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Road trip



GT PORSCHE

The world's premier *Porsche* magazine

October 2018

Issue 204

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Ultimate 996

ROAD & TRACK

Is RPM Technik's 996 CSR EVO the definitive bespoke 996?



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Iconic 930

919 DRIVEN
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Ignition



Simon Jackson
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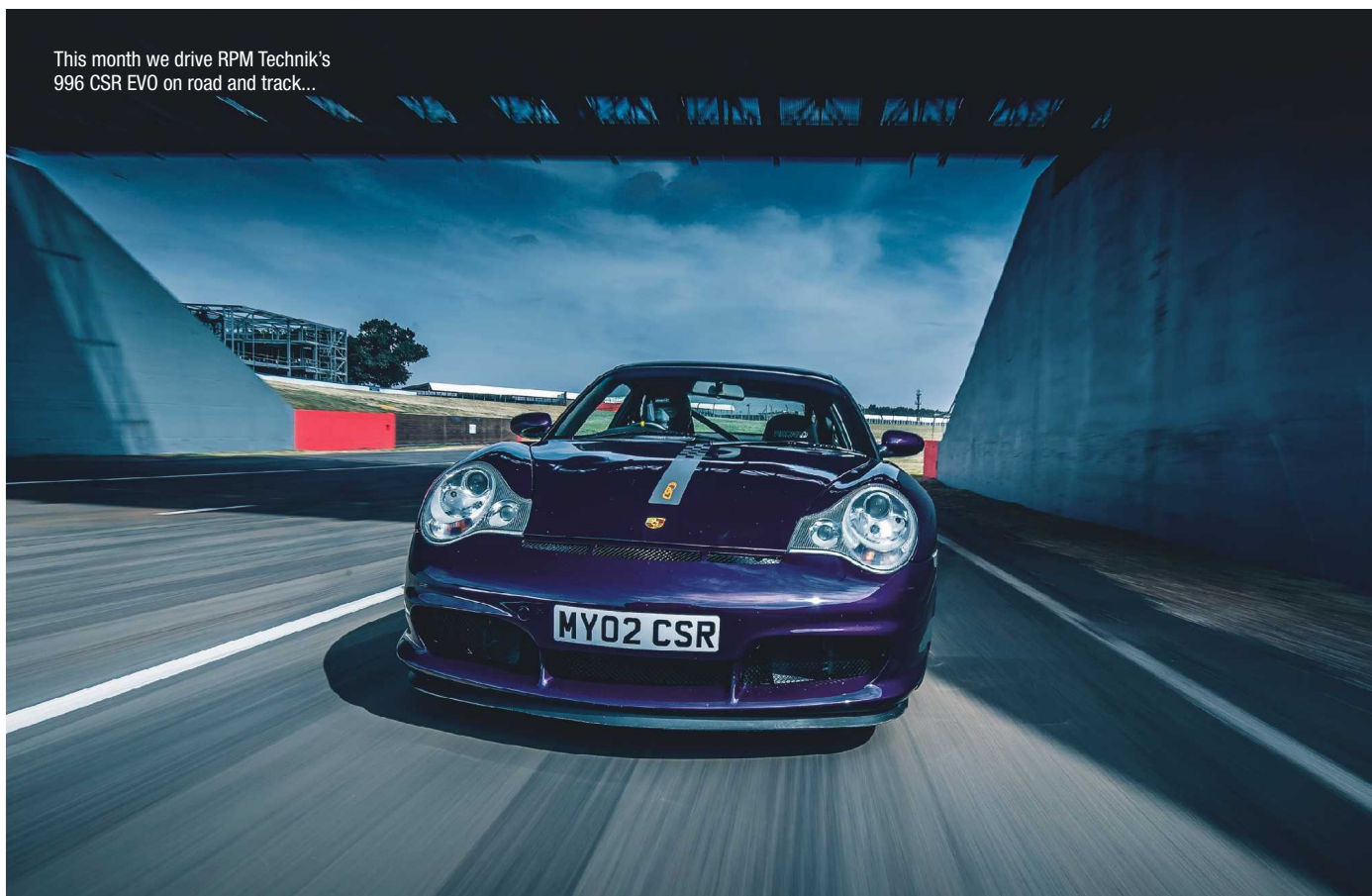
Customised Porsches are nothing new, they have been around for an age. In more recent times though reworked cars seem to have gained a more serious image, you might even argue that they have become more widely accepted. Those who modify a Porsche themselves (at home if they're competent enough) represent one aspect of this scene, but there are now more professional specialist firms than ever before offering to customise your vehicle in every way you can conceive.

Somewhere near the top of the list sits Singer Vehicle Design, see its latest 911 project – the results of its Dynamics and Lightweighting Study (DLS) – on page 62. However there are plenty of other options out there for anyone wishing to inject further performance or personality into their Porsche. This month we have driven a vehicle which has been reworked with both of those things in mind; RPM Technik's 996 CSR EVO. Might this track orientated machine be the ultimate 996? We test it on road and track to find out – p38.

Talking of high performance track machines, we also drive one of Porsche's finest in this issue – none other than the 919 Hybrid. Now retired from LMP1 endurance competition, Porsche let just a handful of journalists drive the car, after ensuring they were up to the task, naturally. It makes for fascinating reading, p54.

We also put a few road-going performance orientated machines through their paces in this issue too. As Porsche announces the new Macan (p8) we drive the most powerful iteration of the old model – the Macan Turbo with Performance Package, p76. Meanwhile if you're thinking of investing in a transaxle Porsche then you should read our buying advice on the 968 – one of the best transaxle offerings available, p47. And also check out our European road trip in a 911 SC to see if it can finally break out of the 3.2 Carrera's shadow, p63.

As usual there is plenty more in these pages to whet your Porsche appetite, including analysis and advice – I hope you enjoy the issue.



This month we drive RPM Technik's 996 CSR EVO on road and track...

Contributors



Malcolm Griffiths
[@Malcy70s](#)

Photographer Malcolm has been shooting professionally for over 25 years. He began his career in motorsport and has shot everything from F1 to fashion...

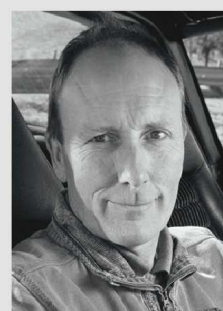
This month: Malcy performs his usual trick of hanging from a moving vehicle, this time at Silverstone, to shoot RPM Technik's 996 CSR EVO. He also photographed the Macan on p76.



Dino Zamparelli
[@DinoZamparelli](#)

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

This month: As the second half of the Carrera Cup GB season gets underway, Dino gets stuck in retaking the lead of the championship – find his column on page 35.



Philip Raby
[@RabyPorsche](#)

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

This month: Philip drives a 964 from Hamburg to the UK, a trip he made once before in 2002. The adventure is discussed in his regular column on page 36.



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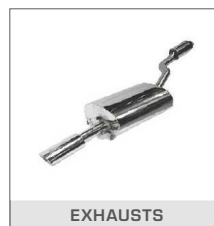
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ROAD & TRACK

Porsche in collaboration with former BTCC and Porsche Carrera Cup GB champion, Tim Harvey, RPM Technik's 996 CSR EVO is the most track-focused CSR yet. We drive the GT3 alternative on road and track...

Story: Simon Jackson Photography: Sebastian Dittmar

RPM Technik 996 CSR EVO



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Champions League

Porsche's 1,000hp 919 Hybrid LMP1 monster. Three-times a world champion, three-time a Le Mans winner and now (semi) retired...

Story: Simon Jackson Photography: Porsche

919 Hybrid Drive



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Sing Star

The results of Singer Vehicle Design's much anticipated Dynamics and Lightweighting Study broke cover at the Goodwood Festival of Speed.

Story: Simon Jackson Photography: Singer Vehicle Design

Singer DLS



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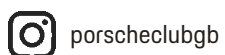
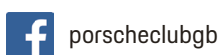
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PORSCHE REVEALS NEW MACAN

Porsche's best-selling vehicle, launched in 2014, has received a facelift...



Porsche has revealed the new Macan in Shanghai, highlighting the importance of the Chinese market to the German manufacturer. Launched in 2014, the Macan SUV is Porsche's best-selling vehicle, with more than 350,000 deliveries recorded since launch – 100,000 of those have been sold to the Chinese market.

As expected the new Macan follows in the footsteps of the latest Panamera and Cayenne with its exterior design language – it represents an evolutionary step not revolutionary one – subtle changes to the bumpers are amongst the biggest differentiators. Like its latest

stablemates, the new Macan features a distinctive three-dimensional LED light strip across its rear end, while adaptive Porsche Dynamic Light System Plus (PDLS) headlights are available as an option out front.

Inside the Macan has been brought into line with Porsche's latest technological advances, with improvements to cabin functionality and aesthetics. The centrepiece of this is the introduction of an 11-inch (up four-inches over the old car) full HD touchscreen Porsche Communication Management (PCM) system – the latest PCM.

The Macan receives the now

familiar rising centre console with (just like the old version) an array of buttons, this differs from the smartphone-style instrument panel found in the latest Panamera. Just as in the Panamera and Cayenne though, the user interface on the infotainment system can be customised. The air vents have been re-designed and are now positioned below the PCM. For the first time drivers can specify a GT sports steering wheel, with a 911-style 'mode' switch as part of the optional Sports Chrono Package.

Porsche claims to have further fine-tuned what was already an

exceptional chassis and all-wheel drive system, maintaining stability and improving comfort. The Macan retains its staggered wheel and tyre sizes with the rear axle boasting a larger footprint than the front – newly developed tyres with improved performance will be wrapped around new 20- and 21-inch wheel designs.

A bunch of fresh colours will also be on offer including: Miami Blue, Mamba Green Metallic, Dolomite Silver Metallic and Crayon. Porsche also promises a wider range of possibilities when it comes to personalisation. A new Traffic Jam Assist function uses adaptive





cruise control at speeds under 37mph to partially assist drivers with autonomous acceleration and braking. This new system can also steer the Macan in slow-moving traffic. Further new adverts include an ioniser system to clean the air within the cabin together with a heated windscreen option.

Porsche is presently tight-lipped about which engines we can expect to find in the new Macan, however, we expect these to mimic closely what is currently on offer to UK buyers. That means a high probability of a 2.0-litre turbo four-cylinder for the Macan, a 3.0-litre V6 petrol engine for the Macan S, and a 2.9-litre twin-turbo V6 engine as used by the current Turbo model. We foresee that a diesel will not be offered but we do expect a GTS version to appear, though it's unlikely we'll see it at launch. The new Macan shares its underpinnings with the Audi Q5, it looks increasingly unlikely that we'll see a Hybrid version of either in this iteration.



PARAGON PORSCHE CELEBRATES 25TH ANNIVERSARY Independent Porsche specialist Paragon Porsche has turned 25...

In late July Paragon Porsche celebrated its 25th birthday, sharing some fantastic archive images (see one below) of how its East Sussex HQ has evolved over the years. Paragon Porsche's Five Ashes premises recently underwent a

stunning transformation which included the expansion of its showroom with a spectacular glass-fronted single story extension. At the rear of the building the firm's service facilities were enlarged with state-of-the-art equipment, a

detailing bay and more. However, despite Paragon Porsche evolving its look over the years, the business remains resolved to offer unique levels of service. Ultimately Paragon Porsche wants to be known for its honest and straightforward

approach, its vast numbers of customers both old and new would seem to suggest it is successful in that aim. *GT Porsche* would like to extend anniversary wishes to the Paragon Porsche team – here's to the next 25 years...



Paragon's premises has evolved dramatically since this archive picture was taken



PORSCHE AT GOODWOOD

In honour of 70 years of Porsche sports cars, Porsche was the featured marque at the 2018 Goodwood Festival of Speed...

Porsche spent months planning a spectacular celebration at the 2018 Goodwood Festival of Speed. The brand used the Festival to mark the 70th anniversary of the production of its first car. Goodwood was selected, alongside Rennsport Reunion later this year, as the 'main event' of all its 70th anniversary activities this year – so we were all expecting big things.

At the heart of the weekend sat a variety of special Porsche cars from throughout its seven decades. These were on both static display and participating in demonstration runs up the famous Goodwood Hill climb course. And, as you'd expect Porsche personalities from past and present were behind the wheel of various

vehicles throughout the weekend.

Seven iconic vehicles from the Porsche Museum collection were picked to represent the evolution of the Porsche sports car. Leading a daily parade up the Hill was the original Porsche, 356 'No.1' Roadster, born on 8th June 1948, the car making its UK debut. 'No57' – the 57th 911 ever built (in 1964) and the oldest example of the iconic model owned by the Museum, was active too. Dan Gurney's 1962 804 which won the 1962 French GP was present. Weighing just 461kg, this 185hp single seater remains the only Formula One car developed and built entirely by Porsche. Gijs van Lennep was reunited with

his 1974 911 Carrera RSR Turbo at Goodwood. The 500hp RSR was the first 911 with turbocharging technology, it led to the development of the 911 Turbo road car, it also finished in a remarkable second place at Le Mans in 1974. The 962 chassis raced to victory at Le Mans in 1987 was driven at Goodwood by Derek Bell. Shown in public for the first time was the 2000 LMP 2000, the successor to the well known GT1 '98, it paired a carbon fibre chassis with a roaring V10 engine – sadly regulation changes saw its programme cancelled by Porsche.

Bringing things up to date the 919 Hybrid Tribute Tour continued at Goodwood – Neel Jani

demonstrated the record-breaking 919 Hybrid Evo during the Festival of Speed. Current works drivers Kévin Estre and Laurens Vanthoor drove the 2018 911 RSR 'Pink Pig', the car that won the GTE-Pro category at the 2018 24 Hours of Le Mans.

In addition to the above, Porsche road cars were in action during the Supercar Runs, Cayenne demonstrations took place at the Porsche Experience Centre Goodwood. And lastly, a static display of the 2015 Mission E concept car could be found on the Porsche Experience Centre stand. Without doubt this was a Goodwood Festival of Speed to remember for all Porsche fans.





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PORSCHE



Story: Richard Holdsworth
Photography: Richard Holdsworth and Bob Taylor

PORSCHE BLESS 'THE BEND'...

Australia has a new motor racing complex. Said to be the largest in the Southern Hemisphere, it was built at a cost of more than £70 million and is aimed squarely at attracting the best cars and competitors in the world...

'The Bend', as it is known, is built on 1700 acres of land close to the small township of Tailem Bend, 60 miles south-east of Adelaide, it has already hosted the initial round of the 2018 Shannons Nationals GT3 Cup Challenge followed by the first GT Sprint two weeks later. Both events were chalked up as great successes with drivers waxing lyrical about the track, the facilities and organisation.

The complex provides challenges for the off-roader and rally driver, it also boasts a skid pan and will soon welcome a quarter mile drag strip – built to Australian National Drag Racing Group 1 standards. A camping site, caravan park and a self-contained 'village' of high-class accommodation is also under construction as we type.

But, most important for Porsche

drivers are the two race tracks – the GT Circuit of just under five miles (second only to the Nürburgring in length as a permanent race-track) and the International Circuit of three miles. These are the only race tracks in Australia that currently meet the latest FIA regulations.

The Bend is the initiative of the Shahin family, originally from Palestine, they moved to Adelaide in 1984 starting with just one petrol station and now operating more than 130 across the State employing 4000 people. Fred Shahin passed away in 2009 but his sons, Charlie, Sam and Yasser Shahin, continue the vision though the family company Peregrine Corporation. They are keen motor racing fans.

The brothers spotted the redundant Mitsubishi Motors test

facilities and saw the potential of developing it into a venue for all forms of motorsport – the two tracks being central to their aspiration to attract international races. The first spade went into the soil in December 2016 and a full house of Porsches formed up on the starting grid a little over two years later.

Central to The Bend is the Rydges Pit Lane hotel overlooking the track and affording an excellent view of the starting grid and racing action.

As your Australian correspondent, I was there to find out for myself how good this place is. A passenger in Mark Sandford's 1972 911 Carrera race car, I was up early for the drivers' briefing and CAMS (Federation of Australian Motorsport) credentials before getting a stiff warning from Rob Hankinson, Clerk

of the Course, about track etiquette and what to do if we should come to grief.

Strapped into the 911 I soon discovered how speeds have increased mightily since I last raced, and how those wide tyres grip the corners as though they are coated in Super Glue. Yasser Shahin in the Drivers' Briefing had warned, "There is not yet much rubber on the track and there are some demanding corners – do not bend your pride and joy..."

I am pleased to say Mark didn't bend his beautiful 911, but he gave me the ride of a lifetime as the first journalist to enjoy The Bend first hand. I can attest that it lives up to all of its hype – this place is the best thing to hit Australian motorsport in a long time!



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CARRERA CUP GB

SNETTERTON



ZAMPARELLI AND WRIGLEY WIN

Dino Zamparelli reclaimed the championship lead of the Porsche Carrera Cup GB at Snetterton...

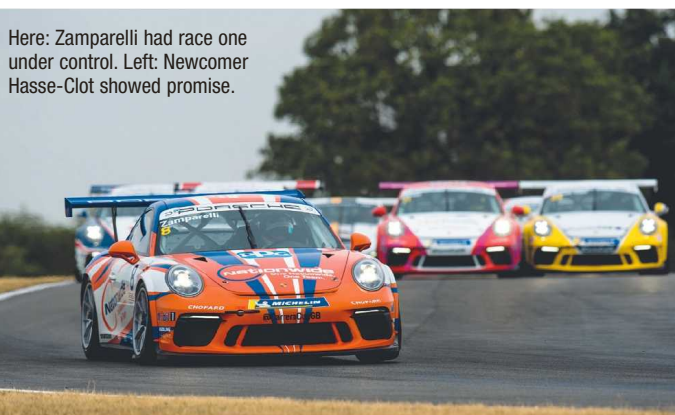
The second half of the Porsche Carrera Cup GB championship got underway at Snetterton, which witnessed close racing throughout the field. On Saturday championship leader Tio Ellinas claimed pole position in qualifying for round nine of the series, title rival and *GT Porsche* contributor, Dino

Zamparelli, put his 911 alongside on the front row. Come Sunday inclement weather forced the entire grid onto wet tyres prior to the start of the day's first 14 lap race, which welcomed three new drivers including Carrera Cup France hot shot Valentin Hasse-Clot. A former Porsche France Junior driver,

Hasse-Clot is looking to dovetail his existing commitments in the French championship with appearances in Carrera Cup GB throughout the remainder of the season.

When the lights went out Zamparelli, made the better start off the front row, passing Ellinas for the lead before the first corner, Lewis

Plato, Porsche GB Junior Dan Harper and newcomer Hasse-Clot followed him through further demoting Ellinas. Plato was subsequently overtaken by Harper and Ellinas in the tricky conditions, but it was Hasse-Clot that most impressed in the very early laps. The Frenchman's good form, on a circuit he had never driven



Here: Zamparelli had race one under control. Left: Newcomer Hasse-Clot showed promise.



Here and below: Wrigley's win in race two was his second victory of the 2018 season

on before, looked promising as he worked his way up from seventh on the grid to second, however, the glory was short lived. He soon unceremoniously slid off the circuit, making contact with the barriers and retiring. That left the order at the front: Zamparelli, Harper and Ellinas, while Plato did repass Ellinas for the final podium spot their positions were later reversed when both drivers were reprimanded for overtaking under yellow flags.

Pro-Am drivers Jamie Orton and Seb Perez were virtually inseparable all weekend, the pair being locked into a dice for top category honours. The scene was replicated in the Am category where championship rivals Peter Kyle-Henney and Peter Mangion were joined by newcomer Dan Kirby who, like Hasse-Clot, showed promise in his first Carrera Cup GB race driving the GT Marques car formerly run by ex-BTCC racer James Kaye. At the front Zamparelli's win was a confident one, he was followed home by Harper and Plato.

The reverse grid for round 10 later in the day saw Tom Wrigley start on pole followed by Plato, Ellinas, Harper, and Zamparelli. Dry conditions saw Wrigley getaway well, fending off Plato into turn one – Ellinas occupied third but not for long. On lap four Zamparelli found a way by the Cypriot for P3, Dino then set about closing the gap to the front

runners. Though the top three closed right up to each other's bumpers there was nothing any of them could do to change the order before the flag fell on lap 14, and so that's how the Pro category drivers finished the second race. Pro-Am runners Orton and Perez renewed their close battle from race one, running nose-to-tail for the duration of the second race, while Am category drivers Mangion and Kyle-Henney did the same only this time they had Kirby in very close company. Both category fights ended without a change to the order despite the close racing.

With his retirement in the first race forcing him to start race two from the back of the grid, Hasse-Clot continued to impress. He made confident moves to advance to seventh position overall by lap seven, highlighting what might have been had he not crashed out of race one. However, the afternoon belonged to Wrigley who took the chequered flag to claim a lights-to-flag victory – his second win of the 2018 season. Plato finished second having resisted consistent pressure from Zamparelli. For Zamparelli two podiums were enough to reclaim the lead of the championship, which he only lost last time out at Oulton Park. Now just four points separate Zamparelli and former F1 test driver Ellinas. The next meeting takes place at Knockhill in Scotland.



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IMSA LIME ROCK



PORSCHE PODIUM AT LIME ROCK

Round seven of the IMSA SportsCar Championship took place at Lime Rock in the US state of Connecticut, a race contested exclusively by GT vehicles...

Sharing the No911 car, Patrick Pilet and Nick Tandy got off to a bad start even before the race at Lime Rock had begun. Given that qualifying and the race took place on Saturday, the IMSA schedule for the meeting at Lime Rock was somewhat compressed. During the morning warm-up, which took place just thirty-five minutes before qualifying, Pilet slid off the track damaging the No911 Porsche. In the short time available before the race later that day the team managed to replace the damaged parts, but there was not enough time to check the setup of the car before Pilet started the afternoon's race from a lowly eighth on the grid.

Both 911 RSRs made a clean

getaway off the line at the start of the race, Laurens Vanthoor started the No912 entry from second on the grid and maintained that position until handing the car over to teammate, Earl Bamber. Bamber subsequently managed to close the gap to the leader, however, an error saw him take a short detour off the track, this coupled with time lost due to a mistake during the car's second pit stop robbed the No912 RSR of a possible victory.

The No911 car remained in eighth during Pilet's opening stint, when Tandy took over he managed to work his way up to fifth thanks to a good pit stop strategy and an inspired overtaking manoeuvre by the Briton two minutes before the

end of the race. Ultimately Vanthoor and Bamber took the flag in third in the GTLM class, with Pilet and Tandy coming home in fifth spot after two hours and 40 minutes of racing. In the overall classification, Porsche still ranks third in the manufacturer's category.

Patrick Pilet commented: "The car was extremely fast over the whole weekend, but my mistake in the warm-up threw a spanner in the works. On this racetrack, where overtaking is particularly tricky, it's difficult to compensate for a grid spot at the back of the field. Although I was faster at the beginning of the race I couldn't make up any positions. When Nick got a clear run he managed to

shorten the gap, but at the end of the day it was simply too big. The team's tactics and strategy were definitely spot-on. It's important that we managed to collect valuable points towards the manufacturer's classification with third place for the sister car."

Laurens Vanthoor said: "You shouldn't really complain about a podium placing, but we could have won today. We lost 14 seconds due to a pit stop error – which was basically the gap to position one. We had the pace to win, but unfortunately, we only came third."

Round eight of the IMSA SportsCar Championship takes place at Road America near Elkhart Lake in the state of Wisconsin.



PORSCHE SUPERCUP HOCKENHEIM / HUNGARY

WINS FOR YELLOLY AND PREINING

Round five of Porsche Mobil 1 Supercup took place in Germany, round six at the Hungaroring in Hungary...

The Porsche Mobil 1 Supercup returned to Germany after a year's absence – since its debut season in 1993 Supercup has raced at Hockenheimring a total of 20 times. On this occasion though it was not a homegrown German driver who dominated qualifying on Saturday for round five of the championship, but a Briton. Nick Yelloly put his Fach Auto Tech 911 GT3 Cup car on pole ahead of Sunday's race, and used that position to his advantage during the race, pulling clear of the field immediately after the lights went out.

Yelloly took a commanding win, leading from lights-to-flag to finish 3.6-seconds ahead of second-placed driver, Mattia Drudi who had passed Mikkel Pedersen in the early laps. Behind, fierce battles for the remaining positions developed. Current championship leader Michael Ammermüller started the race in fifth position and overtook Pedersen, then Porsche Junior Thomas Preining to finish third. Preining ultimately came home in fourth place after a thrilling battle with Pedersen, Dylan Pereira finished fifth with Pedersen in sixth. Porsche Junior Julien Andlauer started from eighth on the grid and made up one place during the race to cross the line in seventh.

On taking his second win of the season, Yelloly commented: "I got away well at the start and that laid the foundation for my win. To drive



unchallenged at the front of the field might look easy, but you have to be totally concentrated over the entire distance, and I succeeded in that."

Austrian Porsche Junior driver Thomas Preining took pole position for round six of the Supercup championship in Hungary ahead of a 14 lap race. Bright and sunny conditions greeted the 27 cars for the start, and importantly Preining successfully defended his position to lead into the first corner at a track where overtaking is traditionally difficult. The Safety Car was deployed on lap one, Preining maintained his lead after the restart on lap two with reigning Carrera Cup France champion Julien Andlauer stuck to his

rear bumper.

In the closing stages of the race Andlauer put Preining under increased pressure, but the positions remained the same. The pair were followed home by Jaap van Lagen who had started fifth and managed to sweep by two cars in the sprint to the first corner. Behind him came Zaid Ashkanani who took the flag in fourth place – the Kuwaiti driver's best result so far this season.

Fifth place went to Briton Nick Yelloly, he and Michael Ammermüller treated spectators to an exciting duel but the German driver couldn't find a way by Yelloly, who is his closest rival in the championship battle. Behind them, seventh place went to

Christopher Zöchling, with Dutchman Lary ten Voorde crossing the finish line in eighth spot as the highest placed rookie.

The championship battle is hotting-up, Ammermüller continues to lead with 91 points, but Yelloly is closing the gap. After Hungary just three points separate the two drivers – 19-year-old Andlauer sits third with 65 points. The championship now heads into a summer break. Round seven takes place at Spa-Francorchamps, where Formula E single seater driver Felix Rosenqvist will compete, the 26-year-old Swede will drive the official VIP 911 GT3 recently run at Silverstone by *Top Gear's* Chris Harris.



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S3 / GOLF R » 375+ BHP (+DE-LIMIT)
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3.0 BI-TDI (ALL MODELS) » 380+ BHP
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M135i/M235i » 410+BHP
i8 » 415BHP
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116D/216D/316D » 160BHP
118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
335i/435i » 410+BHP
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C63 6.3 AMG » 530+BHP
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63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP (+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
SLK 55 AMG » 420BHP
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
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BOXSTER/CAYMAN 718 » 380+BHP
BOXSTER/CAYMAN 981 GT4 » 430+BHP
BOXSTER/CAYMAN 981 GTS » 375+BHP
BOXSTER/CAYMAN 981 S » 345+BHP
CAYENNE GTS » 450 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP

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FERRARI 488 » 750+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
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AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
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BENTAYGA W12 » 700+BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
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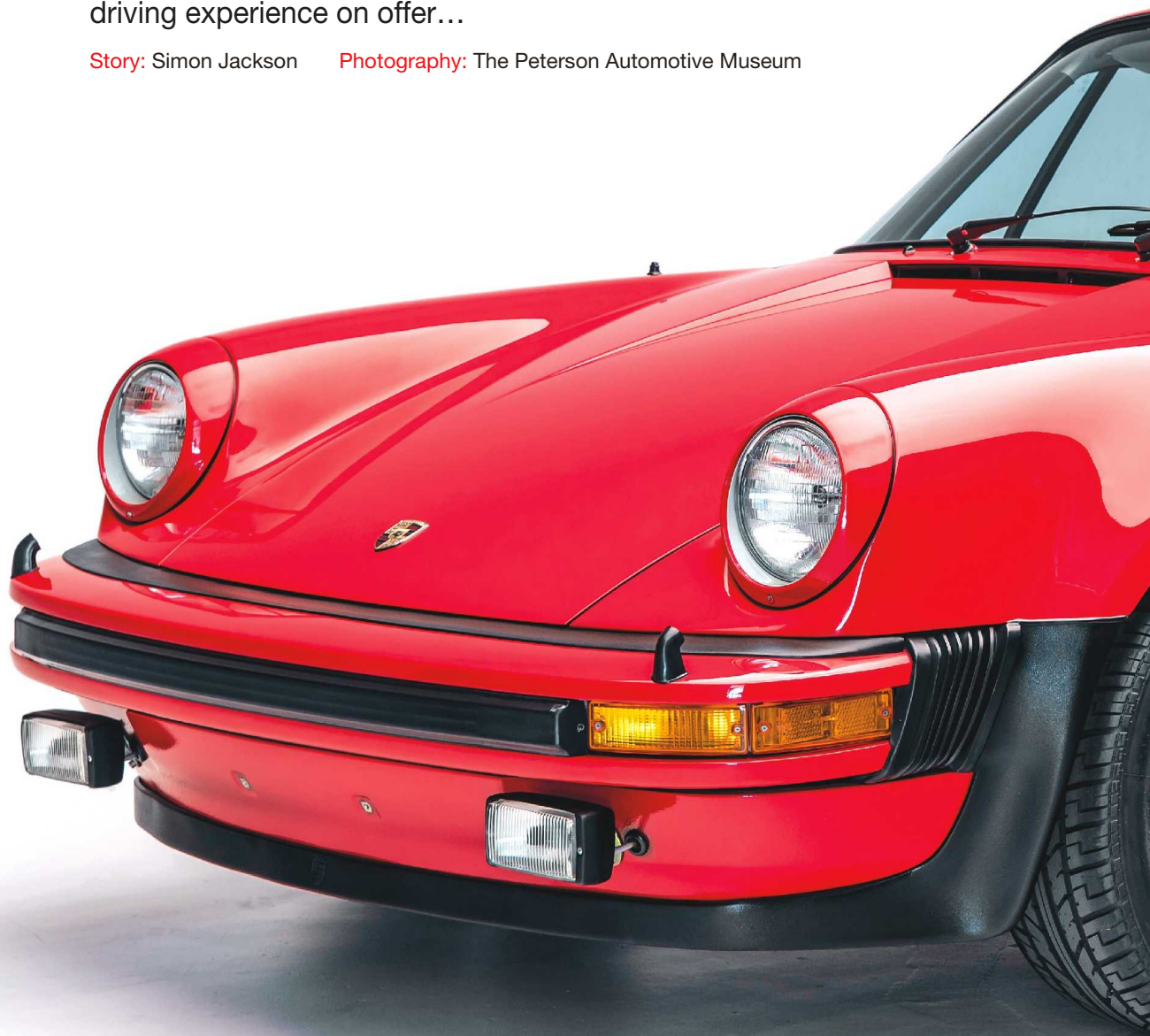
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BAD Reputation

The 911 Turbo is an automotive icon, this Porsche legend began with the 930 Turbo – a car that quickly evolved during the 1970s and 1980s. We examine the unique driving experience on offer...

Story: Simon Jackson Photography: The Peterson Automotive Museum







Those preconceptions of fearsome power and snap oversteer will be all but forgotten...

Porsche's interminable desire to win on the race track led directly to the car you see here – the 911 Turbo. It was specifically Can-Am racing that pushed Porsche down the turbocharging route, a road it not only travelled but comprehensively mastered in pretty short order. Porsche's Can-Am monsters of the early 1970s were not shy, with nearly 1,000hp and functional aerodynamic aesthetics to die for, Can-Am cars remain to this day some of the most wondrous machines to have ever graced a race track in competition. With its new-found knowledge of turbocharging in hand, Porsche set about applying its new nous from the race track to the road – the 911 Turbo was born.

At the beginning of the 1970s turbocharged road cars were not new, but at the same time they were not commonplace in showrooms either. We're talking here about the period of the 1970's oil crisis, after all. Porsche continued development of its new turbo road car at a pace. As a basis it started with its existing 2.7-litre engine but quickly discarded this, moving onto its 3.0-litre Carrera motor primarily for the off-boost drivability it delivered over the smaller capacity mill. A KKK turbocharger running approximately 0.8 bar of boost took power to 260hp though



more – as much as 280hp – was readily available according to engineers of the time. A gearbox with just four forward ratios aided progress with unprecedented torque on offer in every gear. Underneath a new suspension arrangement was designed not out of necessity for the road as such, but rather to allow greater options for the race track via homologation. Geometry changes were matched with spring, roll bar and shock absorber alterations. A wide rear end and, perhaps the most significant visual element, a vast “tea-tray” rear wing were the two most obvious body differentiators from what was otherwise outwardly not a radical 911 in appearance.

The first 911 Turbo of 1974 was well received, this is where the model first received its ominous reputation (rightly or wrongly) for being something of a “widow maker”. One recurring criticism from road testers in period was the lag that the turbo unit inherently delivered, and in being reiterated that opinion stuck. None of that would stop Porsche from increasing the Turbo’s power with its next attempt, though. The 3.3-litre 911 Turbo (as seen in our pictures) of 1978 came not only with a larger motor, but an intercooler too. The intercooler system cooled intake temperatures by as much as 50-degrees Celsius, and that colder, denser air helped the

car hit the magic 300hp figure. In addition Porsche reduced the engine’s compression ratio from 6.5:1 to 7.0:1 in a bid to limit the lag which characterised the driving experience – the move did indeed help but lag was still very much evident. Porsche probably cared little either way though for with its first 300hp car it was now finally in the big leagues – by the standards of the day this was a supercar. Perhaps that’s part of the reason why this variant of 911 Turbo is often considered the best – here was the poster car for a generation.

Driving one of these cars today is a story of two halves in many ways. Consider not only that a modern 911 Turbo (I’m talking 991 Turbo, not turbocharged 991 Carrera) delivers well in-excess of 500hp, and that a Turbo S boasts almost double the power of its 1970s forebear, and you’ll be unsurprised to hear that it does not feel ‘quick’ in the same fashion. Rather, driving a 930 Turbo can initially feel a little underwhelming – that’s partly as from the vista inside there’s little visually (other than a boost gauge) to differentiate it from the SC with which it shares much of its basic architecture. But here is where you need to be careful. Unlike the 991 or most 911 Turbos designed in the intervening period, this is an old car and as such it has certain characteristics and a

temperament you must respect.

It’s important to remember that this was a car designed to be fast but also civilised, and it is easy to confuse that initial civility with softness. That said, no matter what anyone might say to you, your prior expectations will undoubtedly ensure you make careful and considered progress early on (especially though the corners) given how much this car’s indelible reputation precedes it. Yet there’s little need to fear these cars quite so much. In comparison with an SC the drivability of the 3.3-litre mill is a pleasant surprise, especially as you’re expecting utterly galactic levels of lag. The blower comes in later than you’d probably like, but it serves its purpose in making the 930 Turbo easier to drive under normal circumstances than an equivalent normally aspirated 911 of the same era. By that I mean that your workload in the car is reduced thanks to the torque on offer, I guess you might say that’s a little alien if you’re stepping out of an air-cooled Carrera.

Low down the rev range there isn’t a great deal going on. So much so that it’s likely those preconceptions of fearsome power and snap oversteer will be all but forgotten, just as you bury your foot harder and harder into the carpet in an attempt to awaken the beast. At around 3,000rpm the car begins,





THE PORSCHE EFFECT

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



somewhat slowly, to come to life but the key thing here is that it isn't done yet. Oh no. Between 4,000rpm and its redline some time before 7,000rpm is where all the power is to be found, but to be honest even that is being generous, for most of its shove comes between 4-6,000rpm. In this sweet spot you might say that the power delivery is quite brutal, short and mighty, but for a shining moment the 930 Turbo feels as fast as your head believes it should. Ordinarily in this situation you'd snatch the next gear in the sequence and do it all over again, except the four-speed 'box results in the driver needing to leave the car in gear for very long periods. During this time your speed is increasing towards three figures. The end result is that you spend large proportions of your time in second gear, third maybe, if you drive in a conventional manor. To get the best from these cars you must recalibrate your brain, you must rev the car harder than you feel you should. Try using first gear not as a cog just to get you underway, but as a useful ratio for acceleration – then the 930 Turbo will begin to make sense. First is good for 60mph, second 90mph and third 130mph – if you're brave enough fourth will see you all the way to car's top speed of around 165mph.

So, the 930 Turbo is not terrifyingly fast in

a straight line, though it is more exciting the more aggressive you get with it. However, if you continue to drive in that hard fashion through corners you should be warned. By no means does the 930 Turbo look to kill you in each and every turn, in fact if you drive it normally it barely moves around underneath you at all, the latest 718 GTS cars are far more lively in every way for example – even with their traction systems engaged. However, if you forget the laws of physics, and the special chapter within covering 911s, you might come unstuck. Into turns its inherent levels of understeer are not exactly frightening unless you're carrying too much speed – but that's the case in every car no matter where its engine might be located or by which wheels it is driven. Confidence is a useful trait to exhibit with the 930 Turbo, get back on the power out of the corners rather than shying away from the right pedal and its wide rear end will hunker down and provide traction. Should a slide occur it is not automatically time to book a visit from a local priest. While there are admittedly none of the electronic safety nets that your 580hp 991 Turbo S uses to save your bacon in the event of the worst, the great thing about 911s of this era is that you can control them provided you exercise common sense. Take heed of the warning shots they occasionally fire across your bow, feel the attitude of the car through your delicate derriere and the very tips of your fingers. Stay

calm, do not lift the throttle in panic and feed the power in gently – as you would in every 911 – and all is likely to be well in your world.

It's a rather odd experience to drive a 930 Turbo today. It undoubtedly challenges your preconceptions and quickly sees you doing things you would've thought utterly crazy prior to turning the key in the ignition. Ultimately I think that if you choose to view these 911s as 'sports cars' in the typical sense, likening them to period RS creations or perhaps even later performance orientated models, then you might come away disappointed. Instead look on these cars as accomplished GT machines, albeit ones capable of exciting should you choose to provoke them. That way they begin to make much more sense. And I guess that sentiment is true even of modern versions. Though the 911 Turbo has evolved dramatically over the years, it remains a car you'll drive fast in a straight line without hesitation, one you'd choose as a partner to devour huge distances, but not necessarily the model you'd choose for track work or to entertain through a twisting section of country road. In that regard though much has changed with the 911 Turbo, very little has too. Porsche's legacy on the track with turbocharged racing cars speaks for itself, the 930 was a success both on circuit and on the road. But perhaps more importantly with this car, Porsche created a 911 bloodline, and an icon that endures to this day ◊



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24th-26th
Porsche Supercup
Spa
www.porsche.com

SEPTEMBER

2nd-4th
Porsche Supercup
Monza
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7th - 9th
Goodwood Revival
Chichester
www.goodwood.com

7th-9th
IMSA
Laguna Seca
www.imsa.com

14th-16th
Carrera Cup GB
Silverstone
www.porsche.co.uk

17th-19th -
IMSA
Virginia International Raceway
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28-30th
Carrera Cup GB
Brands Hatch
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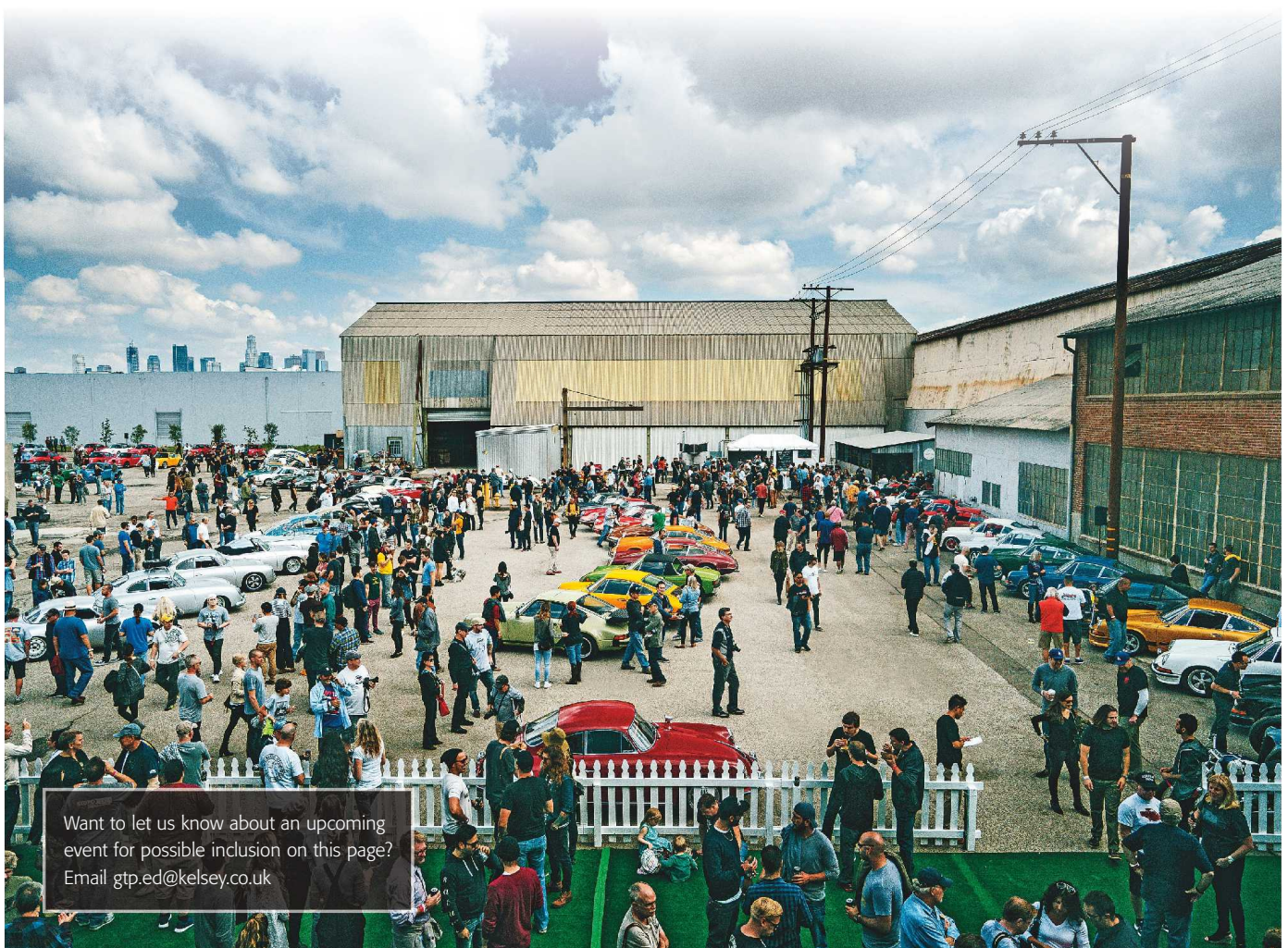
28-30th
Rennsport Reunion VI
Mazda Raceway Laguna Seca
www.mazdaraceway.com

OCTOBER

4th-14th
Paris Motor Show
France
www.mondial-paris.com

10th-12th
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Fuji
www.fiawec.com

10th- 13th
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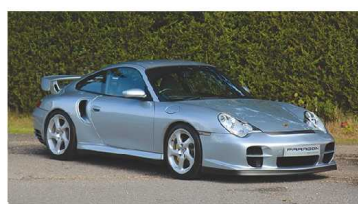
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Seats • PDK Gearbox • Switchable
Sports Exhaust • Touchscreen Satellite
Navigation • 18,469 miles • 2012 (12)
£77,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats
Manual Gearbox • 18" GT3 Wheels
Air Conditioning • 37,370 miles • 2003
(53)
£74,995



911 Carrera 4 GTS (997)

Meteor Grey • Black Leather Sport Seats
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Navigation • 19" Centre Lock Wheels
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£74,995



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Satellite Navigation • Sport Chrono Pack
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911 Turbo (997)

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Sport Seats • Tiptronic S Gearbox
Porsche Ceramic Composite Brakes
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Wheels • Cruise Control • 89,869 miles
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£62,995



911 Carrera Targa (993)

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1996 (N)
£62,995



911 SC Sport

Guards Red • Tan Pascha Seats
Manual Gearbox • 15" Fuchs Wheels
Electric Sunroof • Porsche Certificate of
Authenticity • 69,879 miles • 1982 (X)
£59,995



911 Turbo (996)

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Tiptronic S Gearbox • Satellite Navigation
18" Turbo II Wheels • 55,346 miles
2003 (53)
£52,995



911 Turbo (996)

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

John's classic car and bike collection includes only one diesel, if Porsche diesel residuals plummet as some predict, that could be set to change...

I've enjoyed several discussions with fellow Porsche enthusiasts on the marque's apparent abandonment of diesel engines and the ramifications for residual values of existing diesel models. It's an interesting topic, but importantly diesel-powered Porsches are far from extinct.

Car manufacturers have been spending a lot of time and money extolling the benefits of hybrid and electric vehicles, which now account for about five percent of the UK market. Premium hybrids were helped in no small part by HMRC's 100% first-year write down allowance against corporation tax for cars emitting 75 grams of CO2 per kilometre or less, but this has now been dropped to 50 g/km.

March is the UK's busiest month for new car registrations and March 2018 showed a year-on-year diesel decline of over 15 percent. While oilburners accounted for 38 percent of total 2017 registrations, industry analysts at Aston University believe that will be 15 percent by 2025.

Despite this slightly bleak landscape, the vibe amongst existing diesel owners remains somewhat upbeat, with 45 percent of current diesel owners telling a recent *Autocar* survey that they'll choose diesel again next time. The survey also revealed that, while pollution is the primary concern amongst potential diesel buyers, resale values are increasingly important, with almost 60 percent of respondents citing future values as a concern.

Selling new car finance is an important profit centre for all manufacturers, and weaker residuals are not good for business. The UK accounts for less than six percent of

Porsche sales worldwide, so alone it is not that important. But Europe (including the UK) makes up 33 percent of global sales and Europe likes diesel. Diesel sales in Europe dwarf EV numbers, so the market cannot be ignored for the sake of greening up PR, especially as tariffs in the main export markets of China and the USA continue to affect sales.

China is Porsche's biggest market and sales in China through the first half of 2018 were down seven percent, which equates to more than 2,000 cars. Porsche ascribes the decline in deliveries to new Chinese import tariffs, which came into force on July 1st.

"The political and economic situations in our main markets, especially in China and the USA, are considerable challenges at the moment," noted Dieter von Platen,

Petrol engines just can't deliver this sort of performance and economy at a reasonable price

Porsche's Sales and Marketing chief.

While China and the USA are not big diesel markets – America applies higher taxes on diesel fuel and VW diesel engine love there is at an all-time low – Porsche sold 80,000 cars in Europe last year. Panamera Hybrid supposedly makes up 50 percent of model sales but the Panamera is a comparatively low volume model range: UK data shows just 1,250 hybrids currently

licensed versus almost 2,500 diesels. The recent reduction in emissions thresholds putting the Panamera Hybrid just above the corp tax write down band is a blow to UK prospects. Another stat I read claimed that Hybrid accounted for less than half a percent of Panamera sales in Germany, which is interesting if true.

In higher-volume ranges, the Cayenne Diesel was once Porsche's best-selling model and UK data says that 14,000 Cayenne diesels are in use versus 1,700 hybrids. Cayenne sales have been under pressure since the Macan arrived, with US sales falling since the peak of 18,500 in 2013 to last year's total of 13,000: compare that to 21,000 Macans in the US alone. A European sales analysis by *carsalesbase.com* shows that Cayenne sales are down more than 30 percent YOY in the shrinking premium SUV sector.

The new Macan was recently launched with the notable and potentially costly omission of a diesel engine (p8). This may be partly explained by uncertainty surrounding the incoming Worldwide Harmonised Light Vehicle Test Procedure emissions requirements

and Porsche's ongoing claim against Audi for 'Dieselgate' reparations, which *Autoweek* puts at a cool €200 million. But, as Macan's current platform architecture is apparently unable to accommodate a hybrid drivetrain, and UK registrations of Macan S Diesel to date substantially outnumber all other Macan models combined, it is reasonable to assume that Porsche will bring diesel to the new Macan once it patches things up with its diesel engine supplier.

Porsche has already confirmed that the latest Cayenne will receive a diesel drivetrain, but that is likely to be another V6 diesel rather than the heroic 4-litre V8 from the Panamera 4S, which sprinted from 0-60 in 4.1 seconds and produced 627lb ft of torque from just 1,000 revs. It also returned over 40mpg, according to official figures. Petrol engines just can't deliver this sort of performance and economy at a reasonable price, which is why I don't believe Porsche will drop diesel anytime soon. As a brand seeking maximum exposure, it cannot afford to let thousands of potential Macan customers walk out of its showrooms and buy a BMW X4 M40d instead. ○



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

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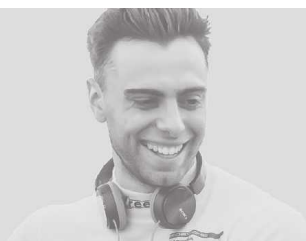
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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches

Dino bounces back at Snetterton to retake the lead of the Porsche Carrera Cup GB championship...

Buoyed and motivated by my Porsche Supercup race at Silverstone in July, it was soon back to the normal 'day job' with the Porsche Carrera Cup GB championship (PCCGB). At Silverstone I had finished seventh in a field of 34 tough European racers, I learned a fair bit about European racing from the experience and was ready to take that into the second half of the PCCGB campaign.

At Snetterton for PCCGB 911 GT3 Cup car was back in its Nationwide Accident Repairs colours and was working really well after practice. I felt strong and, although I wasn't able to put a lap together, I knew we would be good for qualifying and the races. As a driver, not putting a lap together in practice isn't ideal but it's also not the worst. Sometimes you'll make mistakes, sometimes you'll have old tyres compared to your rivals around you, but as a driver, you must be confident that for qualifying you'll put it all together and deliver some good laps.

For the first run in qualifying

I was P1, but I made a mistake on my second run which meant I slipped back to second. A front row start isn't bad, but it isn't perfect, especially as the car was so well hooked-up. It's a bit like nailing the mock exam but missing one percent in your actual exam. I immediately apologised to my team. Don't be fooled into thinking that teams aren't interested in practice and qualifying sessions – it's all hugely important to them. They are hungry to top every session – that rubs off on you as a driver. I was ready to max the races.

The first race on Sunday was at 9am, it was wet and raining – right in the middle of the UK heat wave... I was looking forward to a wet race as it can create drama. I made a good start and launched passed pole man (my championship rival) Tio Ellinas. Tio made a poor start and fell back to fourth. This was one of those races where slick tyres would have been possible but very risky – the track was wet at the start of the race and it was raining when we lined-up on the grid. We have to make a call on which tyres to use

about 10 minutes before we drive to the grid, so we haven't got long. It's usually a scramble, but everyone decided that wets were a sensible strategy so that's the way we went.

Half way through the race, it stopped raining and a dry line appeared. I thought to myself that if someone had opted for dry tyres then they would be catching me at around five- to six-seconds per lap by now, and that they would win the race. Thankfully no-one made that call and I was in complete control out front, managing the tyres and conditions – I crossed the line seven-seconds ahead of the next driver and celebrated a lovely win.

Race two that afternoon was dry and so we switched to slick tyres. This was the 'reverse grid' race, I started fifth and Tom Wrigley (who finished fifth in race one) started on pole with everyone in-between swapped. Arguably it's not fair to have this sort of system as it effectively penalises the winner of race one, but the point of this new rule is to make the racing more exciting and to ensure it is harder

for any one driver to dominate the championship. Either way, I got my head down and had a strong race, I climbed up to third overtaking my rival Ellinas in the process, and finished third as I just couldn't make it into second and beyond. I could have made a move or two for second, but I played it safe. After a troubling and unlucky weekend at Oulton Park (*GT 08/18*), I decided to be smart and bank the points. The disappointing Oulton Park weekend hit hard, so before Snetterton I was in recovery mode, after a win and a third place I'm

Don't be fooled into thinking that teams aren't interested in practice and qualifying sessions



now in build mode.

Next is Knockhill, I'm looking to build on my championship lead which is now four points to my advantage, I want that gap to be double figures after August for the last couple of rounds. Consistency is key in these championships. I've now had eight podium finishes out of 10 races, if my radiator hadn't been damaged at Oulton, it almost certainly would have been 10 from 10. So, not the perfect 10, but 8 out of 10. Like the exam, there's always room for improvement. I'll keep pushing on...○

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



This month Philip drives a 964 back from Hamburg – again!

It's funny how history repeats itself. Back in 2002, I travelled to Hamburg to buy myself a Porsche 964 – a lovely Forest Green example which I drove and enjoyed for a few years before selling (like many people, I wish I'd kept it!). Some of you may recall reading my story of the crazy trip, which was in the middle of winter and involved two back-to-back 20-hour ferry trips over the North Sea in Force 10 gales. Now, I don't get sea sick but watching *Harry Potter* in an onboard cinema full of vomiting passengers didn't make for a pleasant experience...

All this came back to me (a bit like the hapless ferry passengers' dinners) when I was recently asked to travel to Hamburg to buy a 964. This time, it was for a customer of Theon Design (www.theondesign.com) who we have teamed up with to market its stunning 911s. Their customer was German so it made sense to start with a German-registered donor car, which is why my services were called upon to get the car back to the UK.

My original plan was to retrace my steps from 16 years ago, take the ferry from Harwich to Hamburg, collect the car and return on the ferry, or perhaps fly over and sail back. Sadly, though, I discovered that this ferry route has long been discontinued. I checked out alternative ferry crossings but there was nothing suitable (I could have

sailed into Newcastle but that would have left a long trip down the length of England). That just left the dull but dependable Eurotunnel, and of course the eight-hour drive from Hamburg, through Holland, Belgium and France.

I think it was the lure of those countries that persuaded my wife to come along for the ride, plus the chance for her to visit a potential feature home in Antwerp (she writes for interiors magazines – www.janetmcmeekin.co.uk). So flights were booked plus, at great expense, a FlexiPlus tunnel crossing, as we'd no idea what time we'd be arriving at Calais.

The tone of the trip was set soon after we began our early morning drive to Gatwick airport, which is usually a easy hour from our home in Chichester. The problem was the traffic was worse than expected, we only just made it to the terminal in time. That said, the flight was then delayed for 40 minutes, giving us time for a much-needed coffee and a breather.

After an uneventful flight, we touched down in Hamburg and took a taxi to the Porsche specialist selling the 964, Sören Solger. I had

previously spoken at length over the phone with Sören and had a good idea of what the car was like, I was relatively confident it would fit the bill. Sören welcomed us to his premises and, after coffees, he showed me the other cars in his workshop, which included a cool outlaw 911. Luckily, Sören spoke good English, after living for a while in Seattle, as my German is pretty much non-existent, I'm ashamed to say.

I spent some time looking over the Carrera 2, including raising it up on a ramp to check the underside. Then, after a test drive around the outskirts of Hamburg, I was happy that it was up to the standards required by Theon. Actually, all Theon needs is a solid bodyshell as everything else, including the engine and interior, will be rebuilt. That said, I had to drive the Porsche over 600 miles home so I needed to ensure it was sound enough for that, I was confident that it was.

A deal was done and Janet and I bid our farewells to Sören, who was a true fellow Porsche nut, we typed 'Antwerp' into Apple Maps and headed west along the A1 autobahn. Now, German autobahns

are famous for not having speed limits but the reality today is that many do and, heading out as it does from a major city, the A1 was busy, so there was no chance to stretch the 964's legs. In fact, before long, it was our legs we were stretching on the autobahn as the traffic ground to a halt, with us stuck next to a lorry full of noisy and very smelly pigs, on one of

the hottest days of the hottest summer in decades. We were immobile for some three and a half hours and, when we finally got moving, we ended up doubling back on ourselves, thanks to some questionable deviation signs. By 9pm, we'd been on the road for five hours, were still only 70 miles outside Hamburg, and were hot, hungry and tired. We resorted to McDonalds for dinner and, while eating, used our phones to plan an escape route from the still blocked autobahn, along some tranquil country roads. We'd nowhere booked for the night, so headed to Osnabrück, which looked a large enough town to have a hotel, which it did – right next door to the local Porsche Centre!

The next day we cruised through Holland and then Belgium, to meet with Janet's contact at her very nice home in Antwerp which, incidentally, boasted a McLaren in its garage, but no Porsche. While she was doing her business there, I sat in the garden looking at the route back and spotted that we'd be passing Bruges, a beautiful town I'd visited many years ago and a place I'd always said I'd like to take Janet to. So we went, were surprised to be able to park easily (and freely) on the roadside, and spent a very pleasant time strolling around before drinking coffee at a café overlooking the famous square of this Venice of the north. This more than made up for an otherwise stressful journey and we felt refreshed for the short hop to Calais and, from there, under the Channel and home.

The Porsche performed faultlessly and, as with any good 964, it was a joy to drive, although air-conditioning would have been nice, especially as the car was black...

So, once again, I had an eventual trip to and from Hamburg with a Porsche 964! ○

All Theon needs is a solid bodyshell as everything else, including the engine and interior, will be rebuilt

are famous for not having speed limits but the reality today is that many do and, heading out as it does from a major city, the A1 was busy, so there was no chance to stretch the 964's legs. In fact, before long, it was our legs we were stretching on the autobahn as the traffic ground to a halt, with us stuck next to a lorry full of noisy and very smelly pigs, on one of



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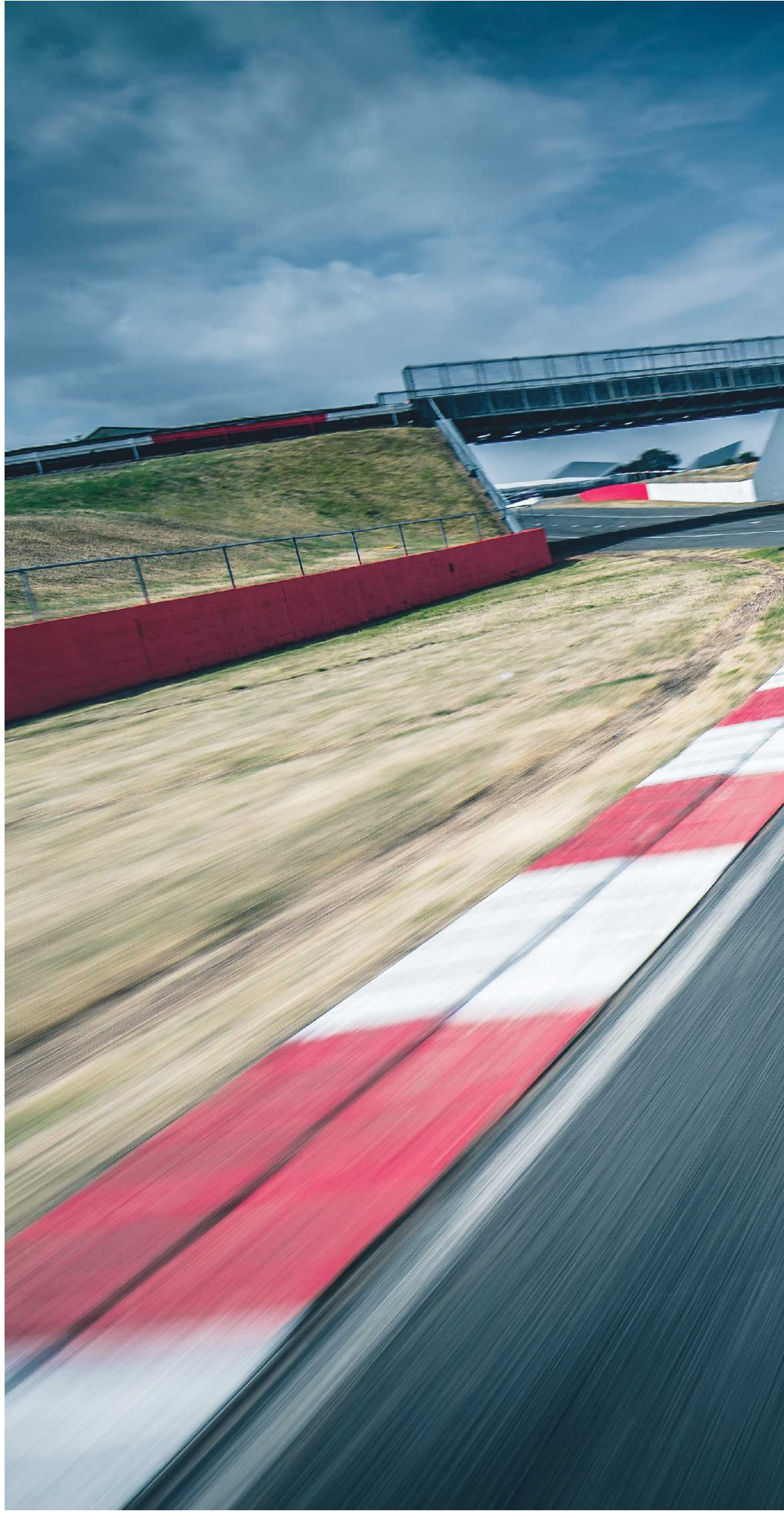
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ROAD & TRACK

Honed in collaboration with former BTCC and Porsche Carrera Cup GB champion, Tim Harvey, RPM Technik's 996 CSR EVO is the most track-focused CSR yet. We drive this GT3 alternative on road and track...

Story: Simon Jackson Photography: Malcolm Griffiths





Independent Porsche specialist RPM Technik has been in the business of creating tailored vehicles for some time now. Though the Hertfordshire specialist can perform a range of services, from a simple oil change to selling you your next Porsche, it is perhaps its CSR range of bespoke, modular, vehicles which is the most interesting facet of its business model. Neatly summarising what 'CSR' stands for is a little tricky, but I'll have a bash all the same. In a nutshell it involves taking a standard Porsche vehicle and pushing its envelope to new realms, essentially unlocking a car's latent potential in order to create a more honed driving machine. The first CSR was a 986 Boxster – a bit of a toe in the water in some ways – which appeared in our November 2012 issue. Since that time RPM Technik has evolved the CSR concept to reach entirely new levels, it has also taken the premise in a number of different directions.

Many CSRs that have come before, both demonstrator and customer vehicles, have admittedly been based on 911s – the 996 being a firm favourite, but these offerings are not strictly limited to Porsche's rear engined icon. The most recent example, a 981 Cayman CSR featured in our February 2018, being a fine case in point. Despite each having been

designed to emphasize its credentials as a performance Porsche first and foremost, not all have been track-focused offerings either. In that regard the CSR Retro springs to mind – a 996 tweaked primarily for fast road fun with more of a nod to comfort over circuit priorities. However, the very latest CSR is unashamedly bias towards to track use, in fact without doubt the 996 you see here – the 996 CSR EVO – is the most track-focused CSR yet.

This 996 CSR EVO is chassis 22 of 29 CSR cars either built or currently in build to date by the dedicated CSR division of RPM Technik, and it moves the CSR story on a stage. Using as its basis a 2002 second-generation 996 Carrera 2, the new 911 CSR EVO has received a host of tweaks aimed squarely at drivers who regularly visit the track. This contrasts slightly with previous CSRs which, while highly competent on track, struck a certain balance between road and track use.

"It is still a road car but it has the potential to be a lot more hardcore than anything that has come before it, however it still needs to be a daily driver – that's a box every CSR has to tick," explained RPM Technik's Darren Anderson. "You could still use it as your daily driver, but with the strengthened coilover suspension you can run Cup tyres on it – the

envelope is bigger with a further range of adjustment on offer to be able to go that little bit harder and faster."

In a bid to lend this latest CSR a massive injection of further credibility, it has been finessed in partnership with former BTCC and Porsche Carrera Cup GB champion, Tim Harvey – more on that shortly. Although Darren is tentative in drawing the comparison, there's every reason to see this car as a genuine GT3 alternative – one with more adjustability on offer and benefiting from the fact that a Carrera is not anywhere near as rare as a GT 911 – in short you'd not be scared to drive it on circuit. On paper alone the 996 CSR EVO's specification is enough to excite, delivering at its heart a free-revving 350hp normally aspirated engine. The Carrera's original 3.6-litre M96 power unit has been breathed upon in key areas both to ensure durability and to increase performance. Officially termed a 'CSR Protection & Power Pack', in essence the engine has been rebuilt and thoroughly refreshed to strengthen it with a large focus on the top end. Bottom end works include an IMS bearing upgrade, the fitment of a deep sump, and there's also been the introduction of Evans Waterless coolant.

"The EVO benefits from our Stage 1

There's every reason to see this car as a genuine GT3 alternative...



power pack” Darren explained. “It has seen the engine have its cylinder heads rebuilt, machined, ported and polished and with high lift cams fitted – we’ve done a number of engine preservation tweaks to this car but these modifications also help us with improved power and power delivery,”

Furthering that free-flowing cause is a bespoke centre-exit exhaust system, it’s a stunning setup which not only looks superbly engineered, it sounds immense too. Cleverly the system allows for the removal of its tailpipes in order to fit silencers to facilitate track use, though it’s quieter than 105dB even as it stands in our pictures.

In addition to the engine comes a well thought-through chassis arrangement. A clever mechanical limited slip differential is key, this being the first CSR to run such a setup. The differential can be fully adjusted, allowing owners to customise its setup to suit their driving style – with different plates or ramp angles on offer. Darren explains that that’s something you can’t do with rival aftermarket differential solutions, and it highlights the entire build ethos of this car – its adjustability and focus. Further adding to the car’s drivability on track come three-way adjustable KW Clubsport coilovers, they’re set with an





exclusive CSR geometry and ride height. The EVO is also fitted with an adjustable lightweight anti-roll bar, adjustable lower arms, together with poly bushes throughout. In each corner sit lightweight 18-inch OZ wheels shod in this instance with Michelin Pilot Sport tyres (good for a balance between road and track use) though more circuit bias Michelin Cup 2 tyres are also offered. Behind them sit four-piston brake calipers, working with CSR floating discs up front and high-performance pads and brake fluid all round.

Distinctive respray aside (it's VWG Merlin Purple by the way) the exterior of this 996 CSR EVO might look tame on first inspection, but actually there's quite a bit going on here. A lightweight carbon bonnet replaces the original nose, a matching lightweight carbon deck lid boasts the now signature CSR ducktail spoiler, the use of weight saving materials contributing to a 45kg saving over the weight of a stock 996 Carrera (1370kg). Underneath the ducktail comes a redesigned rear bumper section wrapping neatly around the twin-exit exhaust tailpipes, around the front a unique CSR bumper features a splitter and a functional central vent directing air to a newly installed third radiator. Bespoke CSR mounts and ducting have been carefully engineered to ensure all air entering the third radiator is directed out through the bumper vent. This creates increased downforce and ensures lower running temperatures which translates to a happier, more powerful engine. Further

weight saving has been undertaken in the cabin, which now looks far more purposeful than the inners of most Carreras. Dominating the inside are a pair of Recaro Pole Position fixed back bucket seats with both harnesses for track use, and the original seatbelts for road driving. Where the rear seats once were now sits a harness bar to which the harnesses are attached, another RPM Technik development. Cleverly this bit of kit can also be fitted to cars which retain their rear seats, affording the option of running harnesses without losing the practicality your 996's original rear bench. Over and around all this sits a colour-coded rear four-point rollcage. Oh, and if you've been staring at the centre console wondering what's different there's more than just a spot of colour-coding going on – some of the buttons have been relocated or removed, smoothing and simplifying the overall look of the dash. A taller gear lever has been combined with a short shift kit to ensure that gear changes are as easy and slick as possible, when your hands are not busy on the deep dish steering wheel, of course.

All of these changes have been designed to deliver a car with character, a unique mechanical personality distinct from your common or garden 996 – this thing screams 'fun'. And that's a point that was driven home to me when I mentioned it to former BTCC and Porsche Carrera Cup GB champion, Tim Harvey. Tim will need little in the way of introduction to most of you, but it's worth

"You'd want to drive it on the road with the windows down all the time"



recalling the 'voice of the British Touring Car Championship's' links with Porsche. A double Carrera Cup GB champion, Tim still holds the record for the most victories since the championship's inception in 2003, plus he retains the highest number of outright wins (36) and podium finishes (107) too. His record of fastest laps in the series (29) is trumped only by 2012 / 2013 champion Michael Meadows with 30. So the point is that he knows a thing or two about how track bias 911s should drive, and how to set them up!

"Have you driven it? It's good fun, isn't it!" Tim smiles when I mention the car. "RPM Technik don't build a bad car – they're always good straight out the box"

Indeed I have driven it, and fun it most certainly is. I meet Darren and the car at Silverstone on what I (probably naively) presume is a simple track day. What this transpires to be is an open pit lane day on the full Grand Prix circuit hosted by Gold Track, organisers of professional race track events. As I arrive a McLaren P1 trundles in behind me and as we navigate our way to the National pits I can't help but notice the place is strewn with professional race car transporters, littered with expensive track machines in addition to road-going exotica from GT Porsches and Lamborghinis to Radicals and Caterhams. I have my (motorbike) crash helmet on the back seat but other than that I feel somewhat unprepared and, in terms of driving talent, way out of my depth. The sense of foreboding

is exaggerated when I spot Olympian turned endurance driver Chris Hoy in the paddock (he drives a 991 GT3 incidentally) and a bunch of familiar old racers turned tutors or team principals. For now though I don't need to worry about holding up the pros on track, I'm off to drive the CSR EVO on the road.

For a track-oriented car the 996 CSR EVO is remarkably comfortable from the moment you slide inside its capacious Recaro Pole Position buckets. In advance of our track session the car has been set for circuit use so I'm expecting it to feel a little rough and on-edge on the road. As we leave Silverstone's main gates behind and get onto the quick rural back roads which surround the famous venue there's no hint of that expectation being realised. While it's apparent that the EVO has been designed to offer a stiffer ride than that of a standard Carrera, the car is not shaking me senseless – and it would be far more pliant still in 'road mode'. As we pick up pace the responsive nature of the car begins to show its face, on idle its gravelly din is reminiscent of a GT car, and in some regards its power delivery is too. Under 3,000rpm there's little to give the game away other than a slightly more cheeky exhaust note, but as soon as the needle, which sits ahead of special CSR dials, climbs towards 4,000rpm the car comes on song and its character completely changes.

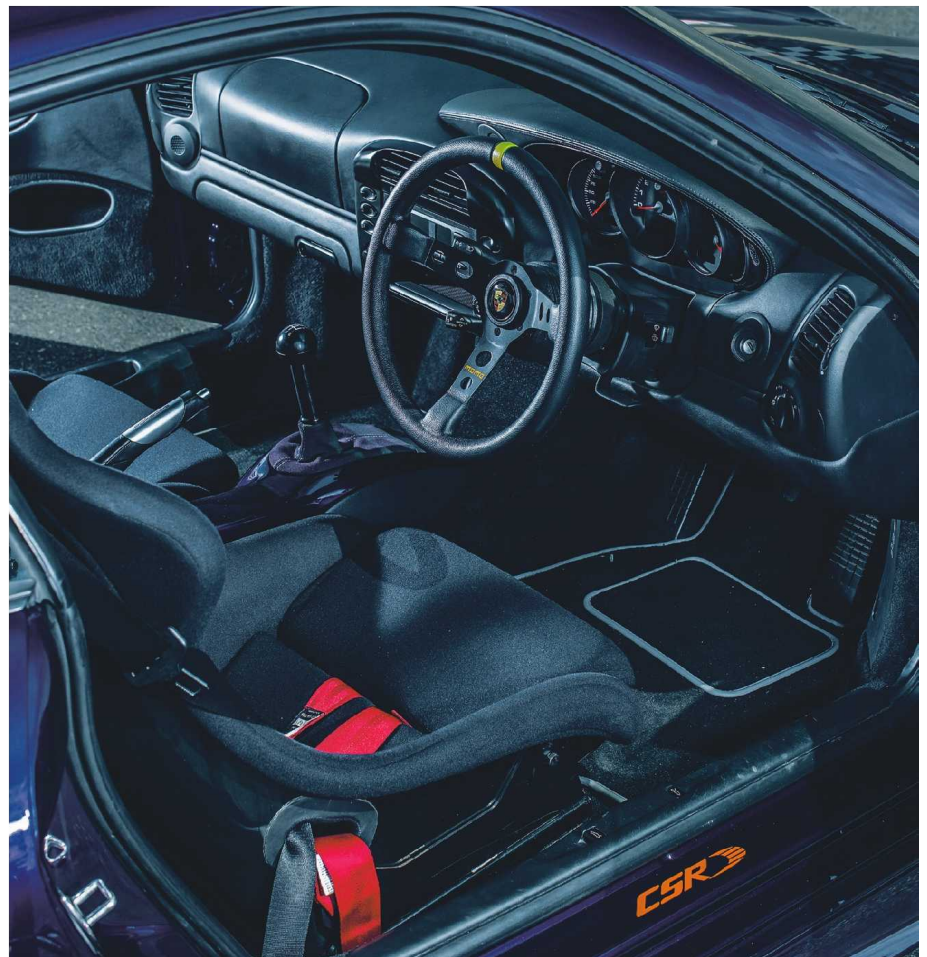
"You'd want to drive it on the road with the windows down all the time," Tim Harvey commented. He's right.

As the acceleration takes on a new far more lively purpose, the engine and exhaust notes climb in unison to a crescendo that is like no other 996 Carrera I've driven. On the road it feels fast, very fast for a normally aspirated 996, which belies the 350hp I'm told it is producing. The chassis, even with the suspension set in this harder fashion, is confidence inspiring – it is direct and allows you to take the car by the scruff of the neck and throw it through bends without fear of it biting back. In terms of drivability this is an accomplished and addictive 911, begging for you to get back on the power and to fire it out of the corners. The responsive nature of the engine is utterly fantastic, the free-revving unit creamy in its power delivery, the gearshifts beautiful and direct, the brakes boast a depth of feel and bite like few Porsches of this generation – with little persuasion it will simply fly down the road.

"What's nice about it is the response, it's often actually going faster than it feels – it's quick..." confirmed Mr Harvey.

This car is a joy on fast A- and B-roads, and yet not a monster through towns and villages with it, to be frank that's a real surprise. It's great fun on the faster routes and yet having said that, all the time it has you wondering what it would be like if pushed that bit harder in the right environment – like on a track.

Back at Silverstone the EVO is rolled straight from the road into the garages that used to be used by the F1 teams (before the advent



of the new Wing section), and out onto the full Silverstone Grand Prix circuit. That's one of the beauties of this car, its usability on road and track without fuss. Here the 996 CSR EVO can really shine, and shine it does. As we bowl down Silverstone's fast straights and deceptive, long corners used just a couple of weeks previous by the F1 boys, the CSR feel like an even more exciting prospect. Its howling engine note at the redline is addictive, it never feels underpowered even on the long Hanger Straight where we're watching out for those aforementioned full-blooded race cars, in the fast corners you can really lean on the car, far more than you think you should be able to. In the slower stuff its nose tucks in, if you get too hungry on the power on the way out it'll just send a warning shot with a twitch of its tail felt through the seat of your pants. Most of the time though it's apparent that the differential is pushing you through the corners to beautiful effect. I'm no racing driver, far from it, my opportunities to get on track are too sporadic so I always feel like a novice when I do get let loose on a circuit, but the compliant nature of this car is one I feel I could grow in harmony with. The way in which it gently telegraphs its intentions, sending a little signal when you don't show it enough respect, is truly brilliant – even perfect for a beginner.

It's a credit to Darren and his team this car, which can clearly be all things to all people. If you're a proficient track driver, a Tim Harvey of this world, you'll enjoy pushing the 996 CSR EVO to its absolute limit on track, leaning on it through the corners and playing with its weight transfer (and that clever differential) under braking and through the turns. You'll derive hours of enjoyment via its adjustable nature, searching for the perfect setup. However, if like me you don't consider yourself a circuit expert, then there's plenty of confidence inspiring (and safe) fun

to be had in learning how to drive this latest CSR quickly. It will grow with your talents, for it can be driven in more than just one way by more than just experts. Furthermore, and although it is primarily a track tool, as we've experienced here it is also proficient on the road too – surprisingly compliant and comfortable in fact, which means you could leave it set in its toughest settings all the time if you wanted to. What it certainly means is that you wouldn't need to book your EVO in at RPM Technik for hours of fettling before and after you took to the track in it.

This particular car has been designed to showcase the complete 996 CSR EVO package, but as we've already mentioned what you see here is entirely modular, so you can pick and choose parts of the package to suit your needs and budget – the RPM Technik team would be more than happy to consult with you in order to arrive at the best options in this regard. The full 996 CSR EVO conversion is priced from £55,000, that doesn't include the cost of the car, however given all the work that goes into creating an EVO there would be little issue in starting with a cheaper Carrera as your base vehicle, for when it comes to a full conversion everything in sight (or out of it) is reworked or refreshed. That does admittedly put this car in a similar price bracket to that of a 996 GT3 – is this a GT3 beater? You know what, I think it might be. There's one argument that you might be more inclined to drive a well prepared CSR on track than an increasingly expensive, and rare, GT3, but moreover this car drives like a potential GT3 alternative in its own right. In addition it offers a level of adjustability and a trained focus that would appear to be unique – dare I say that it is potentially better than a 996 GT3 as a driving package in terms of its inherent 'road meets track' persona. The 'ultimate' 996? You know what? Just maybe... ○



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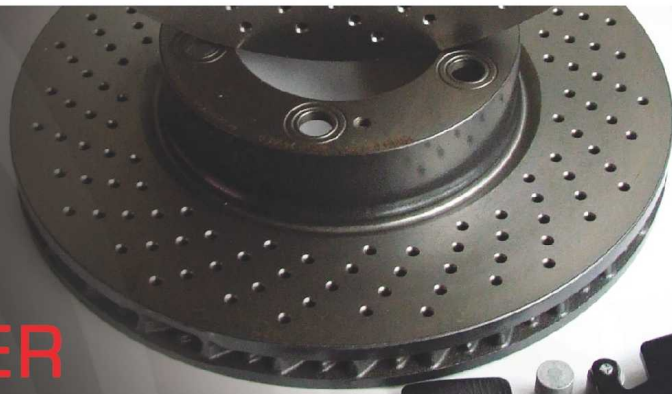
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Buying Guide: 968

Photography: Various

Arguably one of the better transaxle Porsches, the 968 can offer both relaxed cruising and back road fun from around £15,000. Most have worn well – here's what to look for when buying one.



Out of the mist of economic uncertainty surrounding Porsche during the early Nineties came one of its safest ownership prospects – economically speaking that is. Comparatively cheap to buy and run, easy to live with and, above all, a properly competent Porsche, the 968 represents the thinking man's used Porsche purchase. Prices have risen steadily over recent years, but good examples can be bought for around £15,000, though it's entirely possible to spend more, either way the 968 is a highly tempting ownership prospect.

Totalling just four years in production the 968 was Porsche's last, and many argue, its best attempt at a front-engined coupé – though 928 owners might have something to say about that... Providing one of the finest handling Porsches money could buy at the time, the 968 Club Sport was the pinnacle, though the entire range is more than worthy of consideration for anyone in the market. As such, and for the purposes of this guide, we're focused on the less sporty, yet tremendously capable, 968 and 968 Sport – the Sport model being pictured here (we looked at the convertible variant last month).

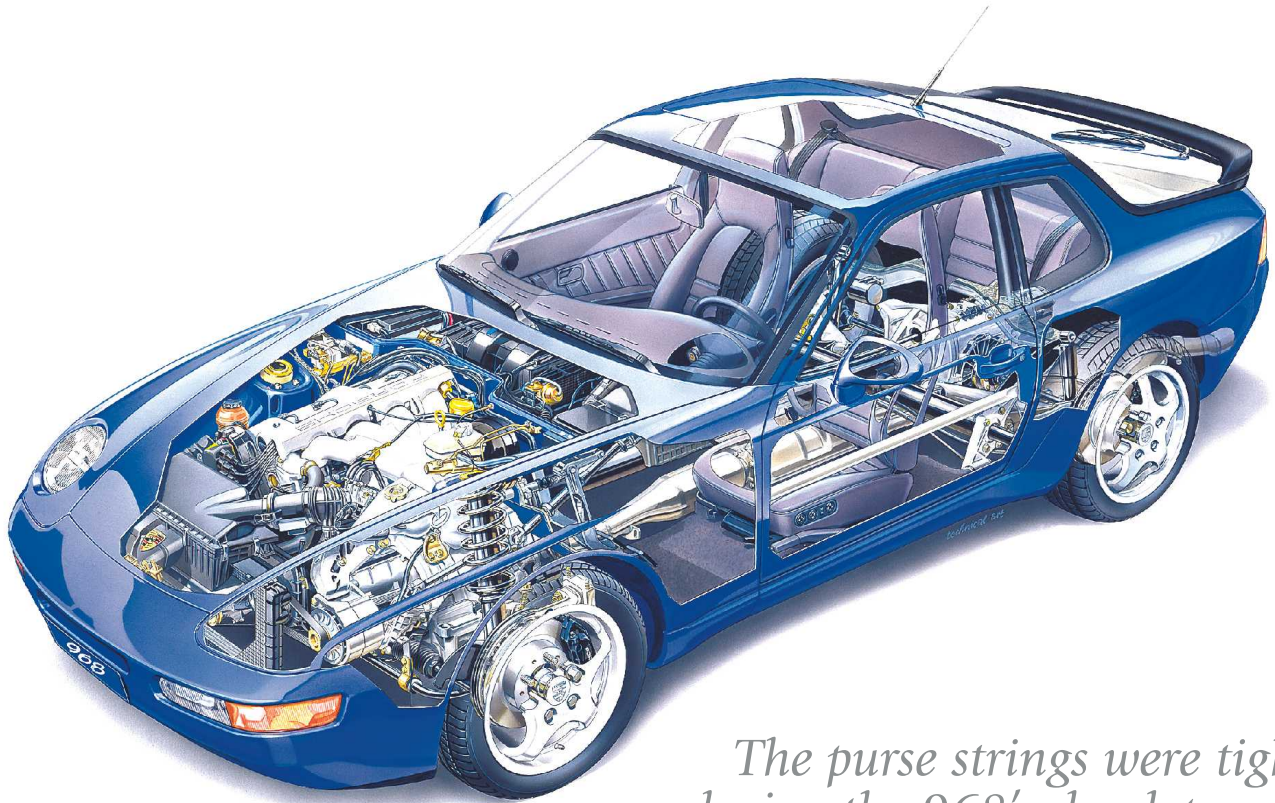
Built to bridge the gap between the end of the 944's life and the launch of the all-new 986 Boxster in 1996, the 968 was met with a torrent of unenthusiastic reaction from the world's motoring press. Criticism was aired at the coupé's lack of imaginative design and its slightly clinical approach; nevertheless, its credentials could not be doubted and its eventual demise would not be precipitated

by the model's inabilities, but the unsettled economic climate and impending debut of Porsche's new mid-engined roadster which hampered the 968's success from the outset. Due to be designated '944 S3' (in an attempt to boost slowing sales of the 944 S2) it was decided that the model would be given a new designation – 968 – by the suits at Porsche. Although Porsche claimed 82 percent of the new car's components were newly developed for it; its origins were obvious. Drafted back in from previous employer BMW, Harm Lagaay, was given the task of restyling the 944's front end to create a reinvigorated appearance. Sitting on new 16-inch Cup Design wheels, the new model's makeover programme involved fold-up circular headlamps in the redesigned front end, teardrop mirrors, an elongated intake above the number plate to aid engine-cooling, and a new rear complete with flush-fitting rear light clusters that gave the 1992 model its new identity. Beauty being in the eye of the beholder and all that; however, few would question that the 968 managed to successfully evolve in the aesthetic stakes. An amalgamation of curvy yet bold styling cues, coupled with a reworked four-cylinder engine, gave the 968 a definite place in a new branch of the Porsche family tree, albeit one that was soon to be cut short.

It was no secret that the purse strings at Porsche were tight during the 968's development, in places it showed. The boot and rear wings were lifted straight from the 944, but even worse were the large panel gaps that appeared, a result of the chassis tooling

being carried over from the previous model and made to match the new body. Staying true to Porsche's steady evolving model pace little changed on the inside for the 968, other than the standard fitment of air bags for both driver and passenger.

Porsche's engineers considered several different options to power the new model, though cost restraints ultimately dismissed the idea of a vee-engine or a straight-six; so a development of the 944 S2's 3.0-litre, four-cylinder powerplant was decided upon with orders from the top being to make the 944 S2's engine more powerful, more efficient and cleaner. The biggest change would be the development of Porsche's VarioCam variable cam timing (as already seen on the 993 series 911), which combined low-down and mid-range torque with a strong top end by altering the timing between the intake and exhaust camshafts by up to 15 degrees. Blessed with lightened forged pistons and rods the four-cylinder could do away with the heavy torsional vibration damper; making the engine a helpful amount lighter. With an increased rev limiter, now 6,200rpm (up from 5,800rpm in the S2) and Motronic engine management, the ultimate incarnation of Porsche's 3.0-litre four-cylinder engine developed 240hp at 6,200rpm accompanied by 225lb ft of torque arriving at 4,100rpm. Mated to the engine was a six-speed gearbox (based on the 944's five-speed), which made for more relaxing cruising than its predecessors. A four-speed Tiptronic, as well as a Torsen (torque sensing) limited-slip differential, were also available offered as



The purse strings were tight during the 968's development





an option later in the car's life.

Boosting the model's evolutionary status the 968 utilised a modified version of the S2's suspension setup, meaning stiffer dampers and softer springs, resulting in a more responsive chassis but with a more compliant ride. Brakes came courtesy of the 944 Turbo, all be it featuring larger vented discs. Tipping the scales at 1370kg the Coupé weighed barely more than its predecessor, and with 240hp on tap the 968 could lope along at proper pace. Zero-to-60mph was dealt with in 6.5 seconds, and a top-speed of 155mph was enough to keep the 968's capable chassis entertained but never overwhelmed.

ENGINE & GEARBOX

The 3.0-litre four is a relatively tough old horse; however, there are a couple of significant areas to flag up. The big issue being camshaft timing gear teeth wear. In its



mildest consequence this can mean a new set of cams, which will set you back as much as £500. However, because the camshaft and its gear sprocket are a single unit it means that if one or the other elements fails, both will have to be replaced. And, because the 968 was fitted with VarioCam, it gave the timing chain a much flatter profile and this has also been found to strip teeth off the cam's gear. If this isn't picked up early enough you can expect the chain to slip, putting the timing out and landing you with a headache as big as the hole in your wallet. Buying from an independent ensures these checks have been carried out, but it's important you inspect the paperwork and ask crucial questions.

Oil leaks are a known problem, but not common, usually stemming from the lower balance shaft oil seal. Other than that, make sure the car has been regularly serviced and had its oil changed at the correct intervals.

The manual gearbox is a relatively strong unit and should run up and down the 'box without hesitation. Any sign of crunching when changing gear could spell worn syncros, and if the damage is extensive a complete rebuild will cost upwards of £1500. The other major pitfall with the 968 is the gearbox's pinion bearing, and unless you're an expert, we'd recommend you have a specialist inspect it. If the pinion bearing does collapse, it's difficult to put a price on the repair but, again, expect a bill in the region of £1500, more if the syncros need replacing whilst you're in there.

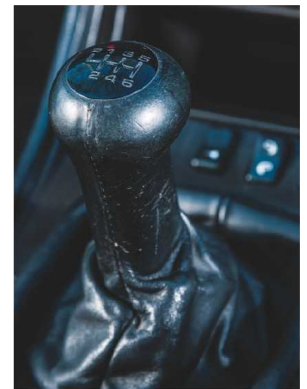
This is not Porsche's sweetest sounding engine, however the big-four should rev smoothly and cleanly throughout and feel as quick as a 'warm' modern hatch, if not a 'hot' one by modern standards.

SUSPENSION & BRAKES

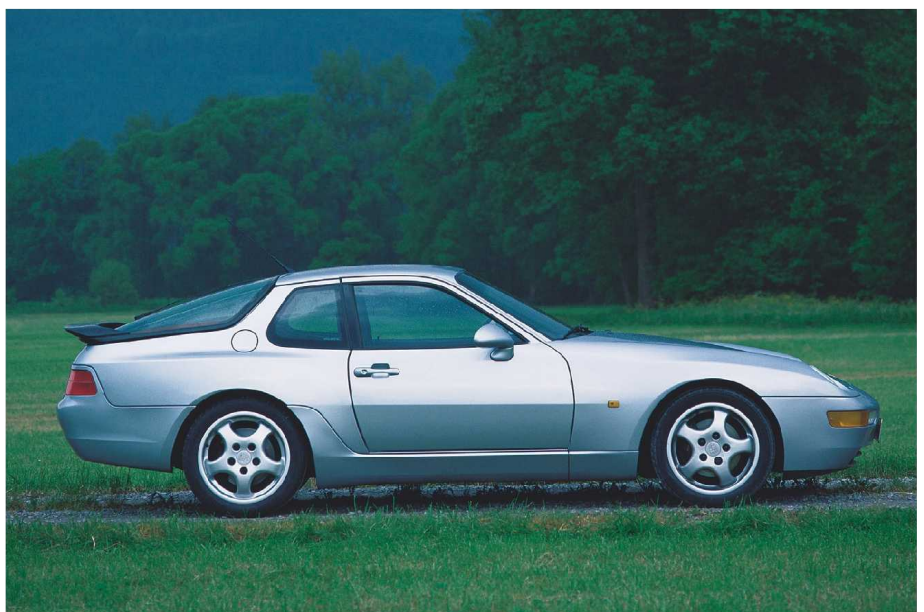
Even the youngest cars you'll be looking at are well over 20-years old now, so expect suspension and brakes to elicit signs of wear. Tired dampers will take the edge of the 968's renowned sharp handling, and will land you with a £200 bill per corner. If the car you're looking at has the rare, but expensive, MO30 Sports suspension then that figure rises to £450. Brakes on the 968 suffer from the same problems as with those items found on the 944. Problems can occur between the two dissimilar metals of the steel backing plates and the aluminium calipers, leading to corrosion. No parts are required to remedy the situation, but it's a relatively time consuming job so expect labour charges to reflect this.

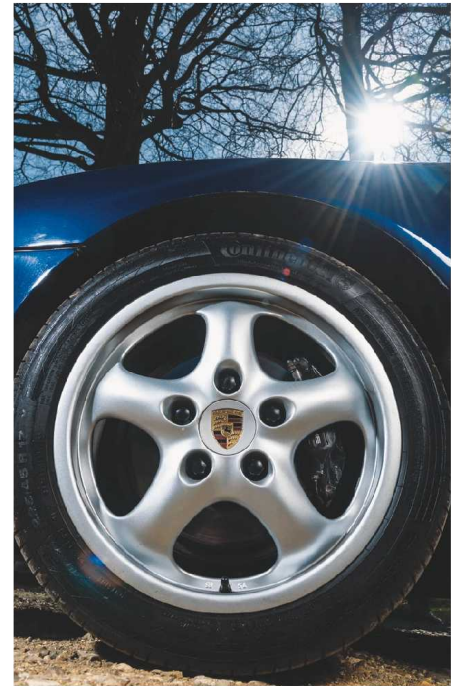
EXTERIOR & INTERIOR

Unlike the Club Sport the 968 and 968 Sport are not generally as favoured amongst track day goers; so you should find that the usual indications of resprayed front wings or replaced nose cones are not as common as with the track happy Club Sport model. Nevertheless, be sure to check all the panels line-up correctly and the car is accompanied by a fully documented history, preferably from



There are a couple of significant areas to flag up...





*It represented
the performance bargain
of the model range*

Porsche or a recognised independent. Expect stone chips on the nose cone and on the rear arch behind the wheel.

Cars equipped with sunroofs can suffer from slipping mechanisms. It's a case of price on application here, depending on how awkward the fix proves to be. The interiors wear well overall and non-Club Sport models tend to be owned by more considerate drivers and their condition generally reflects this. Cup Design wheels are also quite easy to kerb, they can prove expensive to replace or

refurbish and could hide suspension geometry irregularities – be sure to check this out if you feel it is necessary.

968 SPORT

Those who fancied the thrills of the Club Sport without its uncompromising nature could turn to the 968 Sport. Introduced in 1994 as a UK-only model, it helped lift the reputation that the 968 was not a proper Porsche by utilising the suspension and wheels from the Club Sport. Sitting 20mm lower than the standard

Coupé, and weighing some 20 kilos less, it boasted the handling prowess of the Club Sport combined with the standard Coupé's creature comforts; such as rear seats, electric windows, mirrors and sunroof. Plus, by undercutting the Coupé's £34,945 price tag by nearly £2,000 it represented the performance bargain of the model range. Widely regarded as the best 968 of all, its limited numbers means tracking a good one down can prove a timely exercise – as such you can expect to pay for the privilege ◊





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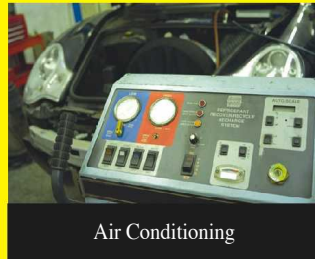
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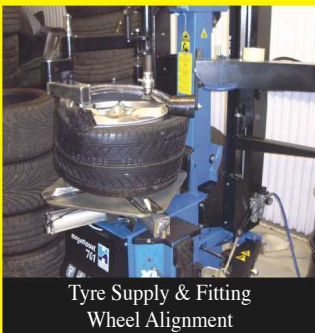
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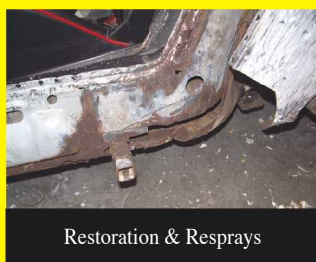
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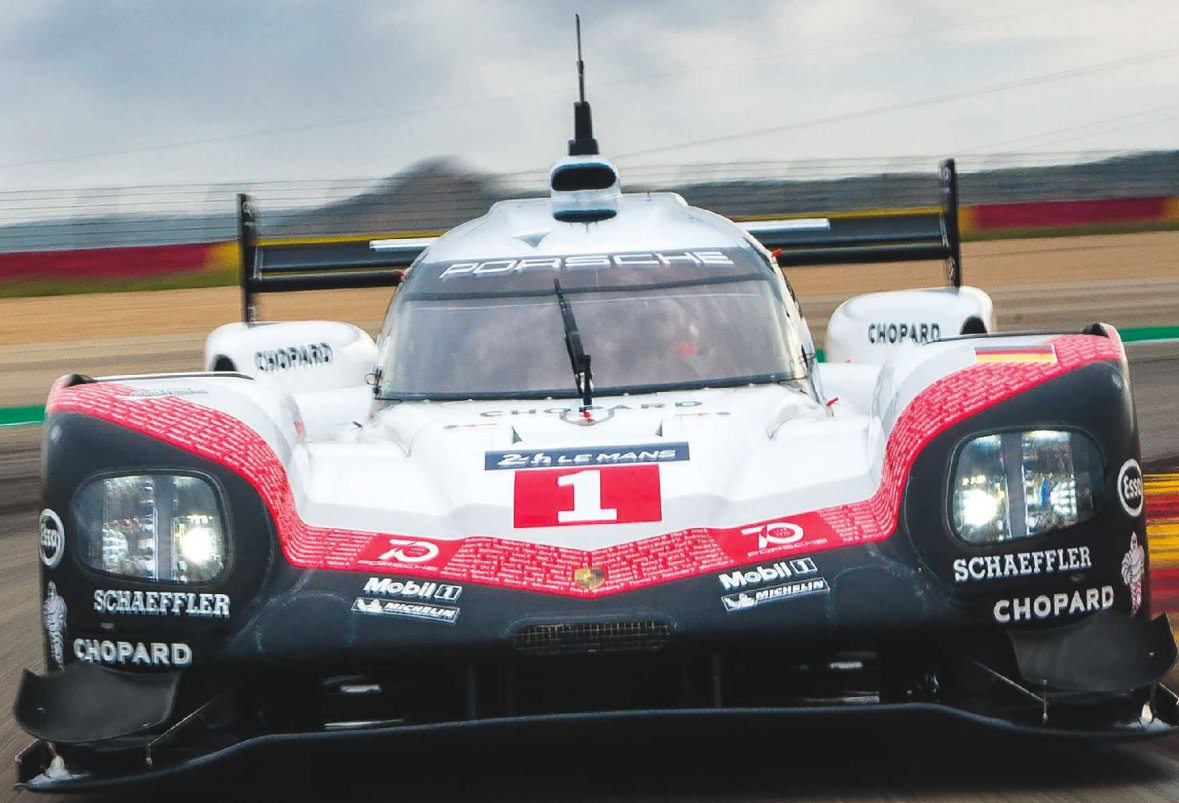
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Champions League

We drive Porsche's 1,000hp 919 Hybrid LMP1 monster.
Three-times a world champion, three-time a Le Mans
winner and now (semi) retired...

Story: Romain Bernard Photography: Porsche





At Porsche reception in Weissach I receive a badge with my name on it in a straight swap for my smartphone. This is my ticket to enter the innermost sanctum of inner sanctums – Porsche’s research and development facility. From this moment on, and for the next five hours, I’m cut off from the outside world, seemingly stuck in a parallel universe engaged in an odyssey that will eventually end – in six days’ time – at the Motorland-Aragon circuit in Spain. The reason for my visit is simple; having gained approval (with difficulty) from the Porsche board over two years ago to allow outsiders to drive the 919 Hybrid, here we now are, a very select few – including Patrick Dempsey and Michael Fassbender no less – and a rag-tag bunch of international journalists. But before we can get behind the wheel of the most successful LMP1 machine of the last few years, Porsche, unsurprisingly, is insisting on a good level of preparation for each lucky candidate. Fair enough really.

The Weissach site, embedded on a hillside, is a genuine warren where you inevitably cross paths with all of the future projects of the marque – notably a whole fleet of Taycans (read Mission E), the 100% electric saloon destined to reach market next year. To that end more buildings are emerging from the ground, and Porsche’s famous test track will soon be fully surrounded by offices and workshops, which you could see as being a handy way to hide whatever is driving around it... The Motorsport department is at the far end of the complex, like a satellite orbiting the chaos in a position of relative peace and quiet. Access is ultra-secure, however once inside and having negotiated further anonymous corridors, I find myself in the 919 Hybrid workshop. Four chassis take pride of place: two test cars from 2014, the already legendary EVO which has just beaten the Nürburgring lap record and the car I’ll be driving in Spain. Sporting the number 1, it remains in the exact configuration of its final race with the Bernhard/Hartley/Bamber combo, at the Bahrain 6-hours in November 2017. No time to loiter and drool however – we’re on the clock here.

The first task is to adjust to the driving environment – a tricky exercise where visibility, comfort and security have to come together in unity. A small gap at your back is guaranteed paralysis in the case of a shunt. A knock to the ribs when cornering at 4G and, even in the best case scenario, the pain puts an end to the test. The perfect combination for me is arrived at by combining Mark Webber’s bucket seat with Brendon Hartley’s seat insert (or ‘patch’). In other words, ladies, I’ve got the same backside as the Kiwi... but Brendon is significantly taller than me. His driving position has me asking questions too, such as; where does he put his legs behind the wheel? At which point the car’s chief mechanic tells me: “our tallest driver was Nico Hülkenberg

(who drove the 919 once at Le Mans in 2015. And won the race) and when he turned the wheel, sometime the clutch paddles would hit his knee, meaning he occasionally found himself coasting, mid-corner...”

I spend 30 minutes restrained in the cockpit in complete silence. Having said that, I have never felt more comfortable in a closed prototype; at no point am I overcome with a feeling of claustrophobia, this is due in the most part to the fantastic forward visibility through the windscreen but also the wing mirrors which provide perfect rearwards visibility being fully, aerodynamically, integrated to the wings.

Martin Kaussen – wavy, greying hair sitting atop a healthy 6 foot 4 frame clothed in a style which might best be described as ‘45-50-year-old teenager’ helps me out of the car. He’s in charge of ‘electrical security’ for the 919 and is such an expert in his field that he gets to lecture the rest of the VW Group engineers on the subject. His opening gambit to me was to make me very aware of the potential for danger of the car and the need for me to stand well clear of the vehicle when I’m not actually in it. “The 919 is an electrical laboratory, a linchpin in the Porsche ‘de-carbonisation’ program launched over ten years ago which will soon see a whole range of electrified cars”. This reminds me that this programme is not badged Porsche Motorsport but Porsche AG and it is under the final aegis of the R&D dept.

“The 750 volts in the system can kill and you need to be aware of that at all times!” lectures Martin. He then goes on to talk me through the various alerts that can be sent by the car to communicate with the mechanics, track officials, drivers and others. “A medic is always present when the car is ‘active’ in any way. If you feel the slightest electric shock, even what might feel just like a bit of static, you must tell me immediately! Is that clear? There is so much power in this car that even a very brief electric shock can destroy your red blood cells, coagulate the protein contained within it and lead to death within 20 minutes of an incident you might have otherwise thought insignificant”.

To be honest 750 volts don’t mean much to my imagination so I ask to what they might be equivalent in terms of horsepower. “That’s enough to power a motor to give around 300kw” replies Martin. A quick bit of mental arithmetic and I reply “so around 400hp?”. His answer, accompanied by a grin, brings the atmosphere back to a more jovial tone: “No, it is 300kw! We’re in the 21st century, we speak in Kilowatts! We’re no longer in the time of Emperor Wilhelm II who compared all cars to his horse...”

Next, and as my slow little brain struggles to digest all of the information being thrown at it, I’ve got an hour and a half PowerPoint presentation to sit through given by ‘my’ race engineer Olivier Champenois. Him being Belgian, like me, does wonders for the communication between us, however as we





run through all of the buttons on the steering wheel and the dash, start-up procedures, step-off, return, security (again), comms... it's clear that no amount of common language will make this simple. "With all of these buttons and sub-menus, we've got around 2,000 different options and settings which can be instructed to the pilot over the radio". Two thousand! But who can remember all of that? I'm soon speaking to an electronic engineer who puts this in context: "We're talking aeronautical levels of engineering here, although maybe not quite space rocketry just yet". I ask how much all of this electronic

wizardry weighs. "Hmm... probably about 4kgs!". Yes, I was shocked too. However, I then managed to read all 37 pages of the 'Pilot Manual' without getting in the least bit bored and placed a mental Post-It note in my brain saying "Do as you're told!"

Then I'm off and running again as I need to hop into the simulator to try and get used to the track. Based on my previous experience of these machines I'm going to take my time and gradually build up speed whilst trying to avoid becoming frustrated, learning as I go. Motorland doesn't exactly inspire either. I'll list it alongside those 'fake-friend' tracks where

you think you're perfectly safe but, when you study them in detail, find that they bring together all the requisite elements to hurt you badly. Reference points are far away from the edge of the track, there's heavy breaking whilst turning, slow chicanes at angles tempting you to try to clear them at far too great a speed, long bumpy arcs and flat rumble-strips that give you zero lateral support as you use them. It's even harder to find the limits with 1,000hp on tap. Despite all of this however I stick to my plan rather than trying to chisel away at the seconds constantly. Half way through my session, Olivier orders me to press the 'BOX' button on the wheel and then a little later 'PIT'. This procedure means that more energy is used on the in-lap as less energy will be needed for the pit and therefore means that the preceding lap is almost always faster than the others. Over 24-hours the gains are significant. I get down from the simulator and await judgement. Which actually goes rather well and does a lot to boost my confidence. It turns out that during my 15 or so laps I've gotten within 0.7secs of the time set earlier that morning by Marc Lieb with exactly the same setup. And therefore I win my ticket to Motorland. I'm somewhat surprised however by the relatively low top speed along the straight – a little less than 290km/h (170mph) when the petrol engine cuts-out ('sailing' is the jargon). The car is running with a maximum downforce set-up, whereas this track should really be run with a Le Mans setting, which would mean around 40 percent less downforce but around 60km/h (40mph) more in top-end speed. And with that – and a serious case of butterflies in the stomach – my time at Weissach comes to an end. I return to the real world where 20 missed calls and 75 urgent emails await.

My journey from Paris to Motorland-Aragon in Spain was chaotic to say the least, arriving at the hotel at 4am ready for me to wake at 6:30am. I meet Olivier who, presumably seeing the bags under my eyes, asks me if I've slept well. "Like a Le Mans driver between stints," I reply. Actually it's not that far from the truth; the adrenaline means that I don't actually feel in the least bit tired. I could have slept a bit more but I wanted to get the pits early to soak up the atmosphere and understand this amazing workplace. Headphones on, I can hear all discussions between the engineers. The mechanics are perfectly attuned, the strategists are measuring out the exact quantities of fuel needed for optimum performance – it's hardly like we're looking to set any records here today – and yet all procedures are checked and re-checked. And then they start over again. That's how a world championship-winning team works and to be entrusted by them, to be the centre of attention, makes it all feel very real indeed. Faces are serious – especially mine – because the only unknown factor here is me.

The moment finally arrives. Neel Jani has been out to check the settings, the grip on



track and that everything works as expected. Then my seating set-up is installed in the car and I'm invited to take my place behind the wheel. There's already a feeling that my gestures are becoming instinctive and I realise just how much the day spent at Weissach has put some of my stress to rest. In my head, the 919 Hybrid is no longer counted as a threat – although this may be a serious miscalculation on my part – but that doesn't mean I'm feeling

massively over confident either, because frankly nothing is going to prepare you for driving this stick of dynamite. The high-pitched crackling of pneumatic guns signals the arrival of wheels and tyres. A few seconds later, the mechanics push me out of the garage, spin me around by 90 degrees, remove the dollies and bring the car down to the floor. My heart beats slow but heavily. Olivier continues to issue instructions into my ear: "Ignition on,

Hybrid on," Next I'm told to fire up the four-cylinder, two-litre turbo. As it starts my spine is assaulted by vibrations and immediately a phrase that has always been present ever since I started doing this job enters my head yet again "what the hell are you doing here?"

The lead mechanic lifts up his lollipop and releases me. Engine idling, clutch in, second gear engaged I simply press the accelerator to move off... in 100% electric mode. Once

Faces are serious – especially mine – because the only unknown factor here is me...





Finally, I think I'm 'getting' the car, the lap times start to fall by seconds

60km/h is reached, I let the clutch out and the petrol engine is fully engaged. By pressing a button marked 'PIT' I disengage the speed limiter and then I'm on my own. Enclosed in this carbon box I feel like a cosmonaut in a Soyuz capsule, I try to focus on the job at hand. The first priority is to get a better understanding of the track within the space of just three laps. However sophisticated a simulator might be, it will never be a substitute for the real thing. Tension through the neck, the arms, legs, the force from the brakes, the steering, the sweat, the inner ear flipping from one side to another, the rate at which the environment flies past and let's not forget the stress inherent in playing with someone else's car valued at multiple millions of Euros. Oh and then there's the distinct possibility of ending up in hospital. Having said all of that however, I wouldn't swap seats for all the money in the world...

The acceleration is overwhelming, the accelerator pedal itself is very sensitive. Even the lightest of pressure produces a violent lunge forwards which immediately quells any desire to go 'pedal to the metal'. However, due to the way the energy recuperation works there is very little choice than to go for a full-on 'ON or OFF' approach to power modulation. I

also need to be able to get the car to rotate through the corners correctly in order to be able to get on the power as soon as possible on the exit, which is proving difficult as the set-up on the car means there's a lot of understeer forcing me to back off in order to adjust the trajectory into a corner. And that's one of the key things to bear in mind here – this car forces you to adapt your driving to suit it. I need to analyse, understand then try and come up with a coherent response. I'm just glad I'm not trying to adapt in the heat of a race. But, slowly, it starts to come together; I leave my braking as late and as possible and make it as violent as I can bear, then turn into the corner with the greatest angle possible before then accelerate out with as much gusto as I can possibly muster.

But this really is a whole new world for me and although I start to feel more positive, I need only glance at the lap times displayed on the steering wheel to feel depressed again – I'm struggling to get much beyond 1:36sec which is a whole 12 seconds off Neel Jani. How can this be possible? I stiffen my top lip and carry on increasing my knowledge of both car and circuit. Soon I think I've got the braking at least licked: it's as powerful as it is easy to modulate. I really need to concentrate

on high-speed corners though – a question of getting the correct line and then knowing the correct moment to get back on the power. Again, here, with 1,000hp to play with, a lot of self-restraint is needed as the acceleration forces are crushingly awesome. I have never reached 250km/h (155mph) so quickly than in this 919. The sector of the track that's most fun, starts when leaving a slight-downhill chicane in second gear. Then it's a case of leaving the car to drift over to the other side of the track but without hitting the rumblestrips to keep maximum momentum and then going up through the gears until fifth as you go through one long, seemingly endless, arc which leads perfectly onto the (equally endless) main straight. With my limited space of mental capacity, I can start to sift through the sensation and realise that the combustion engine's max revs fluctuate massively from one gear to the next. At the top of fourth it feels like it might have a restrictor fitted, but then it seems to gain an extra 2,000rpm on the next ratio. The sound changes, the acceleration increases further and the feeling can only be described in truly hyperbolic language. Then that feeling is lost in sixth and seventh is only really for cruising at 7,000rpm (of the 9,000 possible) without using too much fuel.

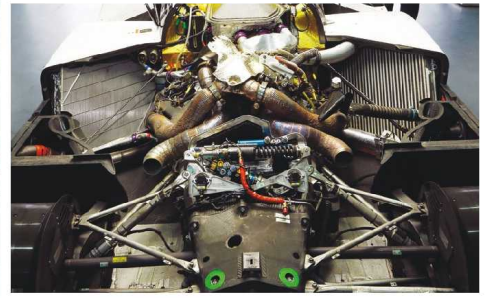
Even at 285km/h (177mph) the main straight feels long but then as I approach the corner at the end, hammer the breaks, change down twice, then wait... wait... and then finally floor the throttle once again. The adrenaline hits me once more and I'm instantly at 235km/h (146mph) with neck muscles ready to burst. Finally, I think I'm 'getting' the car and with this epiphany, the lap times start to fall by whole seconds. Assuming I could string together a lap made up only of my best sectors, I would only be a handful of seconds off Jani and I sit there in a deep pool of satisfaction as I await my call back to the pits. Finally the radio crackles: "Box, box!" I press the 'confirm' button and then try to make my final lap the best knowing that, either way, this will be one of the greatest moments of my life. Then it's into the 'landing' procedure: "PIT, stop, second gear, wait two seconds before releasing the clutch, Hybrid OFF and Ignition OFF". And then it's all over.

As I get out a huge smile is smeared across my face and I head off to thank each member of the team individually starting with Olivier

and my chief mechanic. Next I find Neel Jani with whom the conversation starts casually: "You found the 919 easy didn't you? Even though the final three seconds are the hardest to find?" He said. "That's because since we initiated this project in 2014 we have tried to make this a car which is homogeneous across a wide band of operating situations – essentially so it can be at its best at Le Mans. There, there are 60 cars on the track which means you can never fully focus on getting the theoretical maximum out of the car; you're constantly having to move in and out of your ideal line, you have to deal with dirty parts of track, in the rain, with sub-optimal tyres. The car has to be able to cope with all of this if it's to stand a chance of winning. I can tell you, though, at the start of the project this was far from being the case. The work carried out – especially on the front axle traction control has been monumental meaning that a 1,000hp car is completely drivable".

I then broach the subject of the sensitive throttle and how as a driver you need to overcome a fear of using it. "This car requires a very particular driving technique due to its





power output being so high – you have to know just how to use it. As soon as you touch the throttle you're using electric power and if you modulate the throttle you end up wasting that as it will still need to be dispensed before it can be recharged. That's why you need to be super aggressive, and brave, with the throttle! You need to accelerate with everything immediately and then it's up to you to manage the chassis as a secondary matter. That's how we manage to get low lap times – with all the energy used in one explosion of acceleration. But that's not simple and it does often mean changing your instinctive line around a track to suit, then do the same when anticipating traffic – basically you change the way you drive entirely in the sole aim of maximising the hybrid technology. You mustn't find yourself fighting the car, you need it as an ally. If you hesitate though, it's a disaster in

that you lose the electric power and then the turbo-lag gets worse too, going just a little bit slower has a massive effect on the stopwatch. As you've found, this means that in the corners you wait, wait, wait and then, when you're absolutely sure, you give it everything. That's the best advice I can give you, however seeing your data it looks like you'd started to figure this out for yourself..."

The smile of the Swiss driver is a real decompression valve, better still, it's like having the ear of a psychiatrist to whom you can talk through a particularly traumatising moment. In this case I want to tell him that I'm having to de-clutch just at the apex of some particularly nasty understeer. "Well it's fair to say that the 919 has a compromised rear end in order to favour the front axle, it means better top speed and less fuel – this lack of drag obviously comes at the expense

of the much less downforce" explains Jani. "This essentially means that we are more or less drifting the car into corners so that we can re-accelerate again as quickly as possible. This is the most sophisticated car that I have driven in my career. So much work has gone into the detail – by an army of engineers. It's also a car that has benefited from five years' worth of uninterrupted evolution and it is the conviction of those engineers that races are won in myriad little details that has made Porsche the power that it is. It's not just having the fastest car that has allowed us to win Le Mans three times. I hope to one day be able to re-live something like this but I fear that this will have been a truly unique experience."

At this point, and although I full agree with him, I have to point out that actually Porsche has won 19 times in 70 years of existence... Porsche, thank you for the experience ○





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Super Carrera

For years the SC has lived in the shadow of its successor – the 3.2 Carrera. Can a road trip through Europe change that perception?

Story & photography: Rich Pearce



"I had £15k to spend which put me in the bracket of either a Carrera 3.0, SC or later 3.2 Carrera"



To say the 911 SC has an interesting history would be something of an understatement. Stigmatised as the car which, for a time, looked like being the generation responsible for closing the 911's story full stop, it was then overshadowed by the more powerful, more refined 3.2 Carrera which did eventually succeed it.

Even its release in 1978 sparked controversy. With less power than the Carrera 3.0 before it (197hp versus the SC's 180hp), enthusiasts weren't happy with what they viewed as stifled performance from Porsche's new 911, which aesthetically hadn't evolved much either. Many took their cars to RUF, its power kit offered a sprightly increase to 230hp. Porsche did of course bolster the SC throughout its six-year production cycle, boosting power to 188hp and then 204hp, but it's always remained the most affordable air-cooled Porsche 911s for a reason. As recently as 2012, an SC could be had for as little as £10,000 and, though prices have climbed in line with all air-cooled 911 values since, an SC still isn't viewed in the same light as that ubiquitous 3.2 Carrera.

A European jaunt in Chuck Richards' stunning blue example aims to change all that, however. At the top end of the vast spectrum of SC values, its MY 1983 specification means it has flushed headlight washers, side repeaters in the front wings and, crucially, the more powerful 204hp flat-six. It's a Sport model too, garnishing this SC with a Turbo-style tea tray wing, a front lip spoiler, and Bilstein sport suspension with slightly lowered ride height.

The car is fastidiously factory-spec, save for a retrim of the three-spoke steering wheel which Chuck wanted to do to better colour-code it to the rest of this SC's glorious two-tone blue pasha interior. Those Turbo-spec Fuchs wheels, measuring seven inches wide at the front and eight at the back, give the car real stance, their polished lips glistening neatly in the sun as the 911 rolls gently off the Eurotunnel's car train and onto mainland European soil.

A project car of many years, only now is Chuck reaping the rewards of a purchase made exactly 20 years ago this month. "I lived in

Jersey in 1998 when an opportunity to buy a 911 arose," the Leicester man recalls as we join one of France's many toll roads and cruise up to 130kph. "Jersey actually had more 911s per head of any population than anywhere at the time, so it was a good place to dig around for a suitable car! I had £15k to spend which put me in the bracket of either a Carrera 3.0, SC or later 3.2 Carrera. The Carrera 3.0 and 3.2 didn't work for me for a number of reasons: spec, condition, one was great but left hand drive. I knew this was going to be a difficult search to find the right car but then, on a journey back from football training one night, it was like a biblical light shone on to this showroom I was passing. In the window was this stunning blue SC: I stopped the car, got out and was glued to the window for ages just admiring it."

Chuck went back the next day before work and, after a thorough inspection at a main Porsche dealer, bought the SC. "It passed the inspection with a few observations made, which I quickly rectified. I took the car to Joe Santos, king of pre-owned 911s on Jersey, who revealed he'd known the car for ten years - he'd stamped the service book for the previous decade, right back to 1988!"

Chuck drove the car around Jersey for two years before moving back to the UK at the turn of the millennium, using the car to commute 400 miles per day between Leicester and Dorset for those first eight weeks. "Its performance was faultless," Chuck says with a smile, revealing he gave the car to specialist Jazz Porsche to upgrade the cam chain and remove the SC's air recycling pump. Thereafter, the car was used mainly for sunny days, before being garaged in 2007 for six long years of total and utter hibernation.

By the turn of 2013 though, Chuck's SC was ready to have another day in the sun. Sent to Canford Classics for recommission, the Dorset outfit's work to the car involved renewing its braking system and giving it a major service. Snapped head bolts were found, which paved the way for the next phase of this SC's life, Canford Classics undertaking a complete engine and gearbox rebuild. That work has



*Tackling these
snaking Swiss mountain
roads is glorious in this SC...*

clearly paid off for our European trip: slipping through France and into Germany overnight, the SC's 3.0-litre flat-six has plenty of torque, matched to the 911's famously long gearing, that makes it ideal for hitting the autobahn, which is where we find ourselves by mid-morning. Picking up speed in the SC is effortless, the car squatting onto its rear wheels as Chuck squeezes the throttle pedal firmly to the floor. The flat-six behind us produces a thunderous mechanical roar as we whizz past bigger, more modern machinery, surpassing the 200kph mark with little fuss. That sort of speed feels so much faster in a small car like this, but Chuck is unperturbed, snicking the long, floor-mounted shifter through the gears as the SC builds its speed on these de-restricted roads.

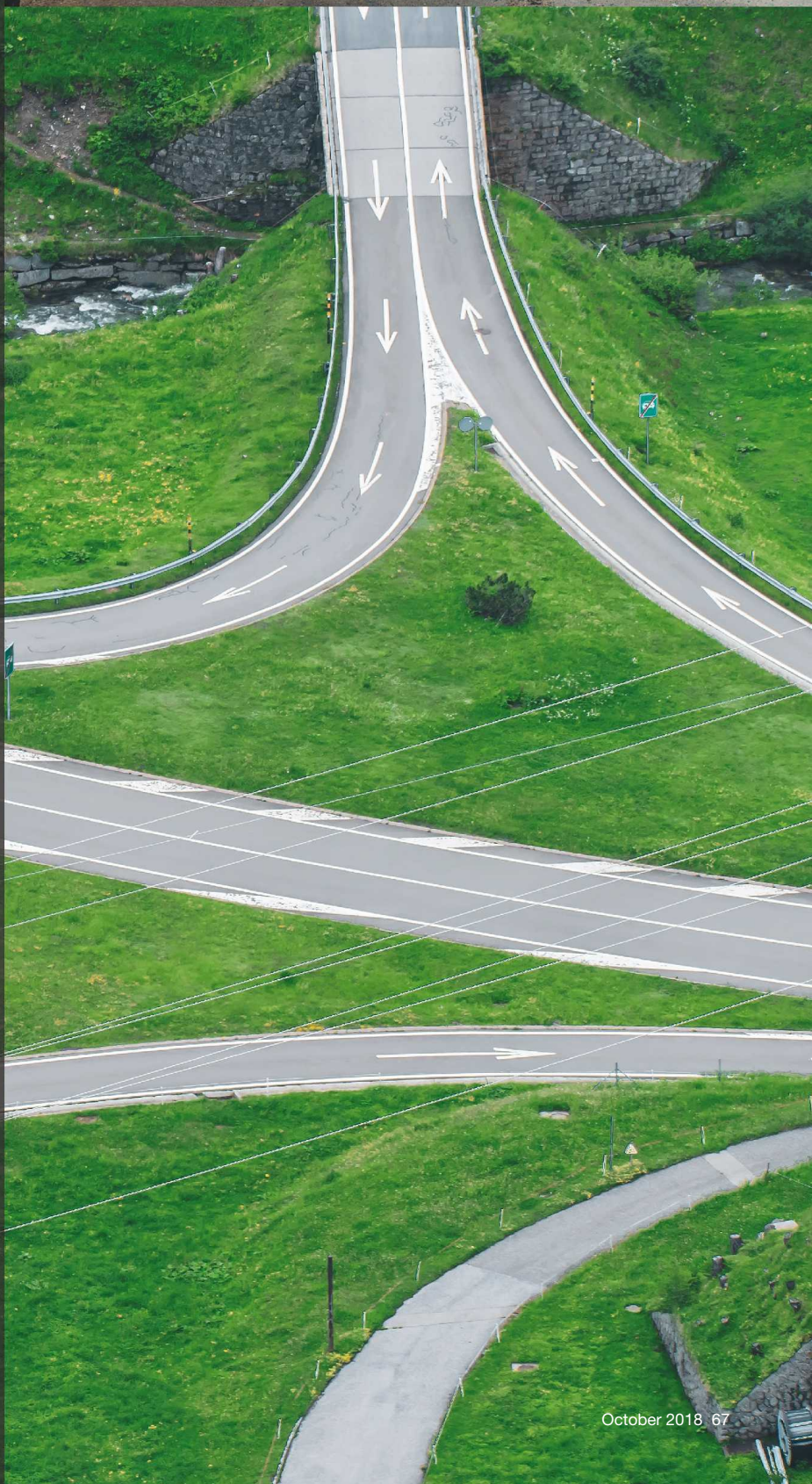
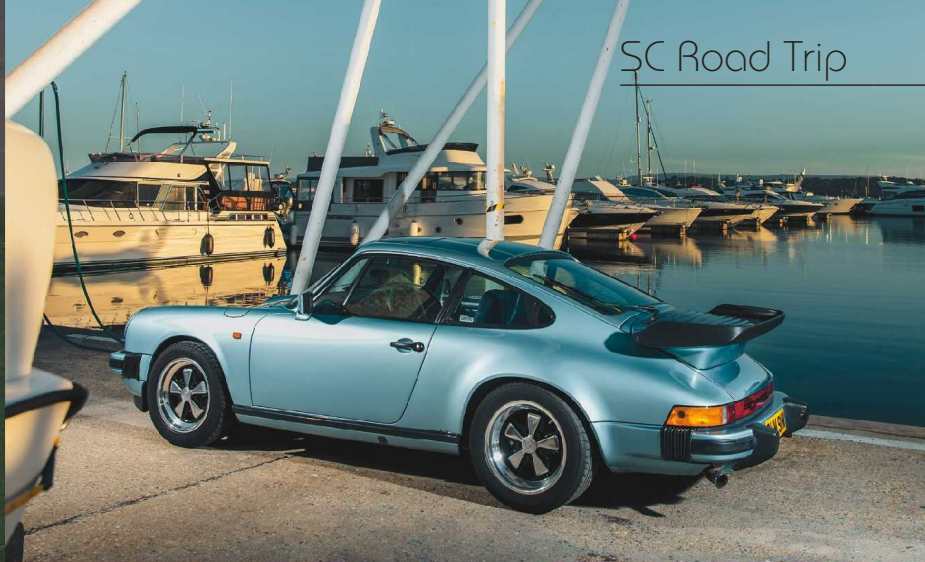
This SC hasn't just been treated to a mechanical overhaul. The 911's aluminium bumpers had begun to show signs of reacting with its steel wings – a result of its prolonged storage. So, at the time of recommissioning, the front and sides of the car were totally resprayed due to the difficulty in colour-matching smaller areas. "I got to strip the car myself as part of the process, which was good fun. It's very enjoyable to take your classic apart to find no rust present," Chuck says.

Painting completed what turned out to be a substantial overhaul of this pretty little SC. To our eyes it's one of the best examples we've seen, but Chuck is fastidious and has a small 'to do' list on the car before he can say he's totally happy with it. In the meantime though, he's doing what any 911 owner should do – having fun driving it. He's had so much fun, in fact, that after its 1,000 mile running in period was completed, Chuck had no hesitation in choosing the SC over his first generation 997 Carrera 4S for this trip to Europe, even inviting us along for the ride. And by ride, we mean drive...

A day later we find ourselves in Switzerland, the twisty, mountainous Susten pass ahead of us. Chuck pulls the SC over and offers us a go. "You bend it, you mend it," he says, hopping out of the driver's Sport seat and beckoning us inside. Considering all the work undertaken on the car, those words well and truly resonate as we park ourselves on the soft pasha driver's seat and adjust the 911's mirrors to suit.

Surprisingly though, the SC is relatively easy to drive. Its rebuilt 915 gearbox is a delight: it displays none of the sloppiness a tired 'box will show you, though most enjoyment is extracted when not rushing through the gears. The engine is delightfully torquey, particularly low down the rev range, and so this SC is no slouch: it's quick to get going, with a real ability to build speed fast. It certainly doesn't feel like it is lacking in power, the 204hp on tap proving plentiful on these twisty roads.

Indeed, tackling these snaking Swiss mountain roads is glorious in this SC: there's so much feel from the car, it's totally devoid of the digital wizardry appointed to modern 911 machinery. With the SC, it's just you and your



911, a purists dream. Its road-holding on those wider Turbo wheels is exceptional, though it's a bit of an exercise in leaning on the tiny, twin-piston brakes to weight the car up for corners. The steering wheel itself offers something of a workout, its size and offset requiring you to feed it awkwardly through your hands as the switchbacks come thick and fast. We don't mind it, though: this is a classic 911 after all, delivering a quintessentially classic 911 experience. Our fun over, we hand the car back to Chuck to enjoy the rest of his European adventure. "I'd like to upgrade the suspension to deliver a little more focus, particularly at higher speeds, but she's nearly there," he tells us before jumping in the comfortable driver's throne again.

The days roll past and the SC swallows up everything thrown at it. Chuck is clearly growing in confidence with the car, too. "It feels even better now than when we left," he says as we exit the plethora of bends at the top of the Stelvio Pass. "The car has loosened up. It might even feel a bit faster!"

Chuck is made up at the performance of his SC, but there's a bigger story here. A capable, comfortable European cruiser able to turn the dials up to ten when called upon, the SC is fast enough, agile enough and rewarding enough to be considered a proper, classic 911. That it has lived in the shadow of the 3.2 Carrera for so long is a shame – yes, the 3.2 is more powerful, but it's also heavier, with only minor interior upgrades not exactly transforming the experience from behind the wheel. It'll pay to find the right one, as indeed it should, but perhaps those who so readily dismiss the merits of the aptly named SC, the 'Super (classic) Carrera', are a little foolhardy ○



*The SC is rewarding enough
to be considered a proper, classic 911*



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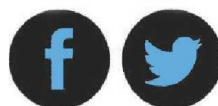
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Cayenne

-Off-road

The Cayenne isn't just a capable road car, it has a second string to its bow – it is a decent off-road vehicle...

The first-generation Porsche Cayenne marked a seismic shift in the marque's direction, this fact is well-established. And while there was much wailing and gnashing of teeth about brand dilution back in 2003, it's undeniable that the model has carved a firm and successful niche in the luxury SUV market. Of course, underpinning the high-driving position and well-appointed interior that made the model so appropriate for shuttling well-to-do families around the nicer parts of London is a chassis that's a bona fide mud-plugger. Many

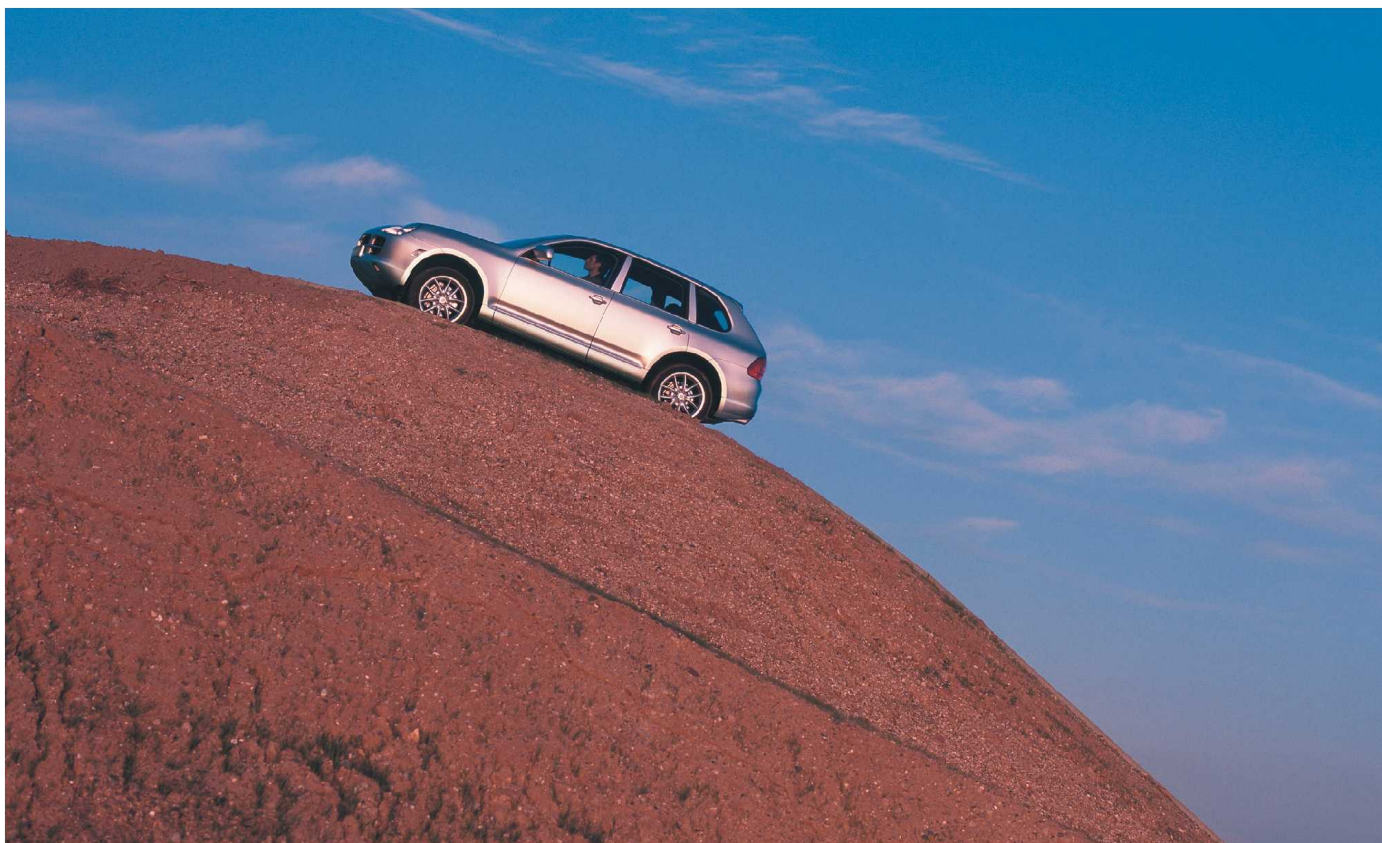
owners would balk at the idea of bouncing their Cayenne through a slimy forest, but the same is also true of Range Rovers, and their off-road prowess is pretty well-documented...

With prices of first-gen Cayennes dropping to as little as £5,000, it's a viable option for people who want to get filthy scrambling over rocks at the weekend, then drive the kids to school on Monday (preferably without washing the mud off). Here we take a look at what Porsche's scrambler can do, and how you can enjoy it.

Why the Cayenne is great off-road? Power.

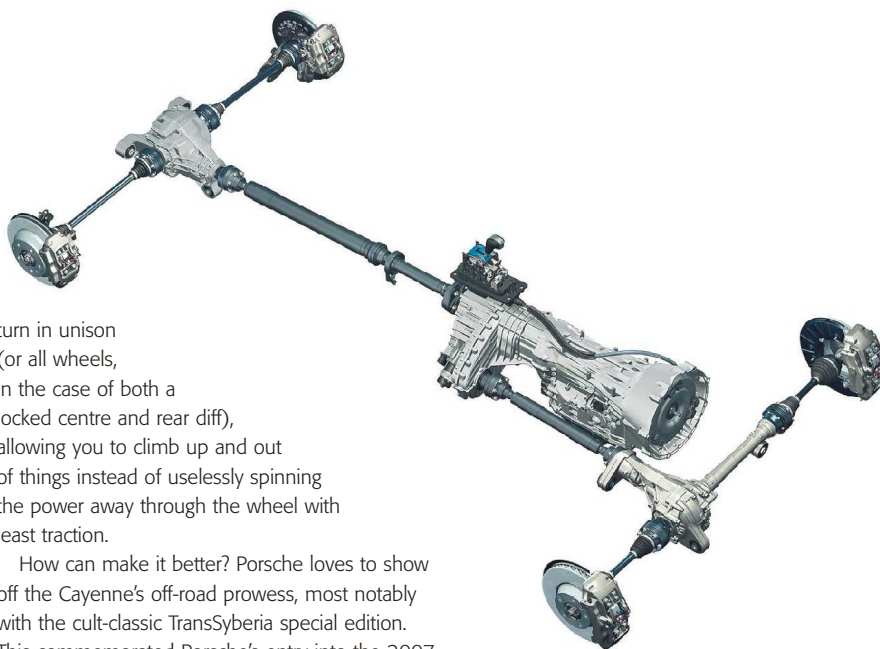
Power is great, we love power – ideally the more the better. But what you really need when you're off-roading is torque. This is essentially the work-potential of an engine; a common analogy is that horsepower determines how fast you hit a wall, while torque determines how far you drag the wall with you. The engines across the Cayenne range are rich in torque; even the early base 3.2 V6 gives you 230lb.ft, and the numbers start getting really big with the V8s – post-2007 models have 370lb.ft. The Turbo S is mighty at 530lb.ft, and the diesel's a robust old thing at 410lb.ft. Excellent for





winching and climbing steep inclines!

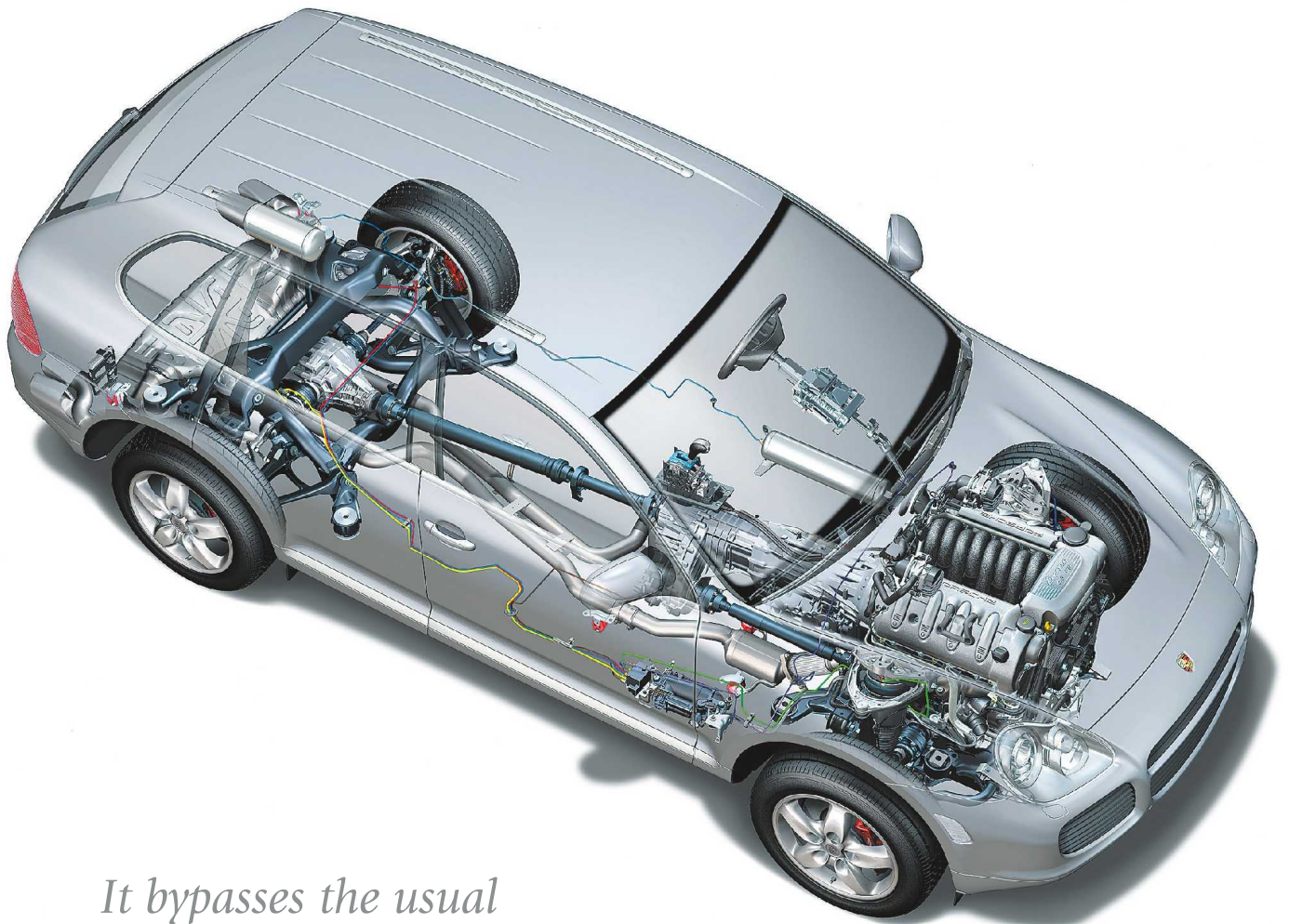
Long travel suspension and the standard-issue low-range gearbox are useful attributes, and the optional air-suspension can be used to increase ground clearance; if the Dynamic Chassis Control is paired with the air-suspension, you cleverly get something that's sporty on the road and agile off it. The anti-roll system is able to anticipate loads and reduce roll in cornering, and Porsche also offered an off-road pack that included hydraulically disengageable anti-roll bars at either end, a lockable rear diff (electronically variable, as part of the PTM Plus pack), rock rails on the sills with integrated skid plates, additional protection for the fuel tank and rear axle, headlamp washers, and additional towing points. The disengageable ARBs are particularly useful, as they massively increase wheel articulation and allow you to climb over surprisingly large things. If you're looking at a used Cayenne and want to know whether it's got the upgraded off-road pack (i.e. the actual tech underneath, rather than just the exterior bolt-ons), then have a look at the drive-mode controls inside. If there's a little picture of a Cayenne with hugely articulating wheels on the switch, that's how you know. When you flick the switch forward once, you're in off-road mode; flick it twice and you'll lock the centre diff, flick it a third time and you'll lock the rear diff too. Why is a locked diff good for off-roading? Because it bypasses the usual function of a differential and instead forces both wheels to



turn in unison (or all wheels, in the case of both a locked centre and rear diff), allowing you to climb up and out of things instead of uselessly spinning the power away through the wheel with least traction.

How can make it better? Porsche loves to show off the Cayenne's off-road prowess, most notably with the cult-classic TransSyberia special edition. This commemorated Porsche's entry into the 2007 TransSyberia rally, for which it built 26 entrants; the 600 tribute road cars on sale to the public featured the GTS-spec V8 (with 399hp/370lb ft), a light bar on the roof and the full off-road pack, which is a pretty decent combination – it also had orange wheels and stripes! But you don't need to hunt out a rare special edition for superior Cayenne rock-crawling, there are a number of things you can do to improve this already formidable base. If you're serious about harsh terrain, lifting the suspension is an option

– this will allow you to fit bigger knobby tyres as well as enabling steeper approach, departure, and breakover angles and obviously giving higher ground clearance. While lift kits aren't readily available for Cayennes like they are for a lot of off-roaders, you can buy TÜV-approved aluminium suspension inserts from spaccor.com – they raise each corner by 12mm, and they're modular, so you can raise by 24mm, or 36mm, or 48mm... (This applies to steel-sprung Cayennes. If you've got air-suspension, you may be surprised by how



It bypasses the usual function of a differential and instead forces both wheels to turn in unison



far it lifts in the off-road setting.)

An off-roader lives or dies by the quality of its tyres, so some decent all-terrain boots are what you need; your stock road tyres will take you some places, but will get unstuck in harsh terrain. BF Goodrich is often the go-to brand for adventurers, as its All Terrain tyres have tough sidewalls and offer excellent off-road grip, and they're not too annoying for road use; they not available for 19" wheels though, so if that's what you have then you'll need to downsize to 18" or 17" rims. It's worth getting a full set of five and keeping the spare on the roof too!

A roof-mounted LED light bar could prove handy, as could a snorkel to allow deep wading – and an oil-wetted air filter will offer improved dirt filtration. Don't forget your shovel and traction mats to get you out of trouble in sand and mud, a winch will get you out of tight spots (or help you rescue beached buddies), and an air compressor is useful – running low psi will help your tyres grip off-road as you'll have an increased contact patch, but you'll need to pump them up again for the drive home.

Beginner's tips for off-roading. You can't just drive through any old forest or rocky field, so you'll need to find somewhere to go. There are plenty of private off-road courses in the UK – Whitecliff Four X Four offers beginner courses in their own vehicles, or take your Cayenne to somewhere like True Grip or Perthshire Off-Road.

So what's it like driving off-road? Well, first of all you need to alter your style – you don't need to grasp the wheel at ten-to-two like your driving instructor taught you; in fact, you need to make an effort not to grip the wheel too tightly and keep your digits out of the spokes, as you don't want to



break your thumbs if the wheel jerks unexpectedly. Maintain a smooth and slow momentum rather than charging at things gung-ho, and keep your pedal inputs to the bare minimum. It's important to always try to keep at least three wheels on the ground, so approach big obstacles diagonally (think of it like driving a low-slung 911 over a tall speedbump!). And, most importantly, ensure you've got your seat in a really comfy position before you start – your body will be under pressures you wouldn't experience in normal road driving conditions.

Preparation is also very important. Knowing your route and its potential obstacles is sensible, as is having comprehensive maps. You also need to know the dimensions and vulnerabilities of

your car. The Cayenne has easily-damaged plastic bumpers, so it's good to have a sense of the size of your overhangs and the dimensions of the bumpers to avoid damaging them, and it'll also help to gain a sense of where the fuel tank and differentials are and how much clearance they have before they get clonked by rocks. Make sure you're fully familiarised with your Cayenne's off-road settings, in terms of how you activate them, what each of them does and when you should use them. And perhaps most importantly, don't forget your cheese-and-pickle sandwiches and your thermos of tea... in fact, if you're venturing a long way out, an emergency kit containing water, blankets, extra clothes, a phone charger, and a first aid kit is a must in our opinion ☺





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(07 - 2007) Silver with ocean blue
leather 40,000 Miles.....£35,000



PORSCHE 911 997 "2S" 3.8 TIP
(57 - 2007) Meteor grey with black
leather 61,000 Miles.....£34,000



PORSCHE 911 997 "2S" 3.8
(08 - 2008) Cobalt blue with black
leather 63,000 Miles.....£34,000



PORSCHE 911 997 "2S" 3.8
(57 - 2007) GT Silver with stone grey
leather 56,000 Miles.....£34,000



PORSCHE 911 997 "4S" 3.8
(06-2006) Basalt black with black leather
56,000 Miles.....£34,000



PORSCHE 911 997 "2S" TIP
(07-2007) Meteor grey with black leather
60,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8
(07-2007) GT Silver with black leather
62,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8
(07-2007) Basalt black with black leather
48,000 Miles.....£33,000



PORSCHE 911 997 "4S" CAB TIP
(56-2006) Silver with black leather
66,000 Miles.....£33,000



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



PORSCHE 911 997 "2S" 3.8 TIP
(57-2007) Silver with black leather
53,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8 TIP CAB
(07-2007) Basalt black with black leather
62,000 Miles.....£32,000



PORSCHE 911 997 "4S" 3.8 TIP
(56-2006) Silver with ocean blue leather
51,000 Miles.....£32,000



PORSCHE 911 997 "2S" 3.8
(56-2006) Silver with black leather
48,000 Miles£32,000



PORSCHE 911 997 "4S" 3.8
(56-2006) Basalt black with black leather
63,000 Miles.....£32,000



PORSCHE 911 997 "2S" 3.8 TIP
(56-2006) Silver with ocean blue leather
57,000 Miles.....£29,000



PORSCHE 911 997 "2S" 3.8
(06-2006) GT Silver with black leather
71,000 Miles.....£29,000



PORSCHE 911 996 TURBO 3.6 TIP
(53 - 2003) Silver with black leather
51,000 Miles.....£40,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(63 - 2013) Basalt black with black alcantara
31,000 Miles.....£42,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(58-2008) Basalt black with black leather
61,000 Miles.....£20,000

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PORSCHE WANTED (2003 TO 2014)

PACKING HEAT

As Porsche reveals the new Macan, we revisit the current model in its most powerful guise – the Macan Turbo with Performance Package...

Story: Simon Jackson Photography: Malcolm Griffiths

Porsche might see itself as a sports car manufacturer and nothing less, and as brand aficionados we might be inclined to agree, yet consulting the cold hard facts reveals an alternative reality. Porsche is now primarily an SUV manufacturer which also makes sports cars on the side – and with good reason. The rise and rise of the SUV is undoubtedly a story that, in automotive terms, defines our times. Yet, while the Cayenne might have been Porsche's first steps into this realm it is the success of its second offering, the junior number, which has truly served to change Porsche's emphasis and to some degree, its fortunes.

Since its inception in 2014 Porsche has delivered more than 350,000 Macans worldwide. That's a staggering number which means that the baby Porsche SUV outsells the 911 by a considerable margin. Porsche will argue that its SUVs are not just grocery-getters or mere prestige tools for the school run, rather that they are actually sports cars in their own right. Some might smirk at this notion, but those same folk should take time to drive these cars before passing a definitive judgement. The Macan has been a class-leader in the compact luxury SUV segment since it first arrived on the scene, but moreover a big reason for its popularity is its ability

to blend practicality with sporty driving dynamics. There are two prime examples of this; the Macan GTS and the Macan Turbo – two performance orientated machines easily capable of wiping the smirk of the faces of any non-believers.

Excluding the special order Macan Turbo Exclusive Performance Edition, the range-topping model is the Macan Turbo with Performance Package. It unashamedly uses as its basis the Macan Turbo and dials its prospect up to 11, offering further enhanced driving dynamics and increased agility over its sibling models. It does this by taking the twin-turbocharged 3.6-litre V6 petrol engine found





in the Macan Turbo and increasing its power output from 400hp to 440hp. In addition it adds 37lb ft more torque in the low- to mid-range making the grand total 443lb ft. That helps shave four-tenths of a second off its already rapid 0-62mph time of 4.8 seconds, meaning a model equipped with the Performance Pack can hit the milestone speed in just 4.4 seconds before going on to top-out at 169mph – 4mph more than the ‘normal’ Macan Turbo. However, it is not entirely about headline figures here, for it is where that extra grunt is delivered which is important – 49mph to 74mph can be racked-up in 2.9 seconds, two-tenths quicker than the car upon which it is based. That makes overtaking more than easy, it makes it slightly perplexing for the obstacle ahead.

The old adage (or was it just a tyre advert?) goes ‘power is nothing without control’ – Porsche has thought of this too. A Macan Turbo with Performance Package also boasts a newly developed braking system, its six-piston calipers grip 390mm grooved discs, 30mm greater in diameter than the already meaty stoppers fitted to the Macan Turbo. In addition, Porsche Active Suspension Management (PASM) ensures this model sits 15mm closer to the ground with the option to stiffen the ride for more frisky driving. Self-levelling air suspension is an option to, at the push of a button, provide an extra 10mm of height adjustment sitting the whole car closer to the road. With the (standard) Sport Chrono Package, Sport Plus mode matches the

chassis, engine and transmission in tune with the requirements of a more aggressive driving style, shift times from the seven-speed PDK double-clutch transmission are also shortened to deliver rapid acceleration. As with all Macans, Porsche Traction Management (PTM) ensures the active all-wheel drive system with electronic controlled multi-plate clutch, automatic limited-slip differential and traction-slip control remains. And mighty fine it is too. It all sounds like a tasty recipe, but its true ability only really comes to light from behind the wheel.

We step into this Agate Grey Metallic Performance Pack the very same day that Porsche officially breaks word of the new Macan at the Shanghai motorshow – it seems rather apt. Like most press cars this vehicle boasts a number of options designed to best showcase the model, this means that despite prices for the Macan Turbo with Performance Pack starting at £69,505, the vehicle you see in our pictures is priced with options (some from the Porsche Exclusive Manufaktur range) at £85,485. A sizable chunk of that money has gone into the right areas – namely the chassis with; Porsche Ceramic Composite Brake (PCCB) at £5,463, air suspension and PASM at £1,004, and PTV Plus at £1,011. The metallic hue and matching Agate Grey / Pebble Grey two-tone leather interior accounts for a further £2,008, the ‘Turbo Exterior Package’ for £4,119. The aforementioned exterior pack adds PDLs Plus LED headlights, tinted LED tail lights, 21-inch 911 Turbo Design

wheels (painted in black gloss), SportDesign mirrors, a host of black trim, a colour-coded roof spoiler and a sports exhaust system. There are further interior options, comfort and convenience features, though many add the impressive look of this particular vehicle, unlike the chassis additions we’ve already mentioned here they’re ultimately ‘nice to have’ and far from essential.

I have to confess as much as I adore driving Porsche’s conventional sports cars (read 911, Cayman, Boxster) of its SUV offerings I do have something of a soft spot for the Macan. Its levels of comfort, exceptional driving position and ability to shrink around you as a driver are tough to beat on a long journey, any journey actually. However, up until now I’d have told you that a diesel variant was the only way to go – the Macan Turbo with Performance Package might just have changed that view which, given the apparent absence of a derv sipping version these days might be just as well.

In this vehicle we truly do have the best of both worlds; comfort, luxury and utterly superb build quality with Porsche levels of performance that simply blow you away. You might well feel the need to launch this machine off the lights to experience what a low 4secs to 62mph time feels like in a 1,925kg SUV. While that’s likely to impress the most beneficial (and therefore actually impressive) aspect of this model is its overall drivability. The bulk of its torque is delivered between 1,500 and 4,500rpm,

*No vehicle this large has the right to
be this much fun to drive...*



which ensures that making progress out of those big roundabouts which interrupt major dual carriageways what the kids might call: 'laugh out loud' amusing. In this car slowing into said roundabouts from speed is a breeze thanks to this model's ceramic brakes, with simply incredible stopping power offered to your pedal with both lightness and feel. They never fade not matter what you ask of them.

Surprising not only yourself as the pilot but almost everyone else on the road around you (especially outside lane hogging Audi or BMW drivers or, in one instance for me, a now disappointed Jaguar F-Pace customer), the Macan Turbo with Performance Package is more than willing to demonstrate its performance credentials whenever you might wish. Its devastating ability in the 50-70mph acceleration window (even without Sport Plus mode activated), coupled with the addictive and commanding noise it makes in the process from – this particular car's – Sports

exhaust, is remarkable. But this isn't just a motorway munching machine, it's capable in the turns too.

Part of what makes any Macan so pleasant to drive is its neutral handling balance, it's lithe and yet confident even when you ask it to do things no SUV should rightly oblige. That is amplified here, more so with the (optional, remember) air suspension set to its lowest height. The vehicle hunkers down and sweeps through corners as if magnetically sucked to the road, while it will pitch and roll a touch (as any vehicle of this type or weight will) you can use the transfer of weight to your advantage as you send it into corners. In addition of course it will allow you to tailor its various settings individually to best suit your driving style. No vehicle this large has the right to be this much fun to drive, yet this one is.

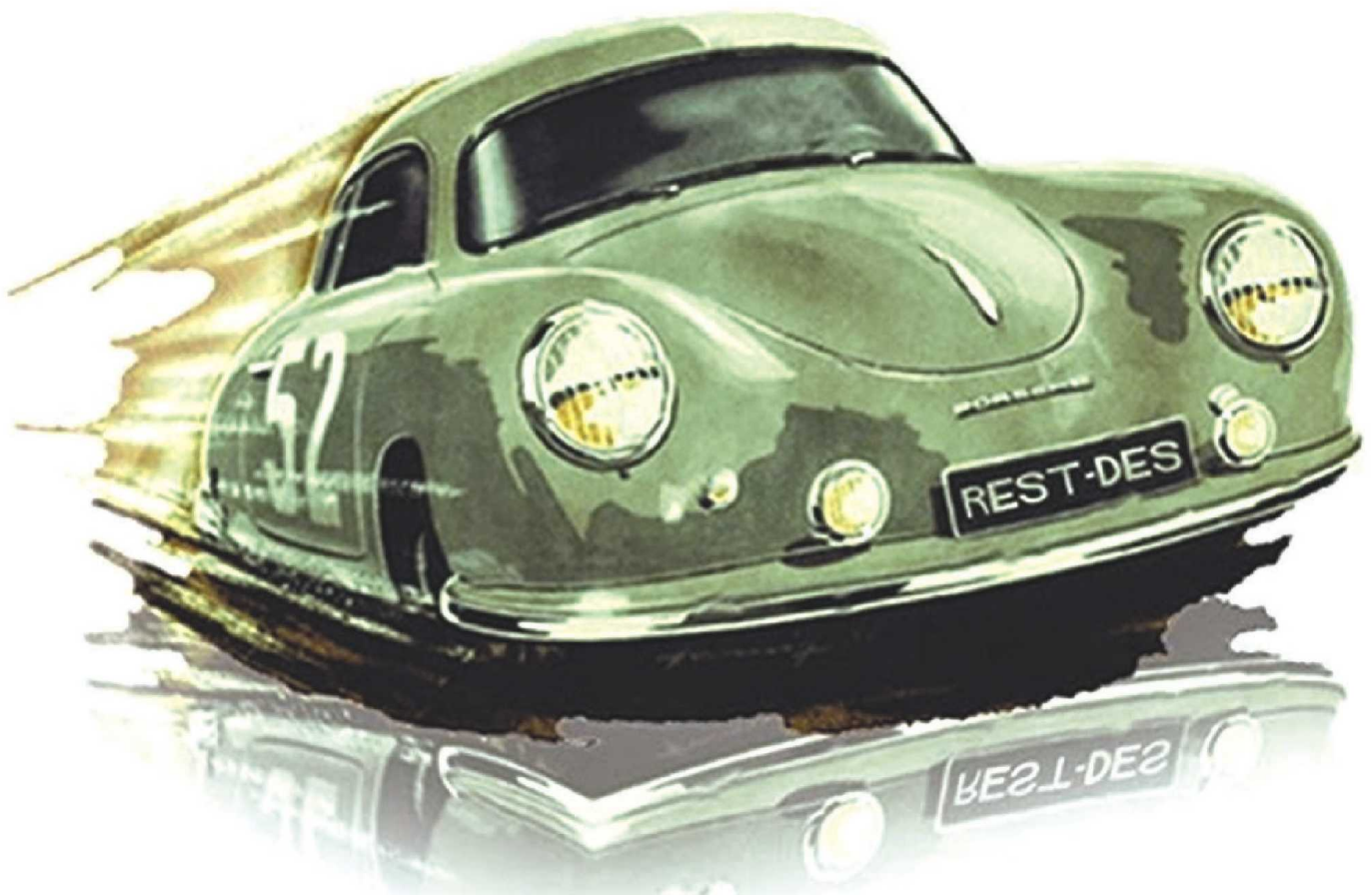
Naturally drivers of these vehicles won't always be charging through A-road roundabouts, attempting to out-brake the

nearest super saloon, or carving through the countryside repeatedly stamping on the accelerator pedal, but you're covered outside of those instances too. The Macan Turbo with Performance Package will return up to 30mpg and seat five occupants (and swallow whatever luggage they see fit to bring) in superb comfort, which when you consider the range of things you're asking it to take in its stride is damn remarkable. This vehicle has to be a relaxed motorway cruiser, a blast to drive on back roads, capable off-road (which I hear from reliable sources that it very much is), and a comfortable, proficient, town tool. One minute it must deliver 440hp at a moment's notice, the next return 30mpg. In my book the performance and dexterity it offers on tap qualifies it as a bonfire Porsche, its practicality and comfort as one of the best SUVs currently available. Surely the next iteration of Macan will generate a similar model with more of everything? That's an exciting prospect... ○



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Singer Star

The results of Singer Vehicle Design's much anticipated Dynamics and Lightweighting Study broke cover at the Goodwood Festival of Speed...

Story: Simon Jackson Photography: Singer Vehicle Design





Renowned automotive specialist, Singer Vehicle Design, debuted the results of its Dynamics and Lightweighting Study (DLS) at the Goodwood Festival of Speed. First teased to the world in November, the project is the realisation of three-years of development with the aim of adding lightness and increased performance to an air-cooled 911 in ways never seen before. A client-inspired collaboration with Williams Advanced Engineering – part of the Williams Grand Prix Engineering Group – and a number of other technical partners, the DLS project's aim of delivering the most advanced air-cooled Porsche 911 ever conceived would seem to have been successfully realised. Billed as 'a relentless pursuit of excellence through a lightweight philosophy', the collaborative effort has also seen input from legendary Porsche men Hans Mezger and Norbert Singer.

The DLS project began when Singer client and Porsche enthusiast, Scott Blattner, requested lightweight and high-performance enhancements to his 1990 964. To meet the goals defined in collaboration with Scott, Singer and Williams formed a technical partnership to engineer a selection of restoration and modification solutions. Singer Vehicle Design says that restorations resulting from DLS are reserved for 'a few very special customers'.

Each area of the Study has been examined for weight saving and increased torsional stiffness, full carbon fibre bodywork ensures every panel is unique, while chassis balance has been improved by moving the engine forward and relocating certain components to the front storage area. According to Singer the 500hp 4.0-litre normally aspirated engine represents a step forward in advanced air-cooled engine development.

Founder and Creative Director of Singer Vehicle Design, Rob Dickinson, commented: "The Dynamics and Lightweighting Study has been years in the making. To see the results, representing the ongoing pursuit of our client's vision for their ultimate air-cooled 911, is so exciting. We've worked relentlessly to present a machine that visually celebrates the past while acknowledging the future – both inside and out. It's our fourth year at this incredible event and we're thrilled to be back at Festival of Speed for its twenty-fifth anniversary and to wish Porsche a very happy 70th birthday."

The Dynamics and Lightweighting Study features a 500hp 4.0-litre normally aspirated air-cooled Porsche flat-six engine developed by Williams Advanced Engineering with technical advice and consultancy from Porsche engineer, Hans Mezger. With four titanium valves per cylinder and dual overhead cams, the engine revs to a heady 9,000rpm, it uses magnesium and lightweight materials to reduce mass. In addition, it features lightweight throttle bodies with F1-inspired upper and lower injectors to enhance performance and drivability, a unique oil system improves lubrication and cooling.





A bespoke six-speed gearbox developed with Hewland uses magnesium casings with hollow shafts to reduce rotating mass, the transmission is short to enable the engine to be positioned further forward. Williams Advanced Engineering assisted suspension development. A lightweight multi-link double wishbone front arrangement works in partnership with a lightweight aluminium rear trailing arm, with integral brake cooling – bespoke dampers feature remote adjustment. The latest CCM-R carbon ceramic brake technology has been utilised in partnership with Brembo – lightweight brake discs and calipers are good for both road and track use.

In front of the brakes come lightweight

18-inch forged magnesium monoblock centre-lock wheels, developed for the Study by BBS Motorsport. The high-strength aluminium and titanium centre-lock mechanism was developed by Williams Advanced Engineering. Wrapped around them are bespoke Michelin Pilot Sport Cup 2 tyres (245/35 front and 295/30 rear) comprising a bi-compound asymmetric design with Variable Contact Patch 3.0 technology. Working with Bosch, the DLS project has given birth to specially calibrated ABS, traction and electronic stability control systems – switchable driving modes afford the option for these to be turned off completely. Lightweight air-conditioning and heating systems also appear.

Partner Williams Advanced Engineering worked with technical advice and consultancy from Norbert Singer on the advanced aerodynamics of the DLS. Through computational fluid dynamics (CFD) analysis the parties worked on a number of areas designed to ensure optimum air-flow, working to eliminate front axle lift via redesigning the front oil-cooler intake and venting, together with the addition of a new front splitter. Air is channelled over the roof and down the rear window towards an optimised ducktail rear spoiler and diffuser to generate downforce at the back-end. Ram-air intakes and rear decklid venting aid the cooling of the engine.

In the cabin, Recaro has specially designed





a lightweight carbon fibre sports seat while MOMO has developed a carbon fibre steering wheel to the same brief. A raised manual shifter with an exposed titanium and magnesium linkage combine with drilled carbon and titanium pedals and a carbon fibre clad instrument panel (shift lights are integrated into the tacho) to provide a purposeful vibe. Ultimately wherever you look you'll find details to die for...

At Goodwood a 1989 Porsche 911 restored by Singer and resulting from DLS (finished in Heart Attack Red with a Black interior) took part in the Michelin Supercar Paddock Hillclimb Run – friend of Singer and self-confessed Porsche aficionado, Marino Franchitti, was on hand to perform driving duties, but a few others got a taste of the new car too, including former *GT Porsche* contributor turned *Top Gear* TV presenter, Chris Harris.

Harris previously commented: "I'm not an engineer by trade, but just look at the list of clever people around me and you'll see that's

no great problem. I'm here for two reasons: to help define how the car drives, how it feels – how it will interact with each of the lucky owners. And to document the entire process from start to finish. Rob, Maz and the team are visionaries in this space, and this is a once-in-a-lifetime project. Just thinking about the finished machine makes me grin.

At Goodwood Harris took to Twitter to pronounce his feelings toward the DLS accomplishments, commenting before driving it: '*Lump in throat. So proud of all of you at @singervehicles*' and after a run up the hill driving the Heart Attack Red car simply: '*What an engine*'.

Hollywood actor Tom Hardy was amongst those treated to a passenger ride in the car during the weekend, petrolhead Hardy posted a video of the run (he was driven by Franchitti) on his Instagram account appearing to love the experience – characteristically he's a man of few words.

A second 1990 Porsche 911 restored by Singer and resulting from DLS (finished in

Parallax White with a Norfolk Yellow interior) accompanied eight further Porsche 911s, all reimagined by Singer, in a static display on the Cartier lawn outside Goodwood House over the course of the weekend. The eight vehicles were all primarily UK-based 1991 Porsche 964s and included the Goodwood, London, Surrey, Dorset, Monaco, Manchester, Weisbaden and Qatar Commissions.

No more than 75 of these special cars will exist, prices start at £1.4 million, which is an incredible amount of money no matter which way you slice it. However, given the work and attention to detail that has gone into this project, it's little wonder. Dickinson has remained adamant since Singer Vehicle Design found notoriety that it is not over charging for its cars, and that the business would one day sit in parallel with the likes of Eagle E-Types – it charges approximately \$1 million for its Jaguar recreations. Given the response to the DLS program, Singer's most ambitious project to date, it would seem that day has well and truly arrived... ○



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924 Brakes

The 924 was the first of the 'transaxle' Porsches, it is now a Stuttgart starter classic. Beginning with the basics, we look at a few brake upgrades...



DESIGN TEK

Design Tek Four-Piston Brake Calipers

Said to be made to the same dimensions and specifications as those on the 993 Turbo, Design Tek's 'Big Red' 36/44mm four-piston calipers can be fitted to upgrade the braking system on the 924. Bigger 322mm brake discs – a sizable upgrade from the base 2.0-litre car's 257mm items – allied to suitable 993 Turbo pads should give much improved performance. Sold in sets of two, brackets will also be required for fitment. Not a bad place to start this...

Fits: 924 (all models 1976 to 1988)

Approx Price: £399.00



GOODRIDGE

Goodridge Stainless Steel Braided Brake Lines

Goodridge stainless steel braided brake lines have an enviable reputation in professional motorsport where the ultimate in braking is required, they eliminate volumetric expansion or 'mushy brakes'. A PTFE inner with a stainless steel outer braid, Goodridge's G-Stop or Brakeline Kit brake hoses are also said to significantly reduce stopping distances and give greater braking efficiency as well as superior resistance to abrasion and corrosion, and improved reliability. They are also 100% TÜV, DOT, ADR and ISO-approved.

Fits: 924 2.0 1976 to 1985, 924 Turbo 1979 to 1983, 924S 1985 to 1988

Approx Price: £65.54



HAWK

Hawk Performance Brake Pads

Designed for street use, Hawk Performance has engineered what it thinks is the right friction for its upgraded pads. Their higher coefficient of friction over stock brake pads provides 20 to 40 percent more stopping power as well as higher resistance to fade than standard replacement pads. Less fade also means the Hawk pads enjoy less dust as well as increased durability. Available in a 0.685-inch thickness grade rising to 0.702-inch for five-lug cars.

Fits: 924 (all models 1976 to 1988)

Approx Price: \$114.11



KSPORT

KSport Hydraulic Handbrake

With a performance handbrake set-up, rear brakes can be locked up smoothly and easily, and KSport's hydraulic handbrake is aimed at the more specialist 924 drift or rally-spec machine. It ensures the handbrake lever can be used in a normal or upright position, it is switchable by the adjustment of one bolt. Available with either a 3/4-inch or 5/8-inch reservoir, the KSport hydraulic handbrake uses less force to lock the rear wheels, and doesn't suffer the weakness of standard cable-type handbrakes.

Fits: 924 (all models 1976 to 1988)

Approx Price: \$187.50



MOTUL

Motul RBF 660 High Performance Brake Fluid

Of course, as well as all hardware, an important part of the improved brake performance recipe is the fluid in the system. RacingBrake, the performance division of TPM Products Inc, is a 20-year veteran in the brake industry, and reports that its high performance Motul RBF 660 synthetic brake fluid performs over and above DOT 3 and DOT 4 specifications. Extremely high wet – 401°F (205°C) – and dry – 617°F (325°C) – boiling points help prevent vapour lock and brake fade, and the non-silicone-formula RBF 660 is compatible with other Glycol-based fluids, too.

Fits: 924 (all models 1976 to 1988)

Approx Price: £18.66



STOPTECH

StopTech Big Brake Kits

If you want to combine most of the upgrades seen on these pages, then US company StopTech is among many suppliers who offer complete big brake kits (discs, pads, calipers, brackets and lines). Why a big brake kit? Larger discs increase

heat capacity, stiffer calipers and stainless steel brake lines reduce system compliance. The system can be better modulated, and there's a firmer brake pedal coupled to less fade. StopTech's kit offers a balanced brake upgrade with optimum brake bias to offer the shortest stopping distances, while its patented AeroRotors® improve airflow to the disc. As with all big brake kits, larger wheels will be an essential part of the upgrade.

Fits: 924 (all models, 1976 to 1988)

Approx Price: £1,799.99 / \$2,504.99



ZIMMERMANN

Zimmermann Drilled Brake Discs

Engineered for maximum performance, Zimmermann's high quality drilled brake discs are also ventilated, to allow hot brake pad gases to escape for improved airflow as well as greater cooling. Also ideal for both wet road and track use, Zimmermann's drilled discs feature precision-machined holes, and are relieved and radiused to eliminate stresses and avoid cracking. Naturally, the improved performance also means shorter stopping distances.

Fits: 924 Turbo 1979 to 1983,

924S 1985 to 1988

Approx Price: from £85.61 each



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Mythbuster: GTS

Now a familiar entry in Porsche nomenclature,
but what exactly does it stand for?

First used on the 904 piloted by Baron Antonio Pucci and Colin Davis which raced in the 1964 Targa Florio road race, Porsche created the GTS insignia for its sports cars which offered speed as well as, conversely, comfort and safety.

Inspired by the important comfort needed for sustained concentration and focus for long-distance events, Porsche 'Gran Turismo Sport' cars such as the 904 and the 924 Carrera GTS allowed drivers to experience pace without pallidity.

Now of course, GTS models serve up even higher levels of comfort, without diluting the driving experience expected from a Porsche sports car. In fact, for the modern age, the 'sport' in 'Gran Turismo

Sport' is heightened, Zuffenhausen accentuating that connected-to-the-road feeling. It's all about the details, too: black trim replaces chrome, while tied-down suspension and a hike in power means that a GTS Porsche always delivers on its athletic promises.

GTS Porsches feature 'a lot more', whether that be sportiness, comfort or equipment. Now nestled between S and Turbo models, GTS machines promise a dynamic drive combined with both everyday practicality and efficiency: similar qualities to those which powered that original 904 Carrera GTS to its Targa Florio win. And while the GTS legend has been seen on modern classic Porsches such as the 928 as well as its latest SUVs and traditional sports cars, the 'added sports' badge is still as relevant today as it ever was.



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the market place

Dan Bevis

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



Early September will see RM Sotheby's returning to Battersea for its prestigious London sale...

Early September will see RM Sotheby's returning to Battersea for its prestigious London sale, and we've received a hot tip on a rather sensational headliner that'll feature in the catalogue: a 1993 964 Turbo Cabriolet. Only six of these were ever made by Porsche Exclusive, with just three in right-hand drive; furthermore, this one's only had two owners and has an impressively diminutive 23,700 miles on the clock. Finished in Amethyst Pearl Metallic with Cashmere beige leather, it was optioned with an LSD, impact bumpers and 'model delete', along with electric seats, power top, X92 front lip and X93 all-metal whaletail. Beautifully maintained, fabulously specced, exceptionally rare and with singular provenance, the estimate sits at £350-400,000.

Also featuring in the sale will be a 1957 356 A 1600 Speedster by Reutter. Boasting a half-century of single ownership by Woodstock Festival producer Michael Lang, it left his possession in 2014 and went to Belgium for a full three-year restoration at Technique Historique. The engine internals, doors, engine cover and front trunk lid are all original to the car, as well as much else – this is a unique piece, and it'll be interesting to see what kind of money it pulls.

Similarly intriguing will be the 1982 924 Carrera GTS Clubsport. Arguably the ultimate front-engined Porsche, just fifteen of these were built – we're talking fibreglass panels, Plexiglass windows, rollcage, 935 seats, 930 brakes, LSD, 280hp and 160mph. We're expecting the room to be a little frenzied when this one crosses the block...



Estimate:
£350-400,000



Hammer price:
£29,120



Hammer price:
£38,080



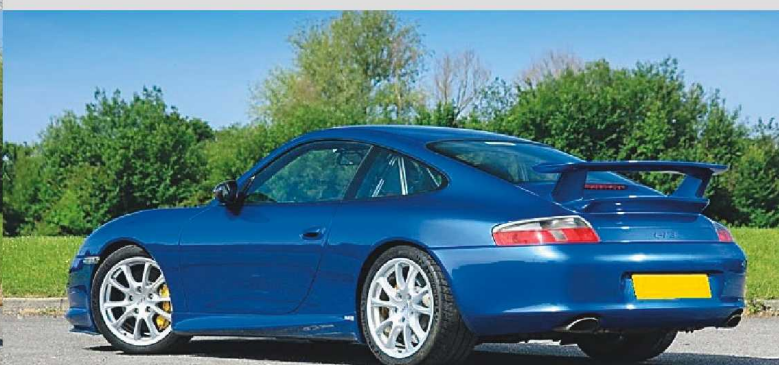
Hammer price:
£22,640



Hammer price:
£59,920



Hammer price:
£44,240



It impressed by offering a broad variety of Porsches at sensible prices...

The start of July saw Historics at Brooklands putting together a fine menu, which impressed by offering a broad variety of Porsches at sensible prices. The 1994 993 Carrera 2 actually sold for under its estimate: this Tiptronic example has been well used over 116,000 miles but always properly maintained, although a Cat C repair in 2002 knocked a 30-40 percent chunk off its value. Estimated at £25-30,000, it sold for just £22,640. It may not be the most desirable spec or savoury history, but it's a hell of a lot of car for that sort of cash, and you wouldn't be afraid to use it.

The 2010 997 Turbo looked like very decent value too, at £59,920 – right at the lower end of its estimate. For a tidy and well-kept example that's sure to be a future classic, someone's bought a hilarious toy that'll hold its value there.

Continuing to be extremely hot property are 964s, so it was gratifying to see this Carrera 2 selling for a level-headed £29,120 – the models at the racier end of the spectrum are commanding incredible prices, but it's still possible to get yourself into a 964 without flogging a kidney. This left-hand-drive example is black-on-black with a Turbo wing, and has a 'RUF' number plate presumably just to confuse people. All part of the fun, isn't it?

The 996 GT3 on offer had a number of attractive selling points, such as a full £28,000 engine rebuild, LSD, rollcage, RS front bumper and a decent history; it represented strong value at £44,240 – plenty of skills to embarrass far pricier track toys there.

And finally, there was a peach of an '86 911 Targa, the body looking as-new and the blue leather interior wearing a gentle patina; following a 'no expense spared' recommissioning it sold for £38,080, which sounds pretty jolly decent. Just in time to pop out the top and enjoy this glorious summer we're having.

Hammer price:
£141,500



Hammer price:
£116,300



Bonhams' Goodwood Festival of Speed sale featured a trio of fine 911s among a stellar board of fare, with perhaps the most desirable being the 1977 911S coupé. Star of Scandi-noir TV drama 'The Bridge', the 2.7 is an integral part of the show's plot, driving much speculation over its detective owner's mysterious past. The olive-green car itself was imported from the USA to Sweden in 2009, and was bought by the show's production company in 2012. This 911 caused quite a stir in the room, with the final selling price being an impressive £141,500 – proceeds of the sale are going to WaterAid, the international charity providing clean water to the poorest parts of the world. It's a good news story all round.

The next Stuttgart sweetheart in the catalogue was a 1972 911S 2.4 – a genuine UK car which received a full nut-and-bolt restoration in 2013 by revered marque specialist Paul Stephens, with project bills totalling over £100,000. It's hard to imagine a more complete and perfectly presented 2.4, and the selling price of £166,700 reflects the care that's been lavished upon it. A lovely car.

The third Porsche treat was a 1996 993 Turbo. A UK car with 39,000 miles on the clock, it's a factory fresh vision in silver and tan with oodles of option boxes ticked. Unfortunately the owner had mislaid the service history, which undoubtedly dented the potential value a fair bit, although Bonhams were able to restore a bit of buyer confidence by obtaining a summary of its history from Porsche Colchester. Final hammer price? £116,300.

Star of Scandi-noir TV drama 'The Bridge', the 2.7 is an integral part of the show's plot

Hammer price:
£166,700



QUICK BUYING GUIDE: 914

The historic association between Porsche and Volkswagen hardly needs reiterating here, with the brands' respective values, engineering and design language having been inextricably intertwined from the very start – but it's worth noting that cars which are overtly badged 'VW-Porsche' are relatively few and far between. We've seen youngsters at shows spying these unusual badges glued to the back of 914s and tugging their parents' sleeves for an explanation... so here it is...

In the late 1960s, Porsche and VW were both considering new models; for the former it was an entry-level sports car to replace the 912, while the latter required a range-topper to replace the Karmann Ghia. Heads were put together, and the 914 was the answer to both. The original plan was to sell it as a four-cylinder with VW badges, and a six-cylinder with Porsche badges, although it was concluded that selling the two concurrently in the US would damage the Porsche brand, so it was decided to market both the four- and six-pot as a Porsche in America.

The cheaper version, the 914/4, was built by Karmann in Osnabrück, and used the fuel-injected 1.7-litre flat-four from the VW Type 4 – it offered 79hp and a 0-60mph time of 13.3secs, so it was very much an open-top Targa / cruiser rather than an out-and-out sports car. The more overtly Porsche-flavoured 914/6 also started its build life at Karmann, but the shells were then delivered to Zuffenhausen

for final assembly; power came from Porsche's 2.0-litre flat-six from the 911T, with its 109hp and 8.7secs 0-60mph time making more of a statement. Suspension and braking were shared, but the 914/6 used lower gear ratios to work against the higher weight of the flat-six; the Porsche-engined cars also had five-stud hubs, allowing 911 wheel swaps.

Unenthusiastic sales led to the 914/6 being discontinued after 1972, its place in the lineup taken by a new 100hp 2.0-litre flat-four. In '74, the lesser 1.7 was replaced by an 85hp 1.8, with American models receiving Bosch's new L-Jetronic injection to help manage emissions.

Indeed, it was the American market that really characterised the 914's modest success, no doubt due to it being marketed solely as a Porsche rather than a VW-Porsche. The final 914s were built in 1975, VW losing heart with the idea of mid-engined sports cars and Porsche transferring the 2.0-litre flat-four into the 912E, which became the new stopgap entry-level model until the 924 arrived.

The 914, then, exists within an unusual niche in Porsche history – it was never the fastest, or most desirable, or biggest selling, and some felt that its diluted brand meant it wasn't a 'proper' Porsche at all. But these days their star is rising, as collectors and enthusiasts cotton on to the fact that classic mid-engined Porsche thrills are available at realistic prices.



PRICE GUIDE:

Project: £4,000

Usable: £9,000

Excellent: £20,000



BUYING TIPS:

- The so-called 'hell hole' is the bugbear of 914 bodywork. There's a space beneath the battery which, as rainwater passes through the engine bay, tends to rot out pretty extravagantly, with the rust spreading to the rear suspension mounts. This is very bad news, so you need to inspect this area as a priority! A quick check is to open both doors with the roof removed, get inside, then try to close the doors – if they foul the locks, the car's back is broken! More likely than not though, you'll find that the metal under the battery has been replaced
- If the injection system has been removed and replaced with carbs, as many have, make sure that the cams have also been replaced with ones suitable for carburetors, otherwise you'll always suffer with rough running. Also be aware that if you're planning to return a carb'ed car to fuel injection, you may encounter considerable difficulty finding the parts
- Check the bodywork very carefully. Panels don't unbolt and inner skins are hidden, so rot can lurk unseen and replacement parts are hard to source – this is a car which is best to buy on body condition rather than worrying unduly over mechanicals
- With air-cooled engines, it's important to ensure that the thermostat control and cooling flap system on the fan housing is present and functional – a lot of cars have ineffective cooling due to deficiencies in this area, and you don't want an engine that's been running too hot for years
- Taillight lenses are very hard to source, so having intact items is a plus
- The handbrake is a known weak spot for two reasons: firstly, the place where it mounts to the floorpan tends to rust, and secondly the weak pivot and offset cable means that it's just not very good
- You'll probably need to factor in the cost of recovering the dashtop, as it will likely be cracked
- Don't be put off by a ponderous gear selection – due to the fact that the linkage has quite a few bends in it to reach the rear of the 'box, they're all a bit vague. Post-1973 cars had an improved side-mounted linkage
- Interior trim clips are weak and easily break, so don't be surprised by loose trim and rattly interiors. It's not impossible to sort out, just fiddly
- All 914s had disc brakes all round; seized callipers are common, but rebuilt units and upgrades are readily available



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Patrick Dempsey

Hollywood star Patrick Dempsey can now add possibly the greatest role of his life to his résumé: a win at Le Mans. We accompany him during those tense 24 hours.

Story: Matt Zuchowski Photography: Matt Zuchowski, Porsche

Patrick Dempsey needs little introduction to *GT Porsche* readers. Funnily enough, Dempsey is known in Porsche circles for wholly different reasons to those for which he is famed throughout rest of the world. Over the last decade Dempsey has grown to become one of the best paid actors in Hollywood, thanks mainly

to his leading role in the blockbuster TV series *Grey's Anatomy*, where he played a highly talented surgeon Derek "McDreamy" Shepherd. For the majority of this time though he also played another role in his real life, that of being Patrick Dempsey – the gifted racing driver, one taking part in many endurance races in both America and Europe.

When I meet Dempsey on a June Saturday morning just hours before the start of this year's 24-Hours of Le Mans, he's not an actor, nor a driver, but a respected leader of the Dempsey Proton Racing team. After twelve years of fulfilling his passion from behind the wheel of various GT cars, in 2016 Dempsey moved to the other side of the pit

wall to the post of team manager. He took up this new challenge with a similar level of efficiency to that of his acting and racing careers, his team reaching new heights and, just a few hours prior to our meeting, qualifying for Le Mans in pole position in class. I therefore have to start our first encounter by congratulating him on the result.



GT: Way to go, Patrick! Whatever you touch turns to gold. It seems you're not only a gifted actor and an avid driver, but also a pretty adept team manager, too?

PD: Well yes, I am really fortunate that I have a great team and these are the guys that we shall thank. Either in acting or racing I'm surrounded by great people.

GT: Do you have a universal recipe for success in acting and racing?

PD: I can only speak of myself; I had a real desire to succeed. Success is always a result of hard work, commitment, desire and passion. Everyone can achieve really big things – they just need to be patient.

GT: When did the desire to race first begin for you?

PD: Since I was a little kid and was ski racing. I'd always watch races and at one point my wife – I think she regrets it now – told me to get off the couch and go and do it. That's how it started really, I just went deeper and deeper and deeper into motorsport.



GT: How do you see yourself now? As more of an actor, a driver or a team leader?

PD: I really don't know. I think the question of identity is interesting in general. I'm not thinking too much about it though – I just have passion for motorsport. I'm happy to be a part of this world, to compete in Le Mans, to have my own team, that's what is most meaningful to me. Even in acting I'm focusing more on producing now, I've just finished a documentary about Hurley Haywood and his life in motorsport, it's called 'The Art of Racing in the Rain' based on the novel by Garth Stein. I've had this movie in development for the last eight years and now it's finally in production, so Monday after the race I leave Le Mans and go to Vancouver where we'll be shooting for 38 days. I made sure we'll have a lot of racing in it. When I can combine two worlds, I'm a happy man.

GT: This is the point where we should mention the Steve McQueen and Paul Newman thing, but we know you don't like it.

PD: The reference is there because we all share real passion and love for racing and come from Hollywood, but that's where connections end. I think those guys were of their time; Paul Newman had an incredible career as a driver. He raced here once – I raced four times, so at least I beat him in that category, which makes me really proud – and he had good results. Steve McQueen was a really talented driver; he won Sebring with a broken foot. So now even to be mentioned in the same breath with these guys is a true honour to me, but still there is no way you can compare them with me.

GT: You take some bold decisions. Recently you've moved from acting to producing and from racing to managing a team...

PD: Yeah, but life is about change and being able to adapt! You have to change to continue to grow. It's just a natural progression. I had been on the TV for eleven seasons and in order to be really successful in motorsport I had to quit my acting career. I felt I'd done everything I could do on the show and was ready for the change. It was upsetting for the fans for sure, but it was the right time and I have no regrets in my decision. On the track, it's very satisfying to see these my young drivers [Patrick's No77 car was driven by Matt Campbell, 23, Julien Andlauer, 19, and the experienced 39-year-old Christian Ried] have an opportunity to race at the Le Mans 24 hours for the first time.

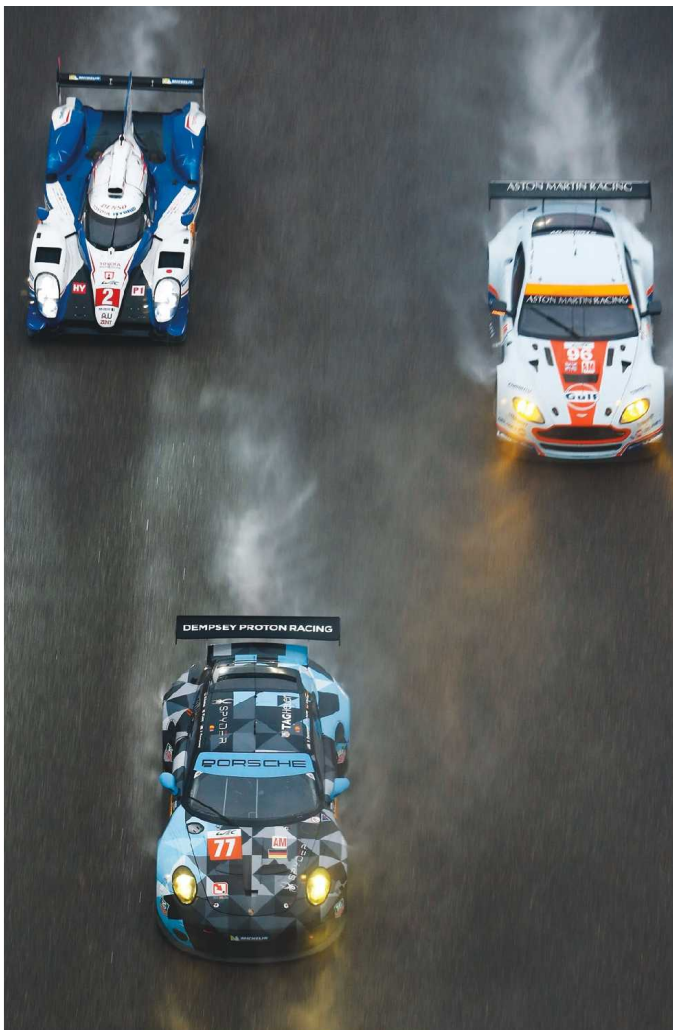
GT: Which one's the tougher gig: managing the cars from the garage or racing them on the other side of the pit wall?

PD: Oh, I think being in the car is much more stressful. My job now is just to enjoy the team and be a part of it.

GT: Will we see you on the grid at Le Mans again in future?

PD: I had a fantastic racing career. I achieved all this thanks to Joe Foster





and Don Panoz. I started at their racing school, a lot of drivers came out of it. They taught me the fundamentals. But now, being 52-years-old, I'm not sure I'll be able to go that fast.

GT: What are you like as a team principal?

PD: I guess it's not a question for me! I just tell my team just to stay calm and focused. I keep it professional.

Before soon duties call Patrick back to the pits, but our paths cross several times during the forthcoming 24-hours. The first time – around 2am – Dempsey's 911 RSR has been going around for more than eleven hours. His team still controls the situation in the LMGT Am category with a great advantage, but that doesn't make life any easier for the American. Dempsey is one of the few people within the team who are still awake. He continues to look into his phone, tracking the results and using the opportunity to text his family in the US.

The race brought the Dempsey Proton Racing team the best possible outcome. Just after 3pm on Sunday afternoon, the Hollywood-star turned Le Mans hero runs onto the podium shouting with elation, just to be covered in champagne by his teammates. That's not something anyone can script or act. Patrick Dempsey has become a Le Mans winner. About an hour later we meet again, this time in the Porsche team's unit, where the manufacturer is spontaneously setting up an after party, celebrating wins in LMGT Pro and AM classes. Patrick returns in all of his champagne-soaked overalls. We come back to one of our last questions...

"My journey with Porsche has been transformative"





GT: Surely now you don't have any doubts about the decision you took to focus on your team?

PD: I just knew we had a car and a team that could achieve some pretty good results. The guys were pretty fast at Spa and that's when I had the feeling we could achieve something special at Le Mans. I didn't dare to dream about the win but things just started happening and, wow, it's a magical experience.

We knew that our drivers had the pace, we knew that we made the right calls at the pit stops, and we were consistently on the pace. Still, it's up to the racing gods if, in the end, it's going to be your day or not. There are so many variables you need to take into consideration. Everything has to be perfectly aligned, you can't make any mistakes. I was like, when is the other shoe gonna drop, when am I'm gonna hear voices screaming that something has happened when I'm in a bathroom and I'll be running out and panicking to see the race ended in a wall... but that never happened. But this start was incredible. I never had a race that went this smoothly. The drivers were so young but they had this class in their driving, on the radio they were calm and they knew what to do. Before the start, I looked in Matt's (Campbell) eyes and knew this guy was the real deal. There are some racing stars emerging and I'm so happy we're a part of it.

Everybody who goes racing wants to compete at Le Mans. It's been such a long journey to get to this place. It's such a privilege to be with these guys competing at this level. The range of experience is just all over the place. I was blown away by the pace at night with the GT Am cars. To be on the top step with Porsche as a team owner, celebrating 70 years of its history, was an absolute dream come true. You can't go any further than that. We've been representing Porsche at Le Mans for seven years so there was a lot of pressure for everybody.

GT: Where did your love for Porsche come from?

After I did my first proper movie called Can't Buy Me Love I spent an entire paycheck on a 964. It all started very early. When I was ski racing during my early career, I was staying at my friend's house for a weekend close to the mountains. Over his bed in his bedroom there was a poster, a sort of iconic shot of a 1970's 930 Turbo. I was like 'What is that? I haven't seen anything like that before.' To race at Le Mans with Porsche, to continue this legacy in this place is... I don't even know how to put it into words.

My journey with Porsche has been transformative in every aspect of my life. Racing is a big part of my life and of my family's too. At home we are a Porsche family. If it's not a Porsche on the drive, then it's a VW. There are so many guys who would want to do that, write a part of Porsche's history, so we're enormously privileged. To be in this company brings the best out in you. There's a real fraternity within the Porsche team. We all work as a group because everybody is here not because of a job, we're here because it's a passion. This applies to everybody from the very top of the Porsche management board down to the mechanics and the people that work in the kitchen. Everybody stays together and aims for the same goal. This year, with ten 911s on the grid, we all cheered each other. To me that's the most meaningful and significant experience ◊

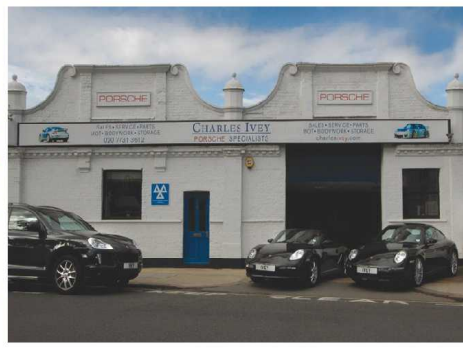




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2005 987 BOXSTER

I like to think I keep the Boxster relatively clean, but that viewpoint was challenged recently when I took the car to professional car care firm Alien Magic in Milton Keynes for a comprehensive detailing session. Involved in the motor industry for more than 15 years, company MD Rob Kazcan founded Alien Magic in 2016 after being disappointed with the range of detailing products already on offer to him. What started out as something of a hobby has since exploded into a growing business with an existing range of clients who drive a plethora of high-worth vehicles, including of course those from Porsche.

"I decided to create my own range of products that concentrated on using the best ingredients, they're not only cost effective but they produce outstanding results without compromise," Rob explained. "All our products are handmade in the UK using the finest pharmaceutical grade ingredients available."

They say the proof is in the pudding, so with a burning desire to have the 987 refreshed I drove to Rob's new unit in Haversham to see what he could do with the car. Though you might think that the 987 doesn't appear to need any

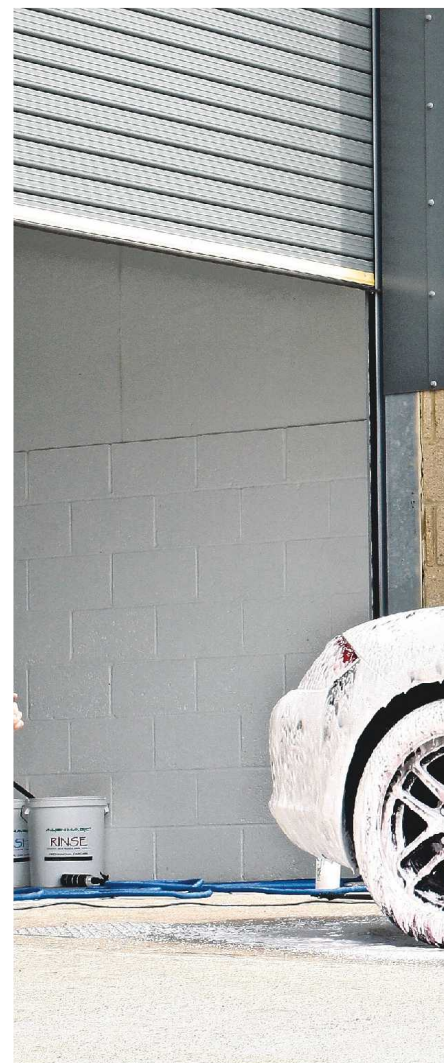
TLC, don't forget that the aim of car magazines is to make its subjects look as good as possible! Trust me when I say the pictures that have appeared in these pages to date were somewhat flattering!

I immediately felt at home at Alien Magic, not only is Rob a genuinely nice bloke with a great sense of humour, he is also utterly dedicated to his industry and wholly proficient at what he does. One look at both his own vehicle and the string of happy (supercar owning) customers singing his praises on social media had me sold. Admittedly the focus of Alien Magic is to sell its expansive range of detailing products (all made by hand on site) to private and (national and international) wholesale customers, but Rob does also have facilities to offer full detailing services on site – a service he kindly extended to my humble Boxster. A quick tour of the unit revealed row upon row of neatly arranged bottles, potions, vats of natural waxes and more specialist cloths and polishing pads than you'd need in a lifetime. What Rob doesn't know about detailing isn't worth knowing, and the fact that he's developed all of Alien Magic's products personally over the years

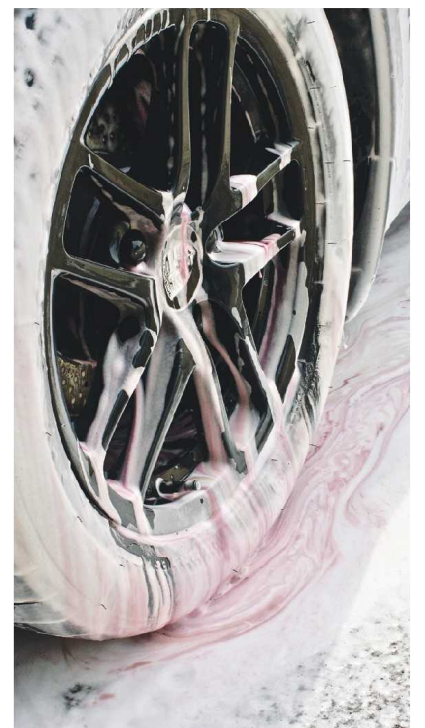
simply blew me away – most of his stuff is more chemistry lesson than an exercise in car cleaning.

Fresh from its partial paint job (see last month's update) the rest of the Boxster was looking as tired as any 13 year old Porsche might. The roof, as I have written previously, was looking particularly sorry for itself. Rob wasted no time in hand selecting the ideal products from his mind-boggling array and getting to work. I thought I knew how to wash a car but I was about to be schooled in a big way...

The first port of call was Pure Magic Citrus Pre-Wash and Grime Remover (500ml £7.99), this pre-wash cleaner removes dirt such as tough traffic film, insects and bird lime without affecting any layers of protective wax or sealant – it is safe for use on the entire car. Next came the first of many, many rinses, a precursor to the application of Pre-Wash Snow Foam (500ml £8.99) applied via a spray lance – see right! This no-touch snow foam shampoo contains (amongst other ingredients) hyper surfactants and premium super polymers. It lays a thick foam over the car lubricating every surface, catching dirt, salt, road debris and contaminants and guiding them



Here and below: Snow foam works with Wrath Iron Fallout Remover to dissolve dirt and iron residue from wheels



long term fleet

safely off the vehicle for a scratch-free wash – the biodegradable formula left no residue when rinsed away. In addition to this Rob applied Wrath Iron Fallout Remover (Ph Neutral, Cherry Scent) – this stuff dissolves iron residue and neutralises the bond with porous surfaces. Safe to use on all paint finishes and wheel types (250ml £7.99), it provides the very cool appearance of the car 'bleeding' its iron deposits (red given the cherry used here) into the aforementioned snow foam – like all Alien Magic products it smells amazing too!

After the snow foam came a more traditional wash using the two bucket method, one for washing, one for rinsing cleaning implements. Bling Top Gloss Luxury Shampoo (250ml £8.99) is a PH neutral highly concentrated silicone and wax free car shampoo used during this stage, its vast amount of suds aid a high gloss shine. Rob rinsed the car again

after using this. Next came Intense, a very strong tar and glue remover (250ml £7.99) which breaks down stubborn tar, oils, grease, silicone, and wax deposits – you can literally watch tar melting off the car. Another full wash and rinse followed, this time using a brush to wash in the car's panel gaps and other hard to reach places. Rim X – an acid free wheel shampoo – was used to degrease and deep clean the wheels and tyres – Rob opts to clean wheels last, but says this is entirely down to personal preference.

Next came a Nano Clay Bar treatment. A clay bar used with Nuru – a Clay Lube and Pad Primer (250ml £7.99) – sprayed onto surfaces encourages the clay to glide over areas reducing the risk of scratching. Claying removes impurities from any painted or glass surface leaving them feeling like glass when you run your finger across. Clay bars are sold in different

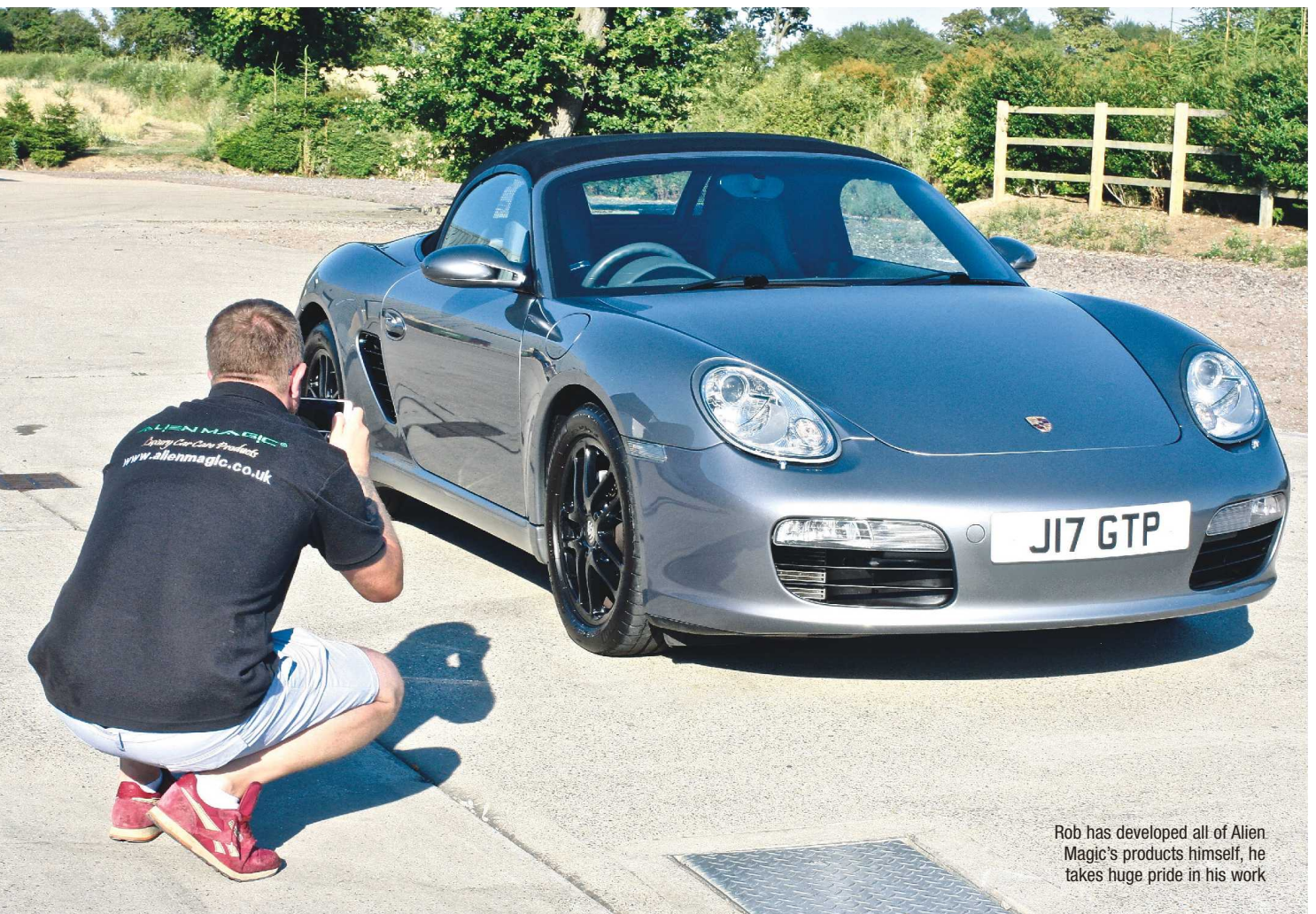
grades starting at Fine Grade 60g (£5.99) moving through 100g, 180g and 300g. Yet another rinse and then a gentle towel dry followed.

Next a headlight restoration was undertaken, it is probably one of the most dramatic transformations here. The 987's headlights had become a little yellow and hazy over the years, Alien Magic sell a kit that removes scratches and cloudiness restoring lighting to its original crystal clear appearance. Applied by hand or machine polisher, the Opti Kit (£19.99) contains Headlamp Restorer, Headlamp Sealant, Prep Pro Residue Remover, soft microfibre cloths and a foam applicator pad. The end result of gently machine polishing the headlights has utterly transformed the car – it literally looks like new again – remarkable.

With all this preparation complete comes the faster (and vastly rewarding) part of the detailing process, each and every element

receives attention from dedicated finalising Alien Magic products. The wheels were treated with Guard (250ml £8.99), a wheel sealant spray providing armour to repel dirt by sealing wheels with a protective barrier. Likewise Tyre Pro, a hydrophobic tyre sealant (200ml £14.99), provides a satin finish to tyres giving lasting (upwards of four weeks) protection from just a single application – it remains even with regular washing.

The exterior then received its final batch of polishing and glazing products. Express, a high gloss nano and carnauba filling glaze (250ml £9.99) was applied to the paintwork, this clever stuff fills imperfections in paint and can be applied by hand or machine polisher. Lastly Deep Metal Polish (100g £9.99) was used on any chrome trim or polished aluminium, Argon (Extreme Gloss), a nano and carnauba spray wax (250ml £8.99), was used on



Rob has developed all of Alien Magic's products himself, he takes huge pride in his work



the paintwork to leave a deep high gloss shine like nothing I've ever seen before – especially on the Boxster! The glass was given similar treatments via Diamond, a smear free crystal clear finish glass cleaner (250ml £6.99), and Pro 1 glass sealant (50ml £12.99) – which provides a hydrophobic barrier against liquid, improving visibility in adverse weather and lasting up to a staggering 12 months! Finally, and as transformative for the car as the aforementioned headlight restore, was the application of Pro 2 Black Trim Restorer (50ml £10.99). This uses silica derived nano particles and waxes to restore exterior plastic trim, vinyl and rubber at a molecular level, bringing them back to a factory look (with all of these smaller quantity bottles only a tiny amount is required so they'll last you an age).

Rob's hard work, which took in the region of eight hours non-stop, using Alien Magic's impressive range of products have utterly transformed

the Boxster. The end results are beyond my wildest dreams. Everything from the tired roof and plastic trim to the headlights and range of products used to wash, wax, polish and seal the car's various elements has completely restored it to a factory fresh appearance. It's nothing short of mind-blowing. Like I said, I thought I knew how to wash a car, and I thought I'd used the best products on the market during my time – Alien Magic re-educated me in both of those areas.

Simon Jackson



Simon Jackson
987 Boxster
 @retro_jackson



alienmagic.co.uk
 01908 382103

2014 PANAMERA S E-HYBRID

Time was when driving through France was a very pleasurable experience. Nowadays, it's mostly a deeply frustrating one. As mentioned a month or four ago, we were due to visit Disneyland Paris, and this was exciting news except for one thing. It would involve navigating the autoroutes around Paris, a city famed for the bustling meleé and constant near-carnage which is called The Périphérique.

Except to say, I had a cunning plan. Checking the map (remember those?), I observed that some sensible planner located Disney's site to the east of the capital. Memories immediately floated back to night on 20 years ago and endless blasts along the A26 and northern France, Lyon several hours distant, from

there the Côte d'Azur nothing more than a fuel stop away, a speedo pinned to a two-miles-a-minute baseline and an endless straight to the middle distance shrouded in gentle, simmering heat haze. Sold.

Plan 'A' therefore would be to slice south in spectacular fashion, letting the Panamera fly and stopping off en route for a baguette and a crafty Coke. At this point, my friend Tony reminded me that as I very well know, the French Police are nowhere near as laissez faire as they used to be, and that this kind of behaviour would not go down well. Given Tony owns several houses in France, he knows his oignons. So I paid attention. The A26 and the A4 would still be the route, but Plan 'B' would involve a rather more relaxed gait, maybe with one or two full throttle

blasts to satisfy my 20-something inner speed freak.

This worked well on the way down. The weather was kind (back in April), the traffic light, the Panamera relishing the odd blast into the upper reaches of the rev range, and other than an utter moronic type piloting his Pug 205 along and across the A4 with scant regard for any other road user, the trip passed without incident. Oh, and then we spent a couple of days enjoying that particular brand of Disney hospitality, which always seems to work well. The way back though, that was a little different.

Outbound, the A4 appealed because it brought us in towards Paris from the east, avoiding the bad-tempered and pot hole-ridden crush which is, in my experience,

the autoroute network around Saint Denis. Leaving Disney though, the authorities had closed the A4 east-bound slip road which meant we had to head west on the A4, towards Paris, and by the time a junction appeared for turning around, I was resigned to our fate. Traffic built up, and it soon became clear that we were inexorably being sucked towards the north-eastern fringes of one of Europe's greatest but traffic-clogged metropolises. Ultimately, I guess it wasn't too bad but it did nothing to alter my viewpoint that Paris is a lovely city to fly into...

An hour or so later we emerged from the gloom and finally succeeded in finding an open A1 snaking its way back towards the coast, with only the occasional nutcase straddling white lines,



tailgating or undertaking. Happiest and settled at speed, the Panamera whistled north whilst the rest of the family dozed off and all too soon, we were once again loading onto the Eurotunnel, my nerves being tested by the barely-resolved equation which is width of carriage minus width of Panamera. Thankfully, we managed to avoid any scuffing of the alloys and a couple of hours later, we rolled up outside the house, 750 miles and 35mpg average speaking of a good trip. We'll go again at some point, although I'll be working harder to ensure we pick up the A26 on the way home, too.

Elsewhere these last few months, I've discovered that it's not as easy as you'd assume to load a set of golf clubs into one of these. Yes



Tip: If you fear narrow Eurotunnel carriages, book your Porsche on a wider (over 1.85m) carriage (as used by coaches), it'll save your alloys!



I've taken up the game. No, I'm not that good at it. At least, not yet. Although it turns out there's every hope because the chap who is giving me lessons is apparently on the PGA Tour. So I'm in good company. Anyway, it's just about feasible to persuade the clubs and a somewhat rudimentary (and therefore fairly small when collapsed) trolley into the boot at right angles. It is perhaps this more than luggage requirements when travelling, which highlights the shallowness of the Panamera's boot space (the batteries being located under the boot floor, remember). Plus the powered tailgate is pessimistic in the extreme. If there's even so much as a fly sitting on the golf bag when the boot closes, the sensor detects the resistance and halts proceedings (accompanied by a very strident buzzer, just for good measure).

Notable levels of mirth have been created by the oil level readout these last few weeks, which has been yo-yoing around between min and nearly max with apparent little connection to engine temp or engine usage. Ultimately, 1-litre of Mobil 1 5W-30 was gurgled in (the first time in years I'd had cause to actually put oil into a car engine) and now the gauge seems happy. Completely basic this may seem,

but the exact oil level is difficult to ascertain given the fluctuating nature of the readout (and the absence of a physical dipstick) and it took a 'sanity check' visit to OPC Swindon to finally convince all that it was correct. Seems a bit daft really given that it's due for an oil service in the next couple of months. I wasn't happy with the oil reading though, and it's better to be safe than standing at the road side next to the car being sorry. Turns out that a recent recall has at least partly had an effect, as the readout could occasionally overstate the case and report more oil was in the sump than in reality. Partly related was the fact that these engines deposit small amounts of fuel into the sump when the hybrid system kicks in. This has also resulted in a new sticker (announcing a reduced max capacity by half a litre) being affixed to the rocker cover near the filler cap. So I'm glad I got it looked into.

It's not only the oil level which has been fluctuating though. I'd recently started noticing, in the hot weather, a tendency for the engine temp gauge to retract from 90 degrees back towards horizontal (i.e. 60 degrees) when coming off the throttle from speed, for example when approaching a roundabout at the end of a dual carriageway. Under

these circumstances, and being a hybrid, the engine dies of course. So it was rather bizarre to eye a static rev counter and a drooping temp needle. So back to OPC Swindon we went to be told, after a little investigation and checking cars of a similar vintage, that it was normal and effectively "They all do that, Sir". Most bizarre but apparently normal for Panameras and Cayennes of this age, and with this hybrid system. As is the fact that the engine fan blasts into life whenever the car is plugged in to charge later into the evening (and after having been parked up for several hours). Seems that keeping these beasts cool is a constant challenge for Porsche.

There's been other news also in recent months, but in the interests of space and one or two other things, we'll go over those in a future report. In short, the Sports Chrono Clock has been replaced and the air-con attended to, these events falling between the car returning to Leeds on two separate occasions for repairs to the hybrid system. As I said though, we'll cover that fully in due course.

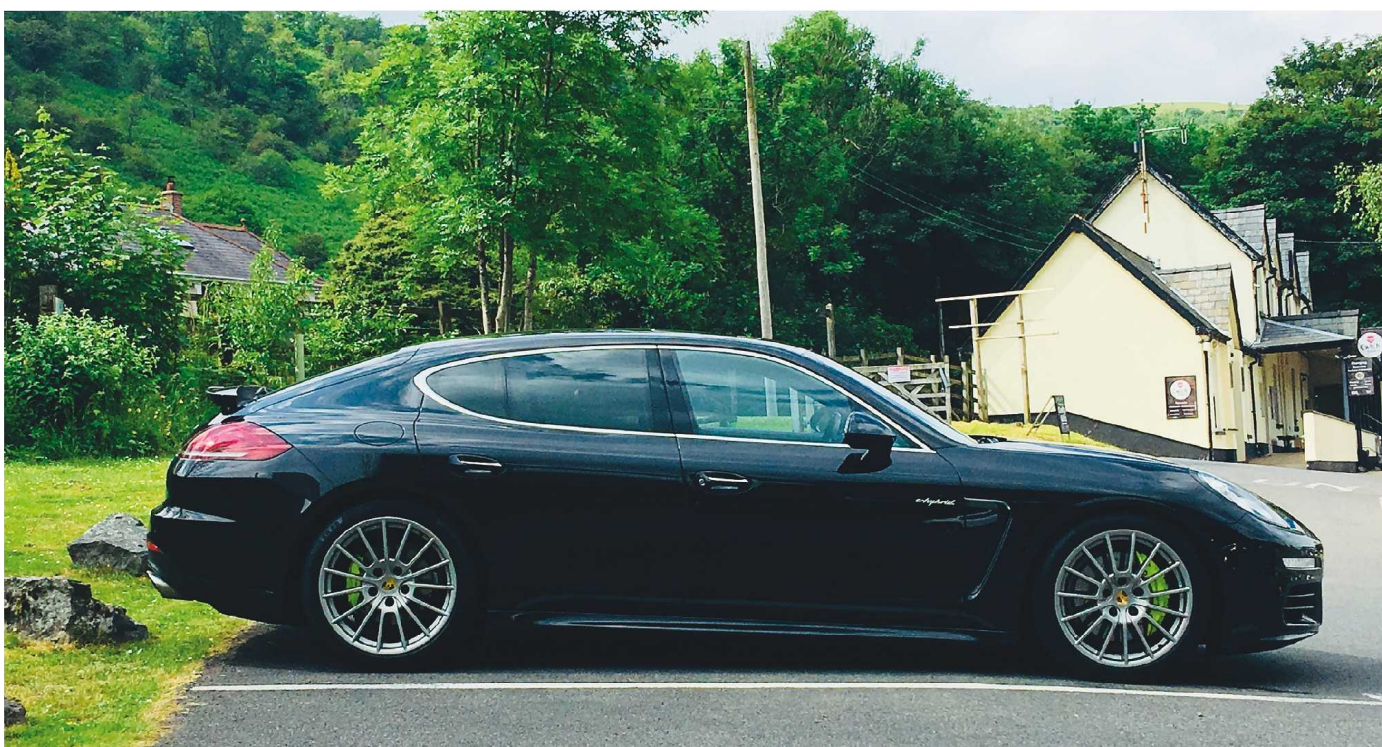
Finally this month, the warm weather has highlighted the increased efficiency of the hybrid battery pack. My nigh on 18 mile daily commute normally elicits some

activity from the engine, especially during the winter with heated seats and all the lights going. This time of year though, only the air-con is active and that's reflected in the increased zero emissions range. On several mornings, I've reached the office with the engine being required for only a few hundred yards along an adjacent dual carriageway. And I've twice completed all 18 miles without running the engine at all, and even with a little juice still left in the battery. Over the course of a couple of days commuting, I'm getting 85mpg. Utterly irrelevant as soon as you show the Panamera's (now slightly stone-chipped) snout a motorway slip road of course, but considering Porsche's claim the 970 G2 Panamera has a range of up to 21 miles, and also with due regard to my car's 50k mileage, all this is rather impressive.

Mark Williams

Mark Williams
2014 Panamera S
E-Hybrid

 @MarkWGTP



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AUTUMN 2017

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



NOVEMBER 2017

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



DECEMBER 2017

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



JANUARY 2018

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



FEBRUARY 2018

Cover Story: RPM Technik's 981 Cayman CSR driven
Inside: 981 Cayman GTS, 718 Cayman GTS first drive, 911 ST, bb Tuning: Targa meets 996 Cabriolet, farewell 919 Hybrid, 997 Carrera: 2018's hot buy?, **Tech Guide:** 3D sound



MARCH 2018

Cover Story: EB Motorsport pays tribute to the 911R
Inside: 991 Carrera T driven, £2.5k 986 Boxster bought and driven, 718 Boxster GTS driven, Gunther Werks 993, RS Spyder 10-years on, 911T drive, Porsche Track Precision app



APRIL 2018

Cover Story: New GT3 RS – first ride!
Inside: Restored 911E Targa, 996 road trip to the Alps, 30-years of 4WD Porsche production, Le Mans raced 928, 917 chassis 023 explored, 2WD versus 4WD, Porsche Stability Management: Sport Mode



MAY 2018

Cover Story: 987 Boxster Spyders
Inside: 356 B and 356 C compared, prototype Cayenne E-Hybrid driven, 911 GT1, Cross Turismo concept revealed, Hollywood hero Paul Newman, 991.2 GTS driven, dp Motorsport 964, **Tech:** Porsche all-wheel drive system at 30



JUNE 2018

Cover Story: 911S by Canford Classics
Inside: The £25k 911: 996 4S versus 997 Carrera, 901, Jürgen Barth and Roland Kussmaul in a rally 924, 928s: 1979 928, S4 and GTS, 200 Porsche facts for our 200th issue, 919 Hybrid Evo, 964 Carrera RSR 3.8, Porsche **Tech:** Tyres



JULY 2018

Cover Story: GT3 RS Generations
Inside: 987 Cayman Ultimate Guide, new 991.2 GT3 RS driven, Paris-Dakar 959 explored, 'sleepers' 930 Turbo, **Tech:** 944 servicing, Porsche People: Hanns Herrmann, Porsche Human Performance, Panamera Sport Turismo UK drive, **Modifying Guide:** 986 suspension



AUGUST 2018

Cover Story: Buying: 964
Inside: 991 GT3s: first generation versus second generation, 986 Boxster racer, new pre-production Macan driven, restored 928, unique Sauter 356 Roadster explored, the '£55' 3.2 Carrera, **Tech Guide:** 996 Suspension, **Modifying Guide:** 997 exhaust systems



SEPTEMBER 2018

Cover Story: £10k convertible Porsches
Inside: Flatnose 964 Turbo S, 912: the last affordable classic Porsche? 919 Hybrid Evo Nürburgring record lap witnessed, Carrera T in Wales, 'Mad Max'-style 986 Boxster TV star, Porsche tractors, **Modifying Guide:** 914 suspension, **Tech:** 986 Boxster track prep

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1981 911 SC

The quick work on the SC has not progressed quickly, in part due to time spent on other things, paired with my apparent inability to order all the parts I need in one go. What started as a simple oil service had grown, significantly.

The first items to be replaced were the heat exchanger, I ordered aftermarket steel versions. With the obvious battering the ones on the car had taken, I felt the replacements could use a little extra protection, before fitting to the engine, so gave them a few coats of Rustoleum UHT paint. There was light surface rust on the silencers, both of which were relatively new. I took the full exhaust system off, cleaned the existing items, with brushes to remove the surface rust, and acetone to prep for paint, and gave those a dose of the high temp spray, for good measure. As everything had come off, I ordered new gaskets and fixings all round.

Replacing the cam cover gaskets

allowed me access to set the valve clearances, a job that needs doing regularly, it's relatively simple but a major pain at the same time. The valve clearances are set in firing order starting at TDC on cylinder 1, using a small – 0.004" – feeler that is slid between the valve and the follower. With very little room in which to manoeuvre it, there is a nut and screw that is used to loose or tighten the follower until a mythical "drag feel" is achieved, that indicates the gap is set correctly. The procedure is done for the intake and exhaust valves in sequence for all cylinders. In terms of technical ability, I don't think it is a particularly difficult job, but does require a lot of patience, and, having done it twice now, each time I was left wondering whether I'd got it massively wrong. When done, the covers go on with fresh gaskets and fixings.

I had a problem with the engine when I bought the car, in that broken head studs had been replaced and not re-torqued, so parts of the

engine were a little too loose. This is not, and should not be, regular maintenance, but I thought it was a good time to check the head studs again. There were a number of studs on the bottom end that took a little tightening, I wonder if I missed these the first time? Either way it is good to have them done, and hopefully this will be the cause of the slight oil leak from a couple of the oil return tubes – it would follow that these were not seated correctly, if the engine was not sufficiently tight.

The final point at which the oil appeared to be escaping was the oil strainer plate on the sump, the round black disc that houses the engine drain plug. I was slightly surprised when I took this off as the inside is the strainer that surrounds the oil pickup – I've never seen this design before. What I hadn't accounted for was that the system had two gaskets, which translated into yet more delays.

The air filter looked in good nick, so I left that alone, but I decided

to fit new spark plugs, I ordered some fancy Bosch jobbies, so it will be interested to see how they fare. I took advantage of the access to clean everything I could reach, this will help me to trace any future oil leaks. I refitted as little as possible to get the engine started, just in case anything needed adjusting. I am not sure if it was the valve clearances or head studs, but the engine is started well and is sounding good. I just need to get the MoT booked. As it traditionally always has been and forever will be, I am apprehensive about this!

Matt Biggs

Matt Biggs
911 SC

 @PawnSacrifice





LITCHFIELD PAINT PROTECTION SERVICE

How much? From £2,000

Where from? www.litchfieldmotors.com

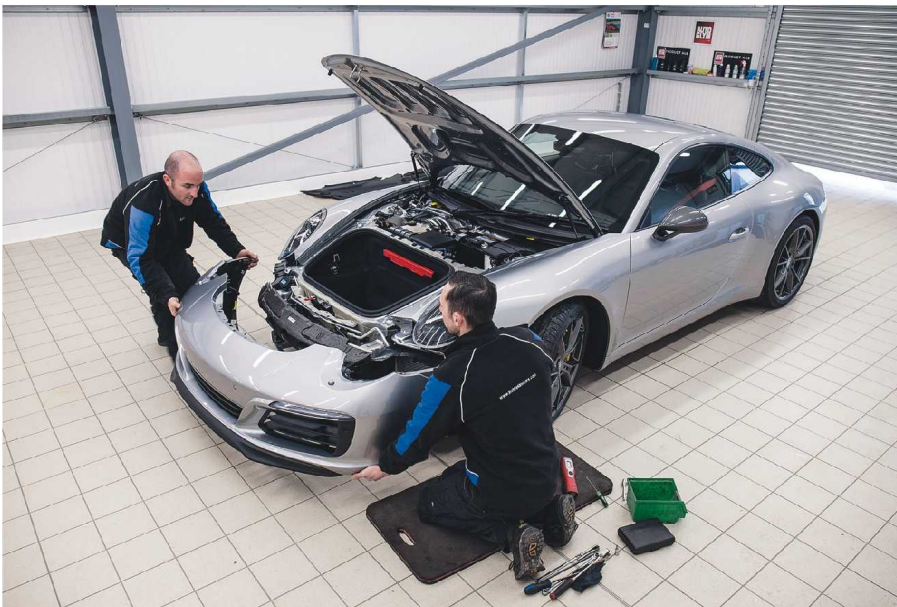
Gloucestershire supercar tuner, Litchfield, has added a new Paint Protection Spray – or PPS – service to its range of offerings. Having worked with clear vinyl films and full vehicle wraps in the past, Litchfield found that clear film can have an 'orange peel' appearance, it can't be bent around complex, compound curves, and where it finishes against unprotected paintwork – a definite step and difference in finish can be observed. Litchfield has developed an alternative, a protection system with a high-gloss finish that works on any panel shape, and that offers a greater level of protection against stone chips and scratching.

The Paint Protection Spray (PPS) solution is a high-tech clear plastic polymer coating that can literally be sprayed onto any bodywork surface on a car, whether it's made of steel, aluminium, plastic or composite. After expertly stripping and masking the car, the product is applied in Litchfield's surgically clean, temperature controlled preparation room and heating booth. At this point, it can be worked like a clear lacquer covering, giving a perfect, glass-like finish that can then be further treated with polishes and waxes.

When the PPS cures the protection layer turns into a tough, totally clear solid plastic coating. Indiscernible from the factory finish via the naked eye, it simply gives the impression of a highly polished finish. Due to its fluid plastic construction, the PPS has a 'self-healing' top coating that can be re-heated to remove surface abrasions or heavy peppering from road debris. Even reasonably large surface scratches can be made to totally disappear leaving the original paint totally immaculate and completely untouched underneath.

Litchfield can also add tints and colours into the PPS to give you literally any colour you like on your car – whether that's an all-new solid or metallic finish, or a tinted translucent finish that uses the colour underneath as a base coat.

Should you want to remove the PPS, it simply peels off, which is important. Unlike wraps, which often leave behind residue or – in the worst scenarios – can damage paintwork, the PPS can be removed simply, quickly and without residue. This leaves paintwork underneath looking exactly as it did the day it left the showroom.



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1:43 CAYENNE WORLD EXPEDITION

How much? £55.00

Where from? www.porsche.com

This 1:43 scale model from the Porsche Driver's Selection replicates in miniature the one-off Porsche World Expedition Cayenne. The details on this little White/Black number look neat, but at £55.00 for a 1:43 scale model, they want to be! You can order your version using the unique article number: WAP 020 315 0J.



DEI RADIATOR RELIEF

How much? £13.16

Where from? www.burtonpower.com

DEI Radiator Relief is said to reduce your vehicle's operating temperature by up to 30°F (16.66° Celsius) minimising engine wear. It works by transferring heat more efficiently through the

radiator than water or water and antifreeze. Radiator Relief also includes a corrosion inhibitor reducing mineral deposits in the engine. It is the first additive to maintain pH levels that would otherwise fluctuate over time resulting in radiator core damage. Additionally, Radiator Relief contains an anti-foaming agent to keep the coolant flowing smoothly through the pipes and galleries so that it can do its job without hindrance.

Simply pour the contents of the bottle straight into the radiator filler, it is totally compatible with water and all anti-freeze products and is also 100% biodegradable, non-corrosive and non-toxic.



944 T-SHIRT & CAP

How much? From £22.00

Where from? www.porsche.com

New from the Porsche Driver's Selection are a 944 T-shirt and matching baseball cap. The cap (Article No: WAP 420 001 0K) is a traditional six-panel baseball cap embroidered with the '944' logo, a Pasha design features on the underside, £22.00.

The 944 Collector's T-shirt (Article No: WAP 421 XXX 0K) comes in an exclusive metal presentation box featuring the same motif. The T-shirt itself is made from 100% cotton, £38.00.



70 YEARS OF PORSCHE MUG

How much? £18.00

Where from? www.porsche.com

This porcelain mug marks this year's 70 Years of Porsche sports cars anniversary. It comes in white with red and blue detailing, it has a 0.5-litre capacity. The Porsche Article number for this one is: WAP 050 710 0J.



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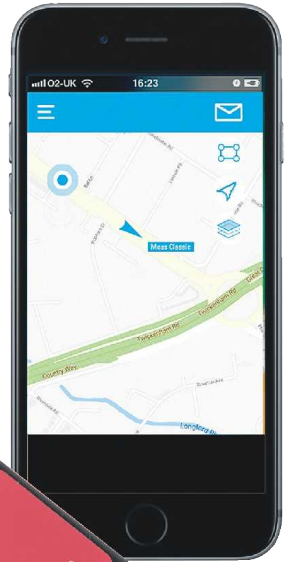


PLAYMOBIL PORSCHE
MACAN GTS

How much? £52.98

Where from? www.porsche.com

Here's a great one for the small person in your life (ages 4 and up). This new set from Playmobil features a Macan GTS with horse trailer, and retractable trailer hitch. It includes functioning interior and exterior lights, the roof of the Macan, as well as the roof of the horse trailer, are removable. The set comes with various accessories including two figures and two horses. Article No: MAP 070 250 18.



CLASSIC
TRACKER
& IMMOBILISER

How much? £299.00

Where from? www.moss-europe.co.uk

Moss has launched this Classic Tracker and Immobiliser – a secure and reliable tracking service specifically for classic cars. A hidden tracker uses GPS and GSM to establish and maintain the secure-status of your vehicle. In the event of unauthorised movement or tampering, you receive simultaneous SMS and email alerts and have access to real time information via an app (or the web) allowing you to track the movement of the vehicle on a moving map – the system works in all EU countries, North America and Canada.

Furthermore, a remote relay enables you to immobilise your vehicle during a theft via the app, the Immobiliser Pack shuts down either your vehicle's ignition or electric fuel pump. Simple to install, the Classic Tracker has just three wires for its operation plus one for the immobiliser relay, this makes DIY installation straight forward (it can be installed in less than two hours) though Moss recommends installation by a professional.

One year's subscription is included with the product, the annual subscription fee thereafter is £99.00 with discounts for multiple years.

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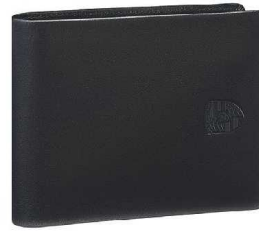
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1:12 991 GT3 RS

How much? £650.00

Where from? www.porsche.com

This 1:12 scale 911 GT3 RS model is a limited edition of just 300 pieces, which might go some way to explaining its slightly eye-watering price. The metal model depicts a Weissach Package car in Lava Orange with a black interior. Part of the Porsche Driver's Selection, its article number is: WAP 023 156 0J.

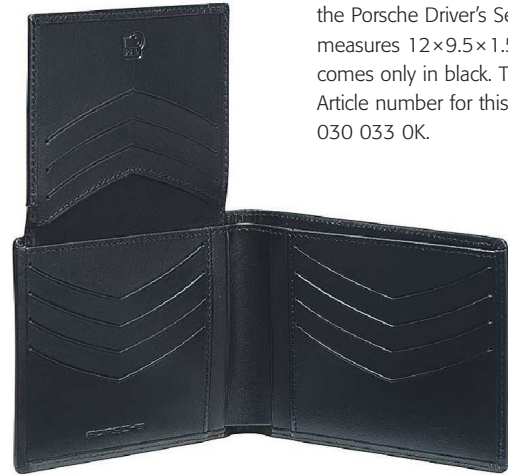


PORSCHE MEN'S WALLET

How much? £85.00

Where from? www.porsche.com

Made of high-quality cowhide leather and embossed with the Porsche Crest, this men's wallet is new from the Porsche Driver's Selection. It measures 12×9.5×1.5cms and comes only in black. The Porsche Article number for this one is: WAP 030 033 0K.



CLASSIC WOMEN'S JACKET

How much? £310.00

Where from? www.porsche.com

This padded women's jacket with knitted sleeves is from the Porsche Driver's Selection. It features a stand-up collar with leatherette strap and pin buckle, zip fastener and press studs. A patch at the top of the sleeve features the Porsche logo, the interior of the jacket features a printed anniversary logo and Ferry Porsche quote. It is made from 60 percent polyester, 40 percent polyamide (outer material), 100 percent nylon (lining), 54 percent polyester, 20 percent acrylic, 20 percent polyamide, six percent wool (sleeves). The article number for this item is: WAP 713 XXX OK.



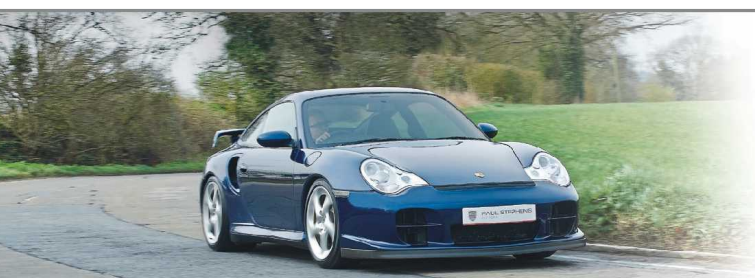
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Addspeed Performance Cars www.addspeed.co.uk														✓				
Adrian Flux www.adrianflux.co.uk									✓									
Analogue Automotive www.analogueautomotive.co.uk	✓	✓	✓	✓		✓	✓	✓	✓	✓				✓	✓		✓	✓
Ashley Insurance www.ashleyinsurance.co.uk									✓									
Autofarm www.autofarm.co.uk	✓	✓				✓		✓			✓			✓				
Autostrasse Tel: 01376 562922														✓				
Berlyn Services www.berlyn-services.co.uk	✓																	
Belgravia Garage www.belgraviagarage.com														✓				
Bilstein www.bilstein.com															✓			
Bodytechnics Tel: 01753 505911 www.bodytechnics.co.uk The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓																
Braunton Engineering		✓	✓			✓	✓	✓			✓			✓	✓		✓	✓
Britemax www.britemax-direct.co.uk				✓														
Cameron Sportscars Tel: 01220 892244														✓				
Carrera Engineering www.carreraengineering.co.uk			✓			✓	✓	✓							✓			
Cargraphic www.cargraphic.com	✓		✓			✓	✓	✓		✓	✓				✓			✓
Charles Ivey Specialist Cars www.charlesivey.com	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Chesterfield Diagnostics/Repairs www.chesterfielddiagnostics.com	✓		✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Classic Additions www.classicadditions.com	✓																	
Club Auto Sport www.clubautosport.co.uk	✓					✓									✓			
CMSPorsche Tel: 01952 608911 / www.cmsporsche.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Covered Storage www.coveredstorage.co.uk																✓		
Dansk Tel: 07000 911993							✓											
Design 911 www.design911.com	✓	✓	✓				✓	✓		✓				✓	✓			✓
Direct Line www.directline.com									✓									
DMS Automotive www.dmsautomotive.com											✓							
Dodo Juice www.dodojuice.com				✓														
DS Motorwerks www.dsdmotorwerks.co.uk		✓				✓								✓				
EBC Brakes www.ebcbrakes.com			✓															
EBS Racing www.ebsracing.com	✓		✓	✓		✓	✓			✓	✓				✓			
Eibach Suspension Tech Tel: 01455 286524															✓			
Elephant Racing www.elephantracing.com															✓			
Essex Porsche Inspections Email: porscheinspections@gmail.com								✓										
Elite Direct www.elitedirect.com															✓			✓
Engine Builders Supply Co. Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓					✓		
Export 56 Tel: 01908 216661					✓				✓		✓	✓						
Gantspeed Engineering www.gantspeed.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓		✓	✓
GT One www.gt-one.co.uk														✓				
Hartech Tel: 01204 302809 www.hartech.org Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓			✓				
Historika Classica Porsche www.historika.com	✓							✓					✓	✓				
HP Motorsports www.hpmotorsports.co.uk													✓	✓				
Jasmine Porschalink UK www.jasmine-motorsport.co.uk	✓	✓	✓			✓	✓			✓	✓	✓		✓	✓			✓
Jaz www.jazweb.co.uk	✓	✓	✓			✓	✓	✓			✓	✓		✓	✓			✓
JZM www.jzmporsche.com	✓	✓	✓			✓	✓	✓		✓	✓			✓	✓			✓
Karmann Konnection www.karmannkonnection.com	✓		✓			✓	✓	✓		✓	✓			✓	✓			✓



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K&N www.knfilters.com						✓											
Lakewell Classic Car Interiors www.lakewell.com										✓	✓						
LN Engineering www.lnengineering.com						✓											
Meguiar's www.meguiars.co.uk				✓													
Milltek Sport www.millteksport.co.uk							✓										
Ninemeister www.ninemeister.com	✓	✓	✓			✓	✓				✓		✓	✓		✓	✓
No 5 Garage www.no5garage.com													✓	✓			
Northway Porsche Specialists www.northway.co.uk				✓		✓	✓	✓					✓	✓			
Parr Motorsport Tel: www.parr-uk.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓	✓
Paragon www.paragongb.com	✓	✓	✓			✓	✓	✓			✓		✓	✓			✓
Paul Stephens Specialist Cars www.paul-stephens.com	✓										✓		✓	✓			
PCT Cars www.pctcars.co.uk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Peart Insurance www.peart.co.uk									✓	✓							
Performance Direct www.performancedirect.co.uk									✓	✓							
Performance Marque www.performancemarque.com									✓	✓							
Peter Morgan Consulting www.porscheinspections.com								✓	✓								
Pie-Performance www.pieperformance.co.uk	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓			✓	✓
Porsche Cars GB www.porsche.co.uk											✓						
Porsche Club GB www.porschedclubgb.com					✓							✓					
PortiaCraft Tel: 020 8959 1604													✓	✓			
911 Virgin www.911virgin.com													✓	✓			
Pro 9 www.pro-9.com.uk			✓											✓			
Promax Motorsport www.promaxmotorsport.com	✓										✓		✓	✓			
PR Services www.prs356.com		✓											✓	✓			
Ramus Porscha www.ramusporscha.com	✓	✓			✓	✓			✓		✓		✓	✓			✓
Regal Autosport www.regalautosport.com	✓		✓			✓	✓	✓			✓		✓	✓		✓	✓
Redline Racing Tel: 01642 751911											✓						
Revolution Porsche www.revolution-porsche.co.uk	✓	✓	✓	✓		✓	✓	✓					✓	✓		✓	✓
RGA Porsche Tel: 0207 7931447		✓	✓			✓	✓	✓					✓	✓		✓	✓
RPM Technik Tel: www.rpmtechnik.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓		✓	✓
RPM Specialist Cars www.rpmspecialistcars.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
RSJ Sports Cars www.rsjsportscars.co.uk													✓	✓			
Roger Bray Restoration Tel: 01404 822005 parts@rogerbrayrestoration.com www.rogerbrayrestoration.com ; Milestone Business Park, London Rd, Whimble, Exeter		✓											✓				
Specialised Car Covers www.carcoversuk.com	✓																
Specialist Cars of Malton www.specialistcarsltd.co.uk	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓			✓
SpeedArt www.speedart.de											✓						
Swissvax UK www.swissvax.co.uk				✓													
Team Parker Racing www.teamparkerracing.com						✓							✓			✓	
TechArt www.techart.de											✓						
The Independent Porsche Enthusiasts' Club www.tipec.net					✓												
Tognola Engineering Tel: 01753 545053						✓					✓						
TWG Motorsport Tel: 01733 332911													✓				
The Wheel Restorer Tel: 01978 352980 sales@thewheelrestorer.co.uk Unit F7, Bersham Enterprise Centre, Rhosyllen, Wrexham LL14 4EG																	✓
Yorkshire Classic Porsche www.yorkshireclassicporsche.co.uk	✓	✓	✓	✓			✓	✓		✓		✓	✓				✓



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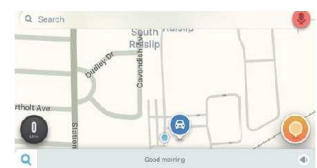
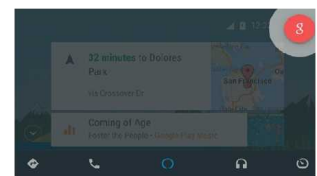


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