

PARR EXCELLENCE

As we gear up for another exciting season of Club racing, Paul Jurd talks to Parr's Paul Robe about getting back into the fold

Independent Porsche specialist Parr has links with Porsche Club Motorsport going back nearly 40 years. Co-founder Paul Robe tells us about cars Parr intends to run in two of the Club's series this season, plus an exciting new addition to the trackday programme.

We are building a 911 RSR for a customer for the Club's new

911 Challenge. The car – a 911 SC – raced with the Club in the 1980s, but when those cars became less competitive it was used for trackdays, and then not at all for a few years. It was left with us and competed in some historic events recently.

The owner decided he wanted to upgrade it to RSR spec, which is a lot of work. We're aiming to have the car ready

around April. The timing has turned out really well with Porsche Club Motorsport announcing the new series. But we have to be realistic, anything could still happen this season.

We would like to get out testing. People really have to commit to a series if they want to do well and we're doing all the preparation work, hoping we have a full season of racing.

We also plan to run a car in the Porsche Classic Boxster Cup for a gent who has done a few PCGB trackdays but never raced. He's very competitive, an ex-Olympic canoeist I believe, and has bought two cars – one for himself and one for his wife. He wants to race this year and his wife will join him next year. We hope to test with him very soon. He has been involved in





high-level sport so knows what's involved. We have everything planned and booked in for the season – PCGB trackdays, pre-race testing – and we're planning a proper attack on the Classic Boxster Cup.

We were first involved with the Club around 1985 when we campaigned in the Club Championship. Some weekends we were running six or seven

cars. They were very busy weekends but enjoyable, and we stayed involved into the late 1990s. One of our clients bought a GT3 spec 996, so we started in GTs in the mid-1990s, including the BPR Global GT Series, then the British GT Championship and won the GTO class with Kelvin Burt and Marino Franchitti in 2001 with a GT3 RS.

Porsche asked us to run a GT championship around the time they were looking to bring the Porsche Cup cars into the UK. We ran those in conjunction with the Club and I was on the motorsport board for a while, then Porsche wanted to set up Carrera Cup GB and I was asked to run the technical and parts support for that, which we did for 10 years.

We ran the Carrera Cup VIP car and had so many good drivers – Tim Harvey, Tiff Needell, Colin McRae and even motorcycle champion Aaron Slight. Later we ran our own cars in the Carrera Cup, then started to get involved with the Club again via trackdays.

I love motorsport, but you need depth in a company so we do more than just racing. We're working on three restorations and pride ourselves on attention to detail and a top-notch result. We are busy on our servicing side and can look after the modern cars as well as the classics, and we look after quite

a few of the Carrera GTs that are in the country.

I've been involved with PCGB since the 1970s and wanted to give something back. In 2019, I asked if they were okay with me coming to the trackdays to offer a bit of technical support and advice over a coffee. An idea grew from there as we became aware that a lot of attendees hadn't driven a car that was a bit more track focused.

We bought a Cayman and did some work on it, adding 911 GT3 Cup brakes, good dampers, a proper wheel and tyre combination with Pirelli P Zero Trofeo Rs, and we will add some horsepower at some point. It's road legal, so we will drive it to the trackdays this year and offer anyone who wants to try the next step a run in it.

I'm enjoying the chance at my time of life to give a little back.

