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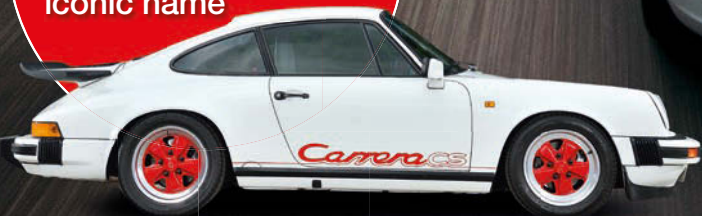
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Ignition



Simon Jackson
Editor [@retro_jackson](#)

recently visited Porsche Exclusive Manufaktur, the arm of Porsche dedicated to creating bespoke vehicles – both individual and in short series runs. The idea of a modified Porsche, one altered from how it first left the factory, really does sit at the heart of the brand's ethos for many. Porsche Exclusive Manufaktur is evidence of that in contemporary times, it can make your Porsche dreams a reality – p48. Off the back of our visit we also got behind the wheel, albeit briefly, of Porsche Exclusive Manufaktur's latest creation – the 911 Turbo S Exclusive Series. More importantly though we were able to delve deep into its makeup to understand the detail under its skin, of which there is much – p54. Of course the Exclusive Series 911 is rather extreme and therefore might not be to everyone's liking. Never fear though for Porsche Exclusive Manufaktur isn't solely concerned with cars that scream for attention, it can also help you build a vehicle that is tailored exactly to your tastes. Serial Porsche collector and *GT Porsche* regular, Neil Plumpton, has recently exploited that service

by having his Macan GTS painted to match his 997 Sport Classic – we quiz him on his experience on page 62. Now, all this talk of unique hues got us thinking: what is the most outrageous colour scheme to ever grace a Porsche? Naturally there are many, but few as controversial as the 'Hippie 917' from Le Mans in 1970 – we revisit the car which divided opinion at the firm on page 70.

Naturally there is plenty more in this issue, from a lovely Carrera Clubsport (p76) to a duo of 924s (p62), but we've also been behind the wheel of a pre-production version of the all-new Cayenne. It's a car that isn't due to be shown officially until the upcoming Frankfurt Motor Show, so it's extremely rare for Porsche to grant access so early, during its final phase of testing in fact – p40. And last but absolutely not least, we've also driven Californian Porsche specialist Sharkwerks' Cayman GT4 – its take on a GT4 RS. The car is one of the first GT4s we've seen modified in such a comprehensive fashion and we very much like what we see, we're sure you will too – p20. Enjoy the issue.



p70

Contributors



Andrew Frankel
[@Andrew_Frankel](#)

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

This month: Andrew drives a pre-production prototype of the forthcoming all-new Cayenne during its final phase of testing.



Dino Zamparelli
[@DinoZamparelli](#)

Former GP3 come Carrera Cup GB driver, Dino provides his fascinating insights into racing Porsches at a professional level.

This month: Dino wins his first race of 2017 in the Carrera Cup GB and looks at the championship battle ahead of him.



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

This month: Philip looks at the difference between some of his customers, and takes two 924S cars for a spin to see what the affordable classic has to offer.

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PORSCHE QUILTS LMP1 FOR FORMULA E



Porsche will cease LMP1 competition at the end of this year in favour of entering Formula E in 2019...



Porsche will end its involvement in the LMP1 class of the FIA World Endurance Championship (WEC) at the end of this year. The change comes as it restructures its motorsport activities principally to facilitate entry into Formula E, the electric single seater race series, with a full works team in 2019. News of the new motorsport strategy was not entirely unforeseen, Porsche has been expected to leave the LMP1 class of the WEC given the age of its 919 Hybrid, upcoming rule changes in the sport, and the fact

it has largely achieved its goals in the endurance series. Furthermore Porsche has been strengthening its ties with Formula E of late, with a deal to supply some of the battery equipment used to run the cars.

Porsche will, however, continue to race in traditional international GT competition using the 911 RSR in the GT class of the WEC, as well as the American IMSA WeatherTech SportsCar Championship and other select long-distance classics.

The new 'focus on electromobility' is a realignment born out of its

WHAT IS FORMULA E?

Formula E is the world's first purely electric racing series, it was launched in 2014. The FIA has organised the series to make a statement in favour of electromobility and to get more young people excited about motorsport. Unlike most series, the season begins in the autumn and ends in summer. The race venues are specially designed street courses in the heart of major cities, meaning the sport comes to the spectators – not the other way around. Electromobility is playing an important role in the mobility of tomorrow, especially in urban environments making it relevant for car makers. However, Formula E has drawn heavy criticism from a large number of traditional motorsport fans who feel it lacks the close racing and drama which they crave...





COULD PORSCHE'S CURRENT LMP1 DRIVERS RACE IN FORMULA E? WHO HAS THE BEST SINGLE SEATER CV?

'Porsche Strategy 2025'. This will ultimately see Porsche develop a combination of pure GT vehicles in parallel with fully electric sports cars, such as the first fully battery-powered Mission E road car.

"Entering Formula E and achieving success in this category are the logical outcomes of our Mission E. The growing freedom for in-house technology developments makes Formula E attractive to us", said Michael Steiner, Member of the Executive Board for Research and Development at Porsche AG. "Porsche is working with alternative, innovative drive concepts. For us, Formula E is the ultimate competitive environment for driving forward the development of high-performance vehicles in areas such as environmental friendliness, efficiency and sustainability".

Porsche is already in the process of developing its own Formula E racing car but who will drive it remains a mystery. Porsche states that it will keep its successful LMP1 team fully intact, including its factory drivers, and there's an interesting if slightly critic quote in its press blurb: 'Alongside ventures in other racing series and the intensive preparation for Formula E, Porsche is examining other fields of application and development areas.' Make of that what you will...

After four successful years, three victories in a row at the 24-Hours of Le Mans and World Championship titles in both the team and driver standings in 2015 and 2016, Porsche will leave the LMP1 class feeling it has nothing left to prove. It will of course be pushing to defend its two World Championship titles one more time this season, the 2017 campaign ends on November 18 in Bahrain.

Fritz Enzinger, Vice President LMP1 said: "Building up the Le Mans team from scratch was a huge challenge. Over the years, we have developed an incredibly successful and professional team. This will be our basis going forward. I am certain that we will maintain our high level in Formula E. Confidence is high, and we are excited to get started".



Earl Bamber

Bamber started racing in karts before making the natural progression into single seaters. Aged 15 he raced in the New Zealand Formula Ford Championship before spending two years competing in Asia, there he won the Asian Formula BMW championship, Formula Renault V6, Australian Formula 3, Formula Renault V6 Asia and the Toyota Racing Series New Zealand also feature on his CV, so too a handful of rounds in the now defunct A1 Grand Prix series. This, together with podium results in GP2 Asia in 2009 and coming runner-up in the New Zealand Toyota Racing Series in 2010, rounded-out single seater career before he switched to sports cars in 2013.



Brendon Hartley

Brendon's illustrious career in single seaters ensures he must be a consideration for Porsche's Formula E assault. In 2003 he clinched his first top result, winning the New Zealand Formula Ford Festival, that earned him a drive for 2004's Formula Ford championship but Europe called the year after. Hartley raced in the Eurocup Formula Renault 2.0 and Formula Renault 2.0 Northern European Cup during 2006-7, and in 2007 he ran in Formula Three too. The British F3 Championship beckoned in 2008 where he won five races, that same year he raced in the Formula Three Euroseries. Formula One came knocking, he tested for Toro Rosso and Red Bull in 2008, for 2009 and 2010 he became an official reserve driver for both teams. In 2009 he raced in the Formula 3 Euroseries and the Formula Renault 3.5 Series, but lost his backing with the Red Bull Junior Team for 2010. Despite this he made it to GP2 racing at Monza and Yas Marina that year. In 2012 Hartley took part in the young driver F1 test at Magny Cours for Mercedes, he also completed simulator work for the team, but despite this a career in sports cars took over.



Nick Tandy

Nick spent a year racing in the 14 round BRDC Single Seater Championship in 2005 where he claimed 11 wins. The British Formula Ford Championship called in 2006 where he finished as runner-up. Winning the 2006 Formula Ford Festival (before a 10-second penalty was added) tells you much about Tandy's proficiency in open wheel cars. In 2007 he finishing third in the British Formula Ford series, but this time won the Formula Ford Festival. Victory in the Formula Palmer Audi Autumn Trophy clinched him a shot at the McLaren Autosport BRDC Award which he lost, but the British F3 Championship was next for the 2008 season. In a largely uncompetitive chassis Tandy scored podiums and took his first win at Rockingham in a field that included F1's Daniel Ricciardo. The Formula Three Euroseries followed before he moved into racing Porsches.



Neel Jani

Neel is another real possibility for Porsche's Formula E campaign. He started racing cars in 2001 in the Formula Renault 2000 Eurocup, a year in which he also competed in the Italian Formula Renault series. He repeated that for 2002 and in 2003 (and 2004) moved into the Formula Renault V6 Eurocup championship. Jani raced in the F1 feeder series, GP2, in 2005, where he won two races at Hungaroring and Monza, and, in 2006 he took part in two races at Silverstone and Magny Cours. That same year he was the third driver for the Scuderia Toro Rosso Formula One team alongside Scott Speed and Vitantonio Liuzzi. Jani also competed in A1 Grand Prix for several seasons where he proved extremely competitive, and for 2007, he drove in the Champ Car World Series. In 2010 he tested for the Force India F1 team, but he missed out on a role as its test and reserve driver to Paul di Resta. Jani's sports car racing career started in 2010 and the rest, as they say, is history...



André Lotterer

Recent signing Lotterer is perhaps one of Porsche's brightest hopes for making the transition from sports cars to Formula E. Having won Formula BMW Junior championships at the very start of his car racing career, he then successfully competed in the German and British Formula 3 Championships. Lotterer became Formula One team Jaguar Racing's test and reserve driver in 2002. Although he later lost out on a full-time race seat he was competitive in good company for the role: read Mark Webber and Antônio Pizzonia. André tackled a sole round of the Champ Car series towards the end of 2002, where he scored a point, after which time he raced in A1 Grand Prix. However, in 2014 he replaced Kamui Kobayashi at the 2014 Belgian Grand Prix. Lotterer qualified in 21st place ahead of team mate, Marcus Ericsson, but mechanical failure put him out on the first lap. Perhaps more interesting is that Lotterer still competes in the open wheel Super Formula in Japan every year, regularly winning races and fighting for top championship honours – his single seater experience therefore remains extremely current.



Timo Bernhard

Like the others mentioned here Bernhard started in karts, moving into cars in 1998 where he competed in German junior open wheel series. He finishing sixth in both the German series and the Eurocup of Formula Ford, but 1999 would be his final year in open wheel competition before he made the move into sports cars, he finished third in German Formula Ford. Since that time Timo has carved out an impressive career racing sports cars, but given his relatively short career in single seaters he looks, on paper anyway, like the least likely candidate to make the leap across from LMP competition to Porsche's first Formula E team. Having said that Timo is a quick driver, so he's sure to have the pace to make a go of it if required.



PORSCHE **RECALLS** CAYENNE **DIESEL** MODELS

Porsche is recalling more than 21,000 Cayenne 3.0-litre V6 Diesel models for software updates...

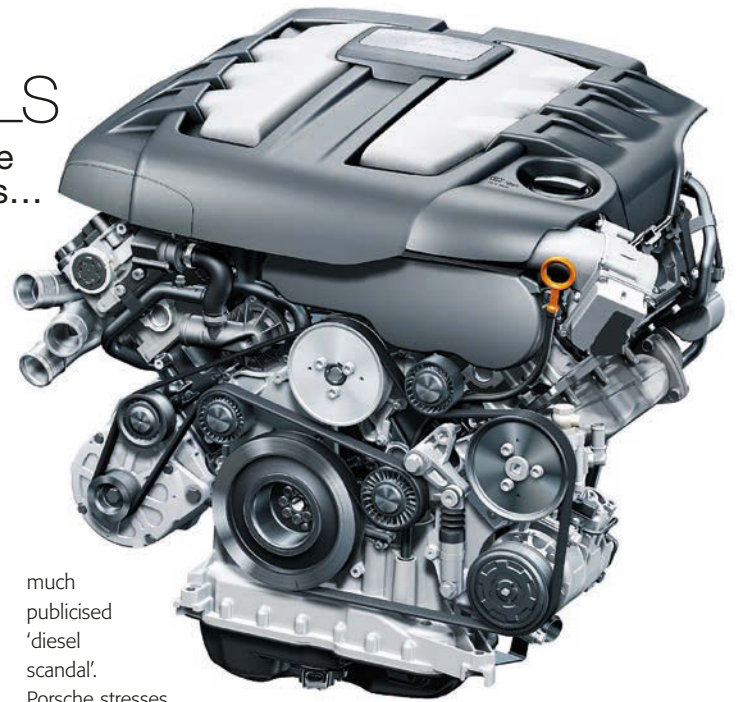
Porsche is recalling Cayenne 3.0-litre V6 Diesel models in the EU6 emissions class. The announcement came as Porsche reached an agreement with the German Federal Motor Transport Authority (Kraftfahrtbundesamt – KBA) following the discovery of 'irregularities in the engine control software during internal investigations'. In the wake of similar moves from other VW Group firms it is unlikely to come as a surprise to many people.

As part of the recall, a software update was agreed with the authorities as a corrective measure, it will impact around 21,500 vehicles in Europe from model years 2014 to 2017. Porsche was quick to point out that it does

not develop or manufacture diesel engines itself, yet it does accept full responsibility for the issue.

Subject to the proposed technical software update being approved by the KBA, the recall is expected to begin in autumn this year. Owners of affected vehicles will be contacted directly by their Porsche dealer prompting a visit to an Official Porsche Centre workshop for the work to be completed. The job in question is estimated to take approximately one hour and will be completed free of charge.

Outside of this recall Porsche continues to carry out internal inspections of its vehicles to identify any further issues in relation to the



much publicised 'diesel scandal'. Porsche stresses that it is working in close cooperation with the authorities.





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The screenshot shows the Elephant Racing website's Suspension Builder interface. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-navigation bar with the text "Advanced Suspension Systems For Porsche Cars Design & Development" and "Fast Shipping Worldwide" with a globe icon, and "Sales & Support +1.408.297.2789". The main content area is titled "Suspension Builder" and includes a sidebar with three steps: "1 Select Year & Model" (Year: 2004, Model: 996/997/986/987), "2 Select Your Package" (Street Performance 2), and "3 Review & Approve" (Add, update, or remove parts using the tables below). The main area displays two grids of suspension components: "Front" and "Rear". A "PACKAGE CHARACTERISTICS" table is visible in the bottom right corner of the interface.

| PACKAGE CHARACTERISTICS | |
|-------------------------|----|
| RIDE COMFORT | 41 |
| PERFORMANCE | 63 |



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PORSCHE CELEBRATES ONE-TWO AT NÜRBURGRING

Porsche celebrated a one-two finish at the Nürburgring, having won the six-hour event in style...

WORLD ENDURANCE CHAMPIONSHIP

ROUND 4: NÜRBURGRING





Timo Bernhard, Brendon Hartley and Earl Bamber won the Nürburgring 6-Hour race, Porsche's second victory in 2017, from Neel Jani, André Lotterer and Nick Tandy – it marked the LMP team's first one-two result since Shanghai in 2015.

Lotterer started the No1 919 from P3 on the grid, closely following the pole-sitting No7 Toyota and No2 Porsche. At the end of lap 31 Lotterer pitted with Jani taking over. The car emerged in P2 behind the No7 Toyota after the first stops, but on lap 35 it dropped back to P3 having been delayed in traffic and overtaken by the sister Porsche.

The race was largely one that ebbed and flowed, but after 97 laps Tandy took over the wheel of the leading car. On lap 123 he touched the No67 GT Ford when lapping it, fortunately both cars continued. The sister 919 wasn't immune from drama either, it was forced to avoid a spinning LMP2 car after 131 laps. Still in P2 after 164 laps, Bernhard got back in the car and a quick splash and dash on lap 197 brought him back into the lead, and after 204 laps, he took the chequered flag

to win his home race with the sister 919 behind him.

Andreas Seidl, Team Principal, said: "A race like today is something you normally can only dream of. Either crew would have deserved to win today. We have had two impeccably prepared cars that worked perfectly over the entire distance. Our six drivers performed at the highest level and at the same time acted as excellent team players. Congratulations and a big thank you to everybody who was involved in getting our new high downforce aero kit in place. It made today's one-two victory possible. The order at the end of the race is ideal for both championship standings and this has to be the priority for Porsche."

Porsche has now scored 154 points in the manufacturers' world championship with a 39.5 points gap to Toyota. In the drivers' rankings, Bamber, Bernhard and Hartley have 108 points in total, earning them an advantage of 30 points over the best placed Toyota trio. Meanwhile Jani, Lotterer and Tandy move up to fourth position in the championship with 46 points in total.

RSR CLAIMS PODIUM SPOT

In the fiercely contested GTE-Pro class the 911 RSR claimed two podium places. In the No91 vehicle Richard Lietz and Frédéric Makowiecki secured second place, in the sister No92 car Michael Christensen and Kévin Estre finished third.

Despite taking up the race from pole position, Christensen was unable to hold his front spot and fell back to fourth place in the first lap after making an error. His teammate Makowiecki moved up into second spot and later took the lead. After the first round of pit stops, the qualifying order was restored though with Estre leading in the No92 car. Running opposing pit stop strategies the two cars swapped positions several times over the course of the race, but by half distance a 911 RSR was still holding its own at the front of the field. Two and a half hours before the finish however a Ferrari pulled ahead, all the RSRs could do was hang on for the remaining podium places.

After the summer break, the fifth round of the FIA World Endurance Championship will take place on September 3rd in Mexico City.



Race result

LMP1

| | | |
|-------------------------------|--------------|----------|
| 1 Bernhard / Hartley / Bamber | 919 Hybrid | 204 laps |
| 2 Jani / Lotterer / Tandy | 919 Hybrid | 204 laps |
| 3 Conway / Kobayashi / Lopez | Toyota TS050 | 204 laps |

GTE-Pro

| | | |
|------------------------|-----------------|----------|
| 1. Calado / Pier Guidi | Ferrari 488 GTE | 179 laps |
| 2. Lietz / Makowiecki | 911 RSR | 179 laps |
| 3. Christensen / Estre | 911 RSR | 179 laps |



MAIDEN WIN FOR NEW 911 RSR

The new 911 RSR finally celebrated its first victory at Lime Rock in Connecticut...

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

ROUND 7 & 8: LIME ROCK & ROAD AMERICA



Since its debut Porsche has been waiting patiently for the new RSR's first victory, it finally came at round seven of the IMSA SportsCar Championship – North America's leading sports car race series.

When a 24-strong field of GTLM and GTD class cars took off on the short Lime Rock race track in the rural region of Connecticut, conditions were cloudy and not as hot as the preceding day's qualifying session. Then Porsche had claimed pole position with the No911 Patrick Pilet and Dirk Werner car. Both Porsches got away cleanly, the Pilet and Werner entry leading followed by the No912 Laurens Vanthoor and Gianmaria Bruni RSR in second spot.

After an unintentional 'off' Bruni pitted for an earlier than scheduled first stop to remove grass from his car's radiator. Still, he managed to hand the RSR over to teammate Vanthoor while still in the lead. Werner pulled into the pits for a service and driver change immediately behind him. Pilet then took the wheel of the No911 car, he promptly rejoined the race in front of the No912 machine. Just before the halfway point Pilet led with Vanthoor behind in second. From there onwards the Porsche duo fended off all attacks from their pursuers, so the order remained that way to the flag. The double victory for the new 911 RSR has been long awaited

by Porsche, having previously failed to convert three pole positions into race wins.

The icing on the cake was a GTD class victory by Jörg Bergmeister and Patrick Lindsey in the 911 GT3 R campaigned by the Park Place Motorsports customer team.

Patrick Pilet commented: "Incredible. We had to wait so long for this victory but now it's finally happened. The entire team worked brilliantly this weekend. This circuit suits our 911 RSR well and we immediately found a super setup. It was a tough battle over the whole distance. Our car was consistently fast today, but you always have to stay fully focussed. With so many



cars out on the track you inevitably swap paint with your rivals. Luckily everything went well. It was a fantastic weekend. We're now going to enjoy our success and then attack again at Road America in a fortnight."

Round eight of the IMSA SportsCar Championship took place at Road America in Elkhart Lake, Wisconsin. The No912 911 RSR initially managed to advance from fourth to third place with Gianmaria Bruni at the wheel, closely followed by Patrick Pilet in the No911 car. The duo held those positions until the first round of pit stops, and the race stayed largely static until around one hour from the checkered flag. Laurens Vanthoor took the lead in the No912 car after a short pit stop, but immediately following a safety car phase he ran wide and let a Ford by. Vanthoor tried everything to reclaim the lead but there was nothing he could do. In the sister 911 Dirk Werner got mixed up in an accident with a Corvette at the restart, he ended up in the gravel trap, classified in P8. Having been a mere six-tenths of a second off claiming another victory, it was another disappointing result for Porsche's RSRs in 2017.

Laurens Vanthoor commented

after the race: "What a rollercoaster race. We came into the pits earlier than scheduled prior to a caution phase, because we suspected we had a tyre problem, and that cost us the lead. We definitely had some luck on our side because there was nothing wrong with the tyres. After the restart, I wanted to overtake a slower GTD vehicle but he blocked me and that led to a mistake. It's annoying to lose the lead and possibly even victory because of this, but such things happen. Nevertheless, finishing second on this tricky circuit is a good result."

Dirk Werner said: "In the closing phase of the race we still had every chance open to us. After the final round of pit stops I was running in fifth and I wanted to overtake the Corvette in front of me after the safety car phase. But, while braking, he pulled to the left in the last moment and forced me into the gravel trap. He was given a penalty, but that didn't do us any good. I'm pleased for our team colleagues in the #912 car and I hope that we can make more out of our good possibilities in Virginia."

Round nine of the IMSA series will be contested at the Virginia International Raceway.



Points standings after round 8:

GTLM – Drivers

| | | |
|-----------------------|--------------------|------------|
| 1. Garcia / Magnussen | Chevrolet Corvette | 211 points |
| 2. Auberlen / Sims | BMW M6 | 204 points |
| 3. Müller / Hand | Ford GT | 196 points |
| 5. Pilet / Werner | 911 RSR | 194 points |
| 6. Vanthoor | 911 RSR | 183 points |

Manufacturers

| | |
|--------------|------------|
| 1. Chevrolet | 223 points |
| 2. Ford | 219 points |
| 3. BMW | 216 points |
| 4. Porsche | 209 points |

Teams

| | |
|---------------------------------|------------|
| 1. Corvette Racing #3 | 211 points |
| 2. BMW Team RLL #25 | 204 points |
| 3. Ford Chip Ganassi Racing #66 | 196 points |
| 5. Porsche GT Team #911 | 194 points |
| 6. Porsche GT Team #912 | 183 points |

TEN VOORDE WINS INVITATIONAL RACE

The Porsche Carrera Cup Deutschland invitation race took place in support of the WEC at the Nürburgring...

CARRERA CUP DEUTSCHLAND NÜRBURGRING



A 37-strong combination field, made up of Carrera Cup Deutschland and Porsche Sports Cup competitors, took to the grid of the inaugural 'Porsche Motorsport Race Weekend'. The invitation races that form part of the weekend were not counted as official rounds of the Carrera Cup Deutschland, and therefore no points were awarded towards the

championship, but that did not stop them from being hard fought.

Rain at the start of the Carrera Cup event meant every 911 was shod with wet tyres for the rolling start of the 30-minute race. The field spent the first two laps behind a safety car due to a vehicle being stranded on the track, Porsche Junior Thomas Preining led. Initially

he managed to defend his lead, but Preining and Larry Ten Voorde became embroiled in a heated battle, swapping positions constantly over the course of the race. On the tenth lap Ten Voorde made a move to claim first place and there he stayed until the flag fell. Behind the Dutchman came Preining and Wolfgang Triller. The victory marked

Larry Ten Voorde's first victory in the Carrera Cup Deutschland at the famous Nürburgring.

"At the start I first had to find the right racing line under these conditions because the kerbs were very slippery. My duel with Thomas Preining was extremely close. That makes me particularly pleased about my victory," said Ten Voorde.

Michael Steiner (Member of the Executive Board Research and Development at Porsche AG), Dr. Frank-Steffen Walliser (Vice President Motorsport and GT Cars at Porsche AG) and Karsten Sohns (CFO of the Porsche Deutschland GmbH) handed over the trophies at the podium ceremony.

The next two official races of the national one-make race series will be contested in the Eiffel as support to the DTM series, in early September.



Race result:

1. Larry Ten Voorde
2. Thomas Preining
3. Wolfgang Triller

AMMERMÜLLER EXTENDS LEAD AS OLSEN WINS

PORSCHE SUPERCUP

ROUNDS 6 & 7: SILVERSTONE & HUNGARORING



The ever present Ammermüller leads the 2017 Supercup championship, but Olsen and Cammish are chasing him hard...



Porsche Junior Dennis Olsen clinched pole position and his maiden Mobil 1 Supercup victory at Silverstone. Round six of the championship saw 32 cars take to the grid in front of more than 130,000 racing fans. Olsen managed a clean start and began building a gap to the pursuing pack. Hot off the back of his podium in Austria, Dylan Pereira started the race in second but was overtaken by Michael Ammermüller, behind Pereira came Briton Dan Cammish.

Cammish was shuffled to seventh in the early stages but almost immediately got back up to sixth before closing on the winner of the previous round, Matt Campbell, to make a move for fifth. After trading places several times on the third lap, Cammish settled into the position and promptly set after Josh Webster.

Cammish was on a charge and into Stowe on lap five he dived past Webster for fourth.

The 21-year-old Norwegian's win saw Olsen chasing Ammermüller in the overall championship standings. Cammish occupied third place. In the Nations League, Germany ranked first ahead of Norway and Great Britain.

At a baking hot Hungaroring the Supercup cars put on a fantastic show with plenty of overtaking manoeuvres and thrilling door-to-door duels. When the lights went out it was Dan Cammish who promptly overtook pole-sitter, Michael Ammermüller, who initially had to settle for second place. Silverstone victor Dennis Olsen was in trouble, he had to relinquish his third position to Robert Lukas at the start. However, when Lukas lost concentration briefly on lap four,

the Norwegian grabbed his chance to reclaim third. The order until lap eight was: Cammish, Ammermüller and Olsen. Ammermüller began an offensive though and eventually got by Cammish for the lead, Olsen then saw his chance to pass Cammish too on lap eleven. And so the order come the flag was Ammermüller, Olsen and Cammish in third.

"When you start from pole position at the Hungaroring it gives you a good foundation. But at the start Dan Cammish suddenly swept past me. I eventually managed to overtake him later on. I'm happy that I was able to extend my points lead,"

said Ammermüller.

Ammermüller now leads the championship following his four victories so far this season with 116 points. Olsen (102) and Cammish (86) chase the 31-year-old seasoned Porsche specialist. Germany currently heads the Nations League, with positions two and three occupied by Norway (102) and Great Britain (87).

The next round of the Porsche Mobil 1 Supercup is a double-header event in Belgium at Spa-Francorchamps, which takes place on 25-27th August following the Formula One summer break.

Driver's Points Standings After Round 6:

| | | |
|------------------------|----------------------------|------------|
| 1. Michael Ammermüller | Lechner MSG Racing Team | 116 points |
| 2. Dennis Olsen | Walter Lechner Racing Team | 102 points |
| 3. Dan Cammish | Lechner MSG Racing Team | 96 points |



EASTWOOD AND ZAMPARELLI WIN

Charlie Eastwood retook the championship lead after sharing a win apiece with Zamparelli at Snetterton...

CARRERA CUP GB

ROUNDS 8 & 9: SNETTERTON



The start of round eight was clean as Charlie Eastwood led Dino Zamparelli, Dino's hopes of a run around the outside of the pole-sitter into the first corner were thwarted by a fast-starting Lewis Plato. Plato got by team mate Tio Ellinas before momentarily nosing ahead of Zamparelli, but Zamparelli fought back to settle into second spot with Plato third, just ahead of Ellinas. And that's how the positions stayed for the duration of the race, with the front runners trading tenths of a second in a tactical battle that saw Zamparelli sitting less than a second behind Eastwood at the flag.

The remaining battle in the Pro category was between Dan McKay and Scott Malvern, who was subbing for the absent Dan Cammish, eventually decided in Malvern's favour on lap 11 after a small mistake by McKay. In Pro-Am1, Alex Martin surged into the category lead from the off, maintaining that lead

for his fourth win of the season.

The standing start for round nine once more saw Eastwood make a perfect launch from pole, Zamparelli slotting into second while a two-corner battle ensued behind between Plato and Ellinas. Despite Plato making a strong attempt to pass his team mate, ultimately Ellinas successfully defended. Zamparelli set after Eastwood, initially pegging the gap then easing towards the leader. By lap four Zamparelli posted the fastest lap and by lap eight the pair were nose-to-tail, Zamparelli looked for an opportunity and it came on the penultimate lap. When Eastwood momentarily locked his rear wheels under braking, running wide of the apex, Zamparelli capitalised. Zamparelli crossed the line one second ahead of Eastwood. Ellinas took his best result of the season in third.

In Pro-Am1, Sherwood converted pole position into his second win of

the 2017 season.

Pro-Am2 once again provided spectacularly close racing, Kyle-Henney taking the class victory.

Both Eastwood and Zamparelli made the best of a weekend when they had to deliver maximum points with title leader Dan Cammish away racing in Porsche Supercup

(p17), taking 38 points apiece from a maximum of 40 available. Zamparelli's win was not only his first of 2017, but the first for his JTR team in sportscar racing after it converted from single-seaters. Against the points lost, Cammish is able to drop one score under the 2017 regulations.

Points standings after round 9:

Pro Category:

| | | | |
|----|------------------|----------------|------------|
| 1. | Charlie Eastwood | Redline Racing | 147 points |
| 2. | Dino Zamparelli | JTR | 134 points |
| 3. | Dan Cammish | Redline Racing | 132 points |

Pro-Am1 Category:

| | | | |
|----|-----------------|--------------------|-----------|
| 1. | Justin Sherwood | Team Parker Racing | 70 points |
| 2. | Alex Martin | Team Parker Racing | 67 points |
| 3. | Graeme Mundy | Team Parker Racing | 48 points |

Pro-Am2 Category:

| | | | |
|----|-------------------|------------------------|-----------|
| 1. | Thomas Jennings | G-Cat Racing | 68 points |
| 2. | Peter Kyle-Henney | IN2 Racing | 60 points |
| 3. | Iain Dockerill | Asset Advantage Racing | 59 points |



911 Carrera RS (964)

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

£209,995



911 S 2.0 (SWB)

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox • Matching Numbers • Professional Restoration 1968 (F)

£174,995



911 E 2.2

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

£129,995



911 GT3 Clubsport (996)

Guards Red • Manual Gearbox • Black Nomex Bucket Seats • 18" GT3 Wheels Rear Roll Cage • 41,398 miles • 2004 (53)

£74,995



911 Turbo (996)

Arctic Silver • Graphite Grey Leather Seats • Manual Gearbox • BOSE Sound System • 18" Turbo II Wheels • 16,967 miles • 2003 (03)

£69,995



911 Carrera Sport Targa

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

£64,995



911 SC

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

£64,995



911 Carrera Targa (993)

Turquoise Green • Marble Grey Leather Seats • Manual Gearbox • Air Conditioning • 17" Targa Wheels • 69,945 miles • 1996 (N)

£59,995



Macan S Diesel

Volcano Grey • Black Leather Sport Seats • PDK Gearbox • 20" Macan Sport Design Wheels • Touchscreen Satellite Navigation • 13,778 miles • 2016 (66)

£51,995



Boxster S (981)

Basalt Black • Beige Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Boxster S Wheels 8,029 miles • 2015 (15)

£46,995



Cayman S (981)

Basalt Black • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Cayman 'S' Wheels 39,935 miles • 2013 (63)

£42,995



911 Carrera 2 S (997)

Atlas Grey • Black Leather Sport Seats Tiptronic S Gearbox • Satellite Navigation Sports Exhaust • Sport Chrono Pack Plus 67,757 miles • 2005 (05)

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SHARK BAIT

SharkWerks' brilliant rework of the GT4 has given the Cayman even more bite. We test it in the Californian hills...

Story: Sean Libbey Photography: Rich Pearce



I'll start by saying I've never been infatuated by the Cayman GT4. Admittedly at the time of my first drive I'd jumped straight from a blast in a new 911 R so any subconscious comparisons are resolutely unfair, yet while I found the Cayman's chassis to be incredibly well balanced, I was left decidedly cold by the car's engine and drivetrain.

The problem for me was the flat-six utilised in the GT4 clearly doesn't hail from its hallowed GT department, those same guys who in recent times have made the 911 GT3's engine rev spiritedly right up to a bonkers 9,000rpm redline. Instead, the engine in the GT4 is taken from the 911 Carrera S, which simply doesn't rev as freely, this lack of power was particularly felt low down when

the Cayman attempted to accelerate out of corners. The other issue was with the GT4's gearing, it felt that the overly long ratios on its manual gearbox were at odds with a well sorted chassis that just invites you to play.

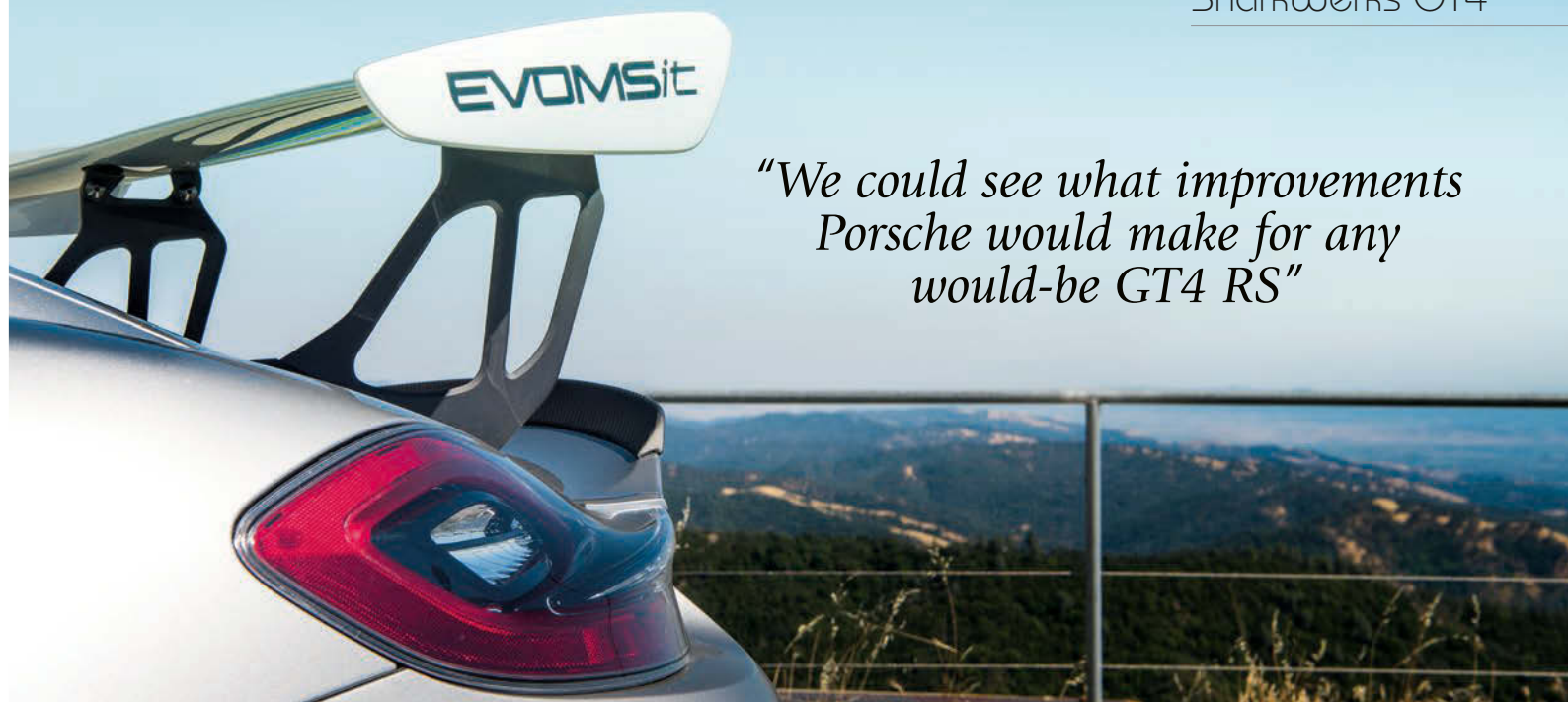
Now don't get me wrong, the GT4 isn't a bad car. Far from it. However, it was clear to the discernible that there was room for improvement from Porsche's first go at a hardcore Cayman, the best example of which resides nearly 6,000 miles west from the Osnabrück factory in which the car was originally built.

I'm talking, of course, about the Cayman GT4 tuned by SharkWerks. The NorCal outfit operating out of Fremont, San Jose, are world renowned for modifying water-cooled 911s,

beginning with owner Alex 'Sharky' Ross's 996 Turbo, which broke quarter-mile records back in the early 2000s. The company have since gone on to create an indelible mark on the world of GT 911s with their blistering GT3 and GT3 RS creations, culminating most notably in its second-generation 997 GT3 RS 4.1 of 2015. A long-time lover of purist cars with a manual gearbox, as the 991-generation 911 GT cars adopted semi-automatic PDK transmissions, all the while becoming wider and heavier, Alex and his team turned its attentions to the Cayman GT4.

"In reality, Porsche made our mission easy," said Alex, who similarly felt underwhelmed after a first drive of his GT Silver Cayman in January 2016. "We felt we could see what





"We could see what improvements Porsche would make for any would-be GT4 RS"

improvements Porsche would make for any would-be GT4 RS and as drivers we didn't want to wait that long for the upgrade. That's chiefly why we set about our work with the GT4 in the first place."

However, Alex is being modest here, for the SharkWerks build before us goes far beyond the usual Rennsport repertoire of simply adding lightness.

Starting with the engine, SharkWerks sought to allow better breathing for the 3.8-litre flat-six thanks to the fitting of twin BMC air filters, the conical high-flow units feeding more air to the engine over Porsche's stock, paper filters. A larger IPD Competition plenum combined with SharkWerks' own 82mm throttle body kit (the factory offering is 74mm) as found



on the 997.2 GT3 further improves air flow, the Porsche tuners also manufacturing their own Sports manifolds for the GT4. A software tune-up from EVOMSit, a long-time partner to the SharkWerks brand, has helped raised power by 30hp to a wholly usable 410hp for this mid-engined croc.

However, it is in reworking the gearbox that SharkWerks has really excelled with the GT4 package, seeking to build on the road-going usability Porsche has made this mid-engined sports car renowned for. Alex explained: "The most common complaint among enthusiasts of the GT4 is that the gears are just too long for the 3.8-litre engine in its chassis. The ideal solution would be a complete re-gearing of first through sixth gears, however that comes at an enormous cost for small batch parts and engineering first and second gears will likely not be an option for years, if ever."

SharkWerks' solution was to modify gears three, four and five to become closer ratios (14% in third, 18% in fourth, and 16% in fifth), allowing the driver to shift to third gear sooner when required, or to stay in second until the normal shift point and then jump to a better position in the powerband in third. Alex elaborated further: "The GT4 has a long first gear from the factory, and with its 'Sport' auto-blip feature it's easy, smooth, and safe to downshift and drive in first gear when desired, giving this car a truly usable one-six gear set. In modifying third through sixth gears but leaving first and second stock, this functional first gear still allows drivers to use one-two-one shifting for more technical corners, and move out to the H-pattern's 'left leg' [three-four], an arguably more enjoyable, easier and rewarding shift than two-three or three-two.

"The more usable, shorter third gear will make drivers feel less inclined to make the bulky three-two downshifts because third is considerably shorter and more responsive. This allows the 'H' in third and fourth gears to be better at most driving speeds than before. Also, rather than only using third on long straights and feeling the need to shift to second more often than before, third and fourth become more enjoyable sooner, at lower speeds without lugging down the engine out of its powerband."

As you can see from Alex's comments, this has been a detailed, almost obsessive drill-down of the GT4's gear ratios in an attempt to improve on what many feel is the Cayman's main shortcoming. Alex is happy with the

outcome of this extensive work, the R&D of which has been carried out on his own car.

SharkWerks has also replaced the entire clutch assembly with its own lightweight flywheel, saving near seven kilos over stock, also making good use of an upgraded motorsport clutch and pressure plate kit – an effective formula again borrowed from the company's vast experience with GT 911s.

Balancing this additional torque between each of the GT4's rear wheels is a Guard Pro limited slip differential with 50/50 locking factor. Much in-line with the Cayman's overall mantra, this set-up seeks to offer the best of both worlds for GT4 drivers, Alex tells us the eight-plated led (four sides each) has a moderate preload to make it manageable on the street and have good lifespan of internals while still giving really good bite when driven hard on the track.

SharkWerks have tweaked the GT4's aero side too, noticeable thanks to much taller SalterAero uprights pushing the car's rear wing a dramatic four inches above the factory setting, a more aggressive angle of the wing further aiding downforce at the rear. To balance this, RSS carbon dive planes have been added to the two front quarters of the Cayman's PU, helping to push its nose to the floor at speed.

As for the chassis? Well, unsurprisingly it is untouched from factory, SharkWerks deciding, much like the rest of us, it is damned near exquisite as is. The car retains its switchable PASM as a result. There are 20-inch Outlaw 1552 monoblock 003 wheels sitting under the GT4 though, which Alex admits proved difficult to pull off. "Originally I wanted to go down to a 19-inch diameter but even in stock 20-inch form with optional PCCBs like ours, there's really not a lot of space between the brake calliper and the wheel," he told us. The wheels are just an aesthetically-motivated change, however – it is that reworking of the GT4's engine and transmission that really stands-out here.

The result is, in true SharkWerks fashion, nothing short of breathtaking. Thrashing along the twisty roads atop Mount Hamilton, the spindly route overlooking San Francisco's Bay Area, there is much to take note of. Most striking is the GT4's new sound: even at idle it's throaty, gruff; at anything above 3,000rpm its tone shifts significantly into a rasping metallic shriek. The result of SharkWerks' own Tubi system, it gives the GT4's note a marked



*It is in reworking
the gearbox that
SharkWerks has
really excelled*



intensity that's wholly representative of the drive this special car now offers.

That intensity is derived from the car's reworked gearing. Now far more usable on twisty, public roads such as this, third gear is found where previously second would have been the better choice in keeping the Cayman revving, and fourth gear, previously reserved for long straights, arriving soon after. For the driver in all of us, it's a revelation to be able to call upon more of the gearbox's ratios for spirited driving, the motion of short, sharp shifting simply joyous – this exemplifies exactly why Porsche made this tactile little mid-engined sports car in the first place.

This is supplemented wonderfully by a vast improvement in the GT4's throttle response. A firm application of the accelerator pedal sees instant, zippy pick-up indicated on the tachometer, that needle now happy to sweep its way clockwise with the vigour of a flat-six

primed for competition. This no longer feels like a 911 Carrera S engine that's simply been shoehorned into a 981 chassis, its character now adopting that which has a genuine Motorsport-department feel.

That extra thrust out of corners is keenly felt too, the GT4 shrugging off a degree of lethargy that blighted its post-apex dash in stock form. You get the feeling there's still more work that can be done in this area, though the confidence in Alex's tone when he extends an invitation to revisit the car next year suggests that's something SharkWerks is already well on the way to accomplishing.

Sharkwerks has turned the Cayman GT4 experience into one of the best you can have from a car sporting the Stuttgart horse of on its bonnet. That this has been achieved with only subtle yet focussed tweaks to Porsche's most sporting 981, without overzealous modification, is a testament to the

engineering nous of the small, four-strong team at SharkWerks.

There are 16 GT4s with the full-build Sharkwerks treatment, Alex jovially refers to those cars as 'fully Sharkafied'. There's more on the way too, as we've already mentioned, but that's a few months away yet. That, though, is besides the point: Already a lithe, dextrous car with exceptional handling qualities, this new-found intensity to the GT4 finally makes it a proposition that will give many 911 drivers food for thought. GT4 RS? There's no longer a need to wait for Porsche to build it ◦

GT4 RS? There's no longer a need to wait for Porsche to build it...





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Cayenne Key Numbers

As we test the all-new Cayenne during its final pre-production phase, we look back on some numbers surrounding Porsche's first SUV...

2003

Porsche's first SUV arrives with a choice of normally aspirated or turbocharged 4.8-litre engines, six-speed manual or five-/six-speed Tiptronic gearboxes.



2007

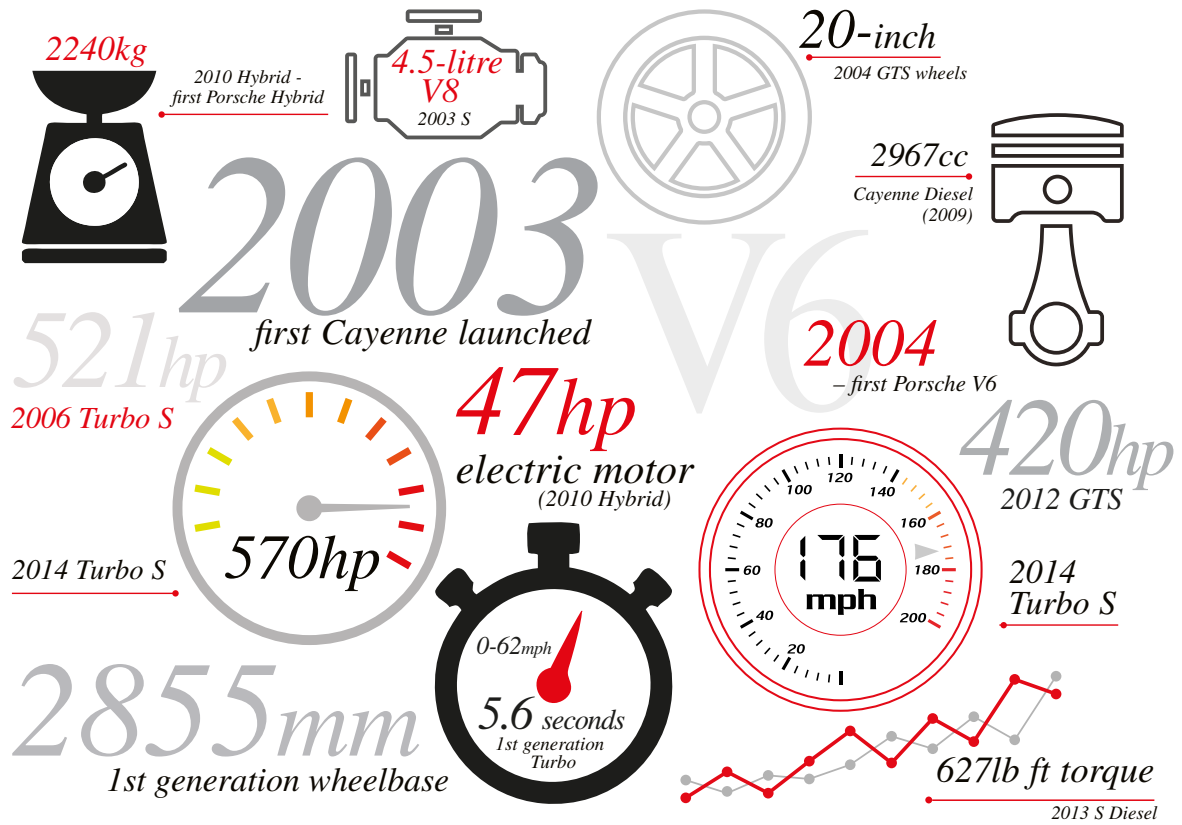
Second-generation Cayenne enters our lives sporting a face-lift which improves its looks somewhat. V6, V8, and Turbo all get DFI engines.



2009

Enter the first Cayenne diesel. It uses the 3.0-litre V6 engine from the Audi stable, it's good for 600 miles to a tank and 30mpg.





2010

2010 marks the first all-new Cayenne since 2003 – it's larger all round. A new four-wheel drive system replaces the old system with its low ratio gearbox.



2010

Porsche's first Hybrid also arrives in 2010, the Cayenne S Hybrid uses a 3.0-litre V6 which works in parallel with a 47hp electric motor.



2014

Fourth-generation Cayenne launches, five models are made available: S, Turbo, Diesel, Diesel S, S E-Hybrid. Hybrid uses the Panamera S E-Hybrid's drivetrain.



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

Is circuit racing is where it's at? Rally guru Richard Tuthill may have found a new passion....

I've managed to sneak out of the office to take a little summer break in Wales and, on a fine day, I can see the Trac Mon circuit in Anglesey from where we are. It's a track I have not yet driven, but I'm fairly confident that this won't be the case for much longer.

I arrived here a little later than my family due to attending the Copenhagen Historic Grand Prix weekend with our most adventurous clients, Team Tidö Race 4 Health. Copenhagen is pretty unique, and

course based at a circuit for a race weekend versus charging around the countryside. This leads to other, less obvious, challenges.

A simple example is that, if we have a technical problem on a rally, I can usually find a moment to drive the car up the road and analyse the situation. However, when I'm stuck in a paddock and not able drive the car on the open road, these issues have to be resolved using different methods. We therefore rely heavily on feedback and analysis from those

cars, 2.8 RSRs, 3.0-litre RS and most recently a 934. At Goodwood last month, I tested a '65 car running on Dunlop L-section tyres, and the 934 (3.0-litre single turbo) on 14-inch wide slicks. Quite a contrast.

I'm new to driving on circuits and quite frankly I find it quite a challenge and all a bit scary. Given my ability in a Welsh forest (check our YouTube channel for in-car video), people laugh when I say this given that I'm someone who drives a car on the limit a metre away from a bunch of well-established trees, and I won't blink if I hit them.

There's a lot of room on a racetrack. Considering I'm someone who doesn't like choice then it's all a bit too open! That said, I can turn out a reasonable lap time and the more I drive on track, the more I'm falling for it.

The '65 cars are in a constant state of movement and it's the ability to find the balance between too straight and too sideways. The engine, as I've discussed before, is glorious and I don't ever see a 2.0-litre car as a threat. The 934

however couldn't be more different and is now right up there in my all-time best driving experiences.

We haven't tried to extract the most from the engine yet, though we are about to start. In Goodwood trim, the car had 430hp and with the huge mechanical grip on offer it was stunning to drive. Almost no body roll, the stealth-like nature of the engine noise and then the feeling that is like no other, when the turbo does its thing.

We are out next at Spa for the 6-Hour historic weekend, followed by a trip to the Hungaroring and two more European outings, as well as a few GTSCC rounds. It's great. Our cars are on the pace and we are building on previous successes, such as back-to-back Masters championship wins with Mark Bates, and his great successes at Spa and the Nürburgring.

So, it's official: we are racing and doing more and more. With the great reliability and driveability of our rally cars thrown into the mix, we hope to continue our winning ways in both disciplines ○

I'm new to driving on circuits and quite frankly I find it a challenge...

beautifully hosted with an almost festival feel. It was the latest stop in a racing season that has seen us test and race with clients at Silverstone, Barcelona, Donington, Goodwood, Monza and the aforementioned temporary street circuit around the Danish capital.

We are not as well known for our circuit racing as we are for other areas of our business but actually, we have always been racing and with some success. Now though, it's becoming a bigger part of our lives, and it's wonderful!

Porsche is synonymous with racing success. Rallying was a little more back door and, more often than not, driven by the passion of private teams. So given that we have been pursuing rally success, some may see racing as an easier discipline. In many respects it is less challenging, but in other areas it is more so.

On the logistical side, we are of

driving and the pressure is on in a different way. Once the car hits the track again, it is usually against the clock and so no second chances are on offer.

We have built plenty of race cars in the last five years: 1965 2.0-litre



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

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Buying a Porsche is exciting and most people can't wait to get their hands on their new car so they can begin enjoying it, says Philip Raby. Most, but not everyone...

The other week, I had a call from a chap interested in a rather lovely 911 we had in stock. He was a couple of hundred miles away so he asked a few sensible questions about the car, which I did my best to answer. That was early afternoon and, after we'd chatted, he decided to jump in his car there and then, and make the four-hour drive down to see the Porsche. I was happy to work late to meet him – there's always plenty to do in the office.

After getting stuck in rush hour traffic, the man turned up at about 7pm with his wife. They had a good look over the 911, which they loved, and quickly agreed to buy it. They did, though, explain to me that they had a company car which wasn't going back for another month, so they asked if we could keep the Porsche until then as they simply didn't have space for an extra vehicle. I happily agreed to do that, and off they went to enjoy an evening at a local hotel before making the long drive home the next morning.

The following day, I received an eager text from the buyer, asking if he could fly down that very next weekend to collect the Porsche. He'd decided that he simply couldn't wait any longer. So, early on that Sunday morning, I drove to Southampton Airport to pick up the excited chap and, an hour or so later, he was roaring off in what I have to admit was a simply lovely 911. I can't blame him for not wanting to leave it with us for

a month!

It doesn't always work like that, though. A couple of years ago, we sold a classic Porsche to a gentleman over the phone, and came to an agreement to store it for him for what should have been a few months. A full year later, he rang to ask us to sell the car, as his

The owner made a £15,000 profit on a car that he'd never even seen...

circumstances had changed – so we did, quickly finding an eager buyer. Amazingly, the owner made a very tidy £15,000 profit on a car that he'd never even seen. I can't help feeling that he'd have had more pleasure out of actually driving and enjoying the Porsche in the year it was in his ownership, though.

More recently, we sold an older Porsche as a trade sale to a dealer in Ireland. I made it very clear over the phone to him that the car needed work and, in particular, the brakes required a bit of attention. The buyer was happy with doing the work himself as we'd agreed a reduced price on the car, and he said he'd arrange to have the car collected.

The next week, a delivery driver turned up on foot, expecting to drive

the Porsche away. There was no way I was going to let him take an unprepared car that sort of distance, so I explained that we'd been expecting the car to be collected by a truck. The man went off rather disgruntled, and half an hour later, his office rang up to ask what was happening. I expected and was told that they didn't have a truck that came 'so far south'. A bit odd for a transport company, I thought, and I ended up giving them the number of the people that we use for deliveries! It took a week or so to get the car collected after that.

On the whole, though, buyers do want to get behind the wheel of their new Porsche as soon as they possibly can. And that, surely, has to be the correct way of things! ○





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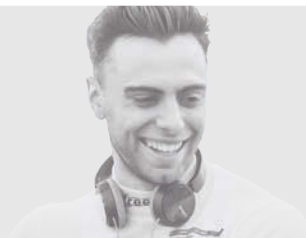
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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his third season racing Porsches

Dino celebrates his first win of 2017, and boy does it feel good...

Snetterton hosted rounds eight and nine of the Carrera Cup GB Championship – this time there was one key difference: my main rival Dan Cammish was away racing in the Supercup series in Hungary. This was our opportunity to claw some points back and put ourselves on level terms with him. At the start of the year, I wanted a straight and fair fight between us. I always think if something is worth winning, it's worth winning correctly. But that all went out the window when my car was disqualified from second place at Donington in April. After that I didn't care – the gloves were off!

We've put together a good run since that disqualification; third, and three second places, and naturally with Dan not turning up, I knew I had to deliver at Snetterton if I wanted a chance of beating him in the championship. A test session preceded the race at Snetterton, but being perfectly honest it went badly. We tried a few things with the set-up to improve the car but they didn't work. I didn't have a great balance and was left frustrated. However, I kept a cool head and worked with the team in the subsequent days on a plan for the coming weekend.

For Friday's Free Practice One we still weren't quite where we wanted to be but we were close. I often get asked if I change the set-up of my car at this point, my answer is yes. We aim not to, as it can sometimes lead you down an incorrect path, but I believe good racing drivers adapt a car to suit their driving style.

I went quickest in Free Practice Two after another round of changes, and I was feeling strong. We were

the most competitive we've been all year in qualifying. I got pipped to pole position by 0.086 seconds by my other rival, Charlie Eastwood. To be fair, Charlie's lap deserved it. I was disappointed because I had the pace to go quickest, but I just didn't hook a lap together. That's how racing is – tiny margins.

Race one was as dry as a safari desert, not in terms of weather, but in terms of action. It had rained overnight and for our 10am start the track was still 'green'. It makes the cars a bit harder to drive, added to the fact that I made the wrong call on set-up and the car was good but

not perfect. Thus, I started second and finished there (with fastest lap). I wanted to put the leader under more pressure but I just didn't have the speed to do so and finished 0.9 seconds behind.

I started second in race two and got an average start. I had a new clutch in for this round and it felt strange all weekend. I got a decent enough launch but didn't slip it enough, so I had to tuck in behind Eastwood who took the lead from pole. I spent the entire race, as I called it, 'hanging it out'. As I told the team afterwards, I didn't care what condition the rear tyres would be

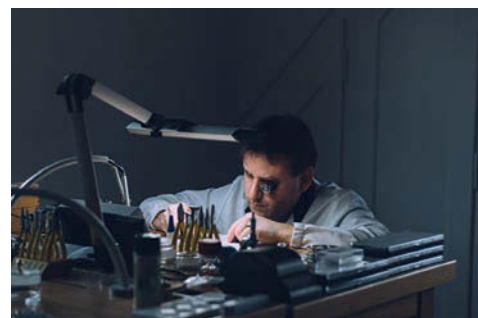
in by the end! I worked really hard to put Eastwood under pressure in certain corners and to carry speed, hopefully carving an opening for the lead. I felt fast after doing a small set-up tweak, and was able to stick to Charlie's gearbox 90% of the time. On lap 12 of 14 I feigned a classic dummy to the inside of a hairpin, he locked his wheels and left a perfect 911 sized gap. I went through on the exit and closed the door firmly shut. This was my lead now and I was going to convert it to a victory.

I drove the next two laps well and crossed the line to take my first win of 2017, and also my new team JTR's first win of its Carrera Cup GB career. It felt great crossing the line and taking 38 out of the 40 points available that weekend. Nick Tandy I'm sure will take relief from having a team that can now claim to be a Carrera Cup winner. But who wants to stop there? ○

This was my lead now and I was going to convert it to a victory...



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



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

Simon wonders if Porsche, a company of true racers, will enjoy competing with electric cars...

suppose it was inevitable that, sooner or later, Porsche would pull the plug on racing prototypes in the World Endurance Championship (WEC). The brand has achieved so much with its 919 Hybrid, including a hat-trick of wins at Le Mans, so there's really nothing left to prove. The upcoming WEC rule changes announced by the governing body also looked likely to force Porsche's hand, for they were not geared in its favour. The writing was on the wall, but that it would quit competing at the top level of endurance racing in order to enter a single seater series? Well, that was perhaps less obvious.

While Porsche will continue to be represented in sports car racing by the 911 RSR, it will enter a new world when it turns up to its first Formula E race at the end of 2019. Its history of racing single seaters is something we'll explore in more detail in a forthcoming issue, but it turns out rumours of either Porsche, or fellow VW Group brand Audi, would be entering the world of Formula One racing (whispers of a Formula One entry have been floating around for some time) were not total pie-in-the-sky after all. Perhaps Audi will give F1 a shot but for Porsche, with its upcoming Mission E, Formula E makes sense – at least from a marketing perspective.

I'm sure I've been vocal about Formula E in this column before, in short I'm yet to be convinced that it is an interesting form of motorsport, but I was recently given a fresh perspective by one of our professional photographers who happens to shoot the all-electric series. What he highlighted to me was that Formula E isn't designed to appeal to me, or any

other 'petrolhead' fan of traditional motorsport for that matter. It is simply a form of entertainment, he said, not strictly 'motorsport entertainment' as such, but a show created to appeal to a whole new audience. For the first time I think I understood what Formula E was all about – but I still can't say I like the idea of it. From what I can see it is a fantastic way for brands, be they car manufacturers or sponsors unrelated to the car world, to entertain corporate guests, shout about what they do to a new audience and to link with their 'green' endeavours. As a racing series though, for me, it misses the mark. I hear even some of the drivers involved in it secretly

think the same way.

Having said that I do want to attend a race with as open a mind as I can muster in order to give the series the benefit of the doubt. As a long suffering fan of Formula One (for all its faults), I attended the recent Hungarian Grand Prix. There, in scorching temperatures, were masses of motorsport fans from all walks of life and countries across the world, some more serious than others, but all there to support their sport, their favourite team or driver. Formula One on TV lacks a level of excitement but when you're actually there, in the grandstands or on the grassy banks, surrounded by fervent fans cheering and smiling, it really

does come alive - the excitement is palpable and the rush as the cars blast by is enough to raise the hairs on the back of your neck. I wonder if the same atmosphere is prevalent at a Formula E race, perhaps being in the grandstands brings the series to life, enabling viewers to see another side of the formula, and perhaps exciting the senses? I'd like to find out if the 'show', the entertainment value that I mentioned earlier, is evident when visiting in person – I hope it is. If it isn't then Porsche might be in trouble when it enters the sport, for it is, and ultimately always has been, run by through-and-through diehard racers who live for the thrill of motorsport competition. I like to think that Porsche as a company and myself share a common ground there. But the problem is this: if Formula E is not aimed at me, why should it hold any real appeal for Porsche, its passionate employees and fans? ○

If Formula E is not aimed at me, why should it hold any real appeal for Porsche?



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



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Test Drive

Ahead of its debut at the Frankfurt Motor Show, we drive the all-new Cayenne during its development stage.

Story: Andrew Frankel Photography: Porsche





There were times when I knew I should be concentrating on recording what the all-new, yet to be unveiled Porsche Cayenne was like to drive when, in fact, my mind was more occupied with wondering what on earth the locals must have made of us.

Imagine: five large SUVs, all in dark colours and most of them black, sweeping across the countryside in convoy, tape covering their badges, strange plastic coverings concealing their headlights and rear lamps. The silhouette of any one of these shark-nosed cars was pretty sinister, but to watch five of them thunder by, escorted by a small fleet of VW Transporters struggling to keep up, must have made everyone wonder what on earth they were doing out here in the foothills of the Pyrenees.

The answer was just a bit of everyday ho-hum sign-off testing for a car that will receive its public unveiling in Frankfurt this September and will be driven by the rest of the world's press later in the year. Quite why I am the only English speaker to have been allowed to drive to date never becomes clear, I'm just glad to have had the opportunity.

These jobs are rare and, before now in Porsche's world, non-existent. It's allowed journalists in prototypes before, but only as passengers. I once flew overnight to Cape Town to sit beside an engineer in a new 911 for a few minutes before catching the same

plane home that afternoon, much to the bemusement of the same immigration official who stamped me both in and out of the country that day.

So to come merely to Catalunya and be able to drive for hours on end makes a welcome change. There's also something rather real about doing this stuff: normal car launches have a somewhat Stepford Wives feel to them as we glide between mirror-finish cars that have been prepared to within an inch of their lives. This is not like that: the cars are filthy and, horror of horrors, one of them refused to release its handbrake when I pulled away from a stop. It took Porsche technicians (armed, interestingly not with a jack and wheel wrench but a laptop computer) almost five minutes to interrogate the offending ECU and persuade it to desist. These cars are prototypes and they're allowed to do this kind of stuff. Indeed it's precisely to find such tiny niggles on this final two week, pan-European sign off drive that the cars are here.

Disguised and with their interiors cloaked in black felt, there is plenty about the Cayenne I cannot tell you either because that's not part of the deal that got me into the cars in the first place, or because Porsche hasn't told me. But there's plenty more that I can.

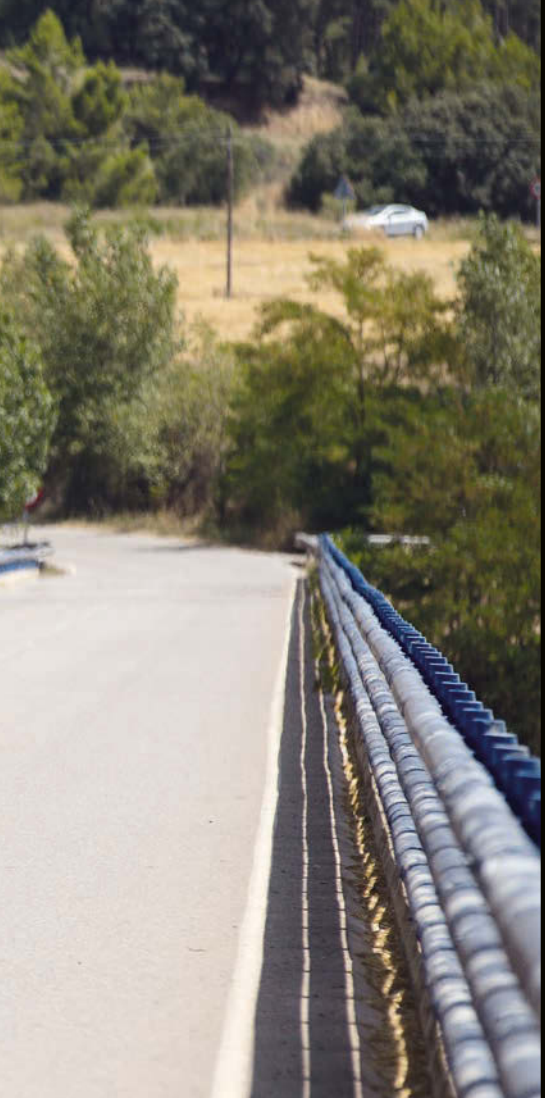
Unsurprisingly the new Cayenne sits on the same VW Group MLB platform as the Audi Q7 and Bentley Bentayga. It will in

time also provide the structural basis for the forthcoming Lamborghini Urus. But the platform has been modified for the Cayenne, its wheelbase shortened by a full 100mm because Porsche rates the agility this will gain above the interior space it will lose.

Unlike in its sports cars, there is no such thing as a purely Porsche engine for cars like this any more. The way the world works within the group is that one company gets to develop an engine which is then made available to all the others. In this case the Cayenne will get all its V6 engines from Audi as well as the V8 diesel, while the twin-turbo V8 petrol motor is Porsche's own engine. There will be hybrids with both V6 and V8 engines, but as the car will be launched only with non-hybrid petrol engines, Porsche isn't talking about them.

But nor does it really need to. Porsche engineers confirm that the Cayenne will use the same powertrain line-up as already found in the new Panamera with the important and significant difference that while the Panamera uses the lighter, faster, PDK double clutch transmission, the Cayenne uses a new conventional eight-speed automatic gearbox from ZF. The reason? The gearshifts may be a touch more luxurious but really it's all about ensuring the Cayenne continues to be able to tow the maximum 3500kg load allowed by law. The PDK used in both the Panamera and Macan is rated only to 2400kg.

*There is plenty about the Cayenne
I cannot tell you... But there's
plenty that I can.*





So, using the Panamera as our guide, a base specification 3.0-litre Cayenne V6 should have around 330hp if it goes on sale in the UK. The previous generation car was only available to special order but, given the question mark that now hangs over diesel in the marketplace and the fact that even this slowest of petrol Cayennes will hit 62mph from rest in under six seconds (that's a staggering 1.9sec faster than the car it replaces), it's much more likely to make the cut. The Cayenne S uses the same engine but with twin-turbos and a 2.9-litre capacity (the stroke is a fraction shorter because of the need for an uprated crankshaft) and should pump out an impressive 440hp with the 4.0-litre V8 Turbo offering 100hp more even than that.

I travel in the Turbo first. I say 'travel' because it's the one car here that I not allowed to drive because the engineers say it's not close enough to production to be representative in the way it drives. That said while all these cars are pre-production prototypes, they were built on the main line using production tools, so they should be indistinguishable from the finished item.

This is naturally frustrating. Show me someone who can tell you what a car is like from the passenger seat and I will show you, at best, a fantasist, at worst, someone who has put their desire to earn money ahead of their journalistic obligation to tell the truth. It does feel bloody fast and effortlessly so, and with 30hp more than the old Cayenne Turbo – itself no slouch – and a small weight reduction of around 60kg, so it should. But cars also always feel much faster to those not driving them. I can tell you with rather greater authority that on standard air springs, this is

the best riding Cayenne there has ever been.

But soon I have what I really want: a steering wheel in my hands, albeit that of a Cayenne S. I don't think I'm meant to give you precise details of the new interior but if you've read anything about the new Panamera cabin you'll not find the interior architecture in here too surprising. It's all TFT screens and pressure sensitive labels in place of proud standing buttons. And it looks brilliant, at least until covered in grubby fingerprints.

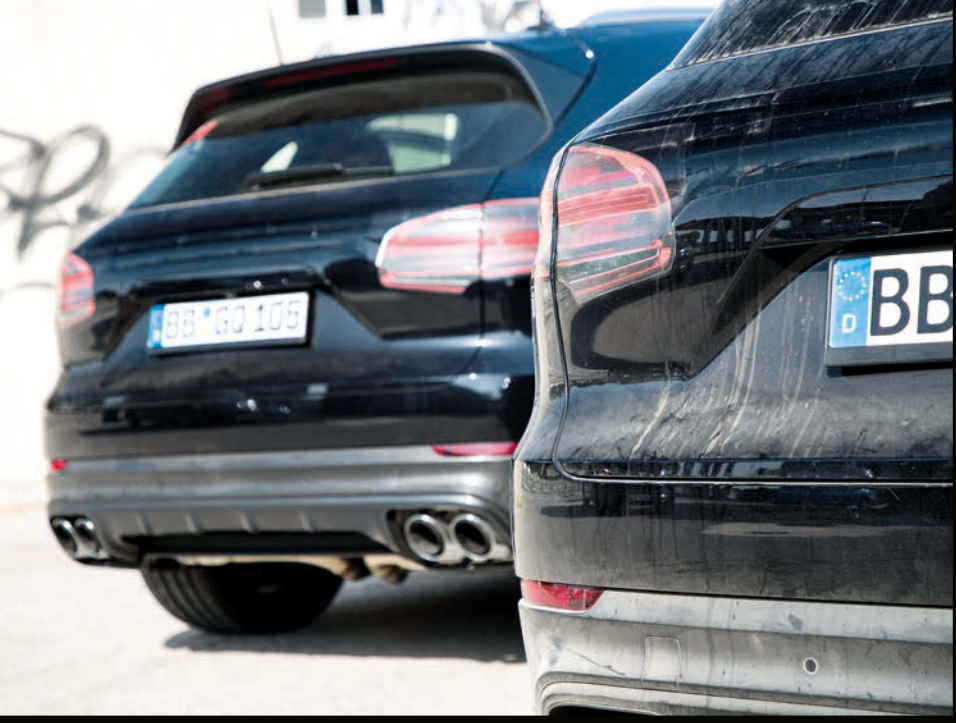
And the car goes hard too, sensationally so given this is the one-off-the-bottom petrol model. Considering all there is to come – two more powerful hybrids, a Turbo and doubtless both GTS and Turbo S versions – the performance level of this S is incredible. I'm told it will reach 62mph in under five seconds and I believe it.

The way in which its performance is delivered is, however, a little less convincing. This is quite a small engine with quite a large output and, as ever with such motors, it needs to be worked to give its best. I have no problems with such an approach in Porsche sports cars but in its SUVs I feel something more effortless, based on low down torque rather than top end power, would suit the character of the car better. But the noise is pleasant unless you rev it to the redline and the new gearbox works ceaselessly to make the most of the resources placed at its disposal.

And on air springs with PASM (mere options on the S, unlike the Turbo) its road behaviour is close to impeccable. Its ride quality is serene, its handling accurate and impressively capable. You don't expect tall two tonne SUVs to cling doggedly to every corner into which they are flung, but this one

*I don't think I'm meant to give you
precise details of the new interior, but...*





does. My biggest concern was for the new electric steering system, the first to do without hydraulics in Cayenne history. In fact it's superb: sensibly geared, accurate and properly weighted too.

All that was missing was that heightened sense of fun, something I think should be expected of all Porsches, even those as heavy and domestically-oriented as this. I found it lurking, of all places, inside the base specification Cayenne V6. Though clearly

slower than the S, I liked the lazier attitude of its less stressed engine. There's less torque, but its developed further down the rev range. I think it sounds a little better too.

But the really big difference was on quick roads where the standard car turned out to be considerably more involving and therefore fun to drive. There was better feel from the chassis, an augmented sense of connection to the road, an approach that said not only that it could take anything you could throw at it, but

it would rather enjoy the challenge.

Why? To me the answer is simple: standard steel springs. Air suspension is excellent for high speed ride, and invaluable for towing and going off road because of its ability to maintain a number of different preset ride heights, but if you want to have fun behind the wheel, coil springs will not only bring you far closer to the action, they'll cost a lot less too.

Needless to say I think Porsche should think very hard about bringing the base car to the UK, and those interested in buying either it or the 'S' should think equally hard about saving the money and keeping the standard suspension upon which the car still rides very well indeed.

Overall I'd say the best car in the class for those who appreciate driving just got a whole lot better. Correctly specified the new Cayenne is at least as much fun as the old, but with a transformed interior and notably better ride and refinement. It is a car still to appeal to the head than the heart, but you can say as much about every conventional SUV on sale.

Then again, I'd wait at least until we see the specification of the diesel models before choosing. I expect the new V6 diesel will have little less power than the petrol V6 but a stack more torque, which is exactly what cars like these respond to best. But whichever you choose, you can do so confident in the knowledge that the Cayenne remains today what it has always been: the best car of its kind in the world ○



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Anything Goes

Porsche Exclusive has been renamed 'Porsche Exclusive Manufaktur', with that change comes a new impetus for creating bespoke Porsches. We visited the factory to find out more...

Story: Simon Jackson Photography: Porsche



Porsche has customised its series produced cars since the earliest of early days, the results of which have often been quite spectacular. We can however look to 1978 as a year of significance for Porsches modified by the factory, for it was then that the 'special wishes' department ('sunderwunsch' in the native tongue) was formed at Zuffenhausen. For the first time there was a place dedicated to carrying out factory approved modifications and conversions to Porsche cars. The personalisation programme's work was as vivid and striking as it was unique, but in the mid-1980s it was reborn again, this time with arguably further purpose and direction.

Porsche Exclusive as it became known in 1986 was responsible for such rarities as the seven 959s draped in gold built for an Arab sheik, and later no more than 86 964 Turbo S lightweights, cars which shed 180 kilos over their standard counterparts. In more contemporary times the cars created in this Porsche dreamworks have been more often than not larger in overall number yet no less desirable and eye catching. You might argue that in 2009 Porsche Exclusive really put itself on the map with the 997 Sport Classic, it marked the revival of exclusive low volume

production at Porsche, and gave us one of the most desirable 911s of modern times. Blending tradition with modernity, the Sport Classic reintroduced the 911 'ducktail' spoiler, its 19-inch wheels gave more than a nod to the Fuchs of old, and its colour was rather special too – just 250 were built. Hot on the heels of the Sport Classic were the 997 Speedster of 2010, Porsche Exclusive's birthday present to itself in celebration of 25 years of existence. The car's chopped and raked windscreen and double bubble hood cover were as nostalgic as the design cues on the Sport Classic, and visually arresting with it – 356 were produced.

There have, of course, been other cars since. In 2012 13 Brewster Green 911 Club Coupés were built in honour of the first Porsche clubs being founded 60 years previous. In 2014 just 100 Panamera Exclusive Series arrived wearing special paint and sumptuous interiors. But 2017 feels like another evolutionary step change for the descendant of Porsche's 'sunderwunsch' programme.

Porsche Exclusive has this year become 'Porsche Exclusive Manufaktur', a change in title and also perhaps a shift up into a higher gear. Manufaktur we are told means 'by hand', it denotes a 'unique custom car', one with exclusive character.



More than being a Porsche with a handful more horsepower, you can be sure that a vehicle from Porsche Exclusive Manufaktur has been detailed in every respect, and we're not talking here about the two bucket and clay bar approach to washing a car. Boris Apenbrink, the Director of Special Vehicles at Porsche Exclusive Manufaktur, is both passionate and knowledgeable on the department's mission:

"It's all about the design. We don't make cars better, we make them individual – we customise them," Boris said. "We build them for our customers, they want cars with pure emotion, they want a car that shows off their personality."

The words Boris communicates seem to carry all the more gravitas given our surroundings. As he talks we are stood in the new home of Porsche Exclusive Manufaktur in Stuttgart, to be precise the area utilised for customer handovers, yet contained in the same building as the factory floor itself,

all are new spaces still being completed. Out of the window the old base of Porsche Exclusive is visible just across the street, it's now a construction site making way for the new Mission E factory. But far from the Exclusive arm being pushed aside for Porsche's electrified future, it feels here as though the brand is reinventing its bespoke department once more, breathing new life into what it sees as an important string to its already varied bow. Boris talks of "master craftsmanship" and the importance of listening to customer's desires, but he's also candid about the department's development in the past and what we might expect in the future.

"With the 250 Sport Classic 911s we were building a reputation, that's why there were no more," he said of the 'toe in the water' vehicle. "Then four years ago we decided to build 500 Exclusive Series 911s, I was concerned that we might not sell them all but today collectors are buying them."

"We don't make cars better, we make them individual – we customise them"





Last year the department built 1500 cars, a mix of personalised customer vehicles, special editions and limited series cars – all bespoke of course. From a custom coloured 911 to a short run of cars produced for a specific market, the department has a 'no job is too small' feel to it, and in some respects that's true of the larger projects too.

For 2017 the biggest project has been the 911 Turbo S Exclusive Series. Working closely with the team down the road at Porsche AG, the project has seen the department produce the 500 cars Boris talks of, you can read more about this special 911 on page 54. Collaboration with other areas of the Porsche firm is not unique, a working relationship with the Porsche Design Studio is also something those at Exclusive Manufaktur are proud of, it's clear they see a firm connection between vehicle owner and the additional lifestyle products Porsche Design can offer.

Craftsmanship is perhaps the most important element, but it is clear to see in person that attention to detail is something the team lives and dies by. Much of the work you see produced here is achieved by hand, the leather stitching on a steering wheel for example, available in a wealth of hide and stitching colour options, is created by an operator sitting on a stool using a special vice and a needle and thread. During our visit we saw this in operation, and Porsche even let us have a go at making a keyring from car grade leather. Clumsily threading a needle while trying to replicate the task a professional has just demonstrated to you, I have to say, is a surefire way to leave one both impressed by their work and depressed at one's personal ineptitude. When the speed of their work is



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taken into account that feeling is amplified further still – ten fold.

Though much of what we see coming out of this side of the Porsche business is tasteful, the bottom line at Porsche Exclusive Manufaktur is that anything goes. Customer consultants help clients with the process at which an entirely untested custom alteration is arrived at, and with their choice of more 'off the shelf' options (for want of a better term). This assistance is conducted either at the factory in Stuttgart, or in a customer's home market at a designated dealer for example, so it operates on a global scale. In the UK that dealer is not OPC Reading, but OPC Park Lane in London. Porsche likes to think that this 'assistance' wards customers off choosing an alteration, or perhaps a combination of modifications or colours, that simply do not work harmoniously with its cars. Naturally consultants can show exterior and interior colour options, but there's an elephant in the room with all this – the customer is always right, right? Bad taste is still taste, and so if someone wishes to change their Porsche in a way they see fit, then it shall be actioned we gather – within reason! Any wishes outside of those offered as a matter of course are not dismissed, they are checked for their feasibility and for any legal requirements, ultimately Porsche will try to meet any demand, no doubt deep pockets are a prerequisite in some instances. In terms of giving your Porsche the personal touch then, as far as Porsche Exclusive Manufaktur is concerned, the world is very much your oyster ◊

Any wishes outside of those offered are checked for feasibility





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GOLD STANDARD

For those who love detail the 911 Turbo S Exclusive Series from Porsche Exclusive Manufaktur is a feast for the eyes. We get under its skin before taking it for a blast in Stuttgart... Story: Simon Jackson Photography: Porsche





*That carbon roof is Porsche Exclusive
Manufaktur's own fresh design*



View the 911 Turbo S Exclusive Series from Porsche Exclusive Manufaktur in isolation and you'll discover a marvel of modern engineering. Look upon it under the microscope however, as a demonstration of what is possible when it comes to Porsche customising its cars, and it becomes yet more interesting still. The devil really is in the detail with this 911. Limited to 500 units worldwide, the Turbo S Exclusive Series heralds the start of a new era for Porsche Exclusive, now renamed Porsche Exclusive Manufaktur, one in which it pushes the boundaries of short run car production. Naturally Porsche's modification arm is no new advent, but with this 911 Porsche is certainly stretching its legs and further tapping into the trendy world of bespoke automobiles. In short there's much more to this car than first meets the eye.

On paper the numbers around this car are staggering. It doesn't just master 911 bragging rights, it's hosting its own weekly quiz and has an engraved tankard behind the bar. Working closely with colleagues at Porsche AG, the team behind it has extracted further performance from the already blisteringly quick factory Turbo S – which in itself is bordering on being too fast for the road. Some 607hp (27hp more than a Turbo S) is produced from its 3.8-litre six-cylinder twin-turbo engine, torque is in the order of 553lb ft which is enough to throw you back into its seats rather hard. Unlike your run-of-the-mil Turbo S model, peak torque here is constant rather than being available on a temporary basis, but ultimately it still uses Porsche's Variable Turbo Geometry technology to achieve its end goals. Zero-to-62mph is chalked up in 2.9 seconds, which admittedly is the same time as the 'normal' Turbo S, but 0-124mph is reached some three tenths of a second faster – in 9.6 seconds.

Performance is but one aspect of this car though, and I'd wager despite its notable prowess it's actually the other strings to its bow that might serve to impress you further. The Golden Yellow Metallic paintwork that covers the bodywork is one such element and it's tough to ignore, but it's not the most important part. Though this shade is exclusive to the model, there are actually six colours available in total, the rest of which serve to calm the exterior aspect somewhat; Agate Grey and Carrera White are available at no additional cost, choosing Black, Guards Red and Graphite Blue Metallic will incur a fee. But interestingly 70% of Porsche's customers for this car have opted for the Golden Yellow hue.

Though it tips the scales at the same point as the car upon which it is based, the additional parts added are light in weight. Indeed, any small weight savings are in part thanks to the liberal use of carbon fibre on the outside of this car. The carbon bonnet is joined by a roof and side skirts made from the same material, while the Turbo Aerokit has a new rear apron and its ram-air scoops



are made from the same stuff. That carbon roof is incidentally not as we first presumed taken from the new GT2, rather it is Porsche Exclusive Manufaktur's own fresh design – mad as it sounds. Take a tape measure to it and you'll note the dimensions of the design are actually different so we're told. Porsche built eight test bodies simply to ensure the painting and lacquering process worked in the correct fashion. The roof and bonnet are painted separately from the rest of the car in a staggering process that takes 20 days to complete. Porsche sends all the bi-coloured components (read bonnet, roof and skirts) away to undergo an outsourced process using as its basis, development and knowledge Porsche gained through building cars for motorsport. Run your finger across the transition between paint onto carbon and back onto paint and you will not detect a surface change at all, such is the painstaking work in layering, flattening and polishing the

finish of this car. Porsche even revisited a technique popular in the 1970s when it came to badging the air scoop on the rear deck of the Turbo S Exclusive Series – water slide transfers. It's a new process for Porsche, but one that ensures the same incredible seamless finish and attention to detail.

The pinstriped wheels are created with a similarly astonishing level of craftsmanship. You might presume they were painted black and the gold detailing was applied later, but you'd be wrong. Keen to exact a finish similar to that on the rest of the car, the 20-inch centre locking Turbo S Exclusive Design rims were first primed with an undercoat of gold, before being overpainted in black – but next the clever part. Each wheel is then sent for laser treatment. The precision laser burns away the top layer of black paint leaving the gold coat undercoat exposed wherever an accent is desired – the process takes an hour per wheel. You can order the wheels without the gold



accents, but now you know how the look is achieved might you even dare?

Behind the wheels you'll find another nice detail: the PCCB callipers are not finished in yellow as you might expect, but for the first time they appear in high gloss black. To finish the Porsche logo is depicted in Golden Yellow Metallic. Both PASM and Sport Chrono are standard here, so too rear-axle steering and PDCC chassis control, so you're offered as much assistance as possible when it comes to keeping this monster on the road. We'll try doing just that later.

Stepping inside the Turbo S Exclusive Series leaves little doubt that the attention to detail has been carried through to the interior. Those heated and ventilated 18-way electrically adjustable sports seats feature two layers of perforated leather, the stitching (which is conducted by hand in many places) contrasts in Golden Yellow, the roof lining is Alcantara. The stitch work is impressive and features everywhere you look, from the hand

stitched steering wheel to the steering column casing and door trims. Hide covers the air vents too. The carbon fibre theme from the outside continues in here, copper thread has been woven into the carbon parts, which are numerous. It's another process which was once deemed impossible, yet one which Porsche Exclusive Manufaktur has proudly pulled-off, one it will likely add to its repertoire which currently comprises more than 600 different parts available for Porsche cars.

Of course the bespoke nature of this 911 does not end there, for a matching chronograph watch and luggage set from Porsche Design has also been developed in harmony. You'd be wrong if you thought either to not be just as special as the car. Ferry Porsche's timeless quote about form following function is highly apt here, for the luggage set does just that. It comprises one large and one small weekend bag, what's called a 'handy bag' and a garment cover, all of which has been tailored to fit perfectly

into the 911's nose. Vehicle leather is used here too, and that Golden Yellow stitching reappears, so the set's design language and materials reflect that of the car. It comprises a modular system of bags whereby a smaller bag clips into a larger version, the carry strap is made from a seat belt. These are beautifully tactile pieces, not limited in number like the car, produced by a small craft shop near to Porsche's headquarters, one close enough that it can keep a very beady eye on the process of creation we're assured.

To give it its full title, the Porsche Design Chronograph 911 Turbo S Exclusive Series again serves to compliment the car, you may only purchase it if you buy the car – it too is limited to 500 pieces. Porsche Design has developed its first mechanical movement in-house for the new watch, the Swiss design took three years to create. It features a flyback mechanism, allowing the elapsed seconds hand to be stopped, returned to zero, and restarted instantly with a single push of a

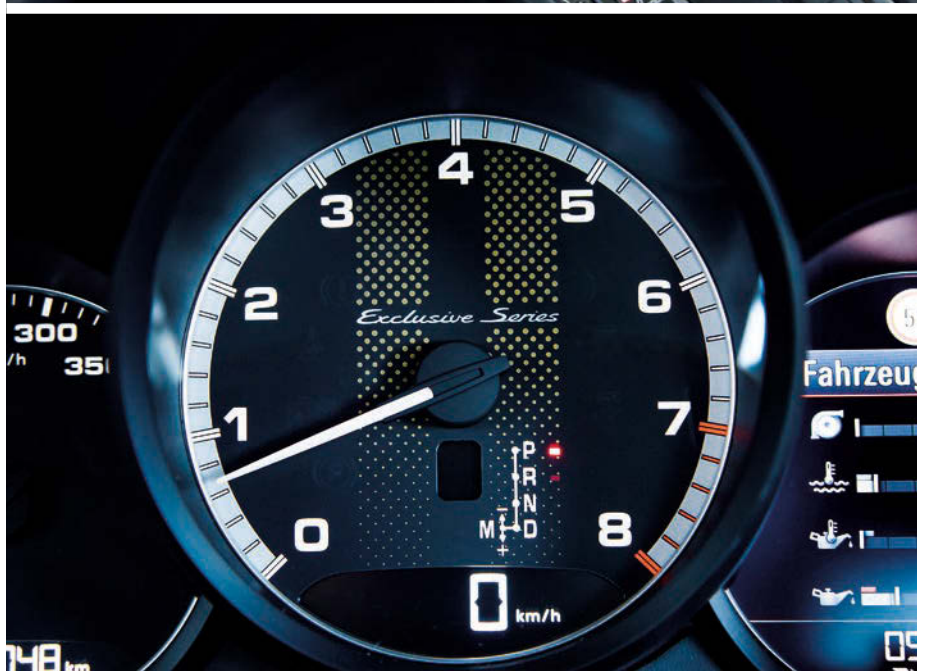
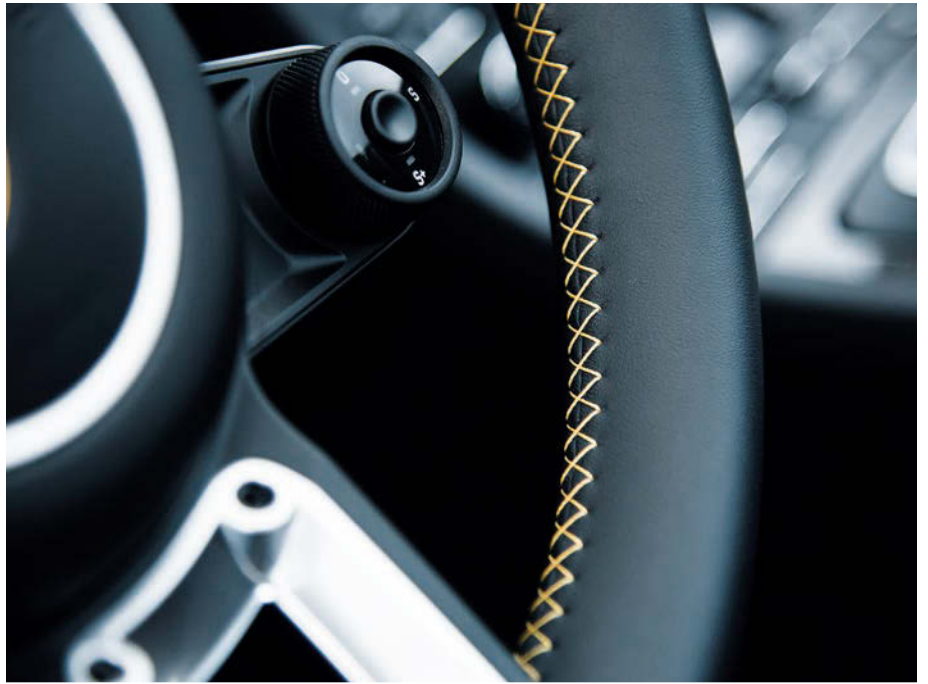
*The more you look at this car the further
you fall under its spell...*



button. It's the sort of function one might use when timing quick laps at a racetrack. Its design reflects the car accurately: the rotor, visible through the case, was inspired by the car's alloy wheel. Lettering depicting '911 Turbo S Exclusive Series' are among the other details, and if you're wondering how much it costs, wonder no more – prices start at £8700.

The more you look at this car the further you fall under its spell. It's true that its initial assault on the senses is not subtle, but armed with a better understanding of the attention to detail used to create it, and the thought processes behind much of its makeup, the more it seems to get under your skin. Having been talked around the car in-detail by those who built it, it seemed only right to get behind the wheel and experience it on the road, if only for a short drive – so we did just that.

There's no denying that unless you step directly from a Turbo S into the Turbo S Exclusive Series you'll likely struggle to pinpoint the difference in driving experience it



has to offer, outside of the obvious that is. The obvious is of course the power – there's lots of it. Never has a person considered the 991 Turbo S to be lacking in grunt, that extra 27hp in the Turbo S Exclusive Series serves to merely highlight the fact that a modern 911 Turbo S is an astonishingly fast car – a supercar in fact. Now in the Turbo S you can only enjoy the full extent of its torque while pressing the 'boost' button, which deploys full power for a short period. Deleting that overboost function and providing all of the power all of the time means this car feels, in short, insanely quick, although peak torque remains identical to that of the 'normal' Turbo S. There's an almost vicious nature to the way it comes off boost after you plant your foot, one that I don't recall from the other Turbo S, requiring a roll off the throttle rather than a pedal dumping action. That aside I can't honestly say that our short drive in it around some of the backroads on the outskirts of Stuttgart left me overtly aware of its performance advantage. To criticise it for that though would be missing the point of this car entirely.

It's highly unlikely that the owner of a Turbo S Exclusive Series will be using their car on track or hammering it down an autobahn on a regular basis. Though the power it boasts is no bad thing, it is not this element of its genetics that define it. This is a car that is most likely to be bought by those with existing car collections, Porsche ones at that, the likes of which would make your eyes water. I'm positive that while it might be taken out for the occasional blast it is sure to be a prized possession bought and kept for an entirely different purpose than driving. At £186,916 it is an expensive 911, but it's also a very special one, an important milestone for Porsche Exclusive Manufaktur, and just as we said at the beginning of this feature, an utter marvel of Porsche engineering ◯





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A white Porsche driving on a road with another white car in the distance.

Flying Colours

You've already seen the wild side of Porsche Exclusive Manufaktur, now we investigate how its services can be employed in a far more subtle fashion.

Story: Simon Jackson Photography: Malcolm Griffiths





Describing the Turbo S Exclusive Series you've just read about as 'subtle' might be a stretch too far for some, but without doubt the model showcases the possibilities open to those who desire a unique Porsche. Porsche Exclusive Manufaktur can, and does, build cars that are far more graceful and elegant, tailored to each individual's tastes without grating the eye or dividing opinion as perhaps the Exclusive Series might. In the UK Porsche Exclusive Manufaktur's home is not, as you might expect, its HQ in Reading, but rather the Official Porsche Centre in Mayfair. It is this site in London which is best able to offer customer support which comes in the form of an advisor, his or her job is to guide anyone ordering an Exclusive vehicle through the process. However, any OPC in the UK can do a similar job for you, from adding a bespoke colour to your order, to specifying some of the

more unique, even one-off options available. And that is exactly what the owner of the two cars you see here did, with his Macan GTS ordered through his preferred OPC, East London Porsche. Neil Plumpton's 997 Sport Classic, itself a product of Porsche Exclusive, has appeared in these pages before, his Macan, painted to match via Porsche Exclusive Manufaktur, gave us a new excuse to put it in print once more. But of interest to us here was Neil's first hand experience of Porsche Exclusive Manufaktur and his request for his Macan to match his 911 perfectly, a 911 that is undoubtedly a treasured car in his collection:

"The Sport Classic is my favourite car, I don't think I'll ever sell it. I love the colour, people comment on it so often – a lot get it mixed-up with Fashion Grey or Crayon, which is lighter in colour," he commented. "Richard Hammond had his GT3 RS painted in it – I think people who know about cars, Porsche,

and Porsche Exclusive, know about Sport Classic Grey as a colour."

The 997 is the longest serving car in Neil's collection and it sounds like it's set to stay that way, which is quite something for a man who changes his Porsches more often than I change my underwear. Prior to taking ownership of this car, number six of the 250 Porsche Exclusive built, Neil owned a string of 997s.

"I didn't buy my first Porsche until 2005, I think I've had 25 now, I wish that I'd documented every car!" Neil explained. "Part of the reason I bought the Sport Classic was its looks. I first saw it in a magazine, then it was on *Top Gear* briefly with the old Boxster Spyder. It was the first Porsche Exclusive car I'd ever seen."

Before the Sport Classic came a limited run of 964 Turbo and 997 Speedster – these were, like the Sport Classic, series production cars. But Porsche admits that the Sport Classic was

It successfully paid homage to the past without becoming a naff pastiche

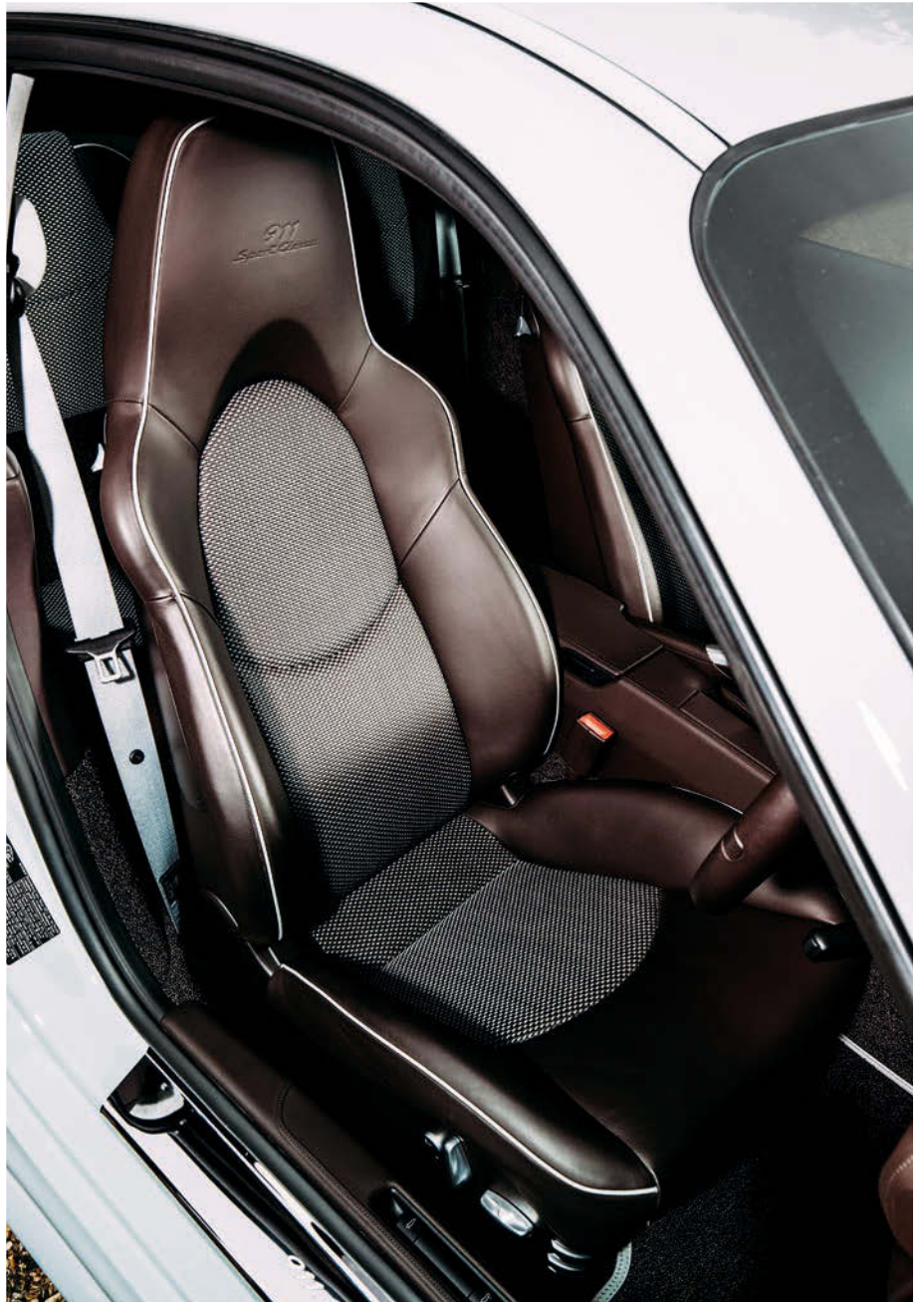




very much a car with which it was testing the water, hence its build number which, like the 997 Speedster created around the same time, was kept low in ultimate volume. It seems crazy in hindsight given the reception both cars received at the time, and how their popularity has shifted into somewhat cult status since, but such was Porsche Exclusive's caution, and arguably lack of confidence, in producing these cars in larger numbers. Neil's car was first registered in March 2010, he quickly became its second owner in August that same year, and he's loved every minute since. Though the Sport Classic is not a GT Porsche it was for many the cream of the Carrera crop in its respective generation given its detailed cosmetic additions. A Powerkitted 3.8-litre engine producing 400 horsepower was slotted into a Carrera 4S body, yet exclusively with rear-wheel drive, its dished Fuchs-style wheels, ducktail rear spoiler and houndstooth trim harked back to the glory days of air-cooled 911s. It was a modern Porsche that successfully paid homage to the past without becoming a naff pastiche.

In 2011 Neil and the car paid a visit to Porsche's Silverstone Experience Centre where it was put through its paces. His tutor? None other than Porsche Le Mans legend Richard Attwood. It transpired that Dickie hadn't driven a Sport Classic at the time, so he was more than eager to accept Neil's invitation to hammer the car around – which he duly did with typical Attwood flair. It's just one of many happy memories Neil has with this car, one of the rarest contemporary 911s around – little wonder that his passion for the Sport Classic has reared its head again in yet more recent times.

When it came to replacing the family Macan, another version of the same model was on the cards. Neil had owned a diesel model which itself replaced a string of no





fewer than five Cayennes before it, this time he decided to push the boat out with Porsche Exclusive Manufaktur. An OPC with which he enjoys a strong relationship, East London Porsche, was once again accommodating to his needs which this time would involve painting a Macan GTS in a custom hue:

"I said to them I wanted it in Sport Classic Grey to match the 911 – they sourced the paint code for me," Neil smiled. "When you put down a deposit you have to fill out a basic specification form to get you on the computer system, but you can change that. You get a date by when you have to submit your final specification, that's when you go onto the online configurator and decide properly. The only problem with the configurator is the accuracy of the colours displayed, they'll always vary from what you see on the screen.

"When you have a car like this in a unique colour you want to make its specification a little bit more special; hence the Sport Design mirrors, the wheels being painted black to match the colour, and the lighting. The panoramic roof being black works well too," Neil said. "I think ultimately 'paint to sample' probably makes you spec a car more carefully – you put options on it to make it stand out.

You choose things you maybe wouldn't on a car painted in a standard colour."

Those options boxes ticked were pretty comprehensive in this instance, but the main one, 'No98 colour to sample flat' in what Porsche calls 'Custom Colour Sport Classic Grey 63A' cost an additional £3399.00. As he's already stated, Neil was careful with the rest of the Macan's specification on his order sheet, the GTS pack comes as standard of course but further extras comprising an extended leather interior and Alcantara trim added £2598.00. The aforementioned Sport Design mirrors were £315.00, Sport Chrono added £729.00 to the tally, while perhaps surprisingly the gloss black wheels were a no cost option, so too '6H1 sideblades painted exterior colour'.

"I had a call from Porsche after ordering saying that, because I had opted for paint to sample, I had to spec a camera on the car – I've no idea why, they [Porsche GB] don't know why either!" Neil laughed. "Hence why it has the adaptive cruise control and reversing camera fitted – although I do like the cruise control, it's quite cool so I'm glad I had that – I might spec it on my GT2 RS – I wonder if it works at 211mph?"

That brought the total options bill for the

car to £16,685.00, with the final price being £72,818.00 inclusive of road fund licence, the car's first registration fee and bodycare protection, added at dealership level. All that and Neil still had no real idea of what the car would end up looking like in the metal...

"I didn't know what it looked like until they pulled the cover off at East London Porsche... It was a bit of a gamble, I know!" Neil laughed. "It's fun though. You've got to have faith in your choice."

Of course without a colour calibrated computer screen getting an accurate representation of any custom hue is nigh-on impossible. OPCs will be able to show a customer sample paint swatches, but no configurator-style mock-up of a 'paint to sample' shade exists, so there's ultimately a leap of faith to be taken here to some extent.

"I could go along with a pair of my curtains and ask for the paint to be colour-matched," Neil said. "But perhaps Porsche don't want too many people to go off-piste with colours due to resale values. For my second Porsche in 2006/7 I wanted red, the salesman turned me off of it because of the residual value – even back then and with such a normal colour."

Conversely giving people licence to do





what they like is largely the mantra of Porsche Exclusive Manufaktur, though as we've mentioned expert 'gurus' do exist to guide customers in the right direction. What, we wonder, did specifying an option like this do to the delivery lead time on the Neil's GTS?

"They seem to give you the 'worst case' timeframe and work backwards – they always quote a long lead time, maybe six months, then that comes down to three, but to be honest I think it's down to the factory and when they are putting through a bunch of paint to sample cars," Neil said.

No more suspense – what, we quiz, was

Neil's reaction his new 'bespoke' car?

"I think if you park them [Macan and 911] side-by-side they're slightly different shades, but I think that's because the 911 is from 2010 – maybe the technology, finishing or lacquering process has changed between then and now? The Sport Classic does seem a bit brighter, the Macan a little duller... But people comment on the colour of the Macan in a positive way a lot, I think it works with the grey paint and black wheels, and the accents on the front – it all works and makes it stand-out for the right reasons," he said.

We agree, and what's more it's surely the

only Macan in existence finished in Sport Classic Grey, right?

"Porsche won't confirm if it is the only one," Neil smiled. "I had the same problem with the 911 Sport Classic when I tried to find out if it was the first car of the 250 to arrive in the UK. I wrote to Porsche in Stuttgart but they won't release details like that..."

That aside, Neil's largely smitten with his new GTS, and so he should be for they are great to drive, parking any preconceptions about how an SUV should perform: "I like it apart from one thing, and I'm being really pedantic here – the dead pedal position,"

"I didn't know what it looked like until they pulled the cover off... It was a bit of a gamble!"



Neil's first experience of using Porsche Exclusive Manufaktur has been a positive one...



Neil said. "It's changed dramatically from the diesel model we had before. Maybe I've got to get over it but my leg aches when I drive it because it has to hang to the left. I've read lots of people on forums mentioning it. Both my old diesel was, and this is, PDK – so I've no idea why they've changed it," he said.

"We've had five Cayennes in total, the Macan is easier to drive as it's smaller but personally I never had a problem with the Cayenne – my wife wouldn't drive it though. She does drive the Macan although her 991 is really the 'daily', the Macan gets used for other trips," we're told.

As a prolific Porsche purchaser, Neil's first experience of using Porsche Exclusive Manufaktur has been a positive one and the results speak for themselves. It is easy to see that he'd stretch to using its services again in the near future. Indeed, having recently given up his allocation of a new GT3 due to being allocated a GT2 RS, in recent months he's considered having either GT car finished in a unique shade too.

"When I had my allocation for the new GT3 Porsche couldn't confirm if I could have 'paint to sample'. I don't know what the process will be for my GT2 RS, which will arrive later this year, but I imagine it might be the same," he explained.

In conclusion though when you look at the financial side here and the special results available to those with the wherewithal and budget, Porsche's custom paint process and the value for money it provides is clear in comparison with other car manufacturers, Neil agrees: "Although I don't know what the cost might be if you wanted a non-Porsche colour, I found Porsche Exclusive Manufaktur to be good value for money relatively speaking," he said. "If you go to Ferrari, for example, paint to sample costs a fortune!"

I, for one, can't think of a single Ferrari that might turn as many heads as this pair of Porsches do when travelling in convoy... ○

THANKS:

The Matt Finish for detailing both cars for our photoshoot (www.themattfinish.co.uk)

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Psychedelic!

Colourful cars aren't the sole reserve of Porsche Exclusive, and there have been few more controversial Porsche paint jobs than the 'hippie' 917 from Le Mans in 1970. **Story:** Simon Jackson **Photos:** Porsche





Of the 51 cars that started at Le Mans in 1970 a staggering 24 were Porsches. Little wonder then that it would be Porsche that would win the race, its first outright victory in the 24-Hour classic after two decades of trying, yet it certainly was not one of its most exciting races. The 1970 race was controversial for a few reasons, one of which involves the striking and divisive 917 you see here – but we'll get to that in due course.

Perhaps the most important talking point of that 24-Hours nearly 50 years ago was that, for the first time, the drivers would not as had been the case up to that point in time, run across the track to jump into their cars at the start. The Automobile Club l'Ouest (ACO) had deemed the traditional Le Mans start, for which the race had been famed, was now simply too dangerous. Drivers largely required strapping into their cars via harnesses, asking them to do this themselves was plain dangerous, and the idea that the co-driver might strap them in was quickly dismissed. The new 'normal' start procedure took away much of the excitement and spectacle of the event, said many of those who loved the old ways. Their derision of the race that year only amplified by the 24-Hours which followed, in short they were not amongst the most exiting and competitive ever seen at Le Sarthe.

Works Porsches were plentiful, the 917s numbered no fewer than seven, they were led by the 4.9-litre cars of Vic Elford and Kurt Ahens, Jo Siffert and Brian Redman, plus Pedro Rodriguez and Leo Kinnunen. Backing those entries were four 4.5-litre 917s; David Hobbs and Mike Hailwood, Gijs van Lennep and David Piper, Richard Attwood and Hans Herrman, and one more: Gérard Larrousse and Willi Kauhsen. Of that group the Langheck (Long Tail) 917s comprised the Elford/Ahens car, and the Larrousse/Kauhsen machine entered by the Martini Racing team. It was this aforementioned



car that, in Porsche circles at least, would prove more controversial than the loss of the traditional Le Mans start procedure...

The head turning purple and green swirling patterns on the Larrousse/Kauhsen entry that earned it the nickname the 'hippie 917' were the work of Porsche Style under its then new chief, Anatole Lapine. Lapine seemingly either conveniently forgot, or ignored the rule that a car should be painted in the colours of its lead sponsor, instead he simply let his imagination run wild. Martini and Rossi's colour scheme

of yellow and red was discarded, in its place came a livery that fast earned the 917 on which it was painted the nickname 'the hippie car'. Of course the idea had to get the green light from Martini Racing, and chassis 917-043, was given just that.

Legend has it that the 'hippie 917' arrived at Le Mans painted in white, and that Lapine and a team of artists gradually transformed it over the course of the meeting using a mind blowing 1500 spray cans. Their index fingers ached somewhat come the end of the

process. Predominantly white and purple during practice, the Larrousse/Kauhsen car was sprayed back at Porsche's temporary Le Mans village base at Teloché so that, come Saturday, its full psychedelic paint scheme was completed. Its look divided the bosses at Porsche straight down the middle, Ferry and Butzi in particular hated it, Ferdinand Piëch liked it. For those who did not care for the car the relative success that followed for it must have grated somewhat.

Early into what would be a wet and rather

A team of artists gradually transformed it using 1500 spray cans



miserable race, the big engined Porsches looked to be walking away with it, but such is the way at Le Mans, things changed. The Rodriguez and Kinnunen car was the first to retire after its cooling system failed, blowing the engine, that car's retirement was quickly followed by the loss of Siffert and Redman, then Elford and Ahens. Terrible conditions including storms, rain and fog were sending cars off in all directions, a litter of troublesome engines threw down oil, the 'hippie 917' amongst them, adding to the

chaos. When a downpour of note arrived in the early hours, accompanied by thunder and lightning, some declared the 1970 race to be the wettest Le Mans on record.

With the Short Tailed Attwood/Herrman car, and the vibrant Long Tailed Larrousse / Kauhsen car both suffering from water ingress into their respective engine intakes, those at Porsche, cold and wet, must have begun to worry. There's every chance that worry turned to panic when Porsche lost the lead of the race when the Elford/Ahens 917 ran into handling

trouble in the eleventh hour, only for it to then retire with engine failure a full 17 hours into the event.

Overall the rate of attrition in 1970 was rather remarkable, a few hours before the finish of the race 32 cars had exited, leaving the Attwood/Herrman entry leading from the hippie Porsche of Larrousse/Kauhsen. And that's how things stayed for Porsche's first outright win at Le Mans, this on the anniversary of its 20th consecutive year of trying. It was not its most glamorous result



though. Some said the Porsche victory was aided by the balance of performance rules playing to its favour, most felt it had won through virtue of sheer numbers – throwing as many cars as possible at the race in the hope that one might stick. Both camps had a point. The hippie car incidentally was the most economical 917 entered that year, recording 9.1 MPG (US) versus the winning car's 7.4.

One week after the race the victorious Porsches were welcomed home to Stuttgart. Flanked by a police escort, the winning bright red Attwood/Herrman car was followed

through the streets by the green and purple Larrousse/Kauhsen 917. Imagine, if you will, the faces of those at Porsche who detested its wild paint job as it made its way through the heart of Porsche's hometown to the town hall. There it took part in a special presentation led by the mayor himself and Ferry Porsche, together with an assembled gathering of Porsche's top brass. Whether Anatole Lapine was invited or not we cannot be sure...

We understand that the 'hippie' 917 next became a development car in Porsche's wind tunnel, where its various parts were

unceremoniously replaced with unpainted versions as it gradually mutated in the name of progress. Such is the way in the world of motorsport. It was converted to 1971-specification for use at Le Mans, but Kauhsen apparently salvaged some of its original 'hippie' panels for display on the wall of his holiday home. Some say it was scrapped, but according to the Simeone Museum in Philadelphia, in 1975 it was renumbered 917-044 and now resides in its collection. Regardless Porsche's most ugly of ducklings will live on in memory forever... ○





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The Light Fantastic

When Porsche applied the Clubsport name to the 3.2 Carrera the plan was always to pay it more than mere lip service. Don't go thinking, however, that this is simply a stripped-out track car...

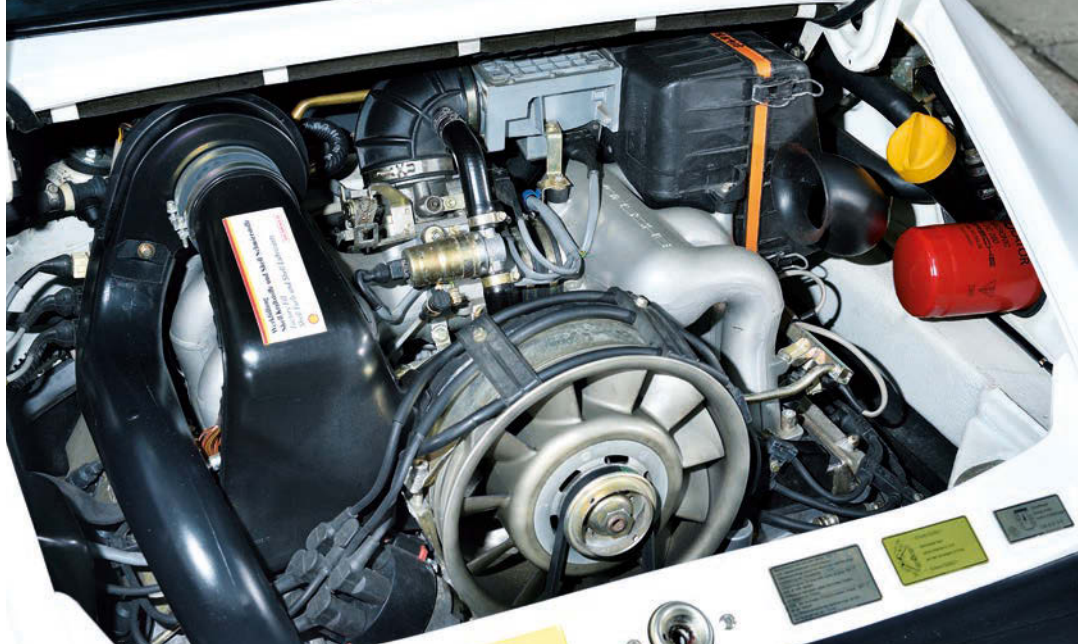
Story: Dan Bevis Photography: Matt Woods





*Porsche claimed no increase in power,
debate rages over the validity of that*





An iconic name can make or break the fortunes of an automobile, as time runs grain by inexorable grain through the celestial hourglass. Some cars are able to transcend a humdrum moniker to ascend to greatness (the Maserati Quattroporte, for example – it may sound exotic to an Anglo-Saxon ear, but ‘Four-door’ is hardly an inspiring name), while others are pulled up on the coat-tails of arguably inappropriate titles: the Mazda Bongo Friendee, for instance. Without that astounding badge there’d be no reason to buy one, and yet they shifted units like nobody’s business.

‘Carrera’, though, is the proverbial double-edged sword. Initially Porsche started gluing this badge onto 356s to celebrate their mighty prowess in the Carrera Panamericana, a race so uncompromising that even finishing in one piece was by no means a given. Carrera was a badge of honour. But from the 1984 model year, that revered nameplate found itself all over the 911 model range, and by the 996 era buyers were sidelining it as a synonym for ‘base model’. Was the early 1980s the Carrera badge’s reputational swansong? Ok, probably not, but it certainly carried enough weight back then for the Porsche suits to hijack it to revamp the 911’s image.

There’s another iconic badge in evidence here too: Clubsport. Found nowadays on artfully stripped Cayman GT4s, but more usually evoking memories of bright yellow 968s, it’s a harbinger of lightweight thrills, of track-ready get-up-and-go. Combine those two names, Carrera and Clubsport, and you have an inarguable recipe for success.

Of course, this 1988 911 Carrera Clubsport is more than simply an iconic name (or rather, two.) Taking the production Carrera 3.2 as its base, this model was shorn of various superfluous fripperies to slice 70kg from its kerb weight, while the engine management system was aggressively reimagined to raise the rev limit to 6,840rpm. The suspension was stiffened up by means of Bilstein sport shocks, and the addition of an LSD was standard fare. Chassis wise it was all happening at the back end, as you’d imagine, with the rear wheels offering an extra inch of girth over the fronts, and the rear discs serving up a larger diameter – all logical stuff, and it neatly ties the package together.

The engine itself served as a formidable

powerhouse; the new-for-’84 3.2, while basically resembling its predecessor, actually boasted 80% boxfresh components, from its new induction and exhaust systems to the oil cooler and cam chain tensioner. Combining the bore of the old SC with the stroke of the 3.3 Turbo and raising compression to 10.3:1, all helped to net a peak hp figure of 231hp at 5,900rpm, with 206lb ft of torque available at 4,800rpm for the stock 3.2.

Porsche officially claimed no increase in power for the Clubsport, and debate rages over the validity of that (received wisdom places the CS comfortably north of 240hp); either way, removing weight is akin to adding power, and the raised rev limit helped to explore further possibilities.

The next name we need to consider – which is far less catchy to the uninitiated, but no less important – is M637. This serial number designated the CS option, the pared-back Clubsport, and once you dive into the minutiae it reveals itself to be a pretty deep rabbit-hole. This was effectively a road-legal race car, with all the lairiness that such option box ticking entails. The engine was fully blueprinted and fitted with hollow inlet valves, while the weight-shaving was brutally efficient, with the Carrera losing its rear seats, radio and speakers, sunroof, air conditioning, sound deadening material, rear wiper, underseal, fog lamps, and door pocket lids. The poor thing didn’t know what had hit it. The central locking went, so did the rear interior trim panels, the headlamp washers, the passenger sun visor, the boot and engine courtesy lights, the coat hooks, the glovebox lock. The wiring harness was simplified, and the spare wheel replaced with a space saver. All the powered options were jettisoned. They even removed the Carrera badge from the engine lid.

These uncompromising road cars were built between August 1987 and September 1989, with just 340 examples being sold – some admittedly with the air-conditioning or sunroof reinstated at the buyers’ request. And how many of these officially came to the UK market? Just 53, with every single one sporting this dashing combination of Grand Prix White paint with India Red wheels and red CS decals.

Ok, perhaps ‘road-legal race car’ is a little





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hysterical – what the Carrera Clubsport realistically offered was a more focused 911 that would be engaging on the road and handy for occasional track use, while providing the perfect base for developing into a club racer. The appropriateness of the latter is why it's so endearing to find one in original factory specification today, as is the car you see spread lasciviously across these pages. F61 WOV was first delivered by Porsche dealer Monarch Cars in Little Aston, West Midlands. It was registered on the numerically pleasing 08/08/88, its production completion date having been precisely two months before. The Clubsport, for sale at the time of writing via Norfolk's Greenside Cars, boasts a Porsche Certificate of Authenticity that makes for interesting reading: listed under 'options' we have, of course, the Clubsport pack including the LSD, deleted rear seats and forged alloy wheels, but we also note the shortened gear lever, stereo preparation

including Blaupunkt Toronto radio/cassette, top-tint windscreen, and black leatherette seats with pinstripe cloth.

But don't worry about the radio. What's key here is what this obscure creation represents. The Carrera Clubsport reminded an increasingly cynical market that owning a 911 meant access to unfettered sporting thrills as much as it did swanking about the city with your red braces and your whale-tail. It was purity, it was back-to-basics, honest-to-goodness forthrightness in the spirit of the old Carrera 2.7 RS. Instead of boasting myriad expensively developed bespoke parts, as was happening at the other end of the scale with the headline-grabbing 959 supercar, the Clubsport instead adopted all of the best parts from the 911 factory shelves and synced them in glorious harmony to make the drivetrain the best that it could possibly be. That honed and optimised engine worked in synthesis with the

gently revised Getrag gearbox and short-shifter and the LSD; the brakes and suspension were the same as the Sport option, and with Bilstein sport shocks as standard – this was very much a case of evolution, not revolution. And yet, when all of these logical ideas coalesced, the product was something that was genuinely rather revolutionary.

A progressive and focused 911 that wholly reframed the perception of the model in the late-1980s, this was irrefutable proof that a halo model needn't be the most lavishly and extravagantly specced, but rather a list of things elegantly chosen and thoughtfully crafted. Sure, it was noisier and bumpier than a Carrera 3.2, but it was also more considered, more pure. It wasn't a road-racer per se, but a road car realising its true potential while craftily opening the door for more. The fusion of those two legendary badges, Carrera and Clubsport, created something for the ages ◌





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(11 - 2011) Basalt black with black leather
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(10 - 2010) Silver with black leather,
26,000 miles £52,000

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Porsche 911 (1997) "4S" 3.8 "Gen2" Cab pdk
(59 - 2010) Basalt black with black leather
28,000 miles £51,000

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Porsche 911 (1997) "4S" 3.8 "Gen2" Cab pdk
(09 - 2009) Atlas grey with black leather
40,000 miles £49,000

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Porsche 911 (1997) "2S" 3.8 "Gen 2"
(09 - 2009) Silver with black leather
48,000 miles £43,000

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Porsche 911 (1997) Turbo 3.6 tip
(57 - 2007) Basalt black with black leather
43,000 miles £56,000

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Porsche 911 (1997) Turbo 3.6
(06 - 2006) Colbalt blue with black leather
54,000 miles £55,000

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Porsche 911 (1997) Turbo 3.6 tip
(06 - 2006) Basalt black with black leather
56,000 miles £52,000

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Porsche 911 (1997) Turbo 3.6 tip
(07 - 2007) GT Silver with black leather
66,000 miles £48,000

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Porsche 911 (1997) "4S" 3.8 cab
(08 - 2008) Basalt black with black leather,
34,000 miles £39,000

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Porsche 911 (1997) Targa "4S" 3.8 tip
(08 - 2008) Midnight blue with black
leather, 58,000 miles £38,000

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Porsche 911 (1997) "4S" 3.8 tip
(57 - 2007) Basalt black with black leather,
47,000 miles £37,000

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Porsche 911 (1997) "4S" 3.8 tip
(07 - 2007) Basalt black with black leather,
53,000 miles £36,000

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Porsche 911 (1997) "4S" 3.8
(56 - 2006) GT silver with black leather,
59,000 miles £34,000

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Porsche 911 (1997) "4S" 3.8 tip cab
(06 - 2006) Lapis blue with grey leather,
64,000 miles £34,000

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Porsche 911 (1997) "4S" 3.8 tip
(56 - 2006) Silver with ocean blue leather,
51,000 miles £34,000

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Porsche 911 (1997) "2S" 3.8
(08 - 2008) Meteor grey with grey leather,
51,000 miles £34,000

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Porsche 911 (1997) "4S" 3.8 tip
(56 - 2006) Silver with black leather,
48,000 miles £34,000

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Porsche 911 (1997) "4S" 3.8 tip
(57 - 2007) Basalt black with black leather,
57,000 miles £33,000

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Porsche 911 (1997) "2S" 3.8 tip
(57 - 2007) Basalt black with black leather,
57,000 miles £33,000

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Porsche 911 (1997) "2S" 3.8 tip
(06 - 2006) GT Silver with black leather,
42,000 miles £32,000

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Porsche 911 (1997) "4S" 3.8
(55 - 2005) Basalt black with black leather,
59,000 miles £32,000

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Porsche 911 (1997) "4S" 3.8 tip
(55 - 2006) Red with black leather, 50,000
miles £32,000

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Porsche 911 (1997) "2S" 3.8 tip
(06 - 2006) GT Silver with black leather,
42,000 miles £32,000

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Porsche 911 (1996) Turbo 3.6 tip
(53 - 2003) Basalt black with black leather,
49,000 miles £45,000

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Porsche 911 (1996) Turbo 3.6 tip
(03 - 2003) Basalt black with black leather,
71,000 miles £40,000

RSJ



Porsche Cayman "S" 3.4 pdk
(65 - 2015) White with black leather,
29,000 miles £42,000

RSJ



Porsche Cayman "S" 3.4 pdk
(63 - 2013), Agate grey with black leather,
31,000 miles £42,000

RSJ



Porsche Macan 2.0 pdk
(65 - 2016), Basalt black with black leather,
13,000 miles £47,000

RSJ



Porsche Cayenne 3.0 diesel tip
(15 - 2015), Meteor grey with sand leather,
22,000 miles £48,000

RSJ



Porsche Cayenne 4.2 "S" diesel tip
(62 - 2013) White with black leather,
32,000 miles £40,000

RSJ



Porsche Cayenne 3.0 diesel tip
(61 - 2011) Meteor grey with black leather,
35,000 miles £31,000

RSJ



Porsche Cayenne "GTS" 4.8 tip
(59 - 2009), Basalt black with black leather,
50,000 miles £25,000

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Porsche Cayenne "GTS" 4.8 tip
(58 - 2008), Basalt black with black leather,
58,000 miles £23,000

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Slimline Tonic



The 924 was transformed when the 2.5-litre S version came along. Today, it's an affordable and fun modern classic with a friendly demeanour...

Story: Philip Raby Photography: Antony Fraser



When looking back over the history of entry-level Porsches, the popular story is that the 924 debuted in 1975 and was replaced by the 944 in 1982 and that, in turn, was superseded by the 968 of 1991, before the all-new Boxster came along. Well, that's sort of true but, in reality, the 924 doggedly remained on sale alongside the 944 until 1988 – a fact that's often overlooked or perhaps just forgotten.

At first glance, it seems an odd thing to have done; keeping the older model in production next to the 944. Porsche's argument at the time was that some customers preferred the gentler lines of the 924, and it was also a less expensive car, especially in its original 2.0-litre guise. It was, then, a simple matter for the company to keep production of the 924 going as long as there was demand. Or at least it was until it became apparent that the supply of

cast-iron engine blocks from Audi was drying-up. Furthermore, the engine that Porsche built from these blocks had long been criticised for being unrefined and underpowered. Surely, then, it was time to retire the 924 quietly in favour of the 944?

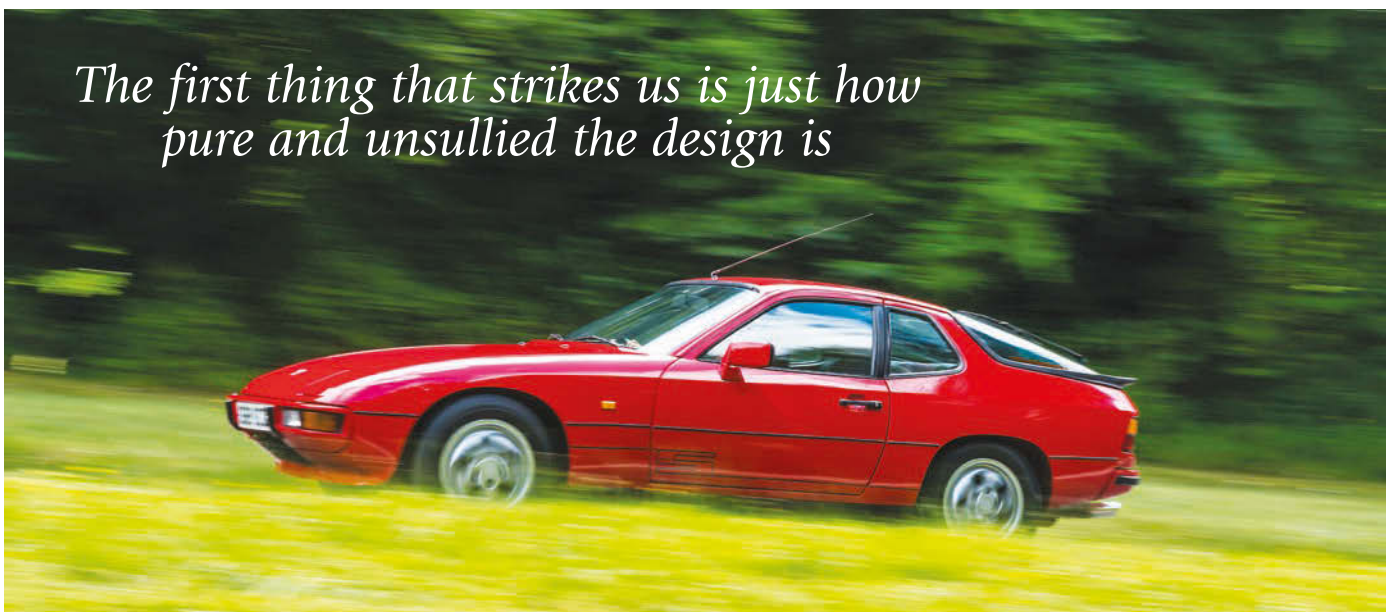
But, no, Porsche decided that there was still a market for its slimline entry-level model, so it dropped the 944's 2.5-litre engine into it, thus creating the 924S of 1985. It was a straightforward transplant, but it transformed the 924. As one reviewer commented at the time, what was once the 924's worst feature – its engine – has now become its best feature. Although power was down 13hp, thanks to a lower compression ratio (which allowed the use of standard unleaded fuel), at 150hp it was still 25hp more than that of the old 924's 2.0-litre unit. By the way, in 1988 – the final year of production – the 924S was treated to a 160hp engine.

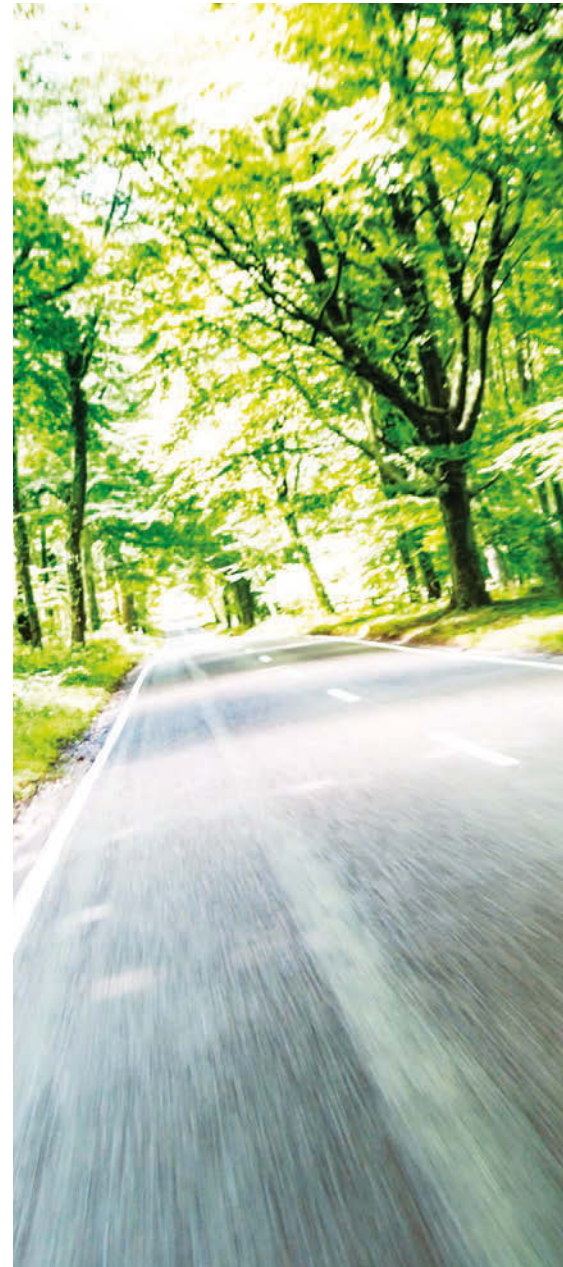
In most other ways, the new 924 remained largely unchanged, apart from vented brake discs and 944 rear suspension arms, while power steering became a worthwhile option. So was it really worth the bother all those years ago to keep the 924 alive? To find out, we've gathered a pair of 924s – both S models; a white 1985 example and a red 1986 car. Both are incredibly well-preserved examples that remain in original condition.

The first thing that strikes us about the 924S – or, indeed, any 924 – is just how pure and unsullied the design is. The 944 is an aggressive and fussy looking car (although none the worse for it), while the 924S is quite the opposite. It's a petite and clean car, as originally envisaged by designer Harm Lagaay. In the mid-1970s its gentle curves would have appeared radical and futuristic in a world of boxy Fords and Vauxhalls. With its cheeky pop-up headlamps, the 924S is a friendly



The first thing that strikes us is just how pure and unsullied the design is





looking car – and we really don't mean that in a derogatory sense. It's a small, non-threatening and lovely looking car.

Inside, though, it's a rather different story. The 924S carried over its predecessor's dash, which dates right back to the mid-1970s. While the 944 got a new so-called oval dashboard (which still looks modern today) in 1985, the poor old 924S struggled on with the original, rather boxy, affair throughout its life. There's nothing particularly wrong with it – it's functional and well put together – but it's just a bit, well, ordinary and doesn't reflect the car's smooth exterior. Think of a 1970s VW Golf interior and you'll be on the right track. However, inside is a comfortable enough place to be, although the new four-spoke steering wheel sits surprisingly low, which gives the 924 an almost kart-like driving position, and this can be a problem for larger drivers who struggle to get their knees under the wheel. The short gearlever is perfectly placed (and is surrounded by a very retro carpeted centre



Ignore those who claim that the 924 isn't a real Porsche – it really is...

console), while the handbrake is tucked out of the way by the driver's door sill – an excellent solution which, sadly, never caught on. A nice feature is the large sunroof which, at the touch of a button tilts up to increase ventilation (great news as there's no air-conditioning in these cars. It can also be lifted right out and stored in the boot (a leatherette bag is provided to keep it in), although it's a fiddle to do this, and even more of a fiddle to refit. Make an effort to take out the roof on a sunny day, and it's almost like being in an open-top car, albeit without the buffeting. Add in a pair of child-sized rear seats that fold down to increase the luggage space, plus a large glass hatchback, and you have a surprisingly practical and useable sports car. While mulling over all this, we're suddenly shocked to realise that, back in the mid-1980s when these cars were new, Porsche was still producing the 911 3.2 Carrera. While the 911 is, of course, a great car, the 3.2 must surely have seemed old-fashioned when stood in the showroom

next to the 924S (and even more so compared to a 944).

Of course, all of the above relates to the original 924 so what's different about the 924S? As soon as we start the engine, we can tell. Gone is the harshness of the 2.0-litre lump, to be replaced by a much more refined feel. This is thanks to a clever counterbalance shaft that corrects the inherent imbalance of a large capacity four-cylinder engine. It could almost be a six-cylinder power unit; it feels so smooth. On the road, the story gets even better. The original 924 was often criticised for being underpowered but you can't say this about the S. Sure, it's not a super-fast car but with a 0-60mph time of 8.0 seconds, it's no slouch and compares favourably with the older car's 9.5 second time. Interestingly, the 924S has a top speed of 136mph, which is a full 6mph faster than the contemporary 944, because of its lower drag co-efficient created by the narrower and smoother bodysell. The gearbox, meanwhile, is quick and precise.

The handling, like that of the earlier 924, is surefooted and predictable, due to the near 50/50 front-to-rear weight distribution thanks to intelligently having a front engine linked to a rear-mounted gearbox. The small (by today's standards) 15-inch wheels are shod with chunky tyres which give a comfortable and quiet ride, making the 924S an excellent touring vehicle. It's an easy car to jump into and use on a daily basis if you so desired, or it's a lovely modern classic to keep in the garage for sunny weekends. As we drive it, that word 'friendly' springs to mind again. It's not a car we feel inclined to tear around in at top speed, tyres squealing on every bend, but rather one with which to cruise around in and have fun. It's an accessible Porsche that makes us smile contentedly. And that makes a refreshing change from the more extreme models we often feature within these pages, which are often more likely to make us grin rather manically.

As good as the 924S was, back in the 1980s,



sales slowly declined as buyers increasingly opted for the 944. It's easy to see why, too, as the 944 S2's 3.0-litre engine, restyled front end and new interior made it a more modern and, therefore, more appealing proposition. Intriguingly, Porsche had toyed with the idea of building a 924 S2, which would have used the later 944's oval dashboard and an integral front bumper – much like that of the 944 S2 – plus a new rear bumper similar to that which was later used on the 968. Powered by a 2.7-litre engine, the 924 S2 would surely have been a wonderful machine but Porsche made what was probably the right decision – at least in commercial terms – to drop the 924 and make the 944 its entry-level model.

The fact that the 924S didn't sell particularly well – just 16,500 were built, compared with 121,000 of the original model – means that today, it's a relatively rare beast, especially as few good examples have survived. Ignore those who claim that the 924, in whatever form, isn't a real Porsche – it really is. You only have to sit in one and drive one to realise that. Oddly, we think that the 924 has aged somewhat better than the early 944, which perhaps looks a bit dated today, whereas the 924, with its smoother lines, still looks fresh, which is another reason that interest in the 924S is rising all the time.

And what other classic car will give you so much enjoyment for under £10,000? You could get a rattley old MGB for the same money, or treat yourself to a rock-solid, well-built Porsche 924S with more power and better handling; and probably more chance of appreciating in value, too. We know which we'd rather have ◊



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gt porsche retrospective

ONE
YEAR
AGO
OCT
2016



In this issue we put the air-cooled 911 Targa up against its Coupé equivalent using a pair of 3.2 Carreras. We said: 'Increasingly buyers of older 911s aren't getting to use them to drive fast but rather too enjoy them at a sedate pace. That does lead to a strong case for opting for the Targa.'

We also took to the track to learn some top tips from driving coach, Rob Colborn, drove a 356, and looked at Paul Stephen's and Historika's link-up for Le Mans Classic. Our cover though was Ninemeister's hot rod 911, the 9m64ST, we loved the 964 Carrera-based backdate. Also opening our eyes was a refreshed 944 S2, and the all-new Panamera, of the new executive express we said: 'Rarely has any car put so wide a space between real and perceived speed.'

FIVE
YEARS
AGO
OCT
2012



Five years ago our cover star was the 996 Turbo, at the time we said: 'There's nothing on sale today that'll beat it, save the Turbo versions of both 997 and Panamera.'

We also celebrated the 30th anniversary of the 956 – a car that conquered sports car racing, we got up close with Nick Tandy and visited Germany's Old-timer Grand Prix.

Importantly we also put the 991 Carrera S up against the 997 Carrera S to see which of the two 911s was the best. We said: 'For all its niggles, the 997 is still a great car and, just as importantly, a great 911.'

Lastly we tested Speedart's pair of Panamera Diesels, they did not look subtle but by all accounts their performance was something to write home about.

TEN
YEARS
AGO
OCT
2007

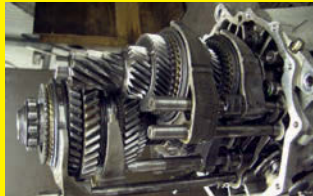


A whole decade ago we drove Manthey's Cayman S to the 'Ring to see if the tuner's claims that it was built for that purpose were true. We discovered they were indeed. We also drove a 356 in this issue, a 1953 pre-A 356 to be precise, and watched as Derek Bell climbed into a 962 for some laps to celebrates its 25th anniversary. We said: 'There's a palpable sense of excitement as one of the finest sports car drivers ever heads out onto the circuit in the car that made him famous.'

We also came to the defence of the Cayenne Turbo in this issue, cars of its ilk were getting a bit of stick at the time for pollution. Lastly we got to the bottom of everything you needed to know about the 3.2 Carrera.



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the market place

Dan Bevis

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



Among the myriad delights were a bona fide 1973 911 2.7 RS Lightweight...



"Give me Goodwood on a summer's day, and you can keep the rest." So said iconic racing hero Roy Salvadori and, while he was talking about the fabled circuit, his sentiment can easily transfer to the ever-expanding colossus of the Festival of Speed. Sure, the die-hards may complain that it's got too busy (they should really try turning up at 7am on the Thursday, there's no-one about and you get the show to yourself), but you can't deny the magic of a fine country house, bathed in sunshine, flanked by countless fast cars, with the Red Arrows soaring overhead. And, of course, there's the entertaining bonus of the annual Bonham's Festival of Speed auction. This featured quite a few tasty treats for the seasoned Porscheophile...

Among the myriad delights were a bona fide 1973 911 2.7 RS Lightweight (complete with 'RUF' registration number, ideal for confusing young people) – one of only 17 RHD UK-supplied cars, this little peach sold for £830,300. A newer flight of fancy materialised in the form of the 2010 997 GT2 RS, the low-mileage widowmaker netting a robust £320,700. Fans of classic originality (or, at least, the appearance of it) would surely enjoy the tastefully restored 356A 1600 Coupe, crossing the block at £78,220. And it wasn't all for the super-wealthy – we very much enjoyed seeing the '92 944 Turbo Cabriolet passing into eager new hands for £31,050. A reasonable price for a proper, usable modern classic.



Hammer price:
\$52,250



A typically diverse board of fare was served up by RM Sotheby's at their recent June sale in Santa Monica, starting with a smorgasbord of automobilia before moving on to the niche curio of Andy Saunders' 'All-Ego' – an Austin Allegro customised for 'Juice My Lemon', a TV show that never happened. Quite what it's doing Stateside is anybody's guess. But anyway, to business...

Among the hot rods and, er Tatrás, we spotted a lovely 1976 911 S Targa, fully restored and commanding a sensible \$52,250. The '97 Turbo S, one of just 183 supplied to the North American market, was looking tasty at \$220,000, its stealthy silver paint helping it fly under the radar in everyday traffic, and for the more serious collector (as if close to a quarter of a million isn't serious enough), the '95 Carrera RS 3.8 offered a similar face with a lot more going on under the skin: a homologation special based on the Carrera Cup car, these were only officially offered in Europe. One Santa Monica bidder secured this for an eye-watering \$434,500.

And just to irritate the purists, there was a '91 Carrera 2 Targa modified by uber-controversialists RWB, in their own inimitable style. The second official RAUH-Welt Begriff car completed in the US, this sold here for \$105,000.

Just to irritate the purists, there was a '91 Carrera 2 Targa modified by RWB



We recently reported on RM Sotheby's successes at Amelia Island this year, but it would be remiss of us not to also cast our minds back and consider what was going down at Gooding & Co.'s auction. If you like artfully rearranging your hair in cars that have barely turned a wheel, you'd have liked the '89 Carrera Speedster, with just 474 miles on the clock and selling for \$271,700. The improbable sight of a 911 GT1 Strassenversion stopped the room in its tracks as people struggled to reconcile the utter lunacy of what they were seeing, and the bidding turned into a bit of a high-roller bunfight - \$5,665,000 was the final tally. Similarly jaw-dropping was the 1977 934/5, a pukka race car brute with massive history from the Nürburgring to Australia and beyond, weighing in at \$1,375,000.

Perpetuating the reality that 964s are increasingly where the serious money is these days, a banana-yellow Turbo S Leichtbau went for \$1,540,000, the special commemorative edition being one of 67 built. And \$748,000 was a chewy price for the 2011 GT3 RS 4.0, proving that snapping up the modern specials before they sell out is always bound to be a recipe for success. Anyone who's managed to nab a new 911 R or GT3 RS may feel suitably smug.

Hammer price:
\$105,000



At H&H's June sale we observed a variety of 911-shaped treats to tempt and tantalise

Hammer price:
\$1,375,000



Estimate:
£120,000



At H&H's June sale at Woodcote Park, we observed a variety of 911-shaped treats to tempt and tantalise, starting with a 1978 SC. This car had been backdated RS-style by Linston Classics and maintained by Tuthill Porsche, and represented decent value (if a little artifice) at a £30-40k estimate. Touted at the same money was a 1984 Carrera 3.2, offering slick early-eighties slipperiness for people who feel that whailets are too gauche, this little poppet boasted Recaros and an LSD.

Spicing up the price range at a £65-75k estimate was a rakish black 1975 2.7 Targa, which had been reshelled in a full resto back in 2004. And finally, at the top of the tree with a £120k estimate, was a Hellbronze 1982 Turbo. Painted in a special-order colour (not an especially exciting one, but special-order nonetheless), this 930 dazzled with its originality and period charm. And you'll be pleased to know that it had the Escher-on-acid Pascha seats too!

Hammer price:
\$271,700



Estimate:
£30-40k



EBAY WATCH:

Boxster 986

The ubiquitous Boxster has been with us since the Britpop era, so it's easy to forget just how radical it was when it was launched back in 1996. The perky little roadster keenly sought to change the perceptions of the old guard – those who felt that the Porsche brand began and ended with the 911. This was Porsche's first car to have been developed right from the start as a roadster since the fabled 550 Spyder of the 1950s, and its parts-sharing with the 996, while irritating 911 buyers enormously, meant that Boxster owners were getting bigger-brother thrills with zingy, pared-back mid-engined pizzazz.

Of course, there was a time when buying a cheap Porsche meant the frightening likelihood of massive repair bills, and the unpleasant reality of driving everywhere on tippy-toes lest the thing unexpectedly explode. And while that is still the case to a degree – particularly given that these cars are Nissan money to buy but 911 money to fix – you needn't necessarily be afraid of picking up an early Boxster on the cheap. Sure, some early 2.5-litre cars suffered catastrophic engine failures, but all of that should have been sorted by now – buy with your head, thoroughly interrogate the history and the paperwork, and get it properly inspected, and you'll be on a one-way street to drop-top flat-six thrills.

The original 2,480cc Boxster of 1996 offered 201hp; this grew to 2,687cc and 217hp in late-1999 and that was the time the 3,179cc Boxster S also arrived, spitting out 250hp and inadvertently cannibalising sales from the 911 Cabriolet. There was a minor aesthetic facelift in 2001, and a slight technical revamp from 2003 that offered a smidge more power for both S and non-S cars. Boxsters also had a glass rear window from this point, instead of plastic. The interior now sported a glove compartment and a different steering wheel, the amber front indicators were replaced with clear ones, bumpers were redesigned, and a variety of different alloy wheels offered.

The example that's caught our eye this month is a 2003 2.7 [eBay item no. 272575022433]. These facelifted 2.7s have got seriously cheap recently, although you probably don't want to buy the cheapest one possible as it may be a one-way ticket to financial ruin; this one is sensibly priced at £7,895, thanks to its strong credentials – it's got 55k on the clock, has had two owners from new, and it's got a full main dealer service history with thirteen stamps in the book. A 986-generation Boxster is always going to be a step into the unknown, but this is possibly a safer bet than most.

...And if that's got your senses tingling, here's our bite-size buying guide for the Porsche 986 Boxster...

QUICK BUYING GUIDE

- Some early cars may have porous engine blocks – unfortunately the first sign of this will be overheating, by which point it's probably too late. If there's mayonnaisey scum in the header tank or under the oil filler cap, walk away – although it's hard to check, with the motor being so well hidden!
- The engine is largely concealed and tricky to get at, which deters owners from working on it themselves; you can view this two ways – firstly, they're less likely to have been fiddled with by amateurs, or secondly, the bigger repair bills may mean some people have scrimped. It's a mixed bag of fortunes.
- While it's easy to get excited about just how much pedigree sports car you could be taking home for as little as a few thousand pounds, it's important to keep in mind that you're buying what was originally an expensive, premium product. Ideally you'd be looking out for a service book full of Porsche main dealer stamps, but realistically those aren't going to be the cars at the cheaper end of the market; nevertheless, a complete-ish history featuring stamps and receipts from competent garages could keep financial trauma at bay.
- Quite a few surprising and unexpected things are known to suddenly go wrong – hood mechanisms can fail, so can air-conditioning systems, window mechanisms can break, cam covers can leak oil, roof drains can block leading to water leaking into the passenger footwell (where the ECU is!) – so it's a bit of a lottery. You might buy a brilliantly reliable Boxster, or you might end up with something that's always causing trouble and draining your overdraft. All the more reason to ask the owner searching questions and rake through the history – and our strongest suggestion is to get any potential purchase properly inspected by someone who knows what they're looking at.





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Bilstein

We visit suspension innovator
Bilstein at its UK Technical Centre...

Story & Photography: Scene Media

Bilstein is a name synonymous with suspension tuning, so we headed to Leicester to meet up with its UK Aftermarket Manager, Aaron Quilter. Having worked at the UK company from its early beginnings in 2000, Aaron is very proud to be what is known as the company internally, as a 'Bilsteiner'. You only need take a swift glance at the place to see why he has every right to be more than satisfied with his chosen working environment. Bilstein UK is like a military operation.

So, how has Bilstein built one of the most recognisable brands in the Porsche and motorsport world? Back in 1961 Bilstein entered in to motorsport and this has played an important part in the driving dynamics of today's road cars. Why? We'll allow Steffen Zacharias, Bilstein's Director of Motorsport, to explain: "For nearly 50 years, the Nürburgring and its Nordschleife in particular has been one of the most important tracks for Bilstein's shock absorber development," revealed Steffen. "The level of varied demands a suspension system has to cope with, can, quite simply, be found at no other circuit. The Nürburgring Nordschleife represents the optimum racetrack for Bilstein to demonstrate its competence in the shock-absorber

development area."

It is this pursuit of absolute excellence that filters down through everything that the company does. Let's get the lowdown on Bilstein's most popular product lines...

BILSTEIN B12

The B12 product line offers two different choices of lowering: There's the 'Lemon & Herb' Pro-Kit and the 'Medium' Sportline. Both fall into Bilstein's Street Performance category. Both options offer the perfect 'Stage 1' kit to lower your car and get that sporty look and drivability. The formula: four high-performance shock absorbers, four springs, best tuning and Bilstein expertise.

The B12 Pro-Kit allows vehicles to be lowered up to 40mm. The kit has the perfect combination of sporty driving dynamics and aesthetics all teamed-up with top quality German engineering to OE standards. This B12 kits consist of Bilstein B8 high-performance shock absorbers that are perfectly matched with Eibach springs for an optimal ride.

The B12 Sportline kit is built for road lovers. It's the perfect solution for those wanting near OE-levels of comfort but who also want maximum lowering whilst still being able to lean on the loud pedal down a B-road. Lowering the car up to



50mm this sophisticated shock and spring kit is perfectly matched to work in harmony with your car. Unlike the shock and spring kits we might be used to, both these TÜV approved B12 kits are Nürburgring tested for maximum performance and reliability, which is pretty much unheard of at this price bracket.

BILSTEIN B16

B16 is the second tier of the Bilstein coilover range, sitting just above the non-adjustable B14 units, B16 features an effective single-point damping adjustment. This easy to use wheel allows a parallel adjustment of bump and rebound. Simply put – you can never confuse the settings, each click delivers a perfectly

matched rebound and bump setting, each one softer or harder than the last allowing adjustment of their performance to individual tastes. This damping adjustment technology is known as 'one-way' adjustment. Ride height is fully adjustable on the car via Bilstein's unique round thread system. Compared with traditional threads, these are round and do not have any sharp edges. This means that the thread is less susceptible to wear caused by the ingress of dirt or road salt.

With TÜV approved lowering ranges and a host of corrosion resistant features in the body, Bilstein coilovers are some of the most robust on the market, outlasting competitor's offerings in the famous German salt

spray test. This means that with a little love your Bilstein coilovers will remain free spinning and adjustable for years to come.

All B16 coilover kits feature monotube or upside-down monotube damper technology. What does this mean? Whether driving in poor driving conditions, sporty driving, or competitive motorsports, Bilstein monotube technology provides greater damping power due to the larger surface area of the piston. This results in improved handling, consistent performance, and longer service life. Increased installation flexibility allows engineers to find an optimum mounting position. Bilstein also uses upside-down monotube technology that allows the piston rod

to be installed at the bottom of the shock tube body. A wear-resistant chromium tube moves up and down freely by incorporating low friction bearings. Both the support and lateral forces are distributed across a larger area than in twin-tube systems, and the torsional strength of the connection between the wheel and vehicle body is increased. A proper science lesson for you there!

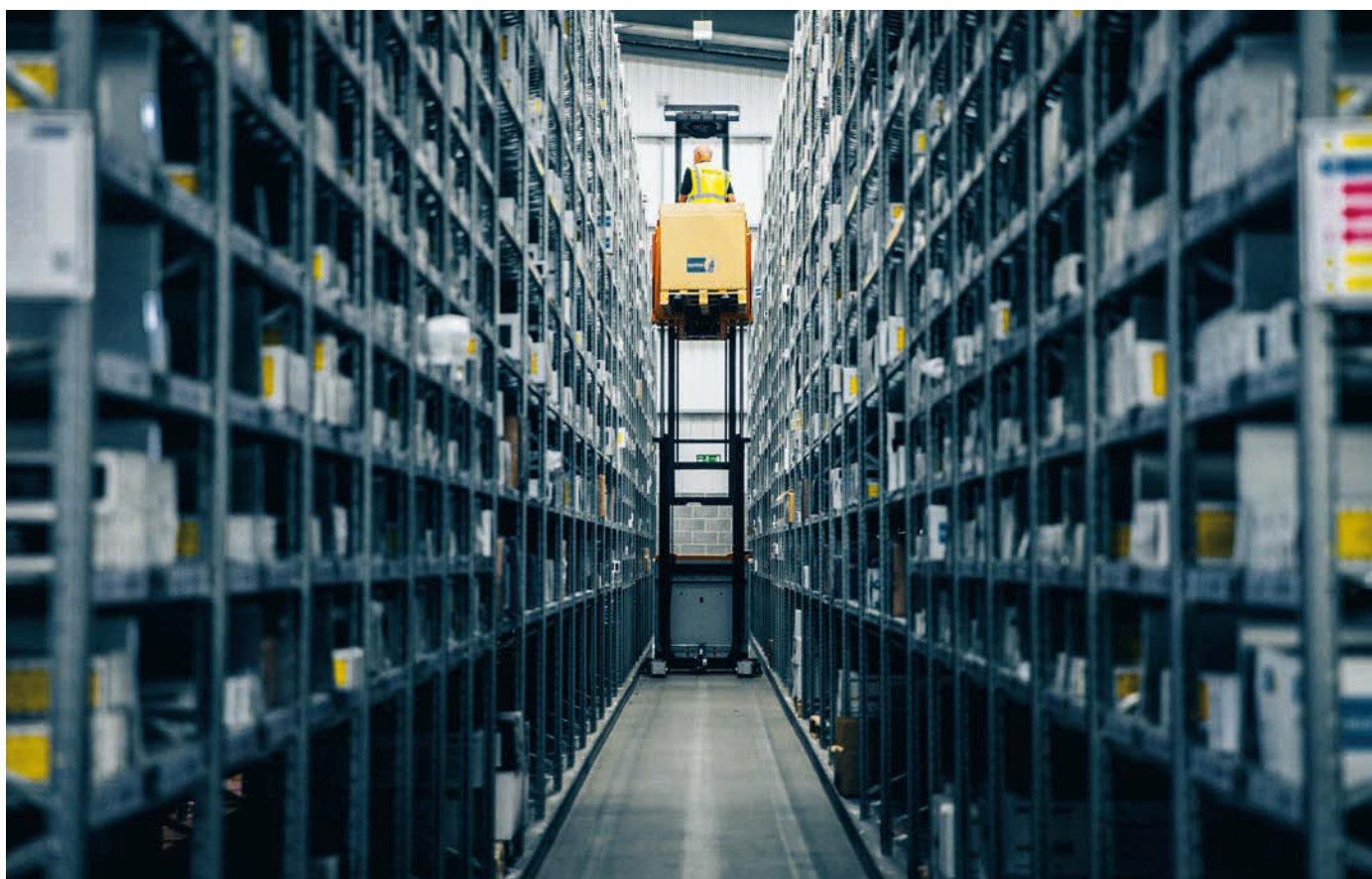
BILSTEIN CLUBSPORT

Clubsport sounds fast, doesn't it? Well that's because it is, Bilstein Clubsport is geared towards the real track day enthusiast and translates years of motorsport experience and race



BILSTEIN GAS-PRESSURE TECHNOLOGY

Traditional oil shock absorbers, when put under extreme stress, can suffer oil foaming that causes shock fading and results in damping power reduction. In the 1950s Bilstein found the solution to this problem by developing gas-pressure technology. This was established as an industry standard, one which continues today in both monotube and twin-tube designs. The result? More reliable shock absorption and suspension under any load, and added safety in dynamic driving situations.



Bilstein is instrumental in the design of several systems for the major car manufacturers

ADJUSTABLE DAMPING

Adjustable damping is a secret weapon in tuning your suspension. When moving away from the manufacturer's original suspension design with harder, shorter springs, you will understandably require different damping forces. But what happens when you then remove weight from the car or require a dual-purpose machine, say for the occasional track day or hill climb and the morning's commute?

This is where adjustable damping comes in. The road surface and speed carried on track requires a different damping force to control suspension movement. In very basic terms, by twisting the adjustment wheel you are opening or closing a valve. This makes it easier or harder for the damper rod to move through the shock absorber fluid, damping the forces with a greater or lesser effect.

Modern cars can adapt damping electronically, at the push of a button too. Bilstein is instrumental in the design of several of these systems for the major car manufacturers. This puts Bilstein at a significant advantage when developing new adaptive damping solutions for their cars too.



DAMPER REBUILD

Thanks to a complete machine shop and rebuilding facility, and components to adjust damper valving, Bilstein's UK HQ can operate with super-fast turnaround times, essential to keep the motorsport industry moving. During our visit Aaron commented: "We found that to give a really high level of service to, not only race and rally teams, but also our road car customers, we had to have a facility that could tailor and rebuild dampers right here in the UK. This has now grown to become a bespoke engineering service that caters for unique sports cars, off-road vehicles and military applications too."

So, what is involved in a Bilstein damper rebuild? "The journey always begins with the customer, it's important to know their goals above all else," Aaron commented.

It sounds simple but with so much science and theory involved in suspension design it's easy to forget the human element of the driving experience, it should inspire confidence in the driver and allow a suitable range of adjustment to cater for the individual application, especially in motorsport applications.

Once the damper is taken into the Bilstein rebuild department its damping characteristics are checked against the original specification. This is done on Bilstein's in-house damper dyno that can measure peak force versus peak velocity and display a damper curve. Original damper curves can be pulled from a huge database and compared to each individual damper. From this analysis, it's possible to see where a race damper can be changed to give a new adjustment window, or where an old damper is falling short on performance due to wear.

Next is the tear down of the damper unit. This is undertaken in a separate room to the build-up of the refreshed units to ensure a perfectly clean build area. Here worn items are inspected for tolerance and a report is built around the findings. This ensures each damper that leaves the rebuild program meets the exacting Bilstein factory specifications and will be reliable and robust in use.

If a damping adjustment change is required, this is taken care of in the next stage. Bilstein MDS motorsport dampers use shimmed valves to give a huge range of adjustability and can be adapted to just about any application. Individual shims are selected to create a stack height that spaces the damper to give the desired characteristics. From here the damper rod must then be inserted back into the body and the all-important damper fluid is inserted. This is a very precise operation and requires an exact amount of fluid to balance the characteristics of the dampers, especially important on dampers set for a life of endurance racing where fluid temperature in operation can become a factor in the damping performance itself. Once full of fluid the damper receives new service items like seals, damper rod bushings and bump stops and it is ready for the final damper dyno test.

This final test gives a unique validation to the changes; engineers can ensure that every damper leaving the facility meets the customer's needs and the customer can see exactly how the rebuild service has changed the characteristics of the damper. This gives huge peace of mind and is just as important for customers looking to revive old suspension as it is for race teams looking for new adjustment parameters.





THE NÜRBURGRING

If you have even a passing interest in cars, you'll have heard of the Nürburgring. No other racetrack is steeped in as much history and mystique, people who visit speak as though they have made a spiritual pilgrimage and racers who succeed here become legends in the automotive world.

Bilstein use the Nürburgring to test the performance of its aftermarket

suspension range. Legends like Walter Röhrl are deeply involved with the Nürburgring test program and have direct input in how Bilstein products perform. Mr Röhrl says: "What's important is not the speed at which I do something, but the degree of perfection with which I do it. When I do something, I want to do it perfectly." That's the kind of attitude that ensures each Bilstein product is manufactured to exacting standards.

winning technology into a coilover for you to enjoy. With over 100 different damper setting variations possible, individual bump and rebound adjustment and camber adjustable top mounts, Bilstein Clubsport should have any real driver drooling.

Despite all the adjustment on offer Bilstein hasn't made Clubsport hard to use, with an ingenious colour coding system – blue for bump, red for rebound. This 'two-way adjustable system' makes on-the-fly adjustments at the circuit a breeze, and when coupled with a lightweight aluminum construction, it all makes the Clubsport a sure-fire winner in our eyes.

BILSTEIN DAMPTRONIC®

So, you've bought a car with electronically adjustable dampers, you're stuck with just a spring kit to lower it, right? Wrong. People after a lower ride height and more driving

involvement can also keep their car's electronically switchable suspension with Bilstein's height adjustable DampTronic® Range.

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Matt Biggs

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

@PawnSacrifice



Jack Wood

2015 981 Cayman GT4 and 2004 996 GT3

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Rob Richardson

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Martyn Morgan-Jones
1986 924 S

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Philip Raby
2009 Cayenne Diesel

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Martin Spain
2002 996 Turbo

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long term fleet

2007 987 CAYMAN S

You may have heard me mention Nankang tyres over the past few months, and if you follow me on Instagram (@7th.seal) you'll have seen the tyres on the Cayman already. No I haven't lost my mind and yes I was also pretty skeptical at first. Now after four track days living with the AR-1 tyre I can honestly say it's changed the game on the Cayman. Let me to explain...

On paper (I'm missing *Love Island* too) a great track tyre is all about grip. You want as much grip as possible; to hell with reality you just want savage levels of grip. That's nice and all but what about cost, longevity, fall-off, road legality and availability of sizes? You've just come back to earth with a bump. We'll all have our own most important factor when selecting a track tyre and a rule of thumb is usually that a tyre that grips well won't last long and it won't be cheap, plus more often than not it won't be available in a suitable size and you will have to make a compromise. The Nankang AR-1 is an exception to that rule, it's fantastic value, it provides huge levels of grip, has proven to wear very well, it's available in perfect Cayman sizing and I've noticed next to no fall-off in performance even after 10 hot laps.

I understand that all of this may seem too good to be true and I didn't believe it either to begin with. The sensation is similar to driving with a used slick that has a super fast warm-up cycle, with the added bonus of being able to drive home on it. When you're tracking a Cayman space is rather limited, so

carrying a spare set of wheels with slick tyres isn't really an option. Used slick tyres have become increasingly popular with track day enthusiasts and I can see why, they provide similar characteristics to the AR-1 but there is one massive drawback; they are not road legal. The AR-1 of course is fully road legal and there's nothing quite like running on track all day long, with consistent performance and then driving straight home while everyone else is jacking their cars up.

Truth is, the AR-1 is a little bit of a hybrid tyre. The secret to the performance is in the carcass. It's actually built on a slick carcass and has a unique compound to allow for fast warm-up times and really good wear characteristics. In BMW M3 circles this has quickly become the tyre to have and I can see why. I know what you're thinking though, 'but what about wet weather performance?' It's actually really good, much better than I was expecting. Sure it's not the same as driving in the wet on a tyre dedicated to road use, but then it's leagues ahead in the dry and that's a trade-off I am happy to have. Standing water is no issue and you can get heat into them at the circuit in the wet they pose no problems, certainly less scary than those guys skating around on slicks.

On the Cayman I opted for 255/35/18 and 295/30/18 Nankang AR-1s, fitting the nine- and 10-inch ATS GTR wheels with ease. It's a lightweight and strong set-up with plenty of rubber front and back and it has proven to be a lot of fun. My sessions are now much more







consistent than they have ever been and, because I'm not adapting my driving to changing tyre conditions, I find that I am able to push the car harder through the session and begin to better my times lap after lap. I feel that now I'm not worrying about second-guessing the car and I can fully concentrate on my performance and focus on bettering my lines. This has been proven in my last two track days at Rockingham and Donington Park where my fastest laps of the day were my penultimate ones. I'm excited to continue to get to grips (pun intended) with the AR-1 as I think there is yet more performance to come as I push this tyre even harder still.

Ryan Stewart

Ryan Stewart
Cayman S
@7th.seal



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1986 944

So, 10 months and over 7,000 miles later I've parted company with the 944. The car had been my faithful daily driver only totting up one DNF due to the cam box gasket. It's been a truly practical, reliable and utterly wonderful car to use. I always find using a classic as your everyday car incredibly rewarding; it makes every trip special and you really form a bond. The 944 was no exception and it will be missed greatly.

My excuses for its sale are as follows: I was spending a lot of time looking after the 944. Yes, it was reliable, but keeping on top of it and even keeping it clean was time consuming. Real life was calling and I was neglecting the other cars in the garage as a consequence. My hobby was starting to become a job on the weekend to-do list and with work on the house to do as well, it was the right thing to do. Probably. The final nail was me racking up miles faster than I expected and the offer of a company car was too tempting to resist. Also, if I'm honest,

I can't leave anything alone and I was starting to think about stripping the rear seats out and doing RS trim... and fitting a rowdy exhaust... changing the wheels... and possibly changing the steering wheel... you can see where this was going. It needed none of these things, but I'd have done them and made it more of a 'play car' rather than daily driver. It was a really nice example and it deserved better, which it's going to get with its new owner. It's gone for a life as a weekend car where it'll stay dry and get pampered.

Working on the car, especially bringing the service side of things up-to scratch and fitting great components from EBC and Gaz, had been a real pleasure. There was nothing on it above the home mechanic and it was beautifully engineered. My overwhelming impression of the 944 was just how capable it was: balanced and fast enough with a real duality of character offering both GT distance capability but also that sweet 50/50 weight distribution allowing you to make the most of every B-road. It








also felt incredibly tight and solid, masking its 31 years of age well. The most direct comparison I have is with my old 924; despite what only looks like a more modern dashboard and some box-arches on the outside, the 944 was an absolute step-change in every respect. I loved the 924 for what it was and its unique character, I'd absolutely have another, but the 944 felt more grown-up and better developed. It was worth the premium demanded when they were on the forecourts.

So what's next? Well, I've got the 944 fund burning a hole in my pocket and the aforementioned time back, so I'm planning on developing

the 911; I'll keep you posted on these very pages. For now though, flags are at half-mast for the passing of a great car from my custody. I'm happy to have been part of its story and know it left my hands better than it arrived; I've done my bit as a custodian and conservationist.

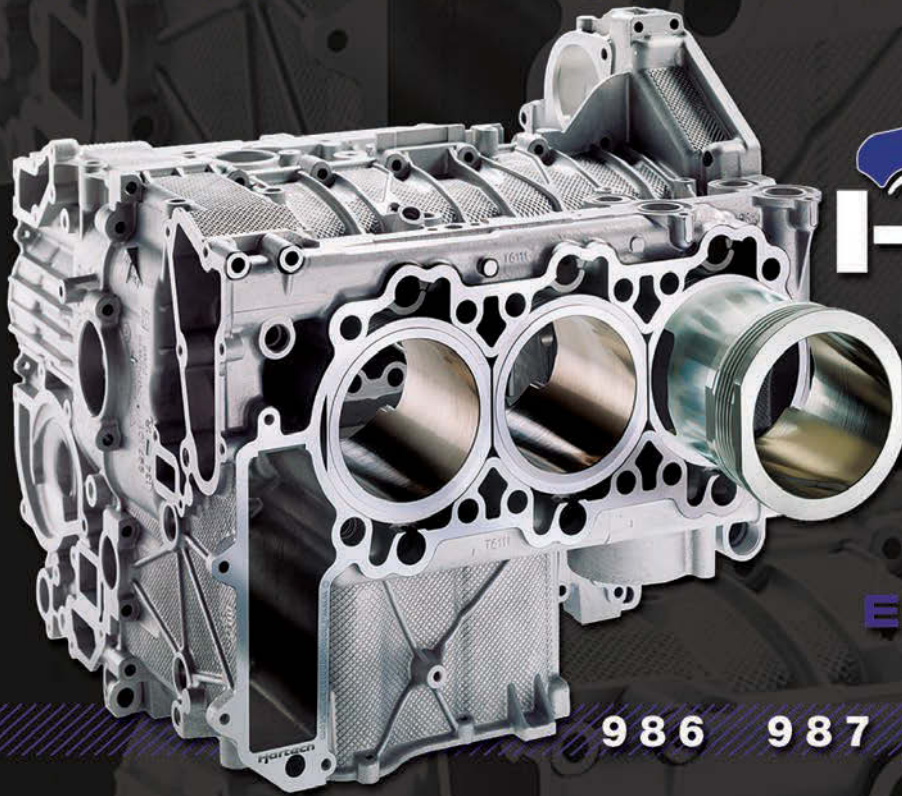
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1986 924 S

Last time out I mentioned that I had been thinking about changing the 924S for a different, slightly newer Porsche. A rear-engined one. However, every time I drive the S, and I've been using it a lot of late, I'm reminded why it was

that I bought this particular variant. On paper it's not what one could describe as powerful. Yet on the road, the story is rather different. At just 1080kg it's a relatively light car, so its 150hp delivers a decent level of performance. But only when you use all of the rpm on offer.

My everyday driver is a rather potent turbo-diesel, and I've got used to the slug of torque that's available from tickover, and its impressive overtaking pace. Sure, you can waft the S along using a modest amount of revs and it's quite brisk. Nonetheless, to make it gather its

skirts and scamper you need to change down a gear (occasionally two) and bury the throttle. What ensues is a change of character, and a serious change in pace. And it sounds good. Very good in fact.

The brakes are good too, although I think that my car must be fitted



with motor factor pads. They just don't have the pedal feel I like. So, if I keep the car, I'm going to fit premium pads. And I'm going to have to address the issue of the rear hatch. It's an ongoing problem. The new tailgate struts simply overpower the catches and I've yet to effect a cure. The trouble is, adjustment is so tedious and time consuming. I'm afraid that, in a fit of pique, I'm going to slam the hatch and cause the glass to shatter!

I'm lucky that I have a garage at my house. It's currently home to the S, but it was in a real mess. Embarrassed, I decided to give it a massive clear-out. I even found time to paint the walls and the floor. Painting the floor was a really good idea as the oil drips are very noticeable (it's an old car!). I'm going to have to pinpoint the cause(s), but I have a feeling that the one of the power steering pipes is the culprit. I'll have to get my act together and tackle this before the next MoT – which is imminent.

I have been tackling other niggles though, including the air vents which had an irritating tendency to gradually rotate downwards and direct any cooling air into the footwells and not at me! The fix was easy. I removed the vents, drilled four small holes in their upper and lower faces, and screwed in black self-tappers. The self-tappers provide just the right amount of 'resistance' and allow the vents to be pointed just where I want them to be, and remain 'in situ'. And, I've bought some LED bulbs for the three supplementary instruments that sit directly below the vents. The standard bulbs are rather feeble. Plus, I'm in the throes of uprating the main / dip bulbs. This should be an easy task, but the three decade-old lamp retaining screws are proving to be somewhat stubborn. But I shall persevere, as always!

Martyn Morgan-Jones

Martyn Morgan-Jones
1986 924 S

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



1986 924 S

The 924 S really hasn't enjoyed having a year off and I am running out of eloquent ways to say that I've had a problem with the car; it is the steering's time in the spotlight. For a little while I noticed that there was a slight issue with the car when turning hard right, the steering seemed reluctant to go to full lock. At least I felt it was, but never counted the turns, it was just that going left seemed to turn freely until hitting the stop whereas, right, it turned a way and then felt a little spongy, no hard stop.

One evening when I returned from work I was reversing into the drive and turned the wheel a little harder than I intended, when it hit that woolly spot, next thing and it is turning a lot freer again. Hurrah, it

fixed itself, thinks I. No, it had not. I suspected as much when I saw a nice arc of fluid on the road and into the driveway. Technically, something was clearly bugged. I panicked slightly and checked the brake calliper – worried that the brake line had snagged and ripped something free, it had not. While I could not see exactly what was wrong there was definite steering fluid leakage from the rack.

If that is confusing to anyone that's been following my updates for a while, because I am running a power rack – because it's quicker – but without the power bit, I still run fluid in the rack itself to keep it lubricated. While I couldn't see much of what had broken it was easy enough to confirm that it wasn't leaking fluid from the places I'd want it to, that is,

where the lines connect. It was time to order another steering rack.

I went for another 944 powered rack, used, and it arrived quickly. The 944 rack is a direct swap on the 924 S, but the track rods are not, they are longer on wider. Removing the track rods is easier than the instructions suggest, thankfully, as I had to remove the old ones from the dead rack. That did also mean that the track rod ends were set to the correct distance, pretty much, but the car will need a geo set-up at some point, once I've worked out what to do with the top mounts.

When I was fitting the 'new' rack I decided to modify the fluid system – as the PAS fluid is not pumped through the rack and it is only there to lubricate, I essentially just needed a breather hose, so

I capped off the bottom hole in the rack and ran a single hose up to the fluid reservoir. When I filled the system the fluid level stayed high, but after I went for a drive, taking some long sweeping turns on a wide, empty road, the air worked its way out of the system, making way for the fluid, and all was right with the steering once more.

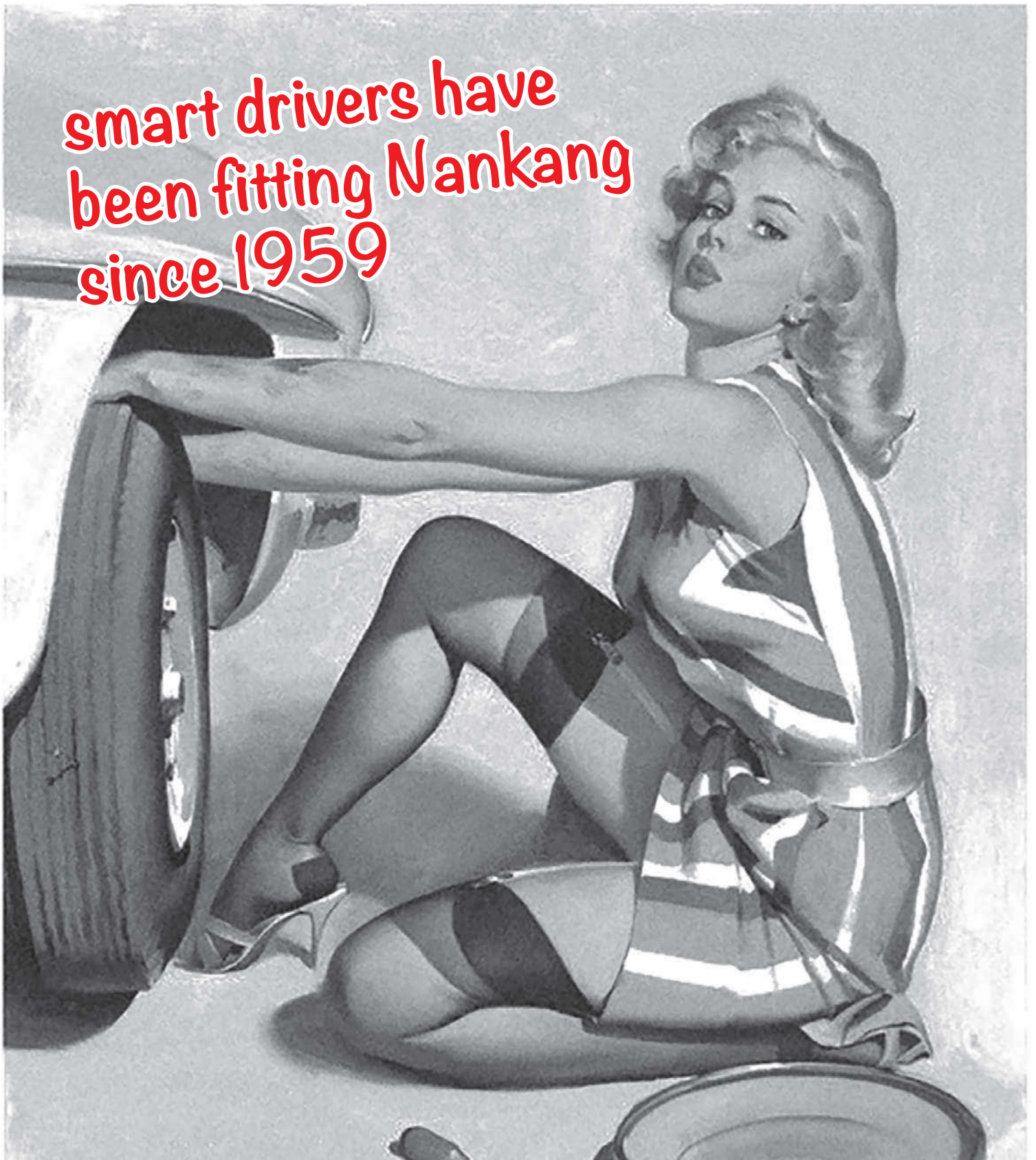
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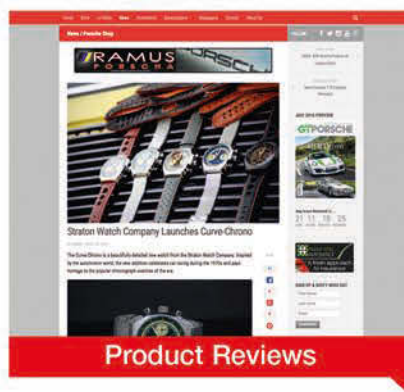
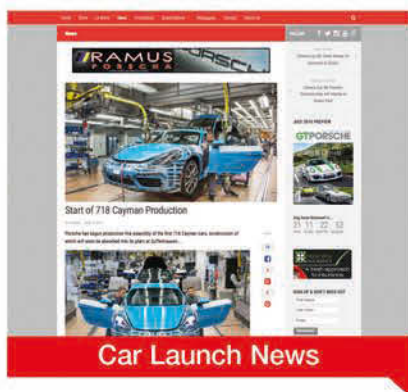
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SPARK 1:43 996 GT3 RS

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Where from? www.racingmodels.com

The 996 GT3 RS was a track inspired version of the GT3, with a polycarbonate rear window and use of carbon fibre on various body parts, along with a roll cage and tuned engine. Here Spark has honoured the car via this detailed 1:43 resin model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





981 BOXSTER & CAYMAN

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Here's an apt model given this month's cover. The 2009 997 Sport Classic had a limited production run of 250 units and was based on a Carrera S. Here its signature Sport Classic Grey paint, ducktail rear spoiler and Fuchs-style retro alloy wheels are replicated in 1:43 scale by Schuco. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





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LONGDRINK GLASSES SET

How much? From £60.00

Where from? www.porsche.com

Part of the RS 2.7 Collection, this new Longdrink Glasses Set is made of a high-quality lead crystal glass and features the motifs of the 911 Carrera RS 2.7. It comes as a set of four in Viper Green, Glacier Blue, Blood Orange and Light Yellow. Made in Germany, these would be an ideal addition to your kitchen cupboard.

911 TRAVEL BAG

How much? £200.00

Where from? www.porsche.com

This 911 Travel Bag is made from high-quality nylon. Featuring a range of practical compartments, such as a ventilated shoe compartment and zipped pockets on the sides and an address tag, it comes with a separate base compartment with a tensioning function. It measures approximately 60 x 35 x 28cm, it has a capacity of approximately 55-litres and it weighs some 2.6kgs.



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GT SPIRIT 1:18 993 RSR

How much? £89.95

Where from? www.racingmodels.com

The Monaco Media International (Larbre Compétition) 911 Carrera RSR was raced to 15th place at Le Mans in 1993 by Joël Gouhier, Jürgen Barth and Dominique Dupuy. This 1:18 scale GT Spirit resin model commemorates that very car. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



RS 2.7 COLLECTION FLIP FLOPS

How much? From £40.00

Where from? www.porsche.com

Holiday season isn't over yet, so you might want to show off your allegiance to the Porsche brand with these stylish flip flops. Part of the official RS 2.7 Collection, these feature a comfortable, high-quality toe separator in the RS 2.7 colours – a mix of Blue Mélange, Viper Green and white.



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LIMITED EDITION 911 CUPS

How much? From £18.00

Where from? www.porsche.com

The espresso cups you see here come as a set of two. The porcelain limited edition 911 cups and saucers feature a 911 Turbo S Exclusive Series design, with black, Golden Yellow and silver colours (£35.00). Likewise the Collector's Mug No.19 (right) is also limited edition, it features a silver Porsche crest on the mug floor (£18.00). Both the espresso cups and the mug are dishwasher safe.



SPARK 1:43 919 HYBRID FUJI 6-HRS

How much? £53.00

Where from? www.racingmodels.com

The Timo Bernhard, Mark Webber and Brendon Hartley 919 Hybrid was driven to third place in the 2016 6-hours of Fuji race. Here it is recreated in miniature by Spark – this 1:43 scale resin model is limited to just 500 pieces. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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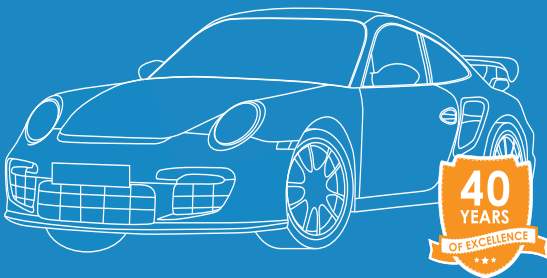


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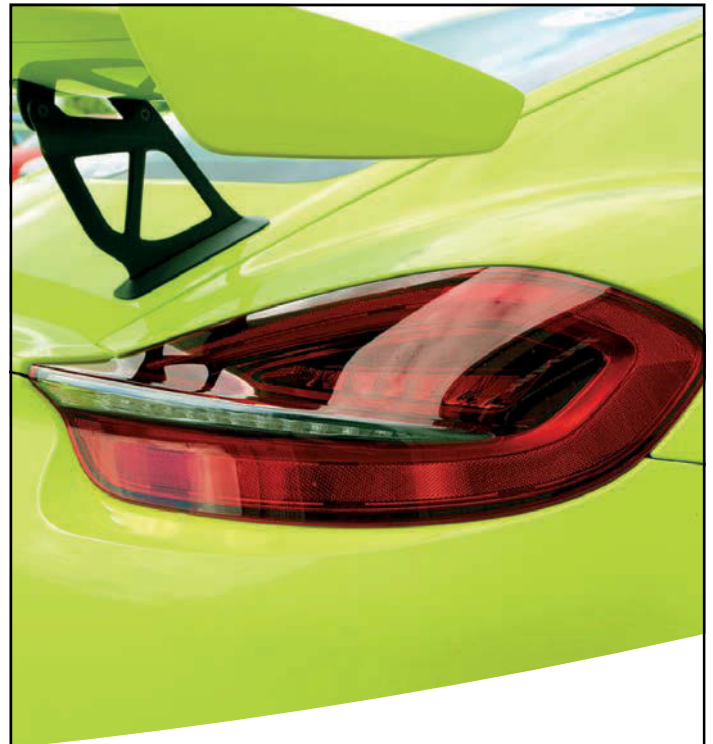


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How much? £164.99

Where from? www.pioneer-car.co.uk

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With a frequency response of 10Hz ~ 70kHz (+0dB, -3dB) Hz and miniscule distortion of < 0.05 %, the GM-A4704 offers crystal clear clarity, particularly when combined with any of Pioneers own head units or speaker systems.

All of Pioneer's GM-series amplifiers feature adjustable gain controls. Meanwhile variable LPF (low-pass filter) and HPF (high-pass filter) allow for adjustable frequency between 40 Hz to 500 Hz and greater car audio system flexibility according to subwoofer characteristics and personal listening preferences. The GM-A4704 has a variable LPF/HPF on Ch. B and fixed LPF/HPF on Ch. A.

This amp is perfect for generating, crisp, clean high, mid and bottom end notes allowing you to get the most out of your speakers and your music.

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Where from? www.frost.co.uk

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MINICHAMPS 1:18 935

How much? £88.95

Where from? www.racingmodels.com

The Hervé Poulain / Sermati 935 was driven during the 1978 Le Mans 24-Hours by Edgar Dören, Romain Feitler, Hervé Poulain and Gerhard Holup. The team retired with gearbox failure but their efforts live on via this Minichamps 1:18 scale model, of which only 600 will be produced. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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COLLECTOR'S T-SHIRT EDITION NO. 9

How much? £36.00

Where from? www.porsche.com

Part of Porsche's range of Collector's T-shirts, this new Limited Edition No.9 shirt depicts the new 911 Turbo S Exclusive Series. It is unisex and comes in an exclusive metal box. It is 100 % cotton.

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How much? From £68.00

Where from? www.porsche.com

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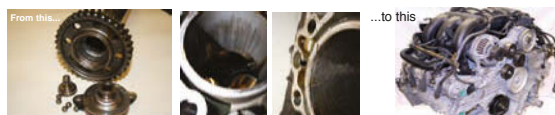
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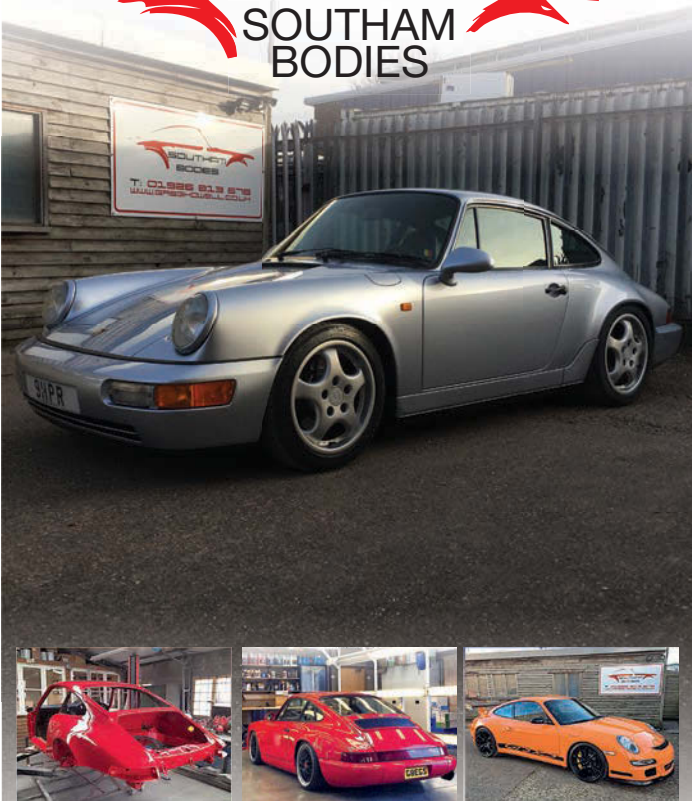


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NOVEMBER 2016

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



DECEMBER 2016

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



JANUARY 2017

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



FEBRUARY 2017

Cover Story: 911 2.2
Inside: TechArt 991 GTstreet R, 904 GTS, Al Hoberg remembered, RAC Rally of the Tests, 911 RSR, 964 3.3-litre vs 3.6-litre Turbo, Lufteknic 911 SC, *Market Place*: 356 Speedster, *All You Need To Know*: Adaptive Cylinder Control



MARCH 2017

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



APRIL 2017

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



MAY 2017

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



JUNE 2017

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



JULY 2017

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



AUGUST 2017

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



SEPTEMBER 2017

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

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