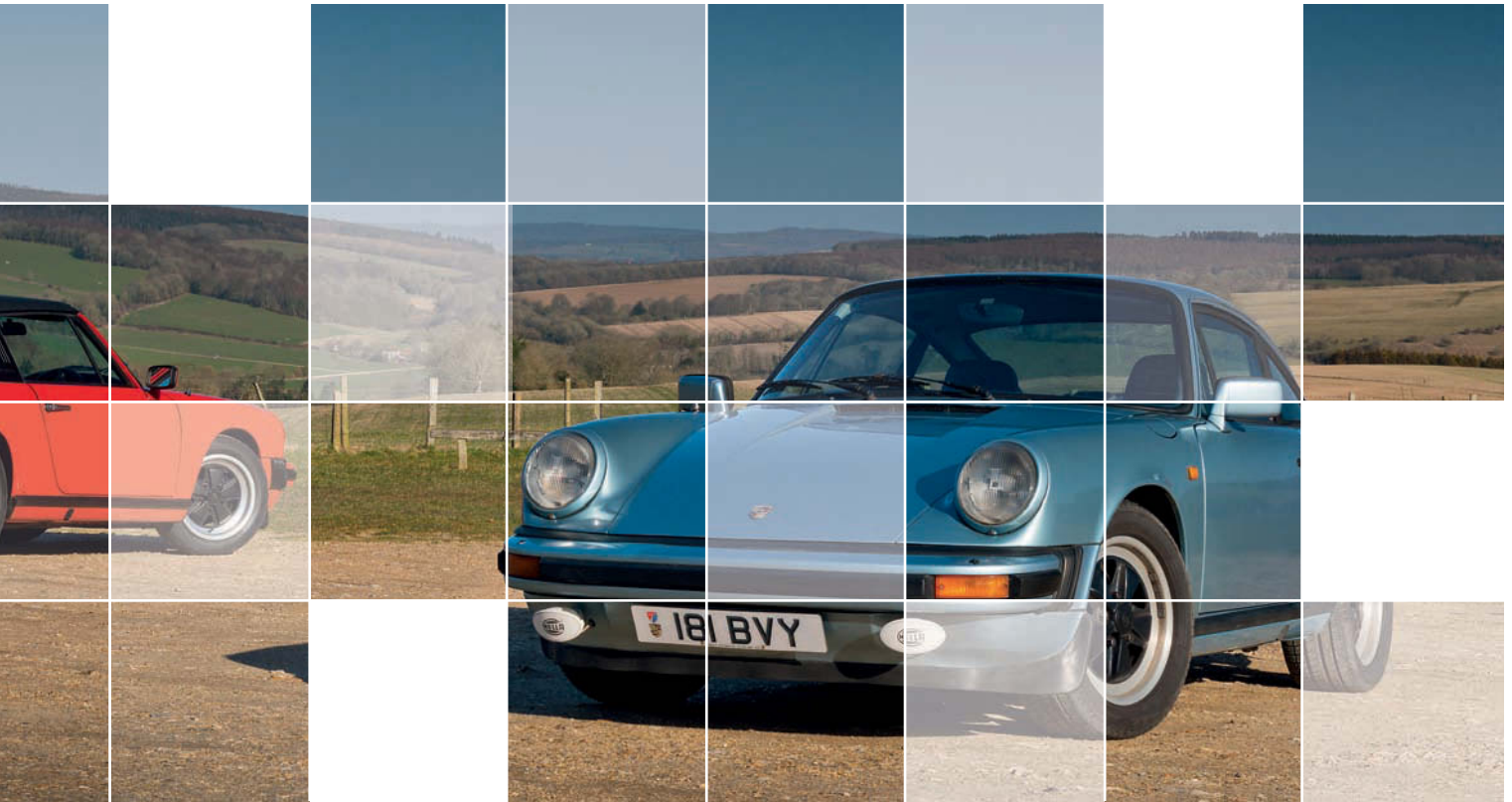
"The biggest issue with early cars is the lack of miles going on so many examples. Buying a car as an investment is all well and good, but locking it away makes no sense at all. Machines need to be used."

*Dominic Delaney, SVP Porsche*

# *The* **BEST BUYS** *OF 2015?*

With prices continually rising, getting on the 911 ownership ladder has never been trickier. We consider an underrated air-cooled classic: the 911SC, plus the 911T and 964 – all should make for appreciating classic investments in 2015...





p32

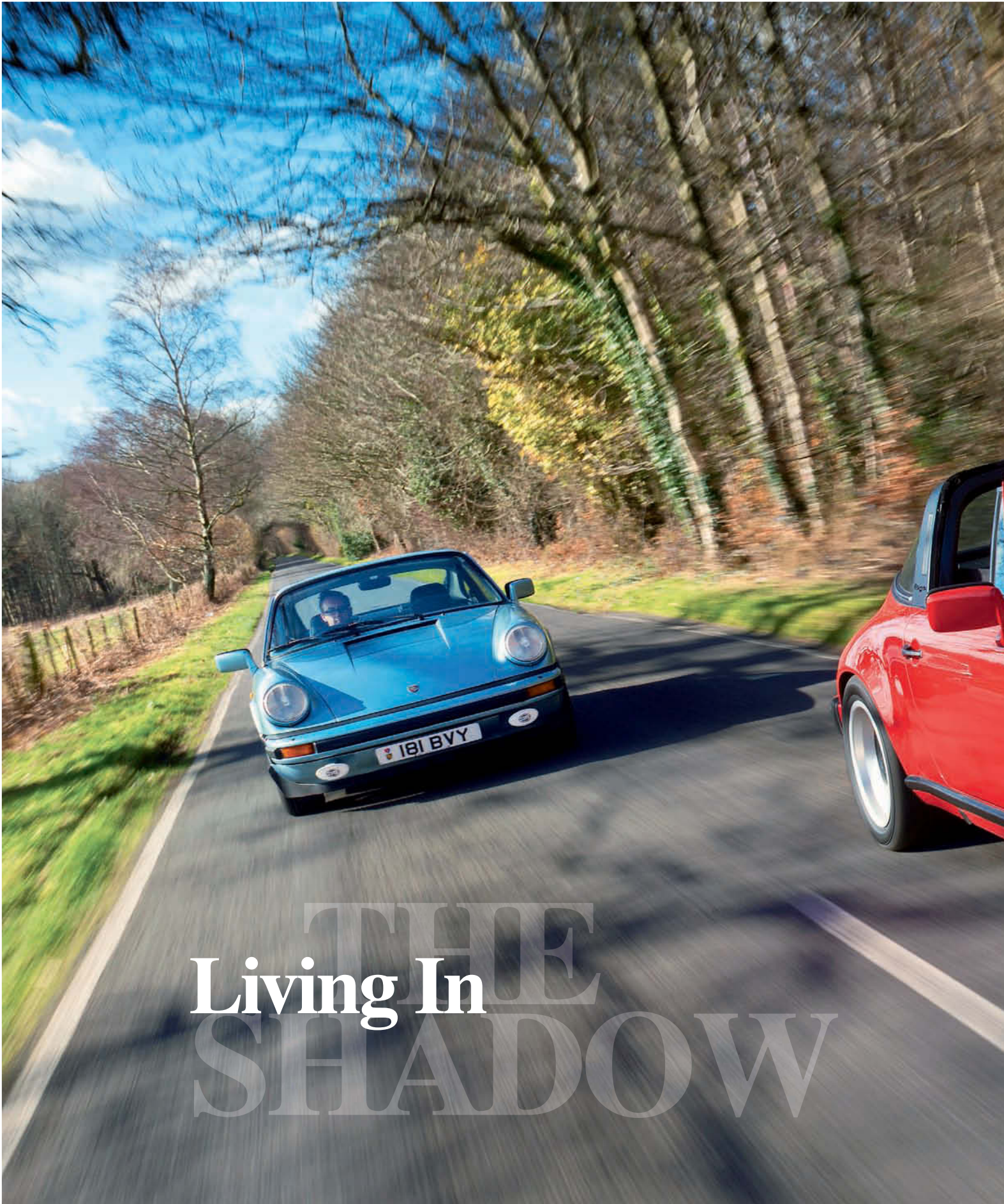


£20-35k: 911 SCs

p40



£35-50k: 911 T v 964



Living In  
THE  
SHADOW





Long the poor relation of the Carrera 3.2, the 911SC is now being appreciated for what it really is: a great 911. Values are rising accordingly so now could be the time to buy one, while you still can... Story: Philip Raby Photography: Anthony Fraser

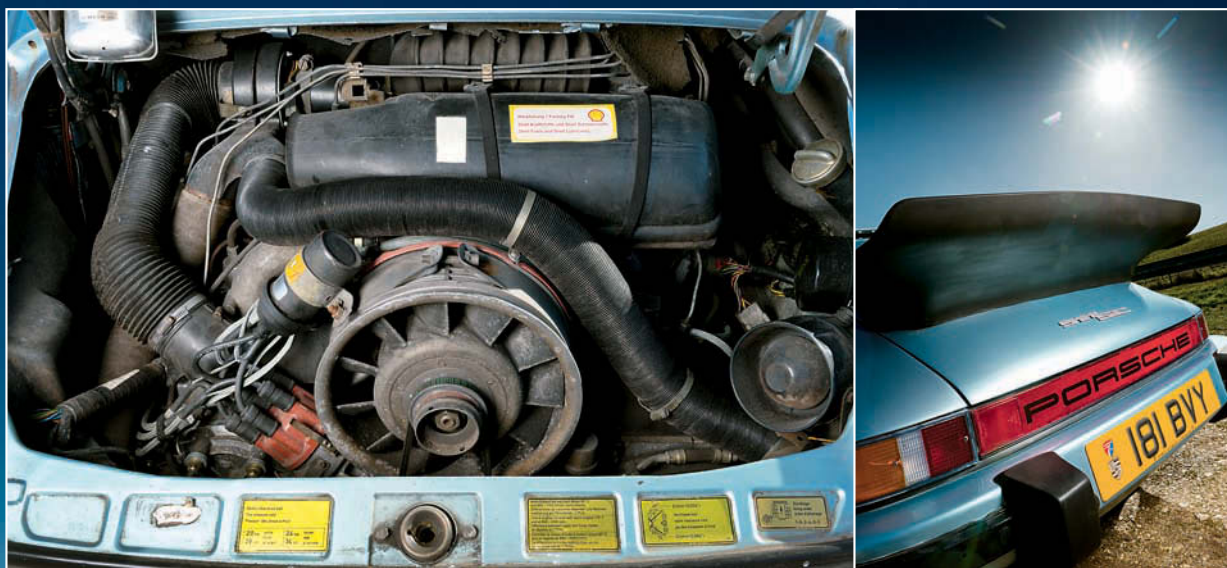


Did you know that Mozart had an older sister who, at the age of 12, was considered to be one of the best pianists in Europe? And then her pesky kid brother got in on the act and overshadowed her, to the extent that Maria Anna has been all but forgotten while little Wolfgang Amadeus went on to become a legend. It's not uncommon, being eclipsed by a young brother

or sister – psychologists call it younger sibling syndrome and it can lead to all sorts of conflicts, as you may well know if you have children of your own.

It's happened with the Porsche 911, too. For instance, the 996 today lives in the shadow of the arguably better-looking 997, while the 964 was long usurped by the curvaceous and supposedly more reliable 993. And then there's

the 911SC which always struggled to play catch-up with its golden child replacement, the Carrera 3.2. The 3.2 has long been portrayed as the perfect air-cooled 911, for first-time buyers and enthusiasts alike, while the poor old 911SC has been seen as second-best, the car you'd buy if you couldn't afford a Carrera 3.2. I've always thought this was rather unfair, so now is the time to set the record straight once and for all.



The 911SC arrived in 1978 and was significant as it streamlined the previous somewhat confusing range of 911s – which comprised the base 2.7-litre 911, the sportier (but also 2.7-litre) 911S and the top of the range Carrera 3.0 – into one single model. If you wanted to buy a normally aspirated 911 in the late 1970s or early 1980s, your choice was made for you: an SC, take it or leave it. To create this one new model,

Porsche took the bare bones of the previously range-topping Carrera 3.0, rejigged the 2994cc engine with reduced power (180hp) and a cheaper aluminium rather than magnesium crankcase, while the impact-bumper bodyshell and interior remained largely unchanged.

The moniker, meanwhile, was never explained by Porsche. Some have said that SC stands for ‘Super Carrera’, ‘Sports Carrera’ or even ‘Special

Carrera’, while others have argued that it signified the S version of the C-programme of 911 development. I once even heard someone suggest that it meant ‘Single Carburettor’! Personally, I like Super Carrera but am happy to accept the name SC for whatever it may stand for. Incidentally, the SC was a landmark Porsche in that it was the last 911 for many years to actually carry a ‘911’ badge – later cars all had a

## A GOOD SPORT

A popular option for the SC was the Sport package which comprised a whaletail rear spoiler, rubber front lip spoiler, driving lamps, 16-inch Fuchs alloy wheels (up from the standard 15-inch) with Pirelli P7 tyres, firmer Bilstein (instead of Boge) dampers, Sports seats and an improved stereo. Ironically, though, tastes have changed and few people now want the big rear spoiler, preferring the pure lines of a standard engine cover. If the whaletail is removed, though, you should really also take off the deeper front lip spoiler to ensure balanced high-speed aerodynamics, although not many owners bother.



*The SC retains that wonderful lightness of feel which is such a classic 911 trademark*





'Carrera' label slapped on their rumps.

It wasn't, then, the most auspicious start to a new 911. There was nothing at all wrong with the SC – far from it – it just, well, didn't offer anything particularly new. The engine was a peach, though, even in its original 180hp guise, as it produced more power and torque at lower revs than the rather peaky Carrera 3.0's unit, while remaining remarkably free-revving and eager. Power on non-US cars was increased to 188hp in 1980, thanks to revised timing and a higher compression ratio. Then, the following year, the output was raised to 204hp by hiking the compression ratio further, which demanded 98 octane petrol. US-market cars, incidentally, were stuck with 180hp throughout the SC's life – and Yank owners were incessantly reminded of this unfortunate fact thanks to a speedometer that read to just 85mph!

For the rest of us, though, the 911SC, especially in 204hp guise, remains a lot of fun to drive. Its low-end torque makes the car a relaxed and easy cruiser when you want it to be but drop it down a gear or two and the engine really comes alive as it eagerly revs to the redline. Indeed, drive an SC back to back with a later Carrera 3.2 and it's the older car's engine that shines, while the 3.2 feels just a little bit reluctant (a trait not helped by higher gearing) and its extra power (the 3.2 produced 231hp) can be hard to notice next to the enthusiastic SC engine. Porsche quoted a 0-60mph time of 5.7 seconds together with a top speed of 148mph for the SC and, even today, that seems quite achievable.

It's not just the engine that stands out, either. The SC retains that wonderful lightness of feel which is such a classic 911 trademark. Sure, the non-assisted steering is heavy at parking speeds (by the late Seventies the tyres were much fatter than when the 911 was conceived in 1963) but once on the move you can pilot the SC with your fingertips. The rack is quick and the feedback through the wheel is remarkable. It's a car that encourages finesse as it dances delicately through

the corners. Yet it's also surprisingly forgiving, thanks in part to the relatively supple torsion bar suspension, so long as you don't try anything silly, in which case that rear-engined bias can bite back. Get it right, and an SC can be so much more rewarding to pilot than a modern 911 with its extra refinement and driver aids which get in the way of the experience. It may sound pretentious (and it probably is) but drive an SC hard and you really do feel at one with the car, as its compact dimensions shrink around you.

Yet despite its directness, the SC is also surprisingly refined and it makes a superb touring car. Those high-profile tyres are forgiving and don't transmit the road noise which is a bane of modern sports cars, while the seats are supremely comfortable and the whole interior remains solid and rattle-free. It's a car you can cruise in all day and get out of feeling refreshed – and there aren't many Seventies sports cars you can say that about.

It's a tough old unit, the SC engine, too. Sure, you hear stories of broken head studs (although that's not exclusive to the SC) but, on the whole, there's no reason for a well-maintained example not to cover 200,000 miles without any major work needed. The slightly more stressed 3.2 powerplant, on the other hand, while also strong, is more likely to require at least a partial rebuild by around 140,000 miles (which, to be fair, is in itself good going).

The SC is mechanically reliable in other ways, too. When new, the model gained a bit of a bad reputation for transmission problems because it was originally fitted with a rubber-centred clutch. This was meant to reduce gear chatter at low speeds but, in reality, it had a habit of breaking up so Porsche dropped it in 1981 while most earlier cars were quickly updated by conventional – and trouble-free – clutch assemblies. The five-speed 915 gearbox was carried over from previous 911s and was criticised in some quarters for its agricultural feel, plus many suffered from poor

synchroneshes. However, start with a good 915, treat it gently (especially while the transmission oil is still cold) and, once you've mastered the changes, the 'box is a real joy to use and part of the appeal of an older 911.

The big killer with SCs, as with all 911s from the Sixties and Seventies, is rust. The SC had a fully galvanised bodyshell when new but don't let that lull you into a false sense of security. Galvanising will slow down the rust process but won't stop it, while there's a fair chance that most SCs out there will have had at least some bodywork damage at some point in their lives, which can break the galvanised coating and give corrosion a foothold. Indeed, it's rare to find an unrestored 911SC that doesn't suffer from at least some rust. And once you find some rot, there's a fair chance that there will be more lurking under the surface, ready to hit you with expensive bills when it's uncovered. The 911 has a complex bodyshell and proper repairs aren't cheap – you have been warned!

Get a good one, though, and an SC is an appreciating asset. We've seen prices rocket in recent years. Just six years ago, I wrote that £13,000 was top money for a 911SC and, for that money, you'd expect to get a lowish mileage example with an impeccable history, with less good but still acceptable cars costing under £10,000, which made the SC the perfect 'first 911' for those with a tight budget. How things have changed! Today you wouldn't even buy a rough example for £13,000, with most starting at around £23,000 upwards. Increasingly, though, good cars are selling for in excess of £30,000 with a few exceptional ones going for over £40,000. In fact, SC prices are now generally slightly higher than those for the previously more sought-after Carrera 3.2.

Despite these increases, I still believe that the SC is undervalued and we shall see further price rises. Although over 60,000 were built during its production run, which isn't much less than the Carrera 3.2 that followed, the SC is today the



## OPEN AND SHUT CASES

The SC was the first ever 911 to be offered in three body styles. First there was the evergreen Coupé, which today remains the most sought-after choice, for its classic looks and rigidity. Then, as with previous 911s, there's the Targa with its distinctive roll-hoop and clever lift-out roof panel which folds up and stores in the boot. Finally, you have the Cabriolet, which was a first for the 911 and wasn't introduced until 1982; in fact, just 4096 SC Cabriolets were built before the model was replaced by the Carrera 3.2.

rarer car. That's because, during the many years it was unloved, many were neglected and ended up being scrapped, crashed or modified in some way. Which means that good, original 911SCs are now few and far between. That rarity, combined with people's realisation as to what a great 911 an SC is, and the fact that earlier (and later) air-cooled 911s are still going up in price, means that they're in great demand, in the UK and overseas.

However, I think it's wrong to buy a 911 as an investment. It's far better to buy a Porsche that you can use and enjoy and, if it happens to go up in value during your ownership, then that's a happy bonus. And an SC is certainly a 911 that

you can both use and enjoy, while remaining affordable to buy and to run, refreshingly rare, and more than likely to appreciate in value. What more could you ask for from a car?

And if all that isn't enough to convince you of the SC's worth, here's something else to chew on. It could just well have been the car that saved the 911 from extinction. You see, back in the 1970s, Porsche's then boss, Ernst Fuhrmann, thought that the 911's days were numbered – it was just too old fashioned and not advanced enough to lead the company into the 1980s, so he commissioned the 928 – a larger, more sophisticated front-engined car – which would

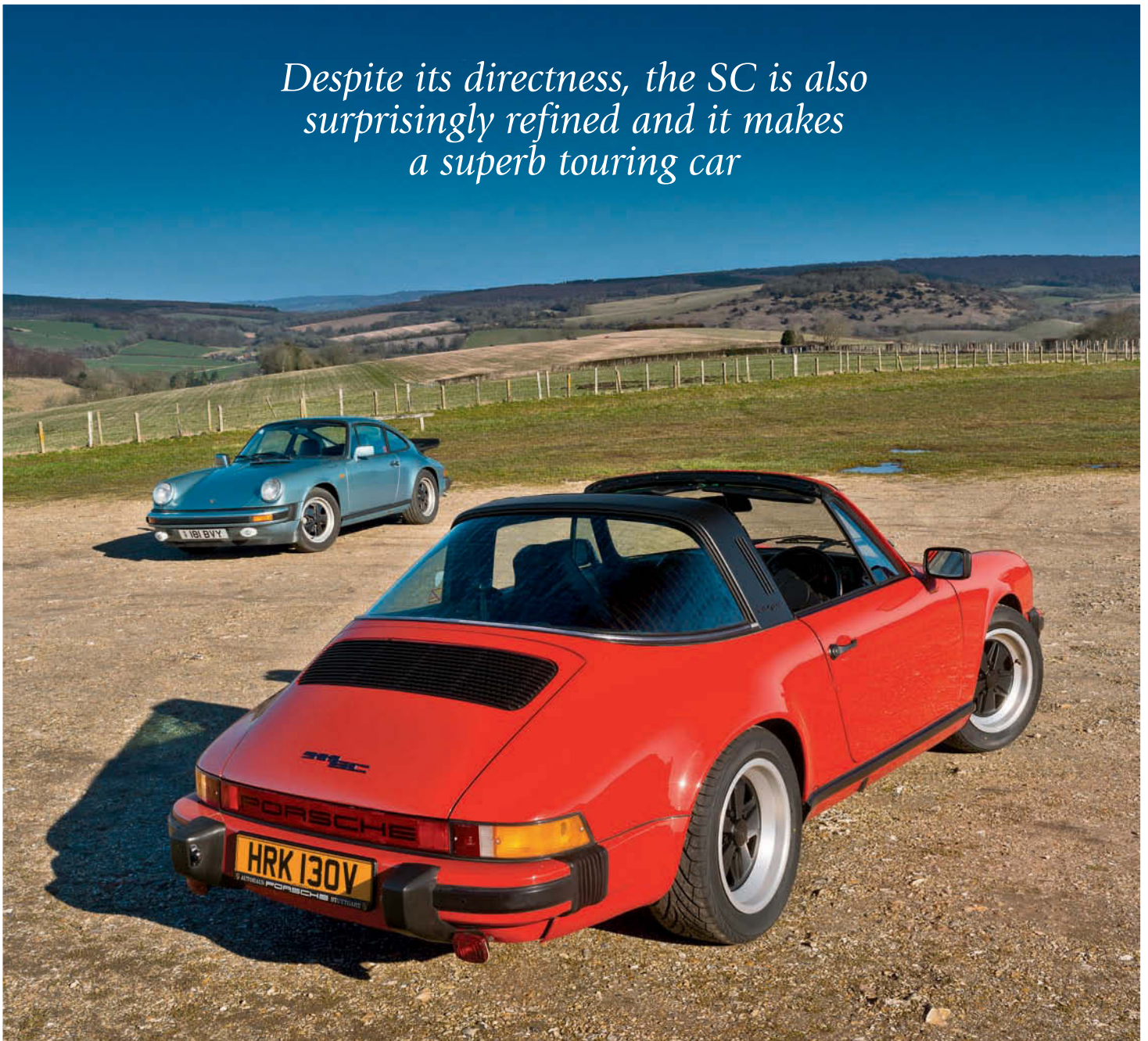
eventually take over from the 911. The 928 made good inroads but the SC was always the better seller (in 1983 it sold in double the numbers of the 928), a fact that wasn't lost on new chairman Peter Schutz, who also realised that the 911 was the only model Porsche was actually making any money on, so he made the sensible decision to keep it in production. For which we should be forever thankful.

So there you have it. The 911SC has at last been dragged out from the shadow of its little brother, the equally talented in its own way Carrera 3.2. Now it's time to let it flourish and thrive as the great Porsche that it should always have been ○





*Despite its directness, the SC is also surprisingly refined and it makes a superb touring car*





Got a little more cash to splash on a 911? Although two decades apart, both the E-Series 911T and the 964 offer alternative prospects for around £45,000...

Story: Simon Jackson Photography: Gus Gregory



# The Next Level





There's a simple and realistic question everyone should ask themselves prior to purchasing a vehicle of any kind. This question cuts through all the hype, drastically reduces any hastily pencilled list of pros and cons, and immediately delivers a sense of serene clarity, and that question is: 'What am I going to use it for?'. It seems indisputably obvious but it's not always the first thing a passionate petrolhead considers before embarking on an excitable, sometimes emotional, car shopping journey.

When it comes to Porsches, in particular over 50 years worth of 911 variants, asking yourself this question is absolutely imperative. This argument is clarified here with two 911s available for around the same price, both of which are fantastic in their own right, yet which on paper offer very divergent ownership prospects. Indeed, choosing between them could well be a case of deciding exactly what you plan to use them for...

### 964 C2

The 964's transformation in fortunes is almost entirely complete now. Today it's virtually impossible to purchase one of these post-1989 911s for under £20k, with the exception of the odd rogue convertible or Targa version perhaps. Once the abhorrent black sheep of the 911 family, today the 964 stands tall as a cherished 911 with a strong following – and rightly so. But despite this reversal in favour the 964 still has some headroom to grow, and prices reflect this steadily rising as the cars become older and good examples become more sought-after. As such, anyone looking above the SC and 3.2 Carrera for a classic yet useable 911 could do far worse than considering a 964 as their Porsche of choice.

This 1991 Carrera 2, finished in Mint green, is



for sale at 4 Star Classics in Hampshire. The left-hand-drive model has been imported from Japan at some point during its lifetime, has covered just 46,000 miles and features the 'love it or loathe it' controversial Tiptronic gearbox. As you might imagine given the mileage it's in exceptional condition, and is offered for sale at £39,995.

Stepping inside the 964, one is reminded of how this model really does bridge the gap between what you might interpret as a true 'classic' 911s and more modern versions such as the 993 or 996. The driving position and dashboard layout owe more to Porsches of old than we might have first realised when the car was new back in the Nineties, and this projects a familiar and tangible 'modern classic' environment.

With the weather doing its utmost to hamper progress and dampen the day during our photoshoot, the 964 presents a delightful safe haven – it feels old enough to be special, yet current enough to offer the touches of modernity a day like today may require. Heating to effectively and quickly clear the screen, door rubbers capable of keeping copious amounts of rain water at bay, plus a reliable and tractable drivetrain. It all feels wholly useable.

Out on the road that persona remains as the driving experience is exceptionally friendly. This isn't a Porsche that fights you at every step, rather one that wishes to make life as smooth as possible. In combination with the four-speed Tiptronic gearbox, the engine offers relatively sedate progress, belying the book figures of 250hp produced by the 3600cc flat-six. But when pushed a touch harder the C2 will pick up pace accordingly. For all intents and purposes this is a 911 you could happily use 365 days of the year.

Steering is light yet offers progressive turn-in

bite and a depth of feel often missing in more modern machinery, so perhaps the only real flaw here is that often-loathed Tiptronic gearbox, which certainly doesn't deliver as urgent or progressive a driving experience as a contemporary PDK system. However, despite how our first choice would undoubtedly be a manual 'box in this generation of 911, the Tiptronic cog-swapper is perhaps not the malevolent piece of devil engineering it is depicted as by some. Worse things happen at sea.

In many regards, for me, the 964 is of a period just prior to the over-indulgence of technology in cars, when form followed function to just the right degree, cars were more lithe and simplistic offering the perfect balance of driveability, comfort and convenience, and straight-talking sex appeal not electronic dominance. For me, the 964's legacy will be that it was the last truly classically-styled 911, offering a driving experience that looked ahead to the future, while taking a leaf from the book of the past. Personally I can't think of another 911 I would rather use everyday, but perhaps the 964 has now become too precious for that kind of thing?

## 911T

As you'll no doubt be all too aware, early 911s of all variants are incredibly sought after today, so it's little wonder that even the more basic models which used to offer plausible entry-level 911 ownership not so many years ago, are now becoming pretty expensive investments. The 1970s 911T is one such model that is going through a rapid acceleration in asking prices, and as such it makes a very plausible case for purchase to anyone in the market for a £40,000 (and upwards) classic 911.

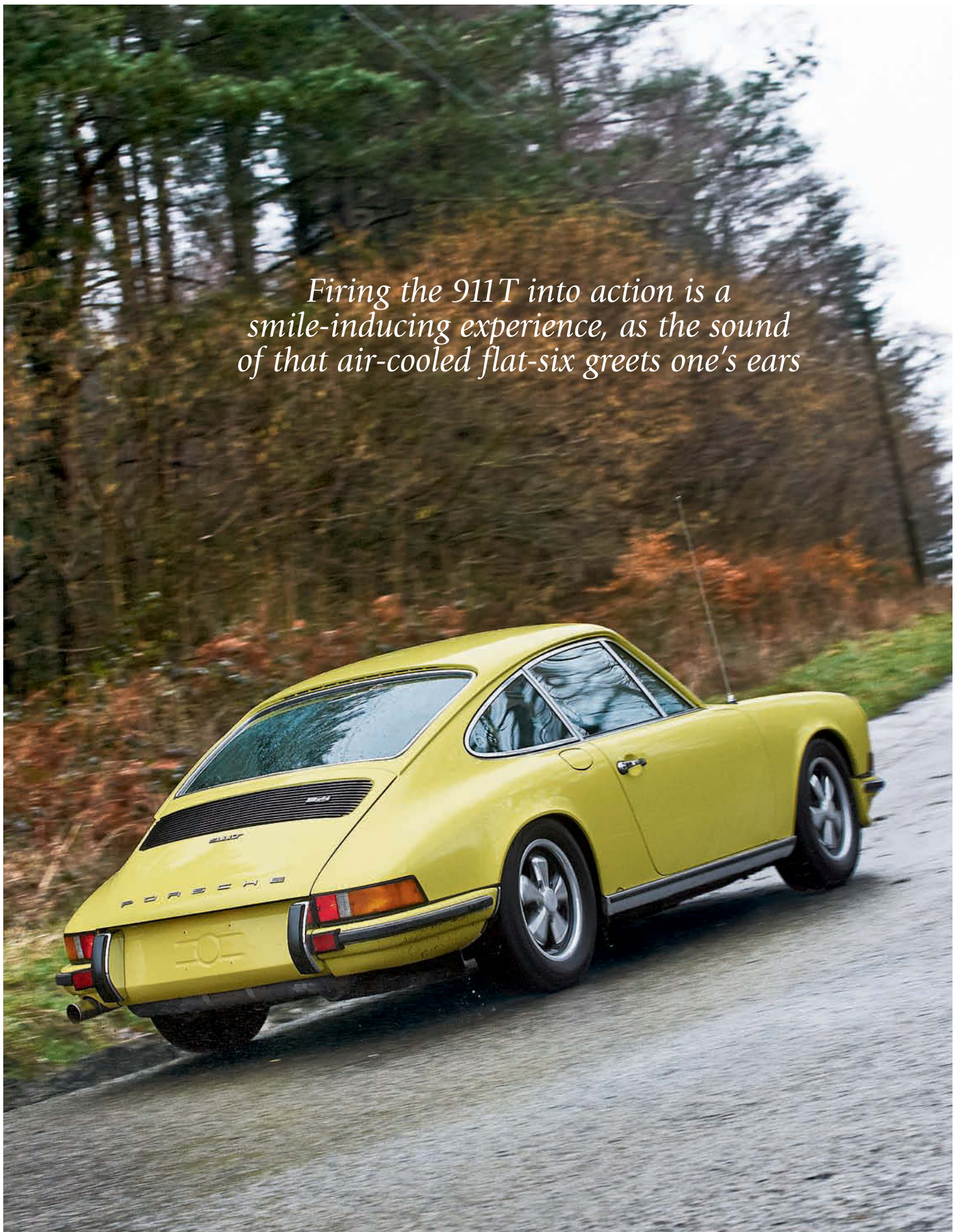
The car you see here is an E-Series, available in

1971-'72, with it came a new 2341cc engine which resulted in these cars being commonly referred to as the '2.4-litre' 911. The E-Series boasted Bosch mechanical fuel injection over the carburettor alternative, and is noted for its oil tank (and subsequent filler flap) located between the right-hand door and rear-wheel arch – a feature dropped in the summer of 1972 to avoid owners filling their oil tanks with fuel.

This Light yellow car, offered for sale by 4 Star Classics for £49,995, is a 1972 911T and has covered 81,000 miles from new. It might seem a world apart from the aforementioned 964, but with its five-speed manual gearbox, ventilated disc brakes and mechanical fuel injection system, it is effectively just as useable as its 1990s equivalent – if a touch more precious.

Firing the 911T into action is a smile-inducing experience, as the sound of that traditional air-cooled flat-six greets one's ears. There's just something so infectious about that tuneful clamour. Moving from the 964 into this 911, two decades its senior, you'd quite rightly expect a level of shock at your basic surroundings to befall you, but thanks to the 911's gentle evolutionary nature this car doesn't feel as 'night and day' compared with the 964 as you might first expect. Typically period pliant seating offers levels of comfort a few modern machines could learn a thing or two from, and the steering wheel and gear knob provide chunky tactile points of contact for the driver. Pure Seventies. Engaging drive is a characteristically air-cooled procedure, matching revs for take-off doesn't take one too long to master and there's a reassuringly consistent disposition to all the vital controls – unlike some classic cars of the era which can provide a temperamental driving experience to say the least. Once in motion, as with all classic 911s, the gearbox can take some getting used to,

*Firing the 911T into action is a  
smile-inducing experience, as the sound  
of that air-cooled flat-six greets one's ears*





but once mastered and when handled with the correct level of aptitude and care, the change between gears is a satisfying process. Turn-in is a weightier affair than with the 964, but it is direct and confidence-inspiring, allowing the driver to get back on the throttle at his or her earliest convenience. It really is an enjoyable drive.

In pursuit of the 964, the 911T provides perhaps its biggest shock – its level of performance. It feels brisk, in relative terms, fooling the brain into believing that the (over) 100hp deficit to the penultimate air-cooled 911 ahead must be some kind of misprint. Unlike the cosseted more modern 964, this car encouragingly feels like a true classic sports car, one you could enjoy on the back routes or on your local track in equal measure. My only complaint is that I wish I was driving this car on a beautiful summer's day – hardly the fault of the car! The 911T feels like

just the right mix of classic Porsche, not too precious that you won't want to push it from time-to-time, but not too quick that you'd feel the need to rinse it for every tenth of a second just to invoke a thrill through the controls. In many respects it seems to currently occupy a 911 sweet spot...

## CONCLUSION

Of course it goes without saying that these two 911s are very different. The 19 years that separate them may visually represent a typically mild Porsche evolution, but psychically under the skin it's more of a revolution. So you might be expecting me to tell you that the comparative result is that today they do entirely different jobs, but I'm not going to – because I'm not sure they do...

Given the sought-after nature (and not forgetting their asking prices) of these two

variants of 911, both the 911T and 964 have morphed, seemingly in parallel, into Porsche 911s which you probably wouldn't want to use on a day-to-day basis, and in a way that defines this duo. Deciding which one to buy really does come back to that question we discussed earlier: 'What am I going to use it for?'

If you're looking for a financial investment opportunity that will only appreciate in value, then based on historical evidence either of these cars offer value for money and should be almost bulletproof in terms of depreciation. If you buy the right example you probably can't go wrong there. If you want a Porsche for high days and holidays, a car to roll out of the garage a few times a year when the sun is shining or for the annual pilgrimage to something like the Goodwood Revival, again, the world's your oyster with this pairing – just take your pick. Want to drive your 911 to work once a week or







THANKS:  
4 Star Classics  
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enjoy it strictly during your leisure at weekends? Guess what – a 911T or a 964 would make for the perfect partner too. And, if you're a strictly dedicated enthusiast there's certainly an argument that either could be used on a day-to-day level.

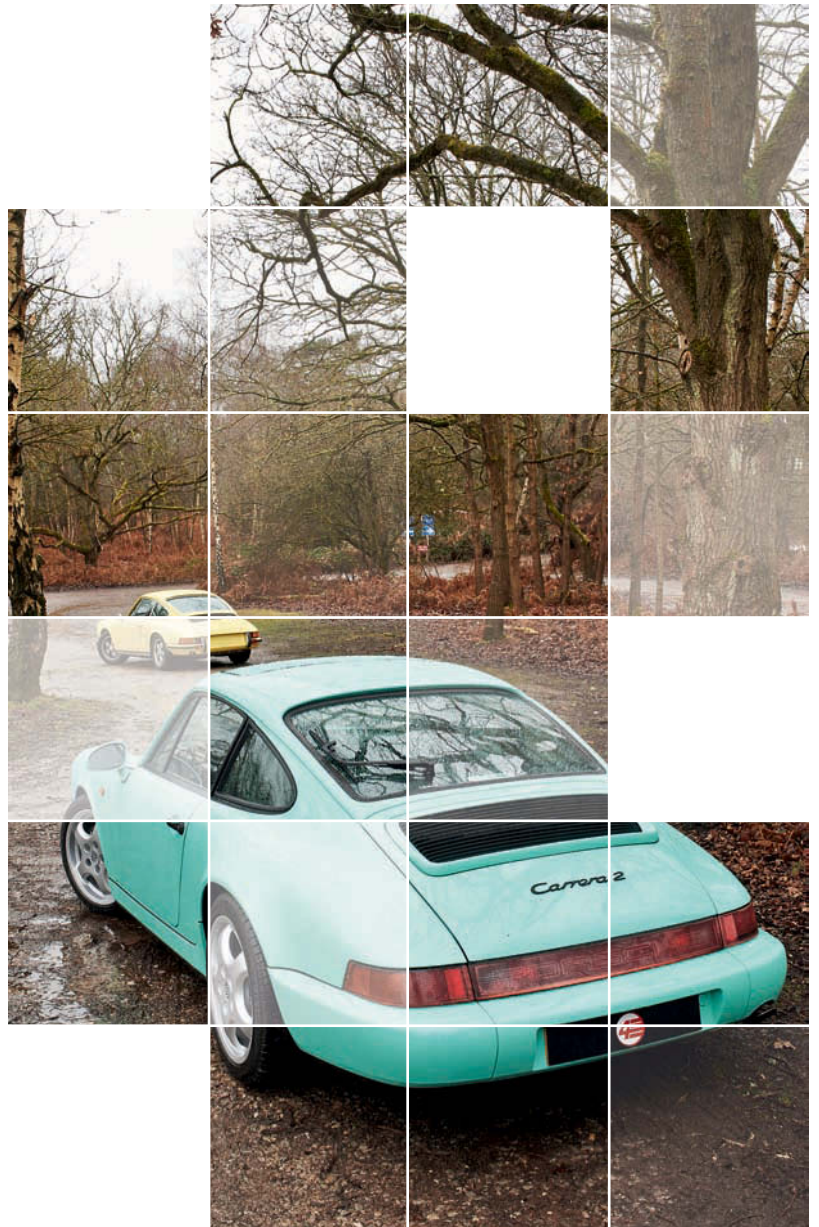
Of course you might be thinking that there are other Porsches, other 911s perhaps which display this all-round ability, and you might be right. But as the star of both these cars rise up the classified listings in harmony, it's clear that choosing a 911 in this price bracket has never presented a tougher decision ◯





Comparing 911s from different eras, which in essence offer completely different ownership concepts, is no easy task. In reality there's nothing wrong with any of the prospects we have examined here; the 911SC would make the perfect starter air-cooled 911, and those with a little more cash to splash might consider a 911T or a 964 – two already popular versions of Stuttgart's icon, but cars which can still be acquired for a reasonable outlay... well, reasonable in Porsche terms anyway.

Naturally there are many other variants of 911 which could sit alongside our selections here, most notably the 3.2 Carrera, and undoubtedly you'll have your own ideas. But the message is clear; whichever path you choose you're sure to end up with a 911 you can cherish and use in equal measure, and which, in theory, should not lose value. Of course, that's not why the majority of enthusiasts purchase Porsche cars in the first instance, but it's certainly a nice silver lining to owning one of the world's most iconic sports cars, right? ○







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P204A (1965-68)  
911/912

P204E (1968)  
911/912



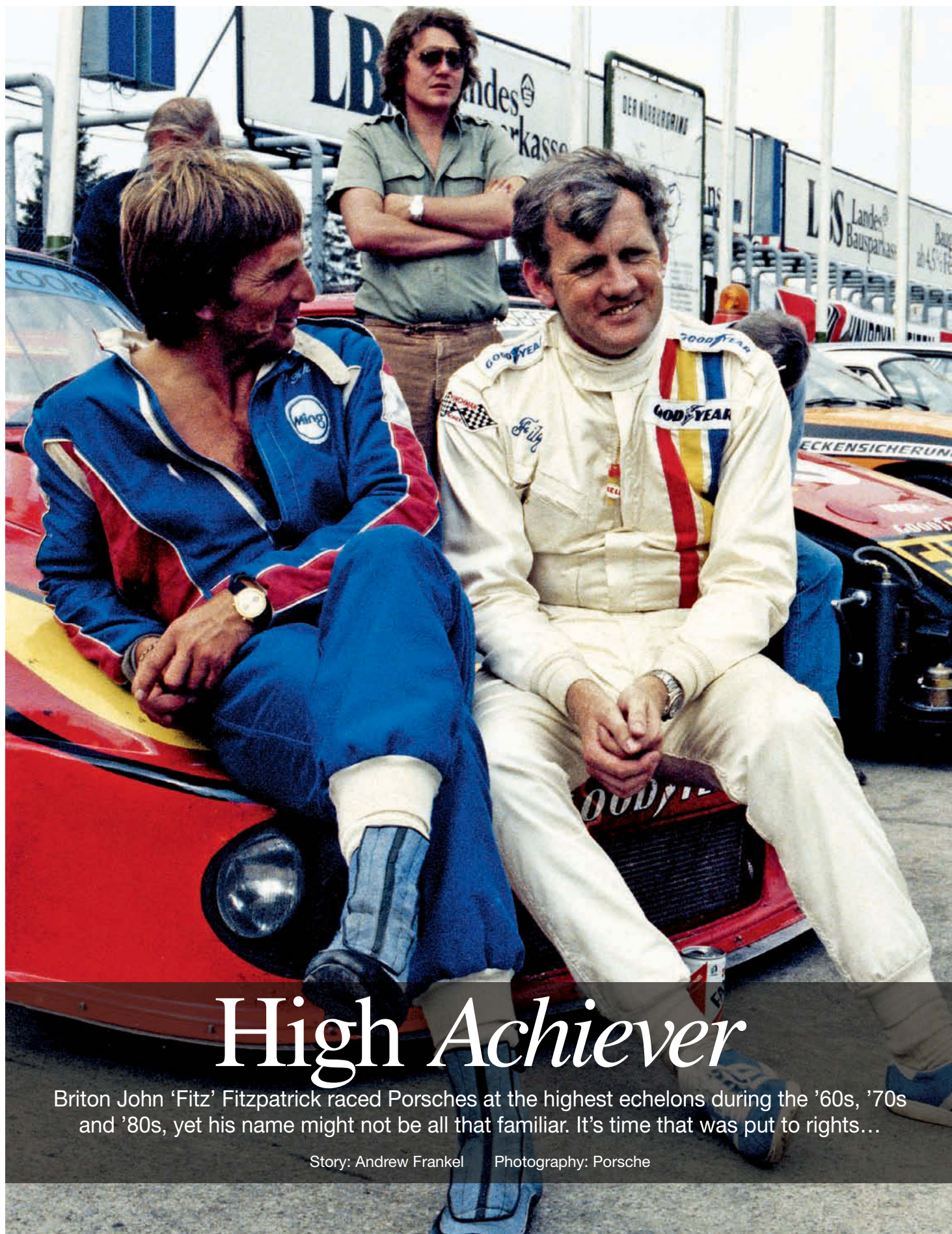
P204B (1969-73)  
911/912

P204 (1974-89)  
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# High Achiever

Briton John 'Fitz' Fitzpatrick raced Porsches at the highest echelons during the '60s, '70s and '80s, yet his name might not be all that familiar. It's time that was put to rights...

Story: Andrew Frankel    Photography: Porsche



When your mind turns to those drivers who have raced Porsches at the highest level, you might be surprised at just how many Brits there are on the list. There's Derek Bell and Richard Attwood of course, and also Jackie Oliver, Brian Redman, Mike Hailwood, Vic Elford and David Hobbs, not to mention Allan McNish. But besides Porsche, there is one other thing all these superstars have in common: all of them were also regulars in Formula One.

Which is the only reason I can think of that their names spring to mind so readily relative to that of another British driver whose achievements in general – and in Porsches in particular – unquestionably merit inclusion in the list of the greatest drivers of any nationality ever to race the Stuttgart machines. While they grew up in the single-seater formulae, he cut his teeth in a succession of Minis, Anglias and Escorts. Less

glamorous perhaps, but no less effective. In Porsches alone he won the European GT Championship twice and the IMSA Championship and as both a driver and a constructor pulling off the near-impossible feat of beating the factory Group C 956s with his own private entry. His name is John Fitzpatrick, known to everyone in the industry simply as Fitz.

Today Fitz is a fit 71 year old, living in retirement in Spain though he only hung up his helmet for good four years ago, disgusted that at the age of 67 he was not quite as quick in an historic Mercury Cyclone as its semi-professional owner. He offers delightful company to those who can talk and understand racing and refreshingly robust views on how organisations all the way from the Motor Sports Association to the government should be run. Most importantly to a hack with a voice recorder in his hand, Fitz has total recall, seemingly of

everything he ever did in a racing car.

Although his career started when he was still a teenager in 1963, he was exposed to Porsches only sporadically during the early part of his career. His first serious foray was in the Barcelona Six Hours in 1968, sharing a 910 with Allan Rollinson. They came second, not a bad result in a 2.0-litre car, especially when the only car ahead at the flag was a mighty Ford GT40 toting a 5.0-litre V8 motor.

"The 910 was a lovely car to drive," recalls Fitz. "It was quick through the corners where you could make up a load of time on the more powerful cars. But there was nothing to them at all. All there was ahead of your feet was a thin layer of fibreglass. It must have been the flimsiest racing car I ever sat in. Did I worry about the safety? I was 24 years old and racing a Porsche prototype. What do you think? I never even considered what might happen if something went wrong."



Top left: Fitzpatrick and Bob Wollek share a 935 at the 1977 Nürburgring 1000km

Fitz, by then an in-demand driver, then spent the next four years as a Ford works driver before finding himself at the Daytona 24 hours in 1972 in the next pit to the Kremer brothers. "I spoke a bit of German because I'd been racing for Ford in Germany, and I can remember sitting down with Erwin Kremer – who looked after the business side while his brother Manfred was the technical genius – in the middle of the night and being offered a drive for that season." His first race was at the scary old Nürburgring but that didn't stop him putting Kremer's green and yellow 2.5-litre 911S on pole, then running away to win the race. He had started as he meant to go on. Fitz won both the Porsche Cup (his first of three) and the European GT championship that year. "That's what started me on Porsches, almost full time."

Fitz stayed with Kremer for a couple of seasons before going to race for George Loos' Gelo Racing team. "George was a curious fellow and could be

unbelievably difficult at times. He didn't even have a mechanic. Then again he didn't really need one. Porsche's people would transport the cars to the track, Porsche people would look after them while they were there and then they'd take them away at the end, while George pretended to be the team manager..."

In that period Fitz started racing 911 RSRs, and progressed through the 934s all the way to the mighty twin-turbo 935s. "The RSR was probably the nicest production Porsche I ever raced. They got rid of the torsion bar suspension, put proper springs on it, a bit of wing and it was just delightful to drive. That beautiful normally aspirated engine may not have given huge power, but it was one of the most driveable cars you could ever wish to race. I shared one with [former Le Mans winner] Gijs van Lennep at Le Mans in 1975 and we came home fifth." Fitz is too modest to mention he was beaten only by four

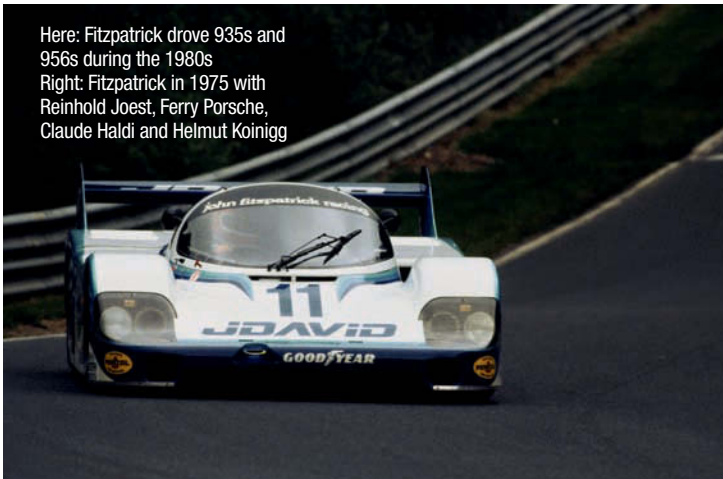
pure prototypes and won the GT category by such a huge margin that the next car, another RSR, was four laps adrift at the finish.

"By contrast the 934 was not such a good car, in fact it wasn't that much more than a production 911 Turbo with some bits added to it to enable it to race. With single turbos, the cars had massive lag, so you had to hit the accelerator long before you needed the power and hope that it would eventually arrive approximately when you needed it. If it arrived too late you were slow, too early and you were either in trouble or you had to back off immediately, lose all the boost all over again and go slower still..."

But then in 1977 Fitz got his hands on the 935: "It really was a massive step up from the 934. A proper racing car – unlike the 934 we had huge wings, huge boost, huge wheels, everything was huge, especially the power."

However, while most imagined the 935 fairly

Here: Fitzpatrick drove 935s and 956s during the 1980s  
 Right: Fitzpatrick in 1975 with Reinhold Joest, Ferry Porsche, Claude Haldi and Helmut Koinigg



*“Did I worry about safety? I was 24. I never considered what might happen if something went wrong”*

unimprovable within the confines of the prevailing regulations at the time, the Kremer Brothers begged to differ and in 1979 produced their K3. “It looked very impressive with its pumped-up bodywork and additional tubular structure, but its real advantage was its air-to-air intercoolers. Porsche’s were water-cooled and were nothing like as efficient. As soon as I saw it and saw the likes of Klaus Ludwig winning absolutely everything in it, I knew that was the car I needed.

“At the end of 1979 two things happened. First Dick Barbour put me on a five-year contract to race in the US and then the Kremers decided to build a batch of K3s for sale. The rest is history. We were quite successful with that car.”

As it happens “quite successful” doesn’t really cover it. Fitz did ten races in that car that season, failing to finish one and coming second in another. The other eight he and his K3 won,

including the Sebring 12 Hours that anyone who’s raced there will tell you is a tougher test of car and driver than Le Mans. What the history books don’t show is that Barbour drove just two one-hour stints, and Fitz did the rest himself. And it’s not as if he only managed it because he had a K3 – everywhere he went it was to race among fields bristling with K3s and 935s. He won the IMSA title, then the American equivalent to the World Sports Car Championship, by miles.

But the deal with Barbour lasted not the five years originally suggested by just one, so in 1981 Fitz found himself setting up on his own as John Fitzpatrick Racing. He bought a K3 from the Kremers but without the funds to run at the top level and only by the standards of the previous season, he struggled, managing to win only at Riverside and Road Atlanta.

Then the colourful character of Jerry Dominelli entered Fitz’s life, offering to bankroll his racing

on a whatever-it-takes basis. A new K4 was ordered from the Kremers and while it was not quite so competitive in 1982 as had been the K3 two years earlier, he notched up multiple wins in IMSA that year. But for Le Mans Fitz knew he needed a more slippery 935 and now had the means to ask the Kremers to simply build him a replica of Porsche’s ultimate Moby Dick racer. That year was, of course, the first of the new Group C regulations and it is well remembered that Porsche’s own brand-new 956 prototypes annihilated the field, as well they might with their performance advantage. What is less well remembered is that the next car home was Fitz’s 935, ahead of every other prototype and Porsche in the field.

Fitz’s last season as a full time professional racing driver was 1983 and it bore all the hallmarks of triumph and tragedy that sometimes dogged racing in those still dangerous times over



*"I saw how much longer my contemporaries stayed successful in the sport and I realised I should have gone on"*

30 years ago. It should have been the season of all seasons because now Fitz was armed with a Dominelli-financed 956, a weapon surely the match for even his prodigious talents. But that's not how he remembers it.

"That's the season we lost Rolf," he says quietly. He's referring to Rolf Stommelen, a German racing driver of astonishing talent. Among his claims to fame were winning the Daytona 24 Hours four times (all in Porsches, while Fitz's win came in 1976 in a BMW), scoring pole at Le Mans in the evil handling 1969-specification Porsche 917 and in 1976 bringing the 936 prototype home in second place in its first ever race despite its throttle being stuck wide open. This would be a scarcely believable feat at any track because the only way the engine could be controlled was via the kill switch, but he actually did it at the Nürburgring and in the wet too...

"I drove with lot of quick drivers in my time,

but Rolf was in a league of his own. He was racing my 935 at Riverside when a slower car chopped across him. He spun the car, apparently harmlessly but the back did just touch the wall, not hard but enough to loosen the rear wing. He then set off down the straight, the wing came off at 200mph and threw him into the wall. He was unconscious when they got to him and had a heart attack in the ambulance and died on the way to hospital. He didn't have a single broken bone."

Fitz's wife, Sandra, was understandably extremely unhappy but, for now at least, he raced on. Thanks to Dominelli's patronage, Fitz had two 956s for Le Mans and, being Fitz, drove both, and while one retired the other was shared with Guy Edwards and Rupert Keegan came home in fifth place overall.

But his finest hour of his entire racing career came at the Brands Hatch 1000km race that year,

a race featuring a full works entry of Rothmans Porsches, featuring dream team driver pairings of Jacky Ickx and Jochen Mass in one and Derek Bell and Stefan Bellof in the other. Fitz was teamed with Formula One hot shot Derek Warwick and they beat the factory fair and square, an almost mythically rare achievement in the early days of Group C racing.

"I have to say I was proud of myself that day. We won partly because Derek did such a superlative job early in the race and in terrible weather, but I was proud of the fact that, aged 40, I was within a hair's breadth of being as fast as a Formula One driver in his twenties. The other reason was everyone knew the 956 had far more downforce with the tunnels underneath it closed, but that made the engine overheat so everyone had to run with the tunnels open. Everyone but us: we found a way around it."

If that victory in September 1983 might have



Below: John in the 935 K3 at Spa in 1980 (left), and at the Nürsring during that same year (right)



buoyed Fitz to carry on racing, a fortnight later his mind was made up for good. "We were at Fuji where there is a flat-out right corner leading on to the straight. I was approaching it in practice with Derek Bell following me in the Rothmans car. As I turned in, the front left tyre blew. The car smashed into the barriers and took off into the air upside down. Derek passed right beneath me. Somehow it landed on its wheels and apart from some bruises from the seat belts I was unhurt. But it was enough. I'd done over 20 seasons of racing, never been badly hurt despite all those miles and I realised that for my sake and my family's it was time to stop."

He decided to continue running the team. Dominelli wanted to do the Indianapolis 500 and so started buying March Indy racing cars.

"Then it turned out all his money had come from this mini Ponzi-scheme he'd been running." The whole thing was a fraud and Dominelli was sentenced to 20 years.

John Fitzpatrick Racing continued until the end of 1986 but without the budget to run at the front he sold out and went to live in Spain.

Despite thereafter becoming known as a highly competitive driver in historic racing, Fitz came to regret his decision to stop driving professionally. "At the time the reasons – losing Rolf, the Fuji accident and how lucky I'd been to drive for so long without serious injury – were good, and I didn't miss it at all. I just walked away and it was fine. But then I saw how much longer my contemporaries stayed successful in the sport – Derek Bell stood on the Le Mans podium as

recently as 1995 – and I realised I could and should have gone on."

But hindsight is a wonderful thing and who knows if the racing chapter of the John Fitzpatrick story would have ended so happily had he continued. We look at a 956 or 962 today and it still seems quite modern, but in fact it was just made from bent metal and claimed the lives of Stefan Bellof, Manfred Winkelhock and Jo Gartner.

Instead Fitz still comes over from Spain and is not at all averse to hopping into a 956 and punting it up the Goodwood Hill when required. If he's there this year, go and say hello and tell him you at least understand the scale of his achievements. After all he has done over such a vast period of time, it is the least he deserves ○





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# Eurostar

What better way to road test the immense new Cayenne S Diesel V8 than a 500-mile day trip to Paris?

Story: Simon Jackson Photography: Rob Richardson



It seemed like a good idea at the time: Paris and back again in a day. We'd need a vehicle, a Porsche, naturally. And what is better at munching motorway miles during the winter months than a diesel Cayenne? Not much. During our recent UK First Drive there was one particular diesel Cayenne model within the all-new line-up that shone... the S Diesel is a V8-powered masterpiece that manages to sound and perform like a petrol. The perfect partner for a Parisian adventure? We'd soon find out.

Out of bed and on the road halfway through the night before, the S Diesel immediately acquitted itself admirably, accommodating three media types and related clobber in extreme comfort. Within no time the bonnet was pointing towards France and we dispatched south-east England's slow roads for the quicker ones with all the smoothness of fresh double cream. The early morning's light traffic and the S Diesel's unrelenting torque (627lb ft) made driving a pure pleasure; it felt like we'd arrived in Folkstone almost before we'd even left. Upon check-in at the Eurotunnel it was still dark out, but bacon butties and strong coffee woke the gang, and once safely parked-up inside our train carriage on the lower deck (yes, we lowered the car first via its adjustable air-suspension just to be on the safe side of head clearance) there was time to assess this SUV's inners.

Cossetting bodies in premium luxury is, of course, something Cayenne has done well since day one and this all-new version takes things

further still. Comfort and convenience features have been polished and perfected by Porsche to provide a cabin that is most definitely ergonomically distinguished. Everything falls easily to hand and boasts that reassuring and robust Porsche build quality. Drivers are now treated to a new multi-function sports steering wheel with gearshift paddles fitted as standard, much akin to the design of the 918 Spyder's wheel. A redesigned rear bench means passengers in the back are comfortable too, and our test car had electronically (count them) 18-way adjustable front seats. Pure opulence. If you can't get comfortable in this car then I'm afraid there is something medically erroneous going on. Stylish design and unrivalled quality feature in here now, so it's more than a match for that of the Macan.

Thirty-five minutes after setting off from Kent we arrived in France and were thankfully no longer reliant on train tracks to make progress. In Coquelles it was still dark, but there was an added unwelcome element of excitement waiting – snow. A lot of snow. Unlike in the UK, it seems the French don't always feel the need to spread grit on their motorways, and within minutes of leaving the terminal we were faced with supremely icy slip roads and autoroutes reduced to single lanes of crawling traffic. Not a good start. Sure, the Cayenne's all-wheel drive capabilities were enormously reassuring, but over two-tonnes of Porsche on ice can easily become a pendulum of peril no matter how proficient it may be during a cold snap. We passed the scene

of a nasty collision that brought it all home, before making happier advancements on fully treated roads. We were back on track.

As the sun came up the Cayenne marched on, tracing France's featureless northern coastline, and stretching its legs up to eighth gear and full speed without so much as a grumble. Charging the uncharismatic 'L'Européenne' (read A16 autoroute), we cleared the town of Abbeville on the River Somme and joined the A16's 'Autoroute des estuaries'. It may sound lavish but this part of the world is devoid of many topographical undulations to excite any intrepid voyager. Despite looking like a road with its genesis hailing back to World War II, built simply to move German heavy artillery from Paris to the Channel (and onwards), this road was only carved-out in the 1990s. They could've put some bends in, perhaps...

Early February's golden morning sunlight ricocheted off the Cayenne's new svelte (tucked and tweaked) stature when we had to make a

quick pit stop – required by us, not the car. When an older generation Cayenne pulled up nearby in the service area, the winter glow really highlighted those subtle tweaks Porsche has made, despite our car already being caked in a layer of salt, and sporting a stylish snow moustache. Porsche says the new Cayenne is shapelier than before, with sharper front bodylines and pronounced protruding arch work, and we'd agree. Out back a new rear spoiler and curvaceous light clusters are the big giveaway that you're looking at the new model over the old one, unless you're a skilled and passionate Porsche spotter. Noticeably, new veins in the front bumper turn to direct air to the intercoolers as required. Four-point LED daytime running lights and headlamps are strikingly contemporary additions to the new model too.

Miles of A16 autoroute flowed under the Cayenne's front bumper before we saw Paris on the horizon at our 12 o'clock. Happily it wasn't far off 12 o'clock, which meant it was almost



time for lunch in one of the most hyped culinary cities on the planet. There was just the small matter of central Paris traffic to contend with first. Whether it was the Cayenne's satellite-navigation system (unlikely) or our terrible sense of direction (more likely), getting into the city centre from the external ring roads proved stressful. The Cayenne's mass had moved from being an autoroute ally to a Parisian pain and we had to pull the 'Brits abroad' card and muscle our way through aggressively a few times. Luckily the Cayenne has presence – plenty of it. Fitting through the entrance to our Paris car park with around five-millimetres of room each side of the vehicle was probably the least enjoyable moment of the trip. While the V8 cooled off, we partook in a delicious steak lunch served within a few blocks of the Eiffel tower. It was most agreeable, and with business attended to it was soon time to squeeze back out on to the roads.



Left: Through darkness, snow, rain and sunshine, the Cayenne S Diesel made the perfect partner for our Continental jaunt



*The winter glow really highlighted those subtle tweaks Porsche has made*

If getting into Paris was something of a waking nightmare, getting out was worse. We probably didn't help ourselves by first steering the Cayenne towards the Arc de Triomphe at Place Charles de Gaulle, but it had to be done, right? Circling the Arc de Triomphe, as you're probably aware, is not for the faint-hearted – it's one of the world's most chaotic roundabouts. In fact it is seemingly reserved solely for partially restrained psychiatric patients and convicted murderers with a death wish. Traversing it in a large black SUV wearing British number plates is, relatively speaking, a Parisian hate crime. The famous monument sits in the middle of a dodecagonal arrangement of 12 avenues that run off from it in different directions. Ultimately it's the roundabout from hell. Navigating Place Charles de Gaulle required my two co-pilots to act as additional eyes and ears, and at times it felt like we were trying to float the RMS Queen



## 2015 CAYENNE S DIESEL

**ENGINE:** 4136cc twin-turbo V8

**TRANSMISSION:** Eight-speed Tiptronic, PTM AWD

**BRAKES:** Six-piston (front) and four-piston callipers (rear), ventilated discs

**CHASSIS:** Multi-plate clutch, ABD, ASR

**WEIGHT:** 2215kg

**PERFORMANCE:**

**Top Speed:** 156mph (claimed)

**0-62mph:** 5.4 seconds (claimed)

**Fuel Consumption:** 35.3mpg (combined, claimed)

**Co<sub>2</sub>:** 209g/km

**ON THE ROAD PRICE:** £61,474

**OPTIONS FITTED TO CAR:**

Jet black metallic exterior paint: £2177

Black leather interior: £720

PTV+: £1012

Adaptive sports seats: £1287

Roof rails including black mouldings: £712

21-inch SportDesign wheels: £3039

LED headlights: £1485

Privacy glass: £320

**TOTAL COST OF TEST CAR:** £81,612

The presence and prowess of the new Cayenne was useful journeying to, and through, Paris



*This car is an absolute weapon.  
Not only is it fast, it is also  
incredibly refined*



Mary 2 down the Norfolk Broads. I don't know how, but we managed to survive...

Darkness fell once more as we headed home up the A16, and as the two co-pilots, exhausted from sitting, eating and navigating, fell asleep, I was gifted time to ponder the Cayenne's outstanding capabilities. Make no mistake this car is an absolute weapon. Not only is it fast, with monstrous torque available whenever you need it, the S Diesel is also incredibly refined. Sadly this engine will be one of Porsche's last V8s, although the Cayenne and Panamera will receive an all-new V8 engine in future. Whether

this will be the last diesel V8 we aren't sure, and the fact that this engine is the only one in the all-new Cayenne range which does not comply to Euro 6 legislation (rather this is a Euro 5 engine), suggests it may be the final fling for Porsche in this field. If that is the case it'll be a real shame. Every Cayenne model is supremely capable, but the S, with its big heart, is monumental. It's economical too; we travelled from London to Paris to London (approximately 500 miles) on a single tank of fuel. We achieved the stated mpg in the mid-30s, which for a machine that weighs this much, has 385hp on tap and can hit 62mph

in 5.4-seconds – well, I think that's pretty damn impressive! At £61,474 the S Diesel also represents something of a bargain in Porsche terms, warranting consideration even from those in the market for a petrol model.

Safely back on UK soil, we pondered what we had just asked of the Cayenne and marvelled at how this sporty SUV simply takes everything you can throw at it in its stride. It gets up and goes. Put simply it's easy to forget that Porsche has only been producing SUVs for just over a decade, especially when its offerings are this well accomplished... ○

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- F10 530D » 296 BHP
- F10 535D » 358 BHP
- 335i/135i/X6 » 370+ BHP (+DE-LIMIT)
- 123D » 252 BHP
- 330D E90 » 296+ BHP
- 320D E90 » 215 BHP
- 730D » 290+ BHP
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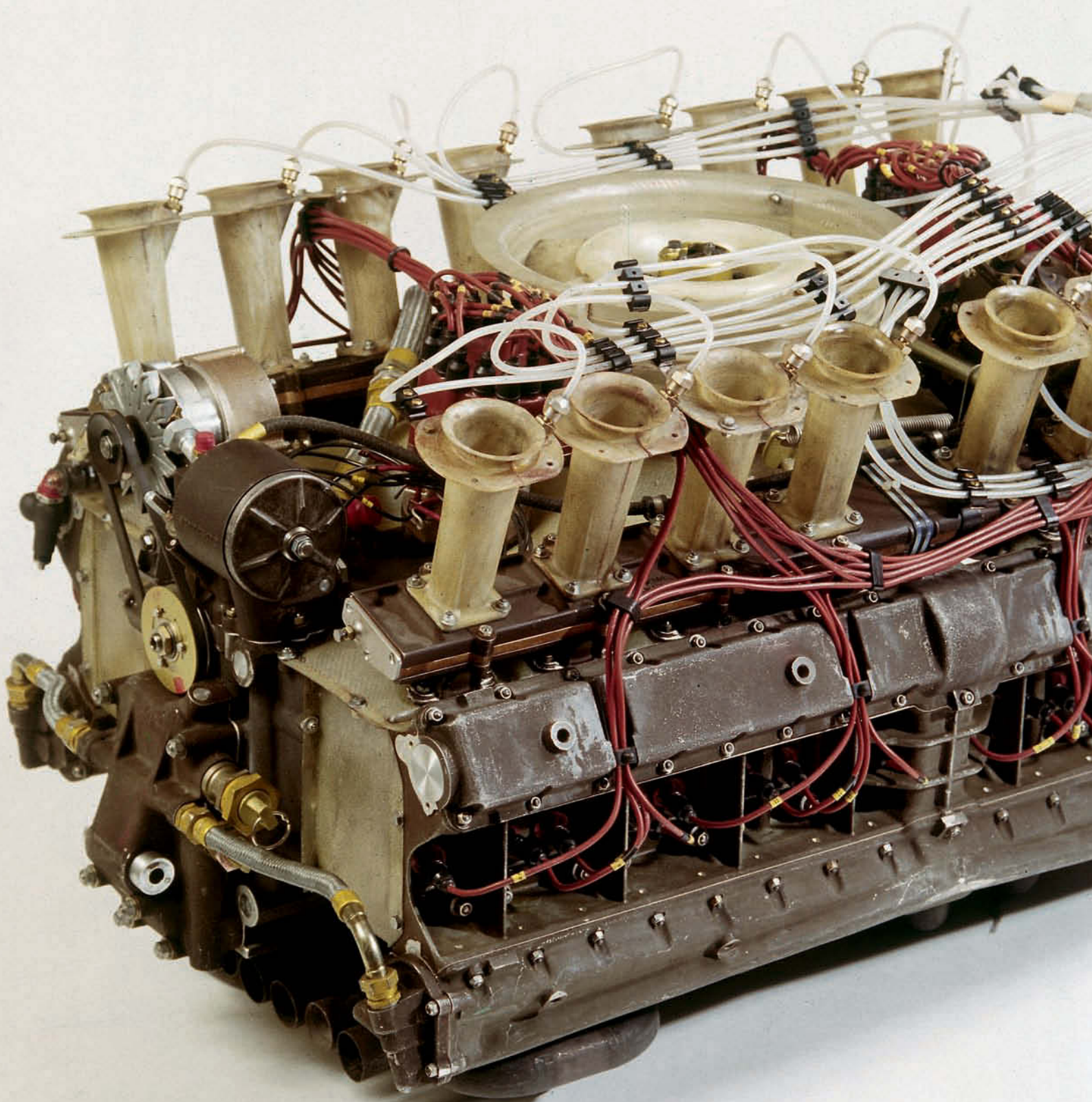
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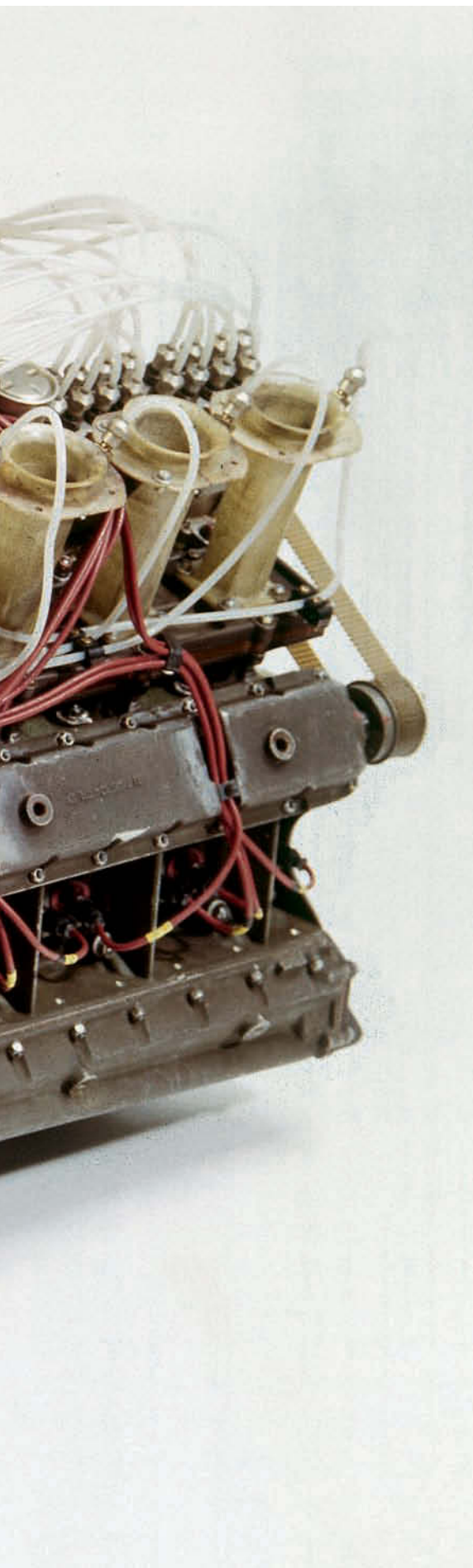
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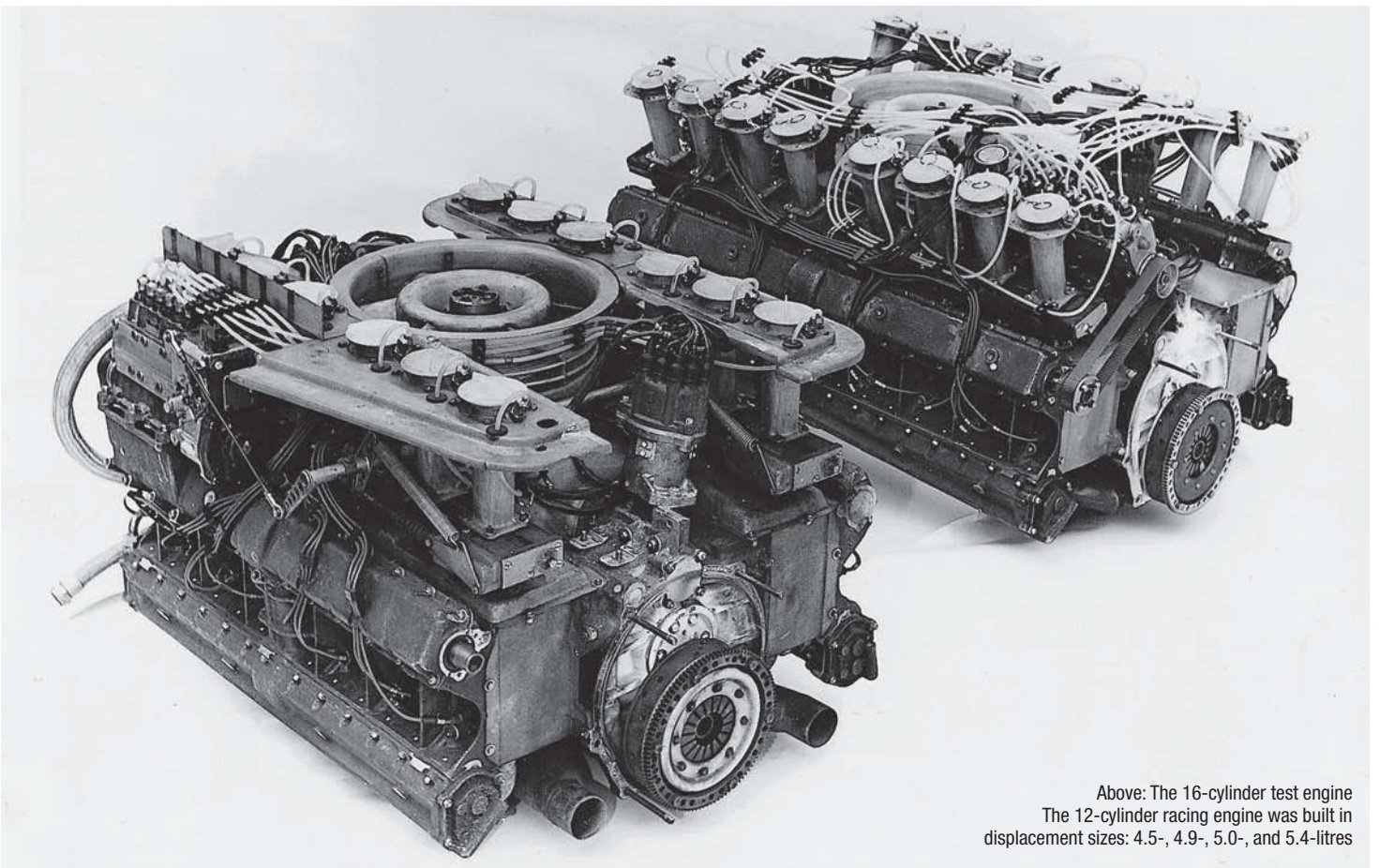
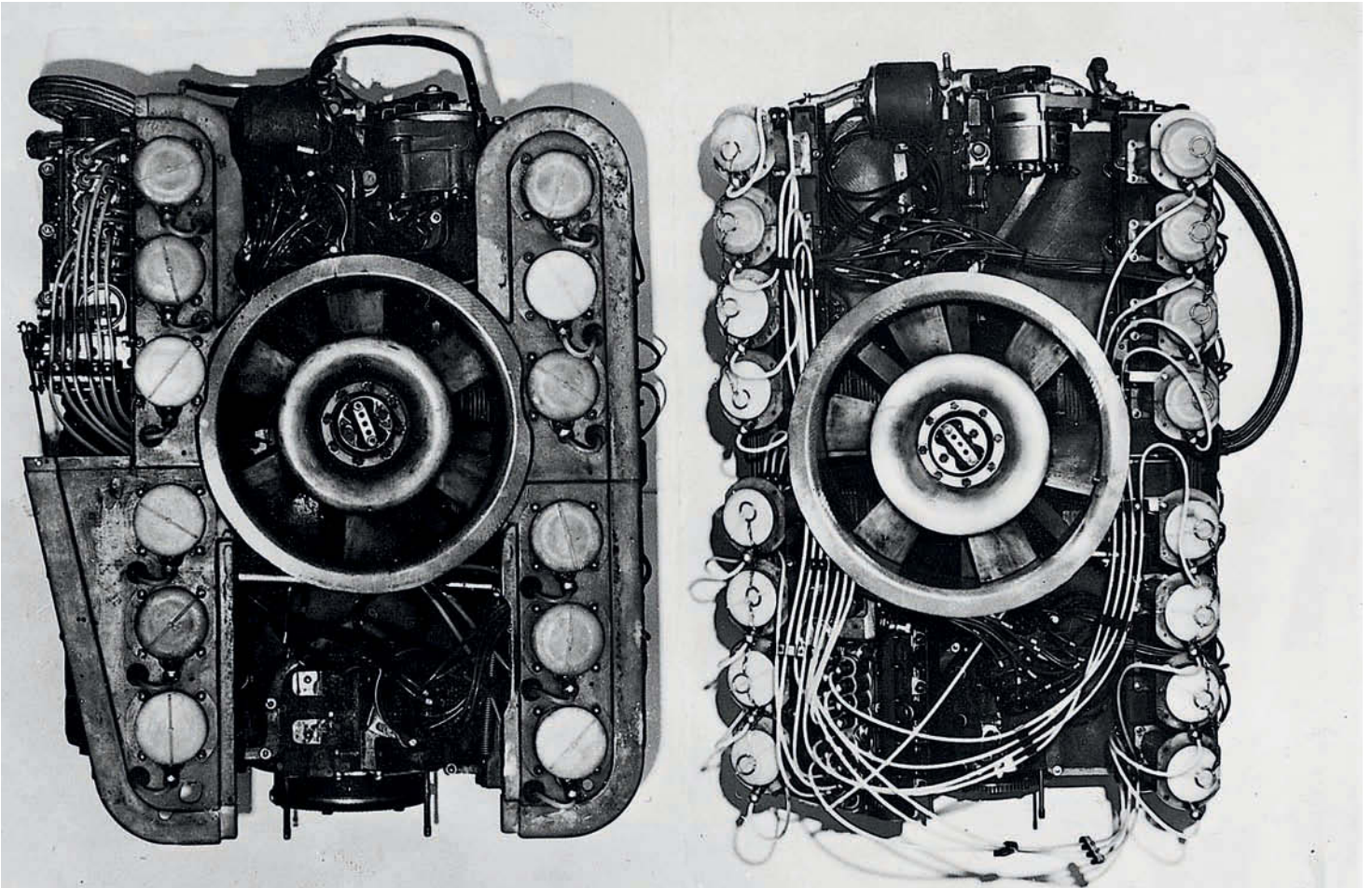




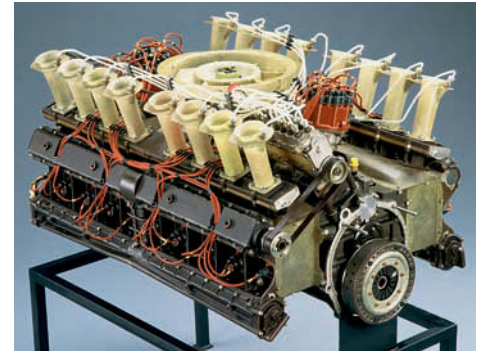
# SWEET SIXTEEN

Story: Andrew Frankel  
Photography: Porsche

We've all heard of 6-, 8- and 12-cylinder racing engines, but a 16-cylinder motor? Why did Porsche decide to build such a radical monster?



Above: The 16-cylinder test engine  
The 12-cylinder racing engine was built in displacement sizes: 4.5-, 4.9-, 5.0-, and 5.4-litres



Left: The 1969 PA 917 Spyder sits in the foreground at the Porsche Museum in Stuttgart  
Above: The Type 917/16-cylinder engine

All engines are, in their most essential form, air pumps. The more air you can pump through them, the more fuel it can burn, the bigger the bang, the greater the power. It's as simple as that.

But why does it matter how many cylinders a car has? In the 1960s, Porsche found itself with no fewer than three 2.0-litre racing engines, with four-, six- and eight-cylinders respectively and you'll not be surprised to learn that the eight was the most powerful and the four the least. But why? All three engines offered the same amount of space for combustion to take place, but just divided it up in different ways.

The main reason is that the more cylinders you have, the lower the reciprocating mass of each cylinder and the faster the engine can therefore rev. And with this increase in engine speed comes a commensurate increase in combustion and therefore power output.

Nevertheless, since the dawn of automotive time, engineers have been wary of piling on the cylinders, for this extra power doesn't come for free. Fuel consumption can be hit because of the additional friction created by all those extra moving parts and mechanical complexity and therefore reliability will inevitably be compromised. Twice as many cylinders means twice as many pistons, con rods, valves, gudgeon pins and tappets to go wrong. The engines can be heavy and large too, not least because of the extension in block size needed to provide space between each bore. They can be tricky to cool too.

But that's not stopped race engineers upping the cylinder count in their quest for more power. V8s have been around since the turn of the last century, V12s since before the first world war. But few ever felt the need to build a racing engine with 16-cylinders. And when you read what follows, you will see why.

Although some had been built previously, the first successful V16 was produced by Cadillac in 1930, not so much for its power as for the smoothness it brought to its Series 452 luxury

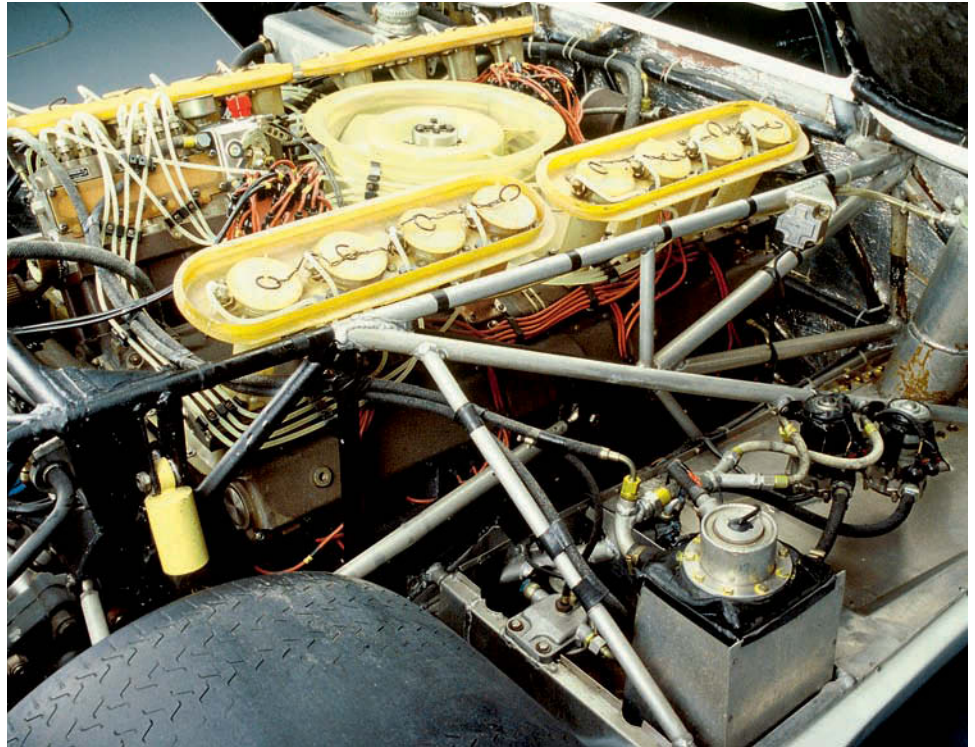
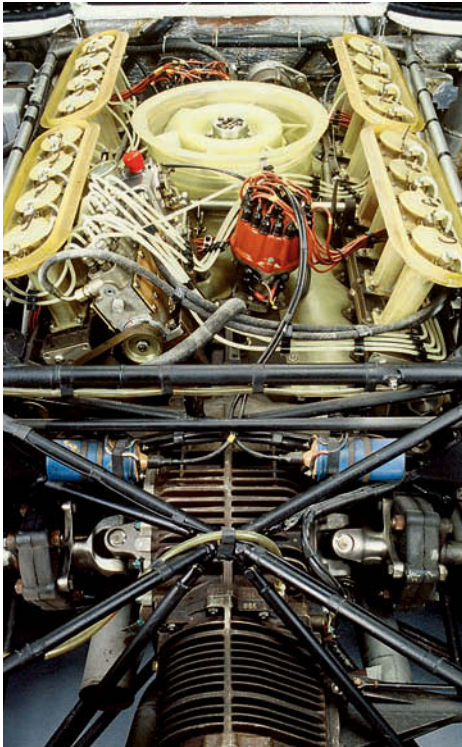
road car. But the most famous came four years later and was the supercharged V16 designed by none other than Professor Ferdinand Porsche for Auto Union. It alone possessed the power to take the fight to the omnipotent Mercedes team in Grand Prix racing and, in 1936, actually beat them to the European Championship. But it was a fiendishly complex engine, its roller-bearing crankshaft alone was reputed to contain over 1000 components.

So who would think it a good idea to do another? The British, that's who. Except BRM's 1949 V16 engine made Porsche's pre-war effort look positively sensible. Logically, the bigger an engine, the greater the justification for more cylinders. So when BRM decided to build a 1.5-litre engine to meet the regs for Grand Prix racing you might think it would have four- or six-cylinders. But no, BRM went for 16, displacing just 94cc each. It was in many ways an incredible design, revving to 12,000rpm and producing almost 500hp thanks to its supercharger. But its power delivery was so peaky, Stirling Moss described it as the worst car he'd ever driven. Which was when it was running, which wasn't often because the engine was so far ahead of its time, the metallurgy didn't actually exist to allow it to function properly. It took BRM four years to get it working properly, by which stage the car it was in was obsolete.

The V16 was such a disaster, you'd think BRM would never think of doing another. But it did. BRM's 3.0-litre 16-cylinder motor of 1966 was technically actually an H16 and was in fact far more sensible in concept because it was effectively two of its highly successful 1.5-litre V8 engines flattened out with one lying atop the other. But it was still heavy and unreliable and while it did win one race (the US Grand Prix), that said more about the Lotus chassis into which it was fitted and the fact that Jim Clark was driving it, than any inherent qualities of the engine itself. Only six cars finishing helped its prospects too.







So there you might have thought the story of the racing 16-cylinder motor would be allowed to lie. Nice in theory, nightmarish in practise. But Porsche was about to write a new chapter.

We must now spool forward to 1970 and the tussle between Porsche and Ferrari for the World Sports Car Championship. As you will know, in the 917 Porsche had one of the greatest sports racing cars of its time while the Ferrari's response was the 512S. All season the Ferraris were on a hiding to nothing because the Porsche was both lighter and more powerful: the 512S was prepared in a rush when it became clear that Porsche had defied the rule makers and actually got the 917 homologated to race. But there was a fear at Porsche that were Ferrari actually able to design its successor at a speed of its choosing, it could end up with much more of a fight on its hands in 1971.

At the same time, Porsche also knew that come what may, sports car regulations would change for 1972 meaning only a car with a 3.0-litre engine could run as a prototype and therefore win races. Looking at the impending obsolescence of the 917 as a sports car, Porsche started looking at ways of preparing it to race in the North American Can-Am series.

The problem was that Can-Am was dominated by McLaren whose vast 8.0-litre plus Chevrolet engines developed 750hp – approximately 130hp more than the best Porsche 5.0-litre 917 engine. The good news was that Can-Am had no engine rules of any note, so Porsche could enter a car with any motor it liked.

History tells us it ended up simply turbocharging the engine it already had and wiping the floor with everyone, but not before one last 16-cylinder flirtation...

The inspiration for the 16-cylinder 917 engine came from none other than Ferdinand Piech whose grandfather had designed the Auto Union motor all those years ago: "We did it because it was actually quite easy to do and Piech wanted it. As an engine it worked really well, but in the car there were issues...". The words belong to Porsche engine guru Hans Mezger, who led the development work of the new engine.

The idea was simple enough: you took the existing flat-12 motor and literally added a cylinder at each corner, so retaining the same pistons, rods and valves. From the 5.0-litre motor this gave a capacity of 6.6-litres and a nominal power output of around 800hp, which would put Porsche within fighting distance of McLaren even when taking into account the 917 which would be a little heavier than its British rival. But the 917 engine had also been built in 4.5-, 4.9- and 5.4-litre capacities, so the scope for an engine of as little as 6.0-litres or as large as 7.2-litres was possible using existing parts stock. According to Karl Ludvigsen's *Excellence was Expected*, a maximum power output from the largest engine could have been as high as 880hp, which really would have given McLaren something to think about.

It was certainly sufficiently promising to put in a car, and also to indulge in a little mischief, to which we shall shortly return. The car chosen was the 917 PA Spyder that Porsche had entered into Can-Am races in 1969 with a standard engine, just to dip its toes into the series and see how it worked. But the car first needed to be butchered, its spaceframe requiring a massive 270mm extension in its wheelbase to accommodate the vast new engine.

But an engine on a bench and an engine in a

Ferdinand Porsche designed a 16-cylinder motor for Auto Union in the 1930s, Ferdinand Piech later used his grandfather's work as inspiration for his own version

*"As an engine it worked really well, but in the car there were issues..."*



*"It was a monster. The motor was so long you could hear one end start up before the other"*

car are very different prospects. Because Porsche did not attempt to reinvent the wheel with its design but instead develop it using proven componentry, the engine was actually an extremely reliable, if costly, unit to run, so whatever its other issues might be, those that dogged BRM would not be among them. The problem was what it did to the car it was in.

Stretching a car's wheelbase so substantially will totally change the way a car handles, trading agility for stability. But so too will it compromise the torsional rigidity of a spaceframe structure. Add the extra weight of the engine (claimed to be as much as 70kg) and then the extra work that engine asks the chassis to do and perhaps it's not a surprise that the Spyder was unable to cope with an engine of which it had never been designed for. Jo Siffert tested it extensively but by the time the decision needed to be made to approve or shelve the design, Porsche had already realised it could find that much power or

more, plus additional torque without changing the wheelbase at all, thanks to that newfangled contraption called the turbocharger.

So the flat-16 was set aside, but not before it performed one more very useful function for Porsche; the mischief mentioned earlier. When news of the engine broke, Porsche released a photograph of it next to the standard 12-cylinder 917 engine, but craftily shrunk the 16 so it looked the same size. It can never be known, but it has been suggested that when Ferrari saw the image, it was believed to be an all 5.0-litre engine for the 1971 season to which Maranello would have no answer. In time Ferrari would announce it was ceasing development of the 512S and would instead concentrate on its 3.0-litre car for the 1972 season, giving Porsche a clean run at the 1971 title, which it grabbed with both hands. The irony is much of Ferrari's development work had already been done and the result, the 512M (for Modificato) won a non-championship

round at Kyalami in South Africa in November 1970, trouncing the 917 and becoming the only Ferrari ever to beat a 917 in a straight fight. Had Ferrari raced it in 1971, that season might have had a very different conclusion...

The only racing driver I'm aware of who drove the Spyder with the 16-cylinder engine was soon-to-be Can-Am champ Mark Donohue who said: "It was a monster. The motor was so long you could hear one end start up before the other. Although it wasn't setup properly to try for any lap records, it was truly impressive in a straight line."

Porsche still has at least one complete flat-16 engine, and the last time I saw it, it was still in the back of the PA Spyder. And every time I go to the museum, or bump into museum staff around the world, I ask them when they're going to restore it and fire it up so we can hear what a 7.2-litre, flat-16 racing Porsche engine sounds like. If they do it, there is barely a place on the planet to which I would not travel to hear it ○

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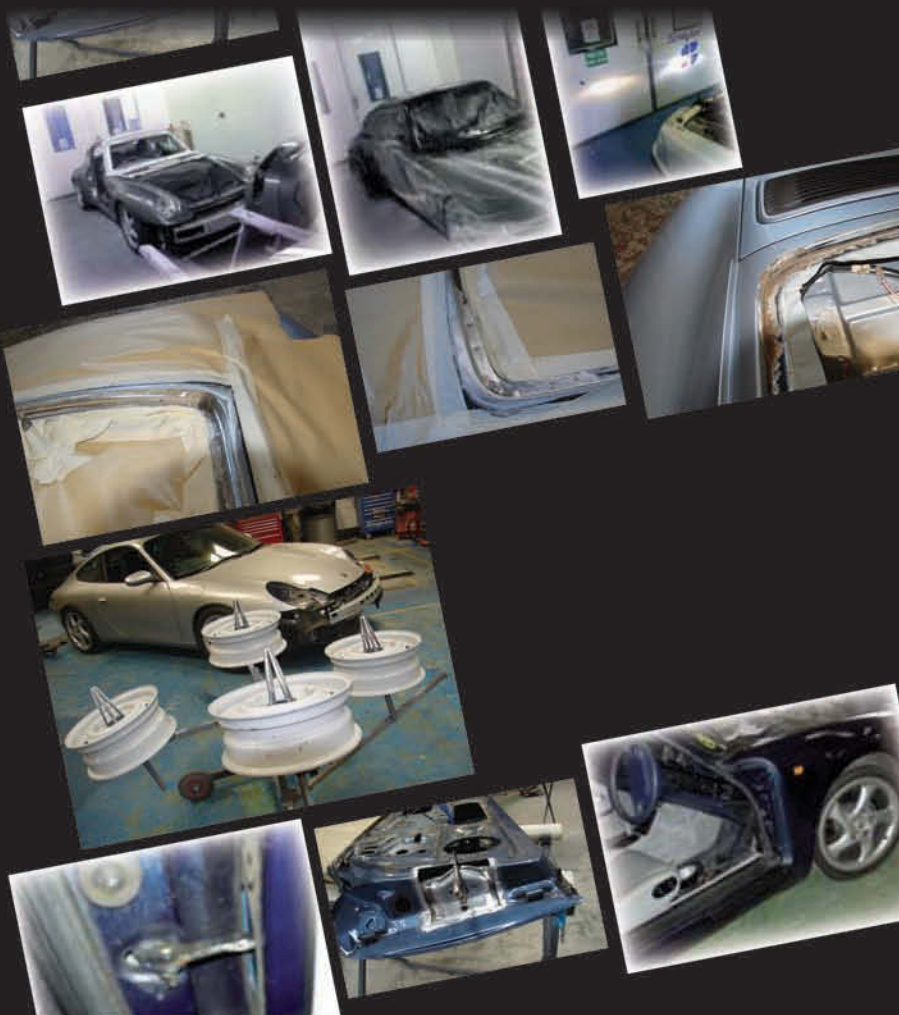
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# *Fantastic Four?*





Andrew Frankel drives the Cayman GT4 on road and track in Portugal, can it really live up to all the excitement?

Story: Andrew Frankel

Photos: Jamie Lipman

The circuit at Portimao might seem to exist purely as rebuttal to those who say all modern circuits are boring, sterile places offering an antiseptic diet of long straights and slow corners via a largely two dimensional media. Instead it reminded me strongly of Dijon, where you might remember Rene Arnoux and Gilles Villeneuve wheel-banging their way through the 1979 French Grand Prix. A lap of Portimao in something quick is a breathless affair of blind brows, mad elevation changes, fast flicks, crazy cambers and disc-destroying downhill braking areas. If you were launching a car of less than unimpeachable chassis credentials you'd simply not come here, or you'd emasculate the circuit using traffic cones to slow cars through or divert them away from the trickiest bits, as did BMW when it recently launched the M4 here.

By contrast for the Cayman GT4 launch, Porsche not only provided the entire track in unexpurgated form but instructors driving more powerful cars whose only purpose was to make you go not slower, but faster. As votes of confidence in its machinery go, it was singularly convincing. And after ten laps of that, it was very hard for those of us who had not been there before to think of a better car in which to learn such a relentless, mentally and physically taxing track.

But the GT4 is not just the perfect training vehicle in which to discover the wild and wacky ways of slightly unhinged Iberian race circuits, it also provides the same flawless introduction to the no-less-crazy world of Porsche's Motorsport models.

As you will know, Porsche has never done a car like this before, indeed, once said it would *never* do a car like this. When the Cayman first broke cover in 2005, I was one of many people who suggested it might provide the perfect step-on point to Porsche GT series cars, and so too was I one of many who was told GT cars relate directly to what Porsche races, and Porsche races 911s, so all GT cars must, by definition, also be 911s. These were Motorsport cars and the clue was in the title. No longer.

The tune has changed somewhat today. Talk to Andreas Preuninger, the guru of all things Motorsport, and he'll tell you the reason he's taken a decade to get around to producing this car is simply that there are only so many people of sufficient calibre that Porsche can employ in Weissach. Furthermore, because of the way the timings of the various programmes have fallen in the past, it is only now that he's been able to get around to doing a Cayman.

But so too has the GT4 been a pragmatic project, and a mere 22 months in the creation from conception to job done, leaning heavily on the parts bin of both his own department and that of Porsche in general.

I'm not going to go into all the technical details because I think you'd rather I spent my



*The engine has the kind of throttle response that comes from a single map, chosen by people at the top of their game*



word allocation telling you what the GT4 is like to drive. Even so it's worth remembering that the engine is a factory standard 911 Carrera S motor, albeit it's been flipped 180 degrees so the gearbox is at the back and modified only to allow a mid- rather than a rear-engined installation. Its more complex and less efficient exhaust routing actually loses 14hp over the Carrera S. Bear in mind, too, that the gearbox is the same as a standard Cayman, right down to its ratios, modified only to have a slightly shorter throw and raise its torque-handling capabilities. The suspension borrows heavily from the GT3 – almost entirely at the front and while the rear axle is a new design, even that uses GT3 wishbones. The brakes, too, are GT3 carry-over items.

You get the feeling therefore that the bulk of the work was not sourcing the parts to create a GT4, but integrating them harmoniously under the Cayman's sharply sloping roof. There was, of course, the need for additional cooling, not just because the engine is internally larger and more powerful, but because mid-engined cars are more difficult to cool than rear-engined cars. And if you look at the gaping apertures in that front air dam, you'll not doubt where the bulk of that cooling comes from.

But there was that other aero consideration too: the need to stop the Cayman achieving escape velocity over steep brows and through quick turns, and rarely will you ever be more grateful even for just a little downforce than over the crests and into the curves of Portimao.

And if you felt the GT4 was merely a wannabe imposter among other more pukka GT cars, be advised that with nothing more than hand tools you can adjust the rake of the carbon fibre rear wing and balance the aero change that results by removing inserts in the front diffuser channels. And you can choose between three different roll bar settings front and rear, and choose your own front suspension geometry. Try that on a Cayman GTS and see how you get on.

The track awaits. My only sighting laps were from the passenger seat of a GT4 driven by Walter Rohrl. However, these were rather more about clinging on than learning the lines around this fascinating place.

The standard seat is excellent, the optional carbon bucket sourced from the 918, better still. The wheel is from the 918 and is fractionally smaller than a Cayman's and I'm less sure about that. I like big wheels with slim, firm rims but at least it's devoid of buttons.

I'm not sure the engine sounds special enough for a GT car. It's far louder than that of a Cayman GTS or a Carrera S but that's just because Andreas and his merry band of men have pulled out much of the sound deadening. You only need to look at the numbers (0-60mph in 4.2sec, top speed 183mph) to know it gets the job done, but this is the first engine to go into a GT Porsche without first being massively

modified. What more can be expected for the money? Not much, but it is a key differentiator between the Cayman and all 911-based GT cars since the first 16 years ago.

Another, at least these days, is the retention of three pedals in the footwell. Preuninger refutes the suggestion that it's only got a manual transmission because PDK wouldn't fit alongside the larger engine in the cramped confines of the Cayman's engine bay, and I am rather happier about that. The GT4 has a 'Sport' button which will be familiar to many Porsche users. But it affects neither throttle mapping, the steering tune, nor the damper settings as Preuninger believes that if you get these right to begin with, there is no need to offer such variety. So all it does when activated is expertly blip the throttle to execute rev-perfect downshifts and make you look like a world class heel-and-toe jockey to anyone in the passenger seat unaware of the button's real role. Around the track and in conjunction with unimprovable shift quality, as a simple experience to savour, it dusts any paddle-shift system.

The first of many challenges presented by Portimao is the first corner, at which you arrive travelling at perhaps 135mph in fourth gear. So first you need to brake and I should advise buyers here to seriously consider saving the cost of the ceramic options: with discs designed to stop a GT3 with more weight and almost 100 additional horsepower, the standard items are gloriously over-engineered for the GT4.

The car flicks into the first apex and then a second hoves immediately into view. Should you brake again? You should not, for the Cayman generates so much grip on its Michelin Sport Cup 2 Ultra High Performance tyres, it's actually an acceleration zone, taken on the limit of both longitudinal and lateral adhesion.

There's another slower turn before the first blind brow, arcing uphill and to the left. It looks flat but the crest seems so sharp you worry about wheelspin flicking the car into oversteer and you into the barrier. The car has no such concerns and deals with it under full throttle once more without a suggestion of slip at either end, while the little G-meter on the gauge in front of you bounces off its 1.5g stop.

The lap continues in this vein, becoming ever more tricky until the very last curve which loops over, surprise, another blind crest but this time diving downhill and to the right with the apex out of sight beyond the crest. You really must clip it or risk ending up in the grandstands. Halfway through, the Cayman seems to be gently drifting in and out of over and understeer when it hits its rev-limiter at 115mph in third. What do you do? Every sense in your body says sacrifice the speed until the car is straight: you're not in a race, it simply doesn't matter. But something you have learned in that lap tells you that even under such extreme forces when you should be doing nothing to destabilise the car, it









will somehow cope. So you dip the clutch, momentarily actually lose drive to the rear wheels for goodness sake, grab fourth and gently reapply the power. If the GT4 reacts at all, it is with the slightest shiver, a mild gesture of benevolent horror that you might even consider treating it this way, before soaking up the very worst you can throw at it.

In my pickiest moments and only on the track, I might even suggest it's too accommodating, that a GT Porsche shouldn't really make your life that easy, that it should issue more of a challenge by being even sharper on its way into a corner and a shade more exuberant at the exit. But that's maybe just me brought up on a diet of gloriously tail-happy 911 GT3s.

Out on the road I have no such qualms. Actually and in this environment, the GT4 feels decidedly like an old school car, which is a neat trick to play because if you bother to look at the rate at which the countryside is passing your window, you'll soon realise it is anything but. The illusion is created by three factors, easily the most obvious of which is that manual gearbox. I only used the Sport function for the track where perfectly matched downshifts are essential: on the road I enjoyed using all three perfectly positioned pedals at the same time at least to try and see if my human brain was as good as Porsche's computers. It's not, but I didn't care. But I'd still choose different internal ratios, and radically so at that.

Secondly, there is the engine, which may not have the credentials to live with ease behind the driver of a Porsche Motorsport car, but at least has mighty lowdown torque. It also has the kind of throttle response that comes from a single map, chosen by people at the top of their game.

And finally there's the steering – yes the newfangled electric Porsche steering that everyone, myself included, has criticised since it first appeared in the 991 four years ago. Criticise

no more: the Cayman GT4 steers much better than a GT3, let alone a standard Cayman or 991. The 'feel' may be synthesised these days, but it's there and now the Jaguar F-type has electric steering too and it's better than any comparable system out there.

So what I want to be able to say is that the Cayman GT4 is like a 911 GT3 in a more affordable packaging; but I can't, not quite at least. This is a car with shortcomings, most notably the first engine ever to go into a GT Porsche without first being extensively modified to suit the task ahead. I love the manual gearbox but a third gear that goes way past 110mph makes no sense at all and on the track I'd like it to ask a little more of its driver as does a GT3, because experience with such things shows that the more you put in, the more you take out.

But I need to give myself, and you, a reality check. This is a car that costs £64,451, which is less than you'd pay for a Cayman GTS with nav, PDK and ceramic brakes. By contrast, and if you could order one any more, a 911 GT3 would cost six figures or, put another way, half as much again, or put a third and final way, damn near the cost of a Cayman GT4 with a Boxster on the side. In that context we can perhaps forgive an engine that revs only to 8000 rather than 9000rpm, has lengthy lower ratios intended to make the fuel consumption figures less abysmal and has such supremely user-friendly manners on the track.

In fact, the acid test is not to compare it with other Porsches at other price points but anything that might remotely be considered a rival, and here the GT4 is as far ahead of its competitor as any GT Porsche I can recall. In such a context, my complaints shrink to mean minded quibbles. Indeed it makes the question for those looking to spend such money of any proper sports car not why they should choose a Cayman GT4 but why on earth they might possibly not ○



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PORSCHE





Simon has worked across several automotive publications over the past decade

## Porsche has long been in the business of winning at motorsport, but is it facing some of its toughest competition yet?

One of the highlights of my month is reading contributor Andrew Frankel's historical motorsport features. Admittedly we don't run them every month in *GT Porsche*, but when we do I always find his retrospective look back on Porsche's motor racing exploits fascinating – I hope you do too?

Digesting those features one constant quickly becomes apparent: Porsche's eternal desire to win in motorsport.

Sure, every entity that goes motor racing does so to cross the finish line first, but with Porsche that passion for victory is bordering on the obsessive, and it isn't diluted today. Take a look at the 919 Hybrid project for example. Last year there was an obvious 'get out of jail free' card which the brand could play whenever things didn't quite go to plan: 2014 was its first season back in world endurance racing. This year though the stakes are higher, the car simply has to perform – it's clear that everyone

connected with Porsche Motorsport hopes the pace the 919 Hybrid showed towards the end of last season continues into 2015.

Lower down the racing echelons though things haven't looked so positive for Porsche. The 911 RSR has been coming under heavy opposition fire of late – mainly in the power stakes. At Geneva, Andreas Preuninger made no bones about this, saying: "This is something we need to address. But this is not something to do with the balance of performance, it's to do with the competition that uses big V8s against high rewing, high technology Boxer six-

president Jean Todt was hanging around at the VW Group Night, a VAG preview gig prior to the Geneva motor show press day. Was Todt being groomed by the VAG suits with a view to massaging modern endurance racing rules? Or, as has been touted for years now, was the ex-Ferrari man still pushing VAG to enter his beloved Formula One to bolster a struggling grid lacking in manufacturers? Perhaps both sides had a political agenda...

It seems unlikely that Porsche or Audi would enter F1 in the near future, if there was any desire to make such a shift then it would've made more



*FIA President Jean Todt was hanging around at the VW Group Night prior to Geneva... Perhaps both sides had a political agenda...*

cylinder engines – and this is quite a challenge for us. If we compete on the race track we want to win. There are two ways to do that, either we influence the rule makers, or we make a new car that fits better with this field of competition."

The 911 RSR still uses a Metzger engine, Preuninger insists this will change in a year or two in order for Porsche to take advantage of its race car development by putting it to good use on its street cars. That direct link was the success of the Metzger years and Porsche plans to replicate this.

In the meantime perhaps the Stuttgart plan to beat the Ferraris and Astons is a little more intriguing. FIA

sense to let one brand stay in WEC while the other pursued single seater glory. Might the VW brand be utilised instead? Again, it seems unlikely given VW's involvement in WRC, wouldn't you say? Maybe we'll see a Bentley or Lamborghini entry instead.

Regardless, Porsche is well aware that it needs to beat an increasingly competitive bunch of rivals in every sporting discipline to maintain a reputation forged many, many years ago. Whether that will be born out through contemporary business politics, or hammered out on the race track the old fashioned way, only time will really tell – I know which way I'd prefer... ○



## Auto Art

Period automotive artwork is hot property in some circles these days, and when you see pieces displayed correctly, it's easy to see why. Old signage and posters are traditionally brightly coloured and often entertaining purely for their retrospective nature – it's easy to forget how liberal advertising was in the 1950s and 1960s. But it's also worth considering purchasing items such as postcards, calendars and flyers

which can make statement pieces on the wall of your home or office.

We spotted this period calendar during our recent jaunt to Paris for the Retromobile show. It drew our attention for its fantastic design, bright colours and perfect framing treatment. Respectfully framing a piece of popular culture art can turn any piece into a focal point. This particular item was being auctioned with a guide price of up to €1500, but the same affect can

be achieved for much, much less.

Keeping an eye on eBay for suitable items is one fruitful avenue, the traditional auction houses often include period works in their sale catalogues – Coys now runs a film and automotive poster sale. Alternatively local flea markets or antique fairs can also be worth a visit. Don't skimp on framing; a local specialist will be able to provide you with expert advice and its professional framing services at a reasonable cost o

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# *Perfection* Personified

Segal Motorcar Company has restored this 1961  
356 B Cabriolet with amazing attention to detail.

Story: Louise Woodhams Photography: Matthew Berenz



Specialising in selling luxury and classic European vehicles for over 30 years, Canadian firm Segal Motorcar Company has seen a lot of exquisite and rare machines pass through its doors. However, the company's founder, Jeffrey Seigel, admits that none have been as special as this 1961 356 B Cabriolet.

The story of how he came to acquire this Porsche is both extraordinary and compelling. The 27-month journey that Jeff embarked on from the purchase of the car through to the restoration and now the point where it has gone up for auction with Bonhams has been fraught with emotion.

The car used to belong to one of Jeffrey's regular clients, Rick Hallissey, and Rick's wife, Pamela. Rick was a Porsche enthusiast through and through. Tragically he passed away just over four years ago but the car and the memories that it held during the couple's 40 years with it meant so much to Pamela that she couldn't part with it for another two years.

Jeff takes up the story: "When I went to see the car I couldn't believe my eyes. Sat

next to it was its twin. The Cabriolet belonged to Rick, and the Roadster D-Iteren of the same year belonged to Pamela. Both vehicles had been bought within five days of one another. When I saw them together I wanted to buy the pair! Pamela is an amazing woman. At first she was reluctant to sell me the Roadster as well, so I offered her what I was going to pay for the Cabriolet plus another \$20,000 on top and she finally agreed."

After the deal was made both cars were picked up on a flatbed and taken straight to Engineered Automotive. The company is just a few minutes from Segal Motors, and has been restoring vehicles in Toronto and Nationwide for over 20 years. Its work is second-to-none and it's reputed to be one of the best Porsche restoration specialists in Canada. Founding partner, Billy Smilovsky, started working on engines at the age of 14 and went on to work as crew chief for Ludwig Heimrath for 20 years. Ludwig enjoyed a victorious racing career in various different series, most notably American open-wheel PPG IndyCar competing at the Indianapolis 500. He was even an official works driver for Porsche from 1961 to 1977. After enjoying a long-standing career with Porsche Motorsport

Canada, Billy decided to set up his own business, and he's never looked back since. As well as earning a top reputation for being a master technician and champion restorer, Billy is also called upon by Porsche when it needs to troubleshoot software issues.

Before the restoration began, the 356 Cabriolet was completely stripped down and every calculable component pictured and catalogued, as was every new part, together with all of the invoices. "Billy and I had to make two choices: did we want to create a nice driver's car or turn it into a spectacular, functional piece of automotive art that was a testament to Engineered Automotive's level of craftsmanship?" reveals Jeff. "There wasn't much of a debate really, we had to go down the second route. Billy is humble, direct and honest – he genuinely cares about his customers but, more importantly, he is a start-to-finish kind of guy who tackles all projects with perfection. We were both passionate about doing this car justice," reveals Jeff.

Such is the case that every part on this car is OEM. "Although it essentially delayed the project by 13 months as Billy had to wait for a lot of parts, there's not one single aftermarket component on this car. He's a stickler for detail



The attention to detail on this restoration is first class, with \$247,000 spent in total, as you can imagine, no corners were cut





*"Over my lifetime I must have sold 7500 Porsches but this is the best example of a 356 Cabriolet I've ever seen"*

but it's worth it. Aftermarket screw fasteners, for example, may look exactly the same as the OEM ones to the naked eye but after a few years of being on the car, however, the aftermarket parts would have deteriorated. There's a difference of \$7.30 per screw fastener but it's worth it. It's also probably part of the reason why the estimated restoration of this project went from \$130,000 to \$247,000," explains Jeff. Obviously that doesn't include the cost of the car!

For that sort of money you can appreciate how this is a true body-off restoration. Over 1600 hours of labour went into the build of this car and it even has a Porsche certification of authenticity, together with an affidavit from Ludwig himself who oversaw the entire project and also acts as a consultant to Billy. Jeff even went to the effort of specially creating a custom coffee table book detailing the car's history,

pedigree and provenance, featuring pictures taken throughout the entire restoration process. He's published four copies: one for Billy; one for the lucky new owner; one for himself; and one for Pamela – who contributed to the book with the adventures that her and Rick got up to in the car over the four decades they had it. During those years the car was used during the weekends of the summer season when the couple took it to their holiday home in Muskoka, Ontario. When the car came to Jeff, in October 2012, he knew it was a good driver, as he explains: "Rick used his cars but he was also very sympathetic in the way that he used them; it never missed an annual service. He knew what he was doing and I just loved that. Jeff and Pamela were only the second owners and it was what I would call an honest car."

Even so, a no holds barred restoration was always on the cards for this car. Exterior-wise the entire undercarriage, all welds and trunk areas were dipped into an acid bath before being

resprayed in the original Ivory white hue and the black soft-top replaced. All-new chrome, brightwork, glass, rubber mouldings and tyres were also fitted and the chrome wheels refurbished. The 90hp Super 90 engine (which only had 68,822 original miles) and matching numbers four-speed transmission have been completely rebuilt to original specification together with the coachbuilder certification plates and labels which are all in the right place.

Inside the factory-ordered hand-stitched red leather trim, fittings, gauges and carpets were replaced or refreshed so that they were the same as they would have been when the car left the factory. You'll notice that the spare wheel is shod in a whitewall tyre but those on the car are black. We ask Jeff about it. "Billy and I stood for hours discussing whether we should have the spare wheel chromed to match the wheels on the car," he said. "That's when I phoned Jakob Greisen, Head of Bonhams US Motoring Department, and asked what he thought. He





Beautiful red interior invites you inside and continues the flawless theme of this restoration

said that we shouldn't do anything; Porsche deliberately used a black wheel shod in a whitewall tyre as the spare so you knew it was just that. It was the original spare wheel and tyre and so we should leave it as it was. It just shows you, even after working with a brand for 30 years, you can't know everything!"

In a nutshell, nothing has been overlooked – the car is flawless. In fact, Jeff is so confident about the standard of this car he's let the market set the price. In other words he's decided to sell it with no reserve when it goes under the hammer at Amelia Island.

"Over my lifetime I must have sold 7500 Porsches but this is the best example of a 356 Cabriolet I've ever seen," admits Jeff. Together with his experience in the job – having started at the age of 12 cleaning floors part time for his local dealership before going on to become general manager ten years later and then starting his own business (funded by the sale of his beloved 930 Turbo) – Jeff is also a huge fan of Porsche. From





Leaving the original spare whitewall wheel and tyre in situ was a tough decision, but it was the correct one...



his first, a 914, which to the envy of his friends he had when he was a student, to various 944s, 930s and 911s of every generation and type, he'll never fall out of love with the Stuttgart brand. "People in Toronto have such an admiration for Porsche cars; every time I drive one people I pass smile. It's also one of the most user-friendly cars ever built. Did you know that the number one modern car with the longest average life expectancy of 12 years is Honda? Only 10 per cent of Hondas ever made are still on the road, however. In the last 50 years, 92% of all Porsche 356 and 911 cars are still on the road. They're just wonderful machines."

So what was the most exciting part of this journey for Jeff? "Seeing the team at

Engineered Automotive assembling it all back together was unforgettable. The way the guys engaged with it, and the energy, was simply amazing. I'm happy I've had time with the car from completion to sale, so I can process everything that happened and speak to people about it. We had a terrific response to the print advert we put out, and the online video we put on our Facebook site got almost 2000 likes within 72 hours of it being live. It's been a long and often frustrating, journey. Visiting Billy at least five times a week for two years and three months was both exhausting and tested our relationship but we've come through the other side stronger. It's been a positive end for all involved, including Pamela who was blown away by the finished result."

This is the just the second car Jeff has ever had

restored to this level. The first was a 1970 Ferrari Dino 2.6 246 GT M Series Coupé which, although sold to a valued customer, an agreement was signed that means it will be returned to Jeff when he current owner wants to sell it. He's effectively a custodian of the car. We'll leave the last word to Jeff: "This is one of the best cars I've ever sold. For now, that is. In six months the 356 Roadster will be finished. It's one of only 472 in the world; now that is a special car." ●

### THANKS TO:

The Hallissey family, particularly Pamela, and Billy Smilovsky and his team at Engineered Automotive ([www.engineeredautomotive.com](http://www.engineeredautomotive.com)).

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*Mark Wilkinson Managing Partner  
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# Plug & Play

Modern car remapping technology is more seamless than ever. We talk to the owner of a brand-new Porsche Macan diesel as he hands his car over to be remapped.

Story and photography: Neill Watson

Car remapping and electronic tuning techniques have been around for decades now, but I'll admit that previous personal experience of remapping car services has led to me hold mixed views. It can be an industry filled with smoke and mirrors, with bold claims that are often hard to quantify and verify. We've all heard horror stories of laptop-wielding wizards who've plugged in, worked some magic and then left owners with a pile of molten alloy just a few weeks later. Or tuning companies offering shiny boxes with flashing LEDs but little else. And of course, there's that old chestnut of your car warranty. An unusual set of ECU readings is the perfect opportunity to sidestep an expensive engine claim. So would you really take an almost brand-new Porsche Macan with less than a few thousand miles behind it to a remapping company?

As I head across the wintery M62 towards the Lancashire headquarters of Tunit, I may not be exactly sceptical, but I'm possibly cautious. I have questions. Many of them. However, I'm probably directing them at a company better qualified to answer than most. Over a strong northern brew, MD of Tunit Ltd Michael Bromley gives me a fast rundown on the history of both the company and the remapping industry in general.

Established in 1998 with the purpose of offering the-then relatively new concept of turbo diesel remapping, Tunit's first product was a simple plug and play unit. "It was the size of one

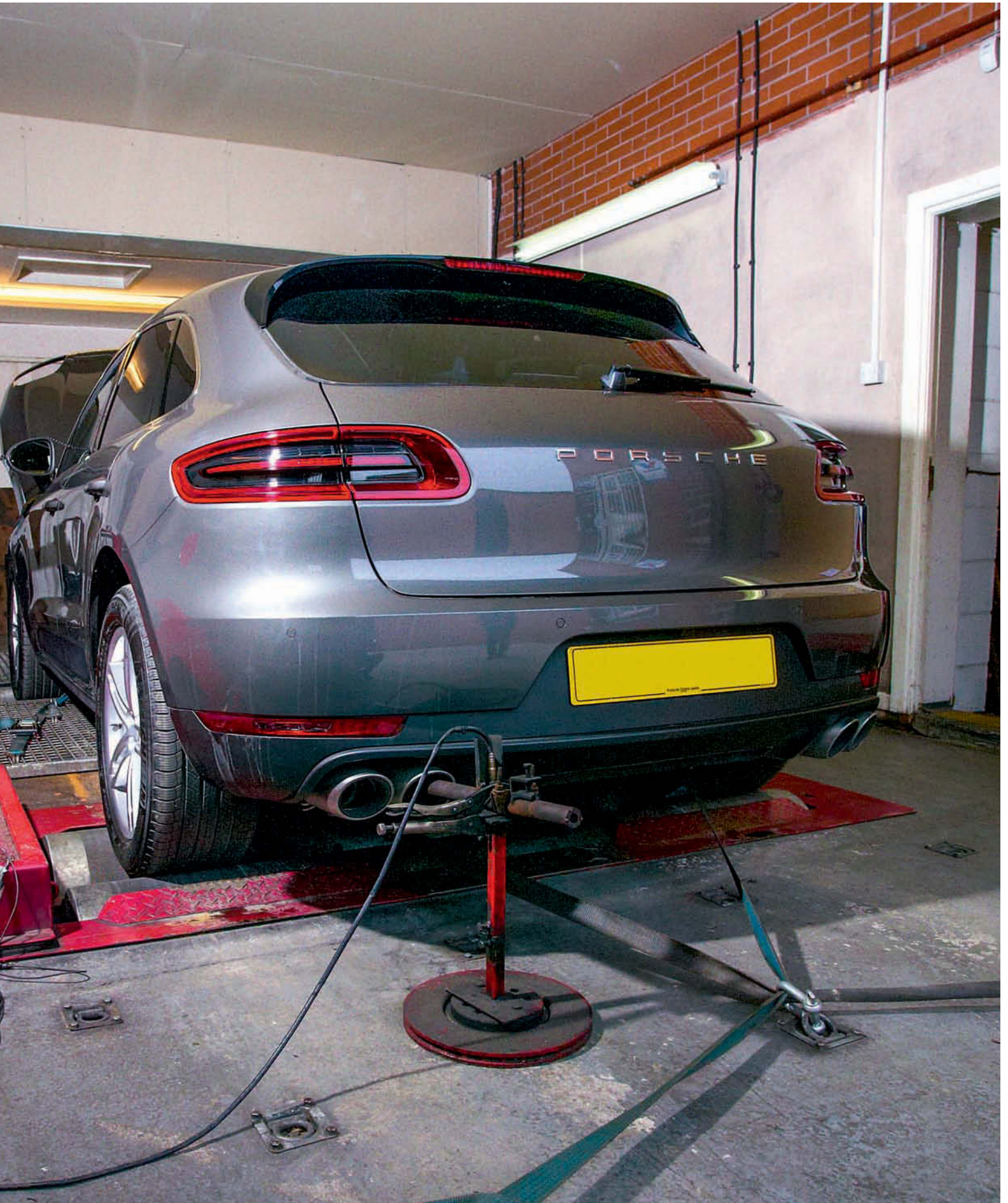
of those old Motorola brick phones, but it worked and proved that remapping could improve diesel power and driveability." At that time, there were a multitude of similar products on the marketplace, all using similar techniques of signal amplification for improving performance.

As the technologies developed, drive-by-wire throttles and other integrations and advancements created both hurdles and opportunities for the Tunit remapping technology and as the company continued to invest, the level of sophistication grew. Through a series of incremental improvements, the Tunit technology has evolved into today's tiny unit capable of handling the complex interrogation of a modern ECU safely, while offering a far more bespoke solution than the earliest models.

Today, the company sells worldwide through its dealer network and has blue chip clients that include the British Army. Its latest product is called Advantage. With more powerful processing hardware and adjustability across a range of parameters, the Advantage can be set to the owner's objectives: "We can set a unit for optimum economy, improved low end for towing or simply a general improvement in driveability," Michael tells us. "But the owner can also adjust the settings themselves to further tailor the power delivery."

"Development is an ongoing process," he continues. "As car manufacturers develop more complex systems, we have to keep pace. The big thing right now is the 'clock speed' of the latest engine management systems." Indeed, as





*"I've had my last five cars done by Tunit.  
The benefits are so obvious it's the first thing I do"*

engines become more complex, the processors inside the ECU are more powerful than ever: "Plus, some have begun using clever techniques to develop barriers."

So, does this mean that the makers don't approve? "Actually, they're generally okay with it," he confirms, "they just want to stop casual fiddling. It tends to be individual dealers that have issues. But these days some of our biggest resellers are actually franchised dealers."

In fact, Tunit's range of warranty and guarantee options on the Advantage are testament to its confidence in the product. Your Tunit can be upgraded, reset to a new car or even part exchanged at any time. The unit itself has a five year warranty and the company stand behind a one year engine and drivetrain warranty as part of the package.

So, who would take an almost new Porsche Macan diesel straight to an ECU mapping company with less than a couple of thousand

miles on the odometer? That question is easily answered when we meet its owner, as we shall refer to him. Holding our hot tea mugs, we chat about his new Porsche: "I love it. I had to wait what seemed like ages for delivery, but I'm really pleased with it so far." As well as a succession of fast German turbo diesels, he's also an ex-964 Carrera 4 owner. We swap iPhone camera rolls and reminisce about air-cooled 911s as we talk about the Macan.

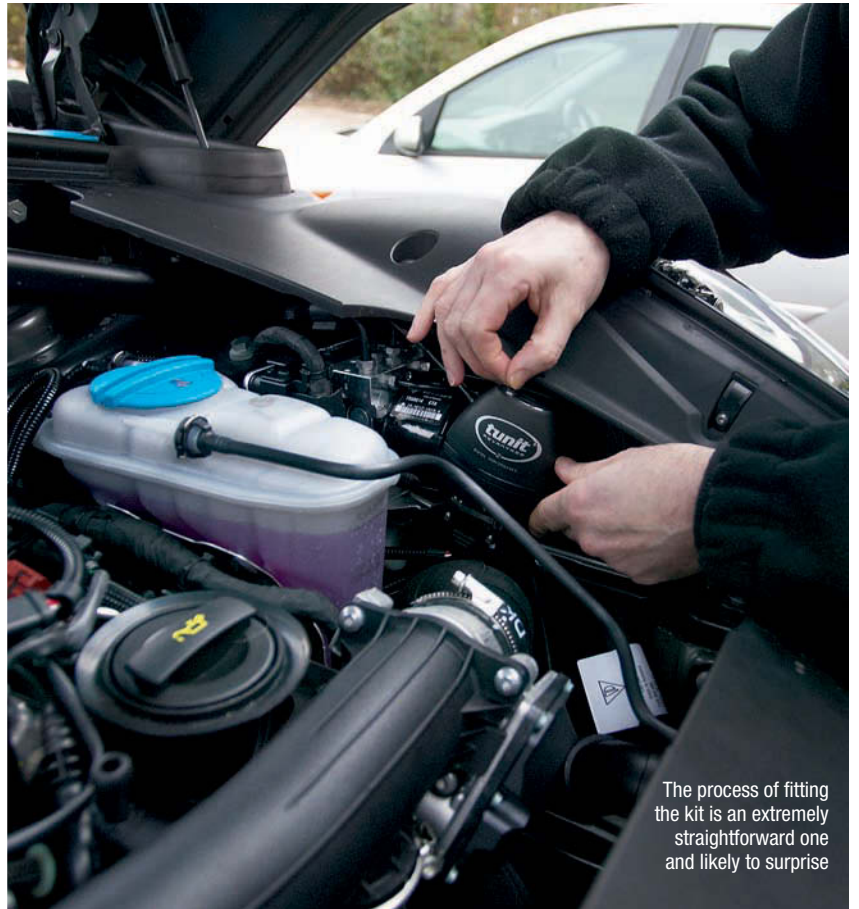
So why did he bring it here, so new and so soon after the 'new car' novelty period?"

"I've had my last five cars all done by Tunit. I used to wait a while, but the benefits to me are so obvious, it's now the first thing I do," he tells us. Well, that's a positive comment. Indeed this Macan still has that unique new car smell that I wish I could bottle and sell. We pop the bonnet release and lift that large, beautifully pressed clamshell to reveal the usual car manufacturer's plastic cover across the V6. A couple of quick

release fasteners later, the Tunit guys are accessing the connections into the management system. "We use plugs and connectors that are the same as the original manufacturer's," explains Michael. "It ensures a much more secure fit and better durability."

In fact, watching the Tunit being fitted is, if anything, a bit of a none event. Moments later, some neatly sheathed and routed wires are in place, the tiny unit is secured to the engine bay and the plastic engine cover is back in place. The Tunit sits, little LEDs winking away. I'm not sure what I was expecting. Perhaps flames from the exhaust or something. We watch the guys secure the Macan to the dyno. This isn't normally part of the install process, but this Macan is the first to arrive with them and they're interested...

"Our calculations show that we should be getting around 300hp. We're basing this on the similar Volkswagen unit, but taking into account that the Porsche mapping is different, plus



The process of fitting the kit is an extremely straightforward one and likely to surprise



The results on the rollers are only half the story here, improvements to real-world performance are what make this kind of modification worthy of serious consideration...



*"The driveability is transformed. It was already a good car, especially in Sport Chrono mode. Now, it goes like lightning"*





**Tunit**  
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the PDK gearbox software is another variable."

With the Macan's levels double checked, its first power run is undertaken. We pause as someone takes a screwdriver to the unit, then cross checks something on a laptop and lets it run is on the dyno once more. The result? 302hp. That's up from the 258hp standard output. Some more small adjustments based upon what the owner wished from his car and some more runs on the rollers show a nice, fat torque curve.

With such good results, I have to wonder why the car manufacturers don't do this from the factory... "That's probably our number one question too," says Michael. "Principally, it needs to set a map that will cater for many things, including third world fuel quality, differing climates and all sorts, so they are inevitably not the optimum. We supply different software for each country we sell to. Plus, of course, there's the argument that the manufacturer can subsequently offer the face-

lifted car with improved performance."

Perhaps one of the most interesting figures from Tunit's expertise is that it actually reduces emissions by as much as 27 percent. "Most tuning companies create improved fuel economy by mapping lots of torque into the bottom end," he informs us. "This gives better mpg because the gearbox shifts earlier or the driver will go up the gears quicker. However, they nearly all have significantly increased emissions. We use the same techniques, but we also use the engine load parameters to shut off fuel when it's not needed." Indeed an independent report by Harper Adams University that tested 14 units concluded that some actually doubled emissions, whereas Tunit's significantly cut all the nasties.

So enough of the theory. Out in the real world, what has happened to the Macan? Rather than ask for immediate feedback, I deliberately waited a few days before catching up. "The driveability is transformed," its owner tells us. "It was already a good car, especially in Sport Chrono mode, but

now, it goes like lightning. Overtakes on Yorkshire B roads are a breeze now. A regular cross country journey that I know used to give me 32.6mpg, I now get 36.7. And I'm cracking on a bit across the Yorkshire Wolds at that too. I used to get 45mpg just cruising, so you never know, I might get around 50mpg in that mode."

The key phrase that keeps popping up here is 'driveability'. With a useful 50hp increase, spread across a very smooth torque curve, it's fair to say that this Macan is now capable of covering ground at a quite indecent pace but in a total drama-free way. While you may share my views that diesel is, in fact, the fuel of Satan, there's no denying the sheer pace at which modern common rail injected cars can cover ground. Add in the Sport Chrono Pack, the lightning quick PDK shift and the further improvements of Tunit's well-proven package that's simple to fit and even backed by its own drivetrain warranty, and you can imagine just how rapidly you're going to be arriving at that next corner ○



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ONE  
YEAR  
AGO  
MAY  
2014



We were busy gearing-up for Porsche's return to Le Mans this time last year, with a look at the 919 Hybrid, the technology and people behind it, and its official launch. To celebrate we took the new Panamera S E-Hybrid to the French circuit, having started out at Silverstone. In fact motorsport was a big theme for our May 2014 issue. We also took an in-depth look at Porsche's history at Le Mans as part of a series of features building to the great race, and also sampled the delicious 550 Spyder – the original Porsche race car.

Elsewhere in the issue we examined the announcement of two new vehicles: the 981 Boxster and Cayman GTS.

FIVE  
YEARS  
AGO  
MAY  
2010



Say hello to Porsche's new supercar, the 918 Spyder. Five years ago the 918 concept had us all hot under the collar as we got our first glimpse of this fantastic and futuristic new vehicle. We called the car a "blueprint for the future of the sports car" and read between the lines to understand that the company was very serious about producing the car. After all, it had printed the order forms at the Geneva Motor Show! Of course, we were correct...

Looking back, not forward, regular contributor Brett Fraser delved into Porsche's historical racing partnership with Martini, a brand long associated with some of the most iconic Porsche race cars.

TEN  
YEARS  
AGO  
MAY  
2005



We attempted to see into the future ten years ago to determine which Porsches might become revered classics in the future. Naturally this was as difficult to predict in 2005 as it is today but we drew up a list that included the 993 Carrera 2, 996 GT3, and the original Boxster S. We also considered the 928, 924 Carrera GT and the 964, finding of the 964: "Affordable 911 motoring maybe, but it falls short of being a classic 911." How times (and opinion) change, hey?

Elsewhere in the issue we put the Cayenne through its paces off-road in Scotland and looked at what you needed to know if you were in the market for a 914 or 914-6.

981 GT5

# Gran Turismo 981

Porsche has revealed two new GT5 models for the Boxster and Cayman. Here's all you need to know about the mid-engined machines.

www.porsche.com

950 Spyder

# The Original

Porsche's motorsport legacy started here with the 550 Spyder. The original Porsche race car.

W hen you talk of the Porsche 550 Spyder, you're talking about the car that started it all. The original Porsche race car, the 550 Spyder, was designed by Ferdinand Porsche and built by the Stuttgart-based firm Porsche Automobilwerke in 1938. It was a mid-engine, open-cockpit sports car that was designed to be a road car that could also be used as a race car. The 550 Spyder was the first Porsche to be built with a mid-engine layout, and it was the first Porsche to be built with a four-wheel drive system. The 550 Spyder was a success, and it paved the way for the Porsche 911.

www.porsche.com

918 Spyder

# PORSCHE'S FUTURE STARTS HERE

The announcement of the 918 Spyder marks the beginning of Porsche's next journey, and it looks set to be an interesting one.

www.porsche.com

the archive

# ANY TIME, ANY PLACE, ANYWHERE...

1963. Porsche was a small, family-run company that had just started to make a name for itself in the world of sports cars. It was a time when Porsche was still a relatively unknown name, but it was a time when Porsche was starting to make a name for itself in the world of sports cars. The 917 was the first Porsche to be built with a mid-engine layout, and it was the first Porsche to be built with a four-wheel drive system. The 917 was a success, and it paved the way for the Porsche 911.

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# TOMORROW'S CLASSIC PORSCHEs TODAY

Every Porsche is a classic, right? Not quite. While Stuttgart's sports cars have defined generations and topped the table for greatest drivers' cars time and again, this doesn't give a model a right to become a sure-fire classic. This requires something special. A touch of uniqueness, an element of desire, the ability to pass the existence of 'Porsche-ness' from generation to generation. The classic Porsche is the one that enthralled and fascinates just as much today as it did 30, 20 or even 30 years ago. It could be a model you just have to own once in your lifetime or one to keep and enjoy and leave behind for your family to dispose of once you've shuffled off the planet. Either way, the following three Porsche road cars are, in our opinion, the favourites for dominating the pages of classic car magazines in years to come.

42 OF PURELY PORSCHE



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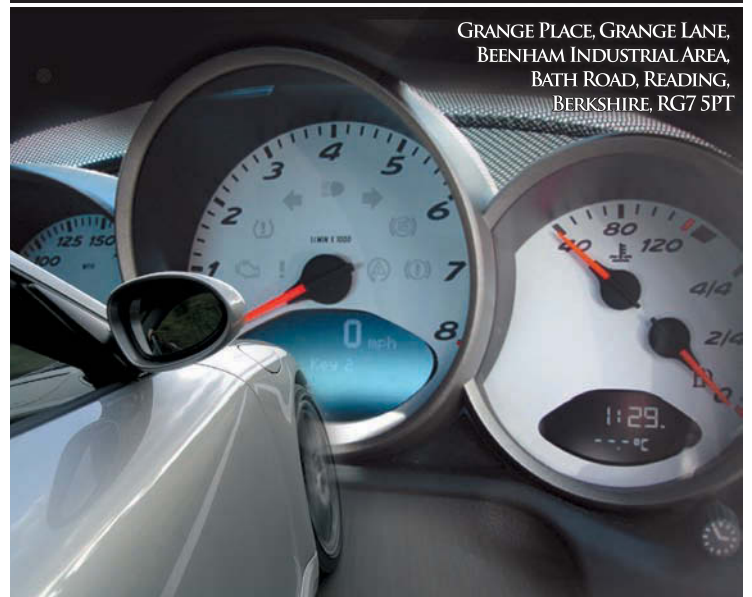
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# long-term fleet

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

MATT BIGGS

1981 911 SC



The SC is tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist. Still learning the ways of the 911, Matt's still not sure how to drive the car properly but it looks and sounds fantastic and was great fun on its first track outing – he's looking forward to more.

[twitter](#) @PawnSacrifice

JACK WOOD

2004 996 GT3



Bought in April 2012 from a highly reputable Porsche specialist, it was pressed into immediate service as a combined daily driver and track car. Now a third car, the GT3 has been completely resprayed with the latest self-healing paint protection film by PaintShield and mechanically overhauled. It's in pristine condition.

[twitter](#) @Jackkwood

MARTIN SPAIN

2002 996 TURBO



After an extensive search for the perfect 997 Carrera 2S, Martin was "seduced by the boost" and ended up with a 996 Turbo. Purchased in April 2014 as a weekend and occasional track day car. Other than the outrageous performance, it is the famous Turbo script on the rear that keeps him coming back for more.

[twitter](#) @MartinSpain

MATT BIGGS

1986 924 S



A project bought unseen for £400 as a non-runner. Replacement engine, SPAX coilovers and 968 ARBs, a home-made quicker steering conversion and race seats already fitted. Plenty of track days, a rally in France and trip to Le Mans to see Porsche's return all under its belt.

[twitter](#) @PawnSacrifice

JACK WOOD

2010 997 GTS



Purchased in November 2014 the GTS was something of an impulse buy. The Meteor grey Carrera 2 started life as a demonstrator at Swindon Porsche and is fully-loaded with extras. So far it is living up to the hype and has been a pleasure to use.

[twitter](#) @Jackkwood

ROB RICHARDSON

1978 911 SC



Rob's an old hand when it comes to tinkering with classic cars, and has even owned and modified a 924 in his time. Having hankered after a classic 911 he's finally tracked down his perfect project. Expect to see this '78 911 SC being given the 'Richardson touch' over the coming months...

[twitter](#) @Racereightysix

# long-term fleet



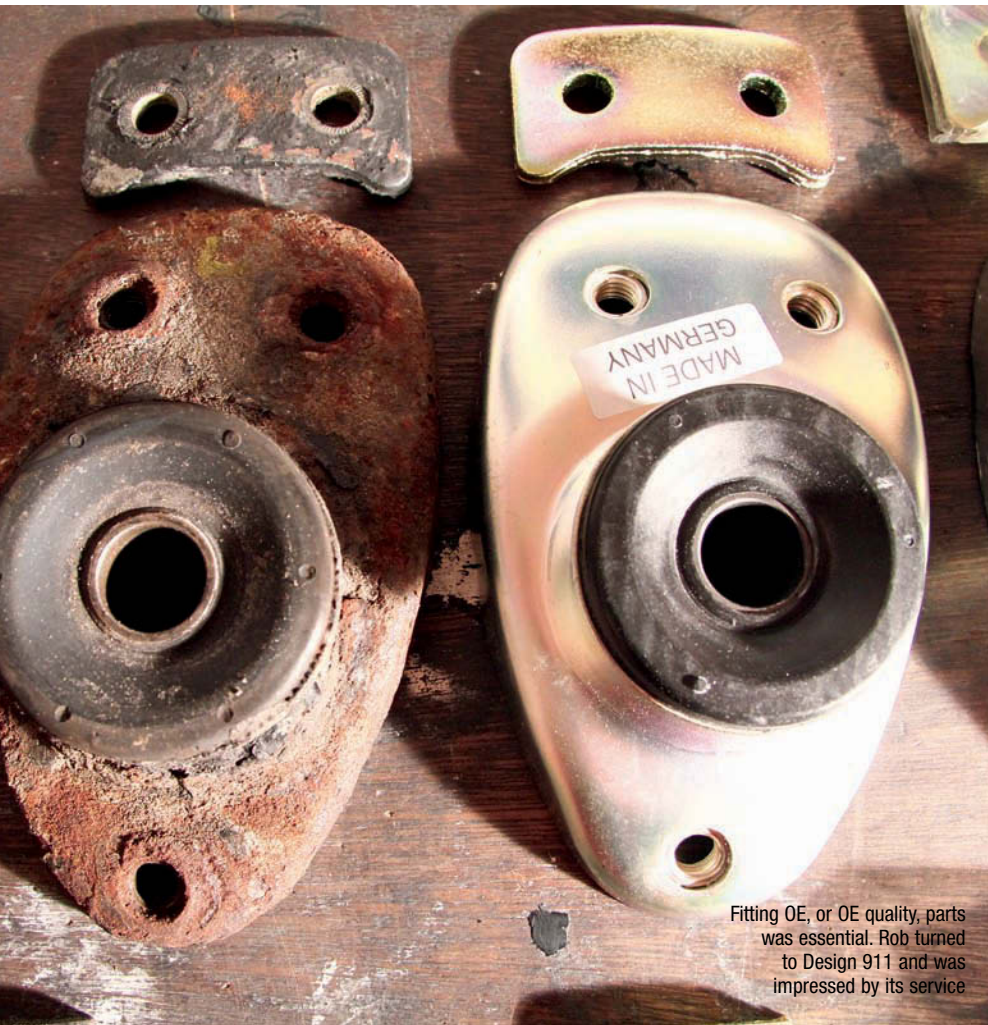
Rob made a special tool to prevent having to remove the car's wing...



## 1978 911 SC

With the SC home and on axle stands I decided the first thing to do would be to give it a going over and to create a list of everything I needed to buy and do. Well, the list became an Excel spread sheet which ballooned into a personal technical resource where I could save links to parts, specs and technical guides as well as track the projects progress; can you tell my day job is in engineering...?

As a newcomer to 911 ownership I've been soaking up as much advice and information as I could from the web and I'd recommend both Pelican Parts (<http://forums.pelicanparts.com/porsche-911-technical-forum/>) and the Impact Bumper forum



Fitting OE, or OE quality, parts was essential. Rob turned to Design 911 and was impressed by its service



([www.impactbumpers.com](http://www.impactbumpers.com)) – both great resources full of like-minded hands-on enthusiasts.

When it came to insuring the 911 I wanted to make sure I had the right cover. This car has been a sizable investment for me so should the worst happen I wanted to make sure I wasn't heart broken and out of pocket. So I got in touch with John Glynn from ImpactBumpers.com who was able to appraise the car and provide me with a written valuation for a mere £35 which was accepted by my insurers.

Anyway, paperwork and internet procrastinating out the way it was time to get stuck in. The car had seen little use with the previous owner having only covered 600 miles in the last year, so things were generally stiff and dry. I

started with replacing all the cables in the car and cleaned and greased all the runs. Basic but necessary and less embarrassing than arriving at a weekend hotel destination only to have the luggage compartment release snap and spending the trip with only what I'm stood up in. It was all straight forward with the exception of the fuel filler release; the spring that secures the lid closed had dislodged itself. Sounds simple, but no. To remove the catch you need to remove the wing. To remove the wing you have to disturb all the body seals around it and I'm confident the door would have had to come off too. I wanted to avoid this so made a 'special tool': a 6mm spanner with an allen bit pressed in. With this, some choice language and the loss of

most of the skin on my knuckles I was able to remove it. Phew! With all-new cables fitted I spent some time aligning all the panels and latches. It may have been detail work but it makes a difference to the looks and functionality of these key touch points on the car.

The next area of attack was the damper tops. The factory underseal was cracked and signs of surface rust were starting to show. On removing the top-mounts it became clear they were past their best and snapping a stud sealed the deal for a replacement. I contacted Design 911 ([www.design911.co.uk](http://www.design911.co.uk)) and ordered everything I needed, from the mounts themselves to the spreader plates, bolts and washers. The company have everything you need and it's all selectable from parts diagrams and

filtered by your vehicle spec. This is great as I'm used to owning cars that are impossible to get bits for, so to have what I need, OEM or OEM quality, delivered to my door next day was a luxury. With the old paint removed I ground back and treated the surface rust, zinc primed and painted the tops before reassembling the whole affair with correct torques and lashings of underseal in the turrets.

I'll have to revisit once the car is back on its wheels to check and adjust the geometry, but I'm planning on adjusting the ride heights and playing with settings at a later date anyway. For now I'll just enjoy the fresh paint and shiny bits and the warm sense of this project starting to gain momentum!

*Rob Richardson*

# long-term fleet

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Matt's 924 flew through its MoT this month, but could it be time to part with it?

## 1986 924 S

I find it odd how some things stick in my mind. A couple of years ago, I had planned on taking the engine out of the 924 and changing the oil seals over the Christmas break. I booked my days off and got everything teed up. Infuriatingly the day after Boxing Day I put my back out and for 24 hours I could barely move from the floor, let alone anything else. So the job was on hold. In January of that year I got back on it and a while later the car was fixed, a few upgrades done, and was MoT'd. So it's about early February that I start to get the sense that I need to sort the 924 for its MoT. Only this year, I was a little late. One day I arrive at work and I am convinced the MoT must be due imminently, so I go on to the web and look up the expiry date using the reg number – it was due that day! At least it wasn't late...

As soon as the commuter traffic had died down I drove to the local test centre and was told to return in a couple of hours. I was a little concerned about the emissions, what with the new exhaust not having been run in properly, but this would at least buy me some time to get the car sorted properly, and not be illegal. When I went back to the test centre to collect my car I was told it had passed! Again, I underestimate the 924 S and again it comes through. This is by far the oldest, tattiest car I have ever owned and yet it is also the most reliable. There were a few advisories, but nothing that wasn't on there before – corrosion to non-structural parts that I am tempted to replace with lighter alternatives.

It may have got a straight pass with

none of the usual prep and testing (not even the once-round to check all of the lights!) but I had actually done a little work on the car in the weeks prior. Firstly I had another look at the rear light cluster, and the near side brake light was becoming a little intermittent again. The problem with the light turned out to be the connector. I cut and routed the wire for the brake light separately with a little bullet connector so it can be removed if needs be, along with the rest of the light cluster.

I had also fitted the new exhaust. I didn't believe the old one was MoT worthy (well, the centre section at least) and so it seemed like a good time to replace the back box while I was at it. I am happy to report that the exhaust has now quietened down a little. It seems to be getting quieter at the lower end of the rev range, which is better for pootling about, especially first thing in the morning as I leave for work – I can't imagine I would endear myself too much with the new neighbours were I screaming by at daybreak. The weird thing about it, for a standard exhaust, is how loud it still gets as the revs climb. At about 3000rpm it still goes a bit nuts. I really need to bring it to work and get it sound-checked to make sure I will still be able to get on to some race tracks this year! I am itching to get out, but the house and other distractions have stopped me so far.

How much track time I get will also depend on how long I keep the car. Its future is in the balance, and that actually makes me a little sad. This is the part in the article where I play a gentle melody in the background and

get more serious. You see, I have now reached a point with the 924 where a good deal of time and money has been spent getting the car up to standard. I am pleased to report it's a lot better than I originally suspected it ever would be, and it has proven its worth on track. But I think that I would now want to spend yet more on it. I would love to replace the wings and rear screen with plastic of some sort to drop some weight. The way the car looks in profile on the SPAX coilovers would look fantastic with a few of the dings hidden and a fresh coat of paint applied. From what I have read and been told about the difference one would make, I would also love to fit a lightweight flywheel. These updates are all going to cost and the improvements will be incremental compared to the money involved, but it would be fantastic to see the job through and finish the 924.

So I am at a bit of a crossroad and need to make a decision, not that I won't continue to enjoy the car as it is at the moment. If I do decide to let it go I hope it will be quick and painless. I mooted the idea on Twitter the other day and almost immediately had a message from someone I know from track days asking about it. I'm proud that I've rebuilt a scrapyards-bound non-runner into something others actually see as a job well done.

I have poured so much time and effort into the little Porsche that my view is arguably rose tinted but it has been a great starter car for both the garage and the track. It has taught me a lot. If only I had more space... and money... and time...

*Matt Biggs*



## 1981 911 SC

With winter seemingly having passed only moments after it arrived, in the south at least, I was enjoying the decision to use the 911 more regularly, for the sake of the battery. The warmer weather meant that starting and getting going was easier than it had been for a while. It is nice to sit for a moment and listen to it chuntering away, warming up ready for the off. Even with the standard exhaust the SC is a little noisy so I prefer not to wait too long if it's an early start.

I am sure that some of you are wondering where the joy is in commuting and why use the SC for

that. Well, the old 911 is an event, a joy to drive on any occasion and not one I feel I need to limit to weekends or special outings, and perhaps that is one of the joys of the car not being low mileage or in mint condition. In the crazy world of 911 prices, at the moment having one that is not worth a great deal means it is not too precious to use whenever I want. Besides, I live in the countryside a reasonable distance from work so the road is interesting and the hours I keep mean that I am rarely stuck in traffic. There are occasions when I am caught behind someone driving just that bit slower than I would like, but then that gives me the chance to open the

throttle, make some noise and ease past. In some ways the odd slow driver actually makes the drive more interesting. About the only thing to spoil my commute is the driver behind the slow one who is reluctant to overtake and leaves all behind them dawdling along. I'm getting a lot better at just pootling and enjoying the car. All else aside, the 3.0 air-cooled engine is a great antidote to a hard day.

That is not to say that I have been having it all my own way, one rarely does with classic cars, although the payoff is worth it. Not too long ago, at work, I finished up a long call, took some lunch orders and hopped in the car. The engine fired on demand and I

sat for a moment as the idle settled. I departed the car park with ease; people always seem happy to let the SC out at junctions. Anyway, a few hundred yards later I reach the traffic lights and wouldn't you know it, the car stalls just as the traffic stops from the other direction and I'm seeking out first getting ready to move off. The engine cutting out when the car's cold isn't unheard of but it normally happens when the car's just started and I've done something stupid. At the same time, there isn't a lot of 'normal' with the SC – every time I think I have part of it sussed it does something different.

I tried to start the engine again, but it died. This is nothing new if the car



Matt is enjoying using his 911 on a daily basis but it hasn't been without some technical hitches

has stalled, it likes a moment to gather its thoughts before being set for the off. The traffic lights turned green and I calmly waved the other cars round me knowing I'd catch the next set. Each time I tried the engine it would fire momentarily and then stop. That was something new. I checked the battery contacts, despite the fact that the starter was working okay, all in order there. Looking at the engine all seemed well, but obviously was not. Once I'd determined I was going nowhere I put a call in to the office for someone to walk down and give me a push. A couple minutes later I took my head out from under the bonnet to see my colleagues approaching... well

the ones that didn't pretend to be on the phone the moment they realised there was a car in need of pushing.

Despite being light, compared to a modern car, the chaps seemed to make hard work of pushing the little 911 the short distance back to the office. I got out to help at one point, which, while the car is moving, is far harder than Hollywood would have you believe! I had to give up the driver's seat to Simon to park the last bit, he's advancing in years and I was concerned he might have a coronary. Paul appeared to have put in a good effort, although showed some signs of fatigue. Chido, on the other hand, was far too sprightly – he claimed fitness,

but we suspected a lack of effort and a whole bunch of pretending to push. They did leave hand prints on the back of the car, though, something I really must address before the next time.

I set to looking for the starting problem and not too long after I began I found it: the fuse for the fuel pump. I had checked it before and it wasn't broken, or so it appeared. When I removed the fuse I noticed that it had corroded at the top. Just a guess, but I think when the engine was off, the fuse contact was enough; the pump running giving enough fuel to the engine to start. Once it fired I think the vibrations broke the contact enough to cut the pump and starve the engine of

fuel. A new fuse fixed it and that evening I monstereed it home, to charge the battery, naturally.

The following day I didn't even make it out of the car park. The fuse was my first stop, but it was in good order. I then noticed that the wires into the fuse had also corroded. Removing them I stripped it back and taped it directly to the fuse; the terminal was jammed and I was unable to remove the screw to get the cable itself out. It seemed to do the trick, enough at least to see me home. As the wiring issue was a potential fire hazard I had to confine the 911 to the garage until further investigation; an ignominious end.

*Matt Biggs*

# long-term fleet

## 2002 996 TURBO

By the time you read these words I'll have had the Turbo for just about a year, and around this sort of time into car ownership I tend to get itchy feet and start browsing the classifieds for potential replacements. In the last few years I've had a BMW M3, a Porsche Boxster S, a Mercedes Benz C55 AMG and a RenaultSport Clio 197, a lovely list of good cars, none of which made it far beyond 12 months of ownership. It might seem flighty to change cars so frequently, and my friend and fellow contributor Jack Wood has chastised me in the past for being too fickle to really learn a car, foibles and all, but I've never quite 'clicked' with any of my recent purchases and so I've not felt any regret in selling them and moving on.

There was always a niggle or two that spoiled my enjoyment of the car; the awful brakes on the M3, a sluggish

automatic gearbox on the C55 and so on. Over time, these issues would begin to dominate the driving experience – in my mind, at least – and at that point I'd usually start looking for a replacement. However, I think this trend may change with the Turbo. I have no intention of selling it at the moment because I'm still very much enjoying driving it, learning how to use the prodigious performance and how to improve my own driving skills to get the best out of the car.

Besides, there's very little out there that offers the same blend of performance and everyday usability at a similar price point. 996 Turbos are remarkable value at the moment, and I'm not just saying that because I bought one! Of course, I'd swap it in a heartbeat for a GT3 – any GT3 – but the recent and remarkable rise in GT3 values shows no signs of slowing, so I think they're going to be out of my

reach for the foreseeable future.

With that in mind, I have noticed a slow rise in the prices of 996 Turbos at well-known independent specialists in the past few months. As ever, low mileage manual examples seem to be the most sought-after cars but a car not dissimilar to mine was advertised for £40k at JZM, which seems like a huge jump up from the £25-30k price point that most 996 Turbos have been selling for in the past year.

I don't want this report to devolve into a discussion about future prices and I didn't buy the car as an asset whose value should be protected at all costs, but this gradual appreciation in value prays on my mind a little. I'm wondering if I should get the car re-valued when my insurance renewal comes through, and if I should get those two little dents on the rear wheel-arch sorted out, and maybe keeping the car parked outside isn't

such a good idea after all...

If I'm not careful, these sorts of things could begin to colour the ownership experience just as much as the niggles did with my previous cars. Instead, I'm just going to focus on driving the Turbo as much as possible and ignoring the speculative threads on internet forums wondering if the 996 Turbo will be the 'next big thing' in appreciating Porsches. Spoiler alert: it won't.

This month's improved weather has meant I've had far more opportunity to use the Porsche rather than the family car, and there's been a week or two where MVC has been my daily driver. My fuel consumption has taken a bit of a hit as a result – 18mpg instead of 21mpg – but with the recent drop in fuel prices, a tank of V-Power costs slightly less so it's made virtually no difference to the running costs.

As I mentioned last month, the



wheels are the next item on my 'to do' list for the car, and they're going to Exel Wheels this month for a full refurb to strip the old bubbling paint and refinish them in the factory silver colour. I did briefly consider getting them painted in a darker smoked chrome finish having seen a very lovely 996 GT2 with dark wheels at a recent track day, but ultimately I decided to stick with the original colour. Those thoughts about originality and future values are creeping in again! I chose Exel because not only are they very well-regarded but they are the only company that collect your wheels and supply you with a set of appropriate loan wheels while yours are away being refurbished. That's a huge time-saver for me, and I can't wait to see how the wheels look when they come back...

*Martin Spain*

Martin rarely keeps his cars for longer than a year, but his 996 could be a different story...





# GT PORSCHE

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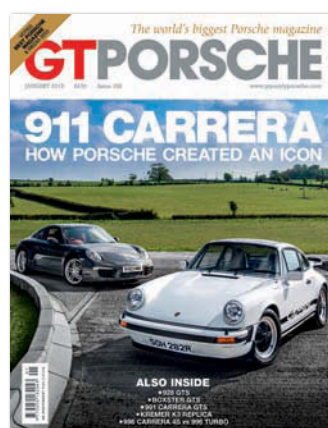
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# the market place

by Philip Raby



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

@RabyPorsche



## 911 Cabriolet

Depending on its age, a 911 Cabriolet could be a lot cheaper or a lot more expensive than a Coupé of the same age and type.

I'm looking forward to the summer and heady days of top-down motoring in 911 Cabriolets. I know some purists scorn open-top Porsches but I don't care – ever since I was a teenager hooning around in Triumph Spitfires, I've liked the whole wind-in-the hair thing – even though I no longer have much hair! And I'm not alone, the UK is Porsche's largest European market for cabriolets; a fact which puzzles some people as we don't have the sunniest weather,

but if you think about it, it makes sense. There's no point having a cabriolet in a really hot climate as you'll just get, well, too hot. Live in southern France or Spain, and it's far more sensible to cocoon yourself in an air-conditioned coupé. The more temperate British climate, on the other hand, has perfect balmy summer weather for cruising alfresco.

Buy a brand-new 911 and you'll pay a hefty privilege for going topless. Across the range, you're looking at

around a £9000 premium for a cabriolet compared to the equivalent coupé, which is not surprising as the former has to have a stiffer bodyshell and that complex fully automated roof system (which, when closed, gives Coupé-like levels of weather and noise protection – a world away from my old Spitfire rag-top!). By the way, it's not the same story if you choose an open-top Boxster over its Coupé equivalent, the Cayman – there's a £1000 to £3000 premium for the Cayman.

To get an idea of just how popular 911 Cabriolets have become, just take a look at the classified adverts. At the time of writing, one-third of used 991s on Pistonheads were cabriolets, which dropped a little to 27 percent of 997s and 25 percent of 996s, so there's been an obvious increase in the cabriolet population in recent years. Go back further in time to the days of air-cooled 911s and cabriolets hardly register, with just six percent of 993s, 964s and earlier 911s on the market





*The temperate  
British climate  
has perfect balmy  
summer weather  
for cruising  
alfresco*

# the market place

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being full convertibles. As we'll see, it's not just the numbers on the market that are distinct between water- and air-cooled 911s – the values are quite different, too.

In fact, I'll cut straight to the chase at this point – you'll pay a premium for a modern 911 Cabriolet, while the classic open-top 911s generally sell for less than the Coupé equivalent.

Why should this be? There are a number of factors but key for me is appearance. The old 911 Cabriolets look fine (albeit not as good as a Coupé) with the roof closed, but open it and it sits proud of the car rather like a folded pram hood, and you have to



The UK is Porsche's largest European market for 911 Cabriolets, despite the climate



fit a fiddly canvas tonneau cover over it to make it look at least half presentable. It wasn't until the 996 came along that Porsche managed to create a coherent cabriolet design, with a roof that folded neatly (and automatically) away under a body-coloured rigid panel. Roof down, a modern 911 Cabriolet has an aesthetically pleasing 'fat behind' while the raised roof is low and sleek. Furthermore, the older 911 Cabriolets didn't have such rigid bodyshells without a steel roof to keep them in check – the 996, on the other hand, was designed with an open variant in mind and is reassuringly stiff in cabriolet form.

The final reason for the air-cooled

911 Cabriolet's fall from favour is the increase in interest in roll-bar Targas, thanks in part to Porsche's reinvention of the roll-bar with the new 991 Targa. The traditional Targa is flavour of the month at the expense of the cabriolet. I think that's a shame because, from a practical point of view, the cabriolet wins hands-down – it's easier to drop and raise the roof and, when up, it's a snugger fit than the Targa's.

This, then, is actually good news if you're in the market for an air-cooled 911 and fancy a Cabriolet, as they tend to be considerably cheaper than an equivalent Coupé (and, indeed, a Targa). Also, because they're less

desirable, there's a fair chance one won't be snapped up because you get a chance to see it. I found two 1996 993 Cabriolets with around 66,000 miles for £28,000 apiece – you'd be looking at over £30,000 if it was a Coupé with that mileage, while there were no less than three similar sounding 964s for between £23,000 and £25,000 – try and find a decent 964 Coupé for under £30,000 these days. Going back further in time, a late G50 gearbox 3.2 Carrera Cabriolet looked good value at £24,000.

Contrast those prices with those of more modern machinery. For most people, the best looking 996 is the

sought after Carrera 4S and those wide rear hips work particularly well with the Cabriolet roof. If you want one, though, you'll need to part with around £23,000 to £26,000 – I couldn't find one for less and prices do seem to be holding very firm. Most Carrera 4S Coupés, on the other hand, are closer to £20,000 or less.

It's a similar story with the 997. Early coupés have dropped below £20,000 (although I'd argue they're best avoiding) while I couldn't find a Cabriolet, not even an early one, for less than £24,000, with most being priced considerably higher. That £24,000 would buy you a decent early





997 Coupé but it seems that an equivalently good cabriolet will be nearer to £30,000. It's a similar story right up the 997 price range and through to the used 991 market – Cabriolets are always more expensive than equivalent Coupés.

In summary, then, I'd consider a classic 911 Cabriolet as prices are relatively low and can only go up – especially if they come back into fashion (hey, global warming could come in useful here!) I'd also be happy to pay over the odds for a modern 911 Cabriolet for its great looks and sheer usability. Roll on summer! ○



*Good news if you're in the market for a 911 Cabriolet, as they tend to be cheaper than an equivalent Coupé*

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# all you need to know...



## 918 & 919 Hybrids

Hybrid technology can be confusing, but it's here to stay, so as a Porsche buff you'd better know what you're talking about...

Porsche is entering its second season in LMP1 with the 919 and has high hopes of success, despite the fact that this is only the second season the company has ever raced a hybrid in the highest level of sports car racing. The 919 has been completely redesigned in the body and chassis department but the bespoke hybrid powertrain has remained much as it was last year.

When we caught up with 919 works driver and former F1 star, Mark Webber, recently he emphasised the car's massive performance saying: "With a conventional engine, if you deploy more power at 240km/h it's not that dramatic. But with the hybrid, whatever the speed range, the power is exponentially higher." So hybrids can deliver high performance as well as efficiency and that is mainly to do with the enormous amount of torque an 'electric machine' can generate.

Before delving deeper into the 919 tech, it's worth revisiting basic hybrid terminology as it can be confusing. The two terms that matter most are 'series hybrid' and 'parallel hybrid'. A series hybrid is one where tractive power is delivered only by an electric drive with power from a battery that is

topped up when needed by an engine and generator. The point is that the engine is not connected to the road wheels but is only used to charge the battery.

This concept is essentially the same as a range extender, a series hybrid which carries enough stored electricity in the batteries that the engine should only be used as a last resort. The distinction between a range extended electric vehicle and series hybrid, is to do with the amount of time the engine gets used, but mechanically,

the same rules apply – the engine is not directly connected to the wheels.

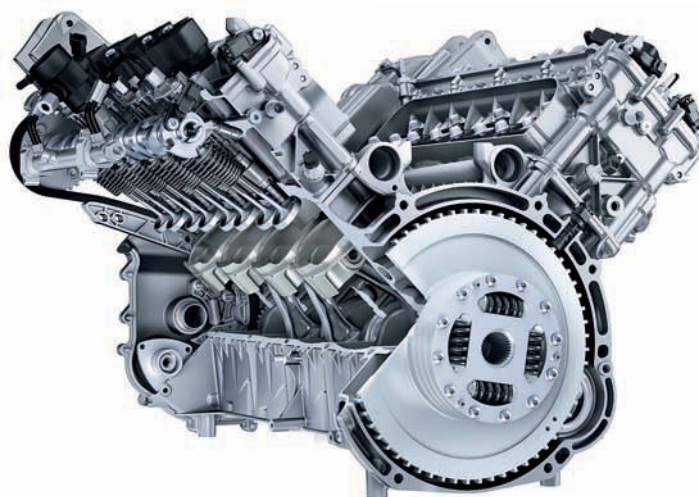
Most hybrids on the roads today are parallel hybrids, which means both the engine and electric drive can power the road wheels, either individually or together (in parallel). The difference between a straight hybrid and a plug-in hybrid is simply that the plug-in has a bigger battery capable of storing more electricity, can be charged up before driving and has a longer electric-only range as a result.

Straight hybrids have smaller

batteries which effectively act as energy storage buffers. All modern hybrids recover kinetic energy (the energy in a moving object) using regenerative braking. This means the drive motor is used as a generator when the car slows to 'harvest' energy in the form of electricity, which is stored in the battery.

All Porsches, therefore, are parallel hybrids, including the 918 and the 919, though the two are quite different. The 918 is a road car powered by a 4953cc mid-mounted V8 engine integrated with a 115kW electric motor. A second, 95kW motor sits on the front axle and the whole lot can deliver 887PS and 1280Nm of torque. The 918 is a plug-in parallel hybrid so the lithium-ion battery can store a fair amount of energy – 6.8kWh to be precise – and produces 220kW of power. This is not news but useful to revisit because the 919 has a completely different system. Few technical details are available because it's a racing car and by definition as much as possible remains top secret. But we do know some facts and the basic configuration.

The 919 is not a plug-in and is powered primarily by a relatively tiny, 2.0-litre, turbocharged, direct injection



The 918 road car uses a 4953cc V8 engine with an integrated 115kW electric motor





The 919 race car uses a completely different hybrid system compared to that of its road-going sibling

four-cam, V4 engine built from scratch especially for the job. The 500PS engine drives the rear wheels and the 250PS electric motor generator drives the front wheels (providing occasional all-wheel drive) but also acts as a generator to recover electrical energy through regenerative braking.

Regenerative braking is a bit like connecting the alternator of your car to the road wheels and switching it on when you apply the brakes. The effort of driving the generator also slows the car but some of the energy is recovered rather than lost as heat

through the brakes means they now have less work to do. The recovered electrical energy is then stored in a water-cooled lithium-ion battery for re-use. The battery is specially developed by A123 Systems and is said to combine relatively high capacity with strong power output. In motorsport, this type of system is called an MGU-K or 'motor generator unit-kinetic'.

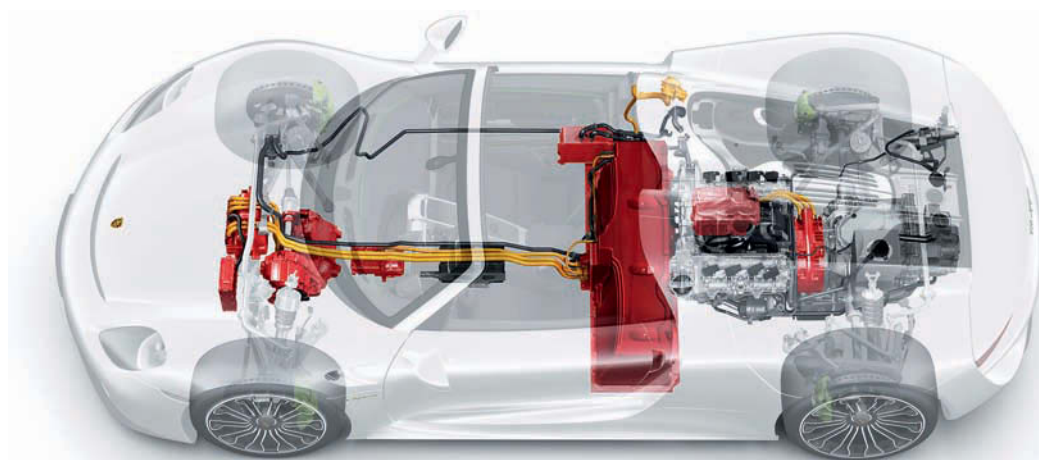
In common with current F1 technology, the 919 has a second energy recovery system, this time to recover thermal energy from the exhaust system. The 919 has a six

megajoule recovery system which means that over the Le Mans distance the 919 can generate and use 581.2kW of electricity, enough to power a VW e-Golf on a trip from New York to Los Angeles, says Porsche.

Kinetic energy exists in a car when it's moving and is created by the engine and electric motors when the driver accelerates. Thermal energy in the form of waste heat is liberated by the engine. Heat energy in the exhaust is useful for driving a turbocharger turbine which in turn drives a turbocharger compressor to

force air into the engine. However, when the driver lifts off the throttle, the exhaust energy normally goes to waste. In F1, an MGU-H (motor generator unit – heat) driven by the turbine, kicks in to generate electricity. As doing so slows the turbine, the MGU-H can also act as an electric motor to 'spool-up' the turbocharger and reduce lag when the driver accelerates again.

The 919 system is quite different and acts only as a generator but one driven by an additional turbine separate from the turbo. Normally in turbocharger systems, when maximum boost pressure is realised during acceleration, a valve called a wastegate vents to let excess exhaust pressure bypass the turbocharger to the atmosphere via the exhaust system. The same thing happens when the driver lifts off the throttle. This energy is literally wasted, so the 919 system replaces the wastegate with the second turbine driving the 'GU-H' (generator unit-heat) to generate electrical energy. As a result, the Porsche system is the only one of its kind to recover thermal energy when the car is slowing and also accelerating and doesn't introduce turbo-lag when it operates ○



In conjunction with the 115kW rear motor, the 918 boasts a second 95kW motor on its front axle. Its lithium-ion battery can store 6.8kW



## Detailing (part two)

Having looked at the basics last month, we examine the finishing touches

If you read last month's *Tech* on detailing your Porsche, you may have been convinced that there's more to it than meets the eye. Detailing using high quality materials is the way to give a car's paintwork a better-than-new look with a deep, lustrous shine that you may not have believed possible, but it won't bring back failed material from the dead. However, Porsches have always been built using high quality paint which can usually be revived.

So last month we covered doing just that using detailing compounds, clay bars and high quality wax, but what about the rest of it? Wheels are a good starting point. Wheels, especially front wheels, suffer from black staining by brake dust. It's worse on the front because the front brakes do most of the work, generating more dust and heat too, which helps bake the dust into a hard caked layer.

Those wheel brushes you may have seen advertised and thought a waste of time and money, actually work well for getting into all the nooks and crannies of an alloy wheel. Those kitchen washing-up brushes also do a

good job of getting the worst off and cover a wider area well. Once you've done your best with soap and water, try some Autoglym Clean Wheels (on cold wheels only).

It has an acidic base and smells strong so avoid getting it up your nose when spraying it on, but with a bit of elbow grease and a brush followed by rinsing, it does a more effective job of dissolving brake dust and muck than ordinary shampoo. You may find there are small pockets of baked-on brake dust remaining and if you can't shift those with another application, try a metal polish like Solvol Autosol and if necessary, resort to a toothbrush. Once you've done that, there are sealers you can apply to protect alloy wheels but as they're usually already lacquered or painted, it's probably best just to promise yourself to keep them clean.

Another widely overlooked aspect of a car's appearance are the tyres. In the old days, second-hand cars used to sit on dealer forecourts with the tyres daubed in 'tyre-wall black,' a paint for tyres. You can still buy tyre wall paint but it smacks of 'painting over cracks' (sometimes literally). More modern

foam products like Armorrall 'Tire Foam' is cheap and gives a natural 'back to black' look to tyre walls and mud flaps.

This stuff enhances what's already there rather than covering it up, so the trick here is to get the tyre wall very clean by scrubbing if necessary. Then spray the foam on covering the entire wall and leave it. After some time it will run off leaving the tyres with a natural-looking black sheen, much as they were when they were new. Spray it on liberally, it won't hurt or stain the wheel rims. With proper cleaning, an alloy wheel and tyre assembly can look absolutely stunning.

That leaves the rest of the black trim. Again, clean it thoroughly then use a rag or small brush to apply Back to Black (available from many manufacturers) to do exactly that. It works on any black plastic or rubberised surfaces including window rubber. Avoid getting it on glass or paint though, as you give yourself more work getting it off.

A tip here is to avoid getting polish or compound on black trim when detailing the paintwork in the earlier stages as it leaves white staining that

can be hard to get off and which Back to Black won't hide completely.

Finally, clean the interior. You can use carpet cleaning machines on carpets after a good vacuum and a stiff brush to get bits out. Seats can get the same treatment but that's best left for warm weather when they dry quicker and avoid soaking the foam beneath the covering. For leather seats, there are a variety of leather creams available to clean and soften the leather. Also, make sure you choose your dash cleaning products carefully. Some valeting leaves a satin black dash surface deep glossy black which looks cheap and can never be recovered. Keep a natural look wherever possible.

You must also clean all the glass scrupulously with automotive glass cleaner. The inside of glass gets coated with greasy road film and looks awful. Cream cleaners work better than clear liquids on stubborn road grime but it's harder to get rid of all traces afterwards. Spend some time on this as clean glass makes a car look fantastic. Finally, having gone to all that trouble, an older Porsche looks great with some fresh wheel and bonnet badges ○



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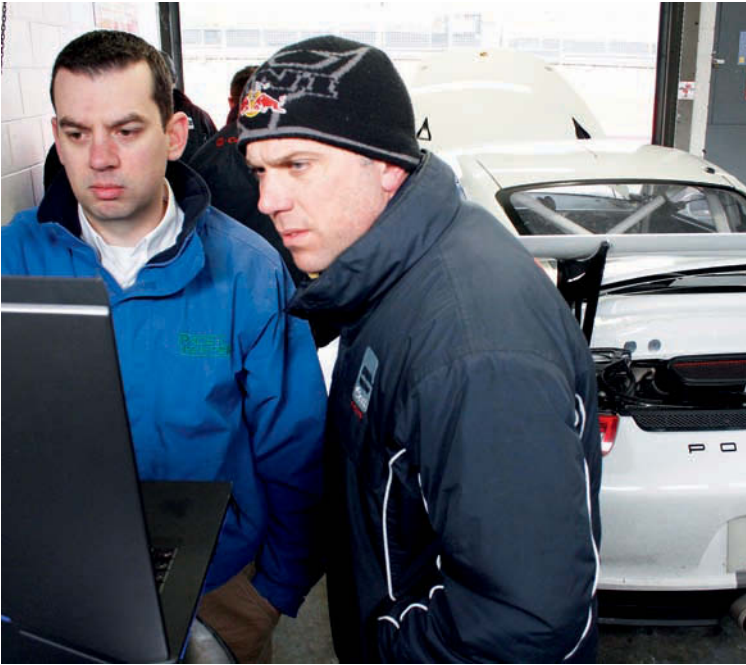
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# HDX2 RACE-KEEPER

## RACE-KEEPER DUEL STREAM SYSTEM

A couple of months ago we introduced you to a new 'world first' concept in on-board video logging systems by Race-Keeper, a Silverstone-based company offering something more unique and in-depth than the usual in-car video solutions chosen by circuit goers. Race-Keeper invited us to a recent track session at Brands Hatch in Kent to see the benefits of its system in person when tested in a 991 GT3 Carrera Cup car.

To recap, Race-Keeper offers the world's first 1080p HD dual stream on-board video logger, called HDX2. This system is able to record two broadcast quality video streams plus, and here's the unique part, it automatically synchronises this with data, allowing drivers to capture the visible action from their car alongside a whole host of other 'invisible' information which can be used to improve lap times and driving techniques. The standard setup uses built-in accelerometers and 20Hz GPS to log the car's position and behaviour on track, although additional data can be gathered via the use of an OBDII/ECU connection or additional sensors.

In layman terms this system is akin to those used in top-level motorsport. Ever seen Mark Webber studying overlays of sector times, throttle and braking traces? Well this system can bring that level of detail, in combination with HD video footage, to the end user. All this means a customer can analyse, in detail, exactly how they're driving a car, where they may be able to find time on a lap and how changes to driving style or car setup affect track performance. Race-Keeper offers a single or dual camera setup. The two camera version can also be specified with OBDII or CAN capability allowing for expanded vehicle data gathering. Prices start from £1675.

Having witnessed first-hand the usability of the system and software, we can confidently confirm that this system is so much more than a simple 'plug and play' video camera. Seeing the Race-Keeper system professionally installed into a car and the amount of useable data it captures was a real eye-opener. During our visit the driver of the 991 GT3 seen here, Greg Caton from G-Cat Racing, was able to turn a

few laps, pit to analyse data and then adjust his on-track approach accordingly. No other system in the world offers two 1080p HD video streams that are automatically synchronised with data including speed, lateral, inline and vertical G-force, 20Hz GPS derived track map as well as lap and split times.

Each HDX2 camera has on-board image stabilization technology and is able to record at either 1080p HD at 30 frames per second or 720p HD at 60 frames per second. The cameras are waterproof and the lens covers are easily replaceable. Also, the cable that connects the camera and box is fully detachable from both ends and securely locks into place when connected. Video files are recorded to either USB or SD in MPEG-4 format which means it is playable on most, if not all, electronic devices. The system is lightweight and engineered for purpose.

This system is ideal for everyone from a track day enthusiast to a professional racing driver, so is sure to appeal to a range of Porsche drivers. Visit [www.race-keeper.com](http://www.race-keeper.com) for more information.





## PORSCHE CLASSIC RADIO NAVIGATION SYSTEM

**How much?** £900 (plus fitting)

**Where from?** [www.porsche.com/uk](http://www.porsche.com/uk)

This is the new navigation radio by Porsche designed to meet demand for a built-in device for classic sports cars. The unit combines the style of yesteryear with the benefits of modern technology. It fits perfectly into a DIN-1 slot and is operated by means of two knobs, six discreetly integrated buttons and a touch-sensitive 3.5-inch display.

Authentically styled, the radio blends harmoniously into the dashboard of classic Porsche models and bears Porsche lettering. With interfaces for a variety of external music sources, smartphone integration via Bluetooth, the Classic also has a built-in microphone. The integrated amplifier delivers 4x45 watts and can be connected either directly to the loudspeakers or to the original sound system using an optional adapter cable.

Radio reception has been optimised for the built-in aerial supplied ex-works, which is generally only a single telescope. The operating concept of the device is based on Porsche Communication Management (PCM). Drivers have a choice of arrows and two-dimensional or three-dimensional maps to display the route. The maps are stored on a microSD card with eight gigabytes of memory and are updated regularly. The new navigation radio is available immediately from Porsche Classic Partners or your nearest OPC.



## SPARK 1:43 1962 PORSCHE 718

**How much?** £46

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

Similar to the 718 we brought you last month, this model is a miniature replica of the car driven to 15th place by Nino Vaccarella in the 1962 German Grand Prix. We really like these little Porsche single-seater Spark models.



## PORSCHE MUSEUM 1:18 PORSCHE 917K

**How much?** £72

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This larger 1:18 scale model comes from the Porsche Museum in Stuttgart and recreates the Porsche KG Salzburg 917 K, the car which won the 1970 Le Mans race in the hands of Hans Herrmann and Dickie Attwood. This fantastically detailed model also comes in a lovely Porsche Museum box.





## CYBEX PALLAS M CHILD SEAT

**How much?** £230 (Pallas M); £260 (Pallas M-Fix)  
**Where from?** [www.cybex-online.com](http://www.cybex-online.com)  
 Young kids outgrow car seats quicker than petrolheads get used to new cars, but while motorists can put up with an unsuitable car for a while, children legally must be in a seat appropriate for their weight. Fortunately, CYBEX has announced a

seat which is suitable for children from 9-36kg. The Pallas M and Pallas M-Fix have side impact protectors at the side and by your child's head, and the safety cushion can be removed when your child's neck muscles are strong enough.



## MINICHAMPS 1:43 PORSCHE 935/76

**How much?** £50  
**Where from?** [www.racingmodels.com](http://www.racingmodels.com)  
 This model is an extremely apt entry to Porsche Shop this month given our feature on John Fitzpatrick on

page 51. The Skoal Bandit Porsche Team (John Fitzpatrick Racing) car was driven to third place at Le Mans in 1984 by David Hobbs, Philippe Streiff and Sarel van der Merwe.

## TRIPLEWAX SHAKE & SHINE

**How much?** £5.75 (one-litre)  
**Where from?** Asda, Halfords, Motor World.  
 Shake & Shine is the latest product to be unveiled by Tetrosyl. The Bury-based car care company has created a waterless wax and shine product, released under its Triplewax brand. The spray-on formula works on multiple surfaces – paint, metal, glass and rubber – and to use it, you simply shake the bottle to mix the wash and the blend of three waxes together, then spray it on, and wipe it off with a microfibre cloth.





## AUTOGLYM WHEEL PROTECTOR

**How much?** £9.99 (500ml)

**Where from?** [www.autoglym.co.uk](http://www.autoglym.co.uk)

It's all too easy to put off cleaning your alloys, but removing baked-on brake dust is hard work, and leaving it on can damage the finish. Autoglym – which marks its 50th year in 2015 – has worked with its motorsport partners to develop a solution. Wheel Protector is a super-hydrophobic, durable barrier which minimises brake dust adhesion. Simply spray it on and walk away, and your wheels will repel dirt for up to four weeks.



## AUTO ART 1:43 996 GT3 RS

**How much?** £32.50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

As you're no doubt aware, this is the 996 GT3 RS as produced between 2003-2005. The RS badge, and lightweight blue wheels with side decals link the GT3 RS to historically important Porsches such as the Carrera 2.7 RS of the 1970s.



## TRUESCALE 1:43 LE GRAND BAZAR MOVIE 911

**How much?** £58

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This is the Les Charlots Le Grand Bazar Movie Porsche 911 2.7 RS as driven in the 1973 Tour de France by Herve Bayard and Rene Ligonnet. A unique and beautiful TrueScale 1:43 scale model supplied in an elegant showcase.



## GT SPIRIT 1:18 930 SLANTNOSE

**How much?** £86

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This 1983 Porsche 930 Slantnose is available as a 1:18 scale model in Metallic blue. This 'Special Order Program' Porsche featured a 330hp engine.



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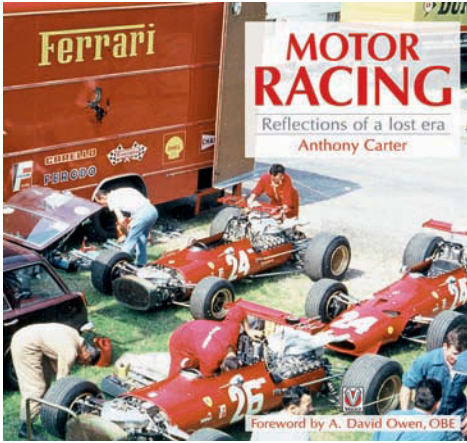


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## MOTOR RACING: REFLECTIONS OF A LOST ERA

**How much?** £14.99

**Where from?** Apple iBookStore, Google Play Books, Amazon Kindle Store

This eBook contains more than 206 pages, with over 300 photos in black and white and colour. Originally released as a hardback in 2005, *Reflections of a Lost Era* is a personal account of the motorsport industry, and starts in the 1960s. It features the author's trip to Maranello in 1967, tours of various road circuits, and meetings with cars and personalities. Plus, there are reproductions of programme covers, autographs, letters and tickets, which makes this more like a diary than a book.

## COBRA CLASSIC SOFA

**How much?** From £699

**Where from?** [www.cobraseats.com](http://www.cobraseats.com)

Bucket seat manufacturer Cobra has diversified into sofas. That's not an April fool joke – we double-checked the date we learned about its newest product. The company which prepares the race seats

for BTCC teams has decided to create hand-finished, custom-made two-seater sofas for petrolheads who want to feel like they're in the car even when in front of the TV. Made from a substantial tubular steel frame, the seat can be finished in any colour and are made of leather, suede, vinyl, Alcantara, or cloth.

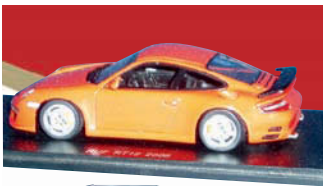


## MICHELIN CROSSCLIMATE TYRE

**How much?** TBC

**Where from?** [www.michelin.co.uk](http://www.michelin.co.uk)

Michelin's new CrossClimate is a summer tyre that has been certified for use in winter. It differs from an all-season tyre as it achieves the top 'A' rating for wet braking, and a 'C' grade for fuel efficiency. The new generation rubber compound resists heat build up, and v-shaped tread blocks with 3D sipes grip the snow, while bevelled angles on the rubber blocks improve braking performance on dry surfaces. The range will be available in 23 sizes for cars with 15- to 17-inch wheels.



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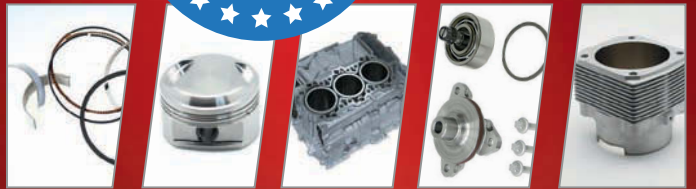
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# 911 GT3

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### GMÜND COUPÉ/356: 1948 – 1964

Two-door, two+two Coupé, Roadster, Speedster. Rear-mounted four-cylinder air-cooled 'boxer' engine.

This is where the Porsche story begins. After the aluminium prototypes and numerous projects for Volkswagen, Dr Porsche gave the go-ahead for his company to relocate from the converted shed in Gmünd to a rented workshop in Stuttgart (owned, incidentally, by Reutter, the coachbuilder responsible for building the 356 body for Porsche). At the 1949 Geneva Auto Salon Porsche displayed a 356 for the first time, with a coupé and drophead model taking the limelight. A makeshift production line was started in the same year.

The following year the 356 was shown to a meeting of Volkswagen main dealers as well as European and overseas importers who promptly placed orders for 37 cars. The first Stuttgart-built 356 rolled off the production line in Easter 1950.

The 500th Porsche was built on 21 March 1961, with the 1000th model arriving just six months later, and when the last 356 was built in 1964 – a 356C convertible – a total of 76,302 examples had been built.

The arrival of the 356 also signalled Porsche's first forays into motorsport. Dr Porsche's cousin, Herbert Kaes, is thought to be the first to compete in a Porsche car when he took an early 356 and entered it in a race around the streets of Innsbruck, Austria on 11 July, 1948. Kaes and the Porsche won their class, obviously. The first recognised 'factory' victory came in 1951 in the 24 Heures du Mans (where else!) when Porsche's French importer, Auguste Veuillet, convinced Dr Porsche that by entering a car into the twice-round the clock race it would result in a big boost in sales and Porsche's global awareness. Veuillet, along with his co-driver Edmund Mouche, won their class in the 1100cc 356. The rest, as they say, is history.

Today the 356 enjoys the status of a genuine classic car. Collectors and enthusiasts alike have seen that the majority of examples have been meticulously restored and maintained and this is reflected in the values they are reaching on the classic car market. Demand for all models and variants is high with the Carrera models some of the most sought after.



### 356

**Dimensions:** Wheelbase (mm): 2100 – Length (mm): between 3850 (1950) and 4010 (1959). Width (mm): 1660

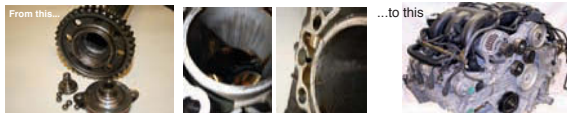
**1948 to 1949:** Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors and 7.0:1 compression ratio. Drum brakes were fitted all-round.

**1950:** 'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced. **1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range. **1955:** 356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day. **1959:** 356B:– 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details. **1961:** Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes. **1963:** 356C:– Revworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details. **1964:** Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
<b>'Pre-A' 356</b>							
1100	1950 to '54	745	1086	40	51	23.5	87
1300	1951 to '54	810	1286	44	59	22.0	90
1300A	1954	830	1286	44	51	22.0	90
1300S	1953 to '54	830	1290	60	64	17.0	99
1500	1951 to '52	830	1488	60	75	15.5	105
1500	1953 to '55	830	1488	55	77	16.5	96
1500S	1952 to '55	830	1488	70	80	13.5	108
<b>356A</b>							
1300	1955 to '57	860	1290	44	60	22.0	90
1300S	1955 to '57	900	1290	60	65	17.0	99
1500GS Carrera	1955 to '58	835	1498	100	88	12.0	124
1600	1955 to '59	835	1582	60	81	16.5	99
1600S	1955 to '59	835	1582	75	86	14.5	108
1600GS Carrera	1958 to '59	835	1587	105	89	11.0	124
<b>356B</b>							
1600	1959 to '63	905	1582	60	81	16.5	96
1600S	1959 to '62	925	1582	75	86	15.0	108
1600S	1960 to '63	925	1582	90	89	13.5	112
1600S	1961 to '63	935	1582	75	86	15.0	108
1600GS Carrera GT	1959 to '61	890	1588	115	99	10.5	124
Carrera 2	1962 to '64	890	1966	155	144	9.0	124
<b>356C</b>							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

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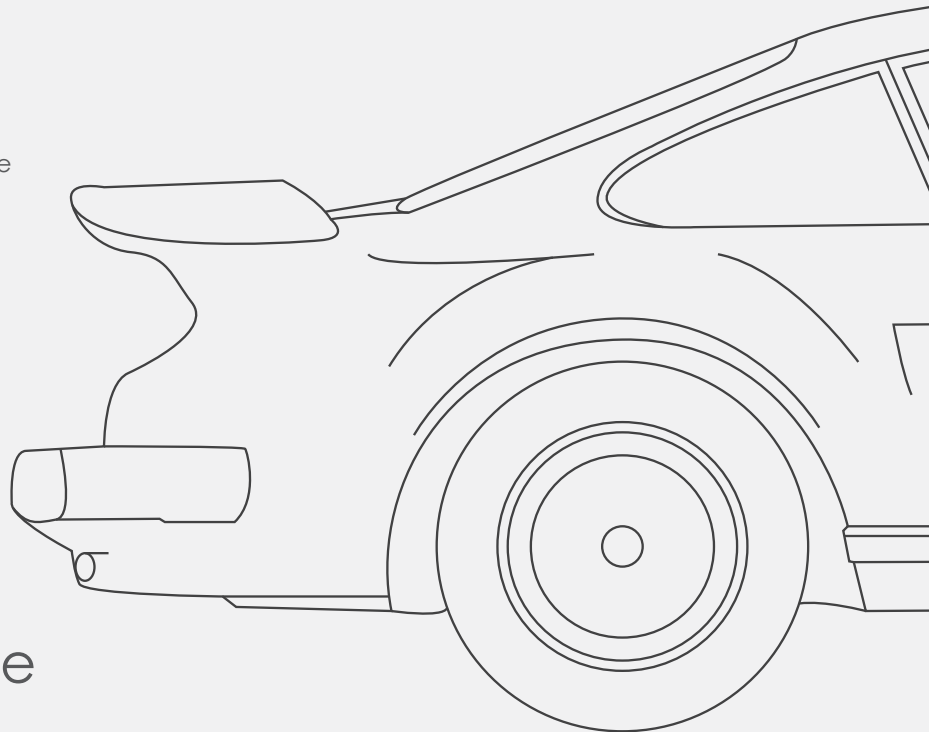
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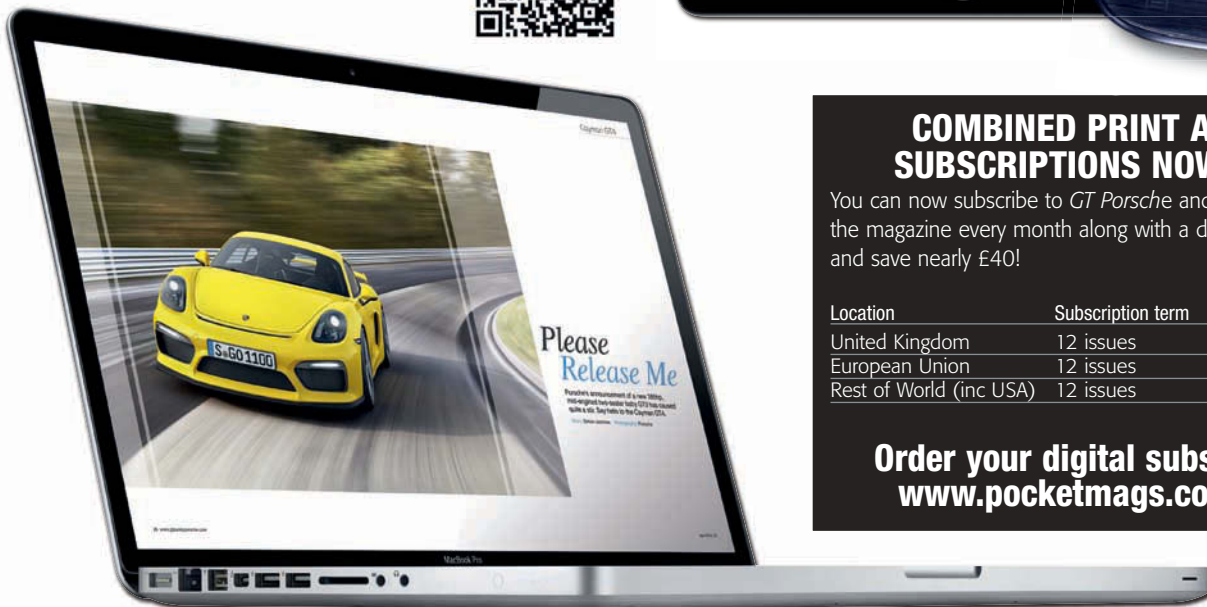
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**Cover Story:** 919 Hybrid  
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JUNE 2014

**Cover Story:** 911 2.4S Barn Find  
**Inside:** StudioTorino Moncenisio. First drive: 991 Targa. 911 Carrera 2.7 Targa. 981 Cayman 2.7. 997 Carrera. Ultimate Guide: The four-cylinder coupés: 924, 444 and 968. Porsche and Le Mans, The Return: Part 3. 997 Carrera revisited. Buying a Porsche for £60,000.



JULY 2014

**Cover Story:** Ultimate Guide: 987 Boxster  
**Inside:** 997 Speedster v 991 Turbo Cabriolet. First drive: Boxster & Cayman GTS. UK first drive: Macan Turbo. 996 Carrera 4S. Front-engined Porsches: the V8s 928 – Cayenne – Panamera. 956 1982 WEC debut. *Market Place* 911 3.2 Carrera (1983-'89).



AUGUST 2014

**Cover Story:** 964 25th Anniversary  
**Inside:** Porsche at Le Mans, its return. 987 Cayman Ultimate Guide. 911 2.4 S Targa. 991 Carrera4 25th Anniversary. Derek Bell and the 962. *The Market Place*: 996 GT3 RS. *Tech Guide*: Strut braces. Buying a Porsche for £80-90,000. *All You Need To Know*: Transaxles.



SEPTEMBER 2014

**Cover Story:** 911 Turbo 40th Anniversary: 930 & 991 Turbo S. **Inside:** Road Test: 991 Targa 4. UK first drive: 991 Turbo S. 914 2.0-litre versus 981 Boxster 2.7. 968 Turbo 'RS'. Pedro Rodriguez. *Market Place*: 997.2 GT3 RS. *Tech Guide*: Roll-cages. Buying a Porsche: £90-100,000.



OCTOBER 2014

**Cover Story:** 993 Ultimate Guide  
**Inside:** 997 GT3 R-GT. LMP2 RS Spyder. First drive: Techart 991 Turbo S. Macan S Diesel 2000-mile test. George Follmer. How To Sell Your Porsche. *Market Place*: 986 Boxster. *All You Need To Know*: Brakes. *Tech Guide*: Steering wheels.



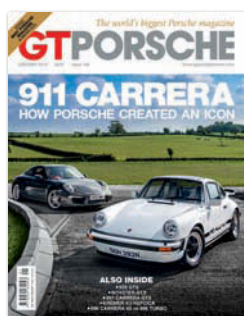
NOVEMBER 2014

**Cover Story:** 944 Turbo vs 3.2 Carrera  
**Inside:** 911 GT1. Backdated 964 Targa. 997 GT3 3.9. New Cayenne, first details. Porsche's only F1 win. Classic restoration guide. How To Buy a Porsche. *Market Place*: 987 Cayman R. *All You Need To Know*: Weight. *Tech Guide*: Bodywork.



DECEMBER 2014

**Cover Story:** 1974 2.7 Coupé  
**Inside:** RPM Technik 996 CSR. Redtek 911 SC. 964 Speedster. 991 Carrera GTS. 909 Bergspyder. Macan Turbo vs Cayman S. *Market Place*: 1974 911 2.4 S. *All You Need To Know*: Carbon fibre. *Tech Guide*: Bodywork pt.2.



JANUARY 2015

**Cover Story:** Carrera 3.0 vs 991 Carrera 3.4  
**Inside:** 928 GTS. 935 Kremer K3 replica. 991 Targa 4S. 991 Cabriolet. 996 Carrera 4S Cabriolet vs 996 Turbo Cabriolet. First Drives: 991 GTS, 981 Boxster GTS, Macan S. *Market Place*: 997 Carrera GTS.



FEBRUARY 2015

**Cover Story:** 996 Turbo turns fifteen  
**Inside:** 996 GT2. Formula Two RSK. The TAG-McLaren Porsche years. 997 Carrera Ultimate Guide. First Drives: Gemballa Cayenne and Panamera. Technical guide: chain tensioners. LMP1 2014 season review. *Market Place*: 914-6.



MARCH 2015

**Cover Story:** 911 T/R – a rare Sixties Porsche lives on  
**Inside:** Retro 911s: 997 Sport Classic vs 991 50 Years Edition. 356 Speedster. London Classic Car Show. M96/7 engine technical guide. Cayman GTS vs 914-6. Carrera 6. Panamera GTS first drive.



APRIL 2015

**Cover Story:** Cayman GTS meets Cayman R  
**Inside:** 911 Carrera 2.7 RS Touring. Kremer K3. Cayman GT4 - revealed. 928 retrospective since end of production. 991 GTS first drive. Retromobile, Paris. Tony Dean profile. 964 50 Years Edition. TechArt Boxster.

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## Jasmine PorschaLink UK

Jasmine PorschaLink UK is one of the north's most respected Porsche specialists

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

JP: Jasmine PorschaLink UK evolved in 1997 from a one-man home-based enthusiast setup to an established reputable Porsche Specialist Service Centre with a 12 strong qualified and knowledgeable team. Several relocations later it is settled in its 6000sq ft purpose-built facility off the M65, 30 minutes north of Manchester.

**GT: Who is in charge and what is their background?**

JP: Brian Goff, ex-Oil and Gas Pipeline industry director. He was also a Porsche Supercup driver and is currently a 911 rally co-driver.

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

JP: We offer Porsche owners a competitively priced and friendly experience. They can bring their car to us to be serviced, MoT'd or repaired. We also offer replacement parts, a wheel refurbishment service, race and track preparation as well as restoration projects.

**GT: What do you think your potential customers are looking for in an independent specialist such as yourselves?**

JP: Customer service, trusted sensible prices, communication, convenience, personable service and real enthusiasm for the marque.

**GT: What facilities do you have on site?**

JP: We have all the comprehensive facilities you would normally expect from a respected Porsche Service and Repair Centre, i.e the latest specification ramps, air-con equipment, four-wheel laser alignment and many more. We also have a local bodyshop just off site. Oh and good coffee!

**GT: What is your USP?**

JP: Our qualified and knowledgeable staff who have absorbed endless problematic diagnostic scenarios and have come through to the other side as a result of years of living and breathing Porsche. We're a melting pot of pure Porsche knowledge, facts and figures. This is combined with our sensible pricing and customer service. We prefer to think we make our customers feel that they are the unique one.

**GT: Which Porsches do you cater for?**

JP: We have never knowingly turned any Porsche away. They are all welcome – any with seemingly impossible problems are simply seen as an exciting challenge.

**GT: What is your background with the Porsche brand?**

JP: Owner, Brian Goff's background with the Porsche brand is purely motorsport. He raced a 911 2.7 RS and a 964 RS in the 1992/'93 Porsche Supercup Series and also co-drove a 1965 Porsche 911 in the FIA European Rally Championship and British National Championship. He is currently co-driving in a 1965 Porsche 911 on FIVA events in Europe. This experience has enabled him to fully understand Porsche's racing heritage and feel the real soul of how Porsches are built and prepared for road and track use.

**GT: How many members of staff do you employ?**

We are proud to employ a combination of experienced Porsche technicians, sales, administration and warehouse staff to form a strong, motivated team of 12 people.

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

JP: We have recently launched several new and exciting services. Our gearbox rebuilding service, headlight cleaning service and soft-top reproofing service are all proving very popular right now and they also really complement our

traditional core garage services. We are constantly listening to our customers and their needs and like to think we take on board their ever-changing requests.

**GT: Lastly, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?**

JP: Wow now that's one big question. We have been involved in the Porsche industry for many years and the strength of the marque is always surprising. Who would have thought all those years ago the release of the Cayenne would follow on to the other 4WD models and a current 18 month wait for the sought after Macan? As for the historic classic models, who would have guessed the international dialling codes people would now be demanding for the old 1965-'73 cars. Incredible. The traditional core models are being produced at an astonishing rate by 'the mother company' and clearly its bank balance goes from strength to strength.

**Contact Information**  
Jasmine PorschaLink UK  
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

## Colin Goodwin recalls his most memorable trips across Europe and why he refuses to use motorways...

Sounds mad, but last month I drove a Caterham 160 to the Geneva Motor Show and back. The 160, if you're not up on your Sevens, is the recently launched cheap model that's powered by a 660cc three-cylinder turbo Suzuki engine out of a Jimny. Trust me, it's better than it sounds. Madder still, I did the outward and return legs each in a day. *GT Porsche's* editor and his predecessor Stuart Gallagher were at the bar in our hotel when I arrived (if you want to know how daft I was, all three of us were on the Porsche ticket at Geneva and like them I could have come out on a Boeing 737) with a couple of beers at the ready to revive me.

Actually, it was fantastic fun. Apart from a short squirt for four junctions outside Calais, I did the whole trip on N and D roads. The best roads in my experience are the D roads to the east of Chatillon-Sur-Seine (which is about 30 miles south of Troyes). I call them the Porsche roads because you can follow the D928 out of Chatillon-Sur-Seine and then turn on to the D959 after about 20 miles. With a bit of jiggling this will take you to Gray and set you up for the drive along the N5 into the Jura. On my recent trip these roads were deserted

and the Caterham was challenging and exciting. In a Cayman, even a 2.7, it would have been better still because I'd have been warm and dry.

For decades I've shunned autoroutes for minor roads and it's always been worth it. I've made these trips in Porsches many times, the first was a drive to Paul Ricard in 1995 in a 993 RS. On that trip I started off on autoroutes but by Troyes I realised that driving at 150mph was going to get me into trouble and that eventually it gets boring. So I went cross country and had a ball.

I took the same car to Le Mans with the-then Porsche PR boss. He'd never been in a car at over 120mph so had a bit of a shock. That was in the days when the French Gendarmerie hadn't launched their offensive on the Brits en route to Le Mans. Another year I bet an *Autocar* colleague that his long term test TVR Cerbera wouldn't get to Le Mans and back without conking out and that the 911 I would be driving would. The Porsche made it but so did the bloody TVR. It wouldn't have done if I hadn't got a hundred quid on it...

Apart from those of us lucky enough to live in the Scottish highlands, the chance to really enjoy a car in the UK is pretty rare. A journalist at a weekly car magazine that's not *Autocar* was last year caught doing 127mph on the A9 at 1.30am. He was fined £2000, banned for 15 months and his editor sacked him. The first two punishments are signs of the times, the latter was hypocrisy. I've taken to getting up early on a Sunday morning and driving to Brighton for a cuppa (from our house in Hampton) but the real answer is to pop across the channel for some entertaining motoring. And I don't mean to drive to Le Mans because as mentioned earlier, that particular treat has been ruined by the French police ○



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