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# GT PORSCHÉ

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Issue 173



NEW 718 BOXSTER EXPLORED

## New 911 vs 3.2 Carrera

The turbocharged 991 Carrera  
meets an air-cooled 911 icon



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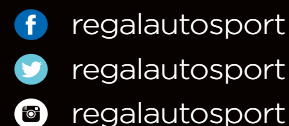
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# Ignition



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

Looking at it in isolation, the latest 911 would appear to retain a great deal of Carrera family DNA. To my mind, it still looks like a 911 with its beautiful sweeping roofline, flared flanks and familiar sculptured nose. However, park the second-generation 991 next to an older incarnation of 911, like the 3.2 Carrera, and the disparities between the pair are explicit. The two cars certainly share a design language of sorts but the 2016 car starts to look less like a traditional 911 in the company of the 3.2 than you might have first thought. That iconic 911 roofline is less pronounced in the latest car, the glasshouse dramatically smaller, and the bulk of the thing tremendously dominant. Through evolution the 911, a car that is famous for not changing, has actually transformed quite a bit.

Some will argue that this natural course of progression has moved the 911 too far away from its original philosophy; others will point out that to survive the model was forced to adapt. Either way Porsche is a master at reworking its halo car seemingly without altering it too drastically at each step. Driving this month's two cover cars back-to-back was a fantastic experience; it demonstrated to me that while

these two Carreras are very different, they are both very good cars when examined in isolation. Comparing them is a job of fully appreciating that they're separated by three decades, and a lot has changed in the automotive world in that time. In the context of their own eras both cars are accomplished at what they do. Whether or not the new turbocharged Carrera will live to enjoy the cult status of the 3.2 is anyone's guess. We take a detailed look at the new entry-level 911 in this issue.

Just as we went to press last month Porsche revealed the next generation of Boxster: the 718. Details of the new car were largely already common knowledge but, suffice to say, its four-cylinder turbocharged engine is the big story. Porsche has been keen to draw a historical association with the new 718 mills and its flat-fours of old, and to highlight its expertise in building the four-cylinder engine in its 919 Hybrid endurance racer – a slightly tenuous link I feel. Clearly it is concerned at the reception the new downsized engines might receive but taking its past record at reinventing the 911 into account I'd wager it doesn't have much to worry about...



The new 991 Carrera is a radical departure for Porsche, yet it remains a great 911, much like its air-cooled forebears...

## Contributors



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

**This month:** Andrew drives the latest 911 Targa and Carrera 4 cars to see they are the second-generation 991s to have



**Philip Raby**  
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Magazine editor turned Porsche dealer and expert consultant, Phil has been writing about Porsches for 20 years and driving them for even longer!

**This month:** Phil compares the new 911 Carrera with an air-cooled icon, the 3.2, and takes a look at the rising values of 928s



**Jesse Crosse**  
[@JesseCrosse](#)

Jesse has been a motoring writer for decades, a contributing editor at Autocar, was the founding editor of the original Performance Car, and is a successful author.

**This month:** Jesse takes a look at Porsche's history with four-cylinder engines and investigates how to refresh your brake callipers



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## PS AUTOART RAISES THE BACKDATE BAR

**Paul Stephens is celebrating a decade of bespoke 911 builds with its most ambitious 911 offering yet – the Series 2 Classic Touring.**

Paul Stephens Autoart has a history of creating beautiful restored and reworked bespoke 911s, and it has just raised the bar somewhat with its latest offering. Launched at the London Classic Car Show last month, the Series 2 Classic Touring is a 911 but not as you know it. Taking the firm's original retro 911 concept, for which it is already highly regarded in the world of 911 backdates, PS Autoart's Series 2 Classic Touring is a stunning English take on a concept that has, of late, been expanded upon elsewhere in the world. This car brings the crown back to the UK.

This new Series 2 Classic Touring

has been obsessively styled from a period when car design was unencumbered by stifling legislation; it cherry picks the best bits of 911 design and lands them on an entirely fresh canvas in a way that has never been seen before. The first car has been developed in-house at Paul Stephens' refurbished premises in Essex, with striking attention to detail, and utterly meticulous engineering the likes of which we at *GT Porsche* rarely ever see. Modern upgrades have been fused together with a number of bespoke features to provide a 911 for the discerning client.

Paul Stephens Autoart prides itself

on cars with pure style displaying intelligent engineering, and trust us when we say that this car has both of those attributes in spades.

Displayed at the London Classic Car Show at Excel (p61), the first car in the series sat alongside a famous PS Autoart car brought back to England from its luxurious location in Monaco thanks to its owner. The bespoke Porsche was created from the firm's Retro Touring R range to the owner's personal specification, and remains as proof of what is possible when you work with the team at Paul Stephens to bring your 911 dreams to life.

We were lucky enough to preview

the latest PS car midway through its transformation, and to see some of the technical drawings and to have the ethos of the build shared with us. Suffice to say no stone was left unturned in the development of this car, which has been the subject of hours of CAD design work, and research and development by the team at Paul Stephens and its partners.

What you see here really does not scratch the surface of this latest PS Autoart offering, so we hope to bring you a full feature on this car in a forthcoming issue. In the meantime, visit [www.psautoart.com](http://www.psautoart.com) for more information.







## PS AUTOART HISTORY

PS Autoart, an offshoot of Independent Porsche specialist, Paul Stephens, has been offering a range of backdated 911s since the end of 2005. Since then it has evolved and finessed the concept to arrive at today's Series 2 Classic Touring model that puts the PS Autoart story into hyperdrive. In our September 2009 issue we featured two PS Autoart offerings, one based on a 911 SC, the 'Classic', the other called the 'Retro' which was based on a 964 and inspired by the factory RS cars. Testament to their build quality, these cars are still around and looking good today. Each PS Autoart car is reworked to create a hybrid of classic-meets-modern. That work includes styling alterations, technological integration, engine and chassis work all completed to the high standards. PS Autoart is not attempting to join in with the latest trends or to jump on a bandwagon, this Essex-based specialist is one of this now in-vogue movement's original founders.

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# JERRY SEINFELD PORSCHE AUCTIONED

Comedian and Porsche aficionado, Jerry Seinfeld, has been parting ways with several cars in his collection...



A trio of classic Porsches from The Jerry Seinfeld Collection went under the hammer at the Amelia Island Auction earlier this month. Gooding & Company's annual Scottsdale Auctions in January allowed potential buyers to peruse three cars, which included a 550 Spyder, a 356A, and a 911 Carrera 3.0 IROC RSR.

Seinfeld is famed for his automotive collection, and a passion for anything on four wheels, highlighted by his most recent project, *Comedians In Cars Getting Coffee*. It's no secret that Porsche is one of his favoured brands – he even made an appearance at Rennsport Reunion V at Laguna Seca

last year. "I've never bought a car as an investment," states Seinfeld. "I don't really even think of myself as a collector. I just love cars. And I still love these cars. But it's time to send some of them back into the world for someone else to enjoy as I have."

Seinfeld's car collection is globally recognised for its breadth of quality and diversity, and on a Porsche-specific front, the comedian is widely regarded as both a connoisseur and devotee to the brand. Jerry Seinfeld said of the auction lots: "Each one of these cars is a pinnacle of mechanical culture to me. Many are the best examples that exist in the world." Space and sheer

numbers are the reasons stated for Seinfeld's sale of these cars.

Seinfeld's 1955 Porsche 550 Spyder has an estimate of \$5-\$6 million, far exceeding a similar version sold by Gooding and Company at Amelia Island in 2012, which reached \$3.7 million. His stunning 1958 Porsche 356A 1500 GS/GT Carrera Speedster is estimated to make \$2-\$2.5 million. The rare Auratium green machine was race-prepared from the factory and features lightweight aluminium panels, a roll-cage and a four-cam engine. Cheapest of the three, a snip at its estimate of \$1.2-\$1.5 million, was the 1974 Porsche 911 Carrera 3.0 IROC

RSR. This ex-Peter Revson car is said to have been part of the inaugural season of the International Race of Champions in 1973-'74, which we featured in our September 2015 issue, contested by drivers like Emerson Fittipaldi, AJ Foyt, Mark Donohue and George Follmer.

Following word of those first three cars to go under the hammer at the Scottsdale Auctions came approximately 16 further Porsches from Seinfeld's collection, all also sent to auction. The lots, which included a 1973 Porsche 917/30 Can-Am Spyder, a 1959 Porsche 718 RSK, a 2011 997 Speedster, a 1989 Porsche 911 Speedster and a 1957 Porsche 356 A



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Right: Seinfeld's *Comedians In Cars Getting Coffee* is an entertaining online series of videos



Speedster, were offered by Gooding & Company at the Amelia Island Auction in Florida earlier this month. Further rare Porsche offerings from The Jerry Seinfeld Collection included a Carrera GT Prototype, a 962C, a 1958 Porsche 597 Jagdwagen, and a 2012 Porsche 997 GT3 4.0 Cup 'Brumos Commemorative Edition'.

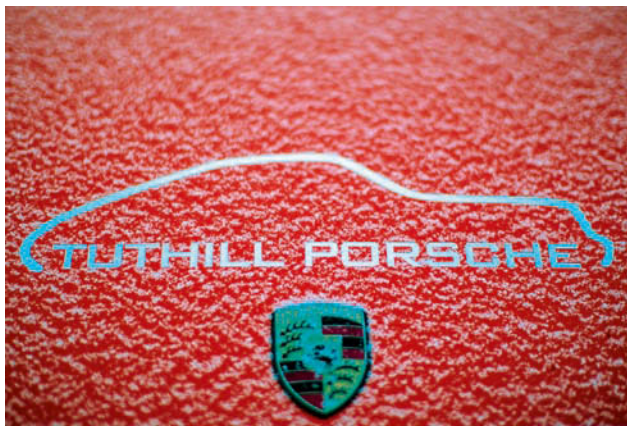
For more from Gooding & Company visit [www.goodingco.com](http://www.goodingco.com), but for additional Seinfeld action we recommend the highly entertaining *Comedians In Cars Getting Coffee* ([www.comediansincarsgettingcoffee.com](http://www.comediansincarsgettingcoffee.com)) and in particular the episode featuring a Porsche 930 (right)...



Here and left: The ex-Revson RSR is one rare 911...







# BELOW ZERO ICE DRIVING

**Tuthill Porsche's ice driving course provides a unique way to learn the dynamics of the Porsche 911...**

Classic Porsche 911s on ice. That's the irresistible premise behind Below Zero Ice Driving. This is a unique Scandinavian ice driving experience run by FIA R-GT Cup champion and East African Safari Classic Rally winner, Tuthill Porsche. Previous attendees have included Formula One's Carlos Sainz, World Rally Champion, Stig Blomqvist, and Le Mans winner, Jan Lammers. The world's top drivers flock to Tuthill's eight-week driving school, held annually from January to March on the frozen lakes around the ski resort of Åre in Sweden.

Below Zero has built a loyal following of enthusiastic amateur drivers, who come for instruction by some of Europe's best rally drivers to sharpen their skills at the limits of

control for fast road and track days, and to enjoy great times on the ice with friends. "I love working with Below Zero because every client is different, with different goals and objectives according to ability," said former World Production Rally Champion and Below Zero driving instructor, Martin Rowe. "Professional race and rally drivers hone their skills, while less experienced drivers focus on car control. Some novices only have one thing in mind: big skids in cool Porsche 911s! We cater for all these ambitions."

"A 911 is arguably the best car in which to learn the art of weight transfer and vehicle dynamics, because it really makes you think," says multiple rally champion and highly experienced

motorsport test driver, Ryan Champion. "If you can drive a 911 well, you can drive any car well, so the skills we teach at Below Zero are absolutely transferable and great fun to learn."

"Below Zero's bespoke nature means that old and new guests are never repeating previous activities," says former RAC Rally winner and ten-year Subaru WRC test driver, Dave Maslen. "Nothing compares to Below Zero for pure driving fun: we often laugh until we just can't breathe. People leave Below Zero as better drivers and in a more relaxed frame of mind: it's a terrific experience."

"Below Zero is run on ice and instructed by talented rally drivers, but it's not just a rally school and not just

for experts," explained Tim Scarff, the man in charge of Below Zero Ice Driving. "Some of the world's most talented F1 and WEC racing drivers come here as the teaching is second-to-none: throttle control, steering and braking including left-foot for the more advanced. Regardless of skill level, our clients work at the limit of control, building more precise driving that delivers better lap times on track and safer progress on the road. There's no better place to develop speed and control than on ice."

We'll be bringing you a full feature on this experience in a future issue, but for now you can learn more about Below Zero Ice Driving by visiting the website: [www.belowzeroicedriving.com](http://www.belowzeroicedriving.com)












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# PORSCHE REVEALS 919 HYBRID ENGINE

Ahead of the first WEC race of 2016, Porsche has revealed its four-cylinder 919 Hybrid engine for the first time...







Porsche has, for the first time, released images of the turbocharged four-cylinder engine powering its Le Mans-winning 919 Hybrid LMP1 race car. The engine has a capacity of just 2.0-litres and is the most efficient combustion engine Porsche has built so far, reinforcing the marque's expertise with four-cylinder engines ahead of the launch of the similarly-powered 718 Boxster. Porsche claims it has learnt technological lessons during its LMP1 program which have directly translated to the 718 project, amongst them its short stroke and central direct fuel injection system.

The company entered the FIA World Endurance

Championship in 2014 with the most innovative drivetrain on the grid. Its turbocharged four-cylinder petrol engine sent drive to the rear axle, featured an exhaust energy recovery system, and the latest lithium-ion battery technology. Its energy storage and complex hybrid management system set new standards. In 2015 the engine and the car in which it resides saw huge success in only its second year of competition; clinching a one-two result at the Le Mans 24 Hours and securing the Manufacturers' and Drivers' World Endurance Championship titles. In celebration of the power unit's successes, Porsche will put the engine on

display at race events, exhibitions and at the Porsche Museum in Zuffenhausen.

Drawing a comparison between its 919 racer and its new road cars is a connection Porsche will be keen to emphasise, but is there any likeness between the two engines? The 919's four-cylinder mill is not a flat engine like the new 2.0- and 2.5-litre turbocharged engines in the 718 Boxster, instead it has a 90-degree V angle. There's also a disparity when it comes to power of course, with the 919 engine producing around 500hp. However, development in the WEC series affords Porsche's engineers a great degree of freedom in terms of the hybrid concepts that may be employed, and Porsche claims that this leads to innovations for its future production cars. It goes so far as to say that this link was actually the main reason behind its return to top-level motor racing.

Regulation changes for 2016 require WEC LMP1 cars to lower the amount of fuel and energy they use per lap, this has forced a reduction in the fuel flow of all prototype cars. For Porsche's race engine this will result in a loss of eight percent of fuel flowing through the engine, which translates to a loss of power, meaning the 2016 car's mechanical engine will put out less than 500hp. Together with its electrical energy from the two onboard recovery systems (brake energy from the front axle and exhaust energy) however, which serve the electric motor on the front axle, the overall power of the Porsche 919 Hybrid will still be near a staggering 900hp.

Testing for the 2016 WEC series kicks off with its traditional Prologue at Paul Ricard, Southern France this month. The race calendar itself has expanded this year to include the new Mexico City circuit used by Formula One, this increases the season to nine races in nine different countries. With the exception of Le Mans, the races are six hours long and the field will consist of 32 cars divided into four classes.

#### 2016 FIA WEC Calendar

17 April	Six Hours of Silverstone, UK
7 May	Six Hours of Spa, Belgium
18/19 June	24 Hours of Le Mans, France
24 July	Six Hours of Nürburgring, Germany
3 Sept	Six Hours of Mexico City, Mexico
17 Sept	Six Hours of COTA, USA
16 Oct	Six Hours of Fuji, Japan
6 Nov	Six Hours of Shanghai, China
19 Nov	Six Hours of Bahrain, Bahrain



It's the first time we've seen images of this stunning engine...





## PORSCHE SECURES TWO PODIUMS AT DAYTONA

**Porsche kick-started its IMSA SportsCar Championship campaign by narrowly missing out on victory...**

Following 24 hours of hard racing on the Daytona International Speedway in Florida, Porsche's Earl Bamber missed out on victory by just 12 seconds. At the wheel of the 911 RSR belonging to Porsche North America, 2015 Le Mans winner Bamber had maintained the lead up until 36 minutes before the flag fell. But that wasn't all the drama in the first round of the IMSA series. New Zealander, Bamber, had battled wheel-to-wheel with his team-mates Frédéric Makowiecki and Michael Christensen in a gripping race. Makowiecki and Christensen took third place and earned all-important championship points to kick off the season. The second podium spot for Porsche at Daytona went to the new Porsche 911 GT3 R campaigned by the Black Swan Racing

customer team in the GTD class.

In what panned out to be a breathtaking race with numerous position changes, the opening race of the IMSA SportsCar Championship delivered a hard fight in the GT class. Right up until the last hour of racing, none of the competitors were able to build a decisive gap. In the end it came down to a nerve-wracking three-way battle between the Porsche 911 RSR (with Bamber in the cockpit) and a pair of Chevrolet Corvettes. After the last round of pit stops, Bamber's RSR held a narrow lead, but despite his valiant efforts both Corvettes overtook him and he went on to secure the last podium step. The sister 911 RSR campaigned by Nick Tandy, Patrick Pilet and Kévin Estre, started from pole position and took the lead of

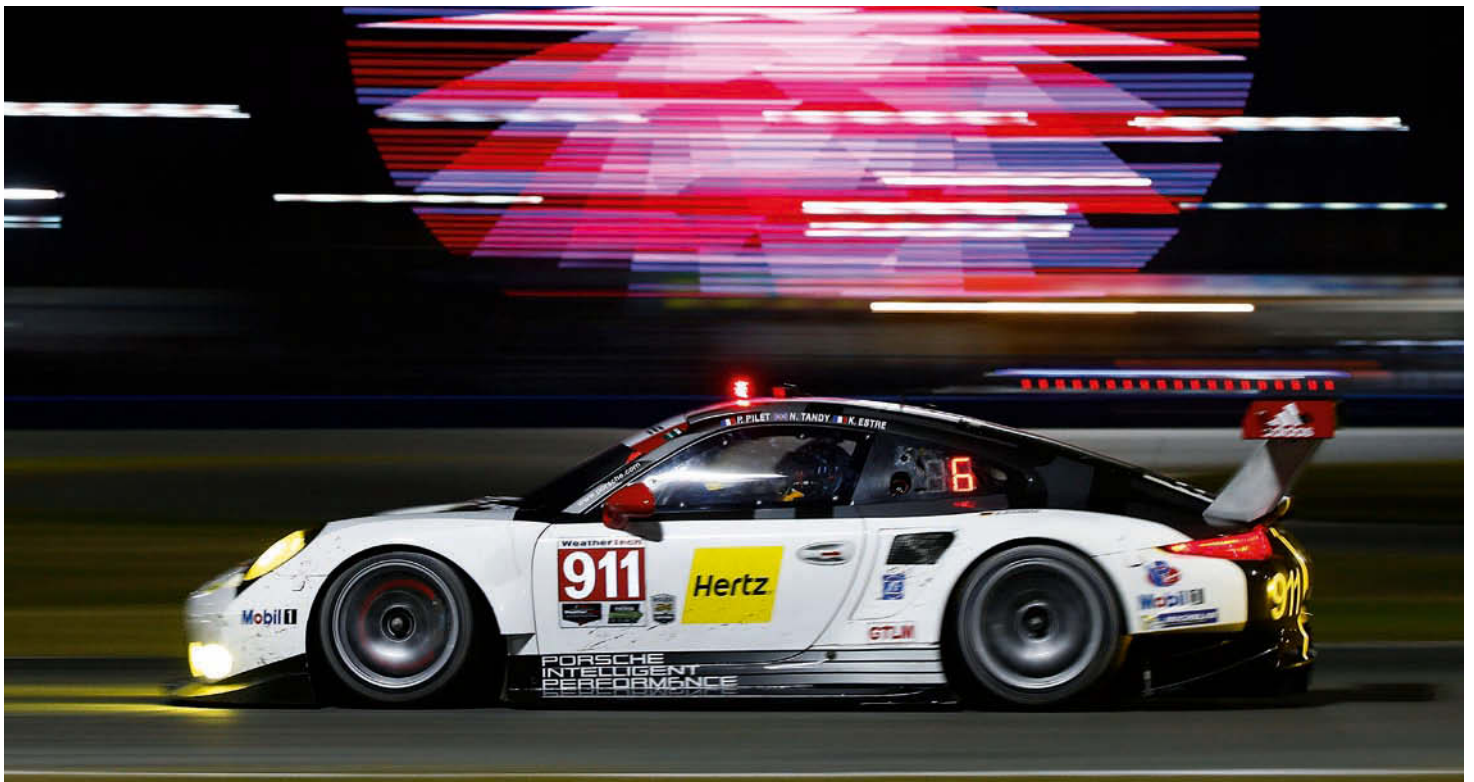


the GTLM field, but with five hours of racing to go, their RSR (number 911) was hampered by a faulty driveshaft. Relegated down the pack, they finally finished in eighth place, however they did bring home some all-important championship points.

Dr Frank-Steffen Walliser, head of Porsche Motorsport, said: "That was a good start to the season. To finish just 12 seconds down after 24 hours is not really losing. It was a tough battle to the flag and we were always amongst the front-runners. But in the end it wasn't enough for victory, unfortunately. But at Sebring we'll do better."

Dr Frank's positive comments were echoed by Britain's Nick Tandy, who said: "We underlined that we have a fast car and that we'll be a tough opponent





this season. The pit crew did an excellent job, and our preparation was perfect. That gives us confidence for the rest of the season even though, unfortunately, this race didn't end up as we'd imagined."

The new Porsche 911 GT3 R, competing with customer team Black Swan Racing, was driven by Porsche Works driver Patrick Long and his compatriots Timothy Pappas and Andy Pilgrim, and along with Dutchman Nicky Catsburg secured second place in their class, making it two podiums for Porsche at Daytona. Patrick Long said: "I was certain after the tests that we'd do well at this difficult race. But I didn't anticipate that the new 911 GT3 R would be so fast and so good to drive. The car is simply phenomenal."



#### GTLM class

1. Gavin/Milner/Fässler, Chevrolet Corvette, 722 laps
2. Magnussen/Garcia/Rockenfeller, Chevrolet Corvette
3. Makowiecki/Bamber/Christensen, Porsche 911 RSR

8. Tandy/Pilet/Estre (GB/F/F), Porsche 911 RSR, 687

#### GTD class

1. Potter/Lally/Seefried/Rast, Audi R8, 703 laps
2. Pappas/Long/Catsburg/Pilgrim, Porsche 911 GT3 R
3. Keating/Robinson/Mosing/Foss/Faulkner, Dodge





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

## Peter Morgan cautions those who 'must have' Porsche classics for any money and reveals he's discovered a new love in his life.

The new year has seen the UK market get off to what some are describing as a hesitant start in terms of collectible Porsches. It's probably only a short term pause in activity, but the fewer buyers that are out there are becoming very choosy over what they want and a lot of their reticence is down to some wildly speculative pricing. If you pay over the odds for a 'must have today' model, in my view you deserve the inevitable loss later on.

Nevertheless, we've seen some mad speculation over the past few years as buyers try to predict the future classics. Today, it's the new Cayman GT4 and a year ago it was the 997 GT3 RS 4.0. We haven't seen this type of speculation since the days of the 959 – not that many will remember it – but that particular market cycle ended in tears for those who paid wildly over the odds for the cars. And of course, with dealers perhaps justifiably out to maximise their returns, speculative pricing hasn't only been confined to the latest models.

The most important issue for buyers seeking an older classic model is peering through the fog of speculative pricing to see where the real value lays. And with the 'must have' mentality widespread among the new-to-Porsche classic buyers as much as the new car buyers, there's a risk that many will suffer losses on the high prices paid for cars that, in the long term, the market doesn't consider are worthy Porsche classics.

While everybody enjoys talking about the top quality sellers that have the real calibre, I am left cold when it comes to some of the models that speculators rave about and ask unbelievable prices for. The idea that every Porsche built before 1998 is an instant classic worthy of a price tag over £40K isn't something that I recognise. The situation is also made worse by the fact that, because of the overall values, there are so many imported or repaired cars out there.

In this category I'm thinking of the



*"If you pay over the odds for a 'must have today' model, in my view you deserve the inevitable loss..."*

typical 915 gearbox impact bumper 911s, where your average non-specialist classic car dealer will ask £40-45k for an example that (usually) has more filler in its shell than metal and an engine that would prefer just to be left to die. The reality is that their worth is perhaps £15-20k with £20k left to spend. It's a fact that the £35-55k market segment in Porsche classics is packed with cars that have had the auto equivalent of Botox and hair dye.

Other models are claimed to be classics when those who have been around the market a long time haven't

ever considered them so. Of course, people collect anything these days and if enough folk want to collect something that is in short supply, its value increases. Everybody makes a few quid out of it, so maybe there's nothing to complain about if more models enjoy the uplift in values. But if we are talking calibre, there is now a clear premiership of production Porsche classics that will always be worth owning – and in my view, some that will not.

While on the subject of calibre but coming back to the subject of future classics, it's not the Cayman GT4 that's ticking the boxes for me, but the regular 981 Cayman. I just love it. I've been sceptical of the 981 Boxster because of what I believe is its rather lost focus, but it's amazing the difference in style and character that a roof can make.

There's no doubting the significant uplift in product quality in all the new models and the progressive improvement of the factory options that we have come to take for granted on other makes. I would suggest that in the 981 model the Cayman has

finally found the identity as a thoroughbred sports car it's been seeking since its launch as little more than a Boxster coupé back in 2006.

In Britain, many buyers should look at the 2.9 because it largely does everything the 3.4S does without the firmer suspension. With PDK, this is a dream sports car, not least because of its rigid bodyshell and mid-engine. In my experience of the Gen 2 cars on the used market, the DFI engine is a far better prospect than the old M97 unit. The faster Cayman S versions are indeed breathtaking in their performance focus and you just wonder why it took so long to get there. I haven't driven the four-cylinder 2016 models yet and as a time-served Porsche snob I would need to be convinced that four cylinders can do the job. But in the back of my mind I'm recalling the 924 Turbo again (see *Just Looking* last issue) – and that was an outstanding four-cylinder turbo in a coupé bodyshell.

Is the 981 Cayman the future classic Porsche for those enthusiasts who can no longer understand where the 911 is headed? I think it could be ○

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





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**911 Carrera RS (993 LHD)**

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**£249,995**



**911 2.4 S (LHD)**

Light Yellow • Black Leatherette Sport Seats • Manual Gearbox • 15" Fuchs Wheels • Side Oil Filler Cap • Porsche Certificate of Authenticity • 1972 (K)

**£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)

**£209,995**



**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 Carrera 4 GTS (997 GEN II)**

Carrera White • Black Leather Sport Seats • PDK Gearbox • Sport Chrono Pack with Sport Plus • 18,019 miles 2012 (12)

**£64,995**



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

Basalt Black • Black Leather Seats PDK Gearbox • Sport Chrono Pack Touchscreen Satellite Navigation 27,678 miles • 2011 (11)

**£47,995**



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

GT Silver • Cocoa Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 32,015 miles • 2010 (10)

**£47,995**



**Boxster S (981)**

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera Classic III Wheels • 14,757 miles • 2013 (13)

**£44,995**



**911 Carrera 4 S Targa (997)**

Basalt Black • Black Leather Seats Tiptronic 'S' Gearbox • 19" Carrera Classic Wheels • Satellite Navigation 28,490 miles • 2008 (08)

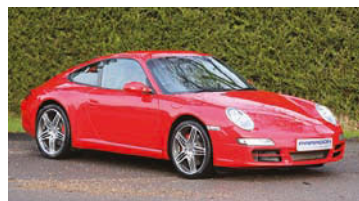
**£42,995**



**911 Turbo (996)**

Polar Silver • Dark Blue Leather Seats Tiptronic S Gearbox • 18" Turbo II Wheels • Electric Sunroof • 61,383 miles 2002 (02)

**£39,995**



**911 Carrera 2 S (997)**

Guards Red • Black Leather Seats Tiptronic 'S' Gearbox • 19" Turbo Wheels Satellite Navigation • 36,263 miles 2008 (08)

**£34,995**



**Boxster S (987)**

Arctic Silver • Dark Blue Leather Seats Manual Gearbox • 19" Carrera 'S' Wheels BOSE Sound System • 49,315 miles 2005 (05)

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Relatively speaking there's no such thing as a bad 911. Evaluating Porsche's halo car, critically picking over how the bones of its characteristics may subtly differ from another given incarnation of the same car, is largely a job of splitting hairs. New 911s are almost always about evolution not revolution; in 2011 the 991 was only the third

'all-new' design of 911 ever, and whether cooled by air or water Carreras have, for over 50 years, been normally aspirated. Every once in a while, though, Porsche is forced to move the narrative along, to make radical changes to the very DNA of its enduring icon in order to ensure it survives a new age. As you'll know, the most notable seismic shift of this nature was when we saw the

switch from air- to water-cooled engines between the 993 and 996. And again now we are playing witness to a similar reinvention occurring with the second-generation 991 Carrera – the most radically altered 911 not to receive a fresh numeric nomenclature in the car's history. Already much has been subjectively written about the now-turbocharged Carrera,





Traditionally new 911s  
are evolutionary not revolutionary.  
The second-generation 991 Carrera, however,  
is a radically different animal to the 911 you know and love...

# Revolutionary Road

Story: Simon Jackson  
Photography: Richard Pardon

initially most of it positive, secondarily some rather more cautiously optimistic, but if I were to tell you that the new car wasn't very good then I'd be both a sensationalist, and a liar. There's no such thing as a bad 911. No, the latest Carrera is certainly a good car, a very good car at that. It's finely crafted, expertly honed, and entirely worthy of its place in the Porsche

hierarchy. What it is not, however, for better or worse, is the same kind of car it once was.

Porsche's ability to reinvent the 911 somehow without barely changing its aesthetics is masterful, and undoubtedly a harder task than it may first appear. I've met some of the guys in charge of the job, they're very good at what they do, and aesthetically speaking they've pulled

another blinder with their tweaks to this latest 911. For their colleagues in the engine department, though, the transition to the new blown Carrera was unlikely to be so smooth. Turbocharged 911s are nothing new, and you'd be a difficult person to please if you didn't find the various incarnations through the years impressive. The first-generation 991 Turbo and





*It's irrefutably quick and proficient,  
yet ultimately missing the theatre  
and zeal that I adore in a Carrera*

Turbo S were automotive weapons on the road; it was pretty much all the practical performance car you could ever want or need – maybe more than anyone might need. But, while a 911 Carrera is a fast sports car, in the past it's been a different machine when compared with its more performance-orientated Turbo model siblings – and arguably more characterful to drive than those clinically quick Turbo cars too. With the advent of this latest Carrera using the same method of propulsion (yet admittedly with different engines – the new Turbo model 991s retain the old 9A1 engines over the new 9A2 unit), that gap has been narrowed.

In moving from a normally-aspirated engine to a turbocharged one the major noticeable casualty has been the engine note on the new Carrera. With force induced cars being quieter than their normally aspirated counterparts,

Porsche has clearly spent a lot of time and resources on attaining the most pleasing audible soundtrack possible with its new 3.0-litre flat-six turbo. From start-up even with the (optional) sports exhaust system switched off, the car sounds reminiscent of its forebear, yet it is missing the gravely deep bark to which we have become so accustomed, bizarrely there's a sort of air-cooled vibe to the audible accompaniment.

Indeed at idle everything seems golden, Porsche's engineering experts have obviously chosen to camouflage the sound of the two turbochargers out back in an attempt to pull the wool over our eyes, and they've done well, so it does almost sound normally aspirated. The car does, however, sound better from outside than it does from the driver's seat, yet I won't endorse increased use of that sound symposium technology designed to pipe noise artificially into

the cabin to improve things. On the road, masking the characteristics of the way turbocharged engines drive is harder, nay it's impossible, and as the science dictates it is a far quieter and different car than its forebear when on the move.

While the driving experience is not the same as the old 991 Turbos, at the same time, try as it might, Porsche cannot make this car drive like the old Carrera either. Thankfully the power delivery from this new 3.0-litre six-cylinder is considered, and there's been an effort to replicate the traditional nature of the old Carrera's torque curve. There's more shove lower down with a secondary hit up near the top end (yet it runs out of puff at the very top) just where the old car used to come on cam and deliver that beautiful yowl, before a 7500rpm redline kicks in – pretty high for a turbocharged engine. Ultimately there is more useable power throughout the rev range





thanks to the dual turbo arrangement – the car accelerates from around 2000rpm and catapults itself toward three figure speeds like no Carrera before it. And the good news is that it doesn't feel overtly turbocharged.

The book performance figures don't do this car's ability justice. Overtaking is such a breeze now that it's almost embarrassing – yes, this 911 is deceptively adept, but would you expect anything less? This new car is fast, and no one should dispute that fact, but for me a Carrera was never just about outright pace, it was more about a sense of occasion and an involving driving experience that would have you work a little to extract its best. This new car has torque whenever you need it, in practically every gear, at any revs, and that should be a good thing, but I'm not sure it connects with the driver in the same way as its predecessor. Try as it might to

differentiate itself from the digital and linear way the Turbo models typically drive, for me the new Carrera lacks the rich character of its forebears. It's irrefutably quick, undoubtedly proficient, yet ultimately missing the theatre and spine-tingling zeal that I for one adore in a Carrera. And frustratingly given the purported purpose of these changes, in the real world it's less economical than the old car; ours (PDK) struggled to return 30mpg on a run (less in everyday UK traffic) where the old car would've been hitting 35mpg with ease.

Yet still, none of this makes it a bad car as Porsche has polished other areas of the 991 for the better. The subtlety of the restyle is flawless in its execution, the first-generation 991 was a well-resolved exercise in chic, and any new additions (such as the vertical rear deck lid slats, new headlight illumination and redesigned rear

clusters) add to that feel of modern sports car class. The electro-mechanical steering for which the first generation car was so criticised has been tweaked slightly too. It means the steering feels more weighted and less assisted, it's sure to be a spot of engineering subterfuge but, regardless, it works, although some will still find it less communicative than they might wish.

There was nothing wrong with the 991's chassis, and so further good news comes that this new iteration remains as planted (when you need it to be) yet playful (when you want it to be) as ever, although given the bulk of a 911 these days, chucking it around requires both space, guile and a somewhat carefree attitude (especially on tight UK roads). The steering wheel-mounted chassis mode switch is a touch too gimmicky for me. While it's certainly more accessible for the driver than it was (when





## 991.2 CARRERA 2

**ENGINE:** 2981cc flat-six twin-turbo

**TRANSMISSION:** Seven-speed PDK (optional), rear-wheel drive, LSD, PSM

**BRAKES:** 330mm ventilated cross-drilled discs front and rear

**CHASSIS:** MacPherson struts (f), multi-link (r), coil springs, adaptive dampers, anti-roll bars (f & r)

**WEIGHT:** 1450kg

### PERFORMANCE:

**Power:** 370hp @6500rpm

**Torque:** 332lb ft @ 1700-5000rpm

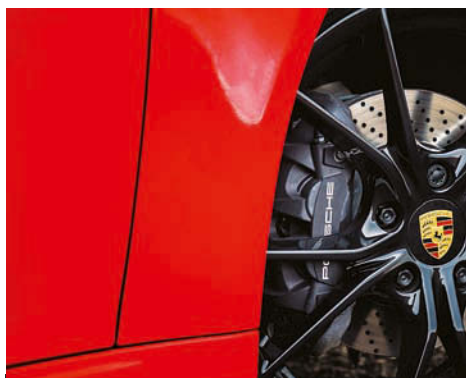
**Top Speed:** 182mph (PDK)

**0-62mph:** 4.4secs (PDK)

**Fuel Consumption:** 34mpg (claimed)

**Co<sub>2</sub>:** 169g/km

**ON THE ROAD PRICE:** From £76,412



mounted on the centre console) I still think it looks like a design afterthought, and the Sports Response Button (which puts the car into a heightened state of readiness for overtaking for a 20-second duration) in my view belongs on a PlayStation control pad, not on the steering wheel of a Porsche. Having said that, given the inclusion of such toys on other high-end sports cars these days, perhaps Porsche had little choice but to include something of this ilk. If anything, the new switchgear does somehow make the car feel more technologically advanced and up-to-the-minute. The same can be said of the new PCM system, which now works intuitively in exactly the same way as your smart phone.

On the surface at least, Porsche has not moved the 991 too far away from its original recipe, but peel back the bodywork and this is now a very different 911. As such perhaps it is neither fair nor relevant to compare the driving experience it offers with that of the car it replaces, yet the comparison is one that it is tough to ignore. If you've never driven one of the old naturally aspirated water-cooled Carreras then I doubt you'd find anything other than a thoroughly beautiful sports car in the second generation 991

– there is much to like. But, at the risk of sounding like a purist (which I do not count myself as, incidentally), despite it being a highly competent and clever contemporary Porsche, for me at first acquaintance there's some intangible magic missing from this new car. I miss the character and drama of the old Carreras, and believe me I rather hate myself for saying that as I want to embrace this new Porsche dawn.

Regardless this new Carrera remains at the very top of its genre, and in isolation it is still a fantastic car to drive, as time progresses it will likely both endear itself to the wider Porsche collective, and it will evolve too. I suppose there's little point in not accepting this modern trend for downsizing engines and turbocharging technology, as for the foreseeable future it's here to stay and likely the only way the 911 could compete with its now illustrious competitors in the marketplace. This is the automotive industry's answer to a bureaucrat's question, it's just rather sad these are questions that we, the consumers, never asked. Ultimately in the grand scheme of things, though, there's no such thing as a bad 911 – this new Carrera is very far from altering that Porsche edict... ○





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# Metamorphosis

The latest Porsche 911 is a major departure from form, with heaps of electronics and turbocharged engines across the Carrera range. How, then, does it compare with a 911 from 30 years ago, the ever-popular 3.2 Carrera?

Story: Philip Raby   Photography: Gus Gregory









*This is a car that rewards good  
driving while it could punish  
you if you get it wrong*





The 3.2 Carrera is held in high esteem by enthusiasts of air-cooled 911s, even in this company it's easy to see why...



No data connection'. That's the message that confronts me when I turn the key of the second-generation 991 Carrera for the first time and, in some ways, this sums up what the Porsche 911 has become – an extension of our high-tech connected lives. This is a car that links to your smartphone and Apple Watch. It switches itself off when you come to a standstill but, after a while, wakes up again to maintain battery charge. The heating system is constantly monitoring the cabin temperature and busily tweaks the fan output accordingly (you can even set the temperature from afar using your phone). Not only can you set the driving mode to 'Sport' or 'Sport Plus', there's now an 'Individual' setting you can program to suit your driving style. There's a camera available for the rear bumper so you get a full colour image of what you are about to back into. If you forget to apply the electric parking brake, the car quietly does it for you. There's even a section on the PCM touch-screen for 'Apps', for goodness sake. Why wait for Apple to build a connected car when it seems that Porsche has already done it?

Now, I'm no Luddite – far from it – I love my gadgets and I'm enjoying delving deep into the new PCM system's many touch-accessed settings. I'm secretly pleased to find a DAB radio system, decent access to my iPhone's playlists, and even the ability to tap into Google Street View. I am, though, a bit puzzled as to why the car needs to display the current time in no less than four places (count them – within the instrument

cluster, in the corner of the PCM screen and twice – analogue and digital – on the Sport Chrono dial). From the multifunction digital dial which displays everything from engine data to a g-force monitor right in front of the driver's eyes, to the plethora of reminders telling you to put on your seatbelt, release the parking brake, turn off the lights and remove the ignition key, this car is a technophobe's nightmare.

I chatted to someone recently who had traded his 996 for a 911SC, arguing that he worked with technology all week and wanted to get away from it at the weekends. Thank goodness he hadn't bought a 991, then! As much as I enjoy my tech, I can see his point. Sometimes it's nice to switch off the ever-nagging iPhone and get back to a simpler time when you had to, well, think for yourself. The time of the 3.2 Carrera, perhaps. It's odd to think that this car dates from 1985 – a time when the new Apple Macintosh computer was just beginning to change the world and the first mobile phones were appearing – as in technological terms the 911 hadn't really progressed much since its launch in 1963. It was, in fact, essentially the same car, albeit with fatter tyres and a more powerful engine. In the 1980s, that was beginning to cause Porsche a problem, as its competitors were becoming increasingly more modern (think Audi quattro, for instance). Today, though, the 3.2's simplicity adds to its charm. Inside, the only technology is a Blaupunkt radio, a light telling you when the handbrake is on, and a supposedly thermostatically-controlled heating system set by





a big knob between the seats. It is the very antithesis of the 991 and none the worse for it.

Put the two cars side by side and it's striking how much the 911 has grown. The 911 remained pretty much the same size throughout the air-cooled years but has since grown larger with each water-cooled incarnation. The current model is 208mm longer and 156mm wider than the 3.2 Carrera, which may not sound that much

but the extra bulk is very noticeable indeed. The older Porsche looks positively petite next to the new 991.

Although both cars are recognisably 911s, it's not until you get them together that you realise just how much the 911 has changed in recent years – the new car is a very different shape. This is most apparent at the front; while the 3.2 has traditional upright 911 headlamps set in front of

distinct wings, the 991 boasts smoked projector lights that lay back and blend in with wings that are only slightly proud of the higher bonnet. Add the massive front intakes into the mix and this could be the front end of a Ferrari – it's aggressive where the 3.2's face is friendly.

The side profile of the new car is more similar and truer to the 911 heritage but, even then, the rear end sits much higher and has lost





*Put the two cars side by side and it's striking how much the 911 has grown*

that low hunkered down look of the original. From behind, the 3.2 Carrera looks positively antique next to the sleek 991, with its tiny rear lights, separate bumpers, overrides and big whaletail spoiler.

It's inside the car that the 3.2 really shows its age, though. Even in 1985 this would have been a dated cockpit, with its long gearstick, five very separate dials and, well, not a lot else. It boasts

supremely comfortable seats and everything feels over-engineered and solid (with the exception of the floppy plastic interior door releases). In short, it's a proper 911 cockpit and anyone who has owned anything from a 1963 911 to a 2010 997 will instantly feel at home.

The 991 cabin, on the other hand, is a real departure. You sit lower and are cosseted by a high centre console covered with a plethora of

buttons. The interior is larger and much more luxurious with high-quality leathers and soft-touch plastics giving a real feel-good factor. Even the cup holders are an engineering delight and the door handles work beautifully. It is undoubtedly a lovely place to sit but you could be in a Mercedes or BMW – the cabin lacks the traditional 911 feel, mostly because of that (now higher) centre console which just isn't, well, 911





enough. It's more of a Panamera two-plus-two in here – and that is a worry. Has the 911 morphed from sports car to grand tourer?

That's not the only worry. The new 911 Carrera has a turbocharged engine – not in an 'in-your-face, outright power 911 Turbo' way but rather in a 'let's improve emissions and efficiency' way. Furthermore, engine capacity has dropped to just 3.0-litres (for both this base Carrera and the Carrera S). That's the smallest 911 engine since 1982 and, as the name tells us, smaller than the 3.2 Carrera's powerplant. But where our older car develops 234hp and 209lb ft, the new one produces an amazing 375hp and an eye-watering 332lb ft of torque.

With such impressive figures, it's not surprising that the new Carrera is fast – very fast. The throttle response is phenomenal and any turbo lag is so brief that you're hard-pushed to notice it. In fact, if I didn't know there was a turbocharged engine behind me, I am not sure I'd have guessed. The exhaust note may be a little muted by the forced induction but it still sounds wonderful, especially when the Sport button is pressed. Sure, it's artificially tuned to sound throatier but so what? At high revs it still sends tingles down my spine.

The 991.2 engine is so eager to rev and to please, it's hard to resist giving it some stick at every opportunity. The handling is more involving than that of the outgoing first generation 991, too. I've never subscribed to the

view that electrically assisted power steering detracts from the 991 (if you took that argument to the extreme, you'd be just as disparaging of the hydraulic assistance on earlier 911s) and there's no doubt that the new car's steering is sublime. It's quick, precise, responds to the throttle and offers great feedback, just as you'd expect of a 911. The clever PDK transmission, meanwhile, has an uncanny knack of being in just the right gear at the right time, making changes so smoothly you barely notice them. Indeed, the only reason to make manual changes with the paddle-shifters is because it's fun to do it yourself and the little throttle blips on downshifts are most pleasing. Drive the 991.2 fast and its bulk shrinks away. You forget about all the high-tech gadgets as you concentrate on what matters: the power and the handling. Whatever tweaks Porsche has made to the chassis have worked – the car has got its mojo back. The 991.2 feels like a true, smile-inducing 911. I like it a lot.

Getting into the 3.2 Carrera after experiencing the 991.2 is like putting on a favourite pair of slippers. It feels familiar, homely and just right. The engine sounds wonderful when you rev it. Not because of the work of acoustic engineers but because of real mechanical engineers who designed it to do a job and the fact it sounds fantastic as well was just a happy aside. The 915 manual gearbox has come in for a lot of stick (no pun intended) over the years but it's finally being appreciated for what it is: a classic part of the 911

experience. You have to let the transmission oil warm up (which takes a while) before it operates at its best and, even then, you need to ease the lever from gear to gear rather than slamming through the 'box. Get it right and it's immensely satisfying and a world away from the 991's computer-controlled PDK.

The 3.2 has around 140 fewer horses than the 991.2 but is a hefty 315kg lighter so it still feels a fast car; a 0-62mph time of 6.1sec is not to be sniffed at. Sure, it lacks the new car's brutish power but there's still more than enough to have fun with. And the 3.2 is a lot of fun. Its handling is less controlled than that of the 991 so you have to think more about what you're doing, losing speed before a bend then ricocheting fast out of it. This is a car that rewards good driving while, at the back of your mind, you're always thinking it could punish you if you get it wrong. There's no Porsche Stability Management acting as a safety net here – it's all down to the driver – and there's no power steering, either. Finally, this car's 16-inch wheels and higher-profile tyres give a much quieter and more comfortable ride than the 991's 20-inch rims with rubber band tyres.

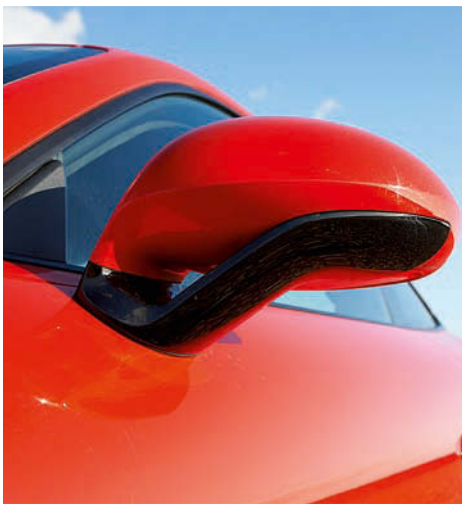
There's a social difference between the two cars as well, especially finished as these two are with in-your-face Guards red. Drive an old 911 of whatever hue and, without fail, you'll get positive comments from people when you pull up at a filling station, and other classic Porsche drivers will give you a friendly wave or a cheery flash of their lights.



*Drive the 991.2 fast and  
its bulk shrinks away*



You can't see much of it but the 3.0-litre turbocharged engine in the new 911 has caused quite a stir. Is it a Carrera engine to covet?





	3.2 CARRERA	991.2 CARRERA
Capacity	3164cc	2981cc
Power	234hp	375hp
Torque	209lb ft	332lb ft
Length	4291mm	4499mm
Width	1808mm	1652mm
Height	1320mm	1294mm
Weight	1210kg	1525kg
0-62mph	6.1sec	4.2sec
Top speed	152mph	182mph



Sadly, that's not going to be the case with the 991 and some people are going to treat you with derision for driving a new flashy, brightly painted sports car. It's not right but that's the way it is.

The new car is also more than twice the price of a good 3.2 Carrera and will inevitably drop in value, while classic 911s are going up year on year. And what's going to happen to all that technology? Will a ten-year-old 991.2 sync with your Apple Watch 8? I doubt it.

I started off thinking I'd not like the new

Carrera as much as I do. It's an incredibly capable sports car that anyone can jump into and drive at speed for long trips, while still offering a 911 driving experience. This base Carrera is so good, I see little point in paying more for the S version. Yet part of me wonders if it's just too fast and too good to have proper fun with. In contrast, the 3.2 Carrera demands so much more from the driver that you're always striving to improve your driving of it; always trying to master its quirkiness. It's a car that you'll never tire of – it

just won't sync with your phone.

And that, perhaps, is the crux of the matter. We live in a digital, connected world which is just fantastic and the 991.2 embraces it admirably. However, just occasionally it's good to escape to the analogue world of the 3.2 Carrera. A world without internet and smart watches, a world with manual gear changes but without constant pandering and nannying. As technology marches on, we need classic air-cooled 911s more than ever ○



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AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)  
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP  
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M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
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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997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

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MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/SPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
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# SECRET AGENT

This genuine 1973 2.7 Carrera RS is a distinctive car in its own right and survives in its original, unrestored condition, but it also has a few special secrets up its sleeve...

Story and photography: Arttu Toivonen





We've all heard the stories, legends and myths about the Holy Grail of air-cooled Porsches. Those legends are about the ducktailed, featherweight special that Porsche was originally afraid to make as it was not certain if it would sell the required 500 examples. The 2.7 Carrera RS was priced aggressively, barely eight percent over the then-top model 911S, but it had a completely new engine with fuel injection, lightweight body panels, and thinner and lighter

side windows to make it faster and more appealing to the performance-oriented buyers.

While the regular 911 was already on its way to becoming the heavy, smooth, luxury GT it is nowadays, the design of the 2.7 Carrera RS harks back to the late 1950s and early 1960s. At that time, Porsche's 356 was by no means a comfortable cruiser, but a more simplistic, light and nimble sports car. Still, Porsche decided to make its giant-killer faster by adding the four-cam masterpiece engine by Ernst Fuhrmann,

while making it lighter by stripping unnecessary weight from certain Carrera GT versions.

When Porsche was designing the '73 model line-up, the Carrera moniker itself had been absent for nearly a decade. It had always been the telltale of the fastest, lightest and most desirable car in the Porsche line-up, and the good men of Stuttgart decided to bring it back with the new king-of-the-hill 911. The letters 'R' and 'S' were added, for Renn and Sport.

The sports car world was leaning towards a



more comfortable, quieter and somehow more refined era. Long gone were the days of ascetic, cheap and utterly puristic cars of the earlier decades. The 911 was honed for both speed and ability to cover great distances without stressing the driver too much. This was probably one reason why Porsche wasn't so sure the RS would sell, and it wanted to make sure it would succeed.

Introduced at the Paris Motor Show on 5 October 1972, the 2.7 Carrera RS was remarkably different from the 911S. It was introduced in two different guises, the Carrera RS Lightweight (RSL) and the Touring. While Porsche took orders for both versions, the first batch of 500 cars were all made under the Lightweight factory code 'M471'. If a customer insisted on getting the Touring version, it was built to such spec outside the factory, usually by the dealer.

The RSL was lighter, with thinner sound-proofing, thinner windows and thinner sheet metal for the doors and bonnet. It also had lighter trim on the bumpers and came without a rear seat.

Porsche's fear of not selling the required 500

cars was quickly proved exaggerated. Those were sold within a week of introduction but soon after, Porsche faced another problem. While it had made early Lightweights and Tourings with the same lightweight special components, Porsche had miscalculated demand for the RSLs. Porsche's stock of the thinner gauge doors, bonnets and windows started to run out. Therefore later RSLs were usually equipped with heavier body parts, whilst still having thinner sound-proofing and other Lightweight components.

Our car here is a genuine M471 example, but its story goes much further than that. It was manufactured in late spring 1973, but it is still sporting its fair share of lightweight components, the side windows are RSL units, and pretty much everything on the doors suggest they are thin gauge versions too.

On first look, you might mistake this Tangerine orange example for some weird wannabe RS. Something in the bodywork just doesn't add up – the arches are wider than on your usual '73 model. That, together with its later circa '74 IROC-type rear

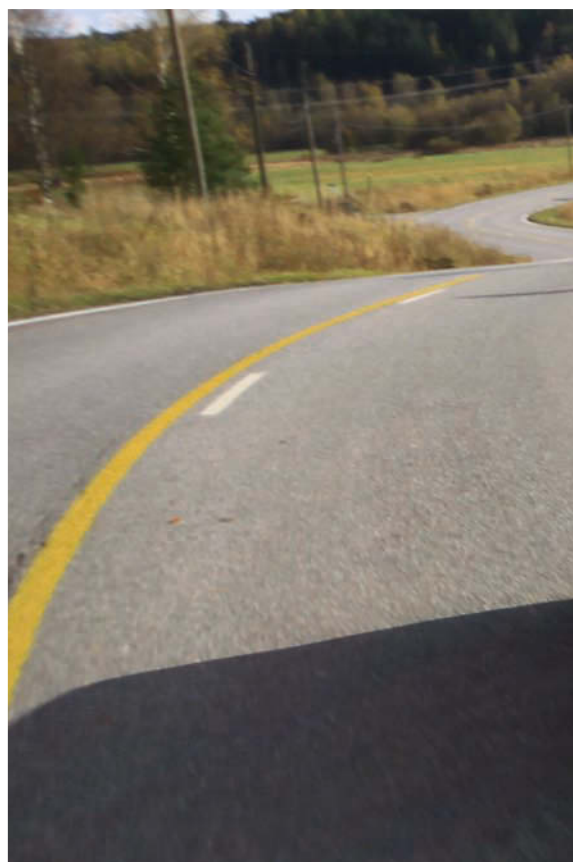
spoiler might lead you to think this is something other than an original and unmolested 2.7 RS.

Current owner, Juha Liukkonen from Finland has another story to tell – you're actually looking at completely original, unrestored special. This example is said to have belonged to then-Porsche factory racer Leo Kinnunen, who had the '73 as his company car. Due to the inhumane car tax systems in use in his native country, the orange Carrera RS was never imported or registered to Finland when it was new.

This part of the story might also be the reason for its appearance. While the car's certificate of authenticity tells pretty much nothing besides the fact that it's a matching numbers Lightweight equipped with 80 percent locking differential, Juha says that the wider wheel arches were added when the car was new. Kinnunen probably had friends at the development and racing departments, and while they understood the marketing value of the InterSerie star racer, adding a few goodies like wide arches from the RSR parts bin was probably a good idea. The seam welding



The RS boasts a number of unique original parts, fitted through its association with a former Porsche Works driver...





The original passenger seat survives but has been stored for preservation purposes

inside the wheel wells is executed very well, pretty much like the factory would have done, though spray lines can be seen here and there. The car originally had those recognisable Carrera decals, but Juha says they had been covered with masking film when car had its width widened. The scripts were missing when he bought the car in 2001, but he then installed a new set. It was easy, since it had paint lines from the masking film used to mask the decals.

The rear spoiler has another rather interesting story to tell. Germany had very strict laws for road-legal cars and their components in the early '70s, which means the original ducktail rear spoiler wasn't actually approved to be road-legal. RSs were therefore originally shipped with regular engine lids and the lightweight composite ducktail was packed in bubble wrap and thrown on the rear seat before delivery.

This particular 2.7 RS is sporting something else unique too. Leo Kinnunen is said to have been involved in the development of the whale tail spoiler, which debuted on 911 IROC specials







in 1974. This rear spoiler appears to be factory-made, though it still has a hand-built feel. The fitment is excellent, and the glass fibre layers underneath the skin are clearly laid by hand. Juha says that the spoiler was given to Kinnunen and installed to his car as a thank you for the work he did developing it for Porsche. In fact, this might actually be the first 911 ever outside the factory with a whale tail spoiler, Juha says.

There are some other pieces of unique equipment here and there on the car, some of them might be from the skunk works or probably installed by the racing department outside the factory records, and that's not all. As standard, the Carrera RS had 210hp, though Juha says his car produces approximately 235hp.

When I finally get a turn behind the wheel, it feels pretty much like a Carrera RS should,





except the super wide tyres give it a heavier feel at slow speeds. Juha tells me to floor it to find out how the car transforms when the rev counter needle climbs. I do my first upshifts at relatively low engine speeds, but Juha tells me to push harder. I do exactly what I'm told. First gear, second gear, third gear all the way to the redline. The engine's deep, throaty growl turns into a wild, furious bark before I engage the next gear.

This car has covered just over 60,000km during its life and Juha tells me that Leo Kinnunen drove approximately 32,000km of them, the rest were covered by the second owner and himself. This car has certainly not led the pampered garage life you might expect of such a rare and prime model. It has a slight dent in the bonnet, a few rust spots here and there, but nothing overly serious. The driver's door and co-pilot's front wing have the

biggest damage, but Juha tells me that he is not going to do anything to them as he believes it would ruin the car's originality.

The car's paint work and interior also appears to be completely original. It has supportive RSR-type bucket seats with original Repa four-point harnesses. Juha uses his RS on a regular basis, so the original driver's side bucket seat has been temporarily replaced with a period-correct sports seat for sake of saving the original item.

The originality does not end there, either. Juha has two sets of wheels and tyres for the car, and while both sets are correct Fuchs with correct size tyres, the first set are the originals from the mid-Seventies. They appeared to be a slightly hard compound at first, but they did soften and gained a fair amount of grip after few hard laps on track, Juha says with a grin on his face.

But tyres aren't the only factory-installed components on the car which have usually have been replaced over the years. The car's Koni shock absorbers have production stamps on them matching the actual production date of the car, March 1973, except one rear shock, which has been replaced. However, its production stamp is dated as November 1973. There's a rumour that it was a practice car for 1000 Lakes and Targa Florio in 1973, hence the car is equipped with rally-spec suspension and chassis tweaks...

This RS, with its wide arches and huge whale tail rear spoiler is truly something special. This original, unrestored car with its battle scars certainly tell an interesting story after nearly 43 years: Porsche skunk works additions, a factory race driver avoiding car taxes for decades... you really couldn't make it up! ○



A standard RS has 210hp, this one has 235hp, adding to its very mysterious story



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Simon has worked across several automotive publications over the past decade

## Could VW's experience with fast, fizzy turbocharged four-pots help Porsche's new 718s? Simon Jackson hopes so...

Stick with me on this one. I recently took the new VW Golf R Estate for a spin, which on the face of it has little relation to the world of Porsches, or so I thought. Porsche might have you believe that its connection with the other Volkswagen Audi Group (VAG) marques; VW, SEAT, Skoda and the like are distant economic relationships born out of dry boardroom shenanigans, but it seems that the automotive family DNA does run far deeper. Fresh from stepping out of the new second-generation 991 Carrera, I was surprised to see a near-identical head unit staring back at me from the Golf's rather slick dashboard, and I was even more shocked by its operational similarities to the 911's latest touch-screen smartphone-style PCM unit. It makes sense that Porsche might share technology with the other brands under the VAG umbrella, but the differences in this instance really are only cosmetic.

My initial gut feeling was that similarities of any kind between the humble Golf and a new 911 did little for Porsche's prestige image, and that there couldn't be much worthwhile traffic going back the other way between VW and Porsche. Then I remembered that the Golf is powered by a raspy 1984cc four-cylinder turbocharged TSI petrol engine, and that the 718 Boxster and Cayman is about to receive two engines (2.0- and 2.5-litre) sporting similar architecture.

Perhaps Porsche could learn a thing or two from the boys at Wolfsburg? What though, if anything, could Porsche glean from VW about petrol engines that it doesn't already know? Potentially a fair bit. VW has long delivered a masterclass in performance orientated turbo four-pots, the 1.8T in the Mk4 Golf was great fun, the 2.0-litre turbo in the Mk5 Golf GTI even more so, but I sincerely hope someone at Porsche drove the 300hp Golf R before completing work on the 718's newly-developed pair of flat-four engines. They need to perform like it.

The Golf R is enormous fun to drive



*"I sincerely hope someone at Porsche drove the Golf R before completing work on the 718's newly-developed pair of flat-four engines"*

because, importantly, it has character – something I feel the second-generation 991 Carrera engine could use a bit more of. Admittedly the Golf is a bulky front-engined car using a Haldex four-wheel drive system coupled with VW's torque vectoring system to pull it out of corners and eliminate understeer, while the 718s will be two-seaters, mid-engined and rear-drive, but there are still lessons worthy of note here. The R's engine demonstrates a playful character with generous power and torque (280lb ft) whenever you need it without producing huge lag or running out of puff at the top end (peak torque is up at around 5500-6200rpm).

Coupled with a confidence-inspiring set of stoppers it's quite the weapon, one I'm sure could give a few Porsches a run for their money under the right circumstances. At £33,585 it is little wonder you see so many on UK roads.

What all this serves to suggest is that while the loss of the traditional six-cylinder engine in the Boxster and Cayman is something enthusiasts are permitted to lament, it's certainly not the end of the world for fun performance Porsches. If Porsche can deliver an engine as peppery and engaging as the one in sister marque VW's Golf R then all is not lost.

Naturally at the time of writing

we've yet to get behind the wheel of the force-induced 718 cars, but on paper at least they look to provide a similar level of performance to that found in the Golf R I drove. The Boxster is confirmed to have 300hp with 280lb ft torque (the same level of torque as found in the Golf R Estate), the Boxster S will benefit from 350hp and 310lb ft torque, and it'll be up to 164kg lighter too. Far from being an exercise in economies of scale and parts bin car construction, VAG has the potential to ensure this watershed moment as Porsche moves into the world of four-cylinder turbocharged engines is an outright success, and not an embarrassment... ○

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



# BODING

FOUR

It's 20-years since the Boxster first arrived in the Porsche range, and to celebrate that, 2016 will play witness to some of the most radical changes to its genetic makeup yet. The mid-engined two-seater layout remains the same, no surprises there, but the Boxster will now be powered by a newly-developed pair of flat four-cylinder turbocharged Boxer engines – making it the first Porsche since the 968 to be powered by a four-pot. This move away from normally-aspirated six-cylinder engines, of course, partly falls in-line with the force-induced second-generation 991 Carrera, but moreover it means that the much-mooted flat-four turbo Porsche is here: purists look away now.

The new car, termed the '718' Boxster for reasons we're not entirely sure of, receives a new 2.0-litre engine capable of producing 300hp in place of its old 2.7-litre 265hp six-cylinder mill in the old entry-level car. Meanwhile the Boxster S sees a switch from its old 3.4-litre 315hp unit, to a 2.5-litre

engine capable of developing 350hp. Both engines make use of Porsche's unique variable turbine geometry technology that, in the past, has typically been reserved for the 911 Turbo. Power gains have been made over the outgoing versions of both model variants, but Porsche claims that the real benefits will be seen when it comes to fuel economy, with a 13 percent improvement – more on that shortly.

It is, then, these new engines that are the big story here. With 280lb ft, the 2.0-litre engine in the 718 Boxster gains 74lb ft of torque over its forebear, and it's delivered around 1500rpm earlier in the rev range than with the old six-cylinder unit at between 1950 to 4500rpm. In the Boxster S, the larger 2.5-litre engine claims power increases too, with a total of 310lb ft of torque at 1900 to 4500rpm, but here's an important bit: peak horsepower is available at 6500rpm for both engines and they rev to 7500rpm. That means





It's the first Porsche since the 968 to be powered by such an engine, but was a four-cylinder Boxster really necessary?

Story: Simon Jackson  
Photography: Porsche

that although the delivery of power will be markedly different to that of a normally aspirated flat-six, these new four-pots will still have a punch further up the rev range, and should not, as some have suggested, feel like diesel engines to drive. Either way the arrival of the 718 Boxster is sure to offer a driving experience different to that of Boxsters of old.

Sadly the car hasn't just gained more power and better economy, it's also gained weight. Both variants are heavier than the old car, the Boxster is up by 10kg, the S carrying an additional 15kg, and we hear the new running gear is the reason for these increases. We can't help but feel that Porsche has missed a trick here by not adding





lightness, akin to the all-new Mazda MX-5.

All 718 Boxster models will come equipped with a six-speed manual transmission as standard, but if you specify the optional seven-speed PDK automatic system you will benefit from the fuel-saving technology previously only seen on the 911. This is whereby the gearbox employs what Porsche call 'virtual gears' for best efficiency. Put simply, when in traffic for example, the car pre-selects two gears operated by separate wet clutches, it partially engages them both, meaning the 'box is working at a ratio between the two, when the car moves forward again it selects the best option to proceed and releases the two slipping clutches. There's another benefit to specifying the PDK system too. With PDK transmissions (and the Sport Chrono Package optioned), the 718 Boxster will sprint from 0-62mph in 4.7 seconds (0.8 seconds quicker than the old car), while the Boxster S will achieve the same run in 4.2 seconds (0.6 seconds faster), which interestingly is just shy of the Cayman GT4. From there the two cars will power through to respectable top speeds of 170mph (Boxster), and 177mph (Boxster S). But what about that all-important mpg?

On paper the combined economy increases for the new models are negligible; 40.9mpg (Boxster) and 38.7 mpg (Boxster S) – that's an increase of 5.1mpg for the Boxster and 4.3mpg for the Boxster S – hardly much to write home about, is it? But it's here that we foresee a problem. Admittedly in light of recent events, we're all only too aware of how unrealistic mpg tests, facts and figures can be and how irrelevant they are to real world driving. But when Porsche is hanging the entire concept of this new car on

efficiency gains only to offer an extra few miles of ability and increases in horsepower it should have been able to achieve with its old six-cylinder engines, the exercise loses some credibility. It's sure to provide any purists lamenting the loss of a six-cylinder soundtrack with some ammunition at the very least, but let's not forget that it's really the reduction in emissions that Porsche's engineers will be concerned with and, of course, turbocharged cars offer an advantage over their normally aspirated counterparts there. Lower CO<sub>2</sub> emissions are offered by both of these 718 Boxsters over the models they replace, and that's not just good news for Porsche, but also Porsche's parent group, VAG, too, which is desperate to lower its collective numbers. The 718 Boxster registers at (manual/PDK) 168/158g/km, while the 718 Boxster S figures are at 184/167g/km – the reductions aren't dramatic, but they might be welcome news for company car drivers as well as VAG's boardroom CEOs.

In addition to all this engine work the 718 Boxster receives reworked suspension and uprated brakes. Porsche has tuned the chassis of the new car in an attempt to make it more agile, the electro-mechanical power steering system has been massaged to be 'ten per cent more direct'. PASM is optional as you might expect, providing a 10mm lower ride height, but for the first time the Boxster S can be specified with a PASM Sport Chassis. This lowers the car's ride height by 20mm, and is said to offer greater comfort and responsiveness – it's good news. With the Sport Chrono Package box ticked on the order form, the 718 Boxster benefits from the same four driving settings found in the new 911: Normal, Sport, Sport Plus and Individual. We



## 2016 718 BOXSTER S

**ENGINE:** 2.5-litre four-cylinder turbo

**TRANSMISSION:** Six-speed manual

**BRAKES:** 330mm discs, four-piston callipers

**CHASSIS:** (optional) PASM, PASM Sport, PSM, PTV

**WEIGHT:** 1430kg

**PERFORMANCE:**

**Power:** 350hp

**Torque:** 310lb ft

**Top Speed:** 177mph

**0-62mph:** 4.2-sec (PDK)

**MPG:** 34.9 (manual, combined)

**CO<sub>2</sub>:** 167g/km (PDK)

**ON THE ROAD PRICE:** £50,695





Inside, the 718 gets the latest PCM system and can be specified with the (wheel-mounted) Sport Chrono driving mode options as found in the new 911



*Inside you'll find a new dash design and the latest PCM system as seen in the new 911*



The external restyle is more of a face-lift than a radical redesign. The badging out back is now more prominent



*What is certain to prove controversial is the integrated three-dimensional 'Porsche' badge between the rear lights*





## 718 BOXSTER IN NUMBERS:

1410kg  
& 1430kg2.0 & 2.5  
-litre enginesBOXSTER S **177**MPH  
TOP SPEED40.9  
mpg**4.2**  
-secs0-62mph  
BOXSTER S**13%**  
fuel economy  
improvement**170**  
mph

from

**£41,739**300hp and  
350hp**6500rpm**  
peak torque**4**  
CYLINDER  
ENGINES718: NAMED AFTER MID-  
ENGINE RACERS OF '50S

expect this to offer much the same as it does on the second-generation 911.

Working in conjunction with the PDK system, the new 718 Boxster Sport Chrono system comes with the Sport Response Button, also pinched from the new 911 assembly line. As you'll probably know, this provides a 20-second boost of maximum responsiveness for ease of overtaking. New 19-inch wheels come as standard, or there are optional 20s too. Inside you'll find a new dash design, and the latest PCM system as seen in the new 911. While all this (inside, outside and underneath) brings the 718 Boxster inline with the latest 911 Carrera, there's no breathtaking news here, and that's probably for the best as the 981 versions boasted a beautifully balanced package.

On the outside, the Boxster has been tweaked by Porsche's styling department, using the existing 981 car as a starting point, but the refresh may not be to everyone's taste. The sleek, well-resolved nature of the 981 series cars were always going to be a tough act to follow, and while it's easy to see the influence of the old cars in the 718, Porsche claims only the luggage deck lids, windscreen and roof have been left untouched by its designer's pencils. Down the flanks, larger air intakes are the main feature,

while the elongated front and rear bumpers may divide opinion – they do appear slightly at odds with the car's other dimensions. Porsche claim the car has been designed to appear wider. What is certain to prove controversial is the integrated three-dimensional 'Porsche' badge between the rear lights, the jury's out on that one, and we're confident the (usually no-cost) option to delete the rather inelegant '718 Boxster' badging off the rump will prove popular. As part of the styling package, updated lighting features, including new bi-xenon headlights with integrated daytime running lights as standard, LED units with four-point daytime running lights come as we have seen on the latest 911, are optional. And did you notice the door handles? They have been redesigned without recess covers to tidy the new car's profile view.

The 718 Boxster is priced from £41,739, the Boxster S from £50,695, which means both are slightly more expensive than their forebears. They are available to order now, with first deliveries taking place in the spring. Naturally, we'll be bringing you our full opinion as soon as we can get behind the wheel and, just in case you were wondering, we expect the new Boxster's coupé equivalent, the 718 Cayman, to follow shortly ○





We reserve the right to edit letters for clarity. The views expressed are not necessarily shared by the magazine and its publishers.



## 996 or Cayman?

I really enjoyed your article in last month's issue on the Cayman and 996, a comparison I have long wrestled with in my mind. It seems to me that those who dismiss the Cayman, or any 'non 911' for that matter, in favour of a 911 are both short-sighted and prehistoric in their viewpoint. Not only does the Cayman, in all its guises, make for an enormously enjoyable drive, it is also regarded (by many in the know) as the car Porsche itself wishes the 911 could have become in modern times.

If there is one good thing about the increased values of 911s, both old and



new, today, then surely it is that people are finally looking to the other Porsches available to them and giving them the respect they have always deserved.

John, email

**BRITEMAX**

Star Letter

Many thanks for your letter John. We think you raise a worthy point and we fully agree with you – the Cayman certainly is a highly worthy adversary for the 911. GT



## 944 Turbo

Regarding the 944 Turbo article in your January issue, I have to challenge the author on a couple of points...

The first is that these articles are still written in the pretext that someone buying a 944 Turbo does so because they can't afford a 911. I'm lucky enough to be able to choose from many cars in the Porsche range and the 944 Turbo is my car of choice.

My second point is the values. I had mine valued by Porsche at £20k, with 103,000 miles on the clock, which I was told was average pricing for a car in today's market and prices are expected to rise this year.

My final point is, although the 944 Turbo and the Carrera shared the same list price, you simply can't compare the two as the 911 cannot compete on almost any level with the Turbo. If you look back at the 1988 article in *Automobile* called *A Tale of Two Turbos* a true comparison should be between the 911 Turbo and the 944 Turbo and I'm happy to say that the 944 Turbo was deemed the quickest. And who's to argue with Derek Bell?

Barrie Powell, email

Thanks for your input Barrie, you raise some good points. GT

## Electric Porsches?

Peter Morgan rants irascibly at length about the apparent infeasibility of affordable Battery Electric Vehicles (BEVs, or the 'purely electric automobile' as he so quaintly puts it) in the February issue.

Ironically enough, on the very day that I downloaded that issue of *GT Porsche* onto my iPad, GM announced the \$40,000 (before US government tax incentives) Chevrolet Bolt at the Detroit Auto Show. This amply proves the futility and intellectual arrogance of Mr Morgan's assumption that just because he cannot see how it might be done, it cannot be done.

Fortunately for Porsche fans everywhere, Porsche will no doubt continue to pursue the BEV path to whatever conclusion its research and development takes it. In the meantime, I trust Mr Morgan will soon arise from his fainting couch, to which he no doubt retired when Porsche introduced water-cooled engines, and learn that the world moves on. Why, some of us even read magazines on electronic devices these days. Embrace the electrons, Mr



Morgan, they are our friends.

Kuryan Thomas, Virginia

There will, of course, be some who will not embrace the arrival of an electric Porsche. What is sure to put the cat amongst the pigeons is an electric 911. GT



## Have Your Say

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If the 911 were a political party, it would call itself a 'broad church', a place where 911s of all persuasions could come together to find common cause among their wide and disparate aims and abilities. And while at the outer extremities of one wing you'd find the die-hard, tub-thumping GT3 firebrands, at the other pole would be the Targas. These are the nice, quiet 911s, and they're there to appeal to a careful, considered, thoughtful kind of customer.

And never more so than now. In its second generation, the predominately turbocharged range of 911s is now so sensible and moderate that the stoically rebelliously normally aspirated GT3s are looking like a splinter group; an awkward squad of atmospherically inducted traditionalists barracking from the back benches. By contrast, the Targa could scarcely be more in its comfort zone. Do not doubt the direction in which this particular party is moving.

You can argue all day and night whether Porsche's new turbo motors advance the 911 cause as a whole. It is rather more difficult to argue against its application in a Targa. Because they are heavy (would you believe a Targa S weighs the same as the full blown 572hp Turbo S and 160kg or two large men more than a standard Carrera S?) but have no more power than their stablemates, these are the slowest 911s you can buy. These are not cars for wind-in-the-hair outdoor adventurers as the fact that hardly any are sold to previous 911 convertible owners

# NEW MODEL ARMY

Andrew Frankel drives two new versions of the second-generation 991: the latest 911 Targa and Carrera 4S. Are these the versions to have?

Story: Andrew Frankel Photography: Porsche



*The low effort, high output character of  
the new engines suit the Targa's  
character to perfection*







clearly proves. They are 911s for those who like the image of a 911, its everyday abilities but want one that's just a bit different, somewhat better looking and perhaps rather more versatile than standard. They want a 911 that cuts a dash for sure, but not if it interferes to the tiniest extent with that sense of safety and security. Which is why Porsche will still not make a rear-wheel drive Targa available: its research shows that while only one-in-three customers want a four-wheel drive 911, that number includes almost three-in-three Targa customers.

My drive in the Targa was perfect, insofar as it combined a stretch of top down motoring in the South African sunshine followed as is so often the case in this part of the world by a downpour of such monumental proportion it felt at times like driving underwater. I may have driven through weather as bad as that in my life, but certainly none that was worse, the rain thumping down on the car so hard and fast my local drive-through car wash seemed able to produce little more than drizzle by comparison.

Happily I had time to stop to raise the roof because the Targa's one on-going flaw is that the

car must be at a genuine halt before the roof will work, partly because it is a very heavy mechanism but mainly because mid-operation it briefly obscures the rear lights rendering the car temporarily illegal. And once back in place, I could find no meaningful difference between it and the coupé... except that in the coupé I often want to drive fast, with the engine shrieking and the revs off the clock – a pursuit in which the new turbo motors have their limitations. In the Targa I just wanted to relax, and for that turbochargers win every time.

The low effort, high output character of the new engines suit the Targa's character to perfection. I'd really counsel against getting an 'S' model because if it's high performance you want, you probably shouldn't be thinking of a Targa. Drive a standard Targa 4 instead and you'll still have more torque at just 1700rpm than the last Carrera S could summon while bellowing away at 5600rpm. The performance is delivered in a way that is effortless and easy, and with just enough of a low down, flat-six growl from the back to ensure you never forget what kind of power you have or where it is coming

from. Smooth and sophisticated it may be, but this is still a 911.

Should you be overcome by a moment of madness and feel an overwhelming urge to shift down a couple of gears and give it the beans, you will be rewarded by a solid shove in the back: even this slowest of 911s is not slow as its 4.7sec sprint to 62mph (4.5sec with PDK automatic gears) attests. Find yourself in Germany with an empty autobahn spooling out ahead of you and it will fly across the face of the planet at 180mph, and you'd need an unusually fast light aircraft to keep up with that.

It would be easy to be snuffy about this car, say that it's not a proper 911 because it's heavy and probably the least rewarding of the breed to punt down a decent road. On the contrary I think this is a fine new 911 for two reasons...

First, Porsche has had a Targa in the 911 range for over 50 years and this one combines the style of the original with the ease of use of the later cars – and I know you could say as much about first generation 991 Targas but the point is no less valid for that. However you measure it, this is a damn fine Targa. Secondly, I return to my





*The first thing my brain told me was  
that this new Carrera 4S was an  
exceptionally accomplished car*





early broad church theme. Another part of the 911 make-up that's also past its half century is the concept of the less frenetic, more user-friendly 911. Back then they called it the 912 or, later the 911T, but it was no less a 911 for that, merely different.

The only real shame of the Targa is that there is still no sign of a turbo Targa because the way the roof mechanism works creates a packaging problem that would cost more to solve than the car would likely add in additional profit. When the next all-new 911 Turbo comes along with the new engine under its bootlid, perhaps then the Targa's full potential as the ultimate, effortless, all-weather 911 will finally be realised.

However, if you're not a fan of the Targa's looks or feel the weight penalty just too much to bear, then perhaps its all-wheel drive coupé sibling is for you? Enter the second-generation 991 4. It just so happens there was a 4S version of the car on hand in South Africa...

By any standards, it was a good drive. The weather was good, the roads clear and open. There were challenging curves, tight corners, gradients, odd cambers, sudden surface changes and all the paraphernalia you'd want to sniff out any weakness in the car's chassis.

I was trying very hard to do my job. I don't seek your pity but there is a problem with roads like this, especially if you are in a car as capable as the new 911 Carrera 4S. With literally not another car in the vast open spaces of the South African interior, the temptation was just to go for it. Heaven knows there's no opportunity to stretch a car's legs like this in the UK and very few in Europe. Here you can just go. But you mustn't. First there is a safety issue for while there are no cars, it's harder to see animals in the undergrowth as you flash past at some unmentionable speed, and I didn't fancy even a 911's chances in a high speed encounter with half a tonne of bad tempered Water Buffalo. Perhaps more saliently, if you drive like this all the time you won't actually get a very clear idea

of how the car is behaving. So I maintain a margin, both for safety's sake but also to provide my brain with thinking space.

The first thing my brain told me was that this new Carrera 4S was an exceptionally accomplished car. With rivers of torque available at little more than idle from the 414hp, 3.0-litre twin-turbo engine you could take on any challenge such a road can offer in just its three middle gears: the first and last two are for these purposes entirely redundant.

Now that Porsche has finally acknowledged that its seven speed manual gearbox was not up to its usual high standards and completely re-engineered it, to me it's once more the transmission of choice for such a car. PDK is quicker (though what do you do with the time that you've saved?) and the manual is far more involving.

Like the previous 991, this is a 911 you need to be driving quite quickly before it will feel alive in your hands. At more everyday speeds most customers don't want an experience as interactive as the one this offers and rightly so because on the Hangar Lane Gyrotronic System it is likely only to prove frustrating. But now I was going fast enough for me to become properly involved in its actions, I hoped it would therefore reveal its innermost secrets to me.

Truth be told, most of the time it feels much like a rear-drive Carrera S. Yes it has a wider body and carries a little more mass – though 50kg isn't much when you consider the additional propshaft, half shafts and differential on board – but it's not like early four-wheel drive 911s that exacerbated the car's inherent desire to understeer away from every tight corner. To be honest, while you can point to slightly inferior fuel consumption, commensurately higher emissions as the price paid for the additional mass and frictional losses, and while it's clear its fractionally superior acceleration (a 4S with PDK and Sport Chrono gets to 62mph in a barely believable 3.8sec) is clearly just a function of





## *The choice you make depends on exactly what you want from your sports car*

improved traction, if this experience is degraded at all, you will rarely notice it.

Punt one around a race track and the differences are clearer in its greater determination to peel away from the apex of even medium speed corners and the surprisingly swift slides that can result if you back the car into the turn on a trailing throttle to mitigate the understeer; but how many 4S owners are likely to drive this way? Back out in the real world you're left wondering if you're not turning the wheel just a fraction more into corners and whether you'd rather have the expediency of the 4S's total traction at the exit, or the entertainment derived from the rear drive car's willingness to stay tight into the curve even if it means the back breaking just a little loose once in a while.

This, then, is four-wheel drive with its

disadvantages engineered away to almost nothing. Which is all very impressive. But it does beg another question. Given you're going to pay almost £5000 extra for the privilege of having your Porsche direct its power four ways instead of two: what, exactly, are the actual benefits?

It is perhaps a trickier question to answer than it should be. Were a Carrera S so unable to put its power down you could make the case quite easily because that would have a seriously limiting effect on the car's performance. But it doesn't: one thing no 911 has ever lacked relative to the competition is traction, and thank the weight and location of the powertrain for that. Were a Carrera S notoriously tricky on the limit, you might argue that all-wheel drive could be tuned to exercise stronger control over the chassis. But

the S is not tricky, it's a peach. What's left? If you live somewhere where it snows a lot, or like to take your 911 skiing, then combined with winter tyres the four-wheel drive system makes some sense. Otherwise, and as I have observed with many other generations before, looks aside, the benefits are far more perceived than real.

So, and as you can tell, I really liked the new 911 Carrera 4S. And I'd leave it at that and say no more on the subject were it not for the act that I cannot think of one damn reason why I'd not like the cheaper, lighter, quicker, more frugal and better balanced rear-drive Carrera S even more.

As is often the case with modern 911s, the model choice you make much depends on what you want from your sports car, either way you'll be behind the wheel of an extraordinary Porsche ○







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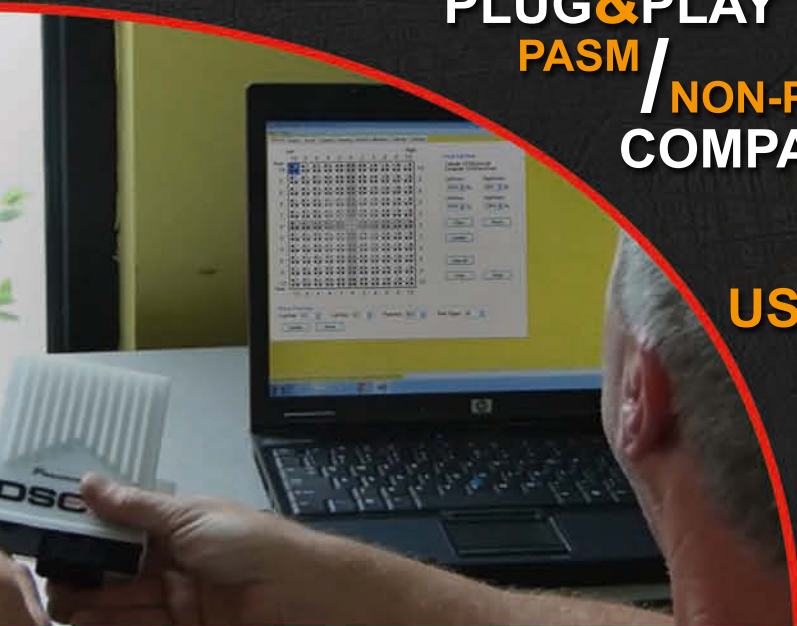
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# LONDON LIFE

Following its successful debut in 2015, the London Classic Car Show returned to the ExCeL bigger and better than before...

Story and photography: Simon Jackson



There has long been a gap in the market for someone to create an automotive event in the nation's capital, and last year the London Classic Car Show attempted to fill that void. The show wasn't huge in 2015, but it presented some worthy ingredients, such as a great blend of static and live action, and it was pretty well attended for a show in its infancy.

This year the event's marketing materials

promised a show 100 percent bigger and better than last year's event, explaining that the expanded indoor gig would be filled with the UK's finest classic cars, including offerings from the Porsche brand.

Indeed, a high number of discerning classic car owners, collectors, experts and enthusiasts did seem to descend on London's ExCeL throughout the course of the weekend to peruse the assembled automotive stands from

car dealers, manufacturers, car clubs and accessories specialists.

Rather unique to the show, its centrepiece 'The Grand Avenue' returned for 2016. This roadway running through the middle of the main hall allowed exhibits to be fired-up and driven, providing visitors with the chance to see, hear and smell some iconic classic cars in action. And there was a real mix of lush metal on show, including those from the Porsche stable. Some 60 cars in







*The various examples on static display were the real stars, and there was a breathtaking selection of Porsches*







total were driven around in groups representing England, France, Germany, Italy, Japan and the United States selected under the theme of 'Six Nations'. The parades were dressed as 'show downs' of sorts, pitting each nation against the next, but ultimately the concept was merely an excuse to see the cars driving down The Grand Avenue during the course of the weekend, and for that reason it worked effectively.

Like most classic car events the various examples on static display were the real stars, and there was a breathtaking selection of Porsches, from a Carrera 6 to a GT3 RS 4.0-litre. The majority of these were presented by some familiar names on the Porsche scene, from the regular auction houses to independent specialists like Hexagon, Duncan Hamilton and Design 911.

Star of the event, though, for us had to be the latest PS AutoArt offering from Paul Stephens, a car you may have already seen earlier in this very issue. PS AutoArt has been creating bespoke 911s

for over a decade now, but this latest offering, which started life as a humble 1980s 911, takes things to the next level. The car is a faithful re-creation of a classic era 911, yet every area has been reworked and modernised – including its bespoke smartphone dock in the dash. To say the car is a work of art is to play things down somewhat, moreover it is a statement of intent, a warning shot, firing PS AutoArt back to the forefront of the global 911 backdate game with a bang. Suffice to say the car was overrun with visitors lapping up its intricate details.

Away from the larger stands were a plethora of smaller exhibitors too, each offering automotive or vintage items and services, and there were enough of them to keep even the most hardened showgoer absorbed. But with the main show area proper dispensed with, visitors were guided into a new area for 2016, the 'Car Club Square'.

Located in its own dedicated hall adjoining the main exhibition area, this zone provided the UK's single-marque classic car clubs with a space



Paul Stephens debuted its latest PS AutoArt car, see page eight for more...



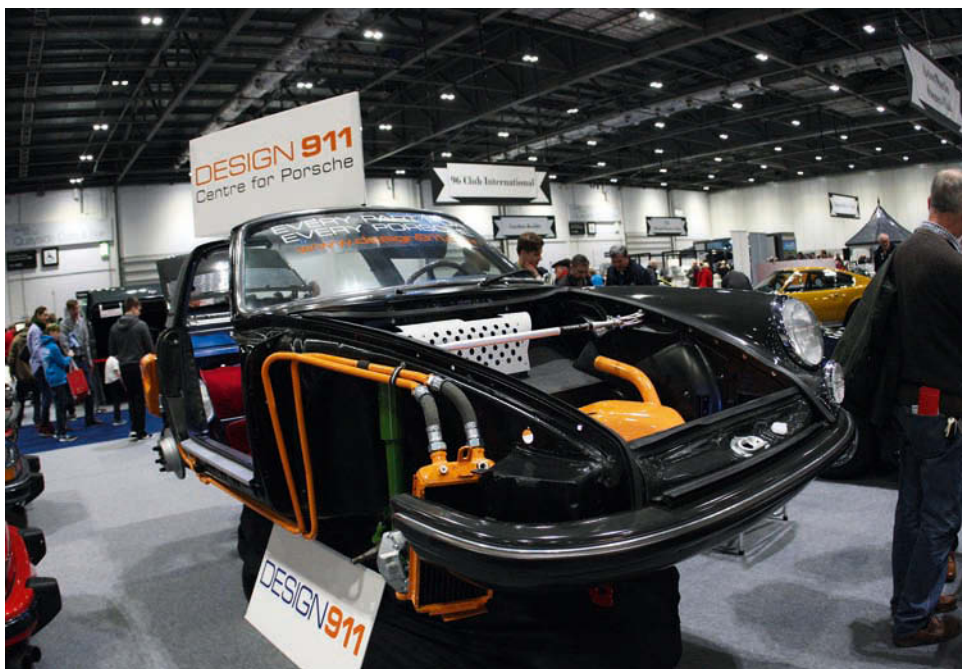
to exhibit. Porsche Club Great Britain had managed to secure its space in the main hall, but that didn't mean that this second hall was devoid of Porsche vehicles, in fact we spotted a very welcome 928 in here looking rather pristine. The square was designed to hark back to days of the London Motor Show at Earl's Court, and was complemented by period entertainment in a retro bar and café. Further to the vintage vibe, visitors to the show on Sunday were invited to wear period clothes, although this concept

was a nice touch, it's not an as immersive experience in a modern space like the ExCeL as it is at Goodwood or such like.

Speakers' Corner provided VIPs with an open mic for guest speakers to talk classic cars. They included some illustrious guests such as Ari Vatanen and Sir Stirling Moss during the weekend. Talking of motoring celebrities, F1 star Jenson Button visited the event for the Thursday night preview along with Gordon Murray, both highlighting a special display focused around

the iconic McLaren F1. Other special displays included the 'Evolution of the Supercar' (there was a 918 on display here) and 'The Pinnacle of Rallying', which included fantastic cars from the Group B era of the sport.

The London Classic Car Show is a welcome addition to the winter motoring event calendar, and although it's not the largest or most spectacular event on our annual planner, it shows much promise to grow year-on-year – that certainly makes it one to watch in our view ○



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# 911 BACKDATE



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# Bad Boys Two

One from the factory, the other reworked by legendary Porsche tuning house, RUF. These rare turbocharged 964s, a 3.6 Turbo and Carrera RS RCT, are what force-induced 911s should be all about...

Story: Simon Jackson  
Photography: Gus Gregory

Nine Eleven Turbo. Those three words have long communicated a sense of apprehension and menace to the Porsche driver through the decades, it's an implied yet somehow tangible trepidation. Blown 911s command respect from a driver, and so they should. But now, with forced induction introduced across the entire second-generation 991 range perhaps all that is set to change in ultimate Porsche 911 folklore? After all, if the Carrera and Turbo models share the same scientific makeup, all the badge engineering in the world might not navigate around an inevitable watering down effect whenever the word 'turbo' is henceforth placed in a sentence with those famous three digits: 911. It's a possibility, but one thing any current or future water-cooled 911 will not do is alter history's view of its air-cooled forebears, and when it comes to Turbo variants of Porsche's most famous sports car there are some truly standout models of old. You can see two of them right here: the 964 3.6 Turbo and its somewhat spiritual predecessor, the RUF-built 964 Carrera RS RCT. Both are poster boys for a generation of 911 fanatics; both to this day remain deities of the Porsche world. And it turns out that legendary air is not unsubstantiated.

Although you might presume the crossover between the 993 and 996 Turbos to be one of an earth shattering sea change, in many respects it was the end of 964 Turbo production that played witness to the truly large disparities and in many respects the end of a mechanical era of 911. Some versions of the 964 Turbo were the last of the hand-built cars. Debuted in its initial guise at the Paris Motor Show for the 1991 model year, the 964 Turbo was to be the last of the breed of single-turbo, rear-wheel drive 911 Turbos. After it only came twin-turbo, all-wheel-drive cars. A replacement for the 930 that went before it, the 964 Turbo, arrived in a bit of a compromised hurry, still sporting the 3.3-litre engine from the aforementioned 930. With 320hp and 332lb ft torque it wasn't quite the wild card it might have been but Porsche was on the case. In early 1993 Porsche revealed a revised 964 Turbo (commonly termed Turbo II). This time it featured a turbocharged version of the M64 3.6-litre mill, producing 360hp. It is the car you see here and it was much more what the enthusiasts were talking about. But why might Porsche have felt such pressure to improve its range-topping model just prior to its cessation? A chap called Alois Ruf might have been something to do with it.







## 964 CARRERA RS RCT



For argument's sake, let's presume you've heard of RUF Automobile from Pfaffenhausen. The German tuning house has been intractably linked with the Porsche brand since it first modified one of Stuttgart's finest in the mid-1970s. Ever since it has been the acceptable face of Porsche tuning. Much has been written about the RUF legend over the years and the linchpin of the operation, Alois Ruf, but all you really need know about the man is that he and his firm aren't afraid to improve upon Porsche perfection. The results are typically explosive. You could argue that Ruf was often ahead of the Porsche development curve, and you'd probably be right. No more was this apparent than in the early 1990s when Alois was driving to work in a wide-body 964 Turbo stripped and rebuilt with four-wheel drive technology. Ruf's wheels at the time were propelled by a turbocharged 3.6-litre engine, and the all-wheel drive system; it was a combination of features Porsche wouldn't introduce for its customers until the advent of the 993 a good few years further down the line. No wonder there was a queue forming for RUF automobiles.

Ruf's own particular wide-body 911 took what Porsche had begun with the turbocharged 964 and advanced the story into the future. As its

centrepiece sat a KKK K26 turbo, hiking power to 385hp (remember that figure, it'll crop up again later). Its ancillaries were equally impressive including a twin-plug ignition system and Motronic engine management. The gearbox was reworked and fitted with an LSD too, but it was perhaps the masterstroke of RUF's electronically-controlled four-wheel drive setup that took the biscuit. Of course, there were other neat upgrades bestowed upon the boss's car: RUF suspension; RUF brakes; RUF wheels; and a RUF exhaust. He even had bespoke RUF gauges staring back at him from behind the obligatory RUF steering wheel. Alois's car was the only one of its kind (Turbo-bodied and four-wheel drive) but the ethos behind it would sow a seed. RUF would build customer cars not at all dissimilar in specification and these were called RCT models. RUF is said to have built no more than 100 RCT models. What you see here on these pages is one of them.

Based on the already lust-worthy 964 Carrera RS, this Japanese import 1992 car benefits from a RUF turbo conversion increasing the power output of its 3.6-litre flat-six to 365hp with 395lb ft torque. That's an increase of around 100hp and 155lb ft over standard. But those are just the headline figures. To achieve this a turbocharger





has been fitted, along with a large intercooler, new air filter, and a bespoke engine management system, while the engine's internals have also received revised pistons and camshafts. It was essentially RUF's answer to Porsche's 964 Turbo II, and it's a package the firm offered in a range of guises each with different benefits. The 964 Carrera RS was already stripped from the factory and therefore was a lightened version of the run-of-the-mill Carrera 2 with a lowered and stiffened chassis. This was a car with leather-clad Recaro competition-style bucket seats and designs on heavy circuit use. It was a road-going form of the period Cup racers. Porsche built 1345 examples in 1992, of which this car is naturally one, but its relative rarity didn't stop it from being altered with RUF equipment. A G50/10 five-speed gearbox with close ratios is coupled to the mill, a lightweight flywheel and 17-inch RUF alloys also feature. A 964 Turbo fixed rear wing (allowing the large intercooler beneath the rear deck lid to breathe), and a Turbo-style twin-exit exhaust system are notable aesthetic differences between this RS and a standard example, too. But the component parts of this car are not the whole story. Ultimately with all the benefits of a factory 964 Turbo yet



This particular car was recently imported from Japan. It boasts a heady mix of RS and RUF parts – the best of both worlds?

## RUF 964 CARRERA RS RCT

**ENGINE:** 3.6-litre flat-six, KKK turbocharger, RUF intercooler, RUF air filter, bespoke engine management system, revised pistons and camshafts

**POWER:** 365hp @ 5500rpm, 395lb ft torque @ 4500rpm

**TRANSMISSION:** G50/10 five-speed transmission







packaged in lightweight narrow-body RS form, in many respects it offers the best of both worlds.

Recently imported from Japan into the UK by 4 Star Classics in Hampshire, the car in our pictures has covered just 36,000 miles from new and boasts a bulging (yet largely incomprehensible) history file. The RS RCT is offered for sale at £174,995, its scarcity and value mean it, like many of those 911 Turbos that history recalls, carries with it that intangible sense of foreboding. Dive inside, pull the lightweight pull strap to close the driver's door behind you and you'll actually find yourself inside a refined and pleasant cabin. It's not as racey and raw as you might think – there's even air-conditioning in here. Start this thing up, though, and the bass note from the twin-exit exhaust out back leaves you in little doubt that this car is both special, and a 911 not quite as Porsche originally

intended. Out on the road it's typical 964 for the most part: refined, easy to drive and evocative of 911s both old and new, albeit the steering is purposefully weighted on the heavy side. And then the turbocharger kicks in. As the engine revolutions rise north of 4000rpm the mill begins to spool and come on song. There's a distinct push in the lower back and the car picks up and snakes off down the road, twitching and squirming if the wheel is not pointing straight ahead. It's exhilarating as the car comes to life, transforming its persona from that of a typical Carrera RS to something even more special, with a great deal more performance. RUF is a respected Porsche tuner and it hasn't reached that hierarchal position without reason. Therefore the package here is both well resolved and factory-esque in its execution. This is so much more than just your typical turbocharged 964...

## 964 3.6 TURBO

In 1993 Porsche saw fit to considerably upgrade the 964 Turbo. Whether or not RUF's exploits of the era aided the decision to revise the model or not, the second-generation 964 Turbo would soon become a match for anything rolling from RUF's Pfaffenhausen HQ. Out went the old format 3.3-litre engine carried over from the 930, in came a turbocharged version of the M64 mill as available on the base model Carrera. Porsche termed it M64/50. Both the Carrera 2 and 4 used twin spark plugs per cylinder, this new engine featured new cylinder heads with single spark plugs and new camshafts. Developed for the 3.3-litre engine, the turbocharger setup and single KKK blower itself was carried over to the 3.6-litre unit. So too the K-Jetronic engine management system. The new enlarged engine with higher



*Cars like these are what have made the 911 Turbo so very special...*



boost pressure produced 360hp with 384lb ft torque and it ensured any lag or lack of performance lower down the rev range that might have been associated with the old 3.3-litre cars was banished for good. Termed by some as the Turbo II, this new version of the 911 Turbo was said to boast instantaneous power delivered in a linear fashion right through the rev range. And many test pilots in period agreed. Of course, there were more upgrades, too. Uprated brakes (the distinctive chunky red callipers arrived) clamped the same diameter discs as before. The suspension was tweaked to M030 specification, lowering the ride height and stiffening the chassis as a package. The rear axle wore Carrera RS parts, and the limited-slip differential became a carbon plate affair operating, again, with its 20 percent lock-up function.

The power figures were only part of the story with the M64/50, though. Porsche had developed a great deal of confidence with the engine in its normally-aspirated form, having raced it extensively in Carrera Cup, and it was once more rewarded when the unit took to turbocharging admirably. Driveability was the key here. A chunk of torque was delivered from down at around 2500rpm and peak power was available at 4200rpm, although it kept pulling with a healthy torque curve right up to 6000rpm before the redline cut in at 6600rpm. In combination with the suspension and brake upgrades, new staggered 18-inch Speedline three-piece split-rim alloy wheels (eight inches at the front, 10s out back) worked in harmony to offer increased grip. But there was more. Porsche also offered the X88 Turbo S package.

This rare power upgrade hiked power to 385hp propelling it to 62mph in 4.6-seconds, around a tenth of a second quicker than the normal Turbo cars. Cars equipped with the X88 pack, of which the car you see here is one, also benefited from unique front spoilers, a colour-coded rear spoiler, front and rear vents, a dual exit exhaust system and polished versions of the aforementioned Speedline wheels. Some 1407 3.6-litre cars were built. 88 of those were 3.6 'S' vehicles, 75 were flat nose cars. In 1994 Porsche Exclusive created a handful of run-out versions of the 3.6-litre 964 Turbo – they would be the last of the hand-built cars.

With the 3.6 Turbo only produced for the 1993/1994 model year, it has become one of the rarest and most sought-after Porsches produced since the 959. Those cars with the X88 power





upgrade, as fitted by Porsche at factory level, are rarer still. It is thought that just 20 X88 Turbos exist. It makes this 1994 964 3.6 Turbo for sale with 4 Star Classics a rather desirable little number, hence its asking price of £204,995. The stunning and rather unique Amethyst metallic paintwork is just the beginning of the delicious details on this car. Its matching Magenta leather interior might have been brave order form ticking exercise in 1994, but today it sets the car apart from models of the same ilk, one of which was, of course, the famous model used in the 1995 Michael Bay film *Bad Boys*. Inside the leather extends to the doorcards, dash, and headlining, so once you're positioned in the electrically-adjustable and heated hide seats your gaze can survey wood trim and a priceless view through the door mirrors of those fabulously bolstered rear arches. This car has covered just 27,588 miles from new so it's little surprise that the German-supplied Porsche presents itself very well cosmetically and mechanically.

Parked up alongside the RUF 911, this later 964 looks similar, especially when you compare the engine compartments of the two; both share those large intercoolers which denote that they could be something of a handful on the

The 3.6 is big on presence. It's both visually arresting and exciting to drive



## 964 3.6 TURBO

**ENGINE:** 3.6-litre flat-six, KKK turbocharger, X88 pack

**POWER:** 385hp @ 5500rpm

**TRANSMISSION:** Five-speed transmission

**0-62MPH:** 4.6-seconds



road. Without doubt once you get this Amethyst Turbo going, shifting through the tight and precise five-speed gearbox, you're rewarded as it really does drive as well as it looks. Visually speaking there's more presence to this car, with its wider footprint over the RUF machine, and that sense extends to the driving experience. There's a genuinely impressive and planted feel to the car, as if it's rooted to the road, and its power delivery is distinctly more vibrant. That 385hp push certainly does come on song low down the rev range, accelerating the car notably faster with a rush of delightful turbo power. It sings and whooshes as it gains pace but it doesn't feel as lively underneath you as the RUF car. It's incredible tractable and confidence-inspiring with power all through the rev range. It's steering is light to aid low speed use yet it remains communicative. Perhaps most importantly it has the pace to live up to its legend and the mechanical aggression to support its looks. This is a fast 911 Turbo, a good balance of classic and contemporary, and it's almost certainly the most exciting of this pair to drive.

A turbocharged 911 is a rather special thing in any guise, and let's hope that continues to be the

case going forward. There have been several standout variants over the years and without doubt the 964 incarnations are amongst the most aesthetically pleasing and mechanically impressive within the overall 911 Turbo timeline. This pair share an ethos and a recipe, despite the fact one began life in its current guise while the other was reworked by a third party to reach its present state of tune. Regardless they both offer an engaging driving experience and either would make a stunning addition to any Porsche collector's garage. For us the Amethyst 3.6-litre Turbo steals the show. It's partly the model's movie connections and the fact it was the last 911 Turbo to use a large single turbocharger and to be rear-wheel drive that reserve it a special place in my heart. But also I'm drawn to it as it offers a more electrifying driving experience in the way it delivers its power. It carries with it a certain presence. Having said that, the Guards red RUF 964 is 'modifying' (if you can call it that) at its absolute finest, proof that you can indeed improve upon Porsche's products without spoiling them. It demonstrates that, as tuning houses go, RUF is up there with the very best of them. Cars like these are what have made the 911 Turbo so very special ○



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Story: Johann Venter  
Photography: Michael Schmucker and Dutchmann

# THE FLYING *Dutchmann*

Named after a craftsmen's guild, South African firm Dutchmann offers its own interpretation of the classic Porsche experience.

In the short time that Gavin Rooke and his Dutchmann team have been hand-crafting their weekend racers and other Porsche specials, they have garnered a following from the far flung corners of the globe including folk from Singapore, Mexico, Australia and Canada. Fortuitously the interview we've been trying to arrange for months fell on the same day that Dutchmann opened its showroom to

the public. This means we can reveal its first interpretation of the classic 911 Targa and showcase its ice-cool showroom come art studio, offering fashion accessories and coffee to boot.

It is situated adjacent to Lanseria Airport in a new developing commercial and rather trendy lifestyle space, 45km north west of Johannesburg. Owner Gavin Rooke is an interesting bloke with an art, design and marketing background that has

collided with a passion for Porsche. From the outset Gavin makes his ethos clear: "I never set out to restore and build Porsches as part of the Dutchmann offering. Parenthood arrived in 1999 and demanded that I part ways with my beloved 356SC convertible for something more practical." Gavin promised himself, though, that he would get back into the Porsche fold, this time in a 911. He started exploring his options in 2004, yet his



*"The philosophy behind Dutchmann is to take a classic object and give it a contemporary spin"*



Dutchmann's 912 and 911 Targa epitomise the high standard of its backdated Porsche builds...

search took three years and resulted in a black (matching numbers) '71 911T. In the process Gavin also acquired a '68 912, as he explains: "It was supposed to be a donor car for the restoration but, to be honest, it was a complete basket case. We managed to restore the 911T to concours condition without ravaging the 912 any further and completed the restoration in 2010.

"Since the outset the philosophy behind Dutchmann has been to take a classic object and give it a contemporary spin."

Dutchmann has therefore collaborated with some of the best craftsmen in South Africa, turning utilitarian objects such as surfboards and bicycles into very desirable high-end art pieces, as can be seen displayed in its showroom.

"Having restored the 911T as a replacement for





my 356SC, I introduced the 912 to my design team and posed the question: if we were Porsche how would we build a more contemporary version of the 1968 912?" Gavin says.

So is this how the first Dutchmann production came about? "These are the fundamentals we came to terms with in developing the 912 into our 'weekend racer' – the Mushroom grey car with our signature wheels you see on the showroom floor," replies Gavin. "We built it as a design business; there was never the intention of making any more Porsches. But two things happened. First, Magnus Walker became notorious and suddenly it was okay to play with 911s and have some fun with them. By then Rob Dickinson of Singer Vehicle Design had completely reinvented the

964, too, according to his own Porsche fantasies." Yes, the retro classic Porsche movement had exploded like never before. Paul Stephens with its Autoart Porsches and the Emory Motorsports (founder of the Outlaw movement) had also developed its own following with its creations.

So what is the second thing that happened? "For the first shakedown of our 912 we headed to the desert of Hakskeenpan (salt pan) in the Kalahari Desert for the 2013 Speed Week, one of South Africa's biggest speed festivals," Gavin continues. "The 912 garnered quite a bit of publicity and by the time I was back at my desk I had received five orders. I then realised that we could potentially fill those orders and do more, and so I set out to find older 911 Porsches. From

the outset we defined a doctrine that we would work on Porsches from the very early 911s to the 964. We also resolved to only use Porsche parts and components – mainly from this period."

Thus far all the Dutchmann designs have been based around the 911. "With each car we identify the underlying story, the significance of that particular model and then we create a design that will celebrate its heritage. We don't, however, do nostalgia for the sake of nostalgia. We aim to strike a unique balance between old and new."

We then asked if Dutchmann has a particular formula or preference when it comes to uprating older Porsches? "When it comes to engines we do not have a standard rule but with pre-73 cars our preferred engine is the 2.7-litre. It has a high revving characteristic with plenty of grunt, and



*"We never trailer any of our cars to a race; we drive to the track"*

in two of the cars that we have done, we have increased capacity to 2.8-litres by installing slightly larger pistons and increasing the compression. The 3.0-litre might have more grunt but has a different driving characteristic. It might be quicker off the mark but it's not as much fun in the bends."

Now seems like a good time to speak about Dutchmann's interpretation of the 911 Targa. "In my opinion the Targa is the better car compared to the convertible because it gives you so much more flexibility," Gavin declares. "When we started the project the market values of 964s were significantly lower than they are now. At the time people were specifically buying 964s to retrofit them; six at the time were being shipped to Singer for conversion.

"We took a decision to build a more contemporary version of our weekend racer. The colour specification is therefore identical to the 912. We backdated it to look more like the original Targa."

The finish is superb, it looks as though it rolled off the factory floor that way. "We wanted it to be contemporary and classic at the same time so that you have to give it a second look to understand what has been done, or not done. The car had received quite an extensive mechanical upgrade before we got our hands on it so nothing was done on that front. The



The new showroom and coffee lab is a wonderful mix of cars and art. It allows visitors to be immersed in the creative Dutchmann ethos – it's a fantastic space...



THANKS:  
Ron Silke



interior, however, was completely redone."

Dutchmann has also created its own interpretations of the RS built for racing, most notably the Viper green car, void of the ducktail. Racing is part of the Dutchmann DNA. "Historic racing is primarily what we participate in, racing against other people who have a similar passion for cars that also have an inherent value," says Gavin. "Racing is an important part of our business, as that is primarily how we started out. We never trailer any of our cars to a race; we drive to the track or desert or hillclimb and drive home. Our racers are completely roadworthy." And moving away from the more thoroughbred models, Dutchman has a particular affection for

the SC. Gavin even considers the car to be the savior of the 911.

Gavin attributes his success to the wide appeal of the Porsche brand. But what he has created in-house has set his builds apart from the growing number of retro Porsches on offer. "We build our cars to a specification that is definitely high performance, that allows you to go racing or on a track but it doesn't get to a point where the performance starts to erode on the usability," Gavin concludes. "Everyone who buys a car from us gets the Dutchmann interpretation and all the original bits, so that it can be taken back to its factory state at any point in time, so in effect our customers get two cars!" ○





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## Slot Cars

Despite the fact we're in an era of PlayStations and other electronic gizmos, slot car racing retains a good fan base, and there are some great options for Porsche enthusiasts. As well as a range of modern offerings from firms like Scalextric and the aptly named, Carrera, vintage sets and the cars used to race on them are still sought after by collectors.

On the vintage front Scalextric offered Porsche-related sets in the 1980s, and one of the most popular was Le Mans 24-Hour set featuring two Porsche 911s. The cars, which were available in a few different colours over the years, came with working headlights (which did slow them down somewhat!) and a model driver inside.

Today many examples of these 911

Scalextric cars have seen better days, but it is still possible to pick up both full sets and individual cars at auctions and online.

There are several specialists in the UK too, and prices start from around £10 per car. What's more, it is possible to purchase adaptors to allow modern digital sets to work with their analogue descendants of the past. It's all good, clean, fun ☺





# SUPER

P U R S U I T

Astronomical power figures and mythical acceleration times have become a trademark of German tuner 9ff. Its latest creation, the 997 Turbo GTronic 1400, is so named because of its astounding 1400 horsepower...

Story: Simon Jackson and Auto Bild Sportscars  
Photography: R. Sassen











Jan Fattbauer realised a dream in 2001 when he set up his own company, 9ff, dedicated to custom-built sports cars. Jan immediately began to chase a record: to build the fastest car to 400 km/h (250mph) in the world. He achieved this in 2008 at a test facility in Germany whereby one of his creations, based on a 997 GT3 and called the 'GT9', recorded a top speed of 409km/h (254mph). In case you were wondering, that's faster than a Bugatti Veyron, which meant that the GT9 became the fastest production road car on sale at the time. This was German engineering at its finest. However, Jan was not content to rest on his laurels – the GT9 was not the first Porsche tweaked by 9ff and it wouldn't be the last. And so 9ff strived onwards and upwards, aiming at bigger and better goals as the years rolled by, goals it achieved with impressive regularity. What you're looking at here, then, is the latest 9ff Porsche: the GTTronic 1400, and yes, it really does have 1400 horsepower.

Jan Fattbauer's cars have already distorted any rational levels of thinking when it comes to modified Porsches, thanks to his ball-bearing, high-pressure fantasy creations of old. The 'normal' tuning of vehicles is not for Jan, in fact anything less than 1000hp simply won't get him out of bed these days, and even when he's in

bed, he's thinking about fast cars, as his wife testifies: "My husband dreams at night of turbochargers; did you seriously think he would only make software in the future?" she said. And so now we have been blessed what once might have seemed like an impossibility, but which, on the other hand, was somewhat inevitable, too, following 9ff's last outing – a 1200hp 997 Turbo build.

The next logical stepping-stone, if you can call a car with 1400hp 'logical' that is, has seen the firm pack another 200hp into the tail of a 911. On the face of it, much remains familiar here; once again we're staring at a beast of tuned 997 Turbo, but one that outwardly does not scream its intentions like some of the 9ff cars of old. It's not stealthy, this car, but likewise it's not rudely abrasive, either. Like its forbear, this car boasts an enhanced Tiptronic automatic gearbox capable of taking the gigantic torque this car offers (in excess of 1100lb ft) and transmitting it to an equally reinforced all-wheel drive system.

So, unlike some of its previous builds, this 9ff machine is relatively incognito, with little to reveal what Jan's wrenches have been up to in there and what truly lies beneath its bodywork. But the list of ingredients from underneath the engine cover will tell you everything you need to know about the validity of this car's power



*The 4.2-litre Boxer mill at the heart of this thing shovels out an astronomical 333hp per litre*



It's not as race-bred as you might expect inside the GTTronic 1400, there is no RS-style roll-cage, in fact it remains pretty sedate much like the exterior. For a Porsche with this level of performance it's actually relatively stealthy...





The 9ff name has become synonymous with very fast sports cars, and Porsche 911s in particular...

claims. A reinforced block with 104mm forged pistons and a double oil cooler system, titanium connecting rods, a precisely balanced crankshaft, optimised cylinder heads, a fully-welded intake manifold, a larger air filter box, 12 injectors fed by three fuel pumps and, the party piece in many respects: two giant ball-bearing turbochargers attached to hand-welded tubular manifolds. All told the 4.2-litre Boxer mill at the heart of this thing shovels out an almost astronomical 333hp per litre, equating to its total output, just shy of 1400hp.

Perhaps all the more remarkable is that this extreme 9ff creation is, in many ways, so unremarkable in its functionality. You might expect this extreme remodelling to have removed all but the most obvious of Porsche characteristics from this car, but that's not the case. There are not numerous toggle switches for manual arming all of its systems, no high octane smell of fuel continually wafting through its cabin, no violent jolts under load, not even an unwelcome vibration during start-up. Nothing.

Simply turn the key, shift the Tiptronic gear lever to 'D', and that's it. From the rear, a gravelly snort exudes from the six-pot engine's 9ff-brand exhaust, its ducts transmitting a sound akin to an air-cooled motor with severe bronchitis. There's a high-frequency hiss emitted from the

turbocharger, too, which are never totally silent even at idle, and it's this noise perhaps that's the only giveaway for those in the know to equate to something outside of the norm. The driving experience of the car further extends the OEM vibe; the adaptive Bilstein suspension ensures a soft and compliant ride with exceptional high-speed stability – just what you want with something this powerful underneath you. The enhanced powertrain and chassis makeup means the steering is a little altered, its response is not as delicate or forgiving as the factory Turbo setup might be, but the whole affair works well together. And the ceramic brakes ensure the driver can escape any situation quickly.

Apart from when it is under extreme load, the car responds with exemplary sophistication, and there are two main reasons for this. Firstly the gearing ensures that the car isn't stirred into unleashing its full potential when it's merely cruising at low speeds, and secondly the turbos don't spool up and reach their devastating rhythm in one hit of neck-breaking boost, with lag following a spike of performance; rather the power arrives in incremental stages. By 2500rpm, the first harbinger of the apocalypse is brewing. With the 3000rpm mark cleared this swells and the storm of torque becomes increasingly dramatic, before the momentum and destruction







## 9FF 997

**ENGINE:** 4200cc B6 bi-turbo, four valves per cylinder, bore x stroke: 104 x 82.4mm, 8.0:1 compression

**TRANSMISSION:** Five-speed Tiptronic automatic transmission

**BRAKES:** 396mm (front), 365mm (rear)

**CHASSIS:** 9x20" and 12x20" wheels with 245/30 (front) and 325/25 ZR 20 (rear) Continental Sport Contact 5P tyres

**POWER:** 1400hp @ 7100rpm

**TORQUE:** 1033lb ft @ 5200-7100rpm (at the wheels)



*It does not procrastinate, it simply delivers otherworldly torque on tap*



of 4500rpm arrives, and this is when the driver's body is slapped back into the Recaro seat.

Usually one feels acceleration as a simultaneous experience squared with speed; as the speeds rise you can feel any hikes in power through the gently massaged seat back, and listen to the frequencies of the exhaust system humming, which strikes up a notch as the cacophony grows. This 9ff monster, however, once it begins to unravel, can deliver a perception-altering event with one courageous stab of the accelerator pedal to invoke kickdown. A quick pulse of power surges the car forward and maintains your pace as you click up the gearbox, and it'll stay with you through to 170mph.

On the German Autobahn the steering wheel must stay fixed in the straight ahead position as the Porsche whips past other cars. The GTronic 1400 does not just fly like a cannonball through traffic, it propels itself along, destroying gaps to the cars ahead as if with an explosive artillery charge. Blistering acceleration takes place in fractions of a second, while the digital speedometer has its work cut out to keep up as 300km/h (190mph) approaches, fast.

The car's acceleration to 60mph is phenomenal, just like the GTronic 1200 that preceded it. But where this new car excels is after that point. It does not procrastinate, it simply delivers otherworldly torque on tap. This super car-beating Porsche offers a tiny pause for breath before it takes off properly, and what follows is flawless, blurring the scenery as much as the senses.

Do you remember the old *Knight Rider* TV series? KITT's wonderfully linear acceleration from zero to more than 200mph in 'Super Pursuit' mode was 1980's TV magic, but this 9ff car is exactly like that. From 80mph to 155mph this Porsche projectile simply increases its speed consistently and smoothly, the enhanced Tiptronic gearbox can withstand more than 1100lb ft of torque. If it could handle more, 9ff says this thing could go on to achieve 250mph, and we can fully believe that. But that's for another day. For now we've this astonishing car, capable of conquering 186mph in 11.98 seconds, and Jan will build you one for €225,000 (£190,000) including the cost of a used 997 Turbo base car. Keep up the good work, Jan, it always seems to bear fruit... ○



**2.79 secs**  
0-62mph

**11.98 secs**  
0-186mph

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# The Mezger engine

PART ONE

Peter Morgan asks why the legendary old flat-six Mezger engine, which powered Porsches for 50 years, is so revered...

Story: Peter Morgan Photography: Various

Defining what makes a truly great sports car is often very subjective. You can look at styling, performance and even motorsport success, but very, very few such cars are marked out by their engines alone. Ferry Porsche used to say that the heart of every Porsche was the engine and in the 911's case that engine has indeed defined a car that has become a motoring icon.

The specific engine we are talking about has become known as the Mezger motor – after the design engineer who guided its early development. This powerplant was designed in the early 1960s with such ingenuity and simplicity that in the decades to come it would demonstrate staggering versatility. It was an engine with seemingly endless reserves that could produce ever more power, ever more efficiently and ever more reliably.

In recent years, the Porsche marketplace has come to appreciate the value of 911s powered by

any derivative of the Mezger motor. In its final years powering the 996 and 997 GT and Turbo models, this remarkable engine still eclipsed the more modern flat-six engine designs to be found in the Carrera and Boxster models. In the 2012 997 GT3 RS 4.0, it reached an apt climax with which to close the story of this special engine.

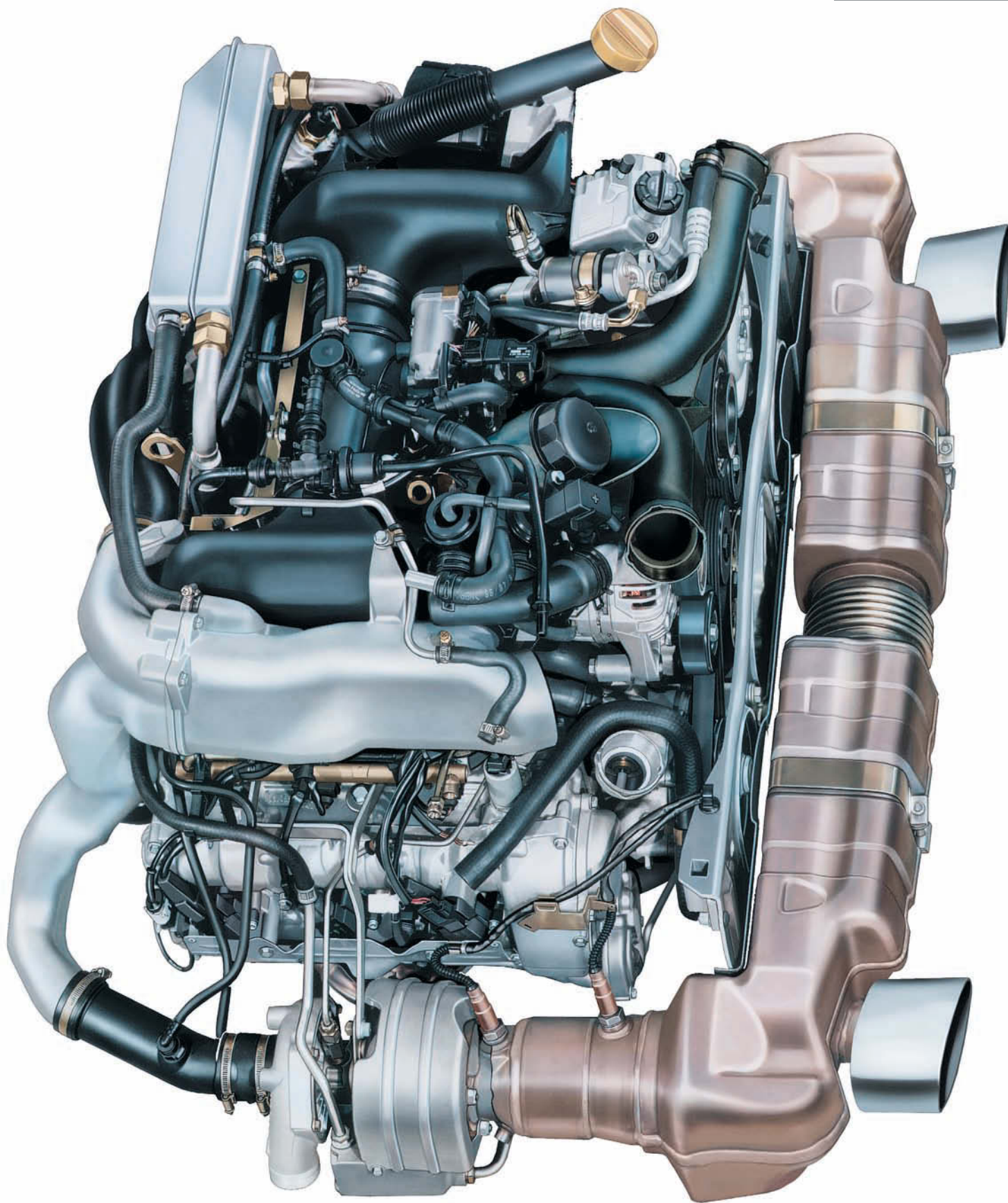
So what makes the Mezger engine a stand-out design? For the answer, you have to look back over 50 years of continuous development and appreciate the genius of the man behind the motor...

Studies for a new engine began in the late 1950s for a proposed new GT model to replace the existing 356. The early work laboured over configuration and suffered from conservatism born of tradition. It wasn't until early 1963 that the work found sharp focus. Two brilliant minds came together and in the space of just 12 months, almost completely revised the design and transformed the new car's prospects.

When the momentous decision was taken to stop the Formula One programme in February 1963, both Ferry Porsche's nephew Ferdinand Piëch and engine engineer Hans Mezger turned their attentions to a total redesign of the engine for the model that would become the 911.

Piëch, at this time aged 28, had grown up immersed in cars at his grandfather Ferdinand Porsche's side. The graduate engineer came to work at Porsche in the early 1960s and found an engineering organisation that seemed to be working several speeds slower than his own relentless pace. If the existing engineering team relied on intuition and experience for their previous and undoubted success with the earlier Porsche models, Piëch understood the importance of innovation and experimentation to succeed in a changing automobile industry. He was a gifted lateral thinker, a very fast learner and was possessed with limitless energy. He wasn't too bothered about traditions or the way





*This was designed with such ingenuity  
that in the decades to come it would  
demonstrate staggering versatility*





Mezger had much to smile about. An engine initially designed with 130 horsepower had, by 1988 in the 962C, delivered 750 horsepower. Suffice to say it was heavily modified, but its ultimate strength was born from the basis of its design...

things were done. He formed an easy working relationship with Hans Mezger, then aged around 32, who had worked at Porsche since his engineering graduation only some seven years earlier. Mezger was a mathematical engineer and cut his Porsche teeth redesigning the complex, bevel-driven camshaft geometry on the four-cam, four-cylinder race engine, taking Porsche to within shouting distance of the World Manufacturers' Championship in 1959 against the might of the larger capacity Ferraris and Aston Martins. In his work on the later F1 eight-cylinder, Mezger acquired a thorough grasp of optimum cylinder head design, lubrication, cooling and all the stresses and strains on the high performance engine.

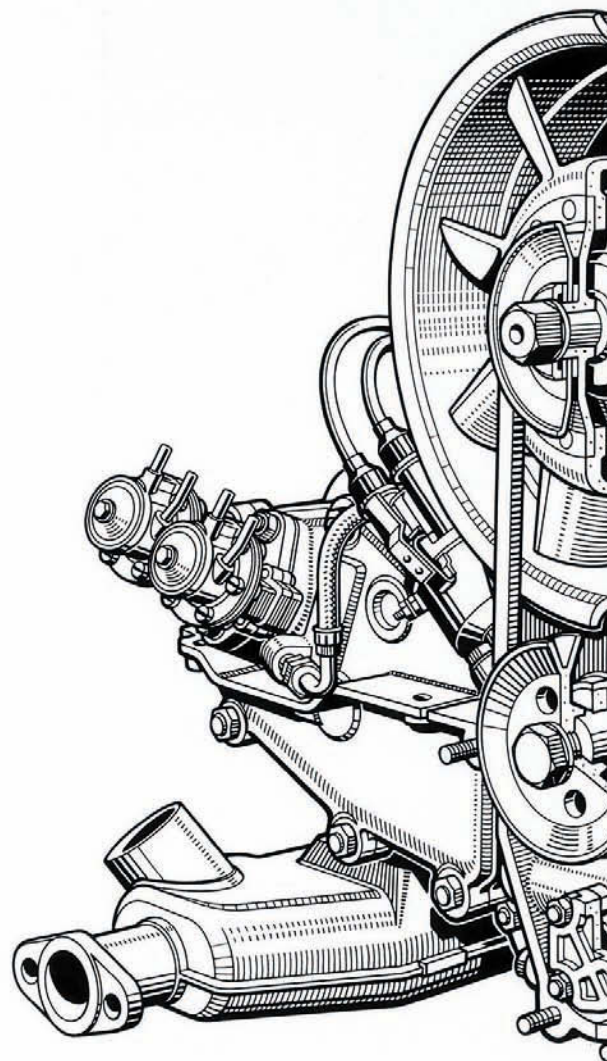
When Ferry Porsche allowed these two minds to work together, the sum far exceeded the two involved. We are talking about a perfect combination of advanced thinking and applied engineering, hands-on experience at the highest level of motorsport and a far-sighted understanding of what Porsche needed in a future new engine. As a member of the Porsche family, Piëch in particular could eliminate virtually any logistic or resourcing problem in the pursuit of his ambitious goals for the new engine. And he did take over that leadership role very quickly (by 1965 he was responsible for the entire development department at Porsche).

When the two were assigned in February 1963 they found a conservative design that was struggling for power and they quickly understood a major redesign was required. Both knew that optimum output and reliability were givens. It had to be far simpler than the highly complex four-cam, four-cylinder and eight-cylinder race engines, yet meet the needs of both production and motorsport.

Mezger was tasked with taking the engine as he first came to it – the Type 821 – and turn this into a workable production engine in less than a year. And when casting and forging lead times were measured in long months, that didn't leave much time for design and experimentation.

The essence of the air-cooled flat-six Type 901 engine drawn out by Mezger and his small drafting team (just Mezger and two draftsmen initially) centred on a strong crankshaft supported in a stiff, but lightweight aluminium crankcase. The overhead camshafts were driven by duplex chains driven off a properly supported intermediate shaft running below the crankshaft. This shaft also drove a gear type oil pump for the dry sump oiling system – deemed to be necessary not only to ensure proper lubrication for the 'flat' engine, but an essential for a future design intended for racing. This latter 'high tech' association with racing was well received later in the marketplace. The two-valve combustion chambers followed the experience from the F1 engine. The result was a fairly simple flat-six that was nonetheless very robust and on a pair of Solex carburettors, delivered the required output of 130 – immediately as much as the highly stressed, highly tuned four-cam, four-cylinder.

Once the designs for the production engine were released, Mezger lost no time in drawing out the race version of the engine. That first appeared in public in 1965 and quickly made an impact in the factory 904 race cars. The first improvements included the use of Weber carburettors and magnesium alloy to reduce casing weight, followed by mechanical fuel injection and lightweight titanium connecting rods. These developments were followed by detail improvements to the already stiff crankcase design and alloy barrels for cylinders



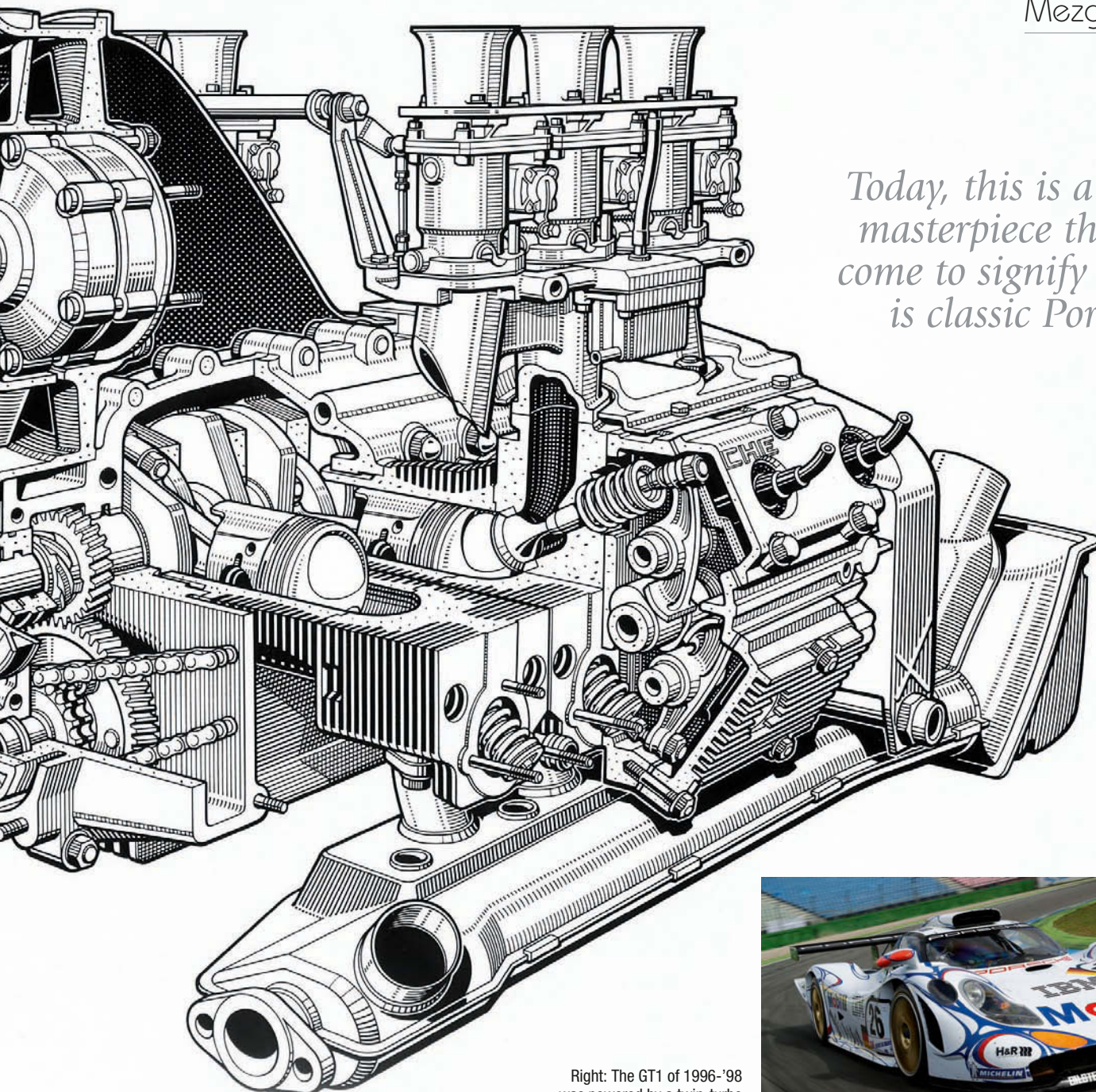
that experimented with various advanced coatings aimed at lighter weight and increased performance. One experimental engine in the 19602 tested twin overhead cams and shortly after, a two-yearly production cycle of capacity increases left the flat-six at 2.7-litres by 1973 (and fully 3.0-litres in racing).

The 1970s witnessed continued rapid development for the flat-six, firstly with an almost seamless adaption of turbocharging on a 3.0-litre version and later, introducing water-cooled cylinder heads to the race cars.

By racing at Le Mans every year (a habit that continued until 1998), Porsche had produced a team of engine specialists, pioneered by Mezger, who experienced virtually every kind of problem that could befall the flat-six. In 1988, the Mezger powered 962C factory entries at Le Mans enjoyed four-valve water-cooled heads, twin-turbos and electronic wastegate control, to produce a qualifying 750hp. It was an unbelievable story for an engine that had started out with just 130hp!

Not for nothing did the production 3.2 Carrera and Turbo models have a reputation of being 'hewn from granite'. The developments tried and tested in motorsport had given the production engine seemingly bullet-proof reliability and quality – indeed, this technology transfer was a philosophy in the company's culture of the time. It was all down to Mezger's





*Today, this is a design masterpiece that has come to signify all that is classic Porsche*

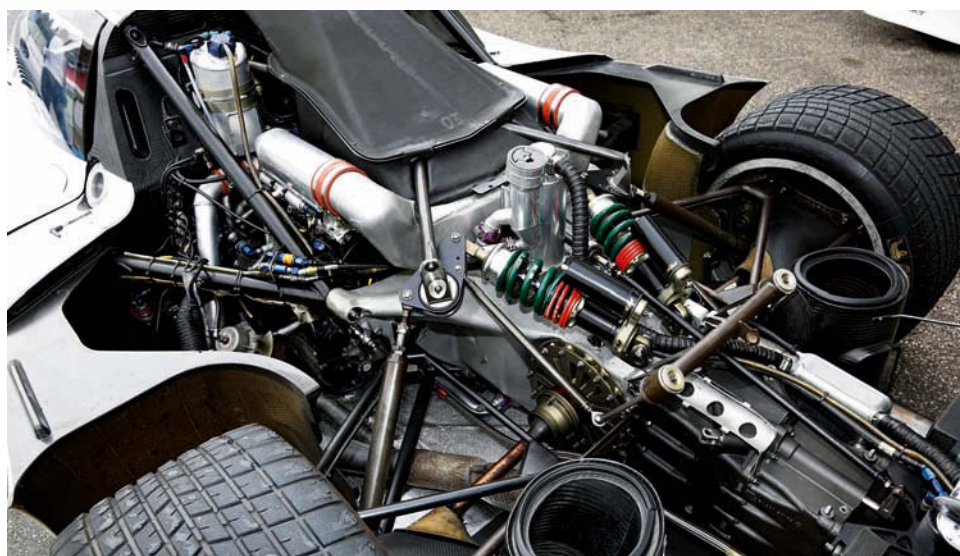


Right: The GT1 of 1996-'98 was powered by a twin-turbo version of the Mezger mill

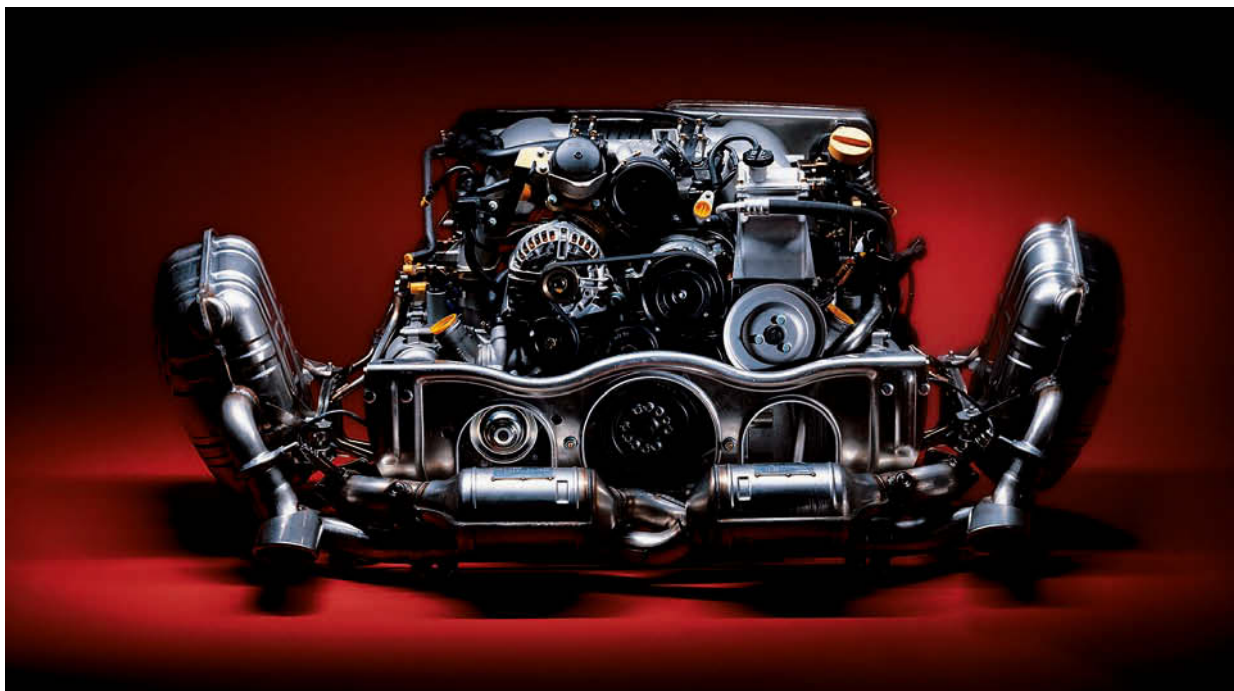
motor – a seemingly unburstable engine.

By 1988 however, the 911 was finding life tough going in the marketplace for other reasons, as technically superior and more contemporary styled Japanese sports cars were finding a foothold in Porsche's largest export market, the USA. In what was the first reinvention of the whole 911 concept, the Mezger motor was given a fairly radical overhaul during 1987-'88, emerging as the Type M64 in late 1988 for the new 964 model. Nevertheless, the engine's core assets – air-cooling, a strong, very well-supported crankshaft and valve gear drive, together with robust chain driven camshafts were retained in this 'Mark 2' version.

The technology advances included fully electronic ignition, hydraulic tappets and stronger camshaft chain tensioners. The latter had been an Achilles' heel for the early engines







Many Porsche engines came along over the years, but none would eclipse Mezger's creation, which bowed out in the 997 GT3 RS 4.0 of 2012...

and it wasn't until a significantly revised tensioner was introduced for the 3.2 Carrera in 1983 that the infamous chain tensioner 'scare' (given every bit of negative publicity as the failing IMS bearings and rear main oil seals of the recent past) was put to bed.

The M64 engine tried gasket-less cylinder head sealing, which didn't really work in the production environment and 1990-1992 saw significant development to iron out teething troubles. By 1993, the last year of the 964, the engine had regained its former levels of reliability and set the scene for the new 993's future reputation as being arguably the best quality 911 ever.

In the meantime race development had not ceased. Despite drastically trimmed activity in the cash-strapped 1990s, Porsche won Le Mans again in 1994 with a version of the well-proven 1988 twin-turbo race engine. From 1996, the race team campaigned the GT1 with a full water-cooled engine, winning again in 1998.

What underlined the Mezger motor's calibre within Porsche, however, was when the motorsport department wanted to retain it as the basis for its hugely successful 911 Carrera Cup race series – which had become a very lucrative income stream for the racers in Weissach. With production using the brand-new water-cooled, 'wet/dry' sump engine for the new Boxster and 996 models, it hadn't taken the racers long to understand that the new engine wasn't suited at all to motorsport. At the heart of its unsuitability was a flexible crankcase (the crankshaft is supported in a ladder frame, which is itself bolted to lightweight crankcase halves). There were problems with the support of the crankshaft, the camshaft drivetrain, and with oil surge around the heads and sump.

In an inspired engineering decision (at a time



when the bean counters were firmly in the driving seat at Porsche), the decision was made to keep the more expensive Mezger motor for use with the higher stressed Turbo model and as a result, that would allow the racers access to the engine components for the Carrera Cup cars (and the later GT3 production model). It isn't an understatement to say that the decision preserved Porsche's European motorsport reputation for the next 12 years.

Consequently the old powerplant, now with a water-cooling system evolved using experience from the well-proven water-cooled race engine, re-emerged as the M96/70 series – the engine which in its various and later M97 forms would be found in all the faster 911s in the Porsche product mix.

Mezger's engine was only finally replaced in the second-generation 997 Turbo for 2010 and finally bowed out with the last evolution in the 997 GT3 RS 4.0 in 2012. This was indeed an engine that had survived at the very top of the world supercar league and motorsport for a full 50 years.

The richness of its design lies in that

astonishingly versatile core design. Hans Mezger will tell you that it was never the intention to design a 2.0-litre engine that could be expanded to 4.0-litres, but that only underlines his characteristic modesty. Nobody could have predicted that kind of development. It wasn't as if there weren't any pretenders to replace the Mezger motor either. Think of the 4.5-litre V8 in the 1975 928 and the later 944 Turbo – a four-cylinder every bit as quick as the 3.2 Carrera. Nevertheless, over several generations 911 drivers continued to identify with the flat-six. You only have to look at the time span and significant problems encountered in the past 20 years in trying to replace it to understand why this is the engine that put Porsche where it is today.

We love great engineering masterpieces and the Mezger motor is one that is accessible to car enthusiasts worldwide (well, just about anyway). Today, this is a design masterpiece that has come to signify all that is classic Porsche – quality in design, performance and reliability. Mezger's motor has become the most sought-after engine in any contemporary classic Porsche ○



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# gt porsche retrospective

ONE  
YEAR  
AGO  
APRIL  
2015



We pitched the hottest Cayman we'd driven at the time, the 981 GTS, against the second hottest Cayman we'd ever seen, the 987 Cayman R, one year ago. Driving the duo of mid-engined marvels back-to-back we reported: "On paper they might be equally matched, but they feel very divergent on the road..."

And sticking with the Cayman theme we also brought you full details of the new GT4. We liked what we saw. We also looked fondly back at the 928 that was celebrating its 20th birthday in 2015. Further on Andrew Frankel remembered the career of Tony Dean, the man who entered the 1970 Can-Am series in an ex-works 908. He may have been outgunned but he still won!

FIVE  
YEARS  
AGO  
APRIL  
2011



Five years ago we pitched the iconic 2.7 RS against its more modern 964 RS counterpart. Richard Meadon, owner of the 964, said: "There's a genuine bond between the two when it comes to ambience, engagement and a need to really gain an empathy for the machinery before you can get the best from them." We also got behind the wheel of the 1997 Carrera S and the Carrera GTS, exploring what these two 911s had to offer. In a rather more nostalgia mood, we took a 911 SC RS rally car for a spin, finding: "The SC RS is like a cartoon caricature of a 911, with all its most prominent features augmented to the extreme." Finally we looked at the history of the fabulous Mexican Carrera Panamericana.

TEN  
YEARS  
AGO  
APRIL  
2006



Our April 2006 issue brought together two rather cool Porsches: the Carrera GT and the 993 GT2. Chris Harris reported: "The GT2 exerts a historical lineage and provenance that even the Carrera GT has no answer for..." Of course, we timed them, too; the GT2 made 60mph in 4.16, the Carrera GT in 3.90.

We then drove PS Autoart's 240C, a backdate created before the term was in vogue. We found: "As well as the retro-look GRP additions for the exterior, internally the 240C takes you back in time." We also got to drive a living legend: the RUF CTR. We reported: "The CTR has accelerated from not very fast to very, very fast. It more than lives up to the legend."



# NEW Retro

Paying homage to Porsche's 50 Years Edition of the 911, Richard Gill has created a rather special modern-classic, a 964 that's bursting with charisma...

Story: Louise Woodhouse Photographs: Matt Woods

80 www.porscheusa.com

# Georgia On My Mind

When Tony Dean entered the 1970 Can-Am series in an ex-work Porsche 908, he was outgunned and out of step with the rest of the field. That made what he achieved in Atlanta all the more impressive...

Story: Andrew Frankel Photographs: Porsche

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# GRAND MASTER

The 911 SC RS rally car may not be one of Porsche's most famous race cars, but it's definitely one of its most exciting.

Story: Susan Finkel Photographs: James Lorton

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# great events

## CARRERA PANAMERICANA

How the 1950s Mexican road race helped to establish Porsche as a sports car brand.

Story: Glen Fossler Photographs: Porsche AG

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# A CLASSIC DILEMMA

It may not be the cheapest entry into classic car ownership, but there is more to P5 Autostar's 240C than meets the eye.

Story: Stuart Salinger Photographs: Anthony Prosser

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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

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 numberplate...

Twitter: @Jackkwood



## 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.

Twitter: @RyanStewart



## Matt Biggs – 1981 911 SC

The SC is tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist. Still learning the ways of the 911, Matt's still not sure how to drive the car properly but it looks and sounds fantastic and was great fun on its first track outing – he's looking forward to more.

Twitter: @PawnSacrifice



## Matt Biggs – 1986 924 S

A project bought unseen for £400 as a non-runner. A replacement engine, SPAX coilovers, 968 ARBs, a home-made quicker steering conversion and race seats have now been fitted. Plenty of track days, a rally in France and a trip to Le Mans to see Porsche's return are all under its belt.

Twitter: @PawnSacrifice



## Jack Wood – 2010 997 GTS

Purchased in November 2014 the 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.

Twitter: @Jackkwood



## Jack Wood – 2004 996 GT3

Bought in April 2012 from a reputable Porsche specialist, the 996 was pressed into immediate service as a combined daily driver and track car. Now a third car, the GT3 has been resprayed with the latest self-healing paint protection film by PaintShield and mechanically overhauled.

Twitter: @Jackkwood



## 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. 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.

Twitter: @MartinSpain



## 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...

Twitter: @Racereightsix





# long-term fleet

## 987 CAYMAN S

It's easy to see why this track day business can rapidly spiral out of control. Each improvement highlights a new weakness and kick-starts the cycle of upgrades once again. I'm by no means complaining, it's a lovely problem to have. The prospect of trawling the internet for products and tweaks to hone the Cayman further has been the perfect way to get through winter evenings.

The fitment of super-capable Pirelli Trofeo R tyres had somewhat overwhelmed the stock PASM dampers. With 60,000 miles under their belt, I wasn't surprised. To take the Cayman to the next level I had to consider my options carefully. Keen not to turn it into an out and out track car the suspension had to also meet the requirements of a daily commute. For this reason I knew it had to be a PASM compatible system. After a little digging I uncovered that Bilstein provide the damper technology for all OEM Porsche PASM vehicles, so it seemed obvious that this is where my search would begin.

After few evenings of research fuelled by numerous cups of tea I was ready to make the call. Bilstein's B16 DampTronic kit seemed to be getting the most praise online and after paying Aaron Quilter at Bilstein UK a visit I was convinced. The Porsche PASM system features constantly variable damping, something that requires a very complex feedback loop to the control unit via wheel speed sensors, suspension force sensors and engine control sensors, to name just a few. This makes it very difficult to make a positive improvement for more serious driving... unless you are Bilstein, that is.

Bilstein's involvement with the OE Porsche PASM development programme means it is able to take the blueprint for the original equipment damper and fine-tune it to reward harder driving. Aaron explained: "Higher levels of grip are possible with tyre and geometry changes, so the original damper settings are no longer ideal. We manipulate the valving to get the best from track tyres and take more aggressive geometry into account, too".

As an added bonus, Bilstein keep



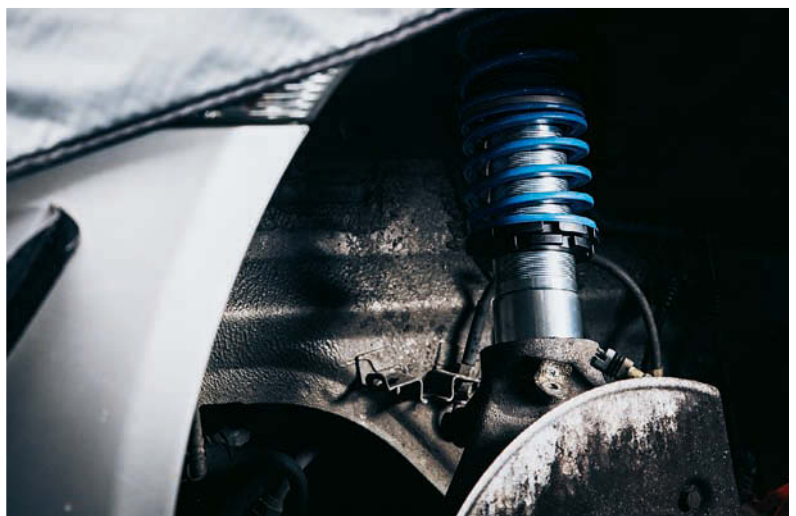
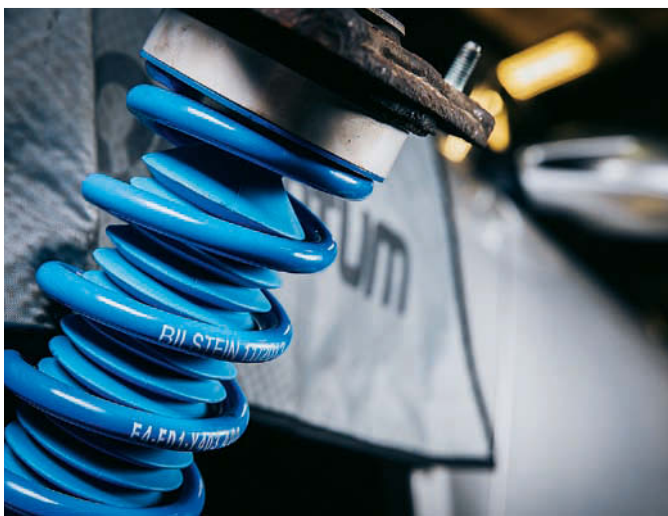
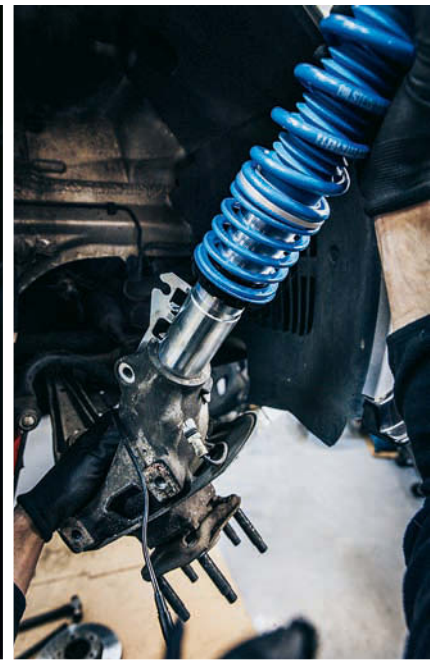
Ryan quickly narrowed his choices for aftermarket suspension and opted for Bilstein's B16 DampTronic kit







Regal Autosport fitted the kit to Ryan's Cayman, and the improvements are highly impressive...



thousands of applications in stock right here in the UK so the kit was with me the next day. Opening the box was quite a buzz. Call me childish but the 'developed at the Nürburgring' sticker at the foot of the dampers is pretty cool too!

Naturally the Bilstein B16 DampTronic suspension kit is plug 'n' play so Regal Autosport made light work of slotting the stainless steel units in at each corner and set the ride height as per Bilstein's recommendations. It's a small joy, but the cable routing and integration to the car is just like Porsche intended and is a great detail. Sometimes when modifying a Porsche it can feel a little

sacrilegious adding aftermarket parts, but in this instance the Bilstein choice makes sense. Porsche chose Bilstein to handle the production of dampers for its OE needs, so naturally I should choose Bilstein for my more sporting needs too.

Nothing quite beats trying out a new modification for the first time and driving home from Regal Autosport saw me taking back roads at every opportunity. I'm absolutely blown away by the improvement. Don't get me wrong it was good before but this, however, is a whole different ball game. With exactly the same geometry settings, the same wheels and tyres and the same conditions on the same

corner I can take bends 50 percent faster with no concerns. I'm not exaggerating; it's very similar to the improvement from fitting the tyres and as a package they work together beautifully. With PASM mode off it is noticeably more firm than stock but with every modification for greater performance there is a trade-off in another area. In this instance it's comfort. That's not to say it is harsh to drive around town. The Cayman is much more compliant than any sports car on track tyres and sports suspension has any right to be. If anything the increased feedback from the road surface serves to remind you you're in a sports car. As a result even

the morning commute feels like a special experience and you can just feel the car wants to break out to a country road for a blast.

With PASM engaged the car takes on an altogether more focused, poised character. Serious self-control is required to drive this car slowly with PASM engaged, like a pit bull straining on a leash, it just wants to go! On your favourite bend with the sun shining and PASM engaged there is no better feeling. The fitment of the Bilstein B16 DampTronic suspension has brought the car to life and it's edging ever closer to the mid-engine GT3 I'm striving for.

Ryan Stewart

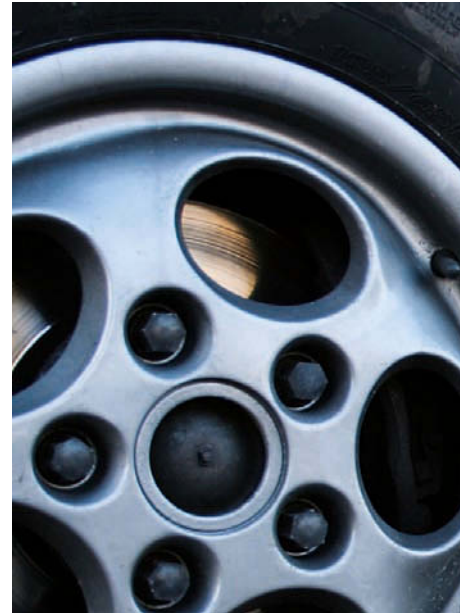


# long-term fleet

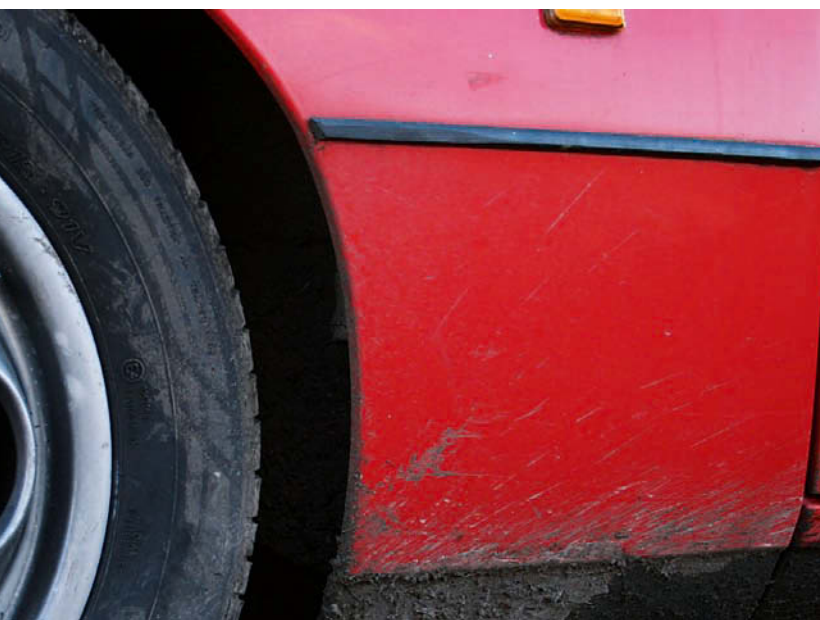
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Matt's 924 has been left looking rather sorry for itself, but plans are afoot to sort it out







## 924 S

This really is not good. On so many levels. First, the 924 S has barely moved since it returned before Christmas (somewhat inauspiciously on the back of the recovery truck). Fitting the knock sensors did seem to fix the problem but now there is a more worrying noise coming from the engine, although that may well just be my paranoia.

To make it look even more sorry for itself, the car is full of house junk to be taken to the tip. I have turned my beloved track car into a wheelie bin. One that doesn't actually wheel anywhere... oh dear.

I suspect that the car would be okay to drive, and the noise from the engine may just be that it is cold and hasn't moved for a while. Thinking about it, I haven't really given the engine long enough to warm up before trying to drive it anywhere, so I may nip up the road when I get a moment just to see if it settles down.

I mentioned the problem to a mate and he suggested that it might just be being a bit tappety. I've not ruled that out. Before it was left standing for a



month or so there was a great deal of starting potions sprayed into the air box in an attempt, by myself and the RAC chap, to get it going again. I cannot imagine having that in the engine did much good; not that there is anything wrong with the products, it would be the same with fuel in there.

I was slightly worried that the knock sensor carrier was positioned incorrectly and the grub screw (for the reference sensor) was hitting against the bottom of the sensor. So I removed the sensors again but thankfully I had not been that stupid. It does look as though the bolts that hold the sensor to the carrier have been threaded at some point, so a new carrier will be needed. Getting access to it is really tight, even by the 924's standards! That may not be a problem, though, as the engine needs a few other things doing that may be better off done with the engine out.

Or easier, at least. I have a theory that it can be just as quick to get the engine out and then work on it (for things like seals, belts, carriers, etc) rather than fumbling around in the small spaces around the engine. I'll have to see – I may get away with removing the cooling paraphernalia as that seems to be what is in the way for most jobs that I want to do.

I also still need to sort the front wings, and have my eye on some plastic ones. There is a temptation to fit a Carrera body kit, but then I would definitely feel that the engine is lacking! I can fit the standard wings and paint them myself, for the time being. Whatever I am doing I need to get on with it. Friends are already looking toward the first hillclimbs of the year and, being a rookie, my best chance is going to be when they are all rusty after the winter break!

*Matt Biggs*





Matt's at a bit of a crossroads with the SC, but it's a car he plans to keep so there's plenty of time to get it restored





## 1981 911 SC

To add to my 924 woes, things are not much better in the garage, where the 911 SC resides. Unlike the 924, the 911 has at least been used over the winter although I am very particular about the days on which I will use it. I am not at all precious about the bodywork, although I should be. No, I am more concerned about the torrential rain, with standing water, or the cold mornings and ice on the road.

There is definitely too much moisture in the car as well. I am trying to remove it by leaving moisture traps behind the seat but it doesn't appear to be working. A colleague has bar

heaters for his boat, to stop the ice. I think one or two of those for the SC might be a good idea, just to get rid of the worst of it! The other morning on a trip to work I decided to get some air, cold air, in the car to help to dry it. Great idea. Except I forgot that the passenger window doesn't work properly. I dropped it a bit lower than I should have and it wouldn't go back up again under its own power. While I was queuing in traffic I leant across to pull the window up by hand. It sort of worked but I really struggled and damaged my shoulder in the process. There is a lesson there. If you need to pull your window up by hand, don't do it leaning across the car.

So, yes, my plans to get little jobs sorted on the SC over the winter months have fallen by the wayside, largely due to my not getting on with work on the house. It is tantalisingly close to being finished, at least to a standard that I can live with, and then I should be able to give the SC more of my attention, although it is becoming quite apparent that the bodywork is not fairing very well at all – the little patches of rust that were on the car are spreading. It really needs to have the bodywork looked at properly but I fear what the bills will be when that's done.

Rather than messing about, I think I need to focus on one project at a time to make sure that I can make

some serious headway. At the moment neither car is moving along and things are becoming progressively worse. Just niggles, but there seems to be more of them on all accounts, the Boxster included. Although at least the Boxster is able to take over track duties for the time being. I think the SC is a car for life, I hope, so in that context I have time to get it done right. The 924 S should be a faster fix and then I can at least indulge in shenanigans and take the SC off the road for a while. Given my attention deficit at the moment I am not sure what will happen. Should be interesting!

*Matt Biggs*



# long-term fleet

## 981 CAYMAN GT4

It's always a bit difficult working out how best to introduce a new car. This one even more so due to the strange circumstances of how it came about. Getting your hands on a GT4 hasn't been a straightforward procedure for most, and this one was no exception. And the crux of the matter in my case is that I didn't actually get my hands on one at all, but instead have ended up in shared ownership of the car you see here with my best friend.

Back in 2014 when the first spy shots of the GT4 hit the internet I paid it little attention. For a number of reasons. First of all, I already had a GT3, so what use was a 'lowly' GT4 going to be to me? Second, I had literally just collected the GTS, so my magpie-like must-buy-something-new urges had been somewhat satiated.

And finally, I honestly thought it was a rumour that would never be realised, or if it did, the car that actually hit the market would be more of a Cayman R than a full-blown Porsche Motorsports product. Therefore the GT4 sort of flew under my radar somewhat. That meant, of course, that I didn't post any letters of intent with any OPCs, didn't build any meaningful relationships with any OPC salespeople, and generally missed the boat on putting myself in a strong position to pick one up when the order books did finally open.

Of course, once the full details were released and it became obvious that the GT4 was going to be the real deal, the clamour from enthusiasts who had been waiting for a true hardcore Cayman to come out of Weissach was intense. Most OPCs

stopped taking deposits within hours of the order books opening. The interest in the car was almost unprecedented for the marque.

The result? I didn't get a deposit in, and after a few weeks of frantically trying every source I knew to get on the list, including trying to order a C16-spec car from German dealers I gave up. And I started badgering my best mate who did get an allocation (he jumped through all the hoops and got a deposit in at 09:00 on the day the books opened) to share his car with me. What's the worst that could happen, I kept telling him...

It took a couple of months, but after staring down the barrel of a complete engine rebuild on his beautiful 996.1 GT3 he realised that sharing the cost of another GT car might actually be slightly more

enjoyable than trying to run it alone. My plan worked.

So spec'ing the car was an interesting process. Spec'ing a new car on your own can be incredibly hard work. Hours of internal debate. Sleepless nights. Days spent browsing forums looking for that perfect colour. So two friends spec'ing one car you would think would be virtually impossible. But no. In a way it was actually a nice prelude to the shared ownership experience. A bit of a deal maker or breaker, if you will. If we fell out at this stage you could pretty much guarantee we would be having issues down the line somewhere. But as it turned out it was fine. Almost pain-free.

The longest, yet not even remotely heated debate, was obviously over the colour. Sapphire blue was an early contender until James bought a Boxster GTS that he ran for the summer and got bored of. White, because of the motorsport heritage, was popular for a while but neither of us ever felt it was *the* colour. I'm not a fan of red, and James' GT3 is yellow, so those were out. We both had black Caymans in the past (the same one; he bought it off me) and as much as we both love the colour we agreed it hid the lines of the car too much and just looks dirty too quickly, although it does look incredibly mean and stealthy with matching black wheels. So after the usual internet trawling and finding some stunning pictures of (by-then) delivered cars in Agate grey, we plumped for that. Job done,

Er, that is, apart from the fact that we didn't. The day we joyously marched into the OPC to confirm the final spec of the car was a cold, damp, overcast day in the North West of the UK. On the forecourt were three very drab-looking cars. All in Agate. Sitting behind them all was what could only be described as a radiant beacon. A sliver of automotive beauty. A stunning 991 GTS. Even under the darkened skies it seemed to glow with a lustre that no other car in the lot could match. A quick check with the salesman confirmed that it





was GT Silver metallic. A colour we hadn't even considered because a) neither of us particularly like silver cars, and b) it was a hideously expensive option for what we had thought to be 'just another silver'. But I have to say we are both absolutely thrilled with it. It shows off all the curves and detail of that stunning bodywork and the depth of the paintwork means that the car transforms with the changing light. It's a truly beautiful colour and suits the car to a tee.

And like the colour, the rest of the spec pretty much picked itself in the end. One of the advantages of sharing the ownership (and the subsequent costs) is that optional extras appear to be half price! Options that you'd normally 'um and ah' over based on a cost/reward basis quickly fell into the 'oh, go on then' category. As such, the spec isn't that light. It's not the biggest I've seen though, with one of the most costly options boxes remaining unchecked. We decided very early on against going for the stunning PCCB (Porsche Carbon Composite Brakes). The standard brakes are massive. Huge. The car doesn't need better or bigger brakes than the standard steel 991 GT3 system it comes with. But the main reason was neither of us fancied the potential bills that ceramics can generate. Particularly when used on track. Which this car will be. So we left that off the list, but added most other things.

The stunning 918 full carbon bucket seats were a given. ClubSport pack, the same. I wouldn't feel safe tracking a car without a cage and harnesses any more. We both wanted the more powerful dynamic headlights (we are both over 40, after all...). PCM3 (and the compulsory Sound Package Plus required to get it) and phone prep were added because they are nice things to have and handy for touring, and, yes, a phone with apps might work better but who wants crap stuck on the dash and cables running around the inside of their nice new car? Cruise control for the average speed cameras. Full leather, because it really finishes off



the interior of the cabin – especially the doors. And then the freebies like the larger tank (still only the piddly 64-litre job, mind) and smoking package for the extra cubby and 12v port. The wheels we kept in the standard platinum colour, though this was a highly debated area as both of us like the black wheels on a silver car but decided this could be done later and for less than Porsche charge. On the interior we kept the platinum stitching as well, but splashed out a bit on having exterior colour trim as neither of us liked the standard trim options and the carbon was not only very expensive but didn't really suit the classy feel of the GT Silver exterior, we felt.

Did we miss anything out? Well yes, we said no to Sport Chrono, and in hindsight I think we should have

spec'd it. The 981 dash clock is so much nicer than the old pimple one in earlier cars and it replaces some ugly switches right in the middle of the dash. Plus the g-force meter actually looks pretty cool. But apart from that I think we got it just about right. Seeing as it had to please two different people, I don't think either one of us has any regrets with what we ended up with, which is the main thing.

The only other thing we both knew we wanted was to have paint protection film installed prior to collection. That's something I will cover next month in more detail. Of course, the car finally arrived while I was out of the country but my mate nobley volunteered to take collection and commence the running during my absence. So thoughtful. Needless to say his euphoric texts eulogising

over the looks and handling of the car made the additional wait far more bearable...

Since collection it's been a bit of a slog trying to get the miles on the clock to get it run in before our first track day. Freezing temps and heavily gritted roads, not wanting to use it on short journeys, and our combined family and work commitments have seen it spending a decent amount of time locked up. But the numbers are getting up there now and we are just touching 1400 miles now. The handful of decent runs I've had in the car have left me deeply impressed. It's easy to see how the car has garnered such great reviews in the press. It's going to be a fabulous year getting to know it inside out. What fun.

*Jack Wood*











## 2002 996 TURBO

I was hoping to have a cheap month with the Turbo, but no such luck. After a relatively blessed first year of ownership where I spent very little on the car other than to change a battery and fill it with V-Power, the last six months have been eye-wateringly expensive by comparison.

In my last column I mentioned that the Turbo was due an oil service, but when I dropped the car off with RPM Technik the guys checked on their computer system and found that it was actually due a 48,000-mile service. For the avoidance of doubt, that's the big, expensive one where they not only change the oil but renew all of the filters, spark plugs and change the drive belt, too. RPM quote £857 plus VAT for the 48k service, which was a little more than I was expecting to spend given I thought it only needed an oil change.

While the car was with RPM having the plugs changed, I got a call from the workshop manager to advise me that the coil packs were also on their way out and that it would be wise to change them while the spark plugs were being changed, to save on labour costs. That added another £245 to the bill. Sadly, the coil packs weren't the last thing that needed attention, either. The nuts holding on the turbo manifold also needed replacing. The horn wasn't working, the front drains were blocked and the spring on the near-side rear brake pad needed refitting.

Last month I wrote that "mechanically, there's not much to do to the car" – how wrong I was! The total bill for the 48k service and the various repair items came to £1740.61, bringing my six-month total running cost for the Turbo up to £5114.57, excluding fuel and insurance costs. Well, no one said owning a 911 Turbo was cheap. At least I can comfort myself with the fact that nothing needs doing for a while now, right?

Actually, I'm not so sure. I took MVC over to Bedford Autodrome a couple of weeks ago for my first track

day of the year, and those pesky brake issues reared their head again. Even with the switch to racing-spec brake fluid, I still don't have confidence in the stopping power of the system, and the all-important pedal-feel at the top of the travel is still terrible.

At this point I'm faced with the choice of just changing the pads to see if that makes any difference, or biting the bullet and going for the full-house six-pot front calliper upgrade with more aggressive pads. It's a pricey option, but I'm leaning towards it for the simple fact that I'm intending to do quite a few track days this year and I want to be fully confident in the car's braking performance. Nine Excellence offer a braking upgrade package that involves fitting Porsche Motorsport callipers front and rear coupled with Girodisc discs and Pagid pads, so I'm going to get in touch with them to enquire about costs.

Braking issues aside, the car felt very healthy on track after its comprehensive service, but I still need more tuition to help get the best out of the car and myself. After a few months away from track driving, and with a damp track making me more circumspect than usual, I found myself taking the corners very gingerly and then relying on the massive power of the Turbo down the straights to make up for my slow corner speeds. When I drove small hot hatches on track I hated getting stuck behind 'that guy' who was painfully slow in the corners but had much more power than me and rocketed away down the straights. Now I find I am that guy, and it doesn't sit well with me.

I was very interested to read editor Simon Jackson's piece on the full day of driver tuition at the Porsche Experience Centre (*GT 03/16*), and I'm very tempted to book the same tuition for myself. I've done a few experiences at the PEC at Silverstone before, but never in my own car. Getting a day of expert instruction in the Turbo, at my own pace, sounds like exactly what I need.

*Martin Spain*



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# the market place

by Philip Raby



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

## 928

Porsche 928 values have been quietly rising in recent years. This could be the time to buy one.

We last looked at the 928 in this column some three years ago. Time, then, to revisit this often-forgotten

Porsche and see what, if anything, has happened to its values in a time when prices of classic 911s have shot up. In fact, it's being said that right now is *the* time to buy a 928 before values are dragged up by the 911. Assuming, that is, we haven't missed the boat already...

The 928 is an interesting car. It was designed back in the early 1970s to replace the ageing 911 and, boy, did it look modern back then! Its curvaceous lines, integral bumpers (a world first), futuristic badging and pop-art interiors made the 928 look like something that had come straight off the set of the *Space 1999* TV show, which came out at around the same time as the big Porsche. In looks, the 928 was the complete antithesis of its boxy contemporaries of the day.

Mechanically, the 928 is not as radical as its appearance suggests. There's no fusion drive or even four-wheel drive, but rather a muscly and most un-Porsche-like, front-mounted 4.5-litre V8 engine that produced

(initially) 240hp, that was linked to a lazy three-speed automatic or a five-speed manual transmission. The gearbox was rear-mounted to ensure a well-balanced chassis which, along with the all-round independent suspension, meant that the 928 boasted well-mannered handling.

From its launch in 1977, the 928 sold quietly alongside the 911 (as we all know, it never did usurp it) and steadily evolved with more powerful engines and more refined interiors until it went out of production with little fanfare in 1995, after some 61,000 had been sold.

Sadly, more than a few of those cars have been scrapped along the way, to the extent that, today, the 928 is a rare beast. Pistonheads, our regular barometer of Porsche sales, has just 28 examples listed for sale in the UK at the time of writing. That compares with 129 993s, 451 997 Carreras, and there are even 51 997 GT3s listed.

Still, at least the remaining examples have, on the whole, been driven and enjoyed over the years, with many of them having over 140,000 miles on the clock. That said, since our last look at the 928, it







*In looks, the 928 was the antithesis of its boxy contemporaries of the day*





seems that a few low-mileage cars have come out of the woodwork.

We spotted a 1993 GTS (the last of the breed with wider rear arches) with just 13,800 miles priced at an eye-watering £54,995. That's serious money for a 928, but the GTS is the most desirable model and that low mileage should ensure that the car is in as-new condition. It's competing with a similar 1994 example with 15,919 miles up at £47,995, which sounds a more comfortable, yet still pricey, figure.

The problem is that the market for £50,000 928s is small. Not many people want to buy 928s, and even fewer want to pay large amounts of money for one. A good 993 for the

same price would be a safer investment and, if we're honest, probably a more fun car to drive and to own.

Halve that figure, though, and you're down below the threshold of classic 911s and, here, a 928 starts to make sense. How about a 1990 car with less than 50,000 miles for a tad under £20,000? That has to be a good deal, especially when another dealer is selling a year younger example with a higher mileage for £25,000. If, though, you really want a wide-bodied GTS, we found a 81,000 example for £32,995.

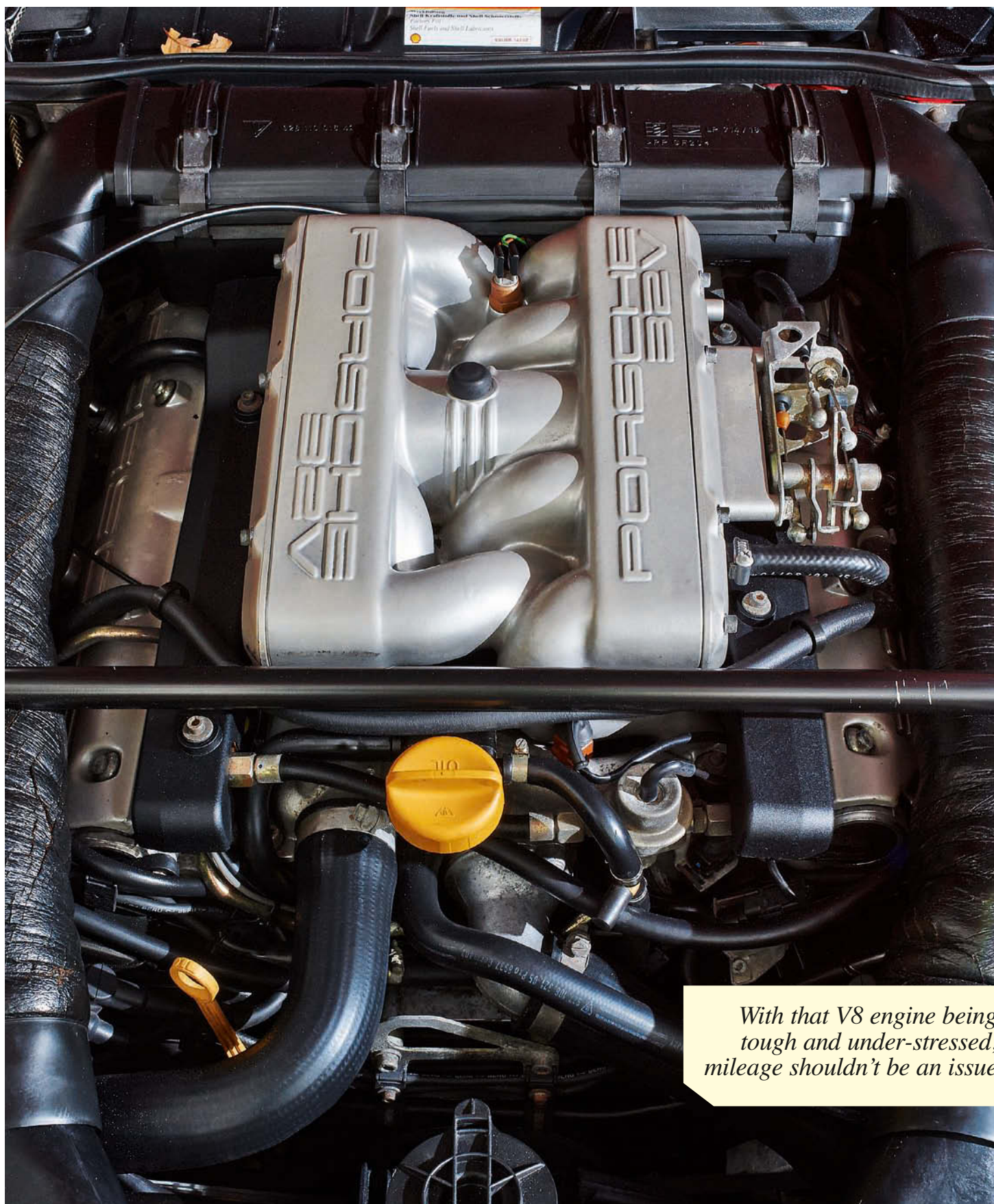
What is interesting about these prices is that three years ago we were reporting that a low mileage 1990 car

was around £17,000 and claimed that £26,500 for a GTS with 55,000 miles was 'rather optimistic' although a good one could sell for over £20,000, with some coming in as low as £15,000. The market has obviously moved on.

The key then, as now, is that top money is only going to be paid by serious collectors (read: investors) or enthusiasts, and they are going to want the lower mileage examples. Rightly or wrongly, no one is actually going to buy a 150,000 mile 928 as an investment.

So that makes the higher mileage cars good value for money, if you are looking for a 928 to drive and to enjoy. Examples from the late 1980s and early 1990s are coming in at





*With that V8 engine being tough and under-stressed, mileage shouldn't be an issue*



# the market place

between £10,000 and £15,000. With that V8 engine being tough and under-stressed, mileage shouldn't be an issue so long as the Porsche has been properly maintained over the years. Again, those values have risen in three years; back then sub-£10,000 would still have bought you a decent higher mileage 928 from the same period.

Now, as then, we can't find any early 928s for sale; and by that we mean anything pre-1980. The few first cars from the 1970s with the Bridget Riley-inspired chequered seats just seem to have disappeared, which is a shame. Okay, from a logical point of view, the later cars were better sorted and had hard-wearing leather interiors and more powerful engines, but there is something rather cool about the original 928. We suspect a good, original example would be very sought after for its rarity value if one ever came onto the market.

Will prices continue to rise? We expect them to do so and interest in the 928 does seem to be on the up. Perhaps it is no longer the forgotten Porsche it once was ○



The GTS is the 928 to have, but the other models are also worthy of a potential buyer's consideration





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## Porsche and the 'rule of four.'

Jesse Crosse recounts Porsche's history with four-cylinder engines...



What goes around comes around. The new four-cylinder Porsche engines have arrived and the Porsche Boxster powered by them has been given the historic nomenclature of 718. You can read about that elsewhere in this issue (p44) but here we'll confine ourselves to the demise of the flat-six; or should that be the return of the 'rule of four'?

Porsche sports cars haven't always been about flat-sixes, and neither will they be in the future. In fact, the idea that 'the only proper Porsche sports car is a flat-six Porsche' is, at best, wide of the mark. The very first Porsche concept, the stillborn Type 114, was to have been powered by a water-cooled V10. The 924, 944 and 968s were powered by four-cylinder in-line engines and the 928 by a V8. The 912 and 914 were powered by flat-fours, but there's more.

Throughout the 1960s Porsche racing cars were powered by the 'rule of four': either flat-four or flat-eight engines in sports car racing and even briefly in Formula One. In 1953 the powertrain of the 550 (which looks not unlike today's Cayman) was turned around so, unlike the 356, the engine sat in front of the transmission in a true mid-engine configuration. The 550 was a racing car built for the job but its engine was still the original 1448cc VW-based flat-four which developed between 79hp and 95hp. In 1954, the first thoroughbred racing engine upped the power to 110hp.

The 550 was succeeded by the first 718 in 1957: the 718 RSK. It was powered by the 140hp, 1.5-litre Type 547/3 quad-cam engine from the last of the 550s. In 1962, a 718 W-RS was powered by a flat-four followed by the 1982cc flat-eight, air-cooled engine developed for the Porsche 804 Formula One car.

In 1968, the 908 sports racing car was unveiled with a new Type 908 flat-eight developed from the Type 916 flat-six and designed by Hans Mezger. Whereas the new 718 flat-four engine is based on the bigger six, to the extent of sharing the same bore, stroke and cylinder spacing, the 1968 2926cc 908 engine went the other way. In those pre-computer days, Mezger and his team began work by taking two sets of blueprints for the 916 flat-six engine, cut two cylinders from each one and stuck the two together to make a bigger engine.

There was more to it than that, of course. Oil and water chambers needed matching up and the balance and vibration properties were completely different to that of a six, so much detail work followed. Like the modern engines, the Type 908 was all-aluminium with plated bores and it was very advanced for its time. Although underpowered at 320hp

compared to competitors like Ford's V8 DFV at 420hp, it was light. Overall, the 908 race cars it powered were so light as to fall below the minimum weight for their class of 650kg and needed ballast.

So the flat-four is no newcomer to Porsche's portfolio and because of the pressures on manufacturers to downsize it is never likely to go away. Now details of the new engines have been revealed we know that while adhering to Porsche's high performance philosophy, they are also based on a strategy of maintaining the very highest efficiency to reduce CO<sub>2</sub> emissions. The spin-off is that reducing fuel consumption through downsizing should also deliver the double whammy of reduced toxic emissions. These are unburned hydrocarbons (HC), carbon monoxide (CO) and the dastardly oxides of nitrogen (NO<sub>x</sub>) which got Porsche's parent, VW, into such awful trouble last year.



The new fours are equipped with single variable turbine geometry (VTG) turbochargers and Porsche is the only manufacturer to offer the technology on petrol engines. Why is that special? Cost. Although VTG turbos are common on diesels whose relatively low exhaust gas temperature poses little threat to the intricate mechanism of the VTG turbo, making them work in the high temperatures of a petrol engine's exhaust is expensive.

The VTG minimises lag by optimising the turbo's performance at both low and high engine speeds when exhaust gas energy is correspondingly low. VTGs work by altering the geometry of the vanes that direct the exhaust gas onto the turbine blades. They optimise the flow at low engine speeds and loads, and also for high energy exhaust gases when the engine is working hard.

Other manufacturers, like BMW, have chosen an alternative route to the VTG with a twin-scroll turbocharger. The twin-scroll separates the exhaust streams from four cylinders into two and feeds them



The 718 nomenclature is a historical one for Porsche, but does it belong on a Boxster?

into 'twin scroll' chambers within the body of the turbocharger. This optimises the available exhaust gas pulses to gain the best possible response from the turbo without the need for complex variable geometry vanes. All that's needed is a twin-scroll turbo housing design and special exhaust manifold, both of which can be manufactured at low cost. Porsche has never been one to compromise, though, and will stick with any technology it thinks will deliver the best driveability, which probably means VTG.

Can we expect to see further use of flat-four cylinder engines in the future? Is it unthinkable that there could there ever be a 911 GT3 RS powered by a flat-four one day? Brand appeal and marketing aside, we can speculate that time might come. A four-cylinder engine is lighter than a six and more efficient. The fact that it is boosted makes achieving higher output more easily achievable if the basic architecture of the engine is strong enough to withstand it.

The new 2.5-litre 718 engine

delivers 345hp while the latest GT3 RS engine produces 494hp from 4.0-litres. So it would be a bit of a stretch, unless the flat-four was hybridised with a powerful electric motor, which would also overcome any residual turbo lag by delivering instantaneous torque in response to the throttle. Such a specification should meet the demands of the most discerning driver, but for now the idea is just speculation. For the next few years at least, we can expect Porsche to stick with six cylinders for high-end models ○







## Refinishing Brake Callipers

Jesse Crosse discovers how to make your callipers look like new...

Nobody likes a tatty looking car and when it comes to keeping a Porsche looking tidy, the devil is in the detail. Hence the use of the word 'detailing' for what amounts to giving a car a really good clean. When a car is new, especially today with robust finishes on components, it's easy enough to get things looking sharp but as time goes on getting 'the look' is like pushing water uphill with a broom. That's especially true of components that are visible but under heavier attack than normal, like the brake callipers.

These days, brake callipers on sports cars have become style items and are even adorned with maker's names. Even on some of the older Porsches, the chances are the callipers are painted and branded with a Porsche emblem. Some are coloured but many are plain black, so if yours are looking tired you might want to try a little gentle restoration.

Like anything else, brake callipers can be brought back to good condition with a thorough clean up, some paint and fresh Porsche lettering. To do that they

need to come off the car. First, decide whether you are going to tackle all four at once or do two at a time. That old adage, 'how do you eat an elephant? One mouthful at a time,' comes into play here because you don't want to bite off more than you can chew. If you do the job a pair at a time, bear in mind the brakes will need bleeding afterwards so you'll end up doing that job twice. You also need to remember that the car will need to be off the road for a least a couple of days as you'll need several coats of paint on the callipers with drying in between.

Step one is to get the car off the ground, either at one end or both, and safely supported on axle stands at the appropriate lifting points. With the wheels off, remove any pins or clips retaining the pads. Lever the pads back slightly to force the pistons back into the casing and remove them. Slacken off the calliper retaining bolts taking care not to round anything off. Once slackened, undo the brake pipe nut using a special spanner for the job. This is like a ring spanner with a segment cut out to slide over the pipe.

Avoid using it open-ended as you'll risk rounding off the nut. If it's really stubborn apply some WD40 and leave overnight, being careful to keep it off the discs and pads.

If you're adept at making your own brake lines, make a female fitting with a short length of brake pipe crimped over and screw it onto the brake pipe nut as soon as you remove it from the calliper to prevent fluid leaking everywhere. Alternatively, slide the nut back and push some neoprene tube over the pipe, folding and crimping it with a clamp or grips. Bear in mind that most brake fluid can damage paintwork if left, so work clean and wash any splashes with soap and water.

Now for the mucky bit. Get the calliper on the bench having drained off the fluid, remove the bleed nipples and plug all open hydraulic holes with rags or plastic plugs to keep dirt and cleaning fluid out. Clean the calliper thoroughly with brake cleaner and degreaser using soft brushes and a soft brass wire brush if necessary. Be careful not to damage the rubber piston seals in the process. Once the

callipers are lovely and clean, mask the interior faces, pistons and seals with masking tape. Hang up each calliper with wire and paint using engine enamel or similar high temperature spray paint. Apply several thin coats, building up the finish and leaving the paint to dry off in between.

Once the callipers are done, leave overnight in reasonable temperatures for the paint to dry properly. After that, you can apply Porsche decals available from your favourite auction website. Use the type with the letters supplied on a backing strip, squeegeeing the sticker in place then peeling off the backing strip to leave only the letters.

After that, apply a couple of coats of high temperature Clear-Coat to give an extra shine and protect the lettering. If you want to go the whole hog, fit new bleed nipples and any springs and pins when you replace the callipers. The brake system will then need bleeding and you're ready to go. If you've preceded this job with a wheel refurb and new wheel badges your Porsche should now look fantastic! Remember, it's the detail that counts ○



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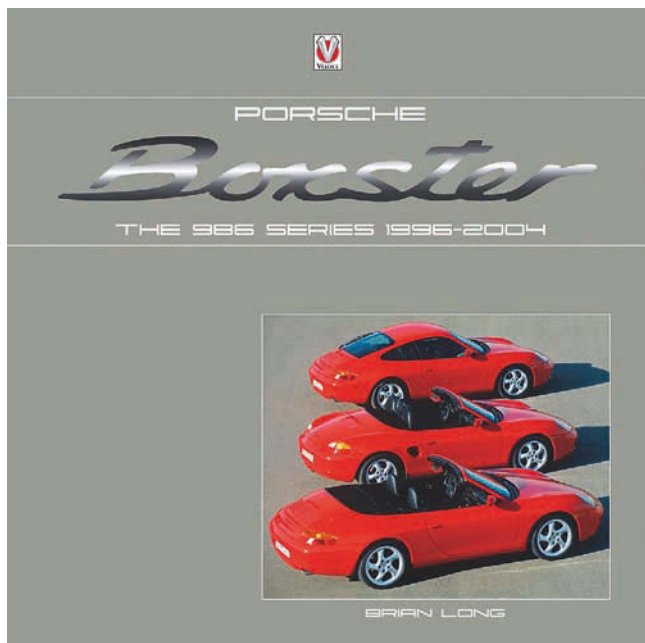


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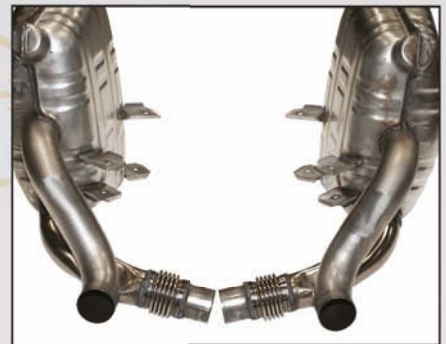
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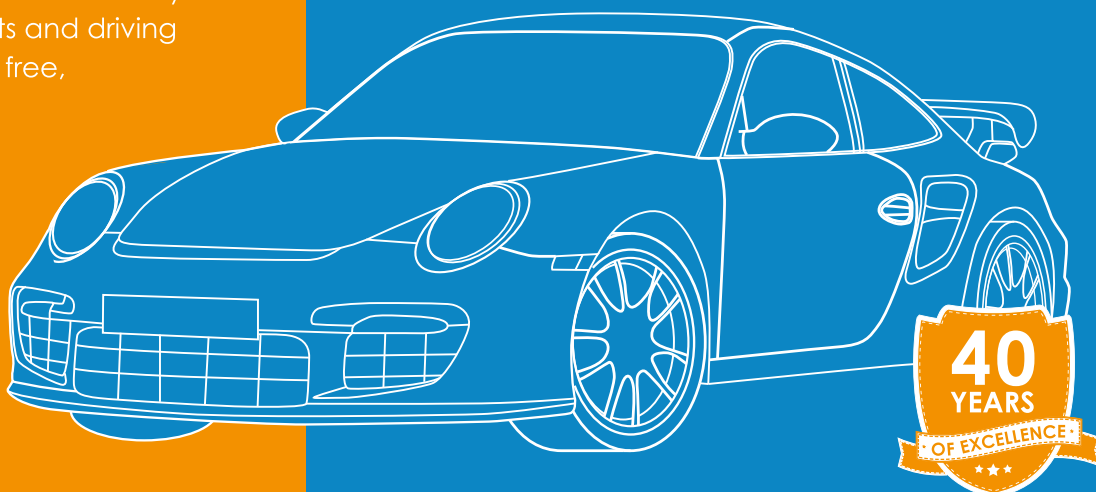
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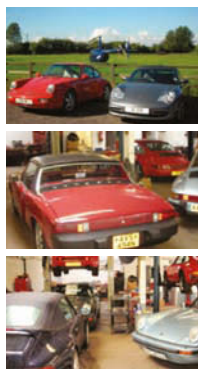
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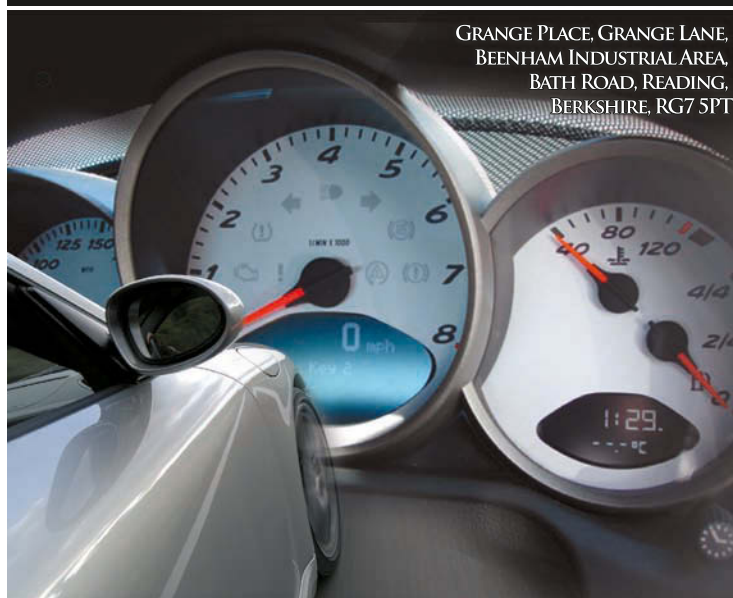
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## GMÜND COUPÉ/356: 1948 – 1964

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 carburettors 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.

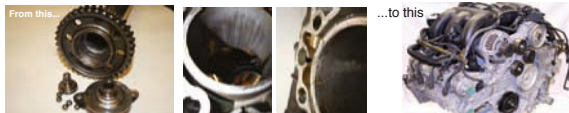
**1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (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 rewired 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 European 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



## 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 'O' 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.

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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.

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* (mph)	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.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	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* (mph)	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* (mph)	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* (mph)	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* (mph)	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**



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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.

**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	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

## 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. **1996 – 2000 to 2001:** 2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	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



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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.

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.

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)	0-60	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





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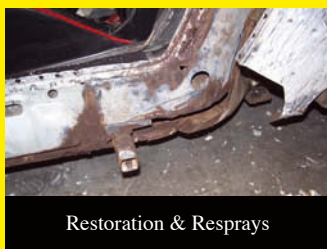
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## 991 (GEN 1): 2012 – 2015

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 louvers, 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.

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.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62* 6sp/7sp	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	5.1*/4.2	179
Carrera S	1486/1516	1425	3800	385	310	4.3*/4.1	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	4.6/4.2	190/189
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	4.0*	194
GT3 RS	1509/1554	1370	3797	450	317	3.8*	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.6* (3.2**)	194
Turbo S	1490/1548	1585	3800	530	516	2.9**	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

\* 0-60mph: cars fitted with six-speed manual gearbox; \*\* cars fitted with Sports Chrono Plus and PDK

## 991 (2012 – 2015)

**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: GT3 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 or 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.

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
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197



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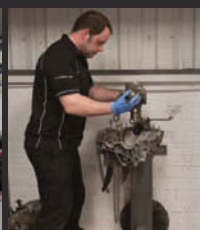
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## 912: 1965 – 1969; 1975

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 outsold 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, Cariolet 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 louvers 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. Kurzahls fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter uprated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard; **1983:** Turbo's spoiler becomes standard. Front anti-roll bar uprated 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.

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





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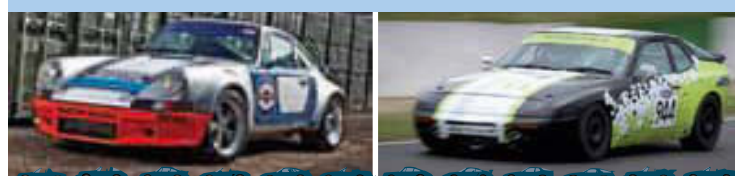


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## 928: 1978 – 1995

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 as 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.

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): 1551/1511 – 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-drive, 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

## 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



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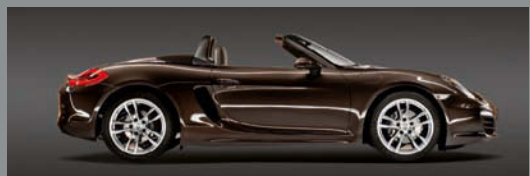


## BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

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.

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 31lb 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 0-60*	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 GTS, 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. 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



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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

## 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

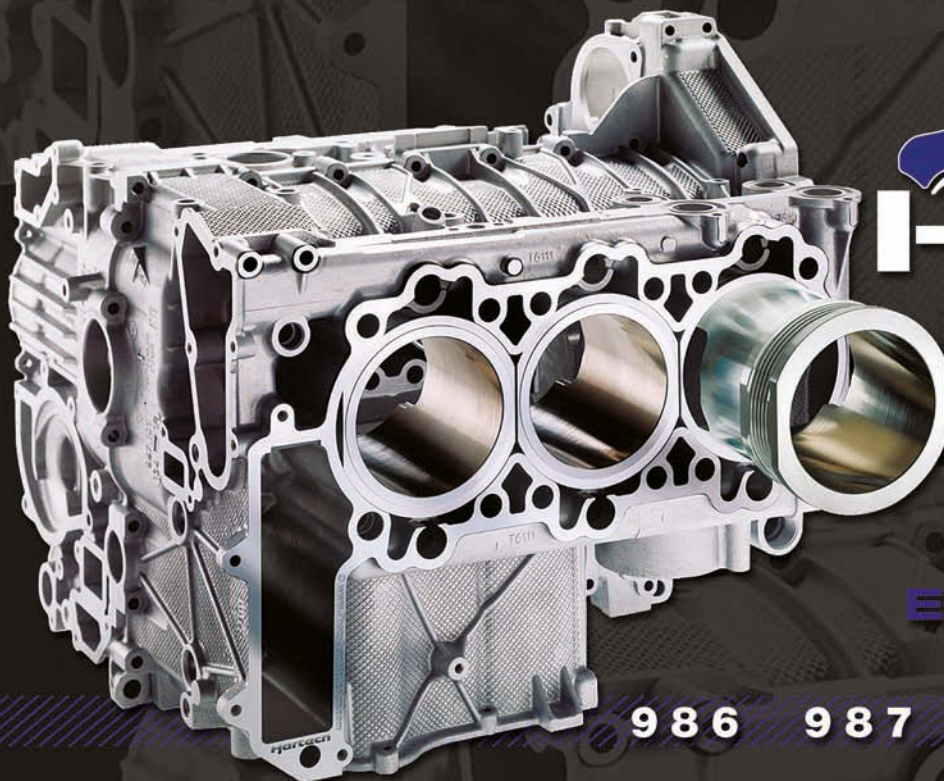
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## Cayenne (2003 – '07; 2007 – '10; 2010-'13; 2014–)

**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 calipers, 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 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



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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 ever 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

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 ditched 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	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

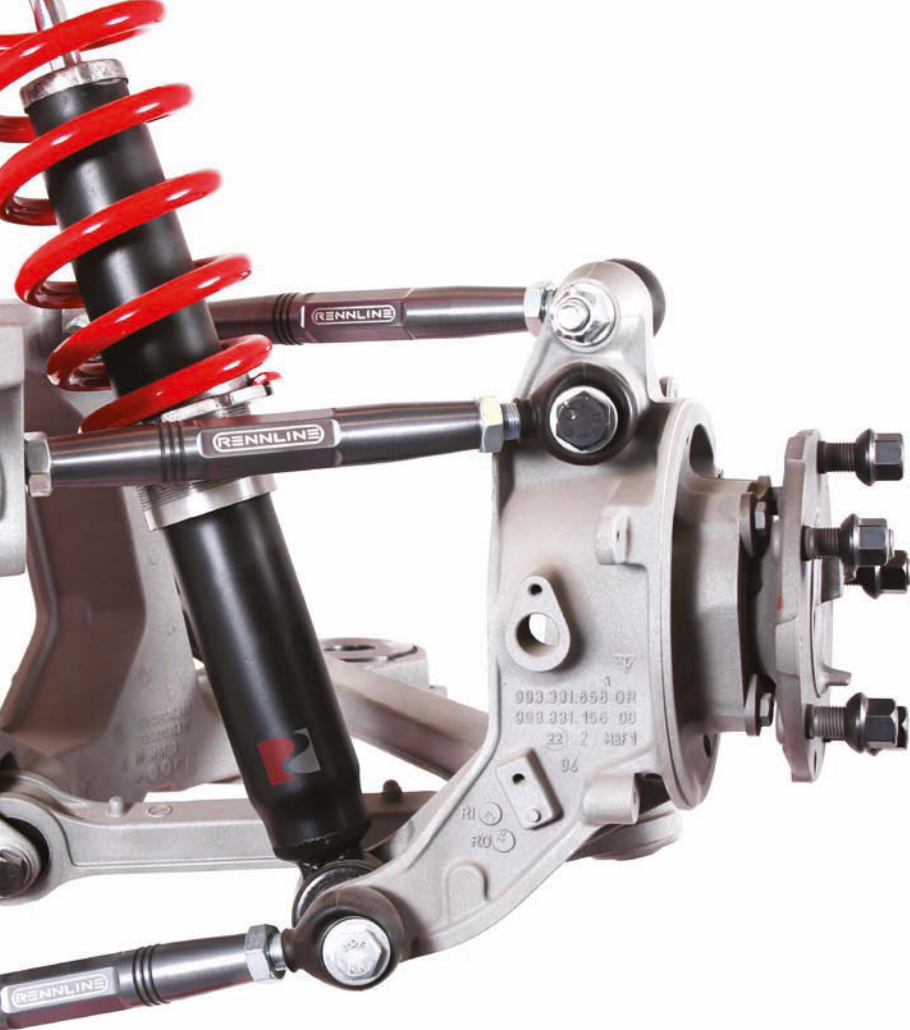
**Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, revving to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod 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 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





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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 engined, 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.

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 rear drive. 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. Other upgrades include additional aero parts such as aeroblades positioned 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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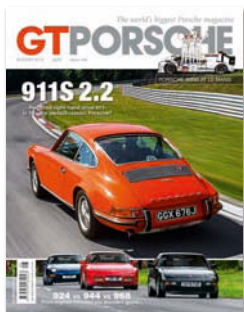
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**Inside:** RSR evocation and Pro-9 built 964 C2. 964 vs 911 SC. Boxster 2.7-litre. Formula One in Stuttgart. 356B racer. Macan GTS first drive. TwinSpark Racing profile. Porsche history: Veas. Market Place: 944 Turbo.



**MARCH 2016**

**Cover Story:** 996 vs Cayman  
**Inside:** Restored 917, 991.2 Turbo and Turbo S First Drive, James Dean's 'Little Bastard', 993 X51, Porsche PDI process, 912 Coupé, Porsche Sport Driving School Precision course. Market Place: 996 Carrera 4S.

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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
<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>							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman Black	£45,989	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
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	369lb ft	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
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	1500kg
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





	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
<b>Addspeed Performance Cars</b> Tel: 01403 255616 <a href="http://www.addspeed.co.uk">www.addspeed.co.uk</a>									✓				✓			
<b>Adrian Flux</b> Tel: 0800 081 8989 <a href="http://www.adrianflux.co.uk">www.adrianflux.co.uk</a>									✓							
<b>AmD</b> Tel: 01869 323205 <a href="http://www.amdtechnik.com">www.amdtechnik.com</a>											✓					
<b>Analogue Automotive</b> Tel: 01730 892220 <a href="http://www.analogueautomotive.co.uk">www.analogueautomotive.co.uk</a>	✓	✓	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓	✓
<b>Ashley Insurance</b> Tel: 01785 214444 <a href="http://www.ashleyinsurance.co.uk">www.ashleyinsurance.co.uk</a>									✓				✓			
<b>Autofarm</b> Tel: 01865 331234 <a href="http://www.autofarm.co.uk">www.autofarm.co.uk</a>	✓	✓				✓		✓			✓		✓			
<b>Autostrasse</b> Tel: 01376 562922													✓			
<b>Berlyn Services</b> Tel: 01271 866818 <a href="http://www.berlyn-services.co.uk">www.berlyn-services.co.uk</a>	✓															
<b>Belgravia Garage</b> Tel: 0207 2359900 <a href="http://www.belgraviagarage.com">www.belgraviagarage.com</a>													✓			
<b>Bilstein</b> <a href="http://www.bilstein.com">www.bilstein.com</a>														✓		
<b>Blackboots</b> Tel: 01494 797820 <a href="http://www.blackboots.co.uk">www.blackboots.co.uk</a>							✓						✓			✓
<b>Bodytechnics</b> Tel: 01753 505911 <a href="http://www.bodytechnics.co.uk">www.bodytechnics.co.uk</a> The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓														
<b>Brian Miller Motors</b> Tel: 0131 443 7806													✓			
<b>Cameron Sportscars</b> Tel: 01220 892244													✓			
<b>Carrera Engineering</b> Tel: 01992 892333 <a href="http://www.carreraengineering.co.uk">www.carreraengineering.co.uk</a>			✓			✓	✓	✓						✓		
<b>Cargraphic</b> Tel: 0049 634 188 088 (D) 01293 537911 (UK) <a href="http://www.cargraphic.com">www.cargraphic.com</a>	✓		✓			✓	✓			✓	✓			✓		✓
<b>Charles Ivey Specialist Cars</b> Tel: 020 77313612 <a href="http://www.charlesivey.com">www.charlesivey.com</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Chesterfield Diagnostics/Repairs</b> Tel: 01246 234046 <a href="http://www.chesterfielddiagnostics.com">www.chesterfielddiagnostics.com</a>	✓		✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Classic Additions</b> Tel: 01938 561717 <a href="http://www.classicadditions.com">www.classicadditions.com</a>	✓															
<b>Club Auto Sport Ltd</b> Tel: 01384 410879 <a href="http://www.clubautosport.co.uk">www.clubautosport.co.uk</a>	✓					✓								✓		
<b>CMS Porsche</b> Tel: 01952 608911	✓	✓	✓	✓		✓		✓		✓			✓	✓		✓
<b>Dansk</b> Tel: 07000 911993							✓	✓								
<b>Design 911</b> Tel: 0208 500 881 <a href="http://www.design911.com">www.design911.com</a>	✓	✓	✓				✓	✓		✓			✓	✓		✓
<b>Direct Line</b> Tel: 0845 246 8386 <a href="http://www.directline.com">www.directline.com</a>									✓							
<b>DMS Automotive</b> Tel: 01264 729016 <a href="http://www.dmsautomotive.com">www.dmsautomotive.com</a>											✓					
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<b>DS Motorwerks</b> Tel: 07002 911356 <a href="http://www.dsdmotorwerks.co.uk">www.dsdmotorwerks.co.uk</a>		✓				✓							✓			
<b>EBC Brakes</b> Tel: 01604 583344 <a href="http://www.ebcbrakes.com">www.ebcbrakes.com</a>			✓													
<b>EBS Racing</b> Tel: 001 800 462 3774 <a href="http://www.ebsracing.com">www.ebsracing.com</a>											✓					
<b>Eibach Suspension Tech</b> Tel: 01455 286524														✓		
<b>Elephant Racing</b> Tel: +1 408 297 2789 <a href="http://www.elephantracing.com">www.elephantracing.com</a>														✓		
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<b>Engine Builders Supply Co</b> Tel: +1 775 6731300	✓															
<b>Finlay Gorham</b> Tel: 01284 827427 <a href="http://www.finlaygorham.com">www.finlaygorham.com</a>													✓			
<b>Flat-6 Coachworks</b> Tel: 01686 440323 Email: <a href="mailto:flat-6@hotmail.com">flat-6@hotmail.com</a>		✓											✓			
<b>Gantspeed Engineering</b> Tel: 01507 568474 <a href="http://www.gantspeed.co.uk">www.gantspeed.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>Gmund Cars</b> Tel: 01423 797989 <a href="http://www.gmundcars.com">www.gmundcars.com</a>													✓			
<b>Gmund Collection</b> Tel: 0870 2020911 <a href="http://www.gmundcollection.com">www.gmundcollection.com</a>												✓				
<b>Green Flag</b> Tel: 0845 246 2130 <a href="http://www.greenflag.com">www.greenflag.com</a>									✓							
<b>GT One Ltd</b> Tel: 01932 569911/944 <a href="http://www.gt-one.co.uk">www.gt-one.co.uk</a>													✓			
<b>Hartech</b> Tel: 01204 302809 <a href="http://www.hartech.org">www.hartech.org</a> Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓		✓			
<b>Historika Classica Porsche</b> 07836 384999 <a href="http://www.historika.com">www.historika.com</a>	✓							✓					✓			
<b>HP Motorsports</b> Tel: 020 8500 2510 <a href="http://www.hpmotorsports.co.uk">www.hpmotorsports.co.uk</a>													✓			
<b>Jasmine Porschalink UK</b> Tel: 01282 697171 <a href="http://www.jasmine-motorsport.co.uk">www.jasmine-motorsport.co.uk</a>	✓	✓	✓			✓	✓			✓	✓	✓	✓	✓	✓	✓
<b>Jaz</b> Tel: 020 8903 1118 <a href="http://www.jazweb.co.uk">www.jazweb.co.uk</a>	✓		✓			✓	✓	✓			✓		✓	✓	✓	✓
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## JRW Elite Automotive

JRW Elite Automotive offer a range of products and services for a wide mix of Porsches...

### How long have you been established and how did you get started?

I've been established for just over two years. It all started after I left a Porsche Main Dealer with the goal of offering a personal Main Dealer service at independent specialist prices. I started in Stansted but then, in 2015, relocated to Sible Hedingham to expand.

### Who is in charge and what is their background?

My name is Jamie White and I'm the owner and technician. I started my career with a three-year Porsche factory apprenticeship scheme and went on to complete the optional fourth year to achieve a 'Level Four' qualification in Porsche service, repair and customer service. I worked at Porsche for seven years, seeing probably the biggest changes in the history of the company, gathering extensive knowledge and training on everything Porsche.

### Tell us a little about the products and services you offer?

I can offer everything for your Porsche no matter what model – from simply changing a light bulb through to full engine builds and restorations. I also offer remapping, ECU tuning, and track preparation and support (including enclosed transportation all

over the UK and Europe). No matter what is needed, I work with the customer to ensure work is done to the highest standards.

### What do you think your potential customers are looking for in an independent specialist such as yourself?

High quality work with great attention to detail in all aspects. A personal service that is tailored to the customer's needs and requirements. Customers want you to treat and look after their Porsche just as they would. A quality of service that exceeds the price.

### What facilities do you have on site?

I have a clean and modern fully-equipped workshop with everything you would expect in order to look after prestigious cars, including full Porsche diagnostics. I also have access to four-wheel laser aligning equipment and corner weights. I can offer enclosed vehicle transportation, too.

### What is your USP?

JRW is committed to offering professional excellence with all aspects of Porsche service. Whatever your requirements, I have the individual solutions for you and your car to make the ownership of your

pride and joy as enjoyable as possible.

### Which Porsches do you cater for?

With my Main Dealer training background I can offer all of its services to the entire Porsche model range, including the latest 981/991 and all Cayenne and Panamera models (both diesel and hybrid).

### What is your background with the Porsche brand?

I have been in the Porsche brand my entire career, most of that with Porsche itself. I am very passionate about the cars and the heritage behind the brand. I take pride in putting this passion into my work and love working on such amazing cars.

### How many staff do you employ?

I work as a sole trader. This allows me to ensure a fully personal service to the customer and that all work is carried out to my high standard without compromise.

### What exciting new products or services should we expect from you soon?

I am always looking to expand and improve on the services I offer to ensure I keep up-to-date with the ever-changing technology. With some big projects coming in 2016 – watch this space.

### Lastly, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?

Currently I think Porsche is in an amazing place and stronger than ever. It is producing some of the best supercars on the market, each time reaching new milestones in performance and economy.

It's producing elegant and yet practical cars that are in high demand. This is demonstrated by the ever-rising used Porsche prices.

For a long time Porsche has been behind other marques when it comes to technology but in a very short space of time it has become the benchmark the other marques aim for. Seeing the press releases of what is yet to come, the Porsche brand is going to get better and better, truly living up to the Porsche principle and Ferry Porsche's dream, which was: "In the beginning, I looked around and could not find the car I'd been dreaming of: a small, lightweight sports car that uses energy efficiently. So I decided to build it myself." ○

### Contact information

JRW Elite Automotive

Telephone: 01279 798036

Web: [www.jrweliteautomotive.co.uk](http://www.jrweliteautomotive.co.uk)



	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
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K&N Tel: 01925 636950 www.knfilters.com						✓										
LN Engineering Tel: +1 815 472 2939 www.lnengineering.com						✓										
Loe Bank Motors Tel: 01706 826060 www.loebankmotors.co.uk													✓			
Meguiar's Tel: 0870 2416696 www.meguiars.co.uk				✓												
Milltek Sport Tel: 0115 944 0044 www.millteksport.co.uk							✓									
Ninemeister Tel: 01925 242342 www.ninemeister.com	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
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Northway Porsche Specialists Tel: 0118 971 4333 www.northway.co.uk													✓			
Parr Motorsport Tel: 01293 537911 www.parr-uk.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
Paragon Tel: 01825 830424 www.paragon.gb.com	✓	✓	✓			✓	✓				✓		✓	✓		✓
Paul Stephens Specialist Cars Tel: 01440 714884 www.paul-stephens.com											✓		✓	✓		✓
PCT Cars Ltd Tel: 02476 407770 www.pctcars.co.uk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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Performance Direct Tel: 0844 5733594 www.performancedirect.co.uk									✓	✓						
Performance Marque Tel: 0800 954 0037 www.performancemarque.com									✓	✓						
Peter Morgan Consulting Tel: 01672 514038 www.porscheinspections.com								✓								
Pie-Performance Tel: 01473 760911 www.pieperformance.co.uk	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
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Porsche Club GB Tel: 01608 652911 www.porscheclubgb.com					✓							✓				
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PortiaCraft Tel: 020 8959 1604													✓			
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Promax Motorsport Tel: 01296 714856 www.promaxmotorsport.com	✓										✓		✓			
PR Services Tel: 01277 630099 www.prs356.com		✓											✓			
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RPM Independent Porsche Specialists Ltd Tel: 01296 661881 www.rpmtechnik.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
RPM Specialist Cars Ltd Tel: 01423 865602 www.rpmspecialistcars.co.uk													✓			
RPR626 Tel: 01388 811024/07836 330065 www.rpr626.com													✓			
RSJ Sports Cars Tel: 01753 553969 www.rsjsportscars.co.uk													✓			
Roger Bray Restoration Tel: 01404 822005 www.rogerbrayrestoration.com parts@rogerbrayrestoration.com; Milestone Business Park, London Road, Whimble, Exeter		✓											✓			
Shirleys Garage Tel: 01676 522242 www.shirleys-garage.co.uk													✓			
Specialised Car Covers Tel: 01943 864646 www.carcoversuk.com	✓															
Specialist Cars of Malton Tel: 07000 911993 www.specialistcarsltd.co.uk	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓		✓
SpeedArt Tel: 0870 757 5911 www.speedart.de											✓					
Spit & Polish Tel: 01732 367771 www.spitandpolish.co.uk																✓
Swissvax UK Tel: 0423 860022 www.swissvax.co.uk				✓												
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*A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade*

## Colin Goodwin thinks autonomous cars are a bad idea, and believes driver aids of any kind do not belong on a Porsche...

A rather more serious theme than usual for you this month: autonomous driving cars. I've had a change of heart on this since the concept of self-driving cars first started being bandied about by the car industry a couple of years ago. At first the idea of sitting back and reading the paper while the car takes me around a dark, traffic-clogged and wet M25 appealed to me. I likened it to switching on the autopilot in an aeroplane when you're cruising in a straight line above the clouds. When you want to have a bit of fun you simply turn it off and fly by hand.

But I've changed my tune in the last few months. Last year was the year of the VW scandal and 2016 is already turning into the year of autonomous driving. Already it is the most common

subject of discussion among hacks and car manufacturers. Put aside, for argument's sake, that in my opinion fully autonomous driving vehicles are further into the future than car makers and governments are suggesting. Let's pretend they'll be with us halfway through the next decade (which is what Tesla's Elon Musk thinks).

I believe that autonomous driving cars will be the death knell for enthusiasts like us. While we think that we'll be able to smoke around in classic 356s and old 911s, I don't think we'll be allowed to because they'll interfere dramatically with the smooth flow of autonomous traffic. I was making this point to a colleague the other day and he said it'd only be like driving a pony and trap on the public road today. It's a point, but there will be many more

people wanting to drive their Boxster or MGB on the road than those who today drive a horse and cart on the road. If we all put our classics and interesting cars away and took to horses there'd be a lot of manure piled up on the roads and people would complain.

Governments will treat us as an unnecessary nuisance. I can see their view already: 'It's fine you owning these quaint vehicles that you drive yourself, but if you want to drive them you'll have to take them to a circuit or to an old airfield'.

Unless I've not been privy to discussions or not been on the correct website, Porsche has been silent on the subject of autonomous driving cars. And so it should be. The whole Porsche brand (I prefer the word spirit) is about driving whether it's in

competition or on the open road. That spirit needs to be in everything that Porsche makes and so far it is. Even Porsches that aren't really my bag (which means all 4x4s and the Panamera), are all exceptional to drive.

As enthusiasts we need to make it plain to Porsche that even highly advanced driver aids don't belong on its cars. Systems such as automatic lane change, which is available on the new Mercedes E-Class, for example. Yes, some of these systems can be useful but it's a slippery slope.

The irony of all this is that the car companies are signing their own death warrants. If you're not actually driving the car you have no emotional connection with it. How it steers, corners and feels become irrelevant and because that's the case it doesn't



*We need to make it plain to Porsche that even highly advanced driver aids don't belong on its cars*

matter who makes the car (if we're even going to call it a car). Brand becomes unimportant as it generally is on white goods. Most airline passenger don't care whether they're on an Airbus or a Boeing: it simply needs to get them to their destination safely, on time and in comfort. The autonomous driving car will be no different.

I think the technical, legal and moral issues won't be solved for decades. Possibly not on my watch, but we must keep on our guard all the same ○

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



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