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# GT PORSCHÉ

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Issue 175



RESTORED 911 2.7 RS



## NEW CAYMAN REVEALED

Porsche's new entry-level sports coupé emerges...

# 718

## NEW BOXSTER DRIVEN

The truth about the new four-cylinder turbo roadster



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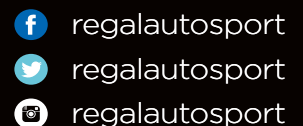
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# Ignition



Simon Jackson  
Editor [@retro\\_jackson](#)

Pitting a Cayenne Turbo S against a classic air-cooled 911S might seem bizarre at first, but that's exactly what we did this month. The premise was concocted with our friends, The Bottle Shop (importers and distributors of craft beers), to see which car might win a modern day 'moonshine run' between its newer London site and its original store in Canterbury, Kent. Naturally the Cayenne has the better load-lugging capability and it isn't lacking in pace either. The 911 may be short on stowage space, but it is more nimble and arguably a better steer for threading through city traffic. There were some ground rules, which you can read about in the feature, but the essence of the drive was to escape the city into the countryside, arriving at the location legally and with the precious liquid cargo intact. David versus Goliath it may have been, but what surprised me is how enjoyable both these Porsches, on paper polar opposites, were to drive and how practical each was in its own right. It was a bit of fun, sure, but pride was at stake and so was the loot – see which vehicle came out on top on page 48.

The first drives of the new four-cylinder turbocharged 718 Boxster

took place recently, and the reactions have been mixed. I drove the car in Portugal and I'll admit despite its impressive and competent nature, it still has some work to do in order to win me over, page 57. Andrew Frankel drove a Boxster S in the UK, his verdict is on page 74, and Colin Goodwin did the same and juxtaposes it with the 1996 original in his regular column, page 162. Hopefully you'll obtain a balanced view of the car from those viewpoints, and get some idea of what we can expect from the new 718 Cayman, which shares much with its roadster equivalent. Revealed at the Beijing Auto Show, the new 718 Cayman may well produce a more divisive response than the Boxster depending on how its fanbase takes to the new variant.

As popular as the Boxster is, for some the Cayman is the car that's offered a genuine alternative to 911 ownership like no other Porsche in recent times. Will that change? See the full details of the new car on page 38. We'll bring you our driving impressions as soon as one of the team gets behind the wheel. Fingers crossed it'll be another great contemporary Porsche sports car.



p48

## Contributors



**Andrew Frankel**  
[@Andrew\\_Frankel](#)

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

**This month:** Andrew gets behind the wheel of the new four-cylinder 718 Boxster and delivers a 'gloves-off' appraisal.



**Martyn Morgan-Jones**  
[@MartynMJones1](#)

*A respected automotive book author and regular writer for a wealth of classic car publications, Martyn's abiding passion is historic motorsport.*

**This month:** Mart dons his thermals and partakes in 'tuthill Porsche's Below Zero Ice Driving course in Sweden.



**Peter Morgan**

*Automotive author and technical guru, Peter has over 30 years experience of Porsches. He's owned (and worked on) every major model.*

**This month:** Peter sheds light on the mysterious world of Porsche IDs, showing us what to look for in terms of forgeries.

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# Regulars

- 008** News  
The latest news from the fast-paced Porsche world.
- 014** Motorsport Month  
WEC, IMSA, Carrera Cup GB – the 2016 Porsche motorsport season is go!
- 018** Just Looking  
Peter Morgan looks at Porsche's new South African showroom in Johannesburg.
- 048** Your Writes  
A chance to have your uncensored say on the Porsche world.
- 057** Second Thoughts  
Simon Jackson worries the new 718 Boxster will reignite an old argument.
- 073** Auction Watch  
Keeping an eye on the world of Porsche prices in a constantly evolving marketplace.
- 096** *GT Porsche Retrospective*  
A look back at what we were up to one year ago, five years ago and ten years ago.
- 099** Long Term Fleet  
The latest running reports from our long term fleet of Porsches.
- 114** Market Place  
The 911 SC – is it still the entry-level air-cooled classic to have?
- 120** All You Need To Know  
Fuel injection is firmly in Jesse Crosse's sights this month.
- 122** Tech Guide  
Jesse Crosse looks further into the application of vinyl to your Porsche...
- 124** Porsche Shop  
The latest new products from the automotive world and specialist Porsche retailers, don't forget your credit card.
- 162** Porsche Moments  
Colin Goodwin is chatting about the Boxster this month.



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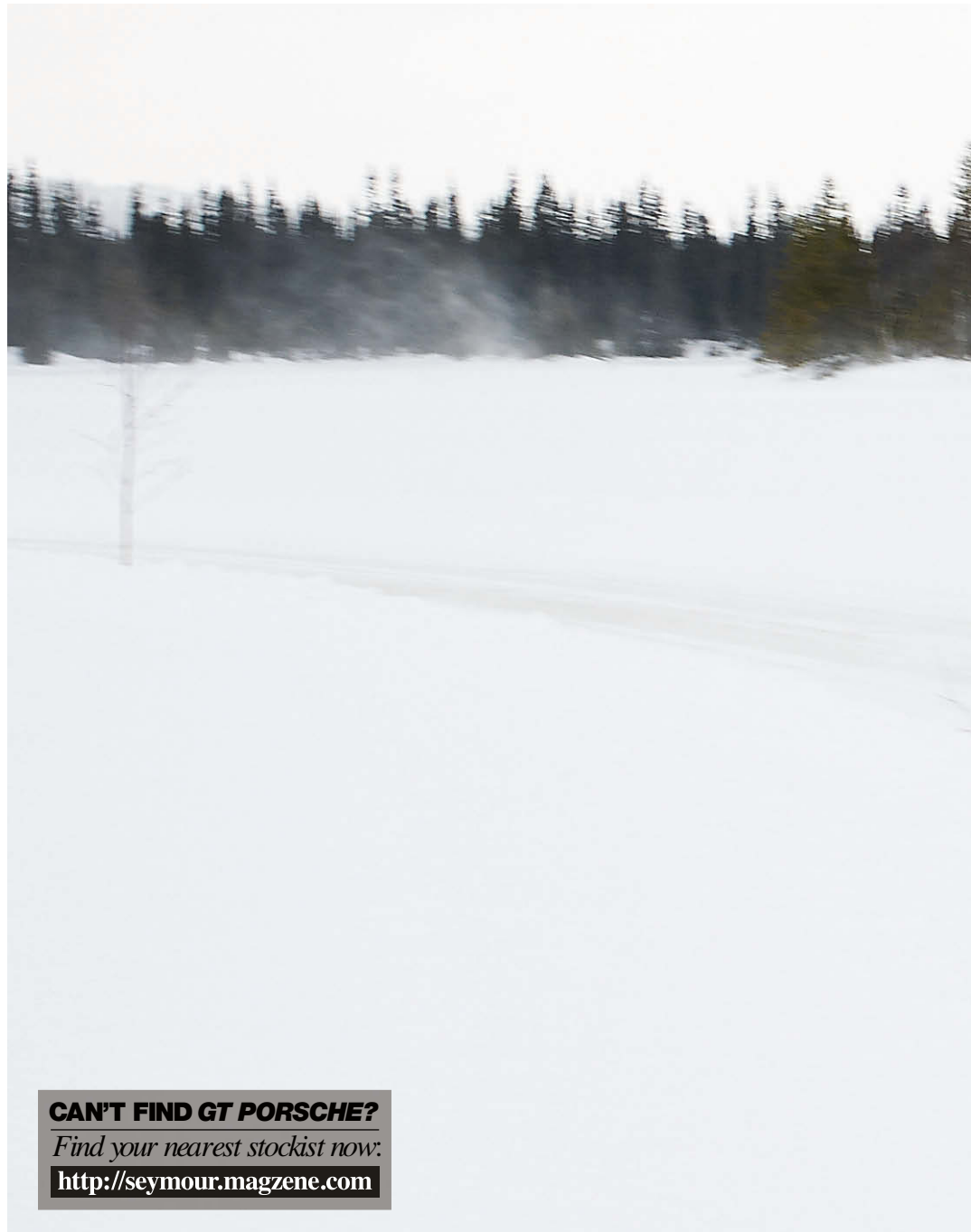
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## Features

- 020** **Below Zero Ice Driving**  
Tuthill Porsche's Below Zero courses offer you the chance to pilot a classic Porsche on snow and ice. Is this the perfect way to master the 911's fabled driving characteristics?
- 030** **911 2.7 RS**  
Said to be its most detailed restoration yet, this 1973 2.7 RS Touring was recently brought back to life by Porsche specialist, Canford Classics.
- 038** **New 718 Cayman**  
By removing its six-cylinder normally aspirated bark, has Porsche taken a step too far with one of its best ever coupés?
- 048** **Cayenne Turbo S vs 911S**  
When The Bottle Shop, challenged us to a modern day moonshine race against a classic 911S, we turned up all guns blazing in a Cayenne Turbo S...
- 058** **968 Club Sport**  
Discounting its SUVs, the 968 was Porsche's last four-cylinder front-engined car. This Club Sport example from Pie Performance is the pick of the model range...
- 066** **993 Backdate**  
The world of 'reimagined' 911s has been largely dominated by firms outside of Porsche's motherland. Might Bavarian outfit, Kaege, successfully redress the balance?
- 074** **718 Boxster First Drive**  
In switching to four-cylinder motors for the new generation 718 Boxster, has Porsche spoiled its ever-popular roadster?
- 083** **Forged Porsche IDs**  
Peter Morgan investigates faked Porsche ID labels. Here's what you should be looking out for on water-cooled Porsches...
- 088** **996 4S vs 996 40 Year Edition**  
The 996 Anniversary and Carrera 4S go head-to-head, which of these water-cooled 911s comes out on top?



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p20



## PORSCHE CLASSIC 911 S/T

Porsche's restoration arm, Porsche Classic, has rebuilt a rare and historically important competition 911 that, it says, is perfect down to the last detail...

This year, as part of its typically impressive stand at the Essen Techno Classica event (which you can read more about over the page), Porsche debuted a 911 2.5 S/T rebuilt by its restoration arm, Porsche Classic. A class winner at Le Mans in 1972, the rare 911 is one of just 24 examples in existence. It has been the subject of a detailed two-year restoration programme following its discovery by a car collector in the USA. Alexander Fabig, head of Porsche Classic, said: "Our experts have done an excellent job restoring the sports car to the highest standards."

In dire need of extensive work when

unearthed, at some point in its lifetime the car had been converted to G-Series specification, and to make matters worse, it was sporting substandard accident repair work. The transmission tunnel was bent, the roof was damaged beyond repair, and its flared arch extensions destroyed, requiring Porsche Classic's experts to reconstruct them in metal by hand. The freshly restored shell was later dipped to galvanise it from future corrosion, using the same processes utilised for contemporary Porsche production cars. Lastly, it was shot with a fresh coat of paint in its original

shade of Porsche yellow (code 117).

Porsche Classic is able to cater for all classic 911s (up to and including the 996 iteration) from its headquarters in Stuttgart, and further afield through sanctioned Porsche Centres, some in the UK. This particular car was rebuilt under the watchful eye of those specialists in Germany who have access to a vast wealth of parts, in essence it is a rolling showcase for Porsche Classic's complete end-to-end services.

A precursor to the iconic 911 RSR, the 2.5 S/T model is one of the rarest classic Porsches of all time. It was

developed for Group 3 and Group 4 racing in the early 1970s, using as its basis the road-going 2.4S Coupé. The example you see here was ordered new by American racing driver Michael 'Mike' Keyser in November 1971, and spent much of its initial life competing in individual US events, but also in the 1972 Endurance World Championship.

Porsche works driver, Jürgen Barth, drove the car in period, and he vividly recalls his time at the wheel: "Mike Keyser had invited me to Sebring and we planned to drive the full 1972 endurance championship. Mike had even hired a small TV team to







accompany us through the season." Barth raced the car with Keyser in the Daytona 6 Hours, Sebring 12 Hours, Targa Florio and the Nürburgring 1000km event, that year.

But Keyser, Barth and Swiss driver, Sylvain Garant, also famously competed at the 24 Hours of Le Mans in 1972. The class victory (for GT cars up to 3.0-litres), and a 13th place overall finish that followed represented an impressive result for the little S/T. Restoring this car for posterity, and employing this kind of attention to detail in the process, certainly seems the right thing to do.





# ESSEN TECHNO CLASSICA

Germany's Essen Techno Classica was loaded with Porsche content this year...

Essen's annual Techno Classica event unites private collectors, traders, marque-specific clubs and major motor manufacturers in their passion for classic cars. If you've arrived at this page from overleaf then the reveal of Porsche Classic's restored 911 2.5 S/T will need little introduction. The car took pride of place on the official Porsche stand at Essen Techno Classica, but it wasn't the only car on display worthy of note.

Not far away from the beautiful S/T, Porsche had rolled a few gems out from its museum in Zuffenhausen for show-goers to enjoy. Amongst them was a selection of cars paying tribute to

the transaxle generation of Porsche cars, which is celebrating its 40th anniversary. Garnering much attention was a 924 Prototype, the 924 Baustufe 1 of 1974. The EA 425 (the code for the 924 project) was a collaborate effort built with VW. It produced several prototype vehicles built and tested in Weissach in the autumn of 1974, of which Baustufe 1 is an example. Also on the stand was a 1953 356 Pre A Coupé, an iconic 1974 911 2.7 RS, a 1987 911 Turbo, and a 1992 964 RS, amongst others. A 928 cut-away car was also of interest, it showcased the detailed technological nature of Porsche's would-be 911 replacement.

An official Porsche presence at an event like this certainly adds a level of importance, but naturally there was plenty more to see away from it in the form of independent specialists and private entries, even if they weren't presented in quite the same slick manor. Legions of 911s were present at the show, many being offered for sale at some eye wateringly high prices. It's no secret that the Porsche market is very buoyant at present, but at events such as this it is becoming increasingly apparent that cars are being advertised at a premium. Perhaps independent Porsche traders are taking advantage of the current

state of the market, and assuming they might gain exposure to some potential customers who are not totally aware of the value of some Porsche vehicles, and they're asking (and perhaps obtaining) a price premium for their cars. It's all well and good, but is this practice fuelling an artificial Porsche price structure within the marketplace?

If you've not visited before, then this event is certainly not a bad way to spend a day or two of your time during April. For more information visit [www.siha.de](http://www.siha.de) and click on the Techno Classica Essen section, which is available in both the German and English languages.



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## HEXAGON'S NEW PREMISES

**Porsche specialist, Hexagon, has moved into a unique new showroom in North London.**

Hexagon's newly-developed premises in Finchley, North London, is rather special. The new site's main sales showroom, called The Hexagon, is now home to up to 50 of the firm's modern and classic cars, parked against a backdrop of chairman Paul Michaels' collection of modern art. Plans to open a coffee bar within the next couple of months are on schedule, and later in the year that will be accompanied by a restaurant (headed up by a Michelin-starred chef), and a design store.

While the company's original South Kensington mews showroom will continue to operate alongside the Finchley premises, Hexagon sees the new site as a unique way to merge together the two worlds of classic cars and luxury lifestyle in London. When complete the space plans to welcome visitors of all kinds, offering an unusual destination for all, not solely car enthusiasts.

Hexagon chairman, Paul Michaels,

said: "It's really pleasing to see the Hexagon take shape so quickly. The new showroom looks sensational. Within the next eight weeks the coffee bar will open, with the restaurant and a design store later in the year. The Hexagon will be a real destination and a true lifestyle experience, a place where you can enjoy the finest coffee, the finest food – and indulge your love of the finest cars too."

Hexagon has been in business for over 50 years – Paul Michaels started the business in 1963 at its aforementioned mews location. The business has a long affinity with the Porsche brand, evidenced by its former Le Mans 1987 Porsche 962. Hexagon has sold new Porsche cars during its lifetime, and today specialises in collectable air-cooled cars. Typically there are over 40 Porsche models in stock at any one time, from 356s right through to 997 911s. For more information, visit the Hexagon website at [www.hexagonclassics.com](http://www.hexagonclassics.com)



## ZUFFENHAUS EXPANDS



Independent Porsche specialist, Zuffenhaus, has expanded its setup to a larger premises at its existing location on an industrial estate in Solihull. The move allows for much needed space, triple the amount of ramps for inspecting vehicles and a far greater area dedicated to car sales.

Owned and run by Porsche enthusiasts, Paul and Mike Chare, Zuffenhaus is one of the UK's fastest growing independent Porsche specialists in the centre of the

country, based just a few miles from the M42/M40 motorway. This relatively new company has been attracting a strong customer base, both locally and from further afield. *GT Porsche* readers are invited to drop in for a coffee at any time, and you can also book your Porsche into Zuffenhaus for a Free Car Clinic on Saturdays. Contact Mike or Paul on 01564 823144 or visit [www.zhporsche.co.uk](http://www.zhporsche.co.uk) for more information.



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**911 Carrera RS (993 LHD)**

Grand Prix White • Black/Grey Dual Tone Leather Bucket Seats • Manual Gearbox • 18" Split Rim Wheels • 58,240 km (36,400 miles) • 1995 (N)

**£249,995**



**911 Carrera RS (964 LHD)**

Maritime Blue • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,656 km (58,195 miles) • 1992 (J)

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**911 Carrera 2.2 S (LHD)**

Bahia Red • Black Half Leather Comfort Seats • Manual Gearbox • 15" Fuchs Wheels • Porsche Certificate of Authenticity • 1970 (H)

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**911 Carrera 3.2 Speedster**

Silver Metallic • Burgundy Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Turbo Body • 29,334 miles 1989 (G)

**£139,995**



**911 GT2 (996)**

Arctic Silver • Black Leather Bucket Seats Manual Gearbox • Porsche Ceramic Composite Brakes • Rear Roll Cage 48,992 miles • 2002 (02)

**£119,995**



**911 Turbo (930)**

Guards Red • Black Leather Seats Piped Red • Manual Gearbox • 16" Fuchs Wheels • Air Conditioning • 76,745 miles 1989 (F)

**£99,995**



**911 Carrera 4 S (991)**

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera III Wheels 9,226 miles • 2013 (63)

**£79,995**



**911 Carrera 2 S (997 GEN II)**

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera III Wheels 9,226 miles • 2013 (63)

**£47,995**



**911 Turbo (997)**

Guards Red • Black Leather Seats Tiptronic 'S' Gearbox • Satellite Navigation • Sport Chrono Pack • 60,832 miles • 2007 (07)

**£46,995**



**Boxster 2.7 (981)**

Agate Grey • Black Leather Seats Manual Gearbox • 20" Carrera Classic III Wheels • Heated Sport Seats 26,114 miles • 2013 (63)

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**911 Carrera 2 S (997)**

Arctic Silver • Dark Blue Leather Seats Tiptronic Gearbox • Satellite Navigation 19" Carrera S Wheels • 59,024 miles 2004 (54)

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**Boxster S**

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# AUDI DISQUALIFICATION HANDS PORSCHE A SURPRISE VICTORY

Porsche was awarded victory by post-race scrutineers at the opening round of the 2016 World Endurance Championship at Silverstone...

**WORLD ENDURANCE CHAMPIONSHIP**  
ROUND ONE: SILVERSTONE

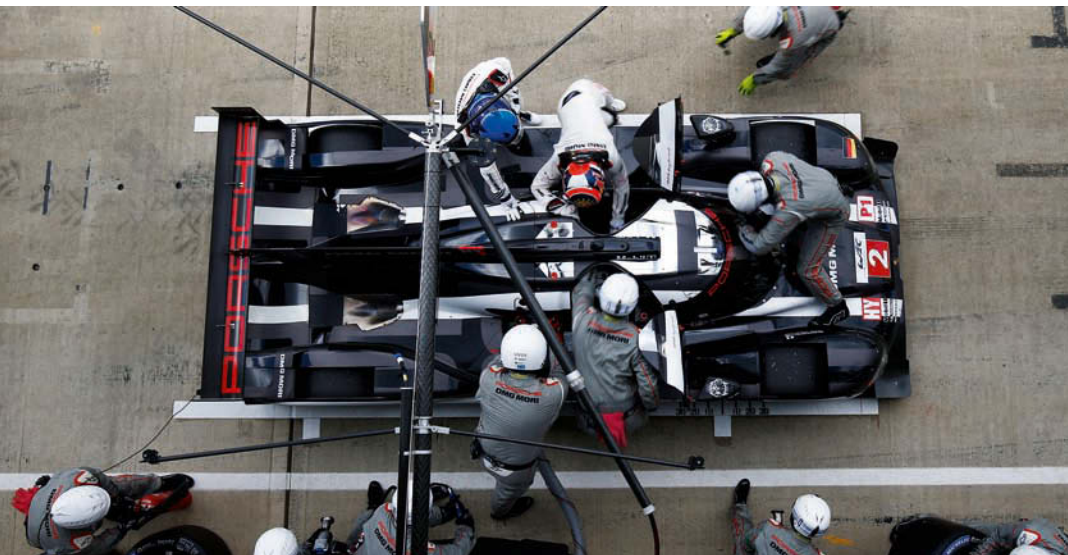


Jani, Dumas and Lieb celebrated second spot on the podium, but would later inherit the victory...

The opening round of the FIA World Endurance Championship (WEC) was not the smooth affair Porsche may have hoped for, but a post-race decision offered a silver lining. Both 919 Hybrids were outpaced by the Audi duo on Saturday during a wet qualifying session, resulting in an Audi front row and the Porsche pairing relegated to row two. Come Sunday's race in dry conditions, the No.1 entry of Mark Webber, Brendon Hartley, and Timo Bernhard retired following an accident two hours

into the race. The No.2 car of Neel Jani, Romain Dumas and Marc Lieb finished the race in second spot, half a lap adrift of the winning Audi. But the result was set to change...

In the early part of the race Webber caught the leading Audis, overtaking the No.8 car on lap seven for second position. On lap 16 the Aussie driver then overtook the second Audi for the lead of the race, pitting on lap 27 to hand over to Hartley for his double stint. Hartley built a comfortable 44-second



#### RACE RESULT 6 HOURS OF SILVERSTONE (GB)

1. Dumas/Jani/Lieb Porsche 919 Hybrid  
194 laps
2. Conway/Kobayashi/Sarrazin, Toyota TS050 Hybrid  
-1 lap
3. Imperatori/Kraihamer/Tuscher, Rebellion R-One AER  
-11 laps

#### DRIVERS' WORLD CHAMPIONSHIP AFTER ONE OUT OF NINE ROUNDS

1. Dumas/Jani/Lieb, Porsche 25 points
2. Conway/Kobayashi/Sarrazin, Toyota 18 points
3. Imperatori/Kraihamer/Tuscher, Rebellion 15 points

#### CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Toyota 33 points
2. Porsche 25 points
3. Audi, 1 point

lead, stopping on lap 55, before a big accident with a back marker on lap 71 ended the race for the reigning World Champions. Hartley said: "I feel very upset for the team. The car was incredibly good and Mark did a mega first stint".

In the sister car, Dumas handed over to Jani after 26 laps, and Jani stopped for fuel and tyres on lap 55. Jani improved to second place on lap 58, at which point the Porsches were running one-two. Lieb took over driving duties at the next pit stop on lap 71, emerging from the pits in the lead following the retirement of the No.1 car. Lieb battled with the No.7 Audi following a full course yellow flag period, grabbing the lead before handing the car over to Dumas after 102 laps. Dumas was in second

position before handing the car to Jani on lap 132. After 161 laps the 919 temporarily led the race, stopping for fuel and changing just the left side tyres to save time, but a puncture one lap later forced it back into the pits. A splash and dash on lap 187 saw the car cement second place until the finish.

Following the race, the winning No.7 Audi was disqualified having failed a skid block test during post-race scrutineering, handing the victory to Porsche. The stewards deemed that Audi's skid block measured under the 20mm the regulations require, Audi is set to protest but it's unlikely to alter the decision. Neel Jani tweeted: 'Fine line between unlucky and lucky! After puncture and P2 we still got lucky by winning after Audi got disqualified!'

## 911 RSR WINS AT LONG BEACH

**Nick Tandy and Patrick Pilet took the 911 RSR's maiden win of 2016 during round three of the IMSA Championship. The victory was the first for a Works driver pairing in a 911 at Long Beach since 2010.**

### IMSA SPORTSCAR CHAMPIONSHIP ROUND THREE: LONG BEACH



The race was relatively static during the opening laps, with Earl Bamber leading the field in the No.912 car ahead of Pilet in the No.911 entry, but the action for Porsche began with the first round of pit stops. One hour into the race, Pilet handed over to Tandy, and Bamber to Frédéric Makowiecki.

Makowiecki in the No.912 Porsche was given a stop-and-go penalty for exceeding the speed limit in the pit lane, that left the No.912 car playing catch-up for much of the race. Adding to Makowiecki and Bamber's woes, a collision with a Corvette would later force them back to the pits, leaving the No.912 Porsche in seventh place overall come the end of the race.

Le Mans-winner Tandy on the other hand, in the No.911 entry, snatched the overall lead and took his first win of the season. As a result Porsche has made up vital ground in the manufacturers' standings of North America's most important sports car racing series, closing the gap to Chevrolet to just four points. In the hard-fought GTLM class, IMSA's top category, Bamber and Makowiecki now sit in second spot, but they share it with the BMW squad

of Auberlen and Werner. The victorious Pilet and Tandy lie in fourth, four points behind the Ferrari of Fisichella and Vilander.

Frédéric Makowiecki said after the race: "After two third places we finally had every opportunity to win today. But we didn't use it. The first blow was the penalty for being too fast in the pit lane. The collision in the penultimate lap was my fault. I was a touch too optimistic heading into the corner."

Nick Tandy added: "That was a fantastic race. Despite the minor setbacks, we never gave up, we believed in ourselves, and we fought to the flag. Our victory was well-earned. We've had so much bad luck this season, so now it was our turn to shine."

#### POINTS' STANDINGS AFTER 3 OF 11 RACES GTLM CLASS DRIVERS

1. Millner, Gavin – Corvette 105 points
2. Bamber, Makowiecki – Porsche;  
Auberlen, Werner – BMW 87 points
3. Fisichella, Vilander – Ferrari 86 points
4. Pilet, Tandy – Porsche 82 points



## CAMMISH STAMPS HIS AUTHORITY ON 2016

**2015 champion, Dan Cammish, made a strong start to the 2016 Carrera Cup season at Brands Hatch and Silverstone...**

### CARRERA CUP GB

ROUNDS ONE, TWO, THREE AND FOUR:  
BRANDS HATCH AND SILVERSTONE

Anyone who thought the 2016 Carrera Cup GB season was set to be another steamroller for reigning champion, Dan Cammish, might have forgotten about former GP3 driver, Dino Zamparelli. The opening round of the Carrera Cup GB set the scene for what looks to become a close fought season of Porsche racing, with Redline Racing's Cammish and Zamparelli, run by the GT Marques squad, doing battle.

In race one at Brands Hatch, Cammish led from pole for a rolling start, but it was very much the first day back at school behind him. At Graham Hill bend, newcomer Sean Hudspeth of Parr Motorsport, spun his 911 on a damp part of the track and G-Cat Racing's Peter Jennings came together with Intersport's Mark Radcliffe. As Cammish looked to

pull away he was kept honest by the chasing Zamparelli, who continued his improved run of form from the end of last season.

Further back, Alessandro Latif got together with Tom Oliphant on the run into Druids, damaging his radiator, Latif then made heavy contact with Dan McKay who had spun exiting Graham Hill bend resulting in retirements for both and the appearance of the Porsche Panamera safety car. At the restart, further contact between Hudspeth and Shamus Jennings put Hudspeth's car into the pits. Zamparelli pushed Cammish all the way with the pair trading fastest laps, but in the closing stages Cammish was deemed to have exceeded track limits, for which he was given a five second penalty handing victory to Zamparelli. Joining them on the podium was IDL

Racing's Tom Sharp. Behind him was the top placed Rookie, Charlie Eastwood.

Reigning Pro-Am2 champion, John McCullagh, made a surprise last-minute switch to the Pro-Am1 category between Saturday's qualifying session and Sunday's race. McCullagh pushed Rookie Euan McKay hard before making his move on the last corner of the last lap to take the class win. The Pro-Am2 category saw Lithuanian driver, Tautvydas Barstys, take that category win ahead of Peter Kyle-Henney.

In race two, Cammish once again led away from pole, this time from a standing start, and he clearly had a point to prove, having been frustrated at receiving the penalty in race one. A dominant lights-to-flag Cammish victory followed, with Zamparelli





#### POINTS' STANDINGS

1. Dan Cammish	Redline Racing	<b>81 points</b>
2. Dino Zamparelli	GT Marques	<b>77 points</b>
3. Charlie Eastwood	Redline Racing	<b>81 points</b>

#### PRO-AM1

1. John McCullagh	Redline Racing	<b>31 points</b>
2. Sean Hudspeth	Parr Motorsport	<b>29 points</b>
3. Euan McKay	IN2 Racing	<b>27 points</b>

#### PRO-AM2

1. Mark Radcliffe	Intersport Racing	<b>33 points</b>
2. Tautvydas Barstys	Juta Racing	<b>31 points</b>
3. Iain Dockerill	Asset Adv. Racing	<b>30 points</b>



category win, with Oliphant emerging ahead. Euan McKay held off brother Dan to take the spoils in Pro-Am1. In Pro-Am2, Tautvydas Barstys finished a lap ahead of his nearest competition of Barrie Baxter.

On Sunday the weather was vastly improved for round four, but that did little to halt the charge of Redline Racing's Cammish, who produced another masterful performance to make it two wins at Silverstone. Zamparelli took the fastest lap of the race – testament to just how hard he was pushing – but Cammish crossed the line first, just 0.6 seconds ahead.

Cammish had led the field away from the start and stayed there, but Zamparelli took some comfort at just how honest he kept him, he said: "Dan drove so well, but for us it was the first race on a long circuit where we have been really close to Dan. The car was great, and we needed this race as a platform to build on for the next rounds at Oulton Park."

The 2016/17 Porsche Scholar and leading rookie, Charlie Eastwood, again showed promise, clinching the final podium spot. Behind him, Stephen Jelly, Tom Sharp and Tom Oliphant swapped places several times in the closing laps – Sharp came off best after Oliphant picked up a 0.5 second penalty for passing off the circuit. In Pro-Am1 brothers Euan and Dan McKay went into each other and collected Justin Sherwood, ending his race. John McCullagh came through to win, with a flying Sean Hudspeth in pursuit. Pro-Am2 leader Tautvydas Barstys was also caught up in the first lap incident, leaving Graeme Mundy to fend off Mark Radcliffe for the category win. Radcliffe's performances over the Silverstone meeting earned him the 'Driver of the Weekend' award, while the 'Team of the Weekend' award went to Redline Racing.

languishing behind in second, despite claiming the fastest lap of the race. The last podium spot was hotly contested by Team Parker Racing's Stephen Jelley and Tom Sharp, with the experienced Jelley coming out on top, newcomer Oliphant was in touch too. Of the rookies, Eastwood took sixth place after passing Team Redline's newcomer, Lewis Plato. Hudspeth took a comfortable win in the Pro-Am1 category, while newcomer Radcliffe took top honours in Pro-Am2.

A snow-covered Silverstone circuit greeted racers on Saturday morning for round three – enough to force officials to abandon qualifying instead of forming the grid from the current championship order. As such, Cammish led the field away from Dino Zamparelli and Tom Sharp, Porsche scholar

and top rookie, Justin Sherwood headed the Pro-Am1 category in ninth overall and Tautvydas Barstys led the Pro-Am2 runners in 16th position overall. A 50/50 split between those starting the race on wet or slick tyres ensured an action-packed race.

Behind Cammish, rookie Charlie Eastwood stormed from sixth to second in the early stages, displacing a sliding Zamparelli, but as the track dried, Zamparelli passed the rookie and set after Cammish. However, just like at Brands Hatch, Zamparelli could do no more than keep Cammish honest, finishing six seconds behind him come the final flag. Eastwood clinched the final podium spot. A battle between Tom Oliphant, recovering after an early spin, and team-mate Lewis Plato decided the Pro



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

If the size of Porsche South Africa's new Johannesburg showroom is anything to go by, Zuffenhausen's southern star is in the ascendance.



The story of Porsche South Africa's growth from almost nothing in the mid-1990s has been spectacular. I first met CEO Toby Venter 11 years ago and I recall him telling me that in 1994, Porsche sales in the newly resurgent nation were zero – and when he joined the business in 1996 there was no showroom. Everything was run out of an old warehouse premises.

Toby became MD of the then importer Lindsay Saker Distributors (which itself was part of a larger motor distribution group) – more for his love of Porsches than any financial reward. With the assistance of his family, he bought what remained of the Porsche business, at that time little more than a shell operation and struggling to survive against a mountain of debt. But while it may not have seemed like it at the time, the stars were aligning for the new venture. The 993 had begun to turn around Porsche's fortunes and as everywhere else, had fired the enthusiasm of the not inconsiderable number of Porsche fans in South Africa. Fuelled by growing sales and investment in new showrooms in the Randburg suburb of Johannesburg, Toby and his small team began the long process of reconstruction.

The 'new generation' models (996 and Boxster) proved to be the perfect

products on which to build a new and substantial Porsche presence. With the addition of the Cayenne in the early 2000s, business flourished. Sales of new models accelerated and new showrooms have since opened in Cape Town, in Durban (Umhlanga) and the nation's capital Pretoria. Porsche South Africa is on a roll fuelled by the emergent multicultural new generation that are intent on pulling the country up by its bootstraps.

Today, Toby is coy about sales figures, but if the huge new premises in Bryanston, still in the northern suburbs of Johannesburg, is a marker, business isn't too bad. The new facility is arguably the biggest single level Porsche Centre in the world – certainly in the southern hemisphere. And what is remarkable about Porsche's South African operation is that each centre is so self-contained,

*Toby Venter's relentless passion for Porsche and motorsport has been remarkable*

with full in-house bodyshop, paintshop and service facilities.

It goes without saying perhaps that while all the models are popular, it's the Turbos that buyers like most, to minimise the thin air effects of Johannesburg's 6000 feet altitude. The new turbo Boxsters should fit that bill nicely!

Used car sales are also strong, not least because buyers tend to change their cars more frequently than, say, in Europe. Porsche South Africa is in the fortunate position of not having too much aftermarket independent competition in the used marketplace (something that cannot be said for Porsche GB), so it benefits from used as well as new car sales and the not inconsiderable parts business.

Nevertheless, the most exciting news from Porsche South Africa recently has been the acquisition of the famous Kyalami race track. Kyalami ('My Home' in the Zulu dialect) used to host the South African Grand Prix from 1967 to 1985 (and a one-off in 1993), but in the past few decades had declined to the point where property developers were circling around the desirable land. Knowing how rooted the race track is in South African motorsport history, Toby wasn't about to allow it to disappear. After a protracted fight to win the purchase at projected total outlay of around £15m,

he has set his PCSA team to work on ambitious plans to keep Kyalami racing.

The facility is being redeveloped into a state-of-the-art facility to promote driving skills and host events and product launches. At the heart of the plan will be a complete remodelling of the old 2.65-mile circuit, into what is hoped will be an FIA Class 2 facility, capable of holding national and international events up to Super Touring and DTM level from early 2017 (the same category, for example, as Brands Hatch). The new pit complex has already been used to launch the 991 Turbo and new Toyota models. In August 2016 a brand-new Porsche Driving Experience Centre will also open.

It's all a long way from David Piper and Richard Attwood taking a Porsche 917 to victory in the Kyalami 9 Hours back in 1970 – after a mechanic from Lindsay Saker Motors had used a piece of an alloy wheel to weld up the 917's cracked crankcase before the race! Kyalami has many memories for race fans around the world and the new era will open the door to a new chapter as Porsche's home in South Africa.

Toby Venter's relentless passion for Porsche and motorsport has been remarkable and the 20 year story of how Porsche South Africa has grown from nothing to a multi-million business today is certainly an inspiration to his countrymen ○

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

# HEXAGON

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# FRO

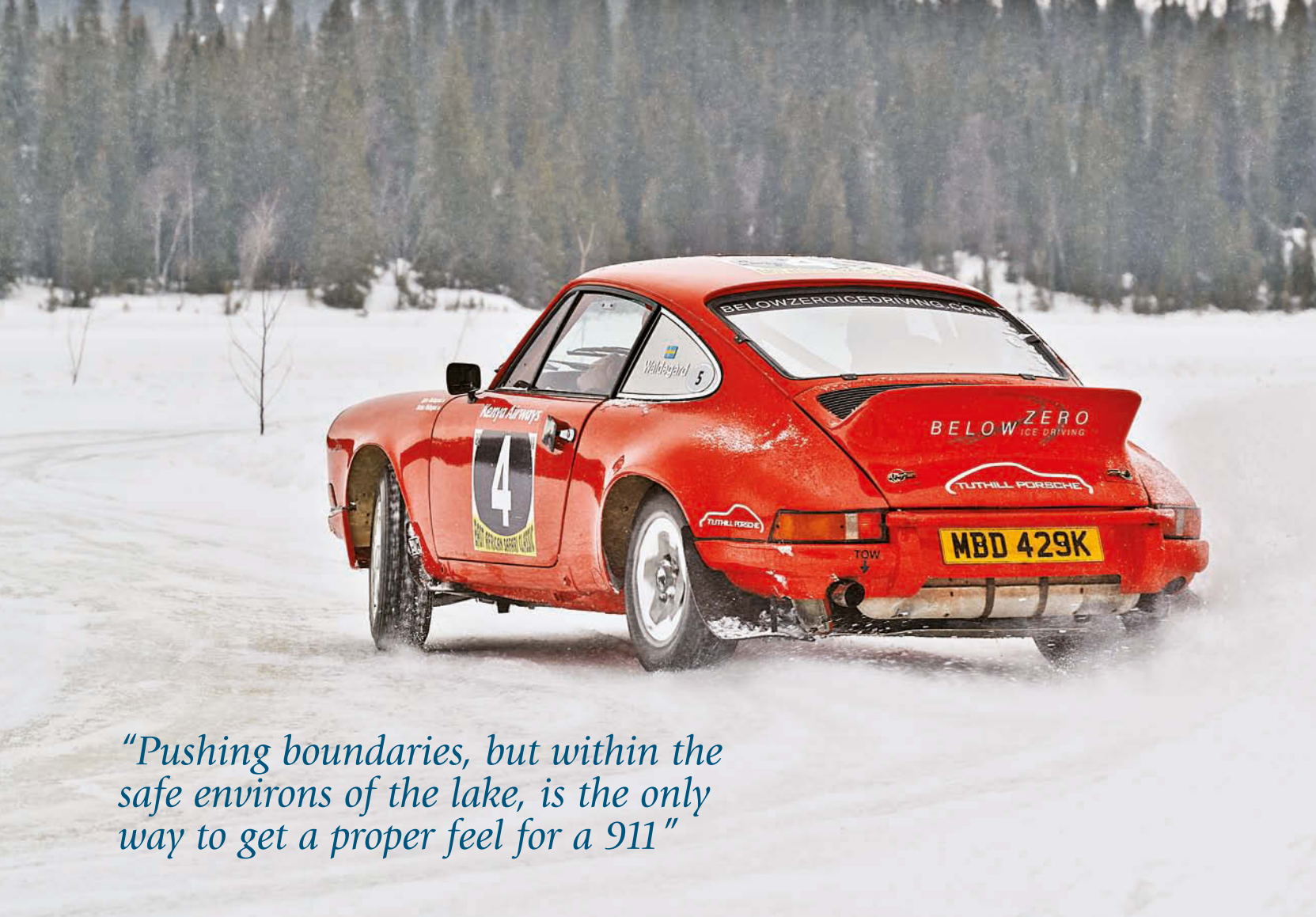


# ZENI



Tuthill Porsche's Below Zero courses offer you the chance to pilot a classic Porsche on snow and ice in Sweden. Is this the perfect way to master the 911's fabled driving characteristics?

Story: Martyn Morgan-Jones   Photography: Gus Gregory



*“Pushing boundaries, but within the safe environs of the lake, is the only way to get a proper feel for a 911”*



Based at its Below Zero Driving Centre, near Åre Ski Resort, in the north of Sweden, Tuthill Porsche’s ice-driving courses (one-day, two-day and corporate) provide expert tutelage from world-class instructors, and ensure that every participant is treated to a veritable smörgåsbord of sideways action. Having recently spent a day with Below Zero I can report, unreservedly, that these guys provide a truly special experience. One which features meticulously-prepared tracks laid out on an ice-covered lake, set in a idyllic location, and, uniquely, uses competition-

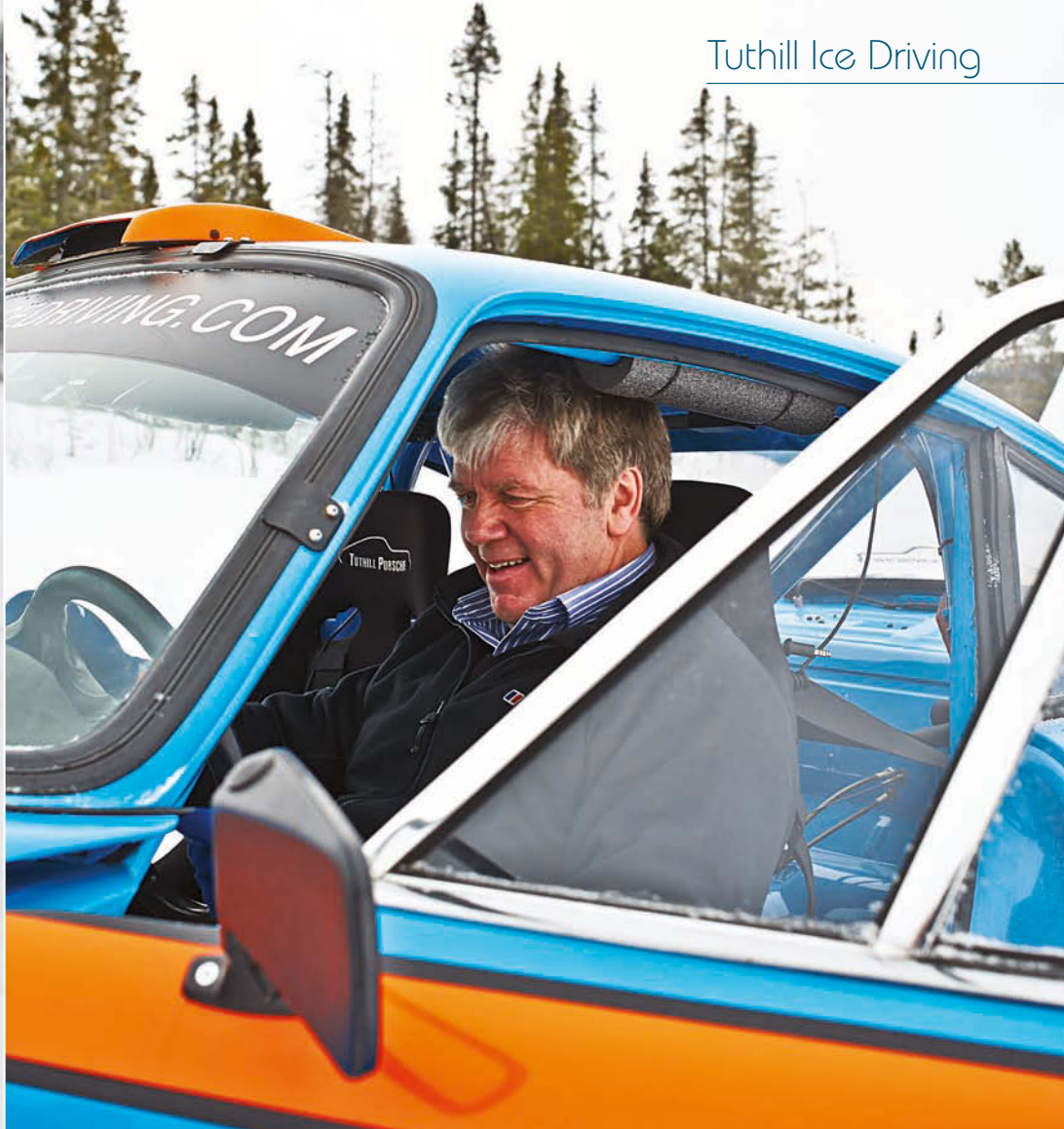
prepared, air-cooled, classic 911s.

And what gems those 911s proved to be. In fact, as the years go by, I’m finding that there’s an interesting correlation developing with regard to the cars I prefer. Yes, I own a modern car, a couple in fact. But, by necessity, they are cloaked with technology that often masks the driving experience. Cars now tend to drive you, rather than needing to be driven. Which is why it’s older examples, particularly the classic 911, that really evoke so many positive reactions from me, capture my imagination, and truly excite. Indeed, there’s an abundance of superlatives that





Martyn can't speak highly enough of the Below Zero experience...



can be used to describe the driving pleasure a classic 911 delivers: electrifying; visceral; elemental. Thumb through a dictionary and take your pick. This is a breed of car that eschews modernity, trades on the traditional, prides itself on purity, and is all the better for it.

Upon our arrival at the lake, a pantheon of such Porsches were ready and waiting, including, we were informed, 3.0-litre SC versions, a 2.2-litre, six-cylinder-powered 912, and the very car Bjorn Waldegård used to win the 2011 East African Safari Classic Rally. And, each and every one had been superbly prepared and maintained.

Tuthill Porsche is justifiably renowned for the standard of its workmanship and build quality.

Depending on the proposed usage, technicians lavish between 500 and 1000 hours of their expert attention on a rally 911 as it passes through the company's workshops. Seam-welded, strengthened, and fitted with an FIA-spec roll-cage, bucket seats, harnesses, powered by various incarnations of that famous flat-six (from a relatively modest 140hp, to a heady and somewhat hedonistic 290hp), and typically equipped with LSDs and close-ratio gearboxes, the different iterations of this rear-engine icon

proved to be the perfect ice-driving partners.

What's more, not only is Below Zero unique in that it exclusively uses competition-prepared cars, it also provides unrivalled driving time. "It's all about the driving," elaborates Richard Tuthill. A former motorsport professional and part of the famous Tuthill family, a family that's umbilically-linked to the classic 911, Richard is a firm believer in that the tuition is followed by plenty of seat time – solo seat time. "Once a driver has mastered the basic techniques on the slalom course and the handling circuit, and their instructor is confident that they are ready, we





*“If you don’t go off and find yourself perched on a snow bank, then you aren’t trying hard enough”*

encourage drivers to be alone in the car and to push it to its limits,” continues Richard. “Pushing boundaries, but within the safe environs of the lake, is the only way to get a proper feel for a 911 and what it can do. To be honest, if you don’t go off and find yourself perched on a snow bank, then you aren’t trying hard enough.”

The point of the slalom course, undertaken on two lengthy, runway-esque sections of the lake, and demonstrated so ably to me by Richard as he slid the 911 around the various marker posts, is to get the rear of the car moving. It’s about transitioning it from side-to-side, using slight steering changes and careful application of the throttle. Lack of throttle control is, in fact, a novice ice-driver’s Achilles’ heel – as I can attest to. But, in the pursuit of driver improvement, Below Zero embraces driver anomalies and mistakes, and then helps you learn from them.

Importantly, during the morning session (which involved the slalom and the handling circuit), the rather appositely-named button studs are utilised. And with good reason. “The button studs, which are around 3mm in length and have a rounded surface, provide just enough grip,” informs Richard smiling. “Little-by-little, a driver is able to find the limits of the car, how to balance it on the throttle, and learn how it behaves on ice. If we used longer studs from the start, drivers would become over-confident and wouldn’t acquire the necessary skills. What we do is ensure that a driver learns step-by-step, building skills and confidence progressively.”

Although I did note their modest size and far-

from-aggressive shape, I still reckoned that the button studs would be fine and generate the grip I was hoping for. After all, Richard didn’t have a problem. Then came my turn, which proved to be something of a revelation (or should that be revolution?). Button studs, as I was soon to discover, have surprisingly little purchase on ice. I spun... a few times. Nonetheless, by heeding Richard’s instructions to “brake hard, lift off, allow the back to slide, let the nose straighten, and then nail it”, I was soon able to drive the full length of each slalom in a series of controlled slides. Huge fun, albeit at a relatively modest pace.

In fact, forget about speed. Speed is not the slalom’s raison d’être. Despite using second gear to the max, on the few occasions I managed to glance at the speedo, the needle was barely nudging 40mph, often less. The slalom is all about assessing and then honing one’s inputs. Get things wrong and you simply do an impromptu rotation; get them right and your progress becomes almost balletic.

The slalom was fun, the handling circuit even more so. Faster too. Bounded by metre-high snow banks, and dressed with a dusting of freshly-fallen snow on the day of my course, the handling track is where the 911s dynamics and handling capabilities can really be brought into play. Having listened to the all-important briefing, and keen to see just what these cars are capable of, I sat in with Richard in the rather potent blue 911.

Using all of this car’s mellifluous and muscular 290hp, and reaching speeds and angles that were beyond my comprehension and ability, Richard

Richard Tuthill is keen to push drivers step-by-step, building confidence







## BTCC CHAMPIONS AT BELOW ZERO

When I enrolled on this course I was unaware that I was going to be joined by two Touring Car greats: namely Matt Neal (three times BTCC Champion) and Gordon Shedden (twice BTCC Champion). No pressure then! In fact, Matt (who brought along his twin sons Henry and Will) and Gordon were fantastic company. And super quick. Despite spending the racing season behind the wheel of front-engined, front-wheel drive cars, they made the switch to the rear-engined, rear-wheel drive 911s with consummate ease. I asked Matt and Gordon what they thought of the course...

### MATT NEAL

"Because of what I do in motorsport, I'm fortunate in that I've been able to travel around the world and have had a lot of great driving experiences along the way. However, one of the things I haven't managed to tick off my bucket list, until Below Zero, was ice driving. And, what a fantastic experience this turned out to be. It was phenomenal. The way they teach you, breaking you in gently via the slalom and handling circuits, and then develop your skills

on the faster tracks, and through using different-sized studs, is so well thought out, so effective and safe too.

"With Touring Cars, and all circuit racing, we are always striving to stay at the limit. Go beyond the limit and you'll lose time. At Below Zero however, there were so many opportunities and driving time to experience how a car behaves on such a low-friction surface, to get a real feeling for weight transfer, and to push limits and step over them. We all ended up on a snow bank at one time or another, but this was part and parcel of the learning process as Richard pointed out during his briefing.

"The cars were fantastic too. To be honest, driving a classic 911 is not the route I would have chosen, but the Tuthill 911s were incredible, perfect for ice driving. Plus, they shrugged off everything we threw at them. What impressed me the most, apart from the traction, was the torque. The engines just pulled and pulled. They are proper driver's cars, devoid of any driver aids. Sure, an Evo or a Subaru would have been quick around the tracks, but they'd only have been half the fun and taught us half as much. For me, Below Zero was a terrific learning experience and, undoubtedly, one of life's highlights."



*“Many of the skills learnt on the ice are transferable to road, rally and race use”*



calmly pointed out what to do and what not to do. I did my best to take it all in! In the hands of a capable driver, a 911, especially a Tuthill-prepared version, even one that was still on button studs, comes alive. It devours straights and tackles the corners, particularly the fast ones, with ease. The experience is intoxicating. Intriguingly, as I did my best to absorb Richard's sage advice and memorise where the track went, I noticed that there is one component in the 911's impressive armoury that isn't utilised on ice: its pin-sharp and wonderfully-communicative steering.

Driving a 911 on such a low-traction surface requires surprisingly little in the way of wheel-

twirling. Rather, it requires a more measured approach, using gentler inputs, and you have to allow the car's rear-engined momentum to turn it into a corner. It's about mastering the rear of the car, not letting it master you. I'm pleased to say that I managed this on occasions. And on those occasions I didn't, a trip into a snow bank ensued. But I was not alone in my departures. At one time or another, every driver went 'off piste'.

After an excellent lunch, prepared by a professional chef, eaten in the wonderfully-cosy hunting lodge, it was time to venture out on to one of the longer, perimeter tracks: a marvellous mixture of slow, medium and fast corners. Only,

this time, it was goodbye button studs, hello full competition DMACK winter tyres and longer studs. That said, the stud spacing has been optimised by Below Zero for tuition purposes, rather than ultimate grip. Even so, they probably provide a 50 percent improvement over the buttons. Plus, the grip is far more consistent and the pace climbs. I even managed to grab fourth gear on occasions. I say grab, although, it's best not to rush the gearchange in a classic 911.

As my confidence built, the corners could be tackled faster, the rear could be held at more extreme angles, and higher exit speeds attained. Apparently, 100mph is possible on some



BTCC ace Gordon Sheddon (here) found the course, and the 911, impressive...

## GORDON SHEDDON

"Driving on ice has been on my 'bucket list' for quite some time and when the opportunity arose to spend a day with the guys at Below Zero I jumped at it, especially when I learnt that Matt was going along too. And the timing couldn't have been better either. The Touring Car season was only a short time away, so the opportunity to get some competitive driving in was extremely useful. It helped get my mind back in the game.

"With motorsport you never stop learning. What's more, although you are often driving right on the edge, dancing the car from corner-to-corner, you rarely exceed limits. Being able to drive on ice, learn from the guys, and really push the limits, and go beyond them, was very, very useful.

"Porsche 911s, particularly the older versions, are not the most forgiving cars. But what is so good about them is that they are driver-led cars. There's not one driver aid or technical gizmo to corrupt the experience. It's a bit like riding a motorbike, where you have to concentrate on the flow and the balance. The key was not to overdrive the cars or get handfuls of opposite lock, but to let the car drift through a corner with all four wheels sliding. Throughout the day the surface and weather conditions changed, and these changes had to be taken into account too. All good for learning.

"The cars were great and I really liked the fact that they all had different characteristics. Because of this you had to drive them differently. This also added to the learning process. What's more, the amount of driving time available was impressive. You could jump out of one car into another, and get more and more laps in. It was a fantastic experience, huge fun, and something I'm so glad to have done."

straights. Not that I ever reached that kind of velocity. Apart from nudging 70mph once or twice, a smidge over 60mph was the best my skill set could muster. Mind you, it did seem faster from behind the wheel. Done correctly, the driving becomes a surreal, almost sensual experience. On the longer, sweeping, faster corners, it's possible to get the 911 to flow.

There was one memorable moment too when, in fourth gear, the 911 briefly became airborne over a slight ridge of snow/ice, which was followed by a left/right kink. But the car settled beautifully on its gravel-spec Bilsteins and I found myself not only able to hold the ensuing

slide, but then lift off the throttle and drift the rear into the next corner. This style of driving is bread and butter to a professional of course but manna from heaven to me, and incredibly addictive. During such instances you seem to become intimately connected as the 911, especially one of this ilk and pedigree, keeps relaying you information in such a subtle yet sensuous way. Then there's the engine, which delivers its deep-throated narrative, from tickover to peak revs, without the merest hesitation, and so eloquently.

What impressed me most, though, was how much front braking was available on the longer

studs. There's precious little weight over the front axle, yet by braking very hard and pushing the nose down, the longer studs came to the fore, biting into the ice, finding grip where there shouldn't be any, and dialling out most of the understeer.

I drove a number of the 911s, and all of them proved to be a delight. All had quite different characters too. What's more, contrary to popular opinion, and what many a journalist's rhetoric had led me to believe, the short wheelbase car (the aforementioned 911-engined 912), which I sampled towards the end of the day, was not inclined to swap ends in a heartbeat. It was actually very controllable. As for my favourite?





*“These cars are magical,  
and ice driving allows drivers to  
appreciate what they are capable of”*

Well, that has to be the ex-Safari car which, as I’ve alluded to, was previously piloted by Bjorn Waldegård. Who wouldn’t fail to be stirred by this car? Especially knowing that it has such a link to one of the world’s greatest drivers.

I have a long-held affection for the early 911, and for driving them, an affection I share with Richard. “They provide one of the best driving experiences ever,” enthuses Richard. “And, driven properly, they can be less difficult than one would imagine. These cars are strong, reliable,

fast, and quite magical, and the ice driving allows drivers to truly appreciate what they are capable of. Plus, many of the skills learnt on the ice are transferable to road, rally and race use.”

If you can, I urge you to enrol in one of the Below Zero courses. I found my course to be massive fun, wonderfully sociable, occasionally humbling, incredibly thrilling, and insightful – not to mention being so well organised and run. Life, and ice driving tuition, just doesn’t get any better ○



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RST1

# Occupational *Hazard*

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DK Engineering's, James Cottingham, is surrounded by gorgeous classic sports cars all day long. It's little wonder, then, that he owns this stunning 2.7 RS Touring – the latest detailed restoration by Porsche specialist, Canford Classics.

Story: Simon Jackson Photography: Gus Gregory

October next year will mark the 45th anniversary of Porsche displaying the 2.7 Carrera RS for the very first time. Whether or not those people assembled for the reveal in Paris back then knew they were playing witness to such a historically significant event, we can't be sure. What we do know, however, is that the car taking centre stage for Porsche at that Gallic salon would become far more than the homologation exercise it was originally projected to be.

It is true, yet with the power of hindsight rather nonsensical, that Porsche had anticipated building just 500 examples of the 2.7 RS. That magical figure was the precise number of road-going cars required to circumnavigate the FIA's competition regulations, thus allowing the 911 to go GT racing – something Porsche desperately needed to do at the time. Porsche chief, Rico Steinemann, and his

replacement, Ernst Fuhrmann, had both been embroiled in a messy political row with the FIA, desperate to field the 911 competitively yet seemingly denied at every turn.

It was Fuhrmann who finally made it happen though and the 2.7 RS was his tool; Porsche's golden ticket to racing in the Group 4 Special Grand Touring class. Fuhrmann must have felt vindicated, relieved and perhaps a tad smug by the end of that Paris Auto Show when all 500 examples of his car were sold. At the very least he took confidence from the wave of positivity toward the model, enough to green light the production of a further 500 examples making Group Three racing entirely possible in the process (homologation for which required 1000 cars to be built and sold). Eventually Porsche tripled its original estimate of 2.7 RS cars that would roll off the line. Handy for the Porsche dealers, sure, even nicer for Porsche

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Motorsport, as these greater numbers allowed the 911 to go racing on a higher plain than anyone might have originally hoped possible.

Special 911s have been and gone over the past four or five decades, but none have proved as enduring or iconic as the 2.7 RS. In many respects it is the most significant 911 of them all, and a car that remains desirable to this day.

Desirable Porsches, principally 911s, tend by their very nature to be expensive assets. And today few are more coveted than the 2.7 RS, with versions now regularly commanding in excess of half a million pounds on the open market. Right hand drive examples, such as the Touring model you see here, are yet more sought-after still. Due to their age and typical condition, increasingly there are two main camps when it comes to these cars; those that keep them wholly original,

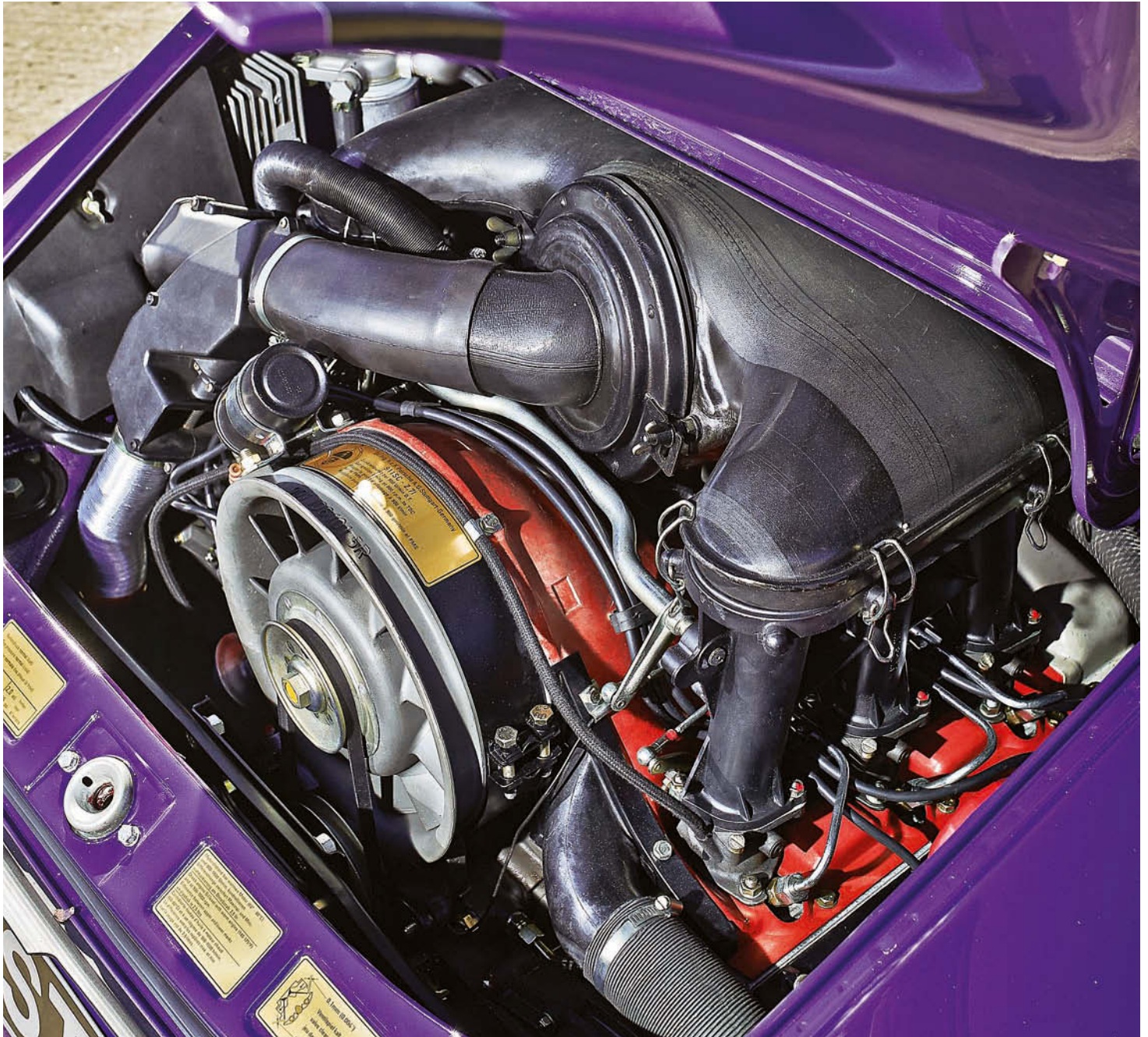
patina, warts and all, and those vehicles that have been lovingly restored to absolute perfection – the result of significant investment in order to revive them to a former state of glory.

This stunning and unusual Lilac 1973 2.7 RS is one of the later batch of cars Porsche built, and it now stands as a shining example of the restoration faction thanks to the talents of independent Porsche specialist, Canford Classics, in Dorset. Of the UK's specialist Porsche restorers, Canford Classics has become one of the most respected, and when you take a look at the standard of its work, you'll be left in little wonder as to why that is the case. Alan Drayson, the firm's experienced owner, however, seems adamant that Canford Classics is improving the standard of its work all the time, rebuilding yet more stunning Porsches finished

in yet more draw-dropping high definition.

Further endorsing the prized punch of this friendly and gifted one-stop Porsche shop, is the owner of this car, James Cottingham. A director at Hertfordshire-based DK Engineering, a specialist in the field of classic Ferrari (and often Porsche, too) sales and restoration, James is undoubtedly a man who knows his automotive onions when it comes to turning out a tidy classic car or two. It speaks volumes that he engaged the Canford Classics team for help with the restoration of his 911: "James is a senior director at DK Engineering," Alan told us. "Given DK's extensive experience of meticulously restoring Ferraris, we feel very honoured that he chose Canford Classics to undertake this restoration." And quite the restoration, it was.





A love for classic cars is an occupational hazard we're sure, James is surrounded by high-end classic cars all day but he describes himself as being something of a demonstrative Ferrari and Jaguar chap. Little wonder when your father is DK Engineering founder, David Cottingham, who began his business preparing and racing Jaguars and Ferraris in the late 1970s. DK Engineering remains the UK's oldest surviving Ferrari specialist, yet while it has expanded in the modern age, it remains very much a family affair, with brothers James, Justin and Jeremy playing an equally important part in the business as their father, and sharing the same level of enthusiasm.

That fervour for the automotive is not solely reserved for the Ferrari marque, though, indeed James has always admired Porsches from a distance. Not too much of a distance you



Is this one of the UK's finest 2.7 RS restorations of recent times? It certainly is a stunner...

Its Touring trim makes this 2.7 RS an extremely useable prospect and owner James plans to use it, not simply watch it appreciate in value...



understand, he has a 997 4.0-litre RS at home in the garage... "Porsche 911s are such great all-round cars," he explained, "and the 2.7 RS is such a versatile and iconic version."

How, though, did James come to embark upon a full-blown classic 911 restoration? And why did he not get his own team at DK Engineering in Chorleywood to undertake it? The story begins with the passing of a truly distinguished petrolhead, BRDC member Simon Phillips, in October 2013. Phillips raced at Le Mans five times during the 1970s and 1980s, his best result coming in 1982 while sharing the wheel of a Nimrod Aston Martin NRA/C2 with none other than Ray Mallock and Mike Salmon where the trio crossed the line in seventh place overall. As you can imagine, Simon amassed something of an enviable car collection during his lifetime, and upon his sad passing, widow Sheila tasked the Cottingham family with the sale of his machines.

"Simon was a good friend of my father's," James explained. "When we had sold most of Simon's collection his widow very kindly let me

buy the RS – I've known the car all my life and it had such an amazing history file."

That bloated history box file revealed that, what appeared to be a grey 911, was originally Lilac in colour. All told it was an exceptionally honest, matching numbers 2.7 RS, if a little rough around the edges: "Simon had owned the car since 1983," James explained. "In 1989 it had been painted grey by Aston Martin specialist, RS Williams – Simon didn't like the Lilac as he thought it too ostentatious."

James knew in his heart of hearts that the RS would require a full restoration, and naturally that would involve returning it to its original hue, but his optimistic side thought he might just get away with using it a little before making the giant restoration leap into the unknown. "I stupidly thought I could use it for a couple of years before restoring it," he said. "But it broke down every time I took it out! It was definitely in need of a full restoration."

Aware that the DK Engineering team were first and foremost Ferrari specialists, James turned to a recommendation he'd received and sent his RS

*"Porsche 911s are such great all-round cars and the 2.7 RS is such a versatile and iconic version"*





to the Canford Classics workshop for a full restoration quote. "Alan understood my point of view, I wanted to preserve the car, not just restore it," James recalled. "And I didn't want to take up a restoration slot at DK Engineering that might have gone to a customer, besides I very much like to separate business from pleasure!"

The approach of Canford Classics clearly resonated with James, in particular Alan's method of reworking a car without over-restoring it and thus losing its original essence in the process. As is the nature of the beast, once Alan and the team had the car stripped for work to commence it threw up a few curve balls, but James is an old hand when it comes to restoring classic cars, and so took any unexpected hurdles

in his stride. Although James supplied one or two parts for the job, on the whole he was happy to let Canford Classics locate the bits and pieces the car required, the majority of which were rare RS Touring parts – not desperately easy to come by in original form admittedly, and yet essential if this restoration was to work effectively.

Undoubtedly, James is pleased as punch with the end result, which coming from a man of his standing within the classic car scene, is quite the endorsement: "I took it to the Goodwood Member's Meeting recently and parked it in the paddock. The reaction was fantastic; many people said it was the best Touring they'd ever seen. I think it might have helped that the 991 GT3 RS has not long been launched in Ultra

Violet purple, so people drew a connection."

Going forward, James will use the car on weekends for historic events and meets, and on high days and holidays when the sun is shining, he's categorically not afraid to use it, and all power to him for that approach. What's more, he was happy to let us bask in the car's glory with a quick spin behind the wheel.

Of the classic 911s I've driven recently, one of the most impressive was the 911S belonging to Neil Plumpton (GT 08/15) – a car you can see on page 48 of this issue in fact. Neil's S is another former Canford Classics project, a car reborn through the deft touch of its skilful hand, and for me very much the epitome of what a restored classic Porsche 911 should be about. It's

*"I took it to the Goodwood Member's Meeting recently and many people said it was the best Touring they'd ever seen"*

no secret that the bones of the 911S went forth into the creation of the 2.7 RS, along with the essence of the period 911 R, and so it's fitting then that this Lilac example is today reminiscent for me of Neil's orange version of that model.

Indeed, this 2.7 RS is clearly of the same breed, a restoration job that is without doubt a class above the rest. It is physical evidence of this specialist's proficiency at recapturing that classic Porsche spirit. Everything about James' car seems on the money, from the reassuring fit-and-finish of its panels, to the operation of its controls inside that glisteningly fresh interior. Start it up and a silky smooth throttle pedal is instantly at your every command, craving input and responding with a mechanical competence and ease of use typically reserved for modern cars. On the move there's a sense of something special lurking in the background at all times, if you could leap into a time warp and emerge at the wheel of an original RS Touring of 1973 vintage, then I imagine it would feel like this car – dare I say perhaps not even this good?

James has specified the fitment of a new limited-slip differential in his car, which on the road does make you quite aware of its presence in a way I'm not entirely fond of, but then the beauty of a build such as this is that it is entirely customisable to the customer's individual tastes. I imagine the differential's communications lessen the faster and harder you travel, working with you not against you. Pushing a Porsche of this worth near to its limits on the road though is not something we'd ever entertain, especially one a matter of days out of a full restoration, but this 2.7 RS does enough without requiring plain idiocy to entertain. In actual fact, with the sun shimmering off that simply stunning Lilac paintwork, a hint of petrol aroma in the air and the sound of a well-sorted six-shooter out back, it's hard not to fall in love with the enchanting nature of this car.

It clearly has Alan spellbound, too: "It has been a huge privilege to have undertaken the restoration of this car. We have extensively restored it with many RS-specific parts. This has been one of our most detailed restorations yet

and is sure to provide the owner with many years of enjoyment," he said.

Even nearly 45 years on, the 2.7 RS is an enduring Porsche that in many respects epitomises the much-celebrated nature of the 911. To drive one is to experience something very special, to own one, like James, is surely to live the Porsche dream? Restoring one to the level of this car? Well, that is certain to be a pleasure not a chore for an experienced company like Canford Classics. If you can forget its eye-watering worth and the thought of risking damage to the hours of labour-intensive restoration work that has gone into its reconstruction, then the drive that awaits you offers one of the purist forms of 911 ever conceived. Savouring the driving experience this car offers by actually using it, not tucking it away in a garage, will provide a better understanding of what makes the 2.7 RS such a captivating car. James is sure to reap plenty of enjoyment from his car. As for the future of Canford Classic's Porsche restorations? We simply cannot wait to see whatever may emerge next... ○

CONTACT:  
[www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)

THANKS:  
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# Less Bark, More Bite

By removing the Cayman's six-cylinder normally aspirated bark, has Porsche taken a step too far with one of its best ever coupés? Say hello to the 718 Cayman...

Story: Simon Jackson  
Photography: Porsche

With each new embodiment since its arrival in 2005, the mid-engined Cayman has taken ever-greater evolutionary strides toward its bigger brother, the 911. As contemporary Porsche sports cars have advanced, so too the gap between the firm's halo car and its supposed junior, the Cayman, has narrowed. Perhaps the Cayman was an uncomfortable embarrassment of riches for Porsche? It's conceivable that it was too good, too close in form and function to the 911, and that was something of a problem for Zuffenhausen. Regardless, with the advent of this latest variant, the 718, we are witnessing the biggest departure for the Cayman to date. Indeed, the amount of headspace between it and the 911 is now greater than ever, not in terms of styling but in terms of its mechanicals. Why? Well, the elephant in the room, of course – the engine. We already knew from the new Cayman's roadster twin, the 718 Boxster, that the power unit would be its headline change. The downsizing from six- to four- cylinders, with the introduction of a turbocharger, has divided opinion in theory, and is proving equally controversial in driving practice, too. Importantly, what all this hyperbole boils down to is that without buying a GT (or potentially a GTS) variant of the 718, there will now be no 911-style silky smooth six-cylinder soundtrack for Boxster or Cayman owners going forward. How important is that? I guess that's up to each individual customer to decide. But ignoring the motives for such a change for risk of repeating ourselves, what are the positives? Because never is a Porsche story exclusively bad news, and this one is no exception.

## ENGINE

Let's get straight down to it, for there are few surprises here. In what the new 718 Cayman loses in audio theatre thanks to two versions of its flat-four, like the Boxster before it, it certainly gains in efficiencies and driveability – on paper at least. The engine specifications of the new car are exact matches for that of the Boxster: a 2.0-litre engine comes in the Cayman, a larger 2.5-litre mill in the Cayman S. They're both four-cylinder engines. And, as in the Boxster, they produce 300 and 350hp respectively, with 280lb ft (an increase of 66lb ft in the Cayman) and 310lb ft of torque (a smaller gain of 36lb ft). It's a marked improvement in power over the outgoing 2.7- and 3.4-litre 981 models of 25 horsepower for each but it is chiefly how that improvement is delivered which is key. Like the Boxster, the Cayman will offer undeniably razor sharp throttle response, even from low down the rev range, in an effort to disguise the forced-induction at work. Porsche says the smaller of the two power units, the 2.0-litre mill, will pull from 1950-4500rpm, but having driven the Boxster I'd

wager you'll see the really noticeable shove in the base of the spine slightly later than that, at around 2400rpm. The Cayman S will use Porsche's variable turbine technology (VTG), the system previously associated with the 911 Turbo, and once more, if my seat time in the Boxster and the Boxster S tells me anything, it's that it is this 2.5-litre S engine that you'll really want. More than ever, there is now a stark performance gap between the Boxster and Boxster S; this will also be true of the Cayman and Cayman S, and the VTG technology is sure to play its part in that. Opt for PDK with Sport Chrono and a Cayman will now dispatch 0-62mph in 4.7 seconds. That's a full second quicker than the old 2.7 car. An S model is even quicker, doing it in 4.2-seconds, shaving eight-tenths off its 981 counterpart. Undoubtedly the new 718 coupé will feel quick on the road, and point-to-point is a more competent and capable companion than the outgoing model, for driving in every other fashion than a fast road run, however, there is sure to be contention.

*The Cayman will offer razor-sharp throttle response in an effort to disguise the forced-induction at work*

## CHASSIS

Raising criticisms of the engine in the 718 Cayman is one thing but you'll find it difficult to take issue with its chassis if it's as good as that of the 718 Boxster – and we expect it to be sharper.

Driveability would seem to be one of the key watchwords for these new 718 cars, and without doubt Porsche has improved the chassis dynamics of the 718s over the 981 cars – which we know seems almost impossible. Paying particular attention to the suspension, Porsche has retuned the shock absorbers and tweaked the springs and anti-roll bars for a firmer setup. This will translate to a weighty feel and what Porsche claims is a ten percent improvement in the Cayman's directness. How it quantifies that number is unclear but the feel and ability of the 718 Boxster's chassis is certainly a measure better than its forebear. And there's every reason to expect that with the additional structural rigidity of the coupé shell, the 718 Cayman will feel even better. The rear wheels of the Cayman are now

half-an-inch wider than before; Porsche says that newly developed tyres also aid cornering grip.

Sport Chrono remains an option and with it comes the ability to fine-tune the chassis to suit your preferences via the 911-style mode switch on the steering wheel (four modes are offered: Normal, Sport, Sport Plus and Individual). Porsche Torque Vectoring (PTV), the electronically-controlled limited-slip differential is also optional, as is PASM (Porsche Active Suspension Management). With PASM fitted the Cayman is lowered 10mm. S customers can specify PASM Sport for the first time, which lowers the car a full 20mm. The brakes have been updated, too, to match the gains in engine and chassis performance. Now you'll find 330mm discs up front, 299mm discs at the rear. Ultimately, though, the new Cayman employs the braking system from the 981 Cayman S, the new Cayman S borrows its setup from the 911 Carrera, using four-piston callipers with 6mm thicker brake discs.

# 718

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## STYLING

In a word? Subtle. Whether or not we've already become accustomed to the styling of its Boxster equivalent, the exterior rework of the new Cayman does not move it too far from its 981 forebear. But that's a good thing. The 981 generation of cars were exceptionally well proportioned, and this 718 Cayman is no different. Perhaps the biggest identifiable change is down the flanks, where more prominent intakes work in conjunction with sweeping swage lines to encourage air into the engine. At the sharp end the nose has been mildly sharpened, so too the headlights (these now incorporate the four-point daytime running lights if you specify LED versions), and once more the increased airflow required by the new turbocharged flat-four is catered for with muscular intakes.

Out back the design is less well resolved. Like the Boxster, Porsche has felt the need to emblazon the car with its name across the strip between the rear light clusters. The 3D badge is quite integrated into the car, so there's little hope

of being able to delete this at dealer level. The rear clusters themselves, again like the Boxster, now feature three-dimensional styling, with four separate brake lights.

Inside it's mainly the upper section of the dash fascia that has changed the most. New air vents grab your attention, so too the new style integrated PCM system which, as we've seen in other new Porsche cars, offers mobile phone-style functionality with the option to add satellite navigation (it is an option, not standard fit). Porsche Car Connect and Apple Car Play are also features. The idea being that with the right options boxes ticked, the system is now as useful as a smartphone and equally as intuitive to operate. Porsche has, at last, brought its connectivity options into the modern age with these new 718 cars, and the second-gen 991.

A new sports steering wheel provides the driver's main touch point with car, like we've seen on other models it is inspired by the wheel found in the 918 Spyder.

### CAYMAN 987: 2005 – 2013

Porsche's two-door, mid-engined, six-cylinder coupé was an instant hit. Near perfect weight distribution and mid-engined stability made the 987 Cayman one of the finest drivers' Porsches ever. Rumour had it that this was the car Porsche wished the 911 could be in the modern age. In 2010 the Cayman R arrived: lighter and more powerful than before, it utilised an aluminium bonnet, doors and a stripped-out interior to create the hottest Cayman we'd seen.



### CAYMAN 981: 2013 – 2016

An overhaul in 2012 revealed this second generation Cayman, the 981. Still sharing its genetics with the Boxster – wheelbase, engines, gearbox, suspension and steering – but the Cayman was also finally let off its lead. The 3.4S was its sweet spot, even the electric power steering didn't seem to affect the Cayman like it did the Boxster and 911 Carrera models. With the advent of the GT4 variant, Porsche's Motorsport department allowed the Cayman to demonstrate its full capabilities – what a car!



### CAYMAN 718: 2016 – ONWARDS

Arriving shortly after its Boxster namesake, the new iteration of Cayman is the biggest departure yet for Porsche's two-seater sports car. Out goes the normally aspirated six-cylinder engine in the Cayman and Cayman S, replaced with a four-cylinder turbocharged unit shared with the Boxster. The changes create the biggest gap between the 911 and Cayman yet. For the first time the Cayman is priced below its roadster equivalent, mimicking the staggered pricing structure of the 911 coupé and convertible models.





Having driven the new 718 Boxster, I'm confident in assuming that this new Cayman offers a very similar driving experience. Given that the roof mechanism of the 718 Boxster is heavier thanks to the additional strengthening inherent in a roadster's general makeup, the Cayman is 75kg lighter (the Cayman weighs 1335kg, the S 1355kg), and there's every chance that might allow it to offer an even more involving driving experience. Soundtrack accompaniment aside, the 718 Boxster's chassis is hard to fault, and the power supplied on tap profoundly usable throughout the rev range. All this suggests that

the new 718 Cayman will also deliver class-leading driving thrills, and let's not forget that we're talking about a car with 300 (Cayman) and 350 (Cayman S) horsepower here, and that really is quite a lot of power for a car of this size.

For the first time the Cayman is now priced lower than the Boxster: a 718 Cayman starts at £39,878 (£1861 cheaper than a Boxster); a 718 Cayman S starts at £48,834 (£2361 less than its roadster equivalent). Porsche says that this reflects the pricing structure of the coupé and cabriolet 911s; we feel it's an extra cherry on the Cayman cake.

There are likely to be gains chalked up in terms of fuel economy, but for us it is the additional torque and subsequent driveability improvements offered by the 718s that piques our interest most. There may well be down sides to turbocharged engines but one of them is not mid-range punch. Of the one major sticking point to these 718 cars, the sound of the force induced four-cylinder burble not matching the sweet song of a normally aspirated six-, perhaps with a roof atop your head the Cayman will mute that noise to a more acceptable level? We'll bring you an appraisal as soon as we get behind the wheel ●

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## 911 R

Lovely as it is, why has Porsche felt the need to create the 911 R now? With the new 911 Carrera and 718 Boxster and Cayman being turbocharged, surely the naturally aspirated 991 R contradicts what the company is trying to do with the rest of its range of cars?

To my mind there seems to be an unhappy disconnect occurring between the GT department and the rest of the Porsche business, one that could cause a real friction further

down the line. Porsche has produced simply stunning cars for years now, but I can well see trouble ahead if the latest crop of new models were to garner criticism.

It's been a long time since Porsche has had to defend a car that wasn't anything other than utterly brilliant.

**John, email**

*We wonder if you are alone in this viewpoint, John. Over to you dear readers... GT*

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**Star Letter**

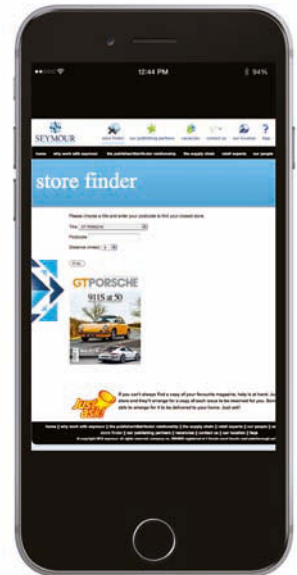


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**Dan, email**

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## The VW Connection

Saying VW could teach Porsche something about turbocharging in your *Second Thoughts* column in the April 2016 issue was laughable. First of all the flat-four in the back of the 718 has nothing to do with the in-line four in the front of the Golf R. It's not the same engine and will use different turbocharging techniques.

Secondly, that VW engine is already in use in the Macan and if you've driven it you would have realised that Porsche has improved on the delivery characteristics, but because of the Macan's weight it is not as quick. However the throttle response and shift changes are much better in the Macan.

Even further back in history when

Porsche created the Cayenne from the Touareg, I could scarcely believe that Porsche made a good SUV from something that couldn't stop, corner or accelerate decently. If anything VW can learn from Porsche. If Porsche had realised its dream in 2009 the entire VW citizenship would have enjoyed the possibility of getting some input from Porsche, instead the Porsche world is worried that we'll end up with hardware or (God forbid) software from VW.

**Andre, Singapore**

*Firstly thank you for taking the time to get in touch, Andre, the opinion columns are designed to generate conversation and debate. The points*

*you raise are valid, however the aim of the column was rather to highlight the driving experience offered by the engine, not simply to draw comparisons with its physical layout. Although it is admittedly tasked with a different job role, the version of the engine in the Macan does not feel anywhere near as sporting as that in the Golf R, but it is really an unfair comparison hence why we did not raise it. Moreover the aim of the piece was intended to question the suggested technological relationship between VW and Porsche, even the democratisation of technology between the two. As you point out, there has been an interesting dynamic between them in recent history. GT*



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# The Bottle Shop







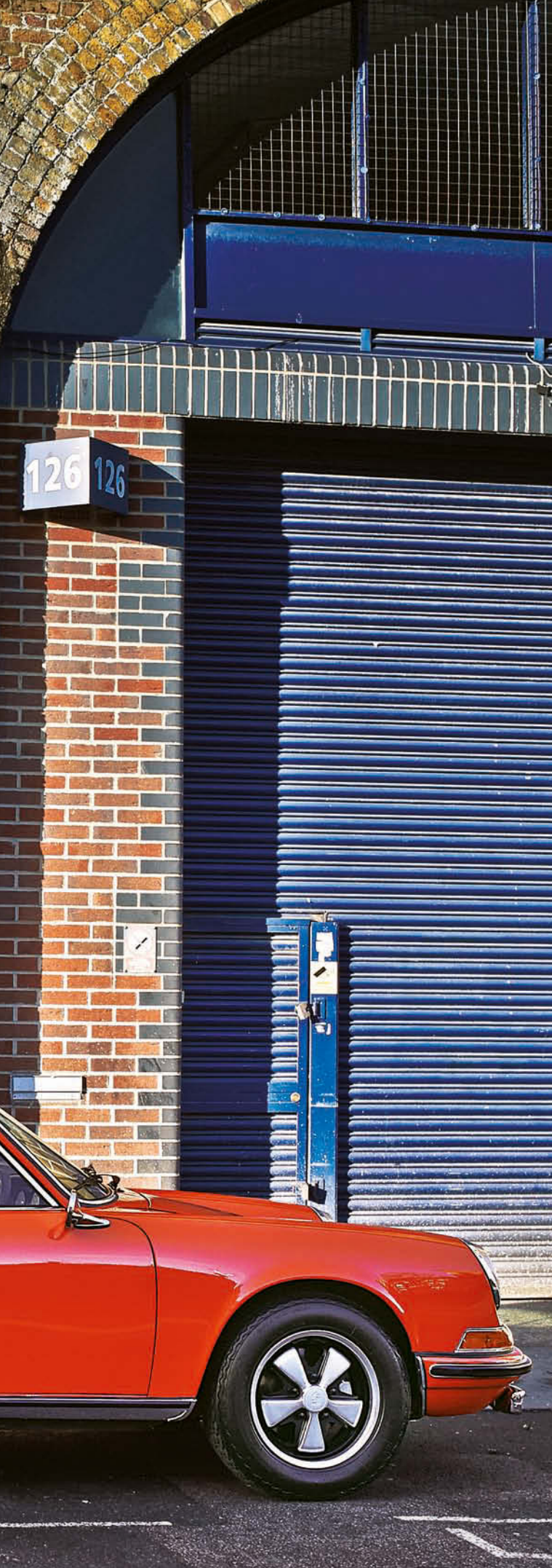
# MOONSHINE RUN

When purveyors of good beer, The Bottle Shop, challenged us to a modern day moonshine race against a classic 911S, we turned up all guns blazing in a Cayenne Turbo S. Would it be the old or the new Porsche that won the day and the beer?

Story: Ben White Photography: Gus Gregory

London, 5:30am. The city is yet to take its first intake of breath for the day. There's a palpable chill in the air and despite this being spring, it's dark – especially on the gritty back streets south of the river. People are few and far between. Ideal conditions, then, for avoiding unwanted attention because today we're making a dash away from the big smoke with a boot full of alcohol – modern day moonshine runners becoming the mobile link between Bottle Shop London and Bottle Shop Canterbury.

It's quiet out in the still London air. That is until the angry rumble of a twin-turbocharged V8 shatters the peace and quiet, shortly followed by the unmistakable clatter of a 2.2-litre flat-six. Suddenly the city feels like it's coming alive. Our goal today harks back to the days of moonshine runners, using pumped-up cars to evade the police while transporting contraband booze between illicit watering holes. While today a plain van is a far more clandestine machine,





*The 911 is fizzy and lively just like a hoppy west coast IPA*



moonshine running spawned NASCAR and influenced the hot rodding scene, and continues to do so to this day.

The cars we're using aren't cobbled-together like traditional moonshine runners but arguably, *GT Porsche's* choice of vehicle is a modern day hot rod; producing 570hp from its twin-blown 4.8-litre V8 mill, the Porsche Cayenne Turbo S packs a huge punch cloaked by modest styling. With near on 700 litres of luggage space it's also going to be able to carry a lot of beer.

Our adversary, Porsche's 911S from 1971 in The Bottle Shop's corner, is different. It looks the sports car through and through giving off an air of agility and low-speed immediacy that the modern SUV can't match. Its cargo capacity is smaller too, even with imaginative use of the rear seats, but brute force doesn't necessarily mean the underdog won't complete the run in pole position. With 180hp and deft handling, it's no slouch on the tight city streets or a deserted back road.

Our haul today is made up of some of the finest beers in the world hand-selected from The Bottle Shop, a veritable paradise for lovers of craft beer, spirits and cider. Like the cars in which it's travelling in the load is exclusive, rare and desirable – the kind of stuff enthusiasts want to get their hands on. Session IPAs? Check. Imperial Russian stout? That too. Even a load of Belgian Trappist beers. You can count the value well into four figures, if not more, so it needs to be kept

safe and delivered efficiently over the 60 plus miles that separate London from Canterbury. To make things interesting our moonshine run won't be following a set route. Instead there are only two rules the drivers of the Cayenne and the 911 have to adhere to; no motorways, and the first to the finish line keeps the spoils – or rather their fix of craft beer. It's no simple thing to stick to either. Trying to get from London to Canterbury without using the M20 or M2, and



avoiding towns beginning to succumb to the rush hour requires more than the brute force of our Cayenne's V8 and more than The Bottle Shop's 911's back-road advantage.

Our Cayenne comes into its own when loading it with The Bottle Shop's spoils. Its easy access means that the car's 590ft lb is dragging two tons of metal, and beer, away long before the 911S is ready to go. And what a thump in the back it provides; it's no exaggeration to say that the first time you hit the loud pedal in one of these it picks up speed at a pace which can easily take the unwary by surprise. The Turbo S's heft is shrugged off and it simply catapults you down the road in a totally nonchalant manner. This is one angry sounding car too. With the optional sports exhaust, the noise, even at low speeds, is a typical V8 burble seemingly unmuted by the blowers bolted to it. It's a threatening, thumping sound which seems to warn others that this thing means business. And with a boot full of loot and a mission to be first over the line, today it really does mean it.

The classic 911S might be much smaller, but using the back seats as well as the underbonnet space means it still swallows a surprising amount of bottled wares. And whilst it might be far from packing the same colossal punch as the Cayenne, it's no slouch either. This particular car is a rarity too; a right-hand drive model which has undergone a ground-up rebuild by Canford

Classics and a car have already graced the pages of *GT Porsche* on the cover of our August 2015 issue. It's a peach. All of its 180 horses are present and correct, and with barely over a ton to push along the S blares away with its beautiful, air-cooled clatter. Resonating off the narrow streets of central London, no one within earshot is staying asleep for long.

London's gradual awakening and our 6am departure does the Cayenne no favours. For all its numerous advantages it's no natural city dweller. Whereas the 911 can pick its way through traffic with point-and-squirt accuracy (aided in no small way by its glasshouse-like window area) the Cayenne doesn't have the visibility to exploit gaps, and its evident – albeit limited – turbo lag means sometimes you simply don't dare dive for a gap in case of spooling up the turbos at the wrong moment. Here, in the urban jungle, the 911 steals the advantage.

Thankfully we're heading for open country and as soon as you get past Swanley, Kent's sinuous road system becomes our playground. Here it's really a case of David and Goliath, as the 911 takes the low road – a more contrived, but less built-up route down the A20, and the Cayenne the high road, as it exploits the A2. The Bottle Shop contender has the big hurdle of Kent's county town – Maidstone – but by winding its way through the ancient town of Aylesford near the North Downs and then back onto the A20 at Bearsted it avoids the worst of the traffic. It's longer and twistier, but the 911 soaks it up, using its revvy 2.2-litre flat-six to its full potential as the roads get narrower and the traffic heavier.

Our Cayenne, on the other hand, might be using the more direct route, but it's also more built-up, especially around the Medway towns. Of course, along the multi-lane sections the Turbo S naturally sets a blistering pace, its 570hp being put to best use. But as the A2 'proper' peters out at Strood it's time to play with the traffic again. We're now well into rush hour and the Cayenne remains thoroughly conspicuous in its size and comparative lack of visibility. In short, we're under the cosh as we cross the Medway river at Rochester and pick our way through Chatham. At this point the 911S is well on towards Lenham, and its Bottle Shop driver thoroughly looking forward to the A252 and A28, roads which run between Charing and then direct to central Canterbury. The A252/A28 combo is one of the south east's best kept secrets. Fast, flowing and with fantastic sight lines at numerous points, it is a road that just begs to be driven, yet there's rarely anything on it.

Apart from a few villages en-route, the 911 can wind things up to ten, exploiting its newly refurbished chassis and unassisted steering – both of which offer a surprising amount of feedback and confidence. It's fizzy, lively, and just wants to be driven, like a hoppy west coast IPA that asks the question – just one more?



Once again, the 911 is taking the advantage.

Out of the Medway towns, our Cayenne can turn up the wick and claw back some time. Apart from the blips of Sittingbourne and the historic market town of Faversham, the road is classic Roman; straight, fast and with little to trouble the Cayenne's handling abilities. That's not to say the Turbo S isn't something of a star in the corners. For a two-plus ton car it really does steer very well indeed. Turn-in is sharp, and with a boot full of throttle on the exit, it shifts ample power to bring the rear around. Physics is the Cayenne's only limiting factor. You're always aware that for the most part you're cheating it, and there may come a time that it'll bite you hard if you push on too much. Being mindful of weight transfer – and just how much weight

there is to transfer – does, however, ensure that the Turbo S is a complete hoot. But drawing another beer comparison, the Cayenne is like an imperial stout – tasty, but heavy, and you have to mind how you go else it'll catch up with you.

By the time our Cayenne is once again hammering the dual carriageway between Faversham and Canterbury the Bottle Shop's 911 is dicing with the traffic in Kent's most historic city. It's no exaggeration to say that from whatever side of the city you come from, the dominating feature of the skyline is the 11th century cathedral, its spires towering seemingly as high as the hills that surround it. It's a view that the 911 can enjoy before we the Cayenne does, as it make its way in from the busy thoroughfare that is the A28 from the south. As



*The two cars are completely different, but they clearly share the same ethos*



it winds its way through the tight streets, it's clear that game, set and match goes to the Bottle Shop's 911S. After near-on 70 miles it rolls into The Goods Shed – an artisan food and drink lovers' paradise – a full five minutes before the Cayenne follows in a wall of V8 noise; a fun, if slightly empty entrance.

Our moonshine run is complete. A combined 140 miles and quite a few gallons of petrol delivers The Bottle Shop's craft beer cargo safely, having made its way through bustling cityscapes, open roads, tight lanes and provincial towns. We've seen in the day, running – perhaps unsubtly at times – against each other, and the clock, to make it to our destination. These two cars are completely different, but they clearly share the same ethos. They are sports cars that attack the pursuit of performance in opposite ways, one preferring the sledgehammer approach and the other a more subtle tap hammer. Both are hugely entertaining in their own way though, and through our moonshine run we've brought them together, learning their good points and foibles.

Porsche's Cayenne Turbo S is a hugely impressive machine; fast, comfortable, hell, it's even efficient for its size and power. But it is more sober and clinical in the way it goes about dispatching miles and pretty much any car you wish to overtake. But it's the 911 which won the day, and it's fair to say that it won our hearts too. It's a physical car that requires you to think and to grab hold of it if you want to make progress – a rewarding steer for anyone fortunate enough to drive it. And us at *GT Porsche*? We lost, so The Bottle Shop got to keep its wares. Thankfully, The Goods Shed does a mean sandwich and coffee. Well-earned after an early start and exhilarating drive away from London... ○



## THE BOTTLE SHOP

Founded in 2010, the aim of The Bottle Shop was simple – to curate the best selection of beer on British soil. It opened a shop and bar in Canterbury in November and began offering some of the world's finest beers to the students, workers and general beer-lovers of this ancient city. Within months, the requests for a mail-order service became too tempting and it began shipping its beers around the UK and Europe. September 2012 saw the launch of The Bottle Shop's e-commerce website. It imports beer and buys directly from breweries to ensure that each bottle is fresh and, above all, an amazing beer that it passionately believes people will love.

[www.bottle-shop.co.uk](http://www.bottle-shop.co.uk)



The Bottle Shop's original Canterbury site sits inside The Goods Shed...

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Simon has worked across several automotive publications over the past decade

## Will the new 718 cars fuel the old ‘poor man’s Porsche’ argument? Simon Jackson fears the worst...



I don't subscribe to the concept of a 'poor man's Porsche'. Those who do, however, will typically cite models such as the 914, 924 or Boxster as fitting their definition of cars that are not as worthy as others of wearing the Porsche crest. Historically these have been the cheaper Porsche prospects, the cars offering you a chance to get behind the wheel of a Porsche vehicle for less cash than it might take to secure the keys to a 'real' Porsche. That'll be a 911, then. It's an opinion that, for me, has held less and less water in recent times as Porsche models of all shapes and sizes, be that two-seater sports cars or SUVs, offer increasingly high levels of driving dynamics and the kind of impressive characteristics traditionally associated with that 'true' Porsche: the 911. But all that could be about to change.

With the arrival of the turbocharged four-cylinder 718s, both Boxster and Cayman, Porsche has widened the gap between the 911 and the rest of its sports cars in a way in which we

haven't seen for over 20 years. Whether that's a deliberate ploy generated to a) push customers into 911s, or b) the result of having one hand tied behind its back while the other is tickling the palms of environmental legislators, is anyone's guess. But the end result is the same: there's now really no cheap way to buy into the 911 experience without purchasing a 911. No longer does the Boxster (and I'd wager the 718 Cayman, too) provide the same thrill as they did in recent times. This may well delight 991 owners but it's also sure to disappoint plenty of other potential Porsche customers in the market for a new car yet who can't stretch to a £76,000 Carrera.

You can read Andrew Frankel's full *First Drive* on the new 718 Boxster on page 74, so there's no need for me to reiterate the same points here, other than to confirm that the new car is very different to its forebear. I've only driven it on Portuguese roads, but I don't need to test it in the UK to tell

*“There's now really no cheap way to buy into the 911 experience without purchasing a 911”*

you that if you're reading this magazine then you'll probably take issue with the Boxster's power unit, in particular its sound. What you can't knock is its performance, sheer agility or overall quality. The Boxster is still a quick, enormously proficient and capable car, but it no longer offers, in 718 Boxster or Boxster S guise, the same cut-price 911 feel it once did. And that's purely down to the engine note, which I know seems like a small element to protest about but for the enthusiast it's such an important part of the Porsche driving experience.

It remains to be seen whether or not sales of 718 Boxster cars will fail

to meet Porsche's expectations, or match those achieved by the 981 generation. There are sure to be plenty of people who only buy a Boxster for the crest on its nose and the Porsche script on its rump alone, and for them the engine matters little. For true enthusiasts, though, things may be different. Some will take the view that swallowing a turbocharged Carrera was one thing, but a contemporary four-cylinder turbocharged Porsche sports car that's missing a sense of audible theatre? Well, that might just be too big of an ask. Above all else, I truly hope it doesn't pour petrol on the 'poor man's Porsche' argument ○

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





# CULTSTATUS

Discounting its SUVs, the 968 was Porsche's last four-cylinder front-engined car. This Club Sport example from Pie Performance is the pick of the model range...

Story: Simon Jackson Photography: Matt Woods

It's possible to trace the evolution of the 968, the swan song vehicle for the era of front-engined Porsche sports cars of its ilk, right back to the very beginnings of the 924 in November 1975. Having arrived in 1992 at an interesting time of austerity for Porsche and amid a global recession, the 968 occupies a rather unusual, if short, place in the firm's history. Presented as Porsche's entry-level car, the 968 took over that role from the 944 with which it shares much of its genetic makeup. In many respects it was the zenith of Porsche's front-engined concept, the logical end game for the 924 and 944 timeline, yet as it was also a car born during a time of hardship in Zuffenhausen, this was ultimately reflected in its proposition. The overt exterior differences between the 944 and 968 should need little in the way of highlighting. Under the bonnet, though, the 944's 3.0-litre, four-cylinder, 16-valve engine was tweaked with Porsche's Varioram technology, resulting in 243hp. Integrated into its rear

transaxle setup was a six-speed gearbox. These all made for a desirable package. Certain elements of the 968's architecture, though, may have been old before their time. New car sales were relatively sluggish as a result (not many more than 11,000 examples of the 968 were built in total), and so the model was not long for this world. It was canned in 1995 when Porsche's new chief Wendelin Wiedeking swept his new broom comprehensively. Despite its brief (in Porsche terms at least) and somewhat compromised existence, though, the 968 punches above its weight historically speaking, remembered today for all the right reasons as both a capable and attractive ownership prospect. For many the 968 is indeed the front-engined machine Porsche should always have been producing, and without doubt the Club Sport (CS) version, which arrived in 1993, is heralded as the pick of the bunch.

Porsche had already explored the concept of a stripped-out Club Sport car with the 928 in the

late Eighties, but the idea didn't really fly. Regardless, a pared-back version of the 968, the 968CS, was launched and this time the concept received a warm reception. The basic premise is a familiar automotive one from time immemorial; as Colin Chapman would say, 'simplify, then add lightness'. Devoid of anything deemed non-essential, electrically operated seats, windows, mirrors, the driver's airbag and even sound deadening were all binned. A lighter, more compact battery was fitted, the rear seats deleted and the front seats became lightweight fixed-back buckets with body-coloured hard shells (these could be swapped in favour of the standard issue 968 chairs for no additional cost). However, don't fall into the trap of presuming that all this simplification made for huge reductions in overall weight. While each deleted element undoubtedly helped the overall picture, the 968CS was only around 50kg lighter than the standard car, still weighing in at a sizeable (for





Right: The 968's 3.0-litre four-cylinder 16-valve engine came from the 944. This time it produced 243hp

the period) 1320kg. Its chassis was lowered 20mm all-round on account of work to the rear torsion bar suspension, and the lopping of coil springs up front (M030 specification), while in each corner sat 7.5x (front) and 9x (rear) 17-inch Cup alloys wheels. Porsche offered five exterior hues for the 968CS: white, yellow, blue, black and red. Alternatively, as is the case with the Violet car you see here, you could throw a selection of other more unique colours at your 968 at certain times during its life cycle.

Of the 11,602 968s built, some 1371 were 968 Club Sports, the car you see here being one such example. It's safe to say that between the mid-Nineties and today, it's this version of the car that has accrued a genuine cult status amongst the Porsche hardcore. Suffolk-based Porsche specialist, Pie Performance, was therefore keen to acquire the example you see here when a regular customer came to part with it following four years of ownership, as Pie Performance's Chris Lansbury, told us: "He's got a 928 S2 manual with a limited-slip differential, and a 924 Turbo; he only sold the 968 because his wife didn't get on with driving it." Naturally, as a specialist in the field of Porsche repairs and sales, Pie Performance was keen to add the 968CS to its list.

"Ninety percent of our stock is Porsche," Chris explained, "but if we come across anything unusual that's nice, then we're interested."

Without doubt Pie Performance is an out-and-out Porsche specialist, known for its work on 928s in particular but with expertise in the field of 911s, Boxsters, and all shapes and sizes of classics no matter the badge, so its net is often



cast wider. Far from being an expert in everything and master of nothing, the guys at Pie Performance are clearly experienced sorts with a working knowledge across the Porsche model spectrum, from air to water, 914 to 991. What's more there's an air of perfection about the way in which Pie Performance does business; from its bread and butter servicing to full-blown restorations, time is taken and care executed to ensure any work is completed correctly first time, using genuine parts and providing a long and comprehensive warranty for peace of mind. The 968CS you see here ticked a number of boxes for these guys: rare, unusual and wearing a Porsche badge, so it was secured with a view to passing on to a new home.

This particular version of the car, now wearing

a new numberplate at the behest of its new owner, was supplied by Porsche Cars Great Britain in Reading during early January 1994 and was shot in Amaranth Violet (paint code L39D) – a solid shade available from late 1994 into 1995 at no additional cost to its original owner. The car spent the first year of its life being looked after by the aforementioned Porsche HQ in Calcott while seeing out its first 12,500-miles of use, before moving up north and falling into the care of JCT600 in Newcastle-Upon-Tyne. This led to a period of hanging around nearby in Durham and North Yorkshire, before the 968CS headed back down south to come under the care of Paul Stephens (the specialist just down the road from Pie Performance in Sudbury, Suffolk) in 2013. Possessing a typical mileage for a car of

*The 968's fabled 50/50 weight distribution balance creates handling that is both neutral and dependable*





its ilk, this 968 has seen light use over the last five years to say the least, covering just 2276 miles between October 2011 and May 2015, while at the same time increasing dramatically in value. When new, the 968CS was priced at just under £29,000 in the UK, £4500 less than the full fat 968 – a no-brainer in hindsight. It's no secret that you could pick up a 968 like this one for anywhere between £10,000 and £20,000 less than three years ago but today the worth of these machines, which are admittedly in short supply, has almost doubled. Now you're looking at parting with a figure north of £30,000 to secure one of these models. But is it really worth that kind of outlay, which, let's face it, is 911SC money these days? Is it really better than a 911?

At 83,000 miles there's every reason for this car to feel tight and taught on the road but there's only one way in which to test that theory. Jumping inside it's instantly gratifying. This car has cloth fixed-back bucket seats that hug its occupants. The driving position is akin to that of the 924 Carrera GTS with which it shares lineage so it's not perfect (the wheel sits low, close to your knees) but it's useable all the same. For a car of this perceived bulk the 968 is exceptionally manoeuvrable, although like most period Porsches it really comes to life when your speed ramps up above town pace. Launch this car and it feels quick off the mark in the context of its period but it doesn't provide the earth-shattering levels of performance you might expect from something with the 968CS's level of hype. As the revs rise (at an acceptable

pace it has to be said) there's the distinct lack of any spine-tingling noise of the sort a six-cylinder Porsche engine would naturally provide. Instead the straight-four climbs through its power band quickly propelling the car with a healthy level of torque (225lb ft at 4100rpm) along at a decent rate of knots, coming to life around 6200rpm where peak power is available. Although it turns a good lick of speed, at no point does it feel truly electrifying. Where this car really does come into its own, though, is in the corners. It is thoroughly communicative with delicate steering feel, the kind of setup upon which Porsche built its reputation. The chassis arrangement and the 968's fabled 50/50 weight distribution balance creates handling that is both neutral and dependable, and it's equally impressive and amplifies all these elements at work the faster you travel. There's a good reason the 968 Club Sport became such a popular car for track use, it's just a shame that its values are resulting in less and less being taken onto circuits these days.

It's 40 years since the transaxle Porsches arrived; for many the 968 represents the best of that ancestry, a car which showed what a front-engined Porsche sports car always should have been. Discounting its modern SUVs, the front-engined formula is one that Porsche has not felt the need to revisit since, and yet, in the 968, Porsche had arguably finally struck the right formula between looks, performance, and handling. Arguably thanks to Wiedeking's

appointment, and the clearing of the decks in preparation for the watershed arrival of the Boxster and 996 generation of modern Porsche cars, the 968 programme was cut down in its prime, perhaps before it really had the chance to fully stretch its legs. What we've been left with, then, is a car produced in relatively small numbers, and in Club Sport trim it's an even rarer limited numbers Porsche at that, for which values (if you are concerned by these kinds of things) are sure only to climb. So, is the 968CS better than a 911? You know what, just maybe, but you have to ask yourself if this is really a comparison worth making. The 968 is without doubt a very different kind of Porsche to its 911 stablemate; it doesn't enjoy the same high profile celebrity as the 911, and partly as a result it isn't surrounded by the same mystical aura. And yet some will argue that it is a better car in many respects, that its rarity alone makes it worthy of both a hefty price tag and as much admiration as any of us care to heap upon it. Pie Performance has already sold the car you see here. A deposit was placed just a week after the ink was dry on the classified advert, which goes some way to confirming the popularity of the 968CS. We're told the deal-sealer was just how together and tight this example feels when driven, and we have to agree on that front. What the new owner has planned for its future we're not sure, but given this model's cult status it's almost certain that its new home will be one that is fully appreciative of its position in the wider context of Porsche's historical timeline ○



Inside there are no frivolities so you can just get on with driving, which is a rewarding experience



Cloth fixed buckets in this car could sit a little lower ideally, but overall the cabin is a functional and pleasant place to be...



*For many, the 968 is a car which showed what a front-engined Porsche sports car always should have been*

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# 997 GT3 RS vs 930 TURBO

Two iconic 911s attack Porsche's  
favoured South African test routes

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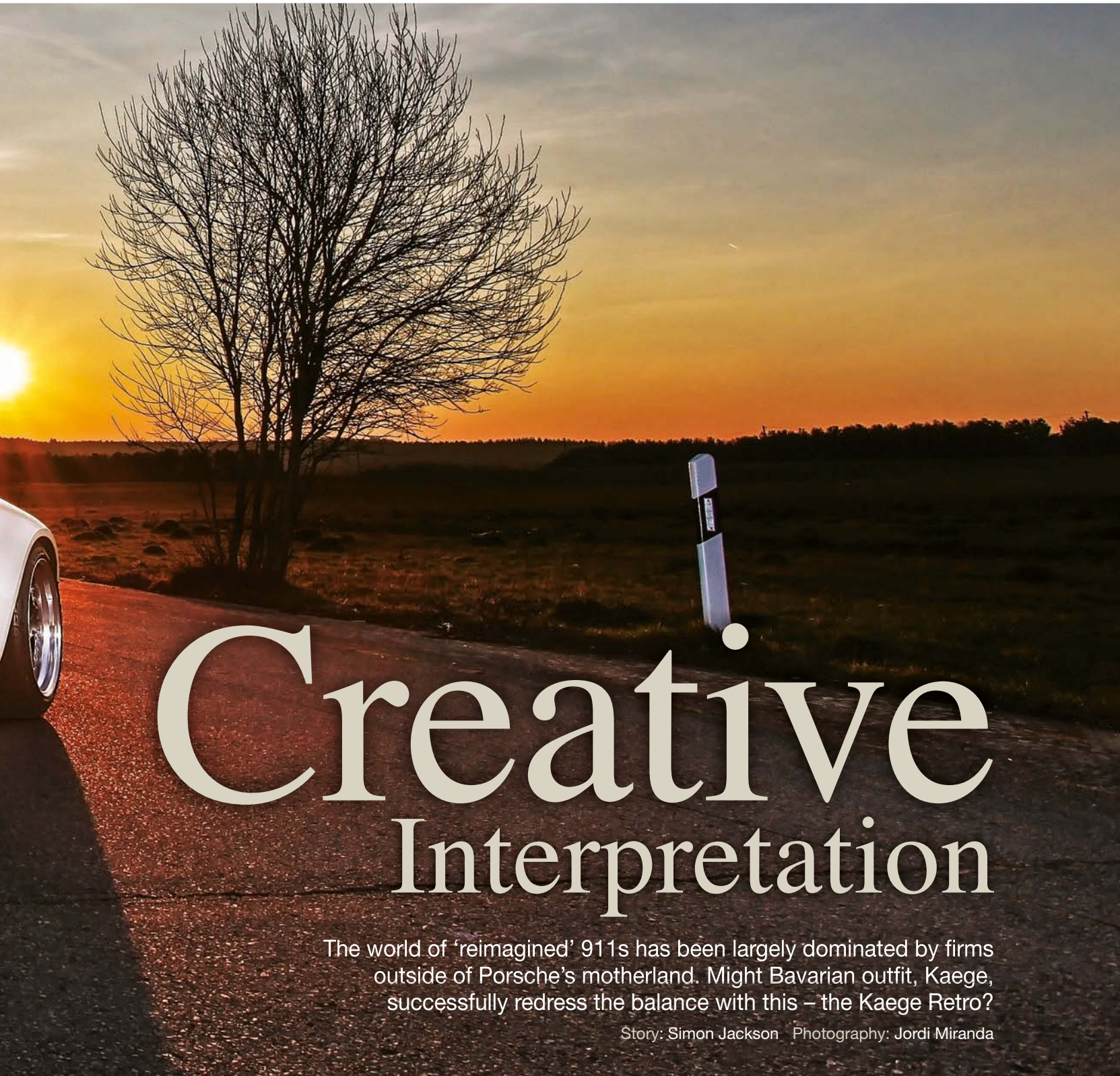
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# Creative Interpretation

The world of 'reimagined' 911s has been largely dominated by firms outside of Porsche's motherland. Might Bavarian outfit, Kaega, successfully redress the balance with this – the Kaega Retro?

Story: Simon Jackson Photography: Jordi Miranda

Reinterpreted 911s are big business these days. In fact, at times it feels like every man and his dog are having a bash at reworking a modern Porsche to appear far older than it is. Of late we have made a point of showcasing several of these works in *GT Porsche*, the majority from sources that might not necessarily be immediately familiar to you. A name that is synonymous with the process of 'reimagining' 911s, however, is Singer Vehicle Design. The Californian firm, founded by expat Rob Dickinson, has practically single-handedly made modifying old Porsches publicly acceptable, so it's difficult not to reference its handiwork when someone else reveals their own take on the very same concept.

Oddly, despite giving birth to the 911 and boasting a tuning scene in rude health, we've seen little in the way of tasteful reimagined/reinterpreted/backdated (pick your favoured expression) or plain modified 911s built in Germany, with the obvious exception of the Emmerling RSR Evocation on our February cover. Now we can add Kaege to that short list of talented German backdate specialists.

Kaege is based in Stetten, Bavaria, and is named after its founder, Roger Kaege. It is not a one-stop Porsche shop as you might imagine, but an automotive specialist with fingers in a diverse

mix of four-wheeled pies. Kaege can sell you a new Volkswagen commercial vehicle, for example, an aftermarket exhaust system for your BMW 3 Series, or perform an oil and filter change on your 997 using Genuine Porsche Parts.

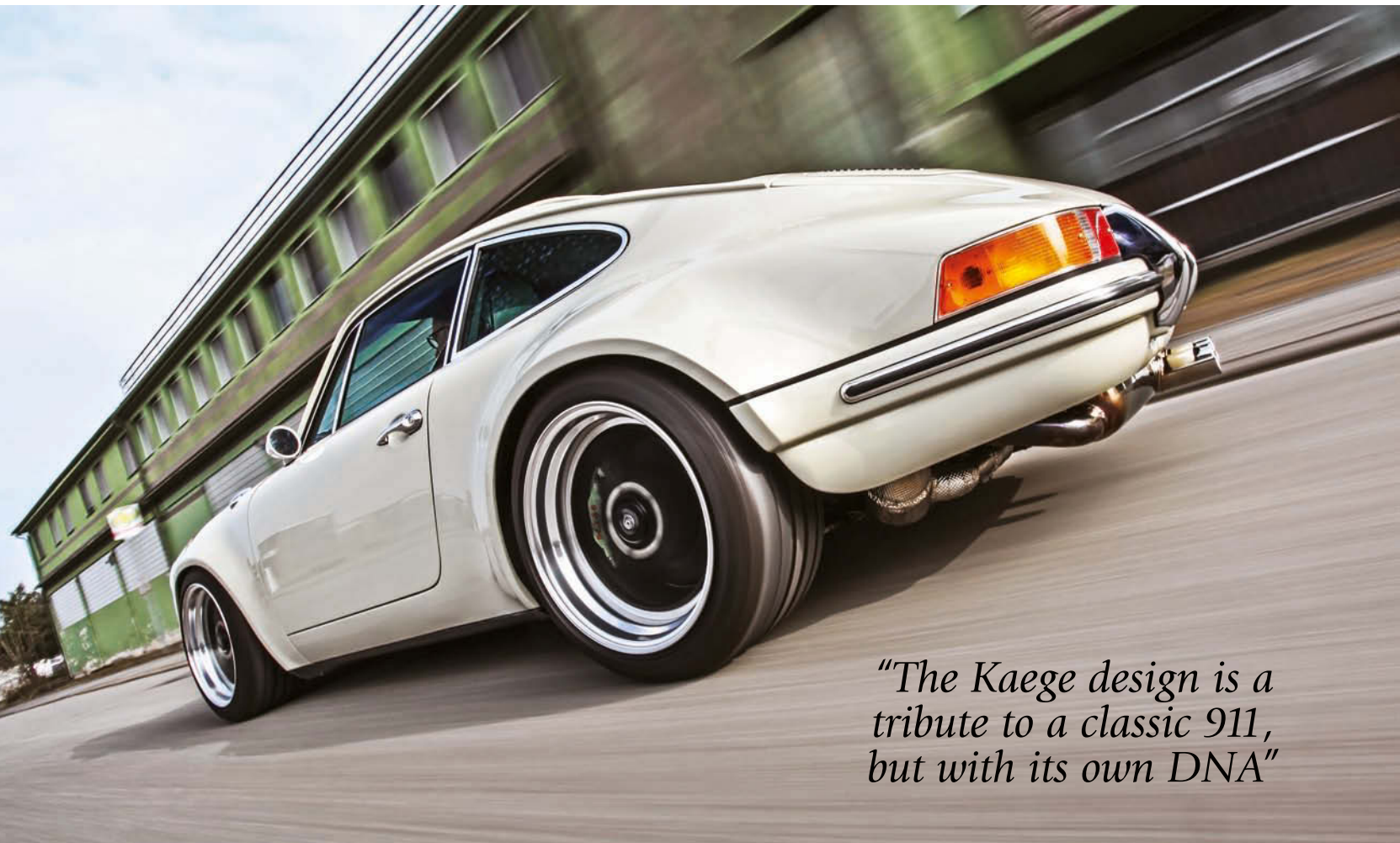
It has also worked out its own recipe for a backdated 911, the rather special car you see on these very pages is its first crack at such a project: "It all started with a vision... actually, it started with a Porsche 993 that we acquired in 2010!" Roger explained. "It was in one of our warehouses and did not carry much significance for us, although its drivetrain was the most advanced in any air-cooled car ever built in Zuffenhausen, its design was a whim of the Nineties in our view." After that time, Kaege's premises became increasingly surrounded by 993s, acquiring friends and customers with the models. That led Roger and his team on to the idea of giving this technical substance the classic look it deserves. The idea for a backdate 911 project was born.

"Our ambition was awakened. We realised we could unite the genes of the air-cooled 993 with the appearance of an F-series 911 – one of the finest sports cars ever built," Roger said. "We took up the challenge of creating the perfect nostalgic look. We knew it would require an expert technique in a whole range of body craft."

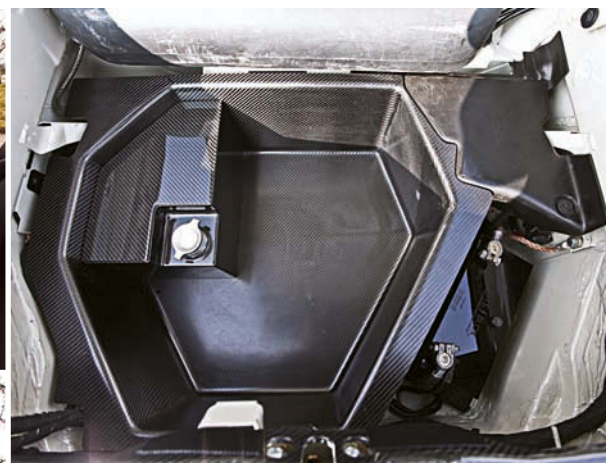
Kaege began consuming itself in the detail of the car's design, creating various approximations of what it deemed the perfect 911 backdate to look like. The body dimensions of the 993 were a huge hurdle to overcome, as covertly concealing them under the bodywork of a 1970s 911 was never going to be an easy task, for starters the axles on a 993 are considerably wider than those on the original F-series car.

"The design had to be fiddled with, but needless to say our team have a keen eye. A lot of forethought was necessary to preserve the overall proportions – it took months," Roger said. "Against this background it was almost refreshing inbetween to take care of the smaller things, like the oil cap or similar nostalgic details." Each component, and there were many, added to the build, and it began to gather momentum, gradually turning an idea into reality. "With all due respect to the good old days, chassis and classic-style three-piece wheels aside, we have resorted to the blessings of modernity," Roger admitted.

"Where possible and appropriate, we have worked with carbon," we were told. "The pleasant side effect is that the Kaege Retro now not only looks better, but it is also a little lighter than the original 993." It's actually over 100kg lighter, so that is a nice by-product. Perseverance



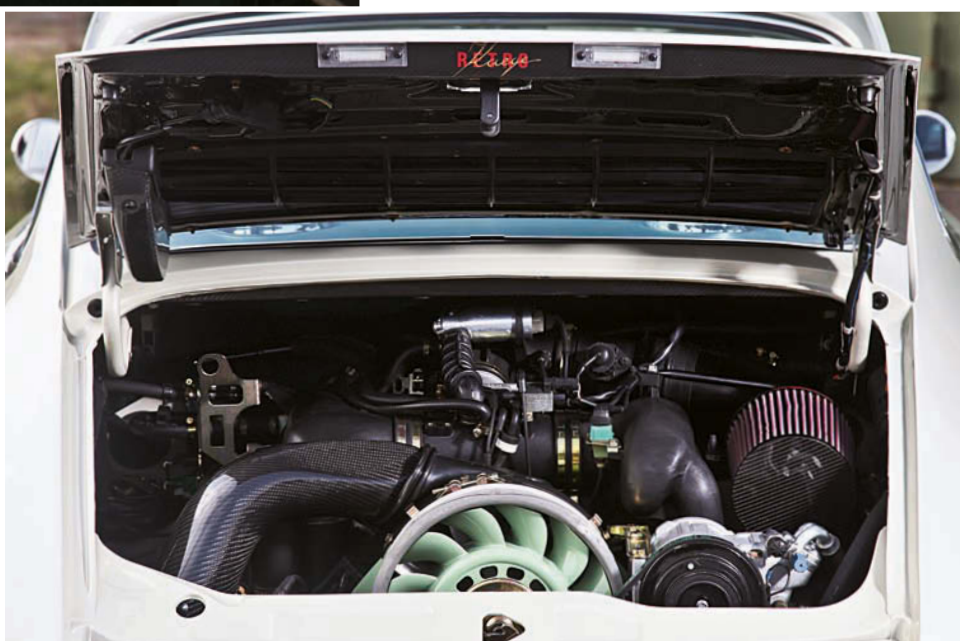
*"The Kaege design is a tribute to a classic 911, but with its own DNA"*



Above: The tartan trim hints at nostalgia and like the rest of the interior blends new with old. A full sat nav and air-con are pleasures that make this car as usable as any contemporary 911  
 Below: A rebuilt 993 3.6-litre motor produces 300hp, importantly it retains its originality and genuine parts to make it easy for any Porsche dealer to work on the car in future

was the major watchword during the car's birth process at Kaega, with certain elements testing the patience of those involved and requiring a complete rethink, but the key was to keep the car looking largely period in its overall appearance. The bumpers, bonnet and both front and rear ends have all been reworked in such a fashion as to each be unique in their own right, yet to flow together neatly too. And reading between the lines, even the Kaega team didn't foresee how tricky some aspects of the build might be – case in point the relationship between the flared arches, flanks and sills, all of which have been tweaked in order to gel together.

One of the car's key USPs, merging nostalgia with modernity, was something approached with caution to appear 'uncompromisingly authentic'. The LED headlights are a key example; they were developed in-house and boast a glass face akin to any classic air-cooled 911 of the period, yet they now benefit from the functionality, economy, durability and luminosity of a modern lamp. Inside it was much the same story – Kaega calls it 'contemporary comfort with classic grace', which seems to summarise it nicely. You'll find a modern Becker satellite navigation system with a period look, Recaro seats, and air conditioning, all largely camouflaged by swathes of throwback



tartan and hide. A leather-covered steering wheel, new switchgear in places and that high-end radio navigation system, all blend classic with contemporary effectively.

"We have breathed life into the details," Roger said. "The chrome trim, bumpers, lights, fuel filler and oil cap all ensure nostalgic perfection – even under close inspection. The dashboards

and instrument panels of the old 911s were designed over 50 years ago, large touch-screens have no place here. Still, it is a good feeling not to renounce the blessings of technology completely; we have a full radio and navigation system in the 'Retro'. It retains a stylish vintage look but with all the features that you can expect from a modern infotainment system."



CONTACT:  
[www.kaege.de](http://www.kaege.de)

Lashings of carbon feature on the car, while small details, such as the recessed fuel filler, are the result of much consideration



At this point you might be wondering if this build is a case of 'all show, no go' – that is not the case. A revised 993 engine sits out back, disassembled, checked, finely balanced and subsequently reassembled and good for 300 horsepower from its 3.6-litres of displacement. Kaege has deliberately decided to not wildly modify the engine so it can be routinely maintained by any Porsche dealer.

Mated to the six-cylinder engine is the six-speed gearbox from the 'donor' 993, yet once more this has been overhauled and thoroughly tested, and a suitably fruity-sounding bespoke exhaust system has also been offered up underneath the car. For chassis enhancements, Kaege turned to renowned suspension specialist KW, the brakes are donated from the 993 but with the added lightness of this car, they offer all the stopping power required. A lightweight Lite

Blox lithium battery has been utilised too for its reliable performance capabilities, but importantly also for its weight saving benefits.

Of course this project has been designed as a showcasing exercise. It has been tailored to publicise what Kaege can do for its customers, and as such each and every element of the car you see here is entirely customisable to your preferences. From major decisions, such as the colour of the shell, to the type of radio in the dash, it can all be tweaked to suit an individual's needs, and that is the beauty of a 911 backdate project such as this one.

"While maintaining the authentic proportions of a classic sports car, the Kaege design has emerged as a tribute to a classic 911, but with its own DNA," Roger summarised. Whether you like every element of this car, and admire the final product or not, there are a great many clear

benefits to this 'best of both worlds' 911. With a curb weight of 1195kg, it's lighter than a 993, and with 300hp it's quicker than a 1970s F-Series 911 by some margin. It offers modern safety features and efficiencies, yet it projects a timeless sense of classic style too, Kaege says it is a logical choice as it is 'ergonomically perfect, the ultimate in comfort and safety', but it would say that. With no concrete confirmation of price, it's difficult to judge at what cost all this perfection comes, and that makes it difficult to compare this car with others in the same vein, especially its biggest exponent, Singer.

What the Kaege Retro does undisputedly achieve is to remind us that Germany is still capable of turning out an interesting modified 911. Whether Kaege's creations will trouble the established global trendsetters in this field, only time will tell ○





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C70 Brooklands 1926 Chronometer



Christopher  
Ward





A 911 Speedster Flatnose from Historics at Brooklands, a 996 Turbo from H&H Classics and a 911T from Silverstone Classics take our fancy this month...



Hammer price:  
**£104,000**

### 1989 911 Speedster Flatnose

**Auction House:** Historics at Brooklands  
**Auction:** Spring Opener  
**Location:** Brooklands  
**Date:** 12 March  
**Estimate:** £85,000-£105,000

Historics at Brooklands offers a wealth of classic cars and holds a number of sales throughout the year. Its traditional Spring Opener offered up a few Porsche cars, but this Speedster was one of the most interesting. Lot 227 was a turbo-bodied 1989 911 Speedster Flatnose with just 5443 miles covered since new, and a comprehensive 21 service stamps from Porsche specialists. Historics stated that the car had been 'maintained regardless of cost', and as such it set the car's estimate at £85,000-105,000, which proved to be very close, the hammer fell at £104,000.



Hammer price:  
**£45,000**

### 1972 911T Targa

**Auction House:** Silverstone Auctions  
**Auction:** Race Retro Classic Car Sale  
**Location:** Stoneleigh Park, Warwickshire  
**Date:** 27 February  
**Estimate:** £40,000-£45,000

This left-hand drive Alpine white 911T had spent over 15 years of its life in Ireland, and retained many of its original parts. The subject of a complete strip down and rebuild in 2009, the car was said to boast the kind of pristine bodywork and underside that you'd expect as a result of the aforementioned works. New carpets and a leather retrimmed interior complemented the work undertaken on its exterior. The vendor claimed that the engine, gearbox and brakes were all in good operation, a result of regular servicing, with no modifications made to deviate away from the factory specification. Silverstone Auctions described it as 'a lovely, straight, early 911'.



Hammer price:  
**£23,833**



### 1976 Porsche 911S

**Auction House:** H&H Classics  
**Auction:** IWM Duxford Auction  
**Location:** Duxford, Cambridge  
**Date:** 20 April  
**Estimate:** £26,000-£30,000

This car is one of 2069 US-specification 911S Coupés made for the 1976 model year. It has spent some of its life in Florida at the vendor's holiday home, before being imported to the UK in September 2015. The vendor commented that it 'drove superbly' and benefited from 'a rust-free body', it had also recently enjoyed a mechanical refresh with the engine having been gone through with bills to support. Complete with an electric sunroof, and black-centred Fuchs alloy wheels, this S certainly looks the part. With a valid MoT until September 9 2016, it seemed a good buy, and the hammer price of £23,833 looked reasonable.

### 2001 Porsche 996 Turbo

**Auction House:** H&H Classics  
**Auction:** IWM Duxford Auction  
**Location:** Duxford, Cambridge  
**Date:** 20 April  
**Estimate:** £34,000-£38,000

Hammer price:  
**£35,840**

The 996 Turbo is a desirable car, and this one was sure to garner interest principally thanks to a low mileage of just 49,500. Finished in silver with matching grey leather trim, the 911 had been in the same keeper's care since 2010. A healthy history included evidence of work to replace the centre and side radiators in 2009, and the recent refurbishment of its road wheels. In addition it had received a remap by Feamsport of Silverstone in 2009. The vendor stated that it benefited from 'good' bodywork, with just minor marks to the paintwork and interior trim. A right-hand drive, manual transmission example such as this coming with its security key, spare key and owner's wallet was surely a wise purchase.



# Pandora's Box

In switching to four-cylinder motors for the new generation 718 Boxster, has Porsche spoilt its ever-popular roadster? Andrew Frankel got behind its wheel on UK roads to deliver the verdict...

Story: Andrew Frankel Photography: Porsche







*The Boxster provides levels of dry road grip that are outstanding and bizarre for a showroom standard sports car*

Rain or shine, the new 718 Boxster remains a capable Porsche, but has it lost its edge?

There's no point in dancing around the issue, so I'll state it straight: Porsche has a problem with this new 718 Boxster; and I'm not being wry, ironic or about to describe it as a nice problem to have.

And the problem will manifest itself most vividly when a customer arrives at a showroom in his or her current Boxster to test drive this new car. They will switch off their normally aspirated flat-six motor and switch on a flat-four turbo motor. And there is a very, very good chance they are not going to like what they hear.

Of course this should not be a surprise because the new motor provided its engineers with two insuperable challenges: first to persuade four horizontally opposed cylinders to sound as sweet as six, second to make a turbocharged engine sound as good as one with normal aspiration. And while Porsche's engineers have been responsible for many wonders in the past, actual miracles continue to elude them as much as the rest of us.

It all rather begs a question: why? Why abandon a formula that has powered almost all Porsche sports cars for over 50 years? And why do so in favour of an alternative that in such an important and dramatic way is so clearly, demonstrably worse? Porsche's answer is to produce reams of data that shows how much better the new engine is than the old. Both the 2.0- and 2.5-litre motors in the 718 Boxster and Boxster S offer more power and more torque yet use less fuel. But that's not why it has been done. That's not the explanation, it's the excuse. The real reason is the imperative to force down emissions both at Porsche and, probably more significantly, at its beleaguered VW parent. You won't get anyone to confirm it, but my every instinct insists that if Porsche was still an independent company, it would not have gone down this path.

But rarely is the news from Porsche all bad, and the real problem it faces is finding a way of allowing the car's other talents – including those possessed by the engine – to shine. Because a





The improved infotainment system from the 911 appears, some of its functions, like nav, are options

shining talent the Boxster always was, and it takes more than a severely degraded exhaust note to change that.

I won't dwell on the changes at length because they have been explained in these pages before, but this is more than a merely nipped and tucked Boxster with a new name to go with its new engine. Every body panel save the bootlid, bonnet and windscreen is different. The front suspension borrows parts from the 911 Turbo, the rear bits from the Cayman GT4. The brakes are bigger, the steering is quicker. Only the inside has been left largely as was, and even that benefits from Porsche's brand-new, wildly improved infotainment system. As for the motors, both the standard car and S get a 34hp power hike, and an even bigger boost in torque. The result is now a Boxster accelerates as fast as an old Boxster S, and a new S as near as makes little difference as fast as the Boxster Spyder with its 911 Carrera S engine. Fuel consumption drops by between 4-5 per cent, at least on paper, as do CO<sub>2</sub> emissions.

So, I'm at the wheel of a Boxster S on sports pipes. I don't think people will call it the 718 in same way they call a Carrera a 911. Once a Boxster, always a Boxster, not least because while there is no more familiar three digit number in the entire automotive canon than 911, the 718 number means nothing to all bar a tiny cadre of slightly sad Porsche obsessives. Like me. I'm listening to it idle and, actually, it's quite interesting. Unequal length intakes give it an off-beat thrum which makes it sound like the engine of a Beetle that's crossed over to the dark side.

The gearshift, as ever, is immaculate. As the car gathers speed, you listen for the change in engine tone. It forsakes its Beetle cover version quite quickly and adopts something like the sound of a Subaru Impreza with someone's hand over its mouth. Only at the top end does it develop a voice of its own – quite loud, quite interesting, clearly that of a flat-four but never close to the gorgeous tenor howl of the flat-six at maximum effort.

But it's fast. Properly and surprisingly fast, faster indeed than the power increase suggests, not least because despite the drop in both capacity and cylinder count, this Boxster is actually 45kg heavier than the last. It's the torque that does it. Don't focus too much on the extra amount (though 44lb ft is a welcome addition) but where it's being generated. In the last Boxster the engine needed to be wound up to 4500rpm before it would give its best, at 1900rpm this one is hauling far harder than the flat-six ever did at any speed. So this Boxster now feels effortless in a way no previous Boxster ever did, and I shall leave it to you to decide how important a commodity that is for such a car: the important thing is it's there if you want it.

Important too is the fact that, for all aural disappointment, the new engine actually addresses what was perhaps the biggest issue of the previous Boxster – namely the fact it always



*Among the open sports cars available for this kind of money, the Boxster is head, shoulders, knees and toes ahead of the rest*





felt its gearing was far too long. Forced to carry ratios that favoured emissions cycle testing far more than dynamic road driving, the old Boxster always felt it would be massively improved by a 20 per cent reduction in its final drive ratio. No longer: the torque more than covers the gap and on all those occasions in the past where you'd need to go hunting for a lower gear just to get the thing to go the way you wanted, you simply stretch your right foot, feel the response you'd hoped for all along and conclude that now and at last the car is perfectly geared.

And then you discover that this engine which does so much to alienate you at the start, turns out to have another talent up its sleeve.

It may be you never discover it, because many Boxsters just don't get driven the way that is required for this additional bonus feature to become apparent. But if you are the kind of person who drives a convertible Porsche not just because you like what you think it says about you, but simply because you love driving, you will find it soon enough. Simply put, all that torque asks questions a Boxster chassis has never had to answer, and it doesn't exactly hesitate before offering its reply.

It's always been clear that the Boxster, Boxster S and even the GTS could always have handled far more power and torque than Porsche allowed, leaving those who drove them genuinely hard to conclude the cars sometimes felt a little under-engined. Now the enhanced chassis specification

meets the additional power and torque at the place where both seem evenly matched, despite the fact the new suspension and steering have raised the Boxster's handling capabilities even further out of reach of its rivals.

Its still relatively lightweight, mid-engine configuration, suspension geometry, tyre width and expertly chosen spring and damper rates means the Boxster provides levels of dry road grip that are genuinely outstanding, and borderline bizarre for a showroom standard sports car like this. It is close to providing supercar levels of sheer adhesion. What's so wonderful then is that where in the past you'd get to the apex of the corner and merely dream about piling on enough power to really test the traction of the rear axle, now you just do it. The car understeers a little on the way in and then goes very neutral. Safe, gentle oversteer is available to those who want it, but it's not the car's natural state.

Creditably, the ride quality has not suffered as a result, at least not in the Boxster S with PASM active suspension. It's firm, possibly firmer than in the past, but I don't mind that in a car like this so long as it is expertly damped, and you'll find no better damping on an open car at this price point.

So this is what happens. After a couple of hours on the road, that sense of bewilderment, of disbelief that Porsche could ever think that was a decent sound for an open sports car to make diminishes. The disappointment never

disappears and I'll say now and for the avoidance of all doubt that I'd rather the car had retained the flat-six. But after a while the issue recedes in your mind, a correct sense of perspective emerges and you are at last able to see this new powertrain from every angle, not just for the noise it makes. And then you will discover it makes the Boxster not just a quicker and more fuel efficient car, but a more complete not to mention better handling car. Bear in mind also that the above is written with experience of a Boxster S on a sports exhaust alone. A stock Boxster on standard pipes may well be a very different and rather more pleasant proposition.

There's something else here too: even if they all sound the same and you weren't able to forgive it the noise of its engine, consider what else you might buy instead. I have no brief to big up Porsche, even on these pages, but you can take it from me as an independent and objective journalist that among the open sports cars available for this kind of money, the Boxster is head, shoulders, knees and toes ahead of the rest, and there's nothing a slightly uncouth engine note can do to spoil that.

That said, I am sure Porsche can improve this engine further and I am sure that it will. Although both flat-four motors and turbocharged engines have been part of Porsche history for many decades, this is its first attempt to marry the two. I sense that more, and probably much more, is still to come ○





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# The Art of DECEPTION



Seen any good motors recently? Peter Morgan has and they range from clocked 997s to 996s with fake ID labels. Here's what you should be looking out for on water-cooled Porsches...

Story: Peter Morgan Photography: Various

Many years back, a mate showed me how easy it was to wind back the odometer on a 1980s Ford Fiesta. It involved an optician's miniature screwdriver and some deft finger work on the rollers. In a matter of minutes the job was done and the car was showing some 10k less than at the start. The change was impossible to see and (quite illegally) added a few hundred quid to the value of the car.

Today, you would like to think that in this electronic age such fraudulent activities were no longer possible. Sadly, that is not the case and anybody involved in the used Porsche business

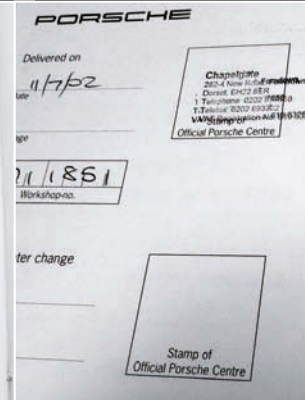
should be aware of the sometimes very sophisticated deceptions being practiced by a small minority.

It's a problem for both owners and legitimate traders alike and it covers every era of Porsche manufacture. The early, collectible Porsches have long been subject to those who alter engine numbers or give fake identities to orphan cars but here I'm just going to share some of my experiences on the later models – the water cooled Porsches built after 1996.

Now I don't want you to get over anxious about this issue because we are talking about a very small number of cars and it's important to

say that many of the more experienced independent Porsche resellers are aware of most of the methods used. Their own buying procedures often include authenticity checks. I know that because it's a subject that comes up regularly when I visit them. It's when you move away from the experts and out into the world of non-specialists and private sellers that the risk increases. While the forums have raised the profile of buying a post-'96 model with a worn out engine, there are individuals who boost their returns by deceiving their buyers using faked documentation and 'clocking'. And they are often very good at it.

WPOZZZ98ZBU75					WPOZZZ98ZBU750987				
987 111					987 111				
MA120	G8710				MA120	G8710			
LC9Z	AN				LC9Z	AN			
C16	342	419	446	567	C16	342	419	446	567
635	810	P4M	P4R	X70	635	810	P4M	P4R	X70
XLS	XYB				XLS	XYB			



The difference in value of a Porsche with and without a service history is significant and is certainly measured in thousands. Consider the fairly frequent scenario where a finance company repossesses a car from a defaulting keeper. The service book gets 'lost' in the forced return and the car becomes an orphan with no history. Such a car won't be attractive to any official or leading independent specialist and it will likely be sold off by trade auction at a discount to the regular book value. It's also probable that the car could also be damaged in some way. A faker will aim to turn a healthy profit on such a car, often by appearing to offer a bargain. He will repair the car as cheaply as possible and completely fabricate a new service history. The first step is to obtain a blank Warranty and Maintenance booklet. The faker may have access to a real OPC service stamp to create a new service history, but even replicas of these can be obtained using the internet. With a little effort, the result appears convincing.

The final item – and so far most difficult to replicate – is the Vehicle Identification Label (VIL), found with the supplying dealer stamp on

page four of the book. This is the paper label that shows all the production specification on the car, including factory options. The VIL is how most fake histories can be identified.

Porsche has been progressively improving the VIL backing and printing methods to make the fakers' job even more difficult, but it has so far been very difficult for the fakers to reproduce the correct dot matrix style, print shade and font style of even the originals. This comment also applies to the VILs that can be found under the bonnets of pre-2004 models. The bonnet VIL is different from the service book VIL in that the data has bold print title legends before each data line. If you see a different VIL style in the service book, the latter has been remanufactured.

The fakers have, so far, been unable to correctly reproduce the other labels found on these cars either. Unfortunately, Porsche stopped fitting the VIL under the bonnet from the start of the 2004 model year and stopped applying a paint code label to the nearside front inner wing around the same time. Previous to this, and with the introduction of the water-cooled cars, the paper barcode label on the 993's nearside B-pillar had

disappeared. This increasing lack of unique factory decals attached to the original bodyshell make it all the more difficult for the inexperienced buyer to assess the originality of the car.

The one label to have survived is the black VIN label on the driver's side B-pillar. This also is a key authenticity indicator and is sometimes removed if the car suffers major side or rear damage. The 993 and early 996/Boxster black VIN labels have a distinct print font and style. The duplication task became much more difficult when Porsche began using an enhanced backing for the label that included a watermark. The first style was a contrasting and repeated 911 or Porsche logo running through the background, which later evolved to a full Porsche crest. With a casual glance you won't spot the difference between fakes and originals but on a collectible limited edition a fake label can point to a complete reshelling or duplication. And for the ultimate fakers, it is only one more step to replace the engraved VIN on the bodyshell if the whole car's identity is to be changed.

Engine number changes are more frequent not least because a significant number were





*Porsche has been progressively improving the VIL backing and printing methods to make the fakers' job even more difficult*

GERMANY

DR.ING.H.C.F.PORSCHE AG

e13\*98/14\*0059

WPOZZZ99Z4S695098

1730 kg

1 - 700 kg

2 - 1080 kg

996.701.101.70

A genuine VIN such as this one incorporates a watermark that is difficult to forge

The European Union vehicle type approval number appears here

10 %

1 2 3 4 5 6 7

1 / MIN X 1000

MPH 0

40 80 120

4/4

2/4

14:39

This is nothing more than the part number for the label itself

DIN vehicle kerb weight, excluding occupants but with oils and fuel etc

The chassis number includes data on place of manufacture, build year and engine type

## *We are unrealistically obsessed with our cars having low mileages, and the mark-ups for supposedly little used cars show the dealers know it too*

changed on the Gen 1 era 997 Carreras due to reliability issues. The authenticity of an engine number takes on far greater importance when you are considering a limited edition, such as a Turbo with the 'S' or Powerkit options. Supporting documentation or a Porsche authenticity check are essential.

However, we still haven't discussed what may be the most widespread deception in the Porsche marketplace: clocking. In Britain, we are unrealistically obsessed with our cars having low mileages, and the mark-ups for supposedly little used cars show the dealers know it too. For the casual buyer, the best protection against a car having significant mileage removed from the odometer is a thorough history file. You'll get little help any more from the DVLA's free VOSA history service, as they've stopped showing the mileages from MoTs earlier than 2012, which is disappointing. It makes spotting a car with a corrupted mileage very difficult if you do not have access to the right diagnostic equipment and an experienced eye to gauge the car's general wear and tear.

Many leading dealers now check the ECU mileage (rather than just taking the dash reading as true) using sophisticated diagnostic kit such as Porsche's own PIWIS or Autologic's aftermarket solution. The ECU/DME distance travelled is much more difficult to adjust and can reveal any significant mismatches.

It's a 15-minute job for a man-in-a-van to come to your 996/Boxster/Cayman/997 etc and change the odometer reading on the dash. It is illegal to sell a car knowing its mileage is false. This isn't something only practised by the 'dark side' of the trade. Unscrupulous private owners run cars without spending any money at all on servicing and go past the service points without a care. When the time comes to sell the car on, they have the mileage pulled back so that it appears the car is within its service zone.

This is a problem that has grown noticeably since the service intervals were extended to 20k miles or two years for the 2004 models. In the first instance, it was small traders who clocked the cars to pull them back inside either the 20k- or 40k-mile windows (so again making it look as

if a service wasn't due). But as these cars reach later life, it becomes less obvious when the odd 4k or 6k has been removed from the dash and some might say that doesn't matter. When the mileage goes over 50k, the mileages come off in multiples of 10k. For a seller it can mean an extra £1-2k on the bottom line as mileage is a key driver of selling price. That does matter.

The deception game has taken a further turn recently with an allegedly UK-based outfit offering to edit records such as over-revs from the ECU. At worst, this may be nothing more than a scam which owners should certainly avoid. The doctored over-rev records I have seen are immediately obvious and it is very difficult to see any honest intention from such a so-called service.

It's a sad fact that we live in a world where some set out to deceive or mislead. Service history, mileage or whatever, it is also a sad fact that deceptions succeed because many punters simply can't resist what appears to be a bargain. Technology has indeed superceded the optician's screwdriver but good old fashioned due diligence often still pays ●



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# Masquerade Ball





Are the turbo-look 996 40th Anniversary edition and Carrera 4S merely masked pretenders or genuine performance 911s?

Story: Johnny Tipler  
Photography: Antony Fraser

Your 40th birthday is a milestone. Traditionally it's a symbol of reaching a certain level of maturity for which there is no excuse but to party down hard. And that's what Porsche did in 2003 to mark the 40th birthday of the 911: it celebrated by launching an Anniversary edition of the 996 Carrera 2, going for broke with a tuned engine and suspension package, topped off with the front panel from the 996 Turbo, hinting at latent virility and vitality. Not so radical but a birthday treat nevertheless.

The concept of adding a Turbo front wasn't a novel one. The 996 Turbo had been out since 2000 and the 996 Carrera 4S that inherited the Turbo's wide-body in 2001 (to better incorporate the four-wheel drive transmission system) was also gifted the Turbo's more aggressive front

panel, with its gaping nostrils and slatted lower rear panel. This pair of wide-mouthed coupés were by no means sheep in wolves' clothing; they were both class acts with attributes that far transcend such a demeaning position. We've come to Specialist Cars of Malton, in North Yorkshire, to attend this 'masked ball'. The rollercoaster roads around Castle Howard (a grand mixture of 18th century Palladian and Baroque styles) provide the setting for us to extend our charges to the full.

You might expect a narrow-body 996 to look a bit pudgy-nosed with its heavy-manners Turbo facade but, helped by the aero sills and body-coloured slats within the side intakes, aesthetically it gets away with it. The 996 40th Anniversary models were all painted Carrera GT silver – like the 986 Boxster S '550 Spyder 50th





*The Carrera 4S is confidence-inspiring,  
no matter what the weather  
and road conditions*



Anniversary' model that was also available in 2004 – and the five-spoke wheels were presented with either a chrome effect (achieved by shot-blasting and polishing) or a grey finish similar to the above Boxster S 550 (although it was just the spokes that were painted on that). Just as the Boxster 550 Anniversary production numbered 1953 units, a nod to the year the seminal 550 Spyder was introduced, so the 996's '911 40th Anniversary' special edition numbered 1963 units, the year the 911 was launched. In addition you got a tiny silver plaque on the central console bearing the number of the Anniversary run, which in the case of our subject car is 1068, plus an emblem on the rear deck stating '40-Jahre Limited Edition'. Like the aubergine 996 Millennium special edition of 1999/2000, the 40th Anniversary 996 declares its lineage with a simple 911 badge on the engine lid. The cabin is upholstered in black leather, though most 40th Anniversary cars were furnished in dark grey

hide. Like the contemporary 550 Boxster S, there are silver bezel trims surrounding the Bose speakers and silver centre console details. Costing £68,000 when new, the 40th Anniversary car has a Porsche telephone, a curious relic of the days before it was illegal to be other than hands-free, and there's a built-in sat nav, too. Bearing in mind this is a 13-year-old car, the in-car navigation system was well ahead of the game when it came out, though it would be struggling a bit today unless refreshed.

We set off on the back roads north of Malton's HQ in the 996 'Anniversary' and instantly I can appreciate the notchy short-throw action of the gear selector as well as the harder, more focused ride of the M030 suspension. The short-shift I could live without but the M030 coilover set and 10mm lower ride is a welcome addition to the 996, in my opinion. It has a sports exhaust as well, so it's sounding good. The 3.6-litre flat-six produces 345hp, thanks to the X51 power kit

which consists of a reworked inlet, tweaked exhaust ports and manifolds, machined cylinder heads, revised camshafts, valves and timing, plus a limited-slip differential normally found on the GT3 and Turbo models. That means it runs a close second to the 360hp 996 GT3 in the normally aspirated power stakes (by comparison the 996 Turbo delivers 420hp). Does it feel any quicker than the standard 3.6-litre 996? Not so much faster but slicker, keener to get off the mark, and brisker in the acceleration stakes, too. The tyres are Michelin Pilot Sports, 225/40 ZR 18 and 285/30 ZR 18, and it grips nicely and tracks true through successions of rural curves encountered as I head towards our shoot destination.

Having grown accustomed to the Anniversary's eager performance and lithe dynamics, I switch over to the Carrera 4S. The methodology is relatively straightforward: drive one car from the showroom to the environs of Castle Howard, do the shoot, switch over and drive the other one



back. The road out of Malton flanks a white fenced racecourse, a few miles of rippling asphalt through open country, barely wide enough for two vehicles but relatively underused. Both the Carrera 2 and Carrera 4S are very quick along here, one a wee bit flighty, the other stern and taciturn. The route is punctuated by sets of sharp bends in wooded groves where I guide the livelier Carrera 2 in and out of nicely cambered curves, and its darting quality evokes a certain satisfaction at its fluency, while the Carrera 4S seems to say, 'hold on buddy, I'll take over here and do this for you'. I'm still at the controls but it's as if I've got someone else taking charge of proceedings. Fair enough, but it makes for a less thrilling drive than that found in the Carrera 2... though still rewarding in its own competent way. The main straightaway near the castle is a spectacular switchback of smooth Tarmac and a majestic avenue of mature beech trees rising and falling through rolling farmland. The dips and troughs are so steep that crests are totally blind, so it's essential to keep to the correct side of the road, while the descents are heart-in-your-mouth fairground stomach churners. The surface is



eroded in places where cars have bottomed out in the past, though our two 911s suffer no such indignities, even when going hard. There's a lofty monument that forms the focal point of our tracking shots, with long shallow gradients on either side – one of which folds up momentarily into single-file where the road passes through a former gatehouse and the Porsches gush through like water down a millrace. Happily it's off-season so there's no tourist traffic and I can savour each car's power a little bit and assess their relative virtues.

To put more of a comparative gloss on the Carrera 4S, there are no great differences between the two cars inside their cabins, and the controls are just as familiar, but as I pull away, immediately this car feels twice as heavy as the Carrera 2 in terms of its steering and the whole weight of it makes it seem a bulkier beast. While it lacks the sprightlier character of the Carrera 2, it does feel more planted – a middleweight boxer compared with a ballet dancer. One's an agile ring-shuffler, the other a tippy-toed gazelle. The Anniversary Carrera 2 tips the scales at 1370kg, the C4S at 1470kg (or 1525kg in Tiptronic guise). That's one reason why there's a slight

hiatus from the four-wheel drive car in its get-up-and-go compared with the Carrera 2 variant. Performance stats state that the 345hp Carrera 2 takes 4.9 seconds to go from 0-60mph, maxing out at 180mph, while the 320hp Carrera 4S does it in 5.0 seconds and reaches 178mph. There's not much in it on paper, then. The main benefit of the Carrera 4S is that it is confidence-inspiring, no matter what the weather and road conditions. On a smooth straight the Carrera 4S feels more placid than the Carrera 2. In a few instances, such as at a simple roundabout, the four-wheel drive becomes even more obvious, asserting itself as I power back into a straight line and, of course, this is a feeling completely absent in the steering response from the Carrera 2. On a fast A-road bend, up hill and down dale, the four-wheel traction is amazing – it just sticks and goes. Sure, it's extremely efficient but it lacks the soul of the Carrera 2.

But let's introduce a bit more objectivity about the wide-bodied 4x4. When launched in 2001 the Carrera 4S presented a premium of £2610 over the normal 996 Carrera 4, which today makes it seem like a bargain, and certainly money well spent if you'd kept it, such is the exalted value

and status of the Turbo-bodied car over the narrow one. This Carrera 4S is running Bridgestone Potenzas 225/40 ZR 18 and 295/30 ZR 18s, the same size as those found on the 996 Turbo. And this one also benefits from having had a new 3.6-litre engine, fitted under guarantee by Porsche Centre Newcastle (at a cost of £11,583), so there are no concerns over IMS bearing failure, the Sword of Damocles that hangs over all early 'kettle' engines. It received new air-conditioning condensers, brake discs and pads at the same time, and it has the freshness of a new car about it, certainly in its mechanical responsiveness. Finished in Basalt black with black wheels – the original standard alloy wheels are stored safely away. With black leather cabin upholstery, the options list includes seat heating, rear wiper, integral windscreen aerial plus top tint, coloured wheel crests, parking sensors, and in-car telephony. The car was first registered in Nicosia, Cyprus, in August 2005, and then immediately shipped to England. With four owners and a service history ranging from Sussex to Aberdeen via Newcastle, its mileage is 28,366, and the £33k price tag makes it look extremely good value indeed. Think that's a low-miler? The

*For something a bit more adrenaline-rush exhilarating, the Carrera 2 Anniversary is the one*



C2 Anniversary model here has done just 8000 miles, so it's not even run-in, and you can cross it off your wish list because it has in fact already been grabbed by a buyer in the Far East. But with 1963 units signed off, generally the model fetches up to £30k, which, given the very desirable factory mods it carries, makes it even more of a bargain in the Porsche pantheon.

Whilst these are not the most radical versions of the 996 by any means, they do represent opposite ends of what's usable as well as affordable, and each is extremely competent in its own way. For absolute poise and control, take the Carrera 4S, while basking in the knowledge

that in this particular case, your engine's not likely to rat on you. Visually, people love the 4S's broad-in-the-beam Turbo haunches and eat-you-up front panel, and then it's down to degrees of on-road aptitude. For something a bit more adrenaline-rush exhilarating, the Carrera 2 Anniversary is the one. It's the unsung hero of the 996 line-up; apart from a few aficionados not many are aware of it, getting swept along by more exalted GT3s and Turbo versions. There's a Facebook club for these 40 Jahre cars ([www.facebook.com/40jahre911](http://www.facebook.com/40jahre911)), and it documents a regularly updated link with comprehensive histories for most of the 1963

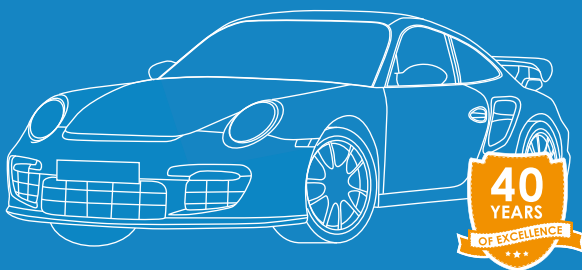
cars, identifying each one's last known whereabouts and current owner, and there's a separate listing of cars where current location isn't known, which in itself makes interesting reading. Conversely, the 996 Carrera 4S has a strong cohort of devoted followers, though there isn't a dedicated online fraternity nor a specific forum within Porsche Club GB's 996 section. For a taste of the obscure, the 40th Anniversary car is the more fascinating, and as I've speculated, the limited edition status car with its enhanced specification should appreciate in value. Ownership of either one, though, is sure to reward ●





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ONE  
YEAR  
AGO  
JUNE  
2015



Our June issue last year was something of a GT3 special. We took the latest iteration of the car to meet its Cup equivalent: Josh Webster's 2015 Carrera Cup GB contender. We followed that up with a comparison test between three generations of GT3 – 996, 997 and 991 – to get a better picture of how the 911 icon had evolved over the years. We said: 'Each one is very much of its era and the true definition of a practical, functional, dependable yet astounding road-going racing car'. Further into the issue we featured a backdated 964, previewed the upcoming Le Mans 24-hours race, and we received some sage driving tips from consultant Rob Colbourn.

FIVE  
YEARS  
AGO  
JUNE  
2011



The birth of a new 911 featured on our cover, with the 4.0-litre 997 GT3 RS. You won't need us to remind you of the impact this car had. We also looked at various second-hand Porsches ranging from £5000-£25,000. Oh how things have changed in just five years! Tuthill Porsche was a focus for our attentions, too. We compared its entry-level Challenge car with its full-blown competition machine. Dan Prosser reported: 'The Challenge car and the FIA car appear to be one and the same. Of course, there is one significant area in which the two cars differ: the engine'. Finally, we took a Cayenne Turbo in search of a red hot chilli pepper in Dorset, and Peter Morgan uncovered the truth about the often maligned M96 engine.

TEN  
YEARS  
AGO  
JUNE  
2006



It's hard to believe but it was a decade ago that we got our first drive of the 997 GT3, as our cover here testifies. Chris Harris slid it around for us and concluded: 'This is so much more than a Carrera with a couple of habaneros down its undercrackers'. Quite. Off the back of the new GT3, we revisited the 996 version and tested Cargraphic's RSC, based on a 996 GT3, to see how it compared to the original. We also ran a guide to £35,000 Porsches. Our shortlist contained a short wheelbase 1968 911S – yes you really could pick one up that cheap back then. Colin Goodwin also took a look back at the career of Jo Siffert, and Chris Knapman got behind the wheel of a 3.2 Carrera Club Sport.



# TOO CLOSE TO CALL?

With the famous Le Mans 24 Hours looming, Andrew Frankel examines Porsche's chances of clinching victory with its 919 Hybrid at one of the world's most important motor races...



June 2016 87

# Born To Be Wild

What differentiates the 991 GT3 from its track-going 2015 Carrera Cup sibling? We reacquaint two contemporary 911s separated at birth...

Story: Simon Jackson Photography: Andy Morgan



June 2016 88

June 2016 89

# Spot the Difference

Sulthill Porsche builds the finest Historic rally 911s on the stage; here, we compare its new entry-level Challenge car to the pukka full-fat car.

Story: David Brown Photography: James Linton



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June 2016 91

# THE PRICE IS RIGHT!

Come on down as we guide you through our top pick of Porsches from £5000 to £25,000.



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June 2016 92

# LIVED FAST, DIED YOUNG

In Siffert was not only the most talented driver to come out of Switzerland, he was also one of Porsche's greatest sports car racers.

Words: Colin Haskett Photography: Paul Bryant



June 2016 99



# REAL DEAL

After the hype and speculation comes the fact and the opinion. Is the new 911 GT3 any good?

Words: Chris Rees Photography: Andy Power

June 2016 97

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# long-term fleet

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



## Jack Wood – 2015 981 Cayman GT4, 2010 997 GTS and 2004 996 GT3

Jack went halves with a friend for a shared ownership experience on the GT4 and the pair took delivery of the car new at the very end of 2015. The GT Metallic silver Cayman was specified with 918 carbon bucket seats, the ClubSport pack and it wears a rather familiar 'FAB' numberplate, like Jack's GT3...

Purchased in November 2014, Jack's 997 GTS was something of an impulse buy. The Meteor grey Carrera 2 started life as a demonstrator at Swindon Porsche and is fully-loaded with extras. So far it is living up to the hype and has been a pleasure to use.

Jack's 996 GT3 was bought in April 2012 from a reputable Porsche specialist, and it was pressed into immediate service as a combined daily driver and track car. It is now very much a third car.

[@Jackwood](#)



## Rich Duisberg – 1994 968 Sport

The 968 Sport is essentially a 968 Club Sport with parts put back by Porsche GB. Rich bought his in 2013. He'd wanted a car with reliability, RWD, retro looks, good handling, a manual 'box and Coupé styling. He also wanted it to be suitable for airport runs, road trips abroad and track days.

[@TheDuisbergKid](#)



## Martin Spain – 2002 996 Turbo

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

[@MartinSpain](#)



## Ryan Stewart – 2007 987 Cayman S

Priced out of the 911 market, Ryan decided a Cayman was the next best option. He purchased his 987 S in August 2015 with a view to putting it to work on track. The car runs PASM and a Porsche Sports exhaust, but for weight purposes there are no additional frivolities.

[@RyanStewart](#)



## Martyn Morgan-Jones – 1986 924 S

Having hankered after a classic 911S or a 944 Turbo, the 924 S fitted Mart's budget far better. He sees the car as a really practical classic Porsche and claims the car is a keeper. The '86 924 is in pretty good condition but it does need a little cosmetic TLC, which he'll be documenting here...

[@MartynMJones1](#)



## Matt Biggs – 1986 924 S, 1981 911 SC

A project bought unseen as a non-runner, Matt's 924 has been given a replacement engine, SPAX coilovers, 968 ARBs, and race seats. It sees plenty of track days. The SC was tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist! He's gradually tidying the car.

[@PawnSacrifice](#)



## Rob Richardson – 1978 911 SC

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

[@Racereightsix](#)





## 987 CAYMAN S

Last month I mentioned that the Cayman had undergone a transformation at Regal Autosport recently and that I would detail each aspect in a later update. Well, one month on, I've been scratching my head as to where to begin. Externally there has been no visible change, so perhaps I should begin with the most hidden of all the upgrades – the limited-slip differential.

Wavetrac is a name that I've been familiar with for some time and I've used its differentials on track projects many times over the years. The Wavetrac cam design is unique in the

world of limited-slip differentials and mates ATB-style planetary gears with the idea of plate differential locking action. This gives the benefits of both without the negatives of either. I agree, it sounds too good to be true, but allow me to explain...

The purpose of a limited-slip differential (LSD) is to share power across the axle in a way that maintains acceleration and keeps wheel spin to a minimum. An open differential, like that fitted to the stock 987, will simply transmit power via the path of least resistance. The least resistance of all is a spinning wheel.

This is very frustrating when pushing on, especially when the inside wheel begins to spin and all forward progress is halted.

The solution to this is to use a limited-slip differential. In these differentials, as soon as a wheel begins to slip, power can be transmitted to the unspinning wheel on the axle. The result; acceleration is maintained and traction on the spinning wheel is regained much more quickly, hence 'limited-slip'.

There are two traditional designs of LSDs – plate types and those with helical gears. In the plated design the

differential represents a clutch between the two wheels on the axle. As a difference in wheel speed occurs across the axle a mechanical friction is generated and the axle 'locks' to rotate both wheels at the same speed. This slows down the spinning wheel and speeds up the non-spinning wheel, sharing power and traction over the axle as a whole.

A drawback here is that the differential does not care if the difference in wheel speeds is because of a very tight corner or because one wheel is spinning. This can lead to understeer at low speeds or tight

cornering and can be particularly frustrating in the wet.

A differential more suited to tight, bumpy or wet conditions is the helical or planetary gear type. In this design, the wheels across the axle are linked by a series of gears inside the differential. Each wheel has its own set of gears and the range of motion is limited by the differential casing. When there is a difference in wheel speed across the axle the gears for the fastest spinning wheel turn inside the differential and 'lock' against the casing – speeding up the slowest wheel. The transfer of power can be described by the gear ratio in the helical gears and is also referred to as 'torque biasing' or 'torque multiplying'. This design requires not only a difference in speed between the wheels but also a difference in load.

An exception to this is when there is no load at one of the wheels. In this instance power cannot be shared because anything multiplied by zero equals zero. This happens more often than you might think and over bumps, crests of hills or on exceptionally greasy surfaces, and this trait can be felt as a lack of forward motion.

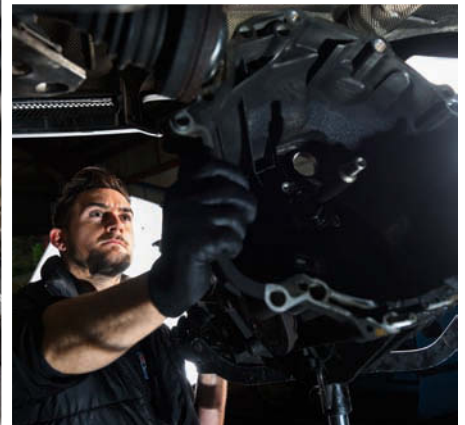
There is however another design available and Wavetrac patents it. It combines the plate and helical gear type principals. The Wavetrac differential has helical gears and operates in the same way as a torque-biasing differential for the majority of the time. This gives good low speed manoeuvrability and wet weather performance. Unlike a torque-biasing differential, however, when a low load situation is encountered the unique Wavetrac internal cam takes over and the differential can transfer power just like a plate diff. It gives the Wavetrac an unrivalled range of performance and is why I keep coming back for more!

Regal Autosport installed the differential, which can usually be done with the gearbox in situ, but as we also changed the clutch and flywheel the gearbox was removed this time. Speaking of the flywheel and clutch, those items are pretty special too. I'll explain all next month...

*Ryan Stewart*



Ryan has opted for a Wavetrac differential...



# long-term fleet



## 1978 911 SC

I've waited long enough and now the weather has taken a turn for the better and all the salt is off the road, it was time. MoT time. It ran out in January but I'd left the car SORN'd so I could time it for clear roads and dry days. With the cover removed and out into the sunshine the SC fired first crack and ran like a dream. I'd booked my MoT at the same place I'd been going to for the last 14 years. The team there had seen me bring all my cars from Minis to a W123 Mercedes and every year had to hear me bang on about wanting a 911, so it was great to finally take one to see them.

I'm pleased to report the car went through with no issues (as expected after all the hours I've put in!) and has a clean bill of health. A great start to 2016's motoring. While I was there I took the opportunity to have a good look underneath with it on the ramp; other than a bit of an oil leak appearing from one of the cases (par

for the course with an air-cooler) there was nothing to address.

Next on the to-do list was a service and I've been gathering up all the bits I need. One job I couldn't resist doing first though, was installing a K&N air filter. I grew up with these filters being the bench-mark performance must-have. I love the logo, the racing history and more than anything, the noise! And that noise is for good reason as a K&N offers increased flow versus an OEM filter. Better still it has a million mile warranty and only requires cleaning ever 50,000 miles rather than replacing.

The proof is in the driving and I was desperate to get the car out, so I headed for my favourite local roads. Brilliantly the filter was no louder under light load and cruising, but when the rev counter rises past the 4000rpm mark it was perfectly in-tune with the roar from the back box and the 3.0's guzzling of fuel and air. I've missed this noise and the

accompanying shove back in the seat over winter. Any increased airflow with a CIS system is going to deliver results. As it hoses the fuel in, a little extra air is only going help get it somewhere closer to stoichiometric. The bum-dyno tells me there is an improvement; it's certainly crisper if nothing else.

I also had the car aligned again post-fitting of the bump-steer kit and

can report it's made a huge difference, eradicating 99 percent of the issue the car had before. For such a modest outlay it has transformed the way it soaks up the road. So, with a clean bill of health and a 12 month ticket it's the big countdown to Le Mans classic, hitting all the meets and shows I can and most importantly driving it at every opportunity.

*Rob Richardson*



## 997 GTS

It's another one of those perennial Porsche issues that seems to afflict most of the more recent generations of cars. The GT3 definitely suffered from it. My old Cayman suffered with it. And now the GTS is going to go the same way unless I do something to stop it!

Yes it's those pesky radiators and air conditioning condensers in the front PU I'm talking about. Unfortunately they have a propensity to rot over time, usually the condensers first, leading to pressure loss in the A/C system and an inability to cool the air, followed shortly after that by radiator failure leading to coolant loss.

The main issue has always been that the air inlets in the front PU that force the air into and through the radiators is very open. Those large 'mouths' suck up all kind of debris and detritus as the car travels down the road. Everything from leaves, to cigarette butts, to stones and quite literally small animals.

Everything that gets hoovered up wedges itself firmly in the bottom of the rad opening between the condensers and rads and the solid floor of the PU openings. It then just sits there rotting, holding moisture against the rads. As it breaks down it makes its way into the fine fins of the structure and that combination of rotting matter and moisture start to eat away at the metal. Over time the components lose their structural integrity and the pressure in the systems causes the rads to start to bulge and eventually fail.

As I said it's an age-old issue that has affected every Porsche I've owned. Now, interestingly, on the latest GT cars the Motorsport team have been adding mesh grilles to the openings in the PU, and this is something that I did to both the Cayman and the GT3. With 3FAB I had Mike at Sports and Classic fabricate some mesh that he affixed to the inside of the bumper. They look good from the outside and certainly do a great job of keeping debris out of the rads. But they need the bumper to be removed to install

and if they become dislodged there is no easy way to re-seat them.

A much nicer approach was what I used on the Cayman, which was a set of ZunSport grilles. Super-high quality galvanised and powdercoated steel, they fit seamlessly into the bumper from the outside, so no finicky disassembly needed. Even a monkey like me can fit them!

ZunSport's product range is massive – it covers virtually every Porsche going and it makes a full set that does all five openings in the GTS's bumper. It also has a choice of silver or black finishes. Obviously black goes with all the black accents on the GTS so no real debate there.

Prior to fitting them, however, I inspected the inside of the openings. Of course they were packed with rubbish. The rads had only been cleaned out a month ago when the car was in at Wilmslow OPC to have a stone removed from one of the radiator fans that had jammed. It's amazing just how much had built up in there in such a short period of time. Ten minutes with the long extension on the Dyson and a few layers of knuckle skin later and the rads were clear again and ready to have the grilles over them.

They arrived packaged with nice instructions on how to install. There are no screws, glue or other Heath Robinson-style attachments required. Everything just clips nicely into place with little drama. A couple of the clips come close to the paintwork during assembly, and the instructions suggest applying tape to the edges to prevent scratching it.

Install took literally five minutes. They all popped perfectly into place first time of asking and look completely seamless in the openings. ZunSport sells great quality items.

So, rads and condensers now nicely protected I can get back to piling the miles on to the car. It's up to 64,000 miles now and as we come into spring the winter tyres have come off and a brand-spanking-new set of Michelin Cup2's fitted. Time for the fun to start!

Jack Wood



Jack's new ZunSport grilles have tidied the GTS nicely

# long-term fleet

924 S

Last month the 924 S failed its MoT in quite remarkable style. There were a lot of parts that needed doing, most of them involving replacing corroded brake lines. Yes, brakes, again... hopefully less troublesome than the SC nonsense. And idiocy on my part. The 924 S was deposited in the garage, post-failure, and waited patiently while I got on with jobs in the house. I decided that as I had no track days planned I was going to take my time sorting the MoT jobs and maybe one or two other things besides. At least that is the plan for now.

Given the amount of money I seem to be spending on the cars at the moment I was determined to try and keep the costs of the repairs under control. I did look at buying replacement, ready-made sections of brake pipe, but the cost would run into hundreds of pounds. I found that I could buy a kit to make up my own brake lines for far less than the cost of one made up line, so that seemed like a good option. There were some strong opinions against using copper due to its alleged propensity to rust, so after a little research I decided copper-nickle was the way to go.

My Kunifer kit arrived, containing a small roll of pipe, the flaring tool, and the connectors. It was one of those things that looked simple enough, but having cut a piece of test pipe it was not as straightforward as I'd hoped. There were no instructions from Silverline for the flaring tool, but thankfully the eBay supplier, Strictly Volkswagen, had included some with the kit. I will come back to that.

As the job would require removing the brake lines I first needed to drain the brake fluid. I have probably said this before, but I really do not like working with brake fluid – it's vital but nasty stuff to work with. With the front of the car on stands I connected a bleed hose (that drains into an old pickle jar) on to the front offside calliper. With my 8mm spanner I then

failed miserably to undo the bleed nipple. I tried a number of tools but nothing could get enough purchase on the nut to undo it, and it was rounded slightly. I could see that cutting a line into the top of the nut and using a screwdriver was a good option, but went to the other side to give myself time to come up with a better solution.

I bled out the fluid from the near side, but there wasn't a great volume that came out. So I attached the brake bleeding tool to the fluid reservoir and pressurised the system. Then, opening the near side bleed nipple a whole lot more fluid came out, along with some air. I then pressurised and depressurised the system from the bleeder to draw the fluid forward. It appeared to work.

About that time, I had an idea about the offside bleed nipple: my get-out-of-jail tool, something I used on a rounded bolt head on the manifold. The tool looks like a drill head and clamps onto the top of the offending fixing and is turned with a socket ratchet. It successfully released the bleed nipple enough to get the hose on and fluid out of the calliper.

With the fluid drained I was then able to begin removing the old pipe a corroded section at a time. It was a lot more difficult than I was expecting. Unscrewing the nut from the calliper end was simple enough but at the T-piece in the middle of the car it was hard to loosen the nut without bending the connecting pipe. I solved this to some extent by removing the pipe from the fastening points so it hung down and I could get a spanner on the T-piece to keep it steady.

With the old pipe off of the car I used it as a template for the new pipe section, unrolling the new pipe next to the old to get the rough shape and, more importantly, the right length. One big selling point of the Kunifer pipe is that it is easy to bend without special tools; I bent it around bottles, lids, whatever had the correct radius. The bends, importantly, took



shape without deforming the pipe at all – if you have ever bent copper pipe it is far too easy to put kinks in it. Next I had to straighten the pipe where the end would be and cut it as squarely as possible with a hacksaw.

Now the flaring process. The first part of which was to slide on the pipe nuts, the right way around, before you begin flaring. My budget flaring tool works by clamping the pipe in a metal block. The block has a number of holes that fit various sizes of pipe. From experimentation I found it best to wrap the pipe in duct tape so as to scratch it as little as possible, and also act as a marker to see if the pipe was being pushed down. With the pipe in place there is a metal cap that slots in

the top. The cap is then pushed onto the pipe using a compression tool that folds over, and flares, the top of the pipe. The ones I have made look like they should be a good fit! Sadly, though, until I fit a new bleed nipple, I will not be able to pressurise the brake system and check for leaks.

I have also taken advantage of this current project to fit new braided hoses that I have been hauling around for at least a year now. It looks like I will also need to replace the discs and pads before the track season is out. For now, I just want to get that one nut that will allow me to put the fluid in and see if I've managed to get this job right!

*Matt Biggs*





Matt has been tackling the 924's brakes in a bid to get it through its MoT...





## 1981 911 SC

Let's start on a positive; the SC has seen a lot of use this month. It's been out daily as I am waiting for a new windscreen for the Boxster to MoT; ensure progressed to Autoglass who told me an order was going into Porsche for the windscreen. A week and a half later and still nothing positive from Autoglass and the Boxster is still on standby. However, after a week in the SC I have adjusted to the driving style again. In the wet I have had to adopt a more measured

approach than is necessary in the Boxster. Without the safety aids I was definitely being far too tentative at the start, worried that the rear was going to overtake me if I pushed too hard through, and out of, a corner. But, it's been remarkably well behaved, with next-to-no shenanigans and certainly nothing to date (touch wood) that's been unmanageable.

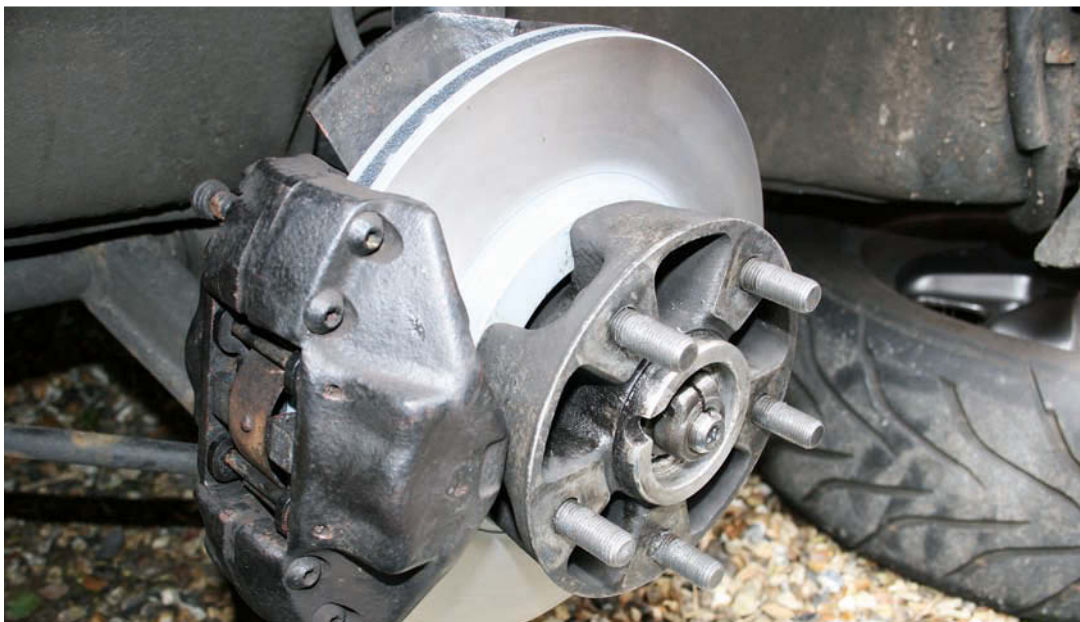
This time the SC highlighted how good the Toyo R888s really are. They're super sticky in the dry and surprisingly not that deadly on a cold

damp morning – my being alive is testimony to that. I am not sure how many miles I've put on the track rubber, or how far through their life cycle they are, but thus far they appear to be incredibly civilised. Still, I'm not sure I'll be pushing my luck anytime soon. Sorry, I know it would make for good reading.

My only criticism, to prove that I'm never satisfied, is that on the 911's aging suspension the tyres on the road possibly have too much grip. On those commutes where I am feeling

particularly racy, chucking it into a roundabout on the A4 it can feel like the tyres are pulling the momentum of the car where it doesn't want to go too aggressively. I can feel the attrition through the steering wheel. On the track, at speed where the tyres get hot and looser, though, the R888s feel mighty.

That is not new information, just a more informed analysis for my little brain. But this has been too easy, so, now is the point in the report where the protagonist encounters a set back.



Mine? Over a few journeys I noticed an intermittent rumbling from the front right wheel. At first I attributed the rumbling to the track tyres on the uneven road surfaces adorning the Oxfordshire countryside. As the days passed the vibrations became more pronounced and were only tempered by a gentle push on the brake peddle and the slightest of touches got rid of the problem. And then the squealing started. Periodically the brakes were super squeaky. Under normal circumstances the car would have

been off the road, but with the 924 S in the air and the Boxster waiting on the promises of Autoglass, the 911 was my only commuter option.

Enough was enough, though, so I got on and ordered some new front discs and pads. Nothing fancy, just Pagids from Euro Car Parts – standard discs and pads that have worked very well on my other cars, so why change? The brakes arrived in a couple of days and I went home with the new bits in the front boot/bonnet thing, with the spring evenings

allowing me to get the work done on the drive before popping in for supper and some light DIY. The first time or two that I changed brakes I took my own sweet time and made something of a meal of it. These days, I spend more time making tea and putting the car on stands than I do actually doing the work.

Home and with tea I started the brake job about 7pm, it was dry out and I had a plan. But, old cars, you see, do not like plans. In fact, old cars seem to delight in spitting on my

plans. About an hour in, the confidence was waning, and I was battling to remove the stupid metal hub cap. I cannot remember how many methods I tried, but at one point I was alternating between hammering and heating with a blow torch! I did get the damned thing off eventually but my suffering was not done at that point.

My next challenge was removing the disc from the wheel hub. Given the disc was going in the bin I dowsed the entire thing in WD40 and set about it with a wire brush. And then a rubber mallet. And then I jumped on it. About another 30-40 minutes passed before the wretched disc was free of the blasted hub. Hmm.

At this point it was dark. I did toy with the idea of sorting the wheel bearing but it was too late. There was some faffing getting the pads compressed and then the new disc on. I didn't even get the pads swapped, but given the late hour and noise I was making it was best not to start the other side for fear of not finishing and disabling the car entirely. Poor form, I know. I was so grumpy I fitted and torqued the wheel and lobbed the tools in the garage before turning in hours later than I'd hoped.

The following morning, I set off gingerly, as I had mismatched brakes for one trip. It was a great start, the car felt better. And then the vibrations returned and they were worse than before. I assumed it was a bearing. I was considering pulling up, when something occurred to me... the night before, in my frustration, I only tightened the nuts on the wheel I'd removed, forgetting I'd loosed the nuts on the other side. That fixed it. I decided to wait until the weekend before swapping the pads and fitting the second disc. The car now feels so much better.

Given the choice and their respective roles, in this weather I would prefer to be using the Boxster and the SC in the dry. Autoglass still don't have an ETA for the windscreen despite Porsche Centre Reading being able to get it in two days, but esure have been great and will hopefully let me sort it through Porsche. I'll find out later. Fingers crossed!

*Matt Biggs*

# long-term fleet

## 924 S

I'd love a '71 2.2 911S. But since they are circa £200,000 that's never going to happen for me. Even the 944 Turbo, another car on my wish list, is attaining prices beyond my reach. To be honest, my budget is rather more modest. Which is why I've recently bought a 924S.

Mine's an '86 car and is in pretty good condition. Yes it's going to need a little cosmetic work as there are a few marks here and there. It's also had some paint... some of which doesn't match the original hue. But it looks good and, more importantly, drives beautifully.

It's not what I would call a fast car. Even so, as it is the 'S' variant with the Porsche 2.5-litre four-pot, it has a decent turn of speed and is easily capable of keeping up with modern traffic. It's also wonderfully tactile and simply flows through corners. What's more, even though it isn't blessed with a balanced chassis, the ride quality is remarkably pliant. This can be attributed to the well designed suspension and to the unfashionably 'tall' tyres.

When purchased, it was riding on 195/60/15 tyres. Keen to further improve the ride quality, eke a little more from each gallon, and ensure that the speedo reads correctly, I have since swapped to 195/65/15 tyres which is the correct sizing for this car. After much deliberation, I opted for Falken AS200 all-season tyres.

The reason behind this is due to the fact that a set of these are already in use on one of the family Volvos and I know that they work well, and I live out in the sticks where the roads are often damp, wet, icy, or covered

in mud and/or animal muck. The AS200s have proved to be very adept at coping with such conditions and they are good in normal wet/dry use too. Fitting/balancing (using their awesome Hunter equipment) was undertaken by the guys at Paul Jarrold Tyres in Monmouth. Ace service as always!

I'm also considering changing the cambelt and balance belt. The cambelt, which was replaced prior to my purchase, is whining a touch, and I think I can hear the water pump grumbling too. The thought of a belt letting go on this 'interference' engine makes me go weak at the knees... and the wallet. I'm going to ring around a few specialists and seek their advice as to what needs to be done, and what parts they'd advise.

Pattern parts are available, although I'm wary of using anything but OEM on a car such as this, especially with regard to the engine. Another thing I'm going to investigate is engine oil. Even though the sump is filled with a premium quality synthetic oil, I'm not convinced that synthetic oil is necessarily the right way to go.

Then there's the issue of the Porsche's storage. Currently, I'm trying to find a garage to rent as mine is currently home to my Davrian kit car. However, if I can knuckle down and get the Davrian finished, it could swap places with the Porsche. Being fibreglass, the Davrian could live outside relatively happily albeit under a decent car cover. One thing I've discovered about my Porsche is that it's not exactly weatherproof. Better get a move on then!

*Martyn Morgan-Jones*





Another 924 joins the fleet!

# long-term fleet

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## 981 CAYMAN GT4

Okay, so my fascination with keeping 4FAB in immaculate condition may now be bordering on the obsessive. Having not even had so much as a carport to keep a car in up until recently (3FAB now spends its time in a secure unit) 4FAB is lucky enough to have a loving home with (co-owner) Uncle James who keeps it tucked up in a lovely heated garage.

Unfortunately, even keeping a car undercover in such a way is no guarantee that its paintwork will be

kept free of contamination. Unless you're placing it in one of those hermetically sealed bubbles, a car left in storage will always collect dust and then if that is combined with moisture it can be a recipe for disaster for the lacquers that are designed to protect the paint. As such, 3FAB sits under a breathable cover in storage, and we thought it would be a good idea to do the same for 4FAB. The prospect of added protection from scuffs and bumps as James tries to manoeuvre his myriad of mountain and road

bikes in and out of the garage at the weekend wasn't lost on me either...

So we were all set to order one of the fancy Porsche OEM covers when a chance Tweet asked if we'd like to donate our brand-new GT4 to be used as a pattern for an aftermarket car cover manufacturer.

Now I don't know much about car covers, but I do recognise good craftsmanship when I see it. A quick Google of the company that had approached us and it appears that we had been approached by probably the

most highly respected vehicle cover manufacturer in the country! The request had come from none other than the owner of the company himself, David O'Brien. That company being Specialised Covers of Shipley, Yorkshire. The company has been going for over 35 years and now provides bespoke covers to pretty much every luxury car maker in the country as well as manufacturing custom and one-off covers to individuals personal designs.

Needless to say we felt



comfortable enough letting David's people loose on our car in exchange for one of the stunning covers.

Interestingly, and rather typically, David had originally had another car lined up to use as a pattern. But that had fallen through when the owner had decided to flip the car for a quick and substantial profit before even taking delivery! It seems such a shame that this practice is so ripe these days with these modern GT products. So many real enthusiasts that want these cars to drive have missed the chance

to get behind the wheel of them. Yes they may be a performance bargain, but that's not much use if you can't actually get hold of one.

Anyway, ours wasn't bought to flip for a quick buck, and with no excuse required for a mini-road trip, James hopped in the car and headed north. A couple of hours later and a chunk more running-in miles wracked up, he was back home after being thoroughly impressed with the setup at Specialist Covers and the team that Dave has up there. The patterning had only

taken a half hour or so and James had left with the promise of a new cover in our choice of colours as repayment for our time and effort (like driving a GT4 anywhere is a chore!).

Four weeks later a rather weighty box arrived with a stunning light grey with mid-grey piping cover complete with matching Porsche emblem on the bonnet panel. The detail is stunning and it fits like a glove. I'm sure 4FAB couldn't be happier in its

little corner all tucked up in its PJs. It certainly looks the part.

Oh, and sorry for not having the 3FAB versus 4FAB track report this month. I promise to have it for the next issue so it can get the space it deserves. Needless to say it was an amazing day with very interesting observations and conclusions...

*Jack Wood*

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# the market place

place

by Philip Raby



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





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# 911SC

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Although prices have risen, the 911SC remains the most affordable air-cooled 911 yet, paradoxically, it's also one of the best, too.

Someone asked me what their 911SC was worth the other day. By their own admission, the car was a mess. Rust was sprouting from all the usual places and beyond; the silver paintwork was dull and scratched, the red leather interior was ripped and mouldy; it had the wheels and mirrors from a late 964; and, worst of all, the non-running and very leaky engine appeared to be terminally ill. It would have been easy to pump £25,000 into getting the

Porsche to a respectable state but, even as it was, I was confident that the owner could put it onto eBay and, after dealing with the inevitable dreamers and time-wasters, sell the old thing for £15,000, such is the demand for 'cheap' air-cooled 911s.

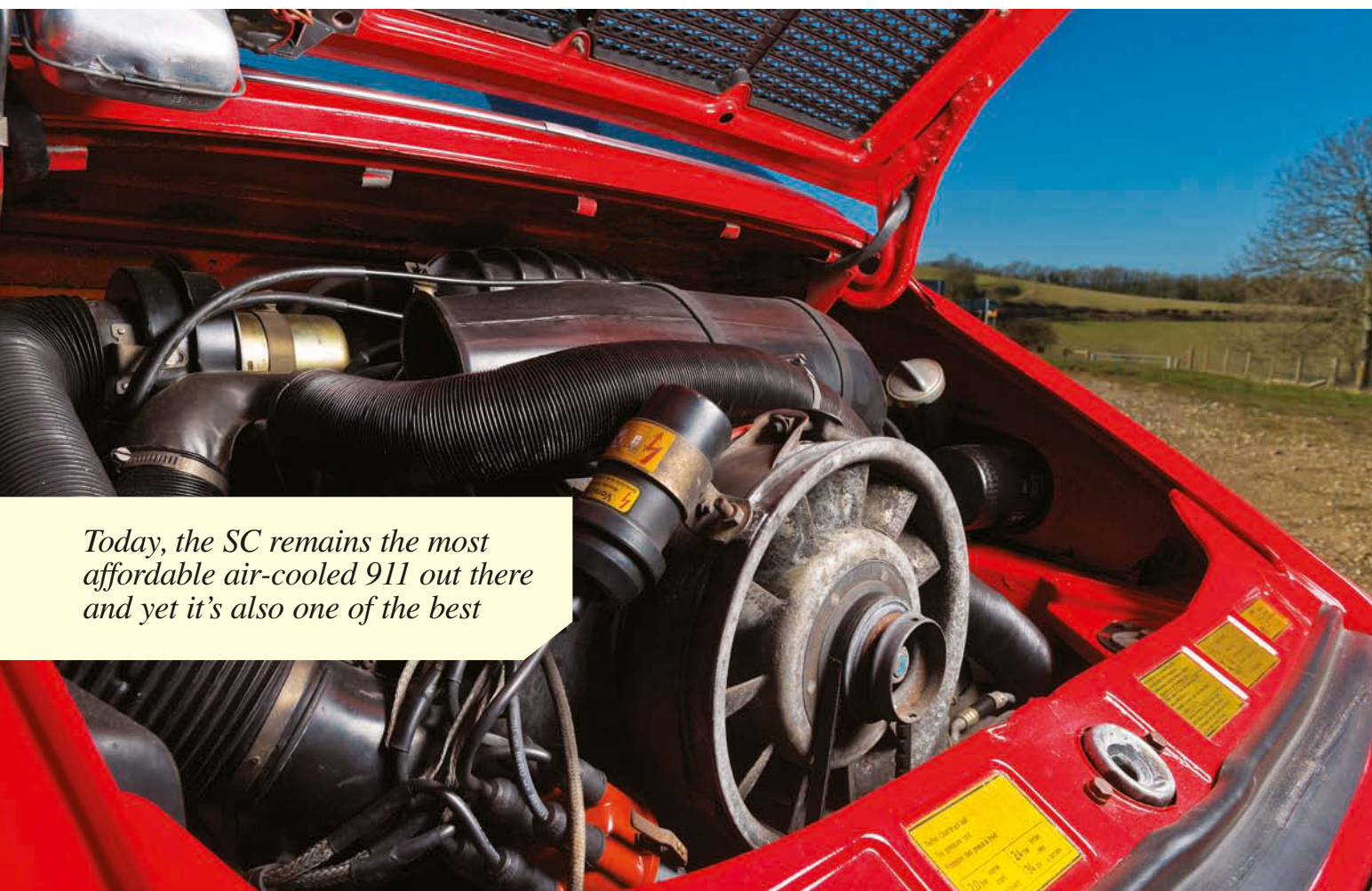
That's a crazy situation when you consider that it wasn't too many years ago that you could have bought a very nice 911SC indeed for that sort of money. Back then, the SC sat uncomfortably between the pretty pre-impact bumper cars of the 1960s

and early 1970s, and the ever-popular 3.2 Carrera that succeeded it. The SC was, for some reason, a 911 that people didn't appreciate and so prices were low. And that is fatal to a classic Porsche as it leads to them falling into the hands of people without the wherewithal to look after them properly and they end up like the hapless example I saw the other day.

Around 60,000 911SCs were built – similar to the 3.2 Carrera's run – but today the SC is by far the rarer car as many have fallen prey to old age and

# the market place

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*Today, the SC remains the most affordable air-cooled 911 out there and yet it's also one of the best*



neglect, which is a real shame because it is a wonderful 911 to own and to drive – arguably more fun than the 3.2 as it has a more free-revving engine.

Perhaps part of the SC's problem was that it started off in 1978 being somewhat underpowered, with its 3.0-litre flat six producing just 180hp – 20hp down on the Carrera 3.0 that preceded it. By 1980, though, that figure had increased to 188hp and then was bumped up again to a decent 204hp in 1981. If you're in the USA, by the way, the SC was stuck with 180hp throughout its life – sorry!

For years, the only SCs that people took seriously were these later 204hp examples, which sold for a premium. Today, though, any SC is sought after and, everything else being equal, there is little difference in value between a 1978 and a 1982 example. That's partly because, rightly or wrongly, less people are buying classic 911s to drive fast and, if they do, it's not that hard to squeeze more

power from an earlier engine.

Today, the SC remains the most affordable air-cooled 911 out there and, yet, to my mind it is also one of the best. At present, you're looking to spend at least £30,000 on a decent 911SC, of any age, with prices rising to over £40,000. That's for Coupés which, as with all air-cooled 911s, are the most sought-after cars. Targas (like the car you see here) are close behind in value, though, as they are increasingly sought-after – if you are only going to drive your classic car in the sunshine, as most owners do these days, then the removable roof panel makes a lot of sense, and looks cool too. Also, there are more Targas on the market at the moment than there are Coupés.

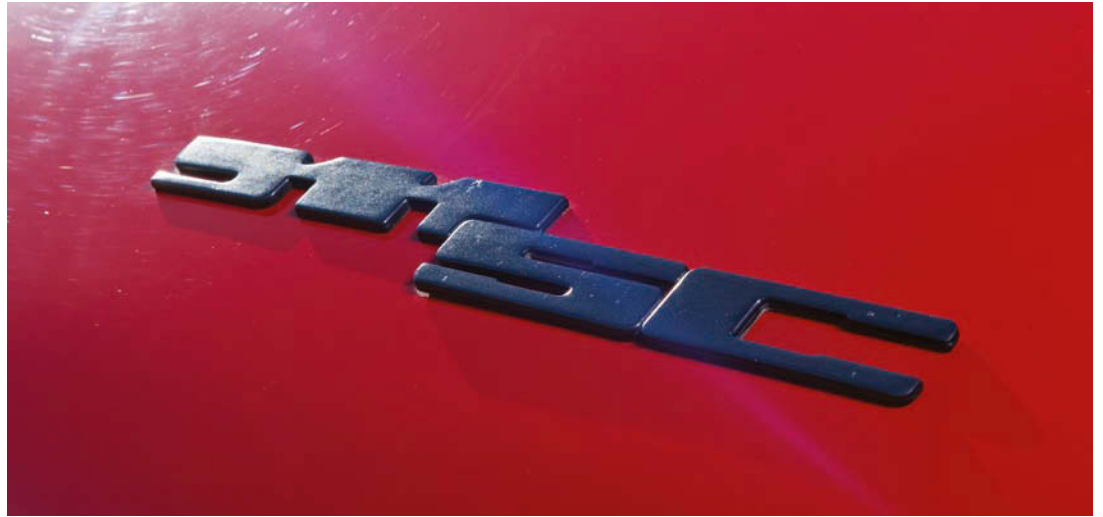
Interestingly, the 911SC was the first 911 ever to be offered in Cabriolet form with a fully retractable soft-top. It's a lovely solution for open-air motoring but convertibles are out of favour in the air-cooled world and prices are lower than for Coupés and Targas. Which means that you can pick



# the market place

up a decent 911SC Cabriolet for as much as £5000 less than an equivalent Coupé – which has to be a good deal for those summer evening drives. Oddly, by the way, later water-cooled 911 Cabriolets sell at a premium over coupés, probably because the folding roof system is better integrated into the body shape.

The key to buying a good SC is originality. Just like the one at the start of this feature, many examples have been fitted with later wheels and mirrors and, personally, I think 964 Cup wheels just look wrong on impact bumper 911s. I've also seen aftermarket glassfibre wide Turbo wings fitted, while rather more SCs than is healthy have been 'updated' with 964 plastic bumpers front and rear – almost convincing until you look inside and spot the earlier-type interior. All these modified SCs should be substantially cheaper than an original unsullied example but don't



be tempted to buy one with the idea of returning it to standard – the cost of sourcing, fitting and painting the correct parts will be prohibitive.

It's the same with a neglected SC, especially a rusty one; restorations

don't come cheap and rust on the surface is bound to be a hint of worse corrosion underneath.

It's far better, then, to pay a bit more and start off with a good 911SC. Desirability and rarity will

ensure that, long term, you will have made a pretty good investment, as values are bound to rise, if not in the immediate future, but certainly longer term. Just make sure you keep an eye out for eBay bargains! ○

*Desirability and rarity will ensure that, long term, you'll have made a good investment*



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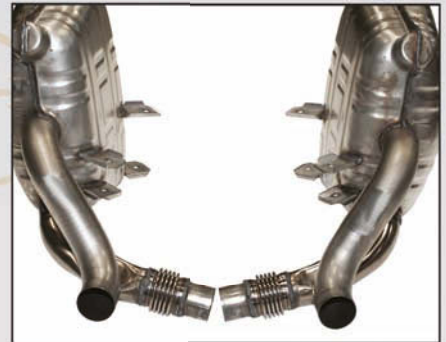
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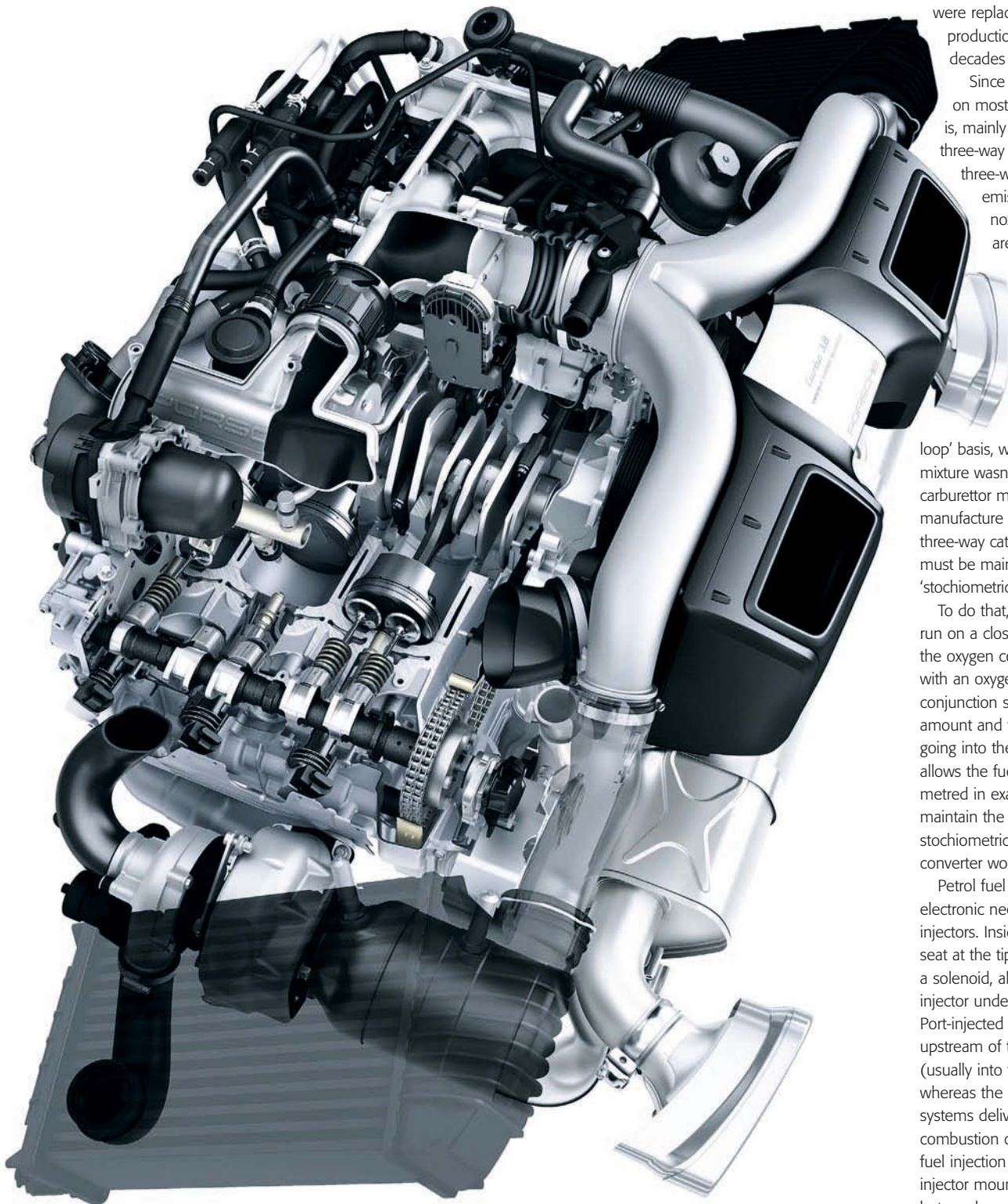
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# Fuel Injection

Jesse Crosse explains all you need to know about fuel injection...



Last month we took a look at that most venerable of components, the carburettor, which started life crude but ended up as a precision instrument. Well, perhaps not quite ended, carburettors are still in use on classic or tuned petrol engine cars but were replaced by fuel injection on production cars more than two decades ago. Why is that?

Since 1981, emissions control on most petrol engines was, and is, mainly accomplished using a three-way catalytic converter. The three-way 'cat' controls emissions of the three key noxious emissions, which are unburned hydrocarbons

(HC), carbon monoxide (CO) and oxides of nitrogen (NOx). This is where fuel injection comes in.

The old carburettor-based fuel-systems worked on an 'open

loop' basis, which means the air/fuel mixture wasn't monitored. The carburettor mixture was set during manufacture and that was it. But for a three-way cat to do its job, the mixture must be maintained accurately around 'stoichiometric' of 14.7:1 air/fuel ratio.

To do that, the fuel system must run on a closed loop by measuring the oxygen content of the exhaust with an oxygen (Lambda) sensor in conjunction sensors measuring the amount and temperature of the air going into the engine. Fuel injection allows the fuel to be continually metred in exactly the right amount to maintain the mixture close to stoichiometric and keep the catalytic converter working at its optimum.

Petrol fuel injectors are elaborate electronic needle valves rather than injectors. Inside, a needle sits on a seat at the tip and when it's lifted by a solenoid, allows fuel supplied to the injector under pressure to spray out. Port-injected systems inject fuel upstream of the engine's inlet valves (usually into the inlet manifold), whereas the latest direct fuel injection systems deliver fuel directly into the combustion chamber. Early low cost fuel injection systems had a single injector mounted in the throttle body but modern systems are multi-point,



with one injector per cylinder.

Systems have been many and varied over the years but a common multi-point port injection system works like this. Each inlet manifold has a fuel injector fitted to it, which is plugged into a common tube or 'rail'. The rail is fed at one end by a pump, then fuel passes through a pressure regulator and back to the tank. A pump keeps the rail continually pressurised with fuel so that when each injector is opened by its built-in solenoid, fuel sprays into the inlet manifold. The injectors are mounted downstream from a throttle body which controls the airflow into the engine with a butterfly valve attached to the accelerator pedal. Higher performance systems have individual throttle bodies with one butterfly valve per cylinder.

The injectors are 'fired' by the Engine Control Unit (ECU). The ECU is a computer with sensors attached to it, so it 'knows' how much oxygen is in the exhaust, how much air is entering the engine at what temperature, the throttle position and the crankshaft position. The ECU software contains look-up tables or 'maps' which when loaded into editing software look like a spreadsheet. Engines are mapped by editing the numbers in the maps to control the amount of fuel injected and the ignition timing depending on the work the engine is doing (load), engine speed and the data it is receiving from its exhaust and air sensors.

The Bosch K-Jetronic system used on early Porsches, like the 911T and many other 1970s cars, was a continuous flow injection system that delivered fuel continually, regardless of which part of the cycle the engine was on, but varied the flow rate. Most modern systems are 'batch' fire or 'simultaneous'. Batch injection systems fire the injectors in groups or pairs depending on how many cylinders there are on the engine, while simultaneous systems fire to all cylinders at the same time. The injections are not synchronised with the intake stroke of individual cylinders in either case. The latest specification petrol fuel injection is direct injection which delivers timed, sequential

injections of fuel directly into the cylinder. It's fitted to all new Porsche petrol engines and like all things automotive, the choice of injection system has a lot to do with cost. Single point injection systems with one injector mounted in a throttle body were the cheapest way to create a closed-loop fuel injection system. Multi-point gives better efficiency and higher performance but costs more (there are more injectors for one thing) but the ultimate is direct injection. Rather than just another alternative fuel delivery system like the carburettor or port injection, direct injection is an integral part of the engine's core design.

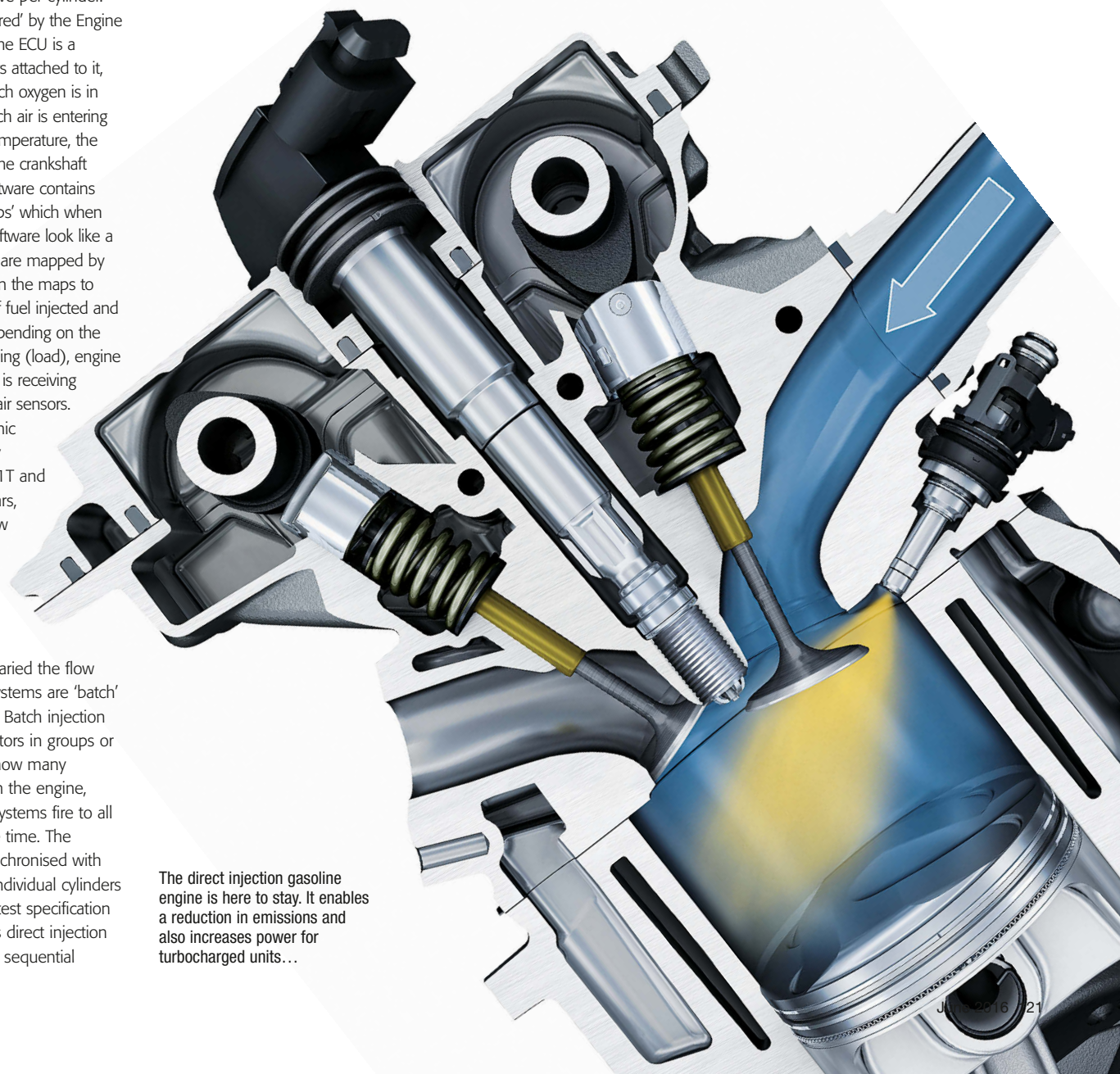
Direct petrol injection systems can work in two ways. The first is ultra-lean burn where the injectors could fire a

'stratified charge' of fuel around the spark plug on the compression stroke. The surrounding volume of the combustion chamber was air. This concept was pioneered in production cars by Mitsubishi in the 1990s but failed because it only delivered fuel consumption benefits at part load with gentle driving. NOx emissions were also too high. Modern direct injection engines are homogeneous and inject on the intake stroke so the fuel forms a homogeneous mixture with incoming air like a port injection or carburetted engine. Injecting directly into the cylinder means no fuel is wasted, wetting the walls of the inlet ports. Accurate injection means less adheres to the cylinder walls too.

The fuel mixing is controlled by the

injector design, high pressure of the injection (about 200bar) and a multiple injection strategy. The direct injection of fuel reduces cylinder and piston temperatures too, so the knock threshold is pushed back, making it possible to use higher compression ratios. This results in increased torque, reduced engine-out emissions and reduced fuel consumption. You also get better drivability because throttle response is improved.

So direct fuel injection is here to stay and even the smallest economy engines are now equipped with it. It's a tool that not only helps reduce consumption and emissions but is an enabler for downsizing, making smaller turbocharged engines more powerful as well as cleaner ○



The direct injection gasoline engine is here to stay. It enables a reduction in emissions and also increases power for turbocharged units...



## Vinyl Graphics (Part Two)

Jesse Crosse examines how to undertake more elaborate graphics work on your Porsche...

If you missed part one in last month's issue, we're looking at how to use automotive vehicle wrap film to add graphics to your Porsche.

One key point, however, is there's a huge difference between cheaper sign vinyl and automotive vehicle wrap vinyl and it's the second of these you'll need for any elaborate work.

The first job is to work out your scheme by doing some visuals so you know what looks good and what doesn't. You can find vehicle outlines online, and a proper set of elevations can be yours for around £7.50 from [www.the-blueprints.com](http://www.the-blueprints.com) and other sources. Either print them and colour them in or download the files and open them in your favourite graphics program. Failing that you can take some pictures of the car and trace off the outline on tracing paper – the old-fashioned way.

Once you have your scheme, you'll need to know the dimensions of the stripes or other motifs to work out how much material you'll need. Zoom in on the digital image on screen or, if you've coloured in a paper copy, take a

picture of it and then zoom in on screen. Size the image to a meaningful scale simply by holding a tape measure against the screen. A Porsche Cayman is 4380mm long, so a one tenth scale will make your on-screen image 438mm, if your screen is big enough. If it isn't, reduce the scale. Once you've done that, measure the widths and lengths of your graphic elements with a ruler again.

Check the dimensions of the actual film you are ordering and draw a rectangle to the same scale on a piece of paper to represent the piece of vinyl. If the vinyl roll is 1400mm wide and you buy a metre, the cost may be £30 (plus shipping) so you need to be careful how you cut the stuff. Draw your pieces on the scale outline of your vinyl so you know exactly how much to order, allowing enough spare for experimentation and mistakes. You also need to order a small bottle of adhesive remover, proper surface cleaner (don't use kitchen surface cleaner), a roll of knifeless tape for creating edges on the car and a felt-

edged application squeegee. A rodent knife is useful for rough cutting vinyl but a large pair of scissors will do just as well for one-off jobs.

Clean the whole car in the usual way then clean the area you're applying the vinyl to. Do this inside if possible to avoid airborne dirt getting on the surface while you're working. Vinyl is harder to handle if there's a breeze anyway. The bottle of adhesive cleaner is handy for removing adhesive from previous stickers and the like, as even a tiny adhesive particle under gloss vinyl will look like a lump of dirt in fresh paint as the material is quite thin.

When wrapping around edges, like those of a bonnet or wheel arches, make sure you clean thoroughly on the underside of the edge otherwise the wrap will come away. When using vehicle wrap, creating visible edges will need to be done on the car, with a knife or knifeless tape. If stretching the vinyl around a compound curve, with or without heat, any straight line you've cut will become hopelessly distorted. For trimming with a knife, remember to

apply narrow trim tape beneath the line of vinyl you want to cut and make the cut lightly without going right through to the paint. But the really clever tool is knifeless tape. Bought on rolls, it's about 3mm wide, and contains a very fine, very strong chord. It's applied first beneath the wrap, protruding at either end.

With the wrap smoothed down over the tape, the chord is pulled, cutting the wrap like an old-fashioned cheese wire. Once that's done, the base tape can be pulled out from under the edge of the vinyl which is then smoothed flat with the felt-edge of the squeegee. Using knifeless tape is not only a wicked technique but hugely satisfying to do. You can make dead straight or curved edges with it, get a straight edge over complex body shapes and you can also create butt joints between colours with no overlap using two lines of knifeless tape instead of one. We'll take a look at that and the techniques involved in detail, along with other application techniques, in part three next month ○

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## PORSCHE MOTORSPORT SPORTS BAG

**How much?** £125

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

This Porsche Sports Bag from the Motorsport collection is ideal for popping to the gym, or as a weekend bag. Made from high-quality materials, it features a durable, wipe-clean exterior and measures approximately 57x25x32cm. All told that gives it a capacity of around 45-litres, providing more than enough space for your gear.



## 991 KW CLUBSPORT COILOVERS

**How much?** £4200 (cars without PDCC), £4400 (PDCC equipped cars)

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

KW's Clubsport suspension kits offer similar adjustment technology in compression and rebound damping to its Competition racing dampers used by Porsche teams around the world. The Clubsport three-way coilover kits have numerous adjustment possibilities to prepare every Porsche 991 for individual circuit and driver preference. Utilising compression valves and an external reservoir attached at the inox-line front axle suspension strut, and an external reservoir connected via stainless steel lines made of resistant aluminium alloy at the rear, it offers a very impressive prospect. Lowering the 911 between 25 and 50mm, these are available for all 991 models.



## WRAPZONE DISTRESSED WRAP

**How much?** €3000-5000

**Where from?** [www.wrapzone.net](http://www.wrapzone.net)

WrapZone is a car wrapping company from Stockholm focusing on high-end machines, but more importantly it is trying to be creative by offering something unique in the process. With experience of wrapping high-profile cars, such as Jon Olsson's Audi RS6 used for last year's Gumball Rally, the team's latest creation is Porsche based. 991 GT3 RS owner, Herik Sandell, fancied something a little different for his car and turned to WrapZone for help. Designed by Scott Kepple of Florida design firm, Skepple, the end result is certainly sure to turn heads. The distressed Martini wrap is a throwback to competition Porsches of old, making Herik's 911 look like it's just finished a torturous stint at Le Mans.

## SPARK 1:43 718/8 GTR

**How much?** £46

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

The Porsche Systems Engineering Ltd Porsche 718/8 GTR was entered in the 1963 Le Mans 24-Hour race with Jo Bonnier and Tony Maggs sharing driving duties. The team crashed out of the race. This superb Spark 1:43 scale model comes supplied in the regular showcase. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.





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## 917 POSTER PRINTS

**How much?** \$45

**Where from?** [www.unique-limited.com](http://www.unique-limited.com)

These 917 posters caught our eye as being rather special. The prints are available in four different styles – Style A: #22 Le Mans 1971, Style B: #23 Le Mans 1970, Style C: #19 Le Mans 1971, and Style D: #23, #22, #19. Alternately you can perhaps just buy all four designs. They all measure 50x70cm, are printed on Beige rough 180g/m2 grade paper, and come supplied unframed. Unique-limited ship worldwide in poster tubes to protect your chosen art work.



## PORSCHE UMBRELLA

**How much?** £40

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

Don't get caught out by the tricky British summertime with this, the new umbrella from Porsche's Racing Collection. With an automatic opening and closing mechanism, the umbrella is 100 percent polyester and windproof. It measures approximately 95cm in diameter, and happens to look pretty stylish as well as being highly practical.



## The Essential Buyer's Guide

PORSCHE

## 911 (997)

1st generation; model years 2004 to 2009



## 997 ESSENTIAL BUYER'S GUIDES

**How much?** £12.99 (each)

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

These new 997 *Essential Buyer's Guides* cover the first and second generation 997 models, and each offers expert advice and detailed specifications for those in the market for such a car. The idea behind both 64-page handbooks is that a buyer will learn how to spot a good, or bad car, as well as developing a full understanding of its running costs and the potential implications of any mechanical dramas that may need rectifying.

## BEST 1:43 908/3

**How much?** £36

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

This nice Best model depicts the 908/3 of the Escuderia Montjuich squad as it appeared when raced at Montseny in 1972 by Jorge Fernandez. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

## ELEPHANT RACING QUICKCHANGE BRACE

**How much?** \$490

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

Elephant Racing has launched a unique chassis brace system for 996 and 997 models, and 986 Boxster and 987 Cayman cars. The QuickChange™ setup is a cross bar-style brace that attaches to the four corners of the front luggage space. Said to enhance torsional chassis stiffness and improve handling, it incorporates quick release pins to allow fast removal for service access or expanded stowage capacity. Despite its beefy appearance, the over sized aluminium tubing remains lightweight and its CNC-machined billet aluminium ends are anodised charcoal grey to match any car.



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**Rose Passion**  
Jarny, France  
[www.rosepassion.com](http://www.rosepassion.com)



### MINICHAMPS 1:43 TARGA FLORIO 911

**How much?** £50

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

Here's a nice one. This 911 won its class in the 1967 Targa Florio in the hands of Bernard Cahier and Jean-Claude Killy. The 1:43 scale model comes supplied in the customary showcase, and would make a striking addition to any display cabinet. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



### GAZ DAMPERS FOR 912 TARGA

**How much?** £73.24

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

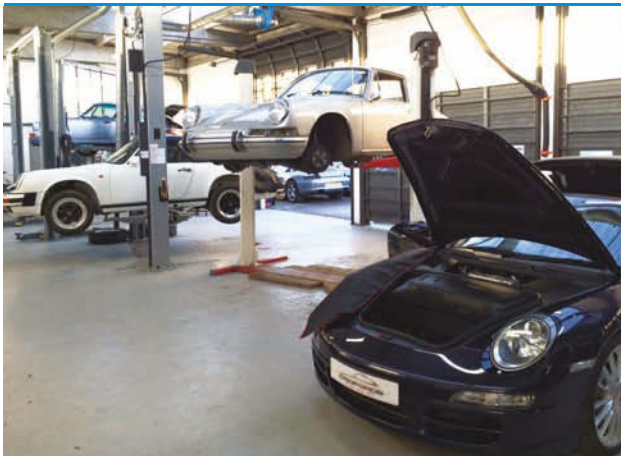
Suspension specialist, GAZ, is now offering fully adjustable rear dampers for Series A (September 1965-August 1968) and Series B (September 1968- August 1969) 912 Targa models. Both versions enable the bump and rebound rates to be adjusted to suit conditions and driving styles, altered by means of a knob on the side of the units. GAZ can set the dampers up for general road use and the occasional track slalom and sprint use or, alternatively, for serious racing. Zinc-plated bodies and protective plastic sleeves will keep them looking fresh and they are also covered by a two-year warranty.

### MINICHAMPS 1:43 968 CABRIOLET

**How much?** £34

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

Here's an apt model from the Racing Models guys considering the purple 968 in this very issue! This nice little 1:43 scale Minichamps model is a faithful reproduction in miniature of the 1994 Porsche 968 Cabriolet. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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- M5 F10/M6 (STAGE 2) » 730 BHP
- F10 520D » 240 BHP
- F10 530D » 305 BHP
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- 123D » 252 BHP

- 316D/216D/116D » 160 BHP
- 318D/218D/118D » 225 BHP
- 330D E90 » 296+ BHP
- 320D E90 » 215 BHP
- 420i/320i/220i/120i » 275+ BHP
- 435i/ F30 335i » 390 BHP
- 428i/328i » 295 BHP
- 535D / 335D / X5 SD » 355+ BHP
- 640D/335D/535D/435D » 390 BHP
- 730D » 305+ BHP
- X5 4.0D / 740D » 370 BHP
- X5 3.0D » 305 BHP
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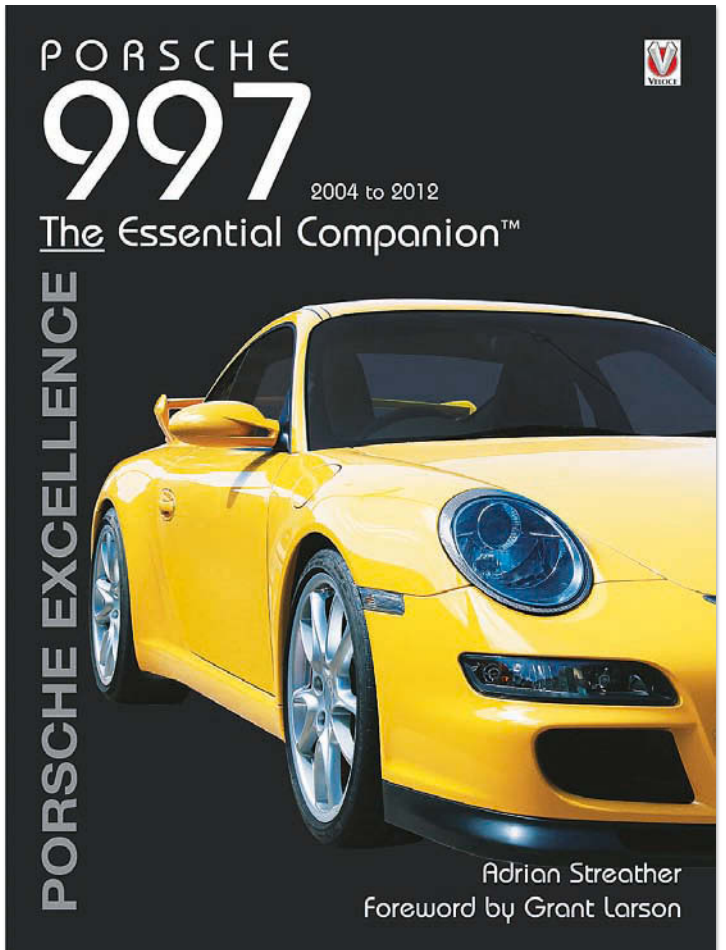
The Muhlbauer Motorsport 911 Carrera RS was driven to 24th place at Le Mans in 1993 by driver trio Gustl Spreng, Sandro Angelastri and Fritz Müller. This 1:43 scale Spark model depicts the very vibrant entry. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

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**How much?** £75

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

Unlike the handbook guides to the 997 by the same author elsewhere on these pages, this paperback *997 Essential Companion* is a real tome. At 704 pages, this book covers everything there is to know about the 997 Series 911, from how to authenticate one to what to look for when purchasing. It also showcases the servicing procedure for the car, explaining its various functions and how to troubleshoot a repair, together with guidance on how-to upgrades. At £75 it isn't cheap, but if its 1500 pictures and 280x210mm dimensions are anything to go by, it is worthy of a place on your (suitably reinforced) bookshelf.





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## GMÜND COUPÉ/356: 1948 – 1964

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

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

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

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

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

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



## 356

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

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

**1950:** 'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced.

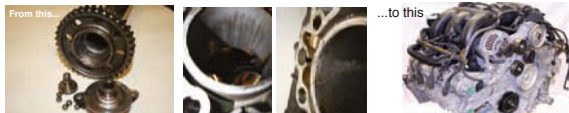
**1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range. **1955:** 356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day.

**1959:** 356B:– 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details. **1961:** Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes. **1963:** 356C:– Reworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details. **1964:** Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.

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

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## 911 (1964 – 1989)

**(Zero) 0-Series – 1963 to 1966:** '64 to '66 Model Year – Wheelbase (mm): 2211 Length/Width (mm): 4163/1610 – **Significant developments:** 911 (very briefly 901) first shown at 1963 Frankfurt Motorshow, went on sale in 1964 with six-cylinder 2.0-litre engine. Targa announced in 1965 and goes on sale 12 months later. Weighs 50 kilos more than coupé

MODEL	MODEL YEAR	WEIGHT(kg)	ENGINE (cc)	Hp	TORQUE (lb ft)	0-60*	MPH
901	1963	1080	1991	130	119	8.5*	131
911	1964	1040	1991	130	120	8.3*	130
911	1965 to '67	1080	1991	130	128	8.3*	130

**A-Series – 1966 to 1968:** 1967 Model Year – **Significant developments:** 160hp 911S introduced, as are 5.5-in tyres. 911L had vented discs taken from 911S. Four-speed Sportmatic introduced in 1967. All models available as Targa, glass window replaces plastic item from 1968.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911L	1353/1321	1075	1991	130	130	10.6*	131
911T	1353/1321	1080	1991	110	116	8.3	124
911	1353/1321	1080	1991	130	128	9.1	130
911S	1353/1321	1080	1991	160	132	8.0*	137

**A-Series – 1967 to 1969:** 1968/69 Model Year – **Significant developments:** Wheelbase extended by 57mm to enhance handling, single battery replaced with twin 35amp alternatives in front luggage compartment to keep front end more securely planted and enhance handling. S and E both have mechanical Bosch fuel injection, 911T introduced, 'E' model replaces 'L'

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1353/1321	1075	1991	110	115	8.3	124
911E	1353/1321	1020	1991	140	129	8.4	134
911S	1353/1321	995	1991	170	135	8.0*	137

**C-Series – 1969 to 1970:** 1970 Model Year – **Significant developments:** Increase in bore from 80 to 84mm raises engine capacity to 2.2-litres. Aluminium crankcase replaces magnesium alloy item. 225mm clutch introduced. Sportmatic no longer an option on 911S. Front upper strut attachment points moved forward 14mm.

**D-Series – 1970 to 1971:** 1971 Model Year – **Significant developments:** PVC-coated, galvanised underfloor areas introduced. Tweaks to injection and ignition required to meet new EU emission laws.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1362/1343	1020	2195	125	131	9.5	127
911E	1372/1354	1020	2195	155	141	7.6*	137
911S	1372/1354	1020	2195	180	147	7.0	138

**E-Series – 1971 to 1972:** 1972 Model Year – **Significant developments:** Engine stroke increased to 70.4mm giving 2.4-litre capacity. Compression ratio dropped to allow use of regular petrol. Gearbox uprated to cope with increased torque. External oil filler cap located between door and rear wheel. All models supplied with Fuchs wheels.

**F-Series – 1972 to 1973:** 1973 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4127 (RS 4147)/1610 – **Significant developments:** External oil filler removed due to customer confusion at the petrol pumps. Chin spoiler introduced on S to reduce front end lift (option on T and E) and greater variance in standard wheels. 2.7 Carrera RS is first to be fitted with duck-tail rear wing.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1360/1342	1050	2341	130	144	8.1	127
911E	1372/1354	1050	2341	165	151	7.9	138
911S	1372/1354	1050	2341	190	158	6.6	144
Carrera RS	1372/1394	975	2687	210	188	5.8	152

**G-Series – 1973 to 1974:** 1974 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4291/1610 (Carrera 1652) – **Significant developments:** Shock absorbing bumpers introduced as a result of US legislation. Range-topping Carrera model came with 'black look' trim and 210hp.

**H-Series – 1974 to 1975:** 1975 Model Year – **Significant developments:** Turbo introduced early '75 with four-speed gearbox and higher spec. Duck-tail replaced by whale-tail on Carrera models. Silver Anniversary model launched, 1063 sold.

MODEL:	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1075	2687	150	173	7.9*	131
911 S	1360/1342	1075	2687	175	188	6.1*	142
911 Carrera	1372/1354	1120	2687	210	188	6.3	150
930 Turbo	1432/1500	1140	2993	260	253	6.0*	155

**I-Series – 1975 to 1976:** 1976MY – **Significant developments:** Bodies now zinc-coated, galvanised steel. Bosch K-Jetronic fitted to all models. Sportmatic now only three-speed, not four.

**J-Series – 1976 to 1977:** 1977MY – Wheelbase (mm): 2271, Length/Width (mm): 4291 (Turbo 4318)/1610 (Carrera 3.0 1652, Turbo 1829) – **Significant developments:** Sportmatic cars get brake servo assistance. 'Black-look' trim standard on Targas.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1120	2687	165	176	7.8	135
Carrera 3.0	1372/1354	1075	2994	200	188	6.3	150
930 Turbo	1432/1500	1195	2993	260	253	6.0*	155

**K and L-Series (the SC) – 1977 to 1979:** '78 to '79MY – **Significant developments:** Super Carrera combined old 911 and Carrera with 3.0-litre engine, all had servo-assisted brakes. Turbo 3.3-litre engine equipped with intercooler and tea-tray spoiler replaces whale-tail. **SC (New A-Series) – 1979 to 1980:** 1980MY – **Significant developments:** Revised ignition and camshaft timing results in 188hp SC model. Turbo gets twin-exit exhaust.



## 911: 1963 – 1989

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, four- and five-speed manual and four-speed Sportmatic gearbox.

For some a real 911 is an air-cooled 911, and some of the greatest examples are from this period. Two of the most iconic 911s ever produced – the 2.7 Carrera RS and 3.0 Turbo – arrived on the scene during this time and Porsche also gave us the sublime 1970 2.2 S. Bosch K-Jetronic fuel injection was introduced (1976) and the first 911 Cabriolets (1983) arrived in showrooms. The 3.2 Carrera fed the Yuppie boom (1983) and the Carrera Club Sport (1988) was the first lightweight 911 special since the original Carrera RS some 15 years earlier.

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an '0' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

A seemingly continuous development programme saw the 911 evolve at a pace. The Targa model was launched in 1965 in anticipation of US legislation that would ban fully convertible cars (it never happened, but the Targa proved a popular choice with its distinctive brushed stainless steel rollover hoop and zip-out plastic rear window). More power (160hp) and larger wheels (5.5-inches) arrived 12 months later, as did ventilated discs and a four-speed Sportmatic gearbox. The Targa's plastic rear window was replaced with a more conventional glass item in 1968.

The start of the next decade saw the flat-six's capacity grow to 2.2-litres and gave us the sublime 2.2 S and a chunky 180hp (190hp in 1973). Measures were also taken to prolong the life of the 911 with PVC and galvanised floors both introduced, and the legendary Fuchs wheels became available across the range.

1973 was the year every 911 aficionado has indelibly inked on their mind: the 2.7 Carrera RS arrived. 975 kilos, 210hp, aluminium bodywork, lightweight glass and the infamous duck-tail spoiler signified the most focused, driver-orientated production 911 to date. Rarer R and S/T racing models had come and gone, but this was the first performance-orientated 911 road car to be sold through the dealer network. A legend was born.





Not content with blowing the minds of its faithful customers with its first RS road car, Porsche unveiled its concept for a new, more powerful, luxury-orientated version of the 911 at the 1974 Paris Motor Show – the 911 Turbo.

With a 3.0-litre flat-six motor and a single KKK turbocharger the new model produced 260hp delivered to the rear wheels via a four-speed manual gearbox. With a 0-62mph time of just 5.5 seconds and a 155mph maximum speed it was the fastest, most powerful Porsche road car to date, and its arrival coincided with the oil crisis.

With its flared rear-wheel arches, deeper front and whale-tail rear spoiler it was far from subtle, but Porsche's customers loved it and nearly 3000 were built. In 1978 it gained a bigger, 3.3-litre engine and more power (now 300hp), could crack 160mph and would continue in production until 1989.

Porsche also offered as a 911 Turbo Cabriolet and Targa model from 1987-88, as well as the 330hp 'slant-nose' coupé from 1983 through to 1989. And if you wanted the show without the go you could order Turbo-look Coupés, Cabriolets, Targas and Speedsters. Has there ever been a more blatant example of the excesses of the '80s?



During the 1980s Porsche hit upon a winning formula for its rear-engined sports cars, despite the best attempts by various management boards to try and kill it off.

As engine capacity rose from 2.2-, through 2.4-, 2.7-, 3.0- and finally 3.2-litres, so did the power and performance of the numerous models and variants introduced. The first 911 Cabriolet arrived on the scene in 1983, and before this a whole of host models had come and gone: the 2.4S became the Carrera in 1974 with 2.7-litres and 210hp, and the 3.0 Carrera in '76 with 200hp (US emissions laws had strangled the flat-six a bit). The 3.0 SC arrived in 1978 with a feeble 180hp but redeemed itself in 1981 with the new 3.0 SC arriving with 204hp.

In 1984 Porsche delivered its latest 911: the 3.2 Carrera. With 231hp, a 6.1 second 0-62mph and a 151mph maximum speed the 911 was back on track. In 1987 the somewhat wayward 915 transmission was replaced with a slick Getrag G50 'box and this generation 911 saw out its final years able to hold its head high and compete with the more youthful opposition.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	188	188	7.0	141
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

**SC (New B-Series) – 1980 to 1981:** 1981MY – **Significant developments:** First year of 17-digit international chassis number. SC now runs on 98RON fuel. **SC (New C-Series) – 1981 to 1982:** 1982MY – **Significant developments:** Limited edition 'Ferry Porsche' model goes on sale. Tea-tray spoiler option available for SC. **SC (New D-Series) – 1982 to 1983:** 1983MY – **Significant developments:** Cabrio rushed into production and launched following successful design study.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	204	189	5.7*	146
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

**Carrera (New E-Series) – 1983 to 1984:** 1984MY – Wheelbase (mm): 2271 Length/Width (mm): 4291 (Turbo 4318)/1610 (Turbo) **Significant developments:** Carrera replaces SC. Engine capacity climbs to 3164cc, Digital Motor Electronic engine management introduced as was the engine oil-fed chain tensioner. Turbo-look option adds 50 kilos and increases drag.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
911 SC RS	1398/1405	960	2994	255	184	5.0	159
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

**Carrera New F-Series – 1984 to 1985:** 1985MY – **Significant developments:** Carrera available with catalytic converter. Four-spoke steering wheel standard. **Carrera New G-Series – 1985 to 1986:** 1986MY – **Significant developments:** Sport seats now a no-cost option. Turbo-look track 1434mm front/1526mm rear.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

**Carrera New H-Series – 1986 to 1987:** 1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio.

**Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
Club Sport	1398/1405	1160	3164	231	209	5.6*	156
930 Turbo	1434/1526	1300	3299	300	319	5.1*	162

## 964 (1989 – 1993)

**1988 to 1989:** 1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:** 1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50 kilos heavier than coupé equivalents. **1990 to 1991:** 1991MY – **Significant developments:** Rear drive, 3.3-litre 320hp 964 Turbo introduced complete with 'Cup' design mirrors. **1991 to 1992:** 1992MY – **Significant developments:** Stripped-out Carrera 2 RS launched – the first RS since 2.7 Carrera RS in 1973 – and proves a hit for those who like their 911s raw. 381hp Turbo S model available to order (80 built). **1992 to 1993:** 1993MY – **Significant developments:** Speedster introduced, rear-wheel drive only and based on Cabriolet for US market. 3.6 Turbo production begins in Jan 1993.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1379/1374	1350/1450	3600	250	228	5.7	162
Carrera 2 RS	1379/1380	1250	3600	260	240	5.3	162
Turbo	1442/1448	1470	3299	320	332	5.0	168
3.8 RS	1440/1481	1210	3746	300	266	4.9	168
Turbo 3.6	1442/1448	1470	3600	360	383	4.8	175



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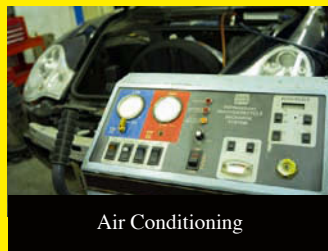




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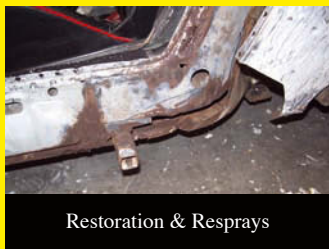
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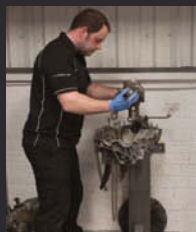
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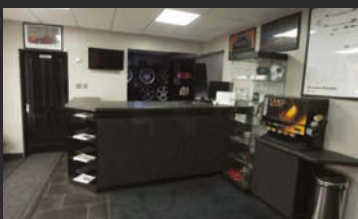
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### 911 (964): 1989 – 1993

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear and four-wheel drive. For a company that had very little left in the piggy bank and suffering from an economic and sales downturn, Porsche's engineers pulled off a remarkable achievement when developing the 964-series 911.

This latest 911 was '87 per cent new' over the model it replaced, and the big news surrounding the 964 was the increased capacity flat-six and the introduction of a four-wheel drive transmission. This resulted in the gearbox and rear final drive having two electronically-controlled wet clutches, limiting slip in both the centre and rear differentials. A torque tube connected the centre and front diffs. The torque split was 31:60 front-to-rear.

Joining the new C4 was a Carrera 2 Coupé, Cabriolet and Targa models, three Turbo variants: 320hp 3.3-litre, 360hp 3.6-litre, and a limited run 381hp Turbo S. The stripped-out 964 RS and limited run 3.8 RS were available from 1992.

Overlooked by many, the 964 offers an affordable entry into classic 911 ownership, although they require regular maintenance and some TLC.



### 911 (993): 1993 – 1996

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear and four-wheel drive. Argued by many to be the most beautiful 911 design of all, the 993-series cars are also the best engineered and, for many purists, the pinnacle of the model's achievement.

The last of the air-cooled 911s had it all: pace, grace and, for once, a bit of space. The entry-level Carrera 2 was all you ever really needed, but who could resist the appeal of the Carrera RS or, for the first time, the all-wheel drive, twin-turbocharged Turbo? For the seriously brave there was the GT2 and those after the Turbo look without the go could always opt for the Carrera 2S and 4S.

The 993 also saw the introduction of VarioRam (in 1996). This controlled the length of the engine's induction tracts, and at low and medium engine speeds longer tracts provided a fuller torque curve, while at higher engine speeds the shorter induction length delivered higher peak power outputs.

### 993 (1993 – 1998)

**1993 to 1994:** 1994 Model Year – Wheelbase (mm): 2272 Length/Width (mm): 4245/1735 (Carrera 4S and Turbo 1795mm) – **Significant developments:** 993 production begins in Jan 1994. Internal engine upgrades increase power and torque. Multi-link rear suspension is one of the biggest developments in the 911's history and transforms 993 into a more driver friendly sports cars. Four-piston brake callipers standard front and rear. Two- and four-wheel drive offered across the range in either Coupé or Cabriolet guise. **1994 to 1995:** 1995MY – **Significant developments:** Carrera RS introduced as is redesigned, all-wheel drive system for Carrera and Tiptronic S with steering wheel-mounted shift controls for automatic gearbox. New 408hp four-wheel drive, twin-turbocharged 911 Turbo is launched and includes a six-speed gearbox and hollow spoked alloy wheels.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	272	243	5.6/5.3	168/162
Carrera RS	1413/1452	1270	3746	300	262	5.0	172
Turbo	1411/1504	1500	3600	408	398	4.5	180

**1995 to 1996:** 1996MY – **Significant developments:** VarioCam engines announced and up both power and torque; revolutionary sliding glass-roofed Targa introduced. Lightweight, 430hp, rear-wheel drive, homologation special GT2 launched. It's the most powerful and fastest 911 production road car ever built. **1996 to 1997:** 1997MY – **Significant developments:** 430hp Turbo S offered as run-out model with 450hp factory engine upgrade also available. Turbo-bodied Carrera 2S built alongside Carrera 4S, but two-wheel drive obviously. It's the last rear-wheel drive, air-cooled 911. **1997 to 1998:** 1998MY – **Significant developments:** An end of an era. Production of the all-wheel drive Carrera 4 and Turbo continues until July 1998 but when the last car finally rolls off the production line (a Carrera 4S) it marks the end of air-cooled 911 production after 35 years. The purists aren't happy, but it signifies a new dawn for Porsche.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	285	251	5.2	172
Carrera 2S/4S	1411/1504	1450	3600	285	251	5.2	172
Turbo	1411/1504	1500	3600	408	398	4.5	180
GT2	1475/1550	1290	3600	430	398	4.0	184
Turbo S	1411/1504	1500	3600	430	398	4.3	185

### 996 (1997 – 2004)

**1997 to 1998:** 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **996 – 2000 to 2001:** 2001MY – GT2 returns with the Nordschleife (7min 46sec).

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174
GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

**New 996 – 2001 to date:** 2002MY – **Significant developments:** Second-generation 996 introduced. Engine capacity grows to 3.6-litres, power increase to 316hp. Turbo's trip computer standard across range, as are Turbo headlights. Cup holders fitted for first time. New Carrera 4S introduced with Turbo brakes, suspension and wide-body. 996 Targa model launched with retractable sliding glass roof. **996 2003 to 2004:** 2003MY – **Significant developments:** GT3 returns with 381hp while the GT3 RS has the same power but weighs 20 kilos less thanks to carbon fibre body panels and a plastic rear window. Turbo and Carrera 4S launched as a Cabriolet models, **GT2** gets power hike to 483hp. 0-62mph time drops to 4.0 seconds, top speed climbs to 198mph. **996 – 2005:** 2005MY – **Significant developments:** The 911 Turbo S makes a return and signals the beginning of the end for the 996. 450hp and PCCB come as standard.



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## 996: 1997 – 2005

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted six-cylinder water-cooled 'boxer' engine. A water-cooled engine in a 911! Whatever next? Once the purists had calmed down, beneath the 996's slightly frumpy looks is one of the greatest cars of our time.

Carrera 2 is all you ever actually need, but the four-wheel drive Carrera 4 and Carrera 4S are unstoppable. The latter, with its Turbo sourced brakes, suspension and bodywork is possibly the best value 911 Porsche has ever built. The 416hp, four-wheel drive Turbo is a contender for the greatest supercar ever built, and swept aside all in its way during its time on the price list. The 462hp GT2 was deemed a tad excessive for most on the road, and didn't enjoy the kudos of its predecessor, nor that of the 911 GT3. This stripped-out 911 was as close to a 911 RS you could get without actually calling it such. One of the most rewarding 911s when it was new, it's still a favourite amongst the purists but subsequent evolutions are better still. GT3 RS was further honed for the track, compromised for the road. The Targa featured the now traditional opening rear glass hatch, while the Cabriolet was perfectly at home in Miami.



## 997: 2004 – 2012

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled 'boxer' engine. Evolution not revolution, second-generation water-cooled 911 has a hint of 993 look about it. A 321hp Carrera or 355hp Carrera S. PASM as standard on Carrera S. Interior quality improved over 996. Turbo and GT3 models even better than their predecessors, the Turbo model introduces Variable Turbine Geometry and Porsche Traction Management, the GT3 gets traction control. At 530hp and 204mph, the 997 GT2 is the most powerful and fastest 911 to date.

With the introduction of the Gen 2 997 Porsche offers its greenest car to-date. The heavily revised DFI flat-six now has no intermediate shaft, so should prove more reliable. PDK system is a revelation. Model expansion is greater than with any other 911; Porsche offers a Carrera, Targa, Turbo and GT models Porsche plus four special models, too: the GT2 RS, GT3 RS 4.0, Sport Classic and Speedster.

Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, and GT2 RS and GT3 RS RS 4.0-litre), two models are only available with the seven-speed double-clutch unit (Turbo S and Speedster). Only five models are offered with a narrow body (Carrera and Carrera S – coupé and cabriolets – and the GT3) with the rest of the range all using the wider body first introduced with the four-wheel drive models. Twelve Coupés, seven Cabriolets, two Targas and a Speedster body are available. Three different size of brakes are fitted, one of which is made from ceramic composite material, two suspension systems are available (passive and active – PASM), with five different front and rear track widths also used. Four different engines are offered. Final GTS model is the pick of the bunch.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1465/1500	1345/1405	3596	316	273	5.0	178
Targa	1465/1500	1415	3596	316	273	5.2	177
Carrera 4S	1472/1528	1470	3596	316	273	5.1	173
Turbo	1472/1528	1540	3600	414	413	4.2	190
Turbo S	1472/1528	1549	3600	450	457	4.1	190
GT3	1485/1495	1380	3600	381	284	4.5	191
GT3 RS	1485/1495	1360	3600	381	284	4.4	190
GT2	1495/1520	1420	3600	483	457	4.0	198

## 997 (2004 – 2008)

**2004:** 2005 Model Year – Wheelbase (mm): 2350; Length/Width (mm): 4427/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** 3.6-litre 321hp, and 3.8-litre 355hp, water-cooled flat-six engines for Carrera and Carrera S respectively. New six-speed manual gearbox standard on both models, Porsche Active Suspension Management (PASM) standard on Carrera S – lowers car by 10mm, cost-option on Carrera. 19-inch alloy wheels standard for Carrera S. **2005:** 2005MY – Carrera 4 and Carrera 4S launched. Engines as Carrera and Carrera S respectively, rear body widened by 44mm, PSM now equipped with 'pre-filling' brake system to quicken responses. **2006:** 911 Turbo and GT3 launched. The former features Variable Turbine Geometry, Porsche Traction Management and 480hp. The third-generation GT3 is the best all-rounder yet. PASM fitted as standard, as is a 415hp 3.6-litre flat-six engine and traction control. 911 Targa 4 and 4S launched based on the wider Carrera 4/4S shell and feature the full length glass sliding roof. GT3 RS launched. Same power as a GT3 but 20 kilos lighter and unique aero pack. **2007:** 997 Turbo Cabriolet launched, followed by the new 911 GT2 with 530hp, rear-wheel drive, traction and stability control, and launch control. 204mph claimed maximum.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204


## 997 Gen-2 (2008 – 2012)


**2008:** 2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. PASM standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with Coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on top speed. **2009:** 2010 MY – Eagerly awaited Gen-2 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, DFI, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offers optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide-body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior is also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather are all options. **2010:** 2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono and Torque Vectoring are standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche ever. Based on the GT3 RS it features further aero tweaks and recalibrated PASM, Traction and Stability systems. 3.6-litre engine is the final swan song for the Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed kilos as does plastic rear and rear quarter windows. Only 500 built, and all sold within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK-only transmission, PCCB standard and Pure blue paint or white the only colours. Windscreen 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé or cabriolet and again mixes the Carrera 4 body with rear-drive; 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK both available, PCCB optional. 19-inch RS Spyder design wheels standard, GTs also feature SportDesign front bumper and deeper sills. Inside is a mix of leather and Alcantara with a new SportDesign wheel also standard. Rear-seats optional. **2011:** A 500hp, normally aspirated 4.0-litre flat-six engine, crank lifted straight from a GT3 R. The 4.0RS is extreme. It weighs 1360kg and has aero dynamic add-ons designed for the Nürburgring. It cherry picks the best bits from every 997 before it to produce the ultimate 997 **2012:** Porsche has time for one last 997 swansong: the Carrera 4GTS. A four-wheel drive version of the Carrera GTS.





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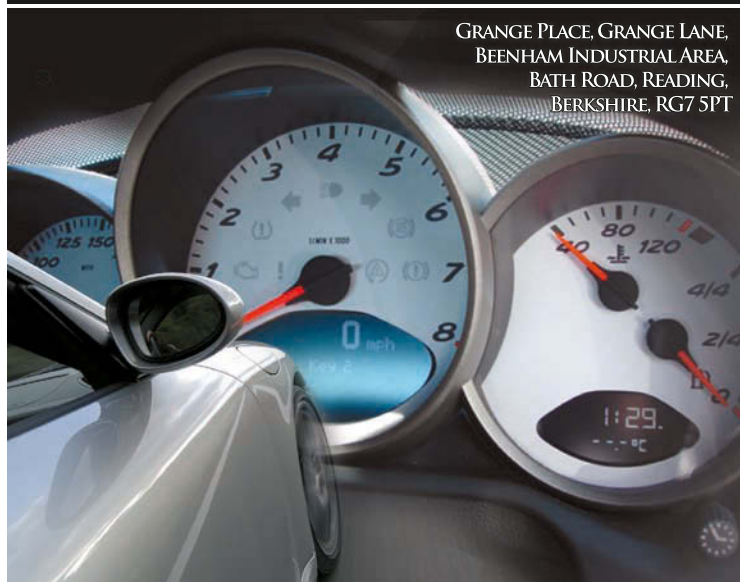
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### 991 (GEN 1): 2012 – 2016

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry-over parts were very few, the changes made were like nothing seen in the last 17 years. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering - the critics slam it.

The more powerful, 400hp 3.8-litre has an epic performance. For the first time we'd consider PDK over the manual gearbox. But PDK only makes sense with the optional paddleshift controls. If you opt for either the GT3 or Turbo models PDK is your only option. The 911 was the last bastion of the truly wonderful manual gearbox, now it's gone from the likes of the GT3 and the Turbo, it feels like a chapter has closed.

Advent of GTS models creates a fast road 911 with all the comforts, but in 2015 it's the GT3 RS that blows everyone away. It's one of Preuninger's finest and one of the most track-focused 911s ever created.



### 991 (GEN 2): 2015 –

The 911 Carrera goes turbocharged. It's the biggest step change for the 911 since the shift from air- to water-cooled engines. Face-lift is subtle; new bumpers, lights, and vertical slats on the decklid being the real giveaways.

Four variants appear at first: Carrera Coupé and Coupé S, Cabriolet and Cabriolet S; all run a new 2981cc engine with two small BorgWarner turbochargers. PDK or manual gearboxes are offered. The Carrera versions offer 370hp, the Powerkitted S models 420hp, the Carrera S is the first sub four-second 0-60mph 911 Carrera ever, doing it in 3.9-seconds. Carrera 4, Carrera 4S, Targa and Cabrio versions soon follow.

Inside, the 911 falls in line with its siblings with a 918-inspired wheel. New driving mode switch allows adjustment to the car's performance, new Sports Response Button (SRB) shifts the car into a heightened state of readiness for overtaking. Rear axle steering from Turbo and GT3's Nose Lift are Carrera options for the first time. New comfort and convenience features are added, too.

Following the Carrera models, Porsche reveals the 3.8-litre bi-turbo six-cylinder 540hp 911 Turbo and 580hp Turbo S, available in Coupé and Convertible guises. Power gains are provided by a modified cylinder head and new turbochargers with larger compressors.

Both receive the Sport Chrono (with Mode switch), and the SRB. PASM is standard. PCCB ceramics come are standard on the Turbo S. Each can be specified with a radar-based lane change assist function and Nose Lift. Revised front end styling incorporates LED lighting, rear decklid is also redesigned with longitudinal louvres, and a section designed to optimise air flow into the engine. New, wider, 20-inch wheels feature on both models, the Turbo S features new seven-spoke centre locking alloy wheels.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	4.9	179
Carrera S	1486/1516	1425	3800	385	310	4.7	187
Carrera 4	1488/1548	1470	3614	345	285	5.0	177
Carrera 4S	1488/1548	1480	3800	385	310	4.7	184
Carrera GTS	1488/1548	1420	3800	408	310	4.6	190
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188
Targa 4	1488/1548	1530	3614	345	285	5.2	176
Targa 4S	1488/1548	1540	3800	385	310	4.9	184
GT3	1497/1524	1395	3797	435	317	4.1	194
GT3 RS	1509/1554	1370	3797	450	317	4.0	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.4	194
Turbo S	1490/1548	1585	3800	530	516	3.3	195
GT2 RS	1509/1558	1370	3600	620	516	3.5	205
Sport Classic	1492/1550	1425	3800	408	310	4.6	187
Speedster	1492/1550	1540	3800	408	310	4.4	190

### 991 (2012 – 2016)

**2012:** 2012 Model Year – Wheelbase (mm): 2450; Length/Width (mm): 4491/1808; Height (mm) 1303/1295 (Carrera/Carrera S) – **Significant developments:** All new 911s featuring a longer wheelbase, lighter body and more technology than ever. DFI engines carried over from 997, so too is the seven-speed PDK. However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the six-speed manual. Option of PDCC on a 911 for the first time, dynamic engine mounts and Torque Vectoring. Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911s. Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, Carrera S models with a 400hp 3.8-litre motor. **2013:** The Carrera 4 and 4S Coupé and Cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, four-wheel drive variants equipped with a multi-plate, electronically-controlled version of Porsche Traction Management. Rear was 44mm wider than the two-wheel drive derivatives. At Geneva Porsche revealed the new 911 GT3. Out went the Mezger 3.6-litre engine and in came a 475hp, 3.8-litre DFI based loosely on the Carrera S's motor. No manual gearbox were offered, instead only a heavily revised PDK unit. Active rear-wheel steering, electric power steering and, for the first time, the GT3's shell was taken from the wider C4. Soon after came the new 911 Turbo. Available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDCC, dynamic engine mounts all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm. **2014:** Targa model becomes available with highly effective roof system, only available with all-drive layout, specs are similar to Carrera 4 and 4S, added weight for metal roof system the only real difference. GTS models launched: GTS and 4 GTS variants are later followed by Targa GTS, all retain the same 3800cc DFI engine, yet Powerkitted engine provides 430hp, available in two- or all-wheel drive, manual of PDK, Coupé or Cabriolet, shell sourced from wider Carrera 4 regardless of which you buy, bespoke dampers feature, sports exhaust and PASM standard, revised seven-speed manual 'box, black 20" centre lock wheels, GT3 door mirrors a 'comfy' GT3 – it's an instant classic **2015:** GT3 RS – A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph. A body constructed from aluminium, carbon fibre and magnesium weighing 10kg less than the GT3 (at 1420kg). A staggeringly quick Nordschleife lap time of 7min, 20secs – faster than a Carrera GT. And a devastatingly aggressive aero-led aesthetic. GT3 RS is one of Preuninger's finest. Only available with PDK, the GT3 RS boasts double the downforce of the GT3 with less than a third of its drag-co-efficient. This is unheard of. A new Michelin rubber compound adorns the 9.5x20-inch front wheels and 12.5x21-inch rears providing 20% increased stickiness, with increased spring rates (up 10% over GT3) and a 50-millimetre wider rear axle, the changes between GT3 and GT3 RS are vast. A 'paddle neutral' facility and a 'pit speed' button aid track use. PTV with rear limited-slip differential, PASM active dampers and PSM feature. A Club Sport Package and seats straight from the 918 Spyder have been added inside – Sport Chrono is optional. **2016:** 911 R – Take a 991 GT3, fit a 500hp GT3 RS engine, six-speed manual gearbox, style it to look like a Carrera and strip it of 50kg – you have the R, a last hurrah for the Gen-1 991. A 1370kg back-to-basics rear-drive 911 resurrecting the R badge of 1967, this is the 'return of the fun factor,' built to thrill not to set lap records. Magnesium roof, bonnet and front arches are carbonfibre, rear screen and three-quarter windows are plastic, PCCBs as standard, 410mm six-piston callipers (front), 390mm four-piston callipers (rear), reduced sound insulation, air-con and PCM deleted, nose-lift optional, unique rear diffuser. 918 buckets trimmed with Pepita. Lightweight MacPherson struts (front), lightweight multi-link suspension (rear), PTV, PSM, mechanical rear differential lock. The most exciting 911 for a decade? Quite possibly...

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175
Targa 4	2014	1540	3436	350	287	5.2	173
Carrera S	2012	1395	3800	400	325	4.5	188
Targa 4S	2014	1515	3800	400	325	4.7	183
Carrera 4S	2012	1445	3800	400	325	4.5	185
Carrera GTS	2014	1495	3800	430	325	4.6	188
Carrera 4 GTS	2014	1515	3800	430	325	4.7	183
GT3	2014	1430	3799	475	325	3.5	196
GT3 RS	2015	1420	3996	500	339	3.3	192
R	2016	1370	3996	500	339	3.8	201
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

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### 912: 1965 – 1969; 1975

Two-door Coupé and Targa, rear-engined four-cylinder air-cooled 'boxer' engine. 'The poor man's Porsche' was actually quite expensive, not that this stopped it from building a strong following, especially in the States.

Sharing the 911's body, the 912 was fitted with a 2.0-litre, four-cylinder engine and came with a spartan interior that saw many of the 911's luxuries ditched. Developed on a yearly basis, the 912 closely followed the 911 in terms of new technology and very soon outdid its more expensive brother, with over 30,000 delivered during its first production run. Re-introduced in 1975, a further 2000 examples were built including a Targa Variant.



### 914: 1970 – 1976

Two-door Coupé with mid-mounted four- and six-cylinder air-cooled 'boxer' engines. Built by Karmann, Porsche's original mid-engined roadster was praised for its unrivalled dynamics, although its boxy looks and awkward gearbox were often criticised. The four-cylinder engines were sourced from VW, and the later six-cylinder Porsche units offered significant performance advantages – and even more of a challenge for the 'entertaining' dynamics. Sales were poor throughout the model's six-year lifespan.



### 924: 1977 – 1988

Two-door, two+two Coupé, front-engined, four-cylinder water-cooled engine, rear-wheel drive, five-speed gearbox. The 924 was Porsche's first front-engined sports car and production car fitted with a water-cooled engine. Originally conceived, designed and developed for Volkswagen, it was eventually launched as a Porsche, albeit still powered by a VW/Audi sourced engine. Performance wasn't earth-shattering, but its transaxle configuration provided the balance and handling worthy of the badge.

Continual development saw the 924 improve in the performance stakes, especially so when it received the 2.5-litre engine from the 944. Peak performance, however, came with the Turbo models, which delivered the much needed performance gain, ultimately reaching its peak with the Carrera GT, a homologation requirement in order for Porsche to race the car at Le Mans. A handful of more extreme, lighter Carrera GTS models were also built.

Sadly for the 924, with every evolution came a price increase and the coupé quickly went from the affordable entry level Porsche it set out to be, to becoming an expensive, out-dated car.

### 991 Gen-2 (2015 –)

**2015:** 2016MY – Wheelbase (mm): 2450; Length/Width (mm): 4499/1808; Height (mm) 1303/1297 (Carrera, Carrera S/Carrera Cabriolet, Carrera Cabriolet S) – **Significant developments:** All-new 2981cc turbocharged DFI engine with two small BorgWarner turbochargers, seven-speed PDK or seven-speed manual gearboxes offered, the Carrera versions provide 370hp, Powerkitted S models 420hp, Carrera S the first sub four-second 911 Carrera to 60mph at 3.9-seconds (PDK with Sport Chrono), driveability is the big question, torque 332lb ft and 369lb ft respectively, new driving 'Mode' switch provides different driving dynamics, new Sports Response Button shifts the car into a heightened state of readiness for overtaking, for the first time on a Carrera rear axle steering from Turbo is an option, GT3's Nose Lift also available, face-lifted styling is subtle: new bumpers, lights and vertical slats on the deck lid are the real giveaways. There are also revised exhaust tailpipes and a new alloy wheel design – rear wheels now measure 11.5"-wide, overall weight increases, partly due to heavier turbocharged engine, Carrera now weighs 1430kg. All-wheel drive Carrera 4, 4S, Cabriolet 4, Cabriolet 4S, Targa 4 and Targa 4S models soon follow. Power and torque identical to Carrera models.

New 540hp 911 Turbo and 580hp Turbo S follow, available in Coupé and Convertible guises offering more power than their predecessors. The 3.8-litre bi-turbo six-cylinder engine boasts an increase of 20hp over its forebear, gains are provided by modified cylinder head inlet ports, new injection nozzles and higher fuel pressure. The 911 Turbo S uses new turbochargers with larger compressors, it hits 62mph in 2.9 seconds; Turbo model does the same in 3.0 seconds. The top speeds reach 200mph for the first time: 205mph (Turbo S) and 199mph (Turbo) respectively, yet they can return in the region of 30mpg. Both models receive the Sport Chrono Package (with Mode switch), and the SRB allows drivers to select one of four dynamic driving modes. PASM is standard on both, PCCB ceramics are standard on the Turbo S. A radar-based lane change assist function is an option, as is Nose Lift. Both feature revised front end styling incorporating LED lighting, the rear decklid has also been redesigned featuring longitudinal louvres and a separate section designed to optimise air flow into the engine. New, wider, 20-inch wheels feature on both models, the Turbo S features new seven-spoke centre locking alloys.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2015	1430	2981	370	332	4.2	183
Carrera 4	2015	1480	2981	370	332	4.1	181
Targa 4	2015	1570	2981	370	332	4.3	179
Carrera S	2015	1440	2981	420	369	3.9	191
Carrera 4S	2015	1490	2981	420	369	3.8	189
Targa 4S	2015	1580	2981	420	369	4.0	188
Turbo	2016	1595	3800	540	524	3.0	199
Turbo S	2016	1600	3800	580	553	2.9	205

### 912 (1965 – 1969; 1975)

**912** – Wheelbase (mm): 2211 (1969 – 2268, 1976 – 2272) Length/Width (mm): 4163 (1976 – 4293)/1610. **Significant developments:** 356C four-cylinder engine, four- or five-speed gearbox, disc brakes, MacPherson front and semi-trailing rear suspension, low-spec interior. **1969:** Larger wheelbase and 911 body introduced before production ends for six years. **1975:** Re-introduced using the 914's VW 2.0-litre. Heavier than its predecessor, five-speed gearbox fitted as standard.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
912	1965 to '69	950	1582	90	86	11.6	115
912E	1975	1132	1971	90	98	13.0	110

### 914 (1970 – 1976)

**914** – Wheelbase (mm): 2459 – Length/Width (mm): 4050/1650 **Significant developments:** 1.7-litre VW four-cylinder and de-tuned 911T 2.0-litre six-cylinder engines offered, MacPherson front and rear trailing link suspension, disc brakes all-round, five-speed gearbox and low-spec interior. **1972** – 914-6 dropped due to poor sales. **1973** – 2.0-litre engine becomes an option. **1974** – Bore increase raises displacement to 1795cc.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
914 1.7	1970 to '73	970	1679	76	96	13	108
914 1.8	1974 to '76	970	1795	72	99	12	110
914 2.0	1973 to '76	970	1971	95	105	10.5	115
914/6	1970 to '72	940	1991	110	115	8.2	119

### 924 (1977 – 1988)

**924** Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched; **1978:** Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered; **1981:** Carrera GT introduced. Kurzhals fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter updated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard; **1983:** Turbo's spoiler becomes standard. Front anti-roll bar updated to 21mm; **1984:** 924 gets 944 tilt-slide roof mechanism; **1985:** 924 replaced by 924S; **1986:** 924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned; **1987:** Rear axle strengthened; **1988:** 924 gets 944 engines. Power steering standard. Le Mans SE launched.





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51,000 miles, (10 - 2010), Basalt black with black leather .....£44,000



**Porsche 911 (997) "2S" 3.8 "Gen 2" pdk**  
54,000 miles, (59 - 2010), Red with black leather .....£43,000



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**Porsche Boxster "S" 3.4 pdk**  
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44,000 miles, (12 - 2012), Basalt black with black leather .....£39,000



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27,000 miles, (12 - 2012), GT Silver with red leather .....£38,000



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53,000 miles, (58 - 2008), Silver with black leather .....£37,000



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33,000 miles, (57 - 2007), Basalt black with black leather .....£37,000



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41,000 miles, (57 - 2007), Meteor grey with black leather .....£36,000



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70,000 miles, (52 - 2002), Seal grey with cinnamon leather .....£36,000



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36,000 miles, (07 - 2007), Basalt black with black leather .....£35,000

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### 928: 1978 – 1995

Two-door, two+two Coupé, front-engined, water-cooled V8. Built to succeed the 911, 928 went head-to-head with Jaguar's XJS and Mercedes' SL. V8 engine offered stonking performance and grew to a mighty 5.4-litres and a heady 360hp before stepping aside to allow the 911 to continue its success story. Auto 'box most popular choice, although a manual is the one to go for, and both choices offer intergalactic cruising ability. Dynamically as sharp as any Porsche, the 928's popularity is not without foundation.



### 944: 1983 – 1991

Two-door, two+two Coupé and Convertible, front-engined, water-cooled. NA and turbocharged. The 944 was an unprecedented success, breaking all sales records and keeping Porsche afloat during the 1980s. The 924's body and turbo suspension formed the basis, but the 944 felt better. Turbo models offer good combination of performance and ability, although the last of the line 16-valve S2 models are probably the better option. If your budget doesn't stretch that far a good 2.7 will do. Cabriolet had sleek looks with Coupé's performance, though loss of rigidity takes shine off the driving experience. Considered to be the perfect introduction to Porsche ownership.



### 959: 1988

Two-door, two+two Coupé, flat-six, twin-turbocharged water/air-cooled flat-six. 197mph, 4WD, supercar. Based (lightly) around the 911, the 959 was Porsche's homologation special for Group B rallying. A technical *tour de force* for its time, the 959 boasted all-wheel drive with active torque split-drive, selectable traction settings (dry, wet and snow conditions), electronically-adjustable ride height and damper control, water-cooled cylinder heads and multi-stage turbocharging, and a 911 evolved composite body providing 'zero-lift'. All 283 959s built cost Porsche more than double the price the customer was asked to pay.



### 968: 1992 – 1995

Two-door, two+two Coupé and Cabriolet, front-engined, water-cooled. Porsche's last attempt at a front-engined Coupé resulted in its best effort to date. What the 944 derived 3.0-litre four-cylinder engine lacked in character, its chassis – especially in Club Sport spec – soon made up for. Regular car not as sharp as bare-to-the-bone Club Sport or semi-stripped Sport, but all offer one of the best front-engined/rear-drive experiences. Convertible lacks dynamics and looks a little frumpy, while limited edition Turbo S offer 911 levels of performance. Comparatively cheap to buy and run, 968 is one the safest Porsche ownership experiences.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
924	1976 to '78	1080	1984	125	122	9.9	125
924	1979 to '85	1130	1984	125	122	9.9	125
924 Turbo	1979 to '81	1180	1984	170	181	7.8	140
924 Turbo	1982 to '84	1180	1984	177	185	7.7	140
Carrera GT	1981	1180	1984	210	203	6.9	150
Carrera GTS	1982	1121	1984	245	247	6.2	155
924S	1986 to '87	1190	2479	150	144	8.5	134
924S	1988	1195	2479	160	158	8.2	137

### 928 (1978 – 1995)

**928** Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm – 1552/1530 – 1529mm. **Significant developments: 1978:** 90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior **1983:** Regular 928 and 'S' models replaced with by 928 S2 model; **1987:** S4 introduced with 5.0-litre V8 and 316hp; **1989:** 928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds; **1993:** Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
928	1978 to '82	1490	4474	240	268	7.5*	142
928 S	1980 to '82	1530	4664	300	284	6.8	146
928 S2	1983 to '86	1589	4664	310	295	6.5*	155
928 S4	1987 to '92	1600	4957	316	317	6.0	165
928 GT	1989 to '91	1566	4957	330	317	5.6	165
928 GTS	1992 to '95	1600	5397	350	362	5.2	169

### 944 (1983 – 1991)

**944** Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451; **Significant developments:** Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT; **1985:** New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard; **1986:** Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot brakes. Power steering standard, redesigned interior; **1987:** LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo; **1988:** Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered; **1989:** 944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July; **1990:** S2 Cabrio launched (70kg heavier than Coupé); **1991:** Turbo Cab launched, airbags standard on European Turbo models.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
944	1982 to '87	1180	2497	163	151	8.4	131
944	1988 to '89	1260	2681	165	166	8.4	136
944 S	1987 to '88	1280	2497	190	170	7.9	142
944 S2	1989 to '91	1310	2990	211	207	6.9	149
944 Turbo	1985 to '88	1350	2497	220	243	6.3	152
944 Turbo	1989 to '91	1350	2497	250	258	5.9	162
944 Turbo S	1988	1350	2497	250	258	5.7	162

### 959 (1988)

**959** – Wheelbase (mm): 2272 – Length/Width (mm): 4260/1840 – **Significant developments:** Air-cooled six-cylinder engine, liquid-cooled heads, four-valves per cylinder, twin turbocharged. All-wheel drive, six-speed gearbox, active split-driver, double wishbone suspension front and rear with adjustable ride height. Aluminium and composite body panels, four shocks per 17-inch wheel, 322 and 308mm discs front/rear. Adjustable ride height and dampers.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
959	1988	1451	2847	450	370	3.7	197

### 968 (1992 – 1995)

**968** – Wheelbase (mm): 2400, Length/Width (mm): 4320/1735, Track front/rear (mm): 1477/1451 (1457/1445 with 17" wheels)– **Significant developments:** 3.0-litre four-cylinder S2-derived engine, S2 suspension, four-pot fixed callipers, ABS and 7- and 8x16-inch alloys; **1993:** Lower spec and stripped down Club Sport launched with 7.5x17-inch alloys (front) and 9x17-inch (rear), no driver's airbag and all 'unnecessary' equipment (electric windows, sunroof etc) removed. Turbo S launched with 8-valve Turbo head and 305hp. Similar spec to CS; **1994:** 968 Sport introduced with same chassis tweaks as Club Sport but with a number of creature comforts (and weight) reinstated. Standard 968 dropped from line-up, Sport and Club Sport continue for a further 12 months.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
968	1992 – 1994	1370	2990	240	225	6.5	156
968 Sport	1994 – 1995	1400	2990	240	225	6.5	156
968 Club Sport	1993 – 1995	1320	2990	240	225	6.3	160
968 Turbo S	1993 – 1994	1300	2990	305	369	5.0	175

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## BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911 looks drew criticism, but sublime chassis more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Superb chassis dynamics provides 986 with serious point-to-point ability and rewards are purer for some than 911s of the era. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car a heavily revised Boxster arrived, the 987. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, cabin quality a real step forward, it now mimics the 997's. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 the Boxster Spyder arrives weighing 80kg less than the S on which it is based. Electronic hood is replaced by a canvas rain cover saving 21kg. Doors and front luggage lid are aluminium, the interior is comprehensively stripped with no radio, air-con, cup holders, door pulls and bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level.



## BOXSTER 981: 2012 – 2016

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven-speed PDK double-clutch gearbox available as an option. Porsche improves on perfection, this is one of its very best road cars.

In the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. Looks improved with a far greater quality interior, it now comes equipped as standard with kit that should have always had. The 2.7 needs enthusiasm to extract its best, 3.4S great straight-out-the-box with only a slippy diff the essential extra to take advantage of the sublime chassis.

In 2015 Spyder model arrives with the 911's 3.8-litre - the fastest Boxster ever. Lightweight like its forebear, much improved roof. The true performance Boxster we'd been waiting for, undeservedly overshadowed by the GT4.



## BOXSTER 718: 2016 –

Two-door, two-seat, mid-engined roadster. A new name, 718, for a new era: the four-cylinder Boxster arrives. Newly-developed 2.0 and 2.5-litre (S model) flat four-cylinder turbocharged Boxer engines use 911's variable turbine geometry technology. Six-speed manual or (optional) seven-speed PDK. For the first time S can be specified with a PASM Sport Chassis, and Sport Response Button from 911.

Boxster 986 (1997 – 2004); 987 (2005 – 2009; 2009 – 2013); 981 (2013 – 2015)

**BOXSTER** – Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-04) – **Significant developments:** Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags; **1999:** Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows and twin-centre exit exhaust pipes and larger 17-inch alloy wheels only exterior change to distinguish 'S' from standard model. Entry-level Boxster's engine capacity raised from 2.5- to 2.7-litres, resulting in healthy power hike to 220hp. Both models available with five-speed Tiptronic gearbox; **2003:** Boxster's first face-lift. Both 2.7 and 3.2S models gain extra 8hp, raising power to 228hp and 252 respectively. S's torque also up by 31b ft. Front and rear bumpers are new, and the air intakes are improved for both aerodynamics and cooling. New retractable rear spoiler also fitted. Clear indicators, upgraded interiors (cup holders), sportier exhaust note and lighter alloy wheels help differentiate the new from the old.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.5	1997 to '99	1260	2480	205	180	7.0	155
Boxster 2.7	1999 to '02	1260	2687	220	192	6.6	156
Boxster S	1999 to '02	1295	3197	252	225	5.9	161
Boxster 2.7	2003 to '04	1275	2687	228	192	6.4	157
Boxster S	2003 to '04	1295	3179	260	228	5.7	164

**BOXSTER 987 (2005MY –)** Wheelbase (mm): 2415, Length/Width (mm): 4315/1780. Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) – **Significant developments:** **2005:** 2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard; **2006:** 2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; **2009:** 2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers. **2010:** The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

**BOXSTER 981 (2012MY –)** Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) – **Significant developments:** **2012:** Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engined Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991. **2015:** Boxster Spyder arrives. Reminiscent of its 987 forebear, 981 Spyder is a topless GT4 without the input of Weissach: 3.8 911 power, 30kgs lighter than GT4, manual only like GT4 – no PDK, 911 Carrera brakes, 918-style steering wheel and seats. Bereft of a radio or air-conditioning, these can be reinstated at no cost. £15,000 dearer than the old Spyder, but it's the most radical Boxster we've seen. At only £4000 cheaper than the GT4 though it's only for the hardcore wind-in-the-hair aficionados.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2012 to '16	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 to '16	1320	3436	315	265	5.1	173
Boxster Spyder	2015 –	1315	3800	375	310	4.5	180

## Boxster 718 (2016 –)

**Boxster** – Wheelbase (mm): 2475. Length/Width (mm): 4379/1801. **Significant developments:** 2016: 718 Boxster (named after mid-engined racers of the '50s) launched with newly-developed 300hp 2.0 (in place of the old 2.7-litre) and the S model's 2.5-litre (replacing the 3.2) flat-four-cylinder turbocharged Boxer engines. Both use variable turbine geometry technology and fuel-saving 'virtual gear' technology previously reserved for the 911. This is Porsche's first four-cylinder engined sports car since the 968. Six-speed manual or (optional) seven-speed PDK transmissions. For the first time Boxster S can be specified with a PASM Sport Chassis, and receives second-generation 991's Sport Response Button. Both models are marginally heavier than the old car – the Boxster is up by 10kg, the S carrying 15kg additional load. However, with a PDK transmission and the Sport Chrono Package optioned it's 0.8secs quicker to 62mph than its forebear, the S is 0.6 seconds faster.

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### CAYMAN 987: 2005 – 2013

Two-door, mid-engined, six-cylinder coupé. Its near perfect weight distribution and mid-engined dynamic stability make the Cayman one of the finest drivers' cars ever made. This is something Porsche is acutely aware of, hence the model is not available with a limited-slip differential and, until further notice, we will only see smaller-engined variants of the Cayman to avoid any deflection for the company's headline sports car.

At the end of 2010 Porsche announced the Cayman R at the LA Auto Show. Following a similar development programme as the Boxster Spyder, the Cayman R is a lighter, more powerful version of the Cayman S. Power is up 10hp to 330hp, and the kerb weight drops 55kg to 1295kg. Aluminium for the bonnet and doors and a stripped interior and a smaller fuel tank are all contributing factors to the weight loss.



### CAYMAN 981: 2013 –

Two-door, mid-engined, six-cylinder coupé. Like its Boxster sibling the Cayman underwent a thorough overhaul in 2012, which must have been a thankless task for the engineers as the outgoing 987 was deemed one of the best sports cars money could buy.

Once again, though, Porsche's engineers came up trumps and produced a truly sensational car. Still sharing much with the Boxster – wheelbase, engines, gearbox, suspension and steering – the Cayman was finally let of its leash and allowed to show us just what it is capable of. Alert, precise, involving and dynamically astute, the 981 Cayman is one of the purest drivers cars and greatest sports cars to have come out of Stuttgart. It really is that good.

The 2.7-litre car needs working hard to maximise its performance, but the 3.4S is honey sweet providing the perfect blend of performance with precision to make it one of the quickest cross-country cars you can buy. The manual is still the slick six-speed car carried over from the 987 and is still the default option. Even the electric power steering doesn't seem to effect the Cayman like it does the Boxster and Carrera models. Porsche perfection? Possibly.



### CAYENNE: 2014 –

Five-door, front-engined SUV. The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were made available at launch, very much continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. They now have more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Visual changes primarily comprise a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Adaptive cooling vanes hidden in the front bumpers of the

MPG is improved marginally, CO2 is down, too. For the first time the Boxster S can be specified with a PASM Sport Chassis. 718 Boxster benefits from same four driving settings found in the Gen-2 991: Normal, Sport, Sport Plus, and Individual. New interior works well, updated lighting falls in-line with the Gen-2 991 but the jury is out on sharpened exterior styling.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.0	2016 –	1410	1988	300	280	4.7	170
Boxster 2.5S	2016 –	1430	2497	350	310	4.2	177

### Cayman 987 (2005 – 2009; 2009 – 2013), 981 (2013 –)

**Cayman S** – Wheelbase (mm): 2415, Length/Width (mm): 4315/1801, Track front/rear (mm): 1490/1534 (Cayman), 1486/1528 (Cayman S); **2006** – 3.4-litre water-cooled flat-six is enlarged Boxster S engine with 997 Carrera 2 internals producing 15hp and 14lb ft of torque over the mid-engined roadster. Six-speed manual gearbox is standard with first and second ratios shorter than those found in the Boxster S. Tiptronic S optional, variable rate steering also carried over from Boxster and Carrera models. Boxster S brakes standard fitment, but PCCB optional as is Porsche Active Suspension Management (PASM) and Sports Chrono pack. Body is 100 per cent stiffer than Boxster S, and is as stiff as a 997 Carrera 2 Coupé, Porsche Stability Management (PSM) comes as standard; **2006**: 2007 Model Year – Entry-level Porsche coupé receives 2.7-litre flat-six engine fitted with VarioCam Plus technology. Five-speed manual gearbox standard, six-speed manual and five-speed Tiptronic S available as option. Steel springs and gas dampers standard, PASM optional; **2009**: 2009 Model Year – All-new flat-six engines with 265hp 2.9 replacing 2.7 engine, with a new 320hp 3.4-litre motor for the S, which also comes with direct-fuel injection as standard. Six-speed manual gearbox standard with seven-speed double clutch PDK an option. Optional limited-slip differential turns it into a genuine 911 alternative. Mild redesign includes new bumpers and head and tail-lamps. PCM3 is available with touchscreen sat-nav and Bluetooth phone capability. **2011**: 2011 Model Year – Cayman R introduced; lighter more powerful version of Cayman S with 330hp and 1295kg kerb weight. Aluminium doors and front bonnet, 19-inch wheels and an Alcantara sport interior. First R model in 43 years. Series production car.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Cayman S	2005 – '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007 – '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009 – '12	1330	2893	265	221	5.8	164
Cayman S	2009 – '12	1350	3436	320	273	4.9	171
Cayman R	2011 –'12	1295	3436	330	273	5.0*	175

\*manufacturer's claim

**Cayman 981** – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013** – 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more. **2014**: Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by -20mm. The one to have. **2015**: The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft torque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175
Cayman GTS	2014 –	1345	3436	340	280	4.6	177
Cayman GT4	2015-	1340b	3800	385	310	4.4	183

\*manufacturer's claim

### Cayenne (2003 – '07; 2007 – '10; 2010-'13; 2014–)

**Cayenne** – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox or five- and six-speed Tiptronic S for Turbo (optional on S). PASM, adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. PTM, PSM, ABS, ABD and ASR all standard; **2004**: Entry-level Cayenne the first Porsche with V6 power. Transmitted through a six-speed manual. Steel springs standard, PASM and air optional. V6 is also fitted with smaller brakes; **2006**: 2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355kgs; **2007**: 2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get DFI engines to improve performance, economy and emissions, a face-lift improves looks. PDCC active anti-roll bars available on cars with PASM; **2007**: 2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox. Turbo brakes standard. New Turbo S announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009**: 2009 Model Year – Porsche introduces a Cayenne diesel. Three-litre Audi sourced V6 available in entry-level trim only with six-speed Tiptronic S as standard. Over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension. Engine range carried over from the previous model but now includes Porsche's first Hybrid vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol get new

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new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

The biggest news is that the old petrol V8 has been replaced with a 3.6-litre biturbo petrol engine – part of Porsche’s downsizing practices. It’s the same unit we’ve seen in the Macan, and with 420hp and 550Nm torque on paper the new Cayenne offers greater performance than its eight-cylinder forebear. But, if you’re talking about a petrol Cayenne then it’s really all about the Turbo. In the Turbo we get the 4.8-litre bi-turbo V8 engine putting out 520hp with 750Nm of torque; it’s fast and capable.

The Diesel and Diesel S should be the best-selling Cayenne models for Porsche in the UK. The Diesel model makes use of the three-litre V6 coupled to the eight-speed Tiptronic. We expect that this will be the more popular choice in the UK, but the Diesel S really is brilliant and worthy of serious consideration despite being an older engine (the only engine which is not Euro 6 compliant) and commanding an £11,572 price premium over the £49,902 for the Cayenne Diesel. The power delivery is refined and almost like a petrol car, arriving low down. What’s interesting is that the Diesel S is almost as quick as the Turbo, over £30,000 cheaper, and it’s more economical.

The first plug-in Hybrid vehicle in the premium SUV segment, the S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences – chiefly the batteries. Driving requires an altogether new mindset. At £61,434 it’s almost exactly the same price as the Diesel S – choosing between them is a question of priorities.



### CARRERA GT: 2003 – 2006

Two-door, mid-engined, V10 Roadster. Still born Le Mans racer evolves into the greatest supercar every built. Carbon-fibre tub, 612hp V10, 205mph maximum and a birch wood gear knob. Perfection!



### PANAMERA: 2009 – 2013

Five-door, front-engined, rear-and four-wheel drive saloon-coupe; normally aspirate, turbocharged and supercharged V6 and V8 petrol, diesel and hybrid engines, six-speed manual and seven-speed PDK transmission. The last new Porsche to be launched while Dr. Wendelin Weideking was running the company, the Panamera is Porsche’s fourth model line and, according to the company, a car that creates a new class. Powered by either a normally aspirated 4.8-litre V8 or a twin-turbo charged version of the same engine, Panamera is available in rear-wheel drive ‘S’ guise with a six-speed manual gearbox, or an all-wheel drive 4S or Turbo (both only available with the 7-speed PDK gearbox, which is also an option for the S).

3.6-litre V6 engine added to the line-up in 2010 with rear and four-wheel drive options. Rear-drive model gets six-speed manual as standard, Panamera 4 the seven-speed PDK and PASM suspension. V6 offer all the luxury and comfort of the V8 models. Only a four-seater, the Panamera’s interior is the most striking Porsche has designed for decades, and as you’d expect of such a car there is very little in terms of luxury or convenience that has been omitted from the specification or options list.

Panamera range is extended further with the cracking diesel model in 2011, along with the S Hybrid and slightly bonkers Turbo S. The former two are rear-wheel drive only

eight-speed Tiptronic automatic (V6 gets a six-speed manual as standard). New four-wheel drive system replaces the low ratio gearbox with the latest development of PTM with enhanced electronics of new Tiptronic S ‘box. Diesel and Hybrid models get permanent all-wheel drive, others get an active system. PASM, PDCC and PCCB are optional. New Panamera-based interior is higher in quality. **2012:** Introduction of the GTS. Fitted with the 4.8-litre V8 from the S, GTS engine receives a host of modifications that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted, chassis combines steel springs with PASM. Air is an option. GTS rides 24mm lower than S, a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from Cayenne Turbo, there’s a new lower lip spoiler, side skirts and a bi-plane rear wing. Windows are framed with gloss black trim. Leather and Alcantara interior. **2013:** S Diesel and the Turbo S arrive. The latter is a bell-and whistles Turbo with power increased 50hp to 550hp. Two-tone leather options are standard as is a host of equipment that is optional on the Turbo. S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel. The spec is the same as the petrol-engined S, but with huge torque. **2014:** Fourth generation Cayenne offers five models at launch: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRLs, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it’s the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – batteries are now optimised for greater performance. New GTS arrives later in the year, it ditches the V8 for the 3.6-litre V6 biturbo engine from the S. Power increases by 20 hp to 440 hp, torque is up to 442lb ft. Sports exhaust system as standard, PASM and steel springs (sits 24 mm lower), air suspension optional as is Sport Chrono. Turbo model’s front styling, new skirts, arches, roof spoiler all feature with 20-inch wheels. GTS sports seats in leather/Alcantara are inside.

MODEL	YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 – '13	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 – '13	2100	2967	240	405	7.8	135
Cayenne S	2010 – '13	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 – '13	2240	2995	380 <sup>1</sup>	427 <sup>1</sup>	6.5	150
Cayenne Turbo	2010 – '13	2170	4806	500	516	4.7	172
Cayenne GTS	2012 – '13	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 – '13	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 – '13	2195	4134	382	627	5.7	156
Cayenne	2014 –	2040	3598	300	295	7.7	143
Cayenne Diesel	2014 –	2110	2967	262	427	7.3	137
Cayenne S	2014 –	2085	3604	420	405	5.5	160
Cayenne S Diesel	2014 –	2215	4134	385	626	5.4	156
Cayenne S E-Hybrid	2014 –	2350	2995	416	324	5.9	150
Cayenne GTS	2014 –	2110	3604	440	442	5.2	163
Cayenne Turbo	2014 –	2185	4806	520	553	4.5	173
Cayenne Turbo S	2014 –	2235	4806	570	590	4.1	176

<sup>1</sup> When combined with electric motor. \* 0-60 mph time

### Porsche Carrera GT (2003 – 2006)

**Carrera GT** – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587  
**Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, rewinding to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles front and rear, 19-inch magnesium alloys, 380mm ceramic composite discs all round with six-pot callipers. Built at Leipzig in Berlin, left-hand drive only, over 1260 examples built between November 2003 and May 2006.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Carrera GT	2003 to '06	1380	5733	612	435	3.9	205

### Panamera: 2009 – 2013; 2014 – To Date

**Panamera S, 4S, Turbo** – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009** – 2010MY 400hp 4.8-litre or 500hp 4.8-litre twin-turbocharged water-cooled eight-cylinder engine, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-drive for S, seven-speed PDK optional; 4S and Turbo feature electronically controlled four-wheel drive with PTM and PDK as standard. Engines adapted from Cayenne, PDK is unique to Panamera. Double-wishbone front suspension, multi-link at rear with PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM as standard featuring: ABS; ASR; MSR engine drag force control; ABD; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional on all. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. Adaptive aerodynamics on all, S and 4S models utilise a two-way spoiler while Turbo has four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags as standard; bi-xenon headlights standard, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all options. Sports Chrono Package Plus is optional, when combined with PDK offers Launch Control function. **2010** – 2010MY First non-V8 engined Panamera: 3.6-litre V6 petrol. Panamera V6, is available as rear- or four-wheel drive, former available with a six-speed manual or optional seven-speed PDK, the later PDK only. Engine produces 300hp and 295 lb ft torque. Standard specification is the same as a V8 engined S, except for a tyre pressure monitoring system and PASM suspension which are optional. **2011** – 2012MY Panamera Diesel arrives. 3.0-litre V6



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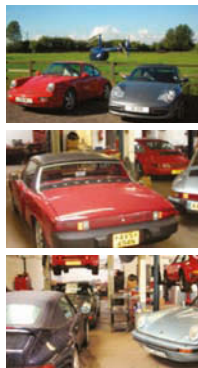
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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breathed on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly two tons.



## 918 SPYDER; 2014 – 2015

Two-door, mid-engined, petrol-electric plug-in hybrid. The supercar has evolved into the hypercar, one that combines the thoroughbred engine from an LMP2 race car with the pioneering engineering of electric motors and lightweight(ish) batteries. The 918 signals the beginning of a new dawn for Porsche, one that provides the company with a halo product on which to hang its Cayenne, Panamera, Macan and, potentially 911 hybrids from. To help the 918 along the way its launch coincides with Porsche's return to top flight sports car racing, including Le Mans, with an all-new LMP1 race car. A petrol-electric hybrid race car. The 918 has a lot to deliver, but on the eve of its launch it made an impressive debut with a sensational 6 minute 57 second lap of the Nürburgring Nordschleife.



## MACAN; 2014 –

Five-door, front engine, permanent four-wheel drive compact SUV, six-cylinder turbocharged petrol and diesel engines; seven-speed PDK transmission. Built to fulfill Porsche's ambitions to build 200,000 cars by 2018 the Macan is the company's answer to Land Rover's Evoque, BMW's X3 and Mercedes GLA in the premium compact SUV sector. Porsche forecasts to build 50,000 Macans a year and will add to the range with another diesel engine – a four-cylinder this time – a petrol-hybrid and a four-cylinder petrol engine.

The Macan launches with two trim levels, the S and the Turbo. The former is available with either a twin-turbocharged V6 petrol engine or single-turbo diesel V6. The Turbo is fitted with a 3.6-litre twin-turbocharged engine. A Turbo S and GTS trim-line is expected to join the line-up, along with a more basic trim level to sit below the S models; expect this to be offered with a four-cylinder engines, both petrol and diesel.

Sitting below the Cayenne in Porsche's SUV line-up, the Macan is lighter by over 100kgs, 16cm shorter in overall length, eight centimetres lower in height and sits on a wheelbase eight centimetres shorter than the Cayennes. The Macan is usefully quicker than its big brother, too, with the petrol S model faster to 62mph than the quickest normally aspirated Cayenne, the GTS. The Macan Turbo's sprinting prowess sits neatly between the Cayenne Turbo and Turbo S. The smaller SUV is also usefully more fuel efficient and cleaner than its big brother, too.

In 2015 the Macan gets a GTS version, joining the other Porsche models in this now established sub brand. GTS sits below the Turbo model with the same three-litre V6 bi-turbo engine as the S model yet this time boasting 360hp. Torque is also increased to 368lb ft and it's lighter than the Turbo model. It is only available with a seven-speed PDK gearbox. The styling falls in line with other GTS models in Porsche's range, offering the SportDesign package as standard. Equipped with a PASM chassis that is lowered by 15 millimetres, it sits on matt black 20-inch RS Spyder design alloy wheels.

turbocharged engine donated by Audi. Spec on par with V6 petrol. S Hybrid also added to range fitted with 3.0-litre supercharged petrol V6 engine and a 47hp, 221lb ft electric motor. Energy for electric motor stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles, electric motors have a 46mph top speed. Turbo S also arrives running a pair of turbos with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint exclusive to the model. **2012 – 2012MY** GTS arrives with Exclusive bodykit and 4.8-litre V8. Active air intakes, reprofiled camshafts and revised ECU extract extra 30hp from V8 and an additional 15lb ft torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Sport Chrono Plus is standard as is the Turbo's four-piece rear spoiler and 19-inch alloy wheels. The chassis is 10mm lower with 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive only with the seven-speed PDK.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera	2010 – 2013	1730	3605	300	295	6.8	162
Panamera 4	2010 – 2013	1820	3605	300	295	6.1	159
Panamera S	2009 – 2013	1770	4806	400	369	5.0	175
Panamera 4S	2009 – 2013	1860	4806	400	369	4.4	175
Panamera Turbo	2009 – 2013	1970	4806	500	516*	3.5**	188
Panamera Diesel	2011 – 2013	1880	2967	250	405	6.8	150
Panamera GTS	2012 – 2013	1920	4806	430	383	4.5	178
Panamera S Hybrid	2012 – 2013	1980	2995	380	427	6.0	167
Panamera Turbo S	2012 – 2013	1995	4806	550	553	3.8	190

\* 567lb ft when in Sport Plus Mode when Sport Chrono Package Plus fitted. \*\* 0-60mph time

**2013– 2014MY** The gen-2 Panamera gets new front and rear bumpers, lights and side sills and a range of new engines. Interior untouched. Out goes the 4.8-litre normally-aspirated V8 in the S and 4S models, in comes a more powerful 3.0-litre biturbo V6. Big V8 stays for the GTS and Turbo, 3.6-litre petrol V6 props up the range along with 3.0-litre turbo diesel. Hybrid model now called S E-Hybrid and is a plug-in, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and a battery pack that can store five times the energy. PDK for all models bar the Diesel and S E-Hybrid, which get the Cayenne's eight-speed Tiptronic. **2015: Edition** - special versions in three styles: Edition, 4 Edition, and Diesel Edition (not global)

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013–	1880	2967	250	405	6.8	151
Panamera	2013–	1770	3605	310	295	6.3	160
Panamera 4	2013–	1820	3605	300	295	6.1	159
Panamera S	2013–	1810	2997	420	383	5.1	178
Panamera 4S	2013–	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013–	2095	2995	416	435	5.5	167
Panamera GTS	2013–	1925	4806	440	383	4.4	178
Panamera Turbo	2013–	1970	4806	520	516	4.1	189
Panamera Turbo S	2013–	1995	4806	570	553	3.8	192

## 918 Spyder (2014 – 2015)

**918 Spyder** – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612  
**Significant developments: 2013 – 2014MY.** 4.6-litre V8 traces its routes back to the 2007 LMP2 RS Spyder racer and runs seven-speed PDK with RWD. 286hp electric motor fitted to front axle with its own transmission. 918 can be driven by the petrol engine, the electric motor or a combination of both, this results in 887hp and 944lb ft of torque (V8 produces 676lb ft alone). V8 screams to 9150rpm. Five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each determines which power source is required. Chassis is a carbon-fibre monocoque, carbon body includes two-piece Targa roof. PCCB brakes as standard, 20-inch wheels at the front, 21s rear with Michelin Pilot Sport Cup 2 tyres. Available in two trim levels, Spyder and Weissach Package, the latter reduces weight by 41kg – magnesium wheels account for a 14kg saving. Other weight saving includes ceramic wheel bearings, titanium chassis bolts and brake pad supporting plates. Upgrades include additional aero parts such as aeroblades behind rear wheels, thinner paint and exposed carbon-fibre. Nürburgring lap time: 6min, 57secs.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014 to '15	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014 to '15	1634	4593	608/286	676/944	2.6	214

## Macan (2014 –)

**Macan** – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo): **2013 –** Built at Leipzig, two petrol V6 engines, four-cylinder turbocharged petrol engine, and V6 diesel donated by VW. Macan S gets 340hp three-litre biturbo V6; Turbo has 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque to the front axle when required. PDK as standard – no manual, shorter gear ratios aid traction. S model fitted with a 65-litre fuel tank, S Diesel a 60-litre tank, Turbo 75-litres. Both S models available with optional 75-litre tank. Steel springs and fixed rate dampers standard on S, Turbo comes with PASM as standard. All are available with PASM providing an additional 40mm of clearance. Sport button fitted as standard, PTV Plus optional, as is Sport Chrono. S models fitted with 350mm front brake discs, Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rears for optimum grip. Electromechanical power steering all round. Turbo is fitted with bixenon headlights, S with halogens, PDLS optional. T918 Spyder-style multi-function steering wheel with paddle shift as standard. Full length panoramic glass sunroof available, S models trimmed in partial leather and alcantara, full leather interior a cost option. **2015 –** Macan GTS added to range sitting between S and Turbo. Uses three-litre V6 biturbo engine from S model with more power, PDK only, SportDesign styling package as standard. Porsche's new PCM system makes its SUV debut in GTS.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Macan	2014 –	1770	1984	237	258	6.9	138
Macan S	2014 –	1865	2997	340	339	5.4	157
Macan S Diesel	2014 –	1880	2967	258	427	6.3	142
Macan GTS	2015 –	1895	2997	360	368	5.2	159
Macan Turbo	2014 –	1925	3604	400	405	4.8	165



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<b>BOXSTER</b>							
718 Boxster	£41,739	4cyl/1988cc	300hp	280lb ft	4.7secs	170mph	1410kg
718 Boxster S	£50,695	4cyl/2497cc	350hp	310lb ft	4.2secs	177mph	1430kg
<b>CAYMAN</b>							
718 Cayman	£39,878	4cyl/1988cc	300hp	280lb ft	4.7secs	170mph	1335kg
Caymann Black	£45,989	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
718 Cayman S	£48,834	4cyl/2497cc	350p	310lb ft	4.2secs	177mph	1355kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg
<b>911 COUPÉ (991)</b>							
New 911 Carrera	£76,412	6cyl/2981cc	370hp	332lb ft	4.2secs	183mph	1430kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
New 911 Carrera S	£85,857	6cyl/2981cc	420hp	369lb ft	3.9secs	191mph	1440kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
New 911 Carrera 4	£81,398	6cyl/2981cc	370hp	332lb ft	4.1secs	181mph	1480kg
911 Carrera 4 Black	£79,309	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
New 911 Targa 4	£90,240	6cyl/2981cc	370hp	332lb ft	4.3secs	179mph	1570kg
New 911 Carrera 4S	£90,843	6cyl/2981cc	420hp	369lb ft	3.8secs	189mph	1490kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
New 911 Targa 4S	£99,684	6cyl/2981cc	420hp	369lbft	4.0secs	188mph	1580kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 R	£136,901	6cyl/3996cc	500hp	339lb ft	3.8secs	201mph	1370kg
New 911 Turbo	£126,925	6cyl/3800cc	540hp	524lb ft	3.0secs	199mph	1595kg
New 911 Turbo S	£145,773	6cyl/3800cc	580hp	553lb ft	2.9secs	205mph	1600kg
<b>911 CABRIOLET (991)</b>							
New 911 Carrera	£85,253	6cyl/2981cc	370hp	332lb ft	4.4secs	181mph	1500kg
911 Carrera Black	£81,852	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
New 911 Carrera S	£94,698	6cyl/2981cc	420hp	369lb ft	4.2secs	180mph	1520kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
New 911 Carrera 4	£90,240	6cyl/2981cc	370hp	332lb ft	4.3secs	179mph	1550kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
New 911 Carrera 4S	£99,684	6cyl/2981cc	420hp	369lb ft	4.0secs	188mph	1560kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg
<b>CAYENNE</b>							
Cayenne	£49,576	6cyl/3598cc	300hp	295lb ft	7.7secs	143mph	2040kg
Cayenne Diesel	£50,441	6cyl/2967cc	262hp	428lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,845	6cyl/3604cc	420hp	406lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£62,099	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2215kg
Cayenne E-Hybrid	£62,099	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	443lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£93,574	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg
<b>PANAMERA</b>							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,474	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£84,401	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg
<b>MACAN</b>							
Macan	£41,578	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£44,650	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£44,636	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan GTS	£55,188	6cyl/2997cc	360hp	368lb ft	5.2secs	159mph	1895kg
Macan Turbo	£60,994	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg
<b>918 SPYDER</b>							
918 Spyder	€781,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1674kg
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg



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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

## Colin Goodwin recalls his first drive of a Boxster in 1996 and how it compares with the new 718 iteration...



September 1996. My first twin test for *Autocar* since leaving *Car* magazine in June. I don't think I wrote it, legendary Aussie motoring journalist Peter Robinson was at the keyboard for that one. The brand-new Mercedes-Benz SLK was silver while the Boxster was yellow with a black fabric roof. The SLK had a supercharged (a rare device at the time) engine and the Boxster had a 2.5-litre flat-six engine producing a very modest 201hp.

The Porsche's looks were slightly disappointing after the promise of the show car displayed at the Detroit motor show in 1993. The production car had less compact proportions and was missing some of the jewellery and detailing of the concept. But wow did it drive well. Clearly the chassis could cope with far more power, but even back then I loved cars whose every

gram of performance could be used. With cars like that you get to use all of what you have paid for. Predictably the Porsche was all over the SLK and victory went to the Boxster.

On my way home from our Welsh location I dropped in to see my pal Gordon who was, and still is, a serial 356 owner. I took him for a committed and slightly mad drive around some Surrey lanes that we both know rather well. His eyes were out on stalks and his left hand virtually tore the arm rest off the door panel. He couldn't believe how balanced the car felt and that it had only 201hp, even though that was more than double the number of horses that lived in the back of his 356 Coupé.

Twenty years later and I have probably driven around 50 different Boxsters from 1999's 2.7-litre and the then-new S, to special anniversary

front-wheel drive Elan is a particularly good example. It's the same with the Boxster. Even though I have never wanted to own one (I don't particularly like convertibles) every single time I drive one I understand why so many people love them.

But now I have driven the new 718 Boxster. I started with positive vibes about this car, as you might have read in this column last year; naively thinking that it could be light, agile and even better to drive than the six-cylinder cars. But then the news broke that the engine was no lighter than the motor it replaced. Eventually a couple of cars arrived in the UK and a few trusted colleagues, including our own Andrew Frankel, drove it. The word was not good. And then the Rhodium silver S arrived outside my house – £50,695 without any options. Probably justified by your local Porsche salesperson by the extra horsepower over the previous S. For me it is a lot of money to pay for a car equipped with an engine that at idle sounds like a 1600cc Beetle and is similar to a Subaru Impreza under load but with a damp rag held over the tailpipe.

I drove this car many miles over my favourite local roads and it is as good, if not better, to drive than any Boxster I have driven, but in Britain in 2016 a sports car is not about how much horsepower it has or how quickly it can blast to 100mph, it is about the whole emotional experience. This might be hard to understand for those who live in the land of the autobahn, but it shouldn't be because our love affair with old cars proves it.

I can see only one way to comply with emissions regulations and still make sports cars that enthusiasts will love, and that's to abandon the horsepower race and go back to simpler, lighter and more modestly powered sports cars. Cars that are like the 718 in the metal, not just in name and badge ○

*There are cars that are so good that when you revisit them at a later date you are shocked at just how talented they are*

editions and the first Spyder. There are cars that are so good that when you revisit them at a later date you are shocked at just how talented they are. This does not happen that often. Porsche's own 968 Club Sport is one, Lancia's Integrale is another and Lotus'

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

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