

David's Story

I have been lucky enough to own some great 911's and the odd Cayman. The road handling, performance and driver feedback from all of these cars is tremendous. As a side story, I have had a 911 in one shape or another for over 25 years, with the exception of about five years ago. I sold my 997 2S because I thought it was impractical and not doing my back any good. Then went out and bought myself a big engined four door saloon, on paper not loosing much performance. Six months later I realised I was motoring depressed, not doing any Sunday Drives, just for the pleasure of driving. I realised that day that I missed having a 911, the unique way the car feels with that rear engine. That afternoon I was in Porsche Wilmslow!

Anyway back to the main story, in 2014 I bought a new 911 turbo S, the performance, was out of this world, all weather conditions, every chance I could get, I would be out in the car. But like most of you, I thought the performance was far higher than I could ever use on the road and keep within the legal limits. So in 2016 I booked on as many track days as I could, Oulton Park, Donnington even the home of British Formula One, Silverstone. It was whilst I was at Silverstone that I got talking to a fellow Porsche owner. He said "you look like you were enjoying yourself out there, have you ever thought about doing the Porsche Club Speed Championship? You can enter in your standard road car, no alterations required. Anyone who is a member of the Porsche Club GB is entitled to enter". I looked it up and he was correct, it was a bit of a surprise to me that that was the case. (You also need a national B race licence, but this is easy enough to get)

In 2017 I entered in the Porsche Speed Championship, the first round was at Croft, the second round at Anglesey. I immediately felt at home, everyone competing or involved in organising the events is a die hard Porsche enthusiast. And because you are competing against the track and the stopwatch, somehow it does not seem as competitive in the paddock, not to say it is not competitive on the track or hill. Everyone is more concerned with setting a good time and beating their own best time. There are four different classes so your car will slot in one of these and be in with a chance of taking home a trophy if you have had a good run up the hill or lap of the circuit.

There is another plus to the events, the social side. I have made many new friends through competing last year and I am looking forward to the start of this season.

For 2018 I am undecided yet what to do. I have my GT2RS which will obviously be very competitive in the class one, but I have also been looking at an older Boxster that I could run in class two. There is also a third option a 1975 911 classic that I could run in Class three, which has a 200 BHP limit. All these choices are good to keep me busy over the winter months. It means I have had to buy every month's issue of GT Porsche and Total 911 magazine, then checking Pistonheads and Autotrader at least once a day!

But whichever option I choose I know I will have a good time with a good bunch of people, who know how to relax on a Saturday night and then get their race faces on for the Sunday. I would recommend it to anyone who is thinking of ways to just get a little bit more out of their Porsche!