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GT PORSCHÉ

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Issue 176

911 R Driven

We test the Porsche everyone's talking about...



924 vs GT4

The 924 Carrera GT
battles the Cayman GT4

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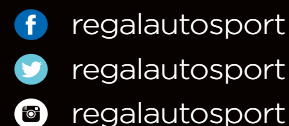
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Ignition



Simon Jackson
Editor [@retro_jackson](#)

Buying a Porsche can be a difficult expense to justify for some, but there are models that, broadly speaking, most people can afford. For an increasing amount of potential purchasers those models do not feature those magical three digits, '911', but that does not mean they preclude exciting Porsche prospects. Of the most affordable are some of the front-engined cars, or the 'transaxle' models in Porsche speak. The 924 was the first of them to launch and today it has become a classic Porsche that most people can afford, with prices starting at under £2000. Despite dividing opinions since its inception, 40 years on, the 924's many guises mean it has a representative model that fits every budget. We gathered together five examples in this issue (p20) to get a better understanding of what each offers, and to hear from the mouths of their owners.

We also popped over to Zuffenhausen this month to photograph one of the prototype 924s currently on display as part of the Porsche Museum's 'Transaxle Era' display (p30), and pitched one of the hottest models, the 924 Carrera GT, against a contemporary Porsche that in many ways is its spiritual successor – the Cayman GT4 (p36). We take a look at the timeline of the transaxle cars too,

all of which potential Porsche purchasers should not ignore.

Naturally, there's plenty more in this issue besides 924s! We were also invited over to Germany this month by a firm called Ultimate Drives. The company offers fantastic driving tours, providing customers with the opportunity to get behind the wheel of a Porsche for a trip to remember. We drove the latest second-generation 991 Carrera around the Black Forest, and you can too – it's a great way to 'try before you buy', but also provides the means for those who can't afford a brand-new Porsche with the opportunity to enjoy the driving experience, and some awe-inspiring European roads. Our trip served as a reminder that Germany not only builds the best cars in the world but it also boasts some epic road routes and spectacular scenery.

Perhaps these two Porsche options, an Ultimate Drives tour or a classic 924, mean that buying into that ethereal Porsche magic doesn't have to be the exclusive preserve of those for whom money is no object. I guess what I'm trying to say is that despite what some might think, getting involved with the Porsche scene in some fashion is within the reach of the majority. And that is definitely a good thing.



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 takes to UK roads in the 911 R, the Porsche everyone's talking about, so see if it lives up to the hype...



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

This month: Mart gathers five types of 924 to see what the most affordable Porsche around has to offer in all its guises.



Colin Goodwin
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A motoring journalist for over 25 years, Goodwin writes for the Mirror and has contributed to GT Porsche for a decade.

This month: Colin has his say on the 924 – a Porsche which has always divided opinion amongst the automotive community.

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LITCHFIELD LAUNCHES 991 PACKAGE

Better known for its work tuning the Nissan GT-R, Litchfield has developed an enhancement package for the 991...



Gloucestershire-based tuner, Litchfield, may not be your first port of call for 911 upgrades, but that might be about to change. Founded almost two decades ago by Iain Litchfield, the firm has become most well-known for its work tuning Nissan's GT-R, creating a range of 1200hp turn-key packages. However, Litchfield's *raison d'être* has always been to create unique conveyances for its clientele – whether their preference is aesthetic, dynamic, or both. All that translates to the Porsche marque. Although the company can re-engineer any car, most of its Porsche customers are looking for something more sensible than the powerful packages it typically fits to the GT-R. "In most cases, our

991 customers simply crave a little more of what's already there," Iain tells us. "The car already has a wonderful balance and delicacy, so when we set out to enhance it, we wanted to ensure that we kept the essential essence of the 991 – which really is a wonderful platform. All of our enhancements have been designed to allow you to turn up that inherent character up to '11' and achieve more as a driver – wherever you choose to enjoy the car."

Litchfield's 991 upgrades centre around a newly developed titanium exhaust system, designed and hand-finished in-house. Equipped with high-flow motorsport-spec catalytic converters from Germany, the system

comes coated with the latest active polymers to ensure full compatibility with the Porsche engine management system. The system reduces the weight of the car by approximately 16kg and, perhaps more pertinently, lays claim to an extra 45hp and 36lb ft over the standard system – providing 600hp without the need for further ECU programming (Turbo S). Throttle response and turbo spool are said to be greatly improved too, due to a reduction in back pressure, and there's a more aggressive bark.

Added to this, a Cobb Accessport software upgrade provides a simple means to transform the way the 991 drives, changing its standard ECU calibrations. The Accessport comes

with two 'off-the-shelf' maps pre-loaded for stage one and two upgrades. Litchfield uses a custom map option to tweak power and torque delivery. The total power output in conjunction with the exhaust is around 630hp and 640ft lb of torque. Users can toggle between standard and modified maps in an instant, and the setup is fully removable and transferrable in the future, too.

Litchfield's spring upgrade kit subtly lowers the 991. A progressive spring rate allows for something akin to factory ride quality in the straights, with a stiffer spring rate for corners reducing load transfer and accentuating available grip. The



Litchfield 991 Package

Litchfield spring kit	£379.20
HRE brushed clear P103 centre lock wheels (set)	£10,008
Michelin Cup 2 tyres	£2028
Alignment session	£156
Goodridge brake lines	£90
Litchfield 991 titanium exhaust	£5994
Custom Cobb remap package	£1908
Labour to fit	£1194



chassis elements of the Litchfield package makes use of 9x and 12x20-inch HRE centre lock P103 wheels wrapped in Michelin Cup 2 rubber. As with all of Litchfield fast-road or track conversions, the resulting package has undergone a full alignment session on the firm's literally laser-accurate Hunter race rig, ensuring toe, caster and camber is perfect.

In total the car you see here represents an investment of more than £20,000, but Litchfield offers each of these stages as separate options, allowing owners to apply the upgrades piecemeal if preferred. Individual prices are above, and for more information visit www.litchfieldimports.co.uk





HEXAGON CHARITY EVENING

Hexagon Modern Classics is holding a Le Mans-themed charity evening in July with all proceeds going to good causes...

Hexagon Modern Classics will once again hold a charity evening in July, with all of the proceeds going to Great Ormond Street Hospital and the Royal Brompton and Harefield Hospitals. The questions and answers event, which will take place on Tuesday 5 July looks set to be well worth attending. It will be hosted by Sky Sports F1 presenter Natalie Pinkham, and will be themed around a celebration of the 24 Hours of Le Mans. Natalie hosted last year's Ayrton Senna charity evening and will be returning to put the questions to a panel of motorsport experts in front of an audience. A special panel of famous British drivers who have taken victory at Le Mans will answer questions on the theme. Amongst the panellists will be Le Mans winners Derek Bell MBE and Richard Attwood, both of whom share heavy ties to the Porsche brand. A five-times Le Mans winner, three times Daytona 24-Hour winner and two times World Sports Car champion, Bell is a man who has driven a 917 at 245mph on the Mulsanne Straight in 1971, that alone makes him a Porsche icon.

Amongst his many achievements, Attwood competed in privateer and Works Porsches, competing in 908s and 917s, winning at Le Mans in 1970 and 1975, winning a 917K, in partnership with Hans Herrmann. The 76-year-old still works as a Porsche driving consultant.

Paul Michaels, chairman of Hexagon Classics, said: "I'm absolutely delighted to welcome Natalie back to Hexagon for this year's Le Mans charity evening. She's a brilliant presenter and a perfect host. The 24 Hours of Le Mans is one of the world's most special motoring events and I can't wait to announce a roster of expert speakers. With Natalie looking after our live Q&A, we'll be treated to some unparalleled insight.

"Most importantly, though, this evening will raise money for a charity that is close to my heart. My granddaughter owes her life to the care she received at Great Ormond Street and I'm so happy that we'll be able to give something back to this great hospital – and the Royal Brompton & Harefield Hospitals too – helping them to continue their incredible work. Last summer's

celebration of Ayrton Senna raised £72,000 and we have every intention of eclipsing that incredible figure."

Hexagon's evening will include drinks, canapés and food (the food will be provided by Michelin star chef, Christian Honor) and a special auction on the night, all of which will take place at its newly developed flagship showroom in Finchley, North London. The site is home to 50 of the firm's modern and classic cars, and now operates in addition to its traditional news premises in South Kensington. The Hexagon, as it has been named, is set to expand to include a coffee bar

and restaurant, and is typically home to around 40 Porsche cars at any one time.

Those wishing to book for the Hexagon's 24 Hours of Le Mans celebration evening on 5 July at 7:30pm, should book early, tickets are £195. Not only would you be purchasing entry to a wonderful event, you would also be supporting two very good causes in the process. Call 07711 169111 or email annabel@hexagon.uk.net to reserve your place. For more information on Hexagon, or the evening, visit its website: www.hexagonclassics.com



CLASSIC LE MANS Q&A
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Our special panel includes Le Mans winners Derek Bell and Richard Attwood who will be answering questions on this greatest of all motor sport events. Dinner, drinks, canapés and special auction on the night.

Hosted once again by Natalie Pinkham from Sky F1

Please book early and support this wonderful cause
Tickets: £195

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COFFEE AND CARS WITH PELICAN

Pelican Parts hosted one of its regular car meets recently – a diary date that has become very popular with the southern California Porsche community.



After a successful debut in 2015, Californian automotive parts specialist, Pelican Parts, brought back its 'Coffee and Cars with Pelican' event this Spring. Taking place in southern California, like many 'cars and coffee' gigs for which this part of the US has become famed, the premise is simple: bring your car along, park it up and admire the assembled automobiles while drinking a good cup of Starbucks coffee. Initially, Pelican's creation drew in the region of 200 cars, but that number has since amplified as word

got around that this was a morning worth getting out of bed for, as Pelican's Vicharin Vadakan, told us: "We started this meet a year ago for Porsches and enthusiasts of other car marques in our local community. It has grown quickly to over 500 cool cars and people showing up!"

The event dominates the Promenade on the Peninsula at Rolling Hills Estates, situated between Torrance and Long Beach, running between 7am and 9am on a Saturday morning. It gives attendees the chance

to take a leisurely drive out to the meet, ogle cars, drink coffee, and return home in time for their weekend chores. The location is perfect, adopting an upper deck parking area that becomes home to all manor of machinery, a vast percentage of which is from the Porsche stable. There are other marques present too and they are all different to one another – muscle cars, sports cars, race cars, antique cars, and custom cars are all welcome. Families and pets are welcome too. On the Porsche side, it

has been known for a 959 to turn up, and as you can see from the pictures, 918s, GT3s and all manor of 911s are common visitors.

There's no cover charge to enter, Pelican Parts simply say to bring yourself, your enthusiasm, and your car. To find out when the next event is taking place, visit the Pelican Parts website (www.pelicanparts.com) or its dedicated Facebook page (search 'coffee and cars with Pelican') for event details. You'll also find photos and videos of past events.



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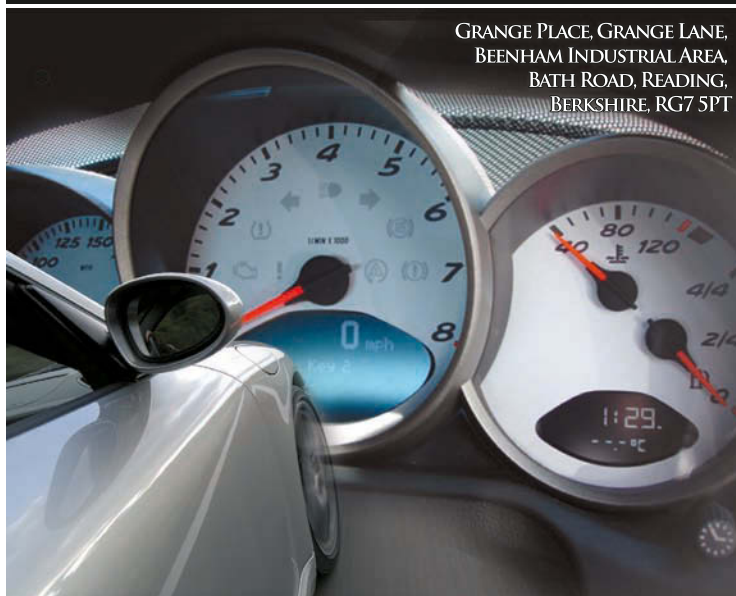
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PORSCHE SUFFERS DIFFICULTIES AT SPA

Spa hosted the second round of the 2016 World Endurance Championship, where Porsche suffered a disappointing dress rehearsal for Le Mans...

WORLD ENDURANCE CHAMPIONSHIP

ROUND TWO: SPA-FRANCORCHAMPS



Spa-Francorchamps hosted the second round of the 2016 FIA World Endurance Championship (WEC), in a season that is already beginning to look tricky for Porsche. After the disappointments of the opening round at Silverstone, Porsche's LMP1 cars qualified on the front row of the grid for Saturday's six-hour race in Belgium, yet failed to capitalise on their outright pace. This precursor to Le Mans raises worrying questions about the squad's chances.

For the No.1 919 Hybrid of Timo Bernhard, Brendon Hartley and Mark Webber the race began well. Hartley built up an early race lead, pitting for a scheduled stop on lap 23 and handing the car to Bernhard. Toyota's Sébastien Buemi took the race lead and a thrilling battle ensued: Bernhard overtook the Toyota at La Source, with ex-F1 star Buemi coming back at him through Spa's epic Eau Rouge corner. It all started to unravel for Porsche though on lap 37 when Bernhard suffered a puncture. He was forced to crawl back to the pits for much of Spa's long 4.3-mile lap, his flailing tyre damaging the 919's bodywork in the process.

A new nose section was fitted to the No.1 car while Bernhard handed driving duties over to Webber, but the Aussie suffered another tyre





delamination on lap 45 – caused by the previous damage to the car – that forced him into the pits for further repairs. Now four laps down, the No.1 car's dramas were still not over. Damage to the gearbox, again a result of the earlier tyre failure, put the car back into the garage, this time for a lengthy one-hour 40-minute spell. Having rejoined the race some 49 laps down, come the final flag the No.1 car was ranked in 27th place overall, fifth place in the LMP1 category.

Things were brighter on the other side of the Porsche garage, but not by much. Reliability problems with the No.2 car's hybrid system cost it the chance of a win with a loss, according to driver Neel Jani, of 400hp for almost the entire race. Things had started well with Lieb chasing the sister Porsche around the first handful of laps, but on the sixth tour gremlins struck with hybrid system problems. Lieb handed the now-limping car over to Jani on lap 22, who passed the car to Dumas on lap 47. Another stop on lap 71 put Lieb back behind the wheel, while Jani and Dumas shared the final stints. Despite all the dramas and a huge power deficit, the No.2 car was sat in third place overall towards the end of the race thanks to Audi and Toyota suffering

technical problems too. One of the Toyotas fell back further in the final part of the race, this promoted Dumas to second spot.

Fritz Enzinger, vice president of LMP1, said: "The opening round at Silverstone wasn't easy but here in Spa it was even more difficult, although we were starting from the front row with both cars. Having achieved a second place finish despite the technical problems early in the race on the number two car proves again that giving up is never an option in endurance racing. In the world of theatre people say a bad dress rehearsal is a happy omen for the premiere. This is how we consider our race day in Spa now with regards to Le Mans."

A second place finish for Porsche at Spa could be seen as damage limitation given the circumstances but, with no further racing before the Le Mans 24-Hours on 18-19 June, Porsche may be concerned about its chances. In the WEC standings Dumas/Jani/Lieb still lead the Drivers' Championship, Porsche leads the Manufacturers' standings, but that doesn't tell the full story. There is still a long way to go, but Porsche will need to up its game in order to fight off the advances of the Audis and Toyota this year.

RACE RESULT 6 HOURS OF SPA (BEL)

1. Di Grassi/Duval/Jarvis Audi R18, 160 laps
 2. Dumas/Jani/Lieb Porsche 919 Hybrid, -2 laps
 3. Imperatori/Kraihamer/Tuscher Rebellion R-One AER, -4 laps
-
27. Bernhard/Hartley/Webber (DE/NZ/AU) Porsche 919 Hybrid, -48 laps

DRIVERS' WORLD CHAMPIONSHIP AFTER TWO OUT OF NINE ROUNDS

1. Dumas/Jani/Lieb, Porsche 43 points
2. Imperatori/Kraihamer/Tuscher, Rebellion 30 points
3. Di Grassi/Duval/Jarvis, Audi 25 points

14. Bernhard/Hartley/Webber, Audi 1.5 points

CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Porsche 54 points
2. Toyota 45 points
3. Audi 41 points



911 SCORES PODIUM AT LAGUNA SECA

Porsche secured its fourth consecutive podium in the fourth round of the 2016 IMSA SportsCar Championship at Laguna Seca...

IMSA SPORTS CAR CHAMPIONSHIP ROUND FOUR: LAGUNA SECA

From the first four races of the season, Porsche has chalked-up one victory and three further podiums, putting the Works team in a strong position ahead of the upcoming IMSA series summer break. Both 911 RSR entries of Patrick Pilet and Nick Tandy (No.911), and Frédéric Makowiecki and Earl Bamber (No.912) suffered a difficult qualifying session at Laguna Seca, meaning they started the two-hour race in California from the back of the field. But following an initial safety car period, both cars made quick pit stops gaining them track position. Pilet gained four places emerging from the pits in third, Makowiecki was directly behind him in fourth.

With one hour of racing dispatched, Pilet had moved the No.911 car into second place before being hit from behind by one of the Corvettes, dropping the RSR down the order. Meanwhile, Makowiecki made good use of his strategy, making a clean second pit stop, before overtaking a Corvette and a Ferrari in the closing stages of the race to secure third spot in the No.912 car. Defending IMSA GT champion, Pilet, and Le Mans winner

Tandy finished in ninth spot.

Nick Tandy said after the race: "Even though we weren't able to turn super fast lap times in qualifying, the 911 RSR performed well over the distance on this circuit. Congratulations to our team-mates on the podium. That was a truly great performance."

Earl Bamber commented: "When I think about the problems we had in free practice and qualifying, this podium feels like a victory. The team did an awesome job over the whole weekend and the pit stops were simply perfect. This is a fantastic result for us."

The result sees Porsche now sitting second in the manufacturers' points standings, just three points behind leaders Chevrolet. Bamber and Makowiecki currently sit second in the GTLM class drivers' standings, 12 points adrift of the lead, Pilet and Tandy lay in eighth overall. Before round five of the IMSA Sports Car Championship in Watkins Glen on 3 July, Porsche's Works team will contest the Nürburgring and Le Mans 24-Hour races, for which preparations were already underway at the time of writing.



RACE RESULT: GTLM CLASS

1. Briscoe/Westbrook	Ford GT	79 laps
2. Pier Guidi/Serra	Ferrari 488 GTE	79 laps
3. Bamber/Makowiecki	Porsche 911 RSR	78 laps

8. Pilet/Tandy	Porsche 911 RSR	78 laps
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Points Standings: GTLM – DRIVERS

1. Millner Gavin	Corvette	130 points
2. Bamber Makowiecki	Porsche	118 points
3. Briscoe/Westbrook	Ford GT	115 points
8. Pilet, Tandy	Porsche	106 points

MANUFACTURERS

1. Chevrolet	130 points
2. Porsche	127 points
3. Ferrari	120 points

TEAMS

1. Corvette Racing No.4	130 points
2. Porsche North America No.912	118 points
3. Ford Chip Ganassi Racing No.67	115 points
8. Porsche North America No.911	106 points

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RELIABILITY WINS THE DAY FOR TUTHILL



Tuthill Porsche's newest 911 2.0-litre racer enjoyed a successful debut at the recent Donington Historic Festival...

Tuthill Porsche is known for its prowess with classic Porsche racing cars, so it'll come as little surprise to learn that its 1965 911 came home second in class in the GT and Sports Car Cup race at the recent Donington Historic Festival. The Tuthill crew cite reliability as a big factor in the car's success, which saw it outlast its more fragile competition. Unable to match the ultimate pace of lighter rival machines, drivers Ross McEwen and Colin Paton clocked up consistently quick lap times and stayed out of trouble while the rest of the field ahead fell out of contention due to attrition.

"Pitting these beautiful early 911s against powerful fibreglass-bodied cars – which are permitted to run a lower minimum weight – is always going to be a challenge," said team boss, Richard Tuthill. "A race

strategy built on the inherent Porsche traits of speed, traction and reliability offers quick drivers a fighting chance. Well done to Ross and Colin for seizing the opportunity and making the most of it."

Tuthill Porsche's abilities on track is certainly no new sensation. Tuthill-built 911s have raced and won on track for decades, in events including Tour Auto, Tour Britannia, FIA Masters Historic and Silverstone Classic.

"We're not just rally boys," said Richard Tuthill. The motorsport engineering graduate is en route to an FIA International Race Licence and will take to the track for product development later this year. "We've built successful Porsche race cars for many years and our team personnel includes touring car mechanics and GT engineers. Development of so many very quick 911s, including fast road, tarmac and marathon rally cars, has led to unrivalled expertise in air-cooled 911s. If it involves a 911 going quickly, we can contribute."

The GT and Sports Car Cup comprises five rounds at Donington, Silverstone, Brands Hatch, Dijon in France and the Algarve Classic Festival at Portimao, Portugal in October. Learn more about Tuthill Porsche on its website: www.tuthillporsche.com





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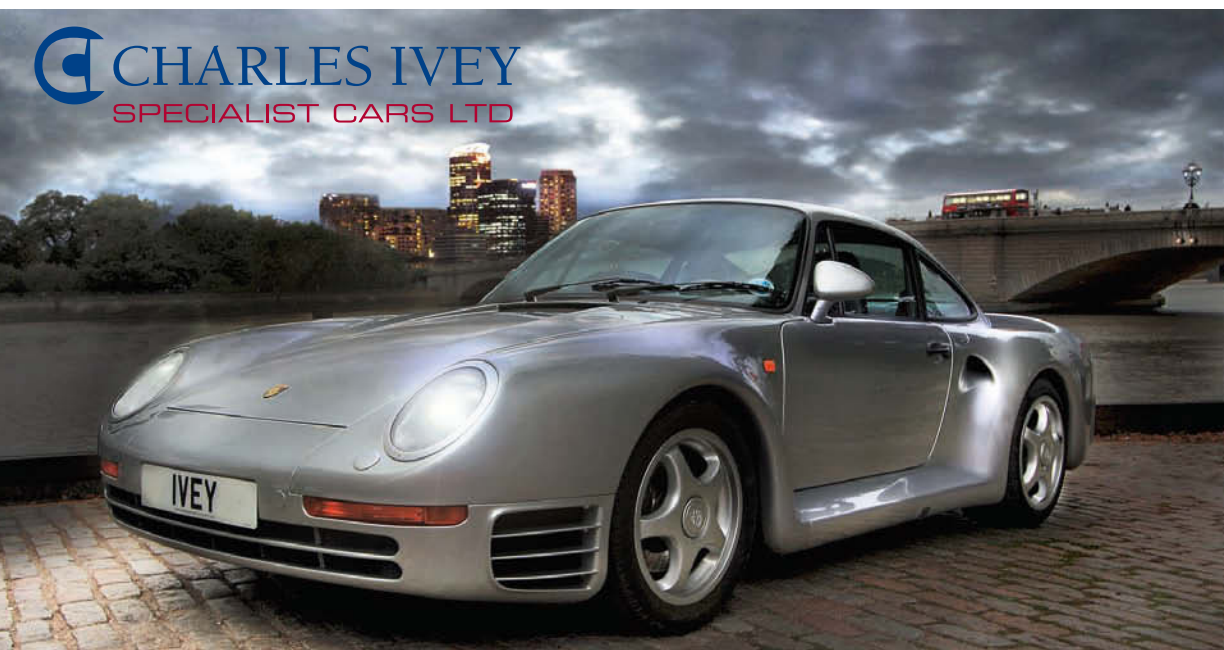


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At 40 years old, is the 924 now finally being accepted by the wider Porsche community? We gathered together five versions to obtain a better understanding of what makes these affordable classics wholly worthy of their Porsche badges.

Story: Martyn Morgan-Jones Photography: Jonathan Jacob



OUT OF THE



The 924 was launched in 1976 and thus began a long and successful dynasty of front-engined 'transaxle' Porsches.

History will record that it was the 924, with over 150,000 sales, that effectively saved Porsche from financial ruin.

Three main versions were produced between 1976 and 1988: the original 2.0-litre 924 normally-aspirated (125hp in Europe, 95-110hp in North America), the 2.0-litre 924 Turbo (170hp Series 1, 177hp Series 2) and the 944-engined,

150hp (160hp from 1987) 2.5-litre 924S.

In line with Porsche's ethos of transferring racing technology to the road, there were road-going homologation specials, too. The 210hp, 2.0-litre Carrera GT, was a limited production model introduced in June 1980. Just 406 were made, 75 being right-hand drive. The 245hp 2.0-litre Carrera GTS, the ultimate road-going 924, followed in March 1981. Only 59 of these were made, all left-hand drive and all Guards red. For race or rally use, Porsche offered a

275hp 'Clubsport' version.

Recently, thanks to the ever-helpful and very-friendly Porsche 924 Owners' Club, we were able to get up close and personal with five examples of the breed – from the warm (924) to the very, very hot (GTS). Much has been written and much assumed about the 924 over the years, but as these models grow in age and popularity, what better way to get a fuller understanding of them than to talk to the passionate Porsche people who own these cars and live with them everyday?



PHILLIP WATSON'S 1985 924

"I sold my first 924 because I was given a company car. But I really missed it. A 924 tends to become a way of life. Having subsequently been on an automotive journey which featured Land Rovers, a Westfield, and even motorcycles, I decided I needed a sporting but civilised car to travel to the Le Mans Classic in. I ended up buying the best I could afford. It's low-mileage (with just 46,000 miles) and in great condition. I've since improved it as and where necessary, although there are still a few things on my 'to do' list, such as fitting a better dashboard and a genuine Porsche exhaust system. It's a pretty easy car to look after, too. Of course, a 924 is all about the driving. It has such a great feel and balance and drives exceptionally well for a car of this era. On sweeping roads it flows seamlessly. And, because this one is so standard, and in such good condition, I almost feel like its custodian. I have an obligation to keep it this way – the way it left the factory."



RICKY CEASAR'S 1981 CARRERA GTS

"I've owned a red, black, and silver Carrera GT but lost my garage space and two had to go. I still own the silver car (p36). I'd also been after a GTS for about 20 years and found this one, chassis number 15, in 2007.

"Although physically similar to the Carrera GT, the GTS has quite a few differences. It's lower, has rose-jointed and uprated suspension, a bigger intercooler, special K26 turbocharger, more power, the transaxle is a Porsche-built ZF and there's an LSD as standard. The brakes are huge. Mine is one of a handful of 'Comfort' models made, which means it doesn't have lightweight panels and has glass side windows and tailgate.

"There are possibly seven GTS cars in the UK. Derek Bell has an almost identical car, although his has the 275hp 'Clubsport' engine. The GTS is fabulous to drive and very quick. Because it's rose-jointed and so stiff, the handling is superb. I've never driven a racing car, but I imagine it would be very similar. I have other Porsches, including a 930 Turbo and a 1975 2.7 Carrera, which are my pension policies! But the GTS is rather special. It looks as if it's doing 60mph stood still! It's quite easy to look after, too, although some of the body panels are mega-expensive. The registration number was a lucky find, but quite expensive, though! If anyone is considering buying a GT or GTS and they need to check its provenance, I'm the registrar for these models so feel free to contact me via the 924 OC."



"The GTS is fabulous to drive and very quick. Because it's rose-jointed and so stiff, the handling is superb"



DAVID JONES' 1980 CARRERA GT

"Ever since I saw my first 924 back in the '80s, I've been intrigued by them. I actually bought a 944 in 1985. About ten years later I spotted an advert for a 924 Turbo. I could tell from the photograph that it was a Carrera GT. The garage didn't really know what it was. I ended up buying it for a bit more than a 924 Turbo should have cost, but a lot less than a GT!"

"I did a few sprints, but blew the turbo. I then started taking the car apart with the intention of doing a full rebuild but I lost interest. Some years later, I read about someone who'd had their Carrera rebuilt by Charles Martland. I contacted Charles, and he came and picked up the car and various boxes of parts, and put it back together. It was back on the road in 2008/2009. My wife and I took it to Le Mans Classic in 2010.

"It needs some cosmetic work, but it's not a trailer queen – it gets used. It's so underrated – as are all 924s. Plus it's very quick, with such a useable spread of power. The handling is sublime. I have a 911 GT3 and that can get scary near the limit, but not the Carrera GT. It's incredibly well-balanced and user-friendly."

IAN PATTIE'S 1988 924S 'LE MANS'

"Ever since I drove my brother's new 924 around Scotland, back in 1978, I've been hooked. However, it wasn't until 14 years ago that I managed to acquire one: a standard 924. I then sold it to buy this 924S, which I've owned since 2007.

"It was actually one of Porsche GB's press cars. It's also one of the limited-edition 'Le Mans' models brought out to celebrate Porsche's success at the great race. For the UK, Porsche produced 37 black, and 37 white cars. The engine produces 160hp, ten more than the standard S and the chassis is uprated and lowered. I've lowered it a touch more. I try to drive it as often as I can, and I'm working through the things that need attention, although I'm spending most of my spare time on the S2 Turbo I recently purchased.

"What's nice about the S, is that it's an easy car to live with. Power steering is standard, the seats are excellent, brakes are strong, there's enough power and torque, it handles very well indeed, and it covers long distances with ease. It's a very underrated car but one that thankfully seems to be gaining greater recognition."





JOHN DAVIES' 1980 924 S1 TURBO

"I'd owned a 924 previously, which I loved. I later bought a 1984 924 which I still own. This 924 Turbo came up for sale around my 35th birthday. So I indulged myself! It's very much a work in progress. I have two new front wings and a slam panel waiting to be fitted, plus the rear panel is going to be repaired. The interior had previously succumbed to a small fire, hence I had to replace the seats – and I need a new headlining. I've been buying parts as and when I can afford them. The engine wasn't running at all well when I bought the car but I've done quite a bit of work and it's much improved. I did discover that the engine is an S2 but running the S1 distributor. It's work in progress, as I said!"

"I love my standard 924. But, the Turbo is such a great car to drive. Once the boost comes on you know about it. Its accelerating and handling is great. It's also got loads of character and people are often asking me what it is as there are so few around."



CONCLUSION

Having to pick from the pool of VW-Audi parts undoubtedly affected the way the 924 project developed. But since Porsche's inception, whatever the circumstances, it has always applied the very best engineering practices to the cars it produces. Which is why the 924 is infused with such a pedigree, is so well-engineered, sublimely-balanced, and is such a good-looking car. It's a proper Porsche despite what the detractors said in period (and, occasionally, still do). Those detractors not only bemoaned the VW/Audi connection but often ridiculed the 2.0-litre engine. Well, 924 Carrera GTPs raced with great success,

using 320hp versions of that very engine, at Le Mans in 1980. For 1981/82, power had climbed to 375hp. The 924 S used a detuned Porsche 944 engine, of course, and lots of Porsche parts. It's a particular favourite of mine – which is why I own one! Nonetheless, it's not my top Porsche 924 pick. I wouldn't rule out the prospect of a standard 924, particularly a later version with the five-speed gearbox. There's a lot to commend it. And a Turbo would be particularly nice. However, if I had the money, I'd choose a Carrera GT. It's got plenty of 'flair' and more than enough power. But I'd keep my 924S too!





Since Porsche's inception it has always applied the very best engineering practices to the cars it produces



TONY DRON: A RACER'S VIEW OF THE 924

The 924 Carrera GT that raced at Le Mans took as its basis the 210hp 924 Carrera GT road car. A production Carrera GT bodyshell was stiffened with the addition of a roll-cage, and the exterior bodywork was given new lightweight plastic panels. These improved the car's aerodynamics and helped shroud wide 11-inch front and 12-inch wide rear wheels. The suspension, both front and rear, was reworked, with Bilstein gas dampers and the rear torsion bars supplemented with coil springs. The titanium driveshaft was lifted from the 935. Under the bonnet the VW-based 1984cc turbocharged, in-line, four-cylinder engine was reworked, too; the KKK turbocharger was moved to the left side of the engine, and the intercooler increased in size and moved to the front. Bosch/Kugelfischer mechanical fuel injection replaced the production specification K-Jetronic, and dry-sump lubrication ensured consistent oil supply under racing loads. All this raised the power output by 50% to 320hp while weight was reduced from 1180kg to 930kg, so the car's top speed rose to 180mph. Large ventilated and cross-drilled brake discs (borrowed from the 917) were employed to slow the cars after the Mulsanne Straight.

An international three-car team was entered to race at Le Mans in 1980, each wearing distinctive liveries based on national flags. Car two was the British entry driven by Tony Dron and Andy Rouse. The duo finished the 24-hour race in 12th place. We spoke with Tony Dron about his memories of the 924: "I was a driving for British Leyland at the time, in a Dolomite Sprint, but was invited to give the recently-launched 924 a try out. The plan was to have a one-make series. I gave a 924 a shakedown at Castle Combe and found that it drove quite well. I suggested a few things and, over the next few months, the basic setup was improved and the championship announced. I was invited to drive in the Porsche 924 Championship for the Gordon Ramsay Racing Team. It was a serious championship with professional drivers throughout – but a nice little earner! I managed to win six of the nine races and won the championship.

"I found it to be a nice car to drive, although the road car really needed disc brakes all-round, better dampers, and alloy wheels. With the race car, more power would have been useful, and better brakes, although, if you were sensible with

the brakes you wouldn't lose any time.

"It was very safe, too, but required huge concentration to get the best lap times. This was because the weight was concentrated at the front, and the rear, with nothing in-between. To get the best from a 924, I had to hold it at the absolute limit. Step over the limit and the rear would break away. Easily catchable, but a lot of time would be lost. In a one-make series you don't get many second chances.

"In 1980, I was invited to drive a Carrera GTP at Le Mans. Porsche wanted to raise the 924's profile and decided to run an international team of three (British, American, and German) cars. Each had a distinctive livery based on its national flag. I was driving with Andy Rouse and Derek Bell. As it transpired, one of the American drivers had a huge road accident and was too dizzy to drive, which meant that his place was taken by Derek.

"To make sure the cars would last the distance, we'd undertaken a 36-hour test at Paul Ricard. They ran well, but the valves burnt out at around 18 hours. Data revealed that the top end was getting very hot. Porsche did a lot of dyno simulations and made improvements – improvements that it assured us would cure the problem. Well, at Le Mans, around 18 hours in, the valves burnt! We managed to finish, and the car even reached its 185mph top speed, but it took a lot longer to get there. I reckon we lost 20 seconds each lap. In the end we finished 12th. Derek was 13th. The German car, after seeing that we had valve issues, pitted to have its fuel enriched. It finished in sixth. Had we not experienced problems, Andy and I would have been fourth.

"The Carrera GTP race car was a completely different kettle of fish to the road-going Carrera GT, of course. It had fantastic, lightweight bodywork and the chassis was incredibly stiff. One of the best handling cars I have ever driven. The brakes were fantastic. So good you didn't even have to think about them. It was powerful, too. I seem to remember we had around 320hp.

"The 924 has had some unfair press over the years. If it had been made by British Leyland, as a replacement for the MGB, then everyone would have raved about it. But, as it was made by Porsche, people rightly expected more. However, it is a very interesting car and certainly worthy of the Porsche badge."



"The Carrera GTP race car was a completely different kettle of fish to the road-going Carrera GT"



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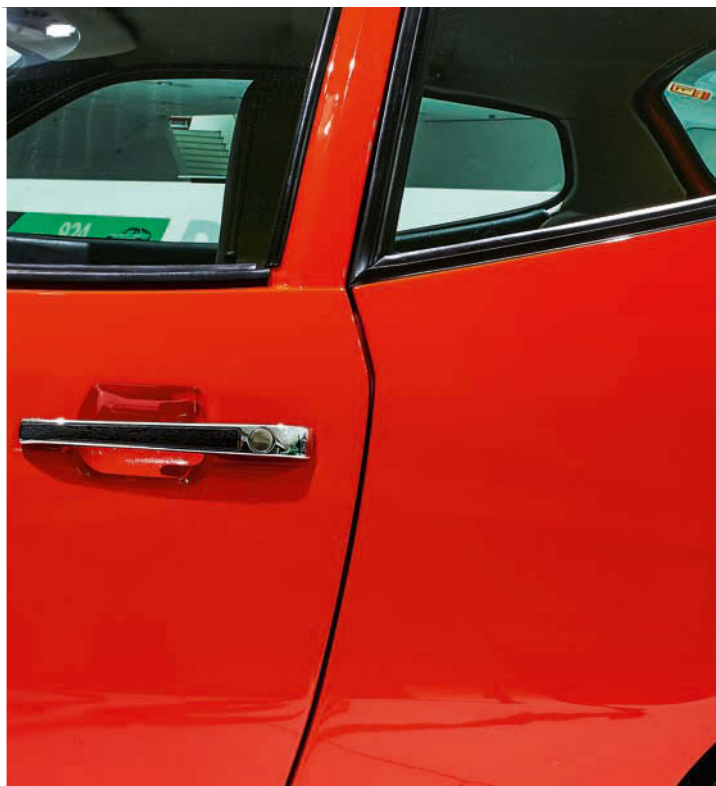
Porsche broke with tradition when it inherited the project, but as the 'Baustufe 1' prototype of 1974 demonstrates, the 924 is actually more Porsche than many might presume...

Story: Martyn Morgan-Jones, Simon Jackson Photography: Gus Gregory

When Kurt Lotz took over VW in 1968, he set about giving it the new direction it so needed. That included arranging for VW subsidiary, Audi, to merge with NSU (NSU was developing the front-engined, front-wheel drive K70). VW would subsequently refine this project and rebrand it as its own. The K70 was VW's route into front-wheel drive and the rest, as they say, is history. Lotz also commissioned Porsche to develop a replacement for the ageing Beetle, and its 411/412 offspring. The new project was coded 'EA266'. VW and Porsche had, in fact, been in a symbiotic relationship for decades. Porsche financed the 356 through becoming VW's Austrian distributor. In 1967, Lotz's predecessor, Heinz Nordoff, joined forces with Ferry Porsche on the 914 project. Lotz was later responsible for formalising this venture, which would be marketed by VW Porsche Vertriebsgesellschaft GmbH, a jointly-owned company. Plus, until the early '70s, Porsche undertook a great deal of development work for VW.

However, the early 1970s marked the beginning of quite a fraught and fiscally difficult period for VW. Lotz resigned in 1971, his place being taken by Rudolf Leiding, who'd previously headed-up Audi-NSU. Less than three weeks into his new post, Leiding informed Porsche that its current development contract wouldn't be renewed. Additionally, he cancelled EA266. The market was experiencing a sea change, with many manufacturers, VW included, making an almost wholesale move to front-wheel drive. EA266's proposed mid-engined format was perceived as unsuitable for a family saloon due to noise, servicing, and packaging issues. What's more, having inherited engineering staff and front-wheel drive know-how from Audi and NSU, VW no longer had need of Porsche's services. Which left Porsche, which happened to be in the throes of becoming a public company, at something of a loss. Fortunately, Leiding offered a parting gift, namely: the EA425 project (conceived as a replacement for the 914). Having 'gifted' Porsche with one hand, VW passed over an important caveat in the other. Although development was to be undertaken by Porsche at Weissach, funded by VW, the finished product would be marketed as a VW or Audi. If the right circumstances presented themselves, it could later be developed into a new Porsche. Of course, Porsche was in no position to argue.

To peg costs, EA425 needed to use as many VW/Audi parts as possible. Concerns about ever-stringent emissions regulations, particularly in the all-important North American market, led Porsche to



undertake studies. These would indicate that the way forward was water-cooled. Consequently, the decision was taken to adapt and refine an engine Audi had under development: a four-cylinder, 1984cc, SOHC, water-cooled unit intended for the second generation Audi 100. A detuned version would also be used in VW's LT van. This engine had its roots in the mid-1960s, when Auto Union (which became Audi NSU Auto Union AG in 1969) was owned by Daimler-Benz. Porsche developed the engine – far more than is usually given credit for; it became the welcome beneficiary of a forged steel crankshaft, finned aluminium sump, cross-flow aluminium cylinder head, Bosch K-Jetronic injection and much more.

When it came to the car's configuration, Porsche eschewed front-wheel drive, and even mid-engined, favouring instead a two-plus-two, front-engined, rear-wheel drive layout. A layout that would also incorporate some design and engineering ideas relating to its forthcoming, range-topping, 928 model, including the rear-mounted transmission. This arrangement would improve traction, rear braking efficiency, and handling balance. The transmission was a heavily-modified Audi 0-88 four-speeder, connected to the engine by a rigid torque-tube. The clutch was in the traditional position – on the flywheel. Interestingly, the engine and drivetrain were initially tested using a much-modified, second-hand BMW 1600. Opel Manta Type As would also be used as test mules. One was equipped with a fuel-injected 125hp engine, the full 924-specification floorpan, MacPherson strut front suspension, and 911-style rear suspension. Following much testing and fine-tuning, the engineers chose an amalgam of VW, Audi and Porsche suspension parts. In essence, the Beetle 1302 donated its MacPherson front struts, with the newly-introduced Golf providing the lower front arms. An anti-roll bar was also fitted, and at the rear, was Porsche's proven torsion bar setup. Brakes, servo-assisted, were discs up front and drums rear. The styling was largely the work of Dutchman Harm Lagaay, penned under the supervision of Porsche's styling director Anatole 'Tony' Lapine – with input from Leiding. The end result was a wonderfully organic, attractive, and very aerodynamic shape.

By late 1973, the project was almost complete, prototypes were up and running and production tools were being engineered. However, the oil crisis of '73/'74 hit hard. Then, late in 1974, Leiding, who was also battling ill health, was forced to resign, his place being taken by Toni Schmücker. Having initially put the EA425 project on hold, Schmücker would soon inform Porsche CEO Ernst Fuhrmann that VW had decided not to proceed. VW had opted to move forward with its Scirocco project instead – and considered passing EA425 to Audi, as a replacement for its 100 Coupé. Yet, the car was almost production-ready. Cutting a long and rather involved story short, a deal was struck, VW sold the project to Porsche – on condition that it be built by VW at its Neckarsulm plant. Included in the sale was the acquisition of VW's share in VW-Porsche. Now that the project officially belonged to Porsche, it needed a proper designation – the 924 was born.

Looking back, the early days of the 924 project can seem like something of a melting pot. This inter-brand Frankenstein's monster sewed the seeds of the collaborative automotive creations to which we are now entirely accustomed, but at the time it broke with Porsche tradition. Having finalised the 924's power unit and chassis layout, its final styling decisions were lagging behind. As a result the





Although overall it's a clean and simple design, this prototype showcases several interesting details. Look at the doorline, vents and protruding bumper design here for example...

The end result was a wonderfully organic, attractive, and very aerodynamic shape



Porsche Museum

The 924 Prototype you see here is currently on display at the Porsche Museum in Stuttgart as part of its 'The Transaxle Era' exhibit. The museum was opened in 2009, and recently received its three-millionth visitor, drawing visitors from around the world. The museum is continually evolving and developing its viewing collection. Recent additions include the interactive 'Porsche Touchwall', inviting visitors to research the company's history in a playful way, offering virtual time travel through nine decades of automotive history via a collection of over 3000 photos, drawings, posters and advertisements. Likewise the interactive sound installation 'Porsche in the Mix' lets users choose from seven vehicle models, playing back the characteristic sounds of those vehicles ranging from the 356 to the 911 and 918.

The Porsche Museum is typically open Tuesday through to Sunday from 9am to 6pm (check for national holidays). We thank the museum for its help with this feature. Visit www.porsche.com/museum for more information.

It overtly strikes you as a 'parts bin' concept, yet one that is rather stylish...

engineers were so desperate to offer the bare bones of their new car into a bodysell in order for them to test it, that quite uncharacteristically several full size prototypes were worked up quickly from one-fifth scale clay models. Eight prototypes were developed between 1973 and 1974, while in parallel work continued in the clay room on a final full size car. Six further prototypes were produced off the back of this full scale clay model, which gave birth to a fibreglass replica used for wind tunnel testing. Looking around the 1974 924 'Baustufe 1' prototype now, it's easy to spot elements from all the chefs involved in the creation of the car. The wheels are reminiscent of Mk1 Golf rolling stock, the chrome door handles evocative of Audi cars of the period, it overtly strikes you as a 'parts bin' concept, yet one that is rather stylish and production ready. The car you see here is part of the Porsche Museum's current Transaxle display, of which you can read more on page 46, but moreover it slickly represents a period in Porsche history that you might consider compromised. You shouldn't. The 'Baustufe 1' 924 prototype displays as much Porsche DNA as it does Audi or VW. And besides all that, over 40 years on from its construction, it looks pretty mega... ○



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Celebrity Injunction

The only front-engined Porsche to wear the Carrera badge, the 924 Carrera GT might just be the pinnacle of the breed. How does it compare with the Cayman GT4 – a fantastic contemporary Porsche also fighting the 911's celebrity status? Story: Andrew Frankel Photography: Antony Fraser



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whatever skills you bring to the table
are actually making a difference*





What, save their badges, can these two have in common? Separated by a generation, one is a brand-new, mid-engined, six-cylinder, normally aspirated, six-speed two-seater, the other is a 35-year-old front-engined, four-pot, turbocharged five-speed two-plus-two. Pretty pictures aside you might think there is little to delay you here. But bear with me just a minute, because these two do share something that's actually rather important to anyone interested in the history of fast, special Porsches and how they got that way. And it's not just that both were conceived with homologation of race cars – the 924 Carrera GTR and GT4 category Cayman – in mind. Far more importantly is not what they are, but what they are *not*: whatever else these cars may or may not be, emphatically they are not 911s. I am as guilty as any: I think fast Porsche and I think 911. We are so used to,

our minds so sated by RSs, RSRs, GT3s and GT2s, that it's too easy to forget all the others, both those that came before the fast 911 and those forced to live in its bewinged shadow.

The yellow car you will know: it is Porsche's one and only UK press fleet Cayman GT4 and if you've read about a GT4 in a magazine of late, it is this car with 12,000 hard miles on its clock that was probably the subject. The other car is Ricky Caesar's 924 Carrera GT and with the even more hardcore GTS and racing GTR, to date is the only front-engined Porsches to wear the Carrera badge. Could it be that these cars really were designed for similar goals but arrived at from almost opposite directions, half a lifetime apart? It is what we were here to find out.

Caesar's 924 is a time warp, an original Carrera GT that rejoices in its unrestored nature. The silver paintwork may now be blistered but it is at least the same paint it wore when it left Audi's

Neckarsulm factory in 1981, the same year in which all 406 924 Carrera GTs were built, just 75 with steering wheels on the right. By contrast the paint of the GT4 is as flawless as you'd expect. This will be a far less rare car than the 924 Carrera GT, with production numbers expected to reach around 2500, but it is still special. It's brought me via a somewhat circuitous route from Wales to our Wiltshire location and I'm struck as I have been every time I've driven it. Not by its power, grip or no prisoners approach to the open road, but just how easy it is to drive.

Most of Porsche's greatest street cars have been pragmatists at heart, from the 2.7 RS 911 to date. Their engineers know that compliance has to be built into suspension systems for them to work on public roads and that drivers will tire of being deafened by even the sweetest engine sounds. So the Cayman doesn't hop, skip and jump from place to place on rock solid suspension like





Porsche's least compromising designs (the 964 RS and 996 GT3 RS spring to mind), it flows. Even when you drive it fast, this is not a car you feel the need to fight. It lays down no gauntlet, never makes you react to the unexpected. Instead it always executes your instructions with such immediacy and accuracy you find yourself thinking ahead to the next corner because you know the car has the here and now covered. In a lesser machine, this could make your journey quite boring. I like cars that make you think, keep you on your toes and make you believe that whatever skills you're able to bring to the table are actually making a difference. But the Cayman dodges the boring bullet because it not only allows you to remain always in charge of what it does, it keeps you in touch too. The engine sounds wondrous, even though it's not a product

of motor sport wizardry but just a standard pre-turbo era Carrera S lump. The gearbox is the best in the world and, within the realm of those with electrical power assistance, so is the steering. The pedal weights are perfect, the feel of the car through the chassis is little short of sublime.

The 924 Carrera GT is predictably very different while, at precisely the same time, being unpredictably extremely similar. On paper there is nothing they share. While the Cayman puts out 380hp from its Porsche-designed 3.8-litre flat-six motor, the 924 has 210hp from a 2.0-litre engine whose basic design was shared with the motor of the then-original Volkswagen LT van. And there is nothing wrong with that: if you think that prizing over 100hp per litre from an engine first designed in the mid-1970s is impressive, be advised that in race trim the 924

GTR produces 375hp from the same capacity. Van or no van, that motor was strong.

It is also rather more than a 924 Turbo engine with the boost turned up. The Carrera GT used a bigger KKK turbo, revised ignition and injection, came with an intercooler that reduced charge temperatures by up to 50°C and, crucially, a compression ratio actually raised from a sluggish 7.5:1 to a near normal 8.5:1. It was fitted into a car with lowered suspension, a widened track front and rear and Fuchs wheels and tyres sourced from the 911SC at the front and 930 Turbo at the rear. The interior offers acres of leg room and a very '70s design. It's also comfortable, though it serves to remind you that Porsche's lamentable ergonomic ineptitude at that time was not confined to 911s alone. Interestingly, there's no boost dial. Back in 1981





turbocharging was perhaps no longer in its infancy but it was still certainly a toddler, yet Porsche saw need to fit the gauge of truth only to the 59 yet more powerful Carrera GTS 924s.

The engine fires at once and settles to a smooth, quiet idle. There's no truculence here, nothing to suggest you're sitting behind what at the time was the most highly tuned road car engine developed by Porsche. First gear is over to the left but back, not forwards – Ferrari style if I dare say so on these pages. That's proper race format, relegating first to where it will not be selected by mistake, promoting fifth to the thick of the action. The clutch bites high but smoothly and we are away.

Instantly it surprises: a large power output from a small engine plus first generation turbo tech should equal big lag, but it doesn't: true the boost doesn't hit hard until you're at 3500rpm but it's perfectly tractable from half that speed and far more responsive than you'd think. When it all chimes in, the Carrera GT feels quick, even today fast enough to deal with most warm hatchbacks. Porsche always reckoned it would hit 62mph in just under seven seconds and was one so cruel as to dump the clutch at 5000rpm, I imagine it would do so again despite the need for two quite slow gear changes to get there. But that is not how to drive this car. The engine is happiest in the thick of its torque curve where it feels and sounds sufficiently smooth to justify its place beneath the bonnet of a Porsche.

Likewise you can throw the 924 around and on modern Bridgestone rubber it will not protest; but the steering is slow and the suspension is soft, neither characteristic lending itself to this kind of antic. So ease off, set the pace to fast rather than frenetic, sit back and enjoy. Then the 924 Carrera GT will show you what it does best, breathing with the road, exhibiting the exemplary balance afforded by its near perfect weight distribution as the steering fills your fingers with information about conditions underfoot. It would have been interesting at the time to drive it next to its 911



OTHER HOT 924S:

924 Carrera GTS: A true homologation special, requiring 50 to be made to make the 924 eligible for Group 4 racing. In the end 59 were created of which 15 were to Club Sport specification. Easily identified by their lack of pop up headlights, the GTS also features lightweight doors and bonnet, a long distance fuel tank and the braking system of the 911 Turbo. Greater boost pressure raised engine power to 245hp, raising top speed to 155mph.

924 Carrera GTS



924 Carrera GTS Club Sport: Of the 59 GTSs built, 14 were to Club Sport specification and were real race track refugees. Raising boost pressure from 1.0 to 1.1bar wound the power up to 270hp while further weight was saved by using the same thinner gauge steel shells used for the GTR racers. An aluminium roll-cage and race seats were fitted. When it went on sale, the Club Sport cost £31,500, around 3.5 times the price of a standard 924...

924 Carrera GTP: A racing prototype of the Carrera GT, most notable for their performance at Le Mans in 1980. Three cars were entered, crewed by German, British and American drivers respectively. The German car crewed by Jurgen Barth and Manfred Schurti came sixth overall, averaging over 111mph for 24 hours, the British car of Andy Rouse and Tony Dron came 12th while the American entry turned into an Anglo-American effort when Peter Gregg was medically unfit to race so was replaced by Derek Bell who drove with Al Holbert. This was Bell's first Le Mans with Porsche since 1971 – he would drive Porsches another 11 times there, winning on four occasions.

924 Carrera GTP



924 Carrera GTR: The full race 924, complete with 935 brakes, fully adjustable suspension and an engine wound up all the way to 375hp, courtesy of big boost and Kugelfischer fuel injection. Nineteen were built (some say 17) and while weights varied from car-to-car, most came in under the tonne and at least one as low as 950kg. GTRs raced most frequently in the US but were also seen at Le Mans, the last time being in 1982 when three were entered. One retired, one was disqualified but the third came 16th overall, winning the IMSA GTO category ahead of Chevrolet Camaros and a BMW M1.

contemporary, the 3.0-litre SC, which was stiffer, inclined to exhibit heroic amounts of over and understeer and which required careful management, particularly on wet roads. Given that both were sporting two-plus-twos with similar power from the same company, they would have been about as different as can be: the SC more exciting by some distance, the Carrera GT easier to drive by a still greater margin.

But we're here to compare it to the Cayman GT4 and despite all their



*Both are so usable, so good
at indulging their drivers and,
most of all, so easy to drive*

differences, their characters are remarkably alike. Both cars were created with one eye on the racing versions that would also be developed and neither were ever intended to be any kind of ultimate Porsche. Both are so usable, so good at indulging their drivers and, most of all, so easy to drive. If you got into a GT3 RS now or a 930 Turbo then

you'd know in both cases you'd need your wits about you and that only talented drivers would get the most out of either. The 924 and Cayman are more accommodating of a broader church of drivers, some of whom may be more enthusiastic than truly skilled yet all of whom will be welcomed, nurtured and protected. All of which

means that despite the 35 year age gap, their utterly different powertrains and configurations, when you drive these two one after the other what you soon notice is not what sets them apart, but what binds them together. And why not? The formula worked then and it works just as well today. Doubtless it will still be doing so 35 years from now ○



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

Peter Morgan takes his 1972 911S on a track day and gets a reminder of the meaning of Porsche life...

Call me reckless with my children's inheritance or just plain daft, I did a track day in my 1972 911S in April. Now I appreciate that this is going to cause a ripple of dismay among those who believe that all early 911s should be permanently housed in air conditioned studios with mirrored floors, but I haven't had as much fun in a Porsche since I drove a 917/10 at Zell am See about ten years ago.

Now you also might say I shouldn't have been throwing the 911 around Castle Combe, given the Wiltshire track has a somewhat black record when it comes to track day off-course excursions. It is a circuit where the wide open spaces can be extremely deceptive but, if you know your way around, it can be as rewarding as doing a good section of the Nürburgring.

I first raced karts at Castle Combe back in the 1970s and after purchasing my 911S in the early 1980s and race prepping it for the Porsche Club production series, I raced there in it. The first (late 1980s) Porsche price bubble forced its retirement from racing but through the 1990s I continued to do track days. While the S was increasingly blown away by newer models, a day out at Combe was always a very pleasant experience – car and driver had a blast on what must be the friendliest circuit in the UK. I know we spend more time thinking about how much these cars are worth today, but a 2.4 911S takes some beating as a thoroughly quick machine on most race tracks.

During this time all the 1980s race paraphernalia on the car was stripped-out and it received a back to the metal restoration using all the original trim. Doing it that way, and on a sensible budget, kept that unique old oil and fabric patina that makes a 911 original. We weren't as anal 20 years ago about restorations, mainly because you could get whatever you needed from an autojumble and the cars were destined for regular use, not hung on walls.



Photo: Jeff Bloxham

On one notable track day at Combe, I was on my first lap of the pre-chicane track after the winter lay-up. I got carried away too quickly on cold tyres. As I turned into Hammerdown, a long high speed curve, I lifted for an instant and the back came smartly round. I turned into the inevitable spin and ended up harmlessly on the inside grass – grinning. It was a reminder never to forget the level of attention these cars demand to drive them quickly.

Nevertheless, my 911S has since become my benchmark for all other

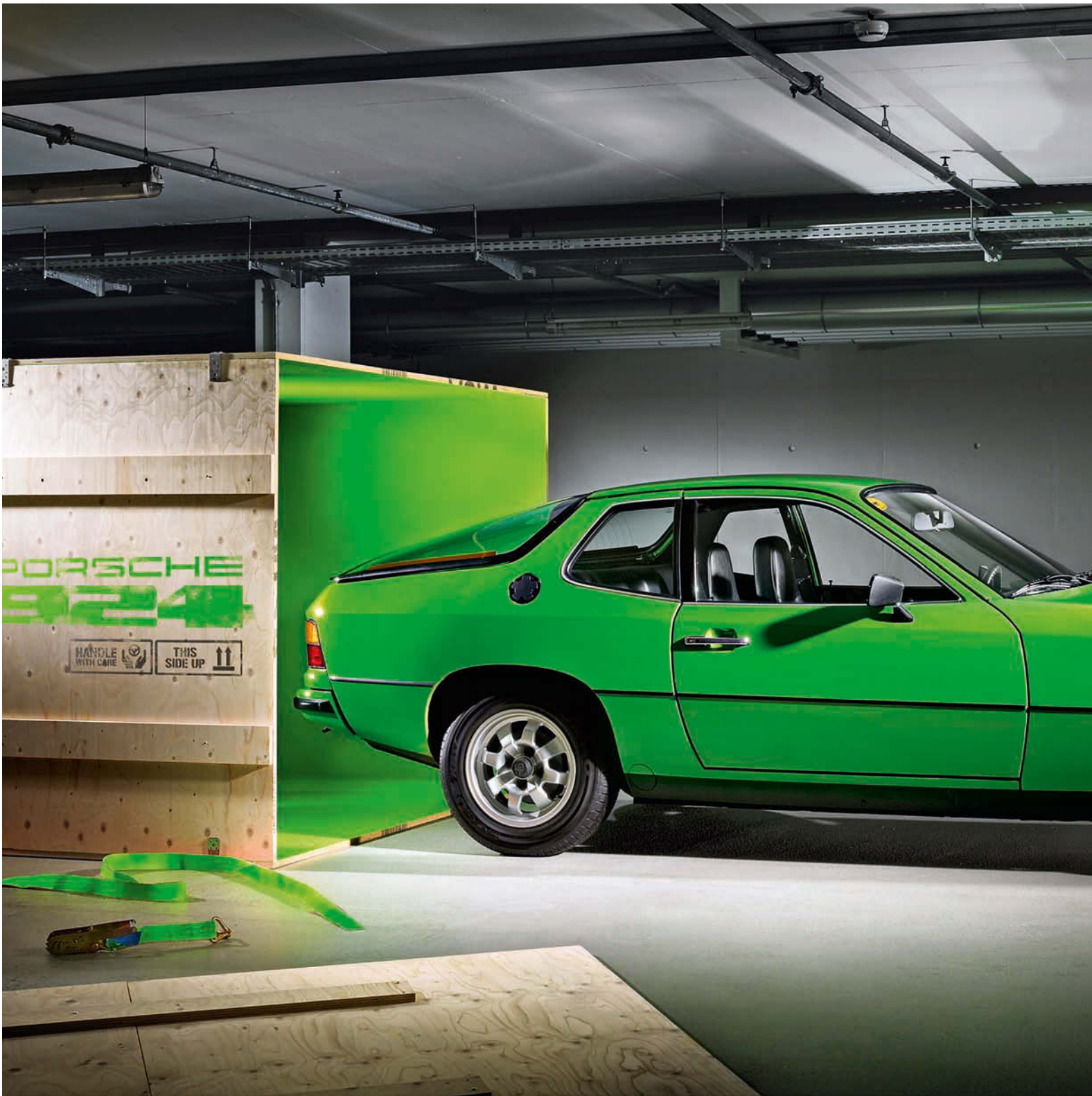
faster 911s. It has a combination of refinement, agility and ride quality that few other models can match. Get the 2.4-litre flat-six on the cam at over 4000rpm and this is a car that entertains like no other. It's not only the fantastic noise inside the cabin but the dexterity needed in steering with your right foot when the car is out on its limits. Once you learn the method of balance and power in an early 911, it's a joy to drive.

So when the Guild of Motoring Writers announced their track day, supported generously by Honda, I signed up (despite some ten years rustiness of the circuit). I was a little apprehensive about the very quick Civic Type Rs that Honda had brought along for the writers to try, and because many of them turned up in some very potent machinery, including Guild President Nick Mason in an amazing-sounding LaFerrari. But I needn't have worried. I'm pleased to say that the 911S blew the doors off a few others and it was as if it didn't really need my efforts to get around the track. I didn't spin off to the infield

this time (fortunate as they've covered that with solar panels!), while Quarry was as enjoyable as ever. For sheer exhilaration an early 911S getting light over the crest into Quarry takes some beating! And after a thoroughly enjoyable day, my 911S brought me home again through the rush hour traffic without so much as a misfire or an oiled plug.

I've been thinking it's about time I stripped my S again and rebuilt it 'as new' to get the most out of its potential value. But what would that do to its soul? In the late 1990s, I was able to get close and personal with the factory's fabulous Martini 917 Langheck. The car was exactly as it finished Le Mans in 1971, complete with Sarthe gravel in the wheel arches and that unique odour of hot oil and sweat in the cockpit. Now it has been 'made as new' it looks like a full-scale model and smells of new paint. And I ask myself, is this the future for my 911S? When it starts enthusiastically every time I sit in the driver's seat it says to me, "why would you want to do that?" ○

*For sheer
exhilaration an
early 911S getting
light over the crest
into Quarry takes
some beating!*





THE TRANS AXLE ERA

Porsche is paying tribute to 40 years of its transaxle cars this year, an era which began with the 924 and was more successful than you might first think...

Story: Simon Jackson Photography: Porsche

We've already seen the origins of the 924 earlier in this issue (p30), how parallels can be drawn with Porsche's contemporary sports car offerings (p36), and the lasting legacy the model enjoys today (p20). It's true that the 924 forged new ground for Porsche when it was conceived in the mid-1970s, moving the brand away from the established principles of the 911. But the 924 was only the first of the so-called 'transaxle' Porsche cars produced between 1976 and 1995, a drivetrain configuration that sold nearly 400,000 cars for the brand worldwide over the best part of two decades. Chiefly, this layout deviation for Porsche, with the engine positioned at the front and its transmission mounted at the rear axle, enabled it to offer cars with what it called 'the perfect combination of sportiness and everyday practicality'. To mark the 40th anniversary of these cars it has put together a special exhibition at the Porsche Museum in Stuttgart featuring 23 examples of transaxle cars, from the 924 to the 928, some of which never made it to the production stage (Porsche is showing the 924 Turbo Targa prototype of 1979 for the first time).

Porsche largely inherited the minutia of the transaxle design from VW with the 924 project. Like the engine in the 924's nose, a die-cast aluminium transaxle unit was donated by the Audi 100, but its design was heavily reworked to cope with the 924's additional levels of torque. The main bellhousing contained the top two gear sets and the final drive ratios. The other two forward gears (and reverse) forming the four-speed 'box were located in the removable rear section. A VW



cone synchromesh was inherited and utilised over the typical Porsche ring synchromesh, but when it came to positioning the clutch (which could have been fitted at either the engine or transaxle end of the car) and designing a driveshaft, Porsche looked to Alfa Romeo and Lancia. The Italians had placed a clutch at the rear end of their cars, but Porsche eventually opted to fit it at the engine end and adopt a setup more closely related to one employed since the mid-1960s by some other Italian car maker called Ferrari. Therefore a rigid steel tube containing a solid driveshaft linked the two ends of the 924's drivetrain. This offered a hardy engineering solution and ensured the now conjoined mechanicals were easy to marry with the rest of the vehicle during production line assembly. One of the most notable disadvantages of this design, though, was its intrusion into the cabin. The bellhousing took up a fair bit of rear cabin space and it required a high centre console running through the car. Perhaps you could argue that the transaxle design wasn't necessarily the most suited to 'everyday practicality' after all, but it was certainly blessed with some inherent

practical benefits over the 911.

It was never a foregone conclusion that the 928 would be a front-engined V8 transaxle car. Given that it was the first ever Porsche to be designed from a clean sheet without inheriting a formula or off-the-shelf parts from elsewhere, it presented the firm with a chance to experiment. During its design gestation in the early 1970s Porsche researched the idea of placing a flat-six engine both at the back of the 928, mimicking the layout of the 911, or mounting it midship, before returning to the concept of a front-engined transaxle layout. Despite its rough design predating that of the 924, in essence the 928's arrangement copied that of it; for balanced weight distribution it ran a (water-cooled) front-engine layout with its transmission positioned at the rear. Like the 924, the engine up front was connected to the transaxle out back via a steel tube containing a driveshaft, but the fine details were quite different. Unlike the 924, the 928's gearbox (both manual and automatic) was positioned ahead of the final drive and, all told, its system was closer to the aforementioned

Ferrari concept than that found underneath the 924. Regardless, like the 924, it too was a true 'transaxle' Porsche.

The 928's debut at the 1977 Geneva International Motor Show not only represented Porsche showcasing a new car, and a grand tourer at that, but also an intended replacement for the 911 and a new design direction for the future of its sports cars. Of course, the rest is history, but the 928 stuck around for a while and Porsche further developed it during its lifetime. In 1987 a 928 S4 Cabriolet was worked up to prototype stage, and it wasn't the only testing of the automotive water that went on. This one-off car, alongside five other 928s, appears in the museum's transaxle exhibit.

The arrival of the 944 in late 1981 was something of a surprise yet its links to the 924 needed little in the way of explicit explanation. Providing an opportunity for improvement to the prospect the 924 presented, the 944 still retained the same basic formula by adhering to the transaxle concept. A new engine derived from that found in the 928 was one of the biggest



These classic cars can be remembered in a positive light, as a successful if not enduring tangent in the firm's history



changes, but once again it was solid mounted to the transaxle by the same method as that found on the 924 and 928. There were, however, marked improvements to damping and ride though the use of new mounting technology.

Although it provided a few headaches, the 928-derived engine ensured that, on balance, the 944 was viewed in a more positive light by the 924's entrenched critics. By way of public support, the 944 sold in greater numbers (and faster) than any Porsche predating it. In total some 163,302 cars had been built when production ceased in 1991 but, like the 928 before it, there were a few specific versions that never got off the ground. The transaxle exhibit showcases a couple of key cars worthy of note: a cabriolet concept car from 1985, and the 'Luna' endurance car driven by Austrian specialist Gerhard Plattner in 1987. Plattner travelled from North America across Europe to Asia in this car over a period of 258 days, replicating the distance between the earth and the moon – some 238,855 miles.

Designer Harm Laagay was responsible for much of the 968's look and feel, yet once more it retained the basic principles of the transaxle

concept. Originally developed as the 944 'S3' the project represented the culmination of the transaxle era's technical evolution. At its heart sat a 240hp three-litre, four-cylinder, naturally-aspirated engine. Married to it at the other end was a newly developed six-speed Getrag gearbox designed in collaboration with Audi and based on the existing five-speed out of the 944. A new Tiptonic gearbox, built by ZF, also further improved the prospect of the front-engined Porsches of the period, but such investment in technical alterations were deemed unnecessary by some critics at the time.

The 968 was indeed pretty radical in some areas, others not, but perhaps the most notable aesthetic change was to its muscular styling and dynamic interior design. Regardless, it would survive for just four model years, as at the end of 1992 the plug was pulled on the 968. With the car's demise Porsche brought the transaxle era to an end, opting instead to pursue production of its mid-engined Boxster concept that was revealed in early 1993.

The transaxle era is remembered by Porsche fans with mixed emotions. Take a stroll around

the museum in Zuffenhausen and you'll notice that even the display boards, written by Porsche itself, admit that these cars were not met with unanimous praise. But today, decades later, these classic cars can be remembered in a positive light, as a successful if not enduring tangent in the firm's history. Porsche Classic is as committed to caring for these machines as it is about ensuring support for the iconic 911. Indeed, a huge number of the 52,000 parts it offers are designed for 924, 944, 928 and 968 owners.

Open until 16 October, 'The Transaxle Era: From the 924 to the 928' exhibition provides a welcome retrospective on the development and success of these models. The Porsche Museum is open on Tuesdays through to Sundays, from 9am to 6pm, and you can find more information on its website (www.porsche.com/museum). We'd recommend a visit. For almost 20 years these cars offered an alternative to the 911 and pointed Porsche in a different design direction. Today they continue to promote that alternative ownership prospect, and very much deserve to be remembered and enjoyed for all the right reasons ○



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second thoughts

by Simon Jackson



Simon has worked across several automotive publications over the past decade

Simon Jackson's 'night at the museum' was nothing like the movies, and there was no sign of Ben Stiller...

On a recent trip to Germany I found myself in a bizarre situation: alone in the Porsche Museum in Stuttgart. No, I hadn't broken into the place or been left behind by accident; this was a legitimate arrangement in order to allow us to photograph the 924 Prototype you may have already seen on page 30 of this issue. It was one of the coolest 'lock-ins' imaginable but also rather eerie. While photographer Gus Gregory was busy working, I had a stroll around in the half-light, taking in some of the rarest Porsches in the world – one-to-one.

I've visited the museum at Porscheplatz before; in fact, I'd already toured around the place that very day, but there was something magical about being left alone in the building with these cars. If these Porsches could talk they would certainly have some seriously interesting anecdotes to tell.

A staggering three million visitors have walked through the museum's doors since they first opened seven years ago. 50% of those people came from countries outside of Germany, me included. To keep things fresh the curators are constantly evolving the displays with numerous special exhibits, the latest being the 'The Transaxle Era – From the 924 to the 928'. As you might have guessed the exhibit pays homage to the front-engined Porsches of the 1970s to the 1990s, and it does a grand job of highlighting why these cars should not be dismissed. Seemingly every member of staff at the museum is passionate about all of the different Porsche models on show, including those outside of the 911, and that adoration I've noticed is growing outside Zuffenhausen, too, which I think is great to see.

When you have Porsche's history illustrated before you in full scale, like I did that night, it is apparent that the brand has always diversified and innovated outside of its comfort zone.

Of the cars on permanent display in the museum almost all are the genuine article, bought back from private collections, rescued and restored, or left in their original patina. The Type 64, the bare metal shell with the iconic outline of the 356, is admittedly a reproduction but the 1947 Type 360 Cisitalia-Porsche nearby is the real deal. This is a single-seater car with 500hp (yes, 500hp in 1947!) that might just have changed the face of automobile racing had it made a start line but, alas, it never did. However, the money from its sale was used to barter Ferdinand Porsche from prison, where he was being held as a Nazi war criminal for his work on its transportation programme. The 356 'Number 1' Roadster isn't too far away from the Type 360, and then there are the 917s – masses of important 911s (generations of them), and the 919 Hybrid Earl Bamber, Nico Hülkenberg and Nick Tandy drove to victory in the 24 Hours of Le Mans last year. Porsche is rightly proud of its history and for me, the atmosphere in the museum that night felt charged with the presence of the past.

In true Porsche style, the vast majority of these cars are runners and they get used, too. Knowing that just makes this museum even more impressive. Downstairs there is a fully-equipped workshop which is used to ensure almost all of the exhibits are ready and raring to go should they be required for use in Porsche publicity, or anything else for that matter. Given the utterly priceless nature of these machines, many of which are one-offs, that is a brave but admirably move by Porsche. It also makes a bit of mockery of that 991 GT3 RS some might be afraid to use...

If you ever happen to see a job advertised at the Porsche Museum for 'night watchman' I'd advise you to drop your CV across. Zuffenhausen's temple of Porsche is a very special place, even more so in the dead of night... ○

"There was something magical about being left alone with these cars. If these Porsches could talk, they would have some seriously interesting anecdotes"



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



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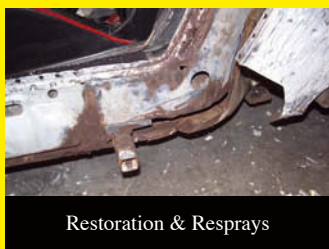
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Autonomous Porsches

Kudos to Colin Goodwin for his column regarding autonomous cars. I presume they could make automotive travel more efficient, reduce accidents and, most importantly, help save the world from climate change (assuming that you accept that thesis). But he's right about the progressives' (in the

US) and no doubt Brussel Eurocrats' attitude that cars operated by humans could be a potential nuisance. For them mass transit is much better. Ultimately, does Porsche think that buyers will pay \$100,000 just to ride in a 911?

Isaac Martin, email



Electric Porsches

I was on my way home from work the other day and it gave me the chance to enjoy the performance of my new 991 Carrera S. I'd been overtaking slower moving traffic easily but eventually I came up behind a BMW i3 that was being driven briskly. I was simply staggered by its pace. I would claw something back in the corners but every time we exited a bend the i3 was visibly pulling away from me. We had a great little dice for the next five or six miles before our routes departed and the driver gave me a thumbs-up as he speared off in another direction. I don't know how

long an i3 can keep up this sort of pace before its batteries are depleted but the encounter has truly changed my mind about the concept of an electric Porsche!

George, via email

The BMW i3 is capable of quite a turn of speed, and while it might not be able to keep things up for too long compared to a conventionally-powered car, it is entertaining to punt along. The instantaneous torque from zero rpm is the key, as that means it can go on maximum attack coming out of corners. And with virtually all

BRITEMAX

Star Letter

the i3's weight located low down in the chassis it's very entertaining to drive swiftly. The 50-75mph dash takes just 4.9 seconds while your Carrera books at 4.8 seconds (in fifth gear), so we're not surprised it was a close run thing. Quite how many miles you could do in one when in maximum attack mode we're not sure but our research suggests around 40-50 miles. GT

911 Turbo Appreciation

I just wanted to express my thanks to Porsche for manufacturing the 991 Turbo S! Having owned quite a few Porsches (968 Club Sport, two 996 Carreras, two 997 Carreras, two 997 Turbos and a 997 GT2 and some other exotica such as a Bentley GT Speed, Ferrari 430 Spider, and two Aston Martin Vantages) I've now come back to what are the best and most reliable supercars money can buy: the 991 Turbo S – it's by far the best car I've owned.

It never ceases to amaze me what it can deliver, the handling, power and braking are beyond incredible. The car can be driven sedately and is an absolute pleasure, but press the Sport mode button and it requires a sharp mind in order to embrace the power. Press Sport Plus and, wow, it has you wanting to find a race circuit to push it to the limit! It's hard to comprehend how a great car can keep getting better and better as Porsche's designers and engineers keep pushing the boundaries. What next?

Will Skelchy, Northumberland





RAW MEET



Porsche has kept the world's media from driving the 911 R... until now. In one of the first road tests to make print, *GT Porsche* gets behind the wheel of this most visceral of 911s.

Story: Andrew Frankel Photography: Richard Pardon, James Lipman

The north west of Scotland – there are few places in the world as well-suited to showcasing the talents of the new Porsche 911 R as this. I can't believe my luck, I have the car to myself. There's no rival hack next to me, stabbing at an imaginary brake pedal and suggesting at the earliest viable opportunity that now it's their turn to drive. I am utterly alone in this drivers' paradise, equipped only with, what on paper at least, appears to be the car of my dreams. There's no route that's been carefully configured to play to the car's strengths: I can go where I like, how I like and, within reason, for as long as I like.

The bare facts of the 911 R are almost certainly already known to you. I expect that if prizes were awarded for media coverage earned by a derivative of a derivative of an already very well-known machine, the 911 R would sweep the board, so we'll not dwell long on them here. But the machine now at my disposal is essentially a GT3 RS complete with its 500hp, 4.0-litre engine and all the lightweight bits, such as its magnesium roof and carbon wings and bumpers, but shorn of its downforce-generating bodywork and wings. And because it is no longer capable of adding hundreds of kilos to its

own weight at speed, it doesn't need super-stiff, ride-robbing spring rates to support the body under forces it will never experience. Most importantly, there is a new six-speed manual gearbox, developed from the seven-speeder available on normal 911s but with bespoke ratios and a completely different action. Other changes we'll get to as and when, but for now let's take a closer look at what's in front of us.

I think the car looks incredible in white paint with green stripes but I'm aware of the act it is trying to follow. I've driven an original 1967 911 R – to this day the lightest 911 ever created and a machine with a focus I've rarely seen since – but while today's 911 R is neither as powerful relative to other modern 911s as the first 911 R was back then, nor quite so extremely obsessive about weight saving (it at least has sun visors), the back-to-basics approach is the same. Then, as now, the 911 R is the lightest 911 on sale.

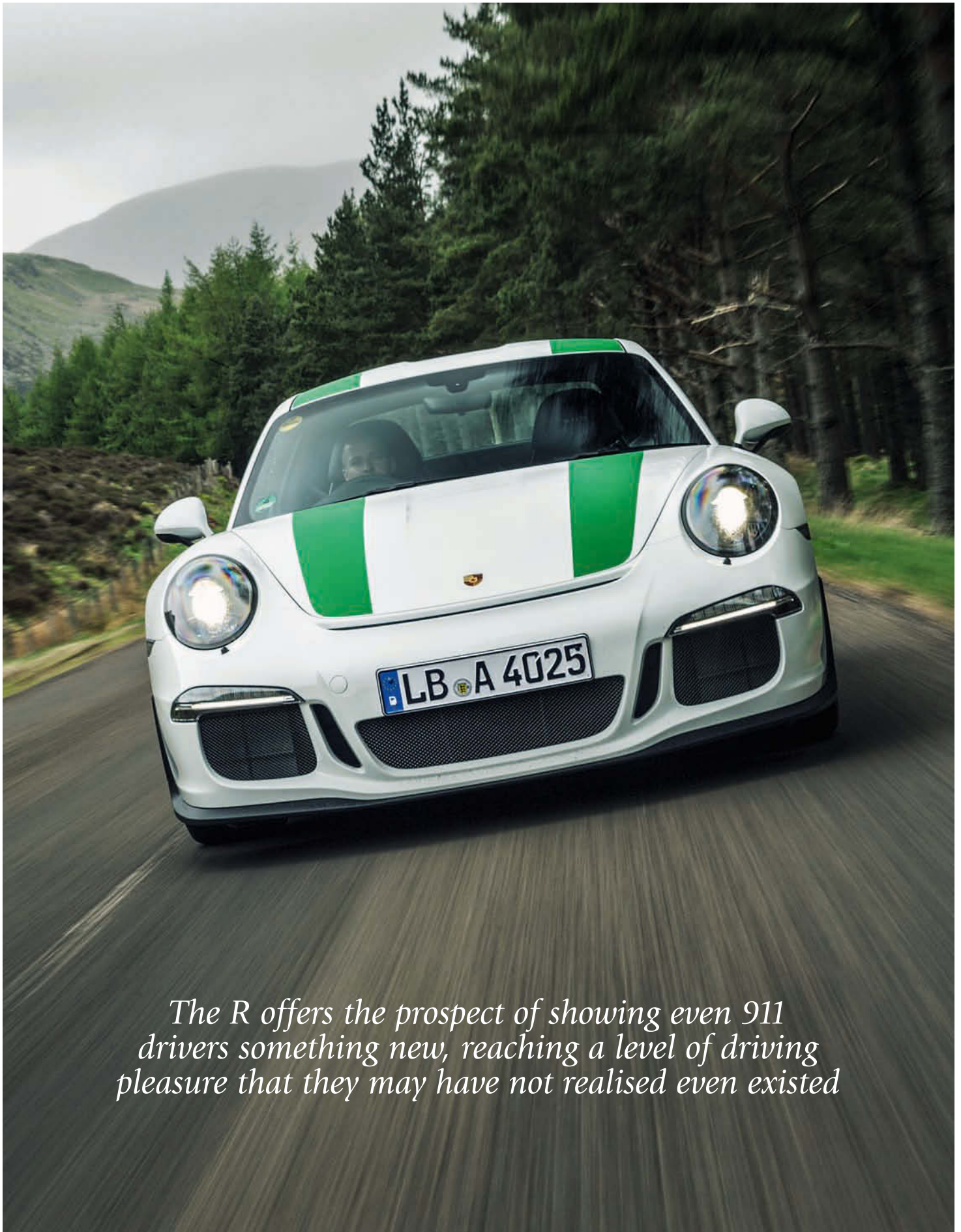
The cabin is even better than the exterior. I'm sure Porsche didn't intend those great holes in the centre console where the sat nav screen and its associated switches and controllers would live seem so exciting... but they are. They speak to me of the car's potential, and its designers' 'no compromise' attitude to saving weight. The

same is true of the absent rear seats, the absent proper door handles and the absent air-con of any kind. But it's really that little map on top of the gear lever that does it: not only does it prove this car is manual, but it shows that its engineers were so focused on the brief they totally re-engineered the transmission and dropped the seventh gear, thereby saving a bag of sugar of weight or, if you want it precisely, a single kilogram.

The seats have leather sides but tartan cloth inserts and remind me faintly of those in my Mk1 VW Golf GTI, which is an entirely good thing. This actual car was for signing off right-hand drive production so when you look at its little lightweight plaque you see it is numbered 000/991. It can never be sold and the fate of most such cars is a one-way journey to the crusher, but I hope this one is spared and sent to the museum or earns a quiet retirement elsewhere in the Porsche empire.

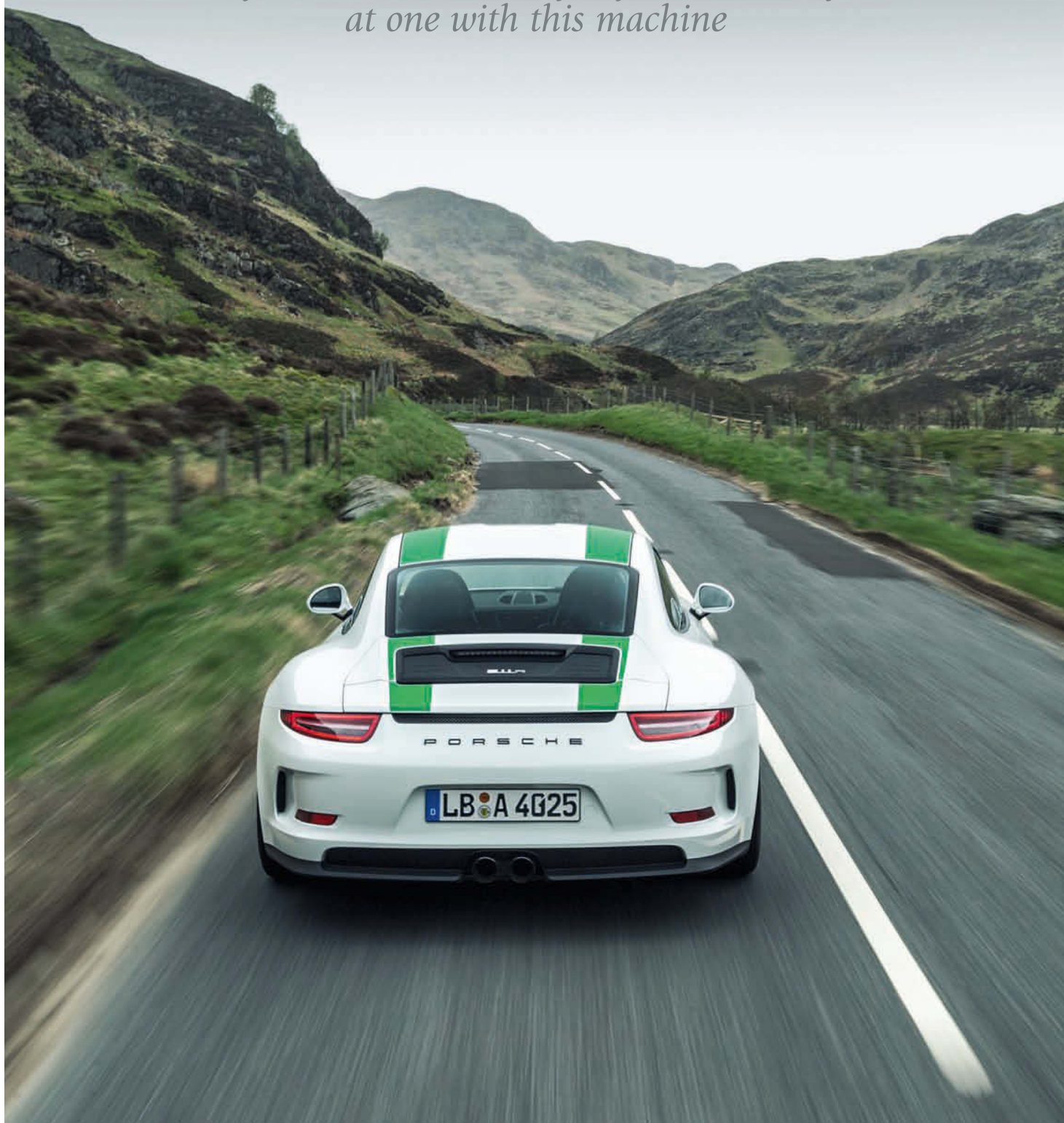
Anticipating this moment meant I'd struggled with both sleep and breakfast. I'm blessed to drive plenty of fast cars, some with much more power than this, but when the prospect is the purest high-performance 911 Weissach can make, I find myself transported back a quarter-of-a-





The R offers the prospect of showing even 911 drivers something new, reaching a level of driving pleasure that they may have not realised even existed

*The flood of data coming through the suspension,
tyres and seat makes you feel deliciously
at one with this machine*





911 R

ENGINE: 3996cc flat-six DFI

TRANSMISSION: Six-speed manual, rear-wheel drive

BRAKES: Porsche Ceramic Composite Brakes, 410mm six-piston callipers (front), 390mm four-piston callipers (rear)

CHASSIS: Lightweight MacPherson struts (front), lightweight multi-link (rear), PTV, PSM, mechanical rear differential lock

WEIGHT: 1370kg

PERFORMANCE:

Power: 500hp @ 8250rpm

Torque: 339lb ft @ 6250rpm

Top Speed: 201mph

0-62mph: 3.8-seconds

Fuel Consumption: 21.2mpg

Co₂: 308g/km

ON THE ROAD PRICE: £136,901

century to my days as a junior road tester when a night spent staring at the ceiling was an unavoidable precursor to a drive in any Porsche. Why? Because the R offers the tantalising prospect of showing even 911 drivers something new, reaching a level of pure driving pleasure that they may have not realised even existed.

For that is what it was designed to do: it's not an all-purpose weapon like a GT3 or a track-honed warrior like the RS; its one and only reason for being is to put a smile on the face of those with both the means, motive and opportunity to drive it the way its makers intended. And for the next couple of hours at least, I have all three. I also have a 991 GT3 RS on standby, just for benchmarking purposes. And if you are now starting to think this entire story is a work of fiction, a Porsche-shaped fantasy from the addled mind of a delusional journo enjoying the hallucinogenic properties of some clearly non-prescription drugs, I don't blame you at all. In fact, if I didn't have the photos to prove it really did happen, I'd probably agree with you.

Differences to the GT3 RS (other than the visual) are apparent before you're even out of the car park: the steering is lighter and the ride

more pliant. On the suspension side the 911 R has standard GT3 spring rates (which makes them effectively stiffer because they have less mass to control), bespoke damper settings and a 305mm-wide rear tyre – some 20mm less than that of the GT3 RS. Porsche has also retuned the rear-wheel steering system to suit the R's unique dynamic requirements and it's remapped the electric power steering as well.

It's meant to be noisier than the GT3 RS. I thought Porsche had already pulled out all the sound deadening from the RS, but it must have found some more that could be deleted for the R. If there is extra noise, however, it is when the engine is at full chat – at which point you usually have other more pressing priorities on your mind.

So off you go. The gearbox is a joy. It retains the first four ratios of the GT3 transmission but with an elongated fifth and sixth. The seventh, that you'd find in the PDK 'box is, of course, absent. I calculated that in sixth the car gains around 25mph for every additional 1000rpm on the clock, which means it will be easing its way past 8000rpm as it tops-out at 201mph. Surprised it's that fast when the GT3 RS will only reach a piffling 193mph? It's all in the wings, or

lack thereof. The lever slips around the 'box with a weighty, mechanical precision and instantly you feel more connected to the car because, very literally, you are.

The road is open and deserted. If you select 'Sport' mode it will perfectly rev-match your downchanges but I prefer to do that myself so I leave the switch alone. Drop a ratio with a (hopefully) well-aimed stab of the right foot, hear the revs climb to meet the lower gear, nail the throttle and wait for the reaction. It doesn't take long to arrive.

The acceleration you expect, but the feel of the car you do not. While a GT3 RS hunkers down on the road ever more as speed rises and its wings work, bolting it to the surface, the 911 R feels en pointe by comparison. It seems lighter, more dainty and, while this would never be reflected in the lap time, more nimble.

We're travelling quite quickly now. While the RS follows the contours of the road like a bloodhound's nose follows a scent, the R allows itself the luxury of some space. There's enough compliance in its springing to let the body breathe with the road, allowing just a little vertical movement. It's never enough to be classified as 'floating' but more than sufficient to

absorb the lumps and bumps that would be felt by the RS driver and might even unsettle the car a little. Out here in the middle of nowhere you need a little compliance and the R has it.

It helps you feel what the car is doing, too, because the body's movements and consequent weight transfer make their presence felt through the steering and chassis. You can tell when the nose is running short of grip because the steering tangibly lightens, naturally encouraging you add the requisite corrective lock. But really it's the flood of data coming through the suspension, tyres and seat that makes you feel so deliciously at one with this machine.

You try to find the flaws: of course you do, it's your job. So, it doesn't feel as ridiculously agile as an old 997 GT3 RS because good though the four-wheel steering is, it cannot entirely mitigate the stabilising effects of the 991's far longer wheelbase. Some more hardcore drivers might also complain that it's a little too easy, there's insufficient challenge here because the car is just too bloody good. It's not a view I support. Even with its narrow tyres relative to the GT3 RS, its largely absent wings and street-specification suspension, this is a massively rapid cross-country machine. If you drove 100

random people at the point-to-point speed this car will manage quite safely and comfortably, at least 99 of them and probably all 100 would simply not believe it possible. The idea, then, of pushing this car so far and fast in public that you get to the stage where you discover what appetite or otherwise it might have for fighting back is fanciful at best and dangerous at worst. It is precisely why the GT3 RS exists, a car to take up to and beyond the limit on the track, and if you want a 911 that fights back at that stage, you may even find the GT3 RS a little too happy to oblige.

The 911 R was never intended to be a car whose sole purpose was to be driven as fast as it could possibly go, one reason why Porsche will never release a lap time for it and, indeed, claims actually never even to have set a lap time for it. The only two measurables of any value for this car are the width of the smile on your face when you return after a few hours on some of the world's best roads, and how many days it takes for the grin to leave.

Of course it would be easy to be cynical about this car, particularly as stories of them changing hands for €1 million become increasingly common. It is a car that no normal Porsche

buyer would ever be offered by the factory and if you don't already own a 918, even the most loyal Porsche customer is unlikely to make the cut. And for what? An RS-powered manual GT3, lightened a little and with a little electronic and aerodynamic retuning here and there to suit. Sounds crazy, doesn't it?

And so it will remain until you go and drive it. I prefer to judge such cars by the results, not the means by which they were arrived at. I fear I am unable to adequately do justice to just how much additional driving pleasure is provided by that manual gearbox but, more than any other factor, it transforms the car for the better. Without that the 911 R may well have looked liked an artfully-crafted and repackaged assembly of choice parts bin options even though it is far, far more than that. With the manual 'box it is the most rewarding 911 of the current generation. But that's not the good news. The good news is that this is no cameo appearance for the manual 'box on a GT-specification 911. Next spring we'll see the new second-generation 991 GT3 and it will be available not only with a choice of two or three pedals, but to a far wider range of Porsche-philés who want one ○



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This month we see what a stunning 959 from RM Sotherby's Monaco sale, a 924 Carrera GTR from Coys, a Boxster RS 60 Spyder and a 911 3.2 Targa achieved at auction.



Hammer price:
£706,000 (approx)

1988 959 Komfort Stage II

Auction House: RM Sotherby's
Auction: Monaco
Location: Monte Carlo
Date: 14 May
Estimate: £709,000-£945,000

What's not to like? 585hp from a 2849cc rear-mounted, air- and liquid-cooled, horizontally opposed six-cylinder engine with twin two-stage turbochargers. The 959 is the ultimate version of the 911, designed to win the World Rally Championship during the Group B era while simultaneously serving as a platform to develop an all-wheel drive system, the 959 was Porsche's first true supercar. This car, one of under 400 cars ever built, is one of three finished in black – it is believed to be the only example with a matching black exterior and interior. It appears in the desirable 'Stage 2' specification and has covered under 10,000 kilometres from new. This car has been upgraded to Stage 2 specification by the Porsche Classic Centre in Stuttgart, boasting smaller and faster turbos, more efficient intercoolers, and a remapped ECU.



2008 Boxster RS 60 Spyder

Auction House: H&H Classics
Auction: Donington Park
Location: Donington Park
Date: 18 May
Estimate: £18,000-£22,000

Hammer price:
£18,500

This Boxster RS 60 Spyder is number 860 of the 1960 examples ever built. Boasting just one former keeper and a low mileage of 68,360 recorded miles, it appeared at H&H Classic's recent auction at Donington Park. Offered with a service history, including a recent stamp, the car had an MoT until April 2017 with no advisories. When new the RS 60 Spyder represented a £5500 premium over the standard Boxster S, this one was rated by the vendor as being in 'excellent' condition all-round, with 'very good' paintwork. With Porsche active suspension, sat nav and heated seats it looked like a tidy prospect.



1981 924 Carrera GTR

Hammer price:
£TBC

Auction House: Coys
Auction: LEGENDE ET PASSION
Location: Monaco
Date: 14 May
Estimate: None

The ultimate 924 was the GTR. Porsche built 17, of which nine either raced in or qualified at Le Mans. When new it cost \$75,000. This one-owner version has covered 109 kilometres and was one of only two cars delivered to Japan from new. Never used on the road, it saw action at Suzuka and the Fuji Speedway, and each time it was used the owner made a record of the distance travelled at each track day. He covered 109 kilometres in the first seven years of ownership. From 1981 to 2006 the car was serviced by Porsche Specialist Tomei Car service, then latterly by Porsche specialist Garage Tool Box, in the intervening period the engine was started and run regularly.



1986 911 Carrera 3.2 Targa

Auction House: H&H Classics
Auction: Donington Park
Location: Donington Park
Date: 18 May
Estimate: £20,000-£24,000

Hammer price:
£19,599

This G-Series 911 Targa has a lot going for it. The right-hand drive 3.2 is finished in white with a contrasting black leather interior complemented by brown and white-striped cloth seat panels. An extensive documented service history accompanies the car, including every MoT since 1995 and a current MoT until October this year. Described by the vendor as being in 'very good overall' condition, the Targa, wearing the number plate 'B11 TGA', has covered 165,530 miles but looked to represent a very interesting prospect. The estimate of between £20,000-£24,000 seemed low to us, but the hammer eventually fell at £19,599.





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DEVELOPMENT ROOM

The evolutionary peak of their respective generations, these Carrera 2 S Cabriolets might share a specification but which feels more representative of the 911's true ethos: the 997 or the 991?

Story: Simon Jackson Photography: Gus Gregory

There's a school of thought that says you should never buy the first generation of anything. The evolutionary nature of consumer products means improvements move apace as creators and producers learn lessons fast and advance their merchandise accordingly. Therefore the second iteration of any product will typically iron out any issues or defects users may have experienced with its predecessor. Apple's first computer, the Apple I released in 1976, was a rather crude circuit board affair cobbled together by hand – it didn't even come with a casing or keyboard. Yet the Apple II that replaced it just a year later much more resembled the desktop computer you know today. Naturally the 1977 version's functionality was vastly superior, too.

Admittedly, in the automotive world this maxim doesn't always ring true. Sometimes the original version of a car is indeed considered best. But through history Porsche has tended to leave itself room to grow, scope to further polish its already refined wares later on down their evolutionary timeline – even in the case of the 911. With each new leap in its story and the fresh nomenclature that accompanies it – 996 to 997, 997 to 991 – Porsche ensures it advances the 911's game onward yet leaves room with its first generation of each for enhancement with a subsequent second. Following that theory, the second-generation 997 C2S you see here should technically exemplify the pinnacle of that era of 911. Likewise, the current (second-generation) 991 Carrera S pictured together with it should represent the very best the 991 generation can muster. But which of these two second-generation cars, separated by six years of Porsche evolution, best utilises its developments while still paying homage to its historical relatives? Which best typifies the personality of a modern

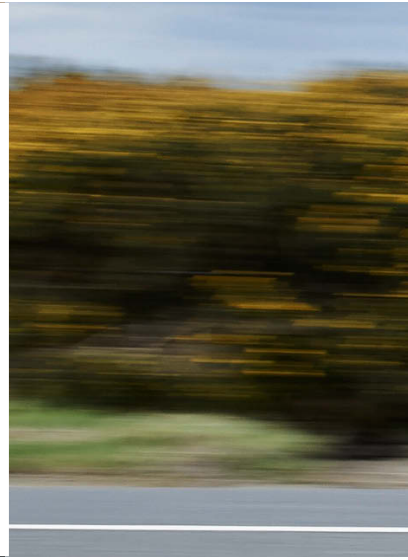
Porsche sports car? And, perhaps most importantly, which is more '911'?

It has to be said that the 911 Convertible has continuously divided opinion since its inception in 1982. There are those who will say it has forever polluted the raw message of the 911 and that in modern times the advent of the Targa model, with its clever electric glasshouse, has made it almost entirely redundant thanks to successfully fusing coupé with drop-top. Conversely there are others who feel a convertible Porsche 911 adds an extra level of excitement to the car's driving experience, the blast of fresh air providing an additional rush of adrenaline. Ultimately, though, the 911 Convertible has become a mainstay in the Porsche model line-up for one good reason: it sells well.

When it comes to the 991, I have to admit that personally I usually keep a foot in the Targa camp, preferring that model to any 911 Convertible, but with this latest second-generation variant I am a little torn. The roofline of the new car seems somewhat more resolved, retaining the Coupé model's sweeping aesthetic, the trade-off being the typical lack of rear head room. Of course, that issue can be sidestepped in the Cabriolet with the flick of a switch, engaging what is still a fluid and slick process to convert the car from top up to top down in a matter of 13 seconds. Unlike the Targa you can do this on the move at speeds up to 31mph, too. Let's face it, broadly speaking no-one buys a convertible 911 to keep the roof up, but with it down on this new car there comes an inherent risk: extreme exposure to the sound of that new and rather divisive 3.0-litre turbocharged engine and its exhaust note. As much as I prefer the soundtrack from the pre-face-lift, naturally aspirated, first generation 991, I did my best to stay impartial









and allow the new noises to grow on me when I first drove a Gen 2 Carrera Coupé recently. I can't say it blew my socks off. There was, therefore, a real trepidation on my part when I first set off with the roof stowed in this new Carrera S. Fortunately I need not have worried. I found that this car, with its burbling Sports exhaust system (a £1773 option), immediately made a positive impression on me. Whether or not it's because the convertible model allows the noise to envelop you to a greater degree, dancing around your head and reverberating off the passing buildings, hedgerows and street furniture, this S model simply sounded better than the aforementioned 'standard' Carrera to my ears. Under acceleration there's a wonderful whoosh as the turbocharger inhales deeply. Boost builds and the flat-six exhales spent gasses through that throaty exhaust. I find it reminiscent of modern turbocharged Formula One cars, in a good way. In Convertible form this new 911 is a joy to listen to.

Versus its Coupé equivalent there's naturally going to be a trade-off in overall chassis rigidity, but while this new 911 does exhibit a smidgen of scuttle shake, that's all it is – a smidgen. And it's lessened in the 'Comfort' chassis mode. You simply cannot fault the new drivetrain's ability to get the job done or its lightening fast throttle response. And through that heightened sense of connection to the outside world it seems even more capable of carrying speed with absolute ease. Torque is a constant in this car. There's 369lb ft of it. And from below 2000rpm it'll rev right through past 7k, seemingly providing all 420hp most of the time. You trade that old wailing top note for the utter usability of this

new bi-turbo engine, which in S guise is frankly faultless on a performance level. The chassis is the usual well-balanced Porsche fare. PASM is standard issue and although there is some lateral movement at the rear of this Carrera 2, in all honesty this remains an enormously planted car that is very difficult to upset without being an utter hooligan. Do you really need the extra purchase provided by the 4S (with its additional weight) these days? I do wonder. The only drawback to using this plentiful grip and poise is the 991's size, or so you might presume. Threading a 911 through the English countryside whilst pushing on remains reserved for the brave, and potentially those drivers on first name terms with a local wheel refurbishment specialist (this car wears standard fitment 20-inch Carrera S rims while we're on the subject). But, while the wheelbase of this new 911 has increased by 100mm over the 997 with which we are comparing it, overall it is no wider, which is very deceptive as, from behind the wheel, you'd swear blind it was far broader than the older car – and this is the narrow-body version! This Graphite Blue Metallic car (the optional paint is £801 well spent) boasts the optional Sports Chrono (£1125) and the new switchable driving 'mode' toggle, which makes dialling it into your mood and whatever road may lie ahead, easier than ever. Rather uncharacteristically for a 991, our car has a seven-speed manual gearbox, itself a positive and satisfying delight in comparison to 911 boxes of old, yet an addition which delays the car's 0-62mph charge by three tenths, to 4.5 seconds. If you don't class that level of performance as quick enough then you might



need your head examining. All told, the package this latest Carrera S offers is consummate and refined. It's everything we've come to expect from a modern 911, especially one with an on-the-road price of 'from' £94,698 (this test car with its options comes out at £103,592). A question I'm left with is this: might this 911 just be too damn proficient for its own good?

Settling down into the Cocoa leather-clad seats in the 997 provides a familiar and welcoming landscape. Like the 991 I've just stepped out of, this is a second-generation version of this specific 911 iteration, so it should embody the cream of the 997 Carrera era. This particular 2010 2S is offered for sale with Paragon Porsche in East Sussex at £47,995 and, as with all of this specialist's cars, it is turned-out to an exceptionally high standard. The GT Silver car is showing a low mileage of just 32,000. Like our contemporary equivalent, this 911 was specified with the Sports Chrono pack with Sport Plus, it also features satellite navigation, heated sports seats (a must in any convertible, surely?) and 19-inch Carrera Sport alloy wheels – all options when new. In fact, the only major difference between the specification of these two 911s is in the transmission department, as this 997 benefits from a seven-speed PDK automatic system. I say it 'benefits' because, unlike the accomplished, close-knit, manual cog-swapper in the 991, the 997's strongest point was never



its manual gearbox. Therefore the twin-clutch PDK automatic system fitted here is not entirely unwelcome, even for the enthusiast. This PDK system on the second-generation 997 does, however, feature the steering wheel-mounted gear change buttons. These have been known to upset a few people over the years and using them will boil down to personal preference. Porsche quickly moved to the paddle-shift system we now know without looking back. You too could have them switched over, if you can stomach the cost (we believe it's about £1000). If you can't justify that, try hitting the 'Sport' button to quicken the speed of the gearshifts or simply move the shifter across to manual mode. It's worth being aware, though, that these slighter earlier PDK 'boxes' don't offer quite the same fluency as Porsche's current ones.

Stowing the roof in this car is as painless an experience as that offered by the 991, involving a quick flick of the console-mounted switch which causes it to concertina away in moments. Arguably this 997 does not look quite as sharp as the 991 with its roof up because it fails to mimic the flowing roofline of its Coupé equivalent quite as effectively as the 991 does, but I feel the 997 does cut a far finer silhouette with it folded away. And in the name of a fair and equal comparison (and in honour of the first sunshine we've seen all year), the 997's roof shall remain stashed from here on in. Twist the key and a naturally

aspirated bark from the 3.8-litre flat-six DFI boxes you around the ears. It's a very welcome and familiar 911 sound, one that is accentuated as we move off and begin to build speed. The acoustic side of this car is very much a part of the driving experience for me and, like in the 991, the nature of this convertible ensures you feel wholly linked with its raucous tune. You could argue that this is an element of theatre that's missing from the newer of these two Porsches. There's 385hp available in this Carrera S, so its running a 35hp deficit to the 991. Torque is down 60lb ft, too, at 310lb ft but here's the thing: despite the apparent bulk of the 991 they weigh the same. In part, you can thank an advancement in roof technology for that one. On paper the manual 997 reaches 62mph two-tenths slower than the manual 991, in 4.7 seconds. Expect this PDK-equipped car to beat that but on the road where it really counts the performance gap between the pair feels greater in favour of the newer 911. Make no mistake, the 997 still feels quick but as a package it can't match the sheer driveability of the 991. Without racing them head-to-head it's tricky to draw any firm conclusions but if the contemporary force-induced package wasn't generally faster and more useable than the old non-turbo setup then surely it would be a surprise. PASM was standard issue on this car when it was new, and the resulting ride is sure-footed if a little harder than the 991's yet it is far

looser than that delivered by the 991, in a positive way. There's a number of reasons for that. Look at the sheer width of the newer car's wheels and tyres for a start. But in all honesty whatever the ultimate cause it serves to make the 997 feel far more alive and most certainly a rear-wheel drive sports car, not a GT car. This is a car you feel you have to drive, and one that it is far easier to play with. It'll move around underneath you if you want it to but at the same time it can be a composed cruiser. As the undulating countryside roads around Paragon's base ebb and flow the 997 rides them well. It's not as serene as the 991 over imperfections in the road but it feels far lighter on its feet, beautifully balanced and eager to respond to your next input with magnificent steering feel. There's more scuttle shake in here than in the 991 but this car still provides class-leading dynamics all-round. Get in anything else from this period and the 997's ride and handling is sure to blow it into the weeds. There's something about the 997 that makes you sense you've just experienced the end of a 911 era, and this C2S left me feeling no different. I perceive it to be far more nimble and manageable than the 991, and yet the numbers on the data sheets don't support that thought process. Regardless this car provides plentiful performance, driving thrills and it still looks, to my mind anyway, like a new 911. That makes it a very interesting prospect.



We've written it in these pages before, but the step between the first and second-gen 911s is like no other mid-life cycle refresh in 911 history. Of course, the changes to the power unit are largely to blame for that. However, assuming the second-gen 991 to be superior to the first is not necessarily accurate for they differ so wildly, as the air-cooled cars did to their water-cooled descendants. It's really too early to say whether or not the latest 991 feels wholly representative of a contemporary 911 Carrera as, going forward from here, all modern-day 911s will feel very different to that to which we have become accustomed. The first in an entirely new generation of Porsche sports car, in a fashion this latest 911 spurns Porsche's traditional evolutionary format. Regardless, and in spite of being something of a 'grower' for some Porsche people, the very latest Carrera is a highly accomplished car, and in many ways this S Cabriolet is the best rag-top Carrera to date. It's still a 911 in name but in order to accept it as illustrative of the breed there will have to be a process of perspective adjustment. It'll probably take time. Not so the 997, it still looks, drives and feels like a 911 should. A first class representative for the model lineage without doubt, it is yet to show its age, and in second-generation Carrera form it presents itself as the pinnacle of 996 and 997 evolution. Is it a 911 symbolic of the ethos? It absolutely is ○



997 CARRERA 2S	
ENGINE:	3800cc DFI flat-six
TRANSMISSION:	Seven-speed PDK, rear-wheel drive
BRAKES:	Four-piston callipers with 330mm ventilated cross-drilled discs (front and rear)
CHASSIS:	MacPherson struts (front), multi-link (rear), coil springs, PSM, PASM
WEIGHT:	1510kg
PERFORMANCE:	
Power:	385hp @ 6500rpm
Torque:	310lb ft @ 4500rpm
Top speed:	187mph
0-62mph:	4.7secs (manual)

991 CARRERA 2S	
ENGINE:	2981cc DFI flat-six bi-turbo
TRANSMISSION:	Seven-speed manual, rear-wheel drive, PTV, mechanical rear differential lock
BRAKES:	Six-piston callipers with 340mm (front) and 330mm (rear) ventilated cross-drilled discs
CHASSIS:	MacPherson struts (front), multi-link (rear), coil springs, adaptive dampers, anti-roll bars (front and rear), PSM, PASM
WEIGHT:	1510kg
PERFORMANCE:	
Power:	420hp @ 6500rpm
Torque:	369lb ft @ 1700-5000rpm
Top speed:	190mph
0-62mph:	4.5secs



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4-Speed Manual Gearbox • Matching
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Leather Bucket Seats • Manual Gearbox
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(36,400 miles) • 1995 (N)

£249,995



911 Carrera RS (964 LHD)

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

£209,995



911 2.2 S (LHD)

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

£199,995



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 S (991)

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

£79,995



911 Carrera 2 GTS (997)

Carrera White • Black Half Leather Sport
Seats • PDK Gearbox • Touchscreen
Satellite Navigation • Sport Chrono Pack
with Sport Plus • 25,307 miles • 2011 (11)

£59,995



911 Carrera 4 S (997)

Meteor Grey • Black Leather Seats
PDK Gearbox • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
42,289 miles • 2010 (59)

£46,995



911 Carrera 2 S (997)

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

£27,995



911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats
Tiptronic Gearbox • Satellite Navigation
19" Carrera 'S' Wheels • 67,632 miles
2004 (54)

£26,995



Boxster S

Basalt Black • Black Leather Seats
Tiptronic Gearbox • Satellite Navigation
18" Boxster 'S' II Wheels • 41,012 miles
2008 (08)

£18,995



Boxster S

Midnight Blue • Tiptronic Gearbox
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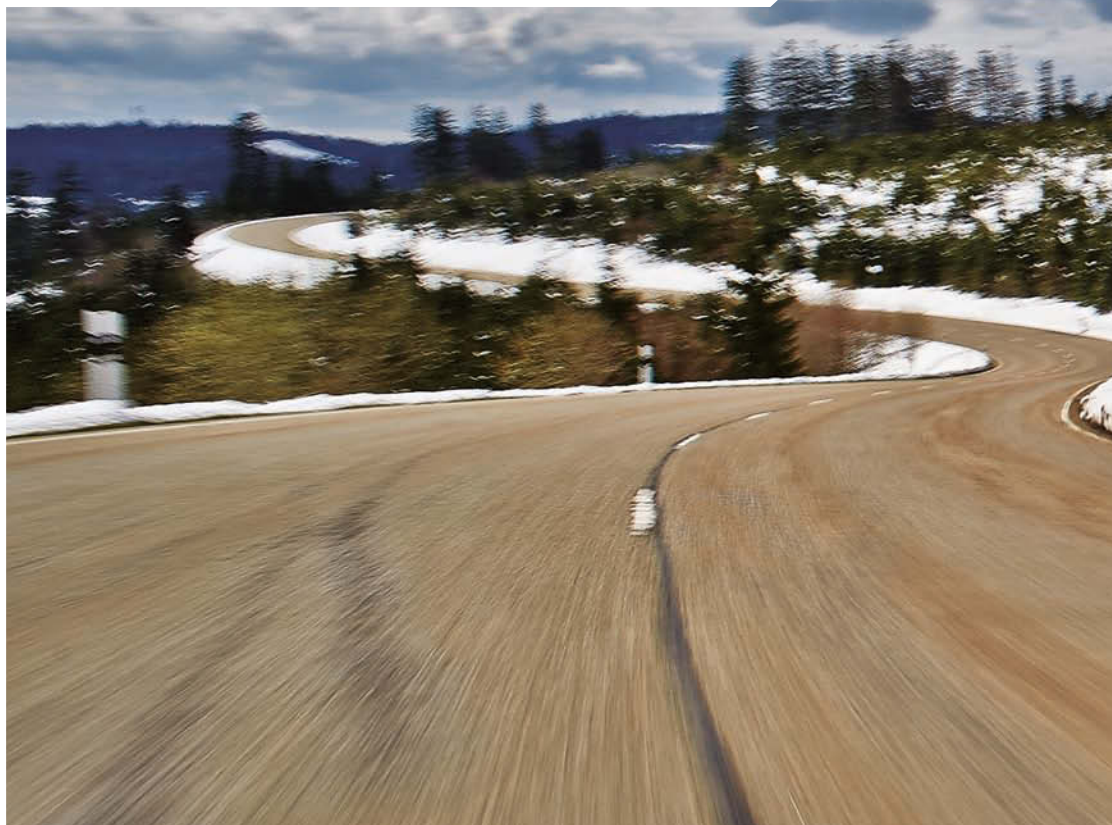


The Drive Time Show

Like the idea of driving a 911 Convertible? Ultimate Drives enables you to experience the latest version on one of Germany's most spectacular roads – the Schwarzwaldhochstrasse...

Story: Simon Jackson Photography: Gus Gregory

Below: Mark Heather hands editor Simon the itinerary and 'our' 911 outside the Traube Tonbach



Dead ahead unravels a winding ribbon of silky smooth road framed by the windscreen of a new-generation 911. The open driver's window draws in ultra fresh oxygen purified by dense surrounding evergreens so tall they seem to touch the sky. Virgin chilled and channeled water, the by-product of yesterday's carpet of late April snow, trickles from a nearby stream, it's the only noise punctuating utter pin-drop silence. Perfect.

Undeniably, Germany's Schwarzwald (or Black Forest in English), a heavily wooded mountain range in the state of Baden-Württemberg, is a strikingly picturesque and restful place. It is famed for two things: natural beauty, and epic roads.

I'm smitten. If the Schwarzwald's priceless serenity were a tangible asset available to buy in an official gift shop I'd grab it in quantity, un-bottling it to regularly cast aside the demons of the modern world. Perhaps perversely, though,



I'd also cram its hooliganistic opposite into my shopping bag, too, for it is the automotive equivalent of nirvana: the Schwarzwaldhochstrasse or Black Forest High Road. Equally emotive yet utterly riotous, this second Schwarzwald export is an automotive thrill ride that will shatter the tranquility... and it is unleashed with the mere twist of Porsche key and a flex of right foot. Drink this tonic in and you'll instantly turn that natural soothing freeze

frame into an immersive cinematic driving experience. Sadly for the German tourist board, though, there is no 'Schwarzwald gift shop', and even if there were they'd have been beaten to bottling and selling its wares by Swiss firm, Ultimate Drives. Purveyors of exclusive European driving holidays, short breaks and experiences. Ultimate Drives is a Schwarzwaldhochstrasse regular, and the very reason I'm soaking up this spectacular vista through Porsche branded glass.

Established in 2009, Ultimate Drives is the brainchild of founder Mark Heather, an ex-pat living in Switzerland. A former 997 owner, Mark is very much a Porsche man, but he's also a walking, talking encyclopedia of Europe's finest driving destinations – a human Michelin map if you will who has turned his passion for cars and roads into a successful business. As a result, in the last seven years, Ultimate Drives has welcomed driving enthusiasts from all over the

world, enabling them to pilot amazing cars on stunning European road routes.

"In 2001, work was taking me backwards and forwards to Switzerland. I'd been a Porsche fanatic when I was in the UK, and in 2006 I got a new 997 C2S and brought it over to Switzerland with me to live," Mark explained. "Between 2006 and 2008 I was discovering many great roads and mountain passes in the area – it was just something for me to do at the weekends."

Many of us dream about quitting the futile rat race to pursue an automotive dream, but off the back of his passion for driving a 911 on these fantastic mountainous Swiss routes, Mark took a brave pill, sold his IT consultancy business and

took a year out simply to "go driving". He elaborates: "At the time I didn't have the idea for Ultimate Drives, I just knew I loved driving these roads. During 2008 and 2009 you would've just seen me flying around the Alps, doing road routes and visiting nice hotels and restaurants – I was just driving for a whole year!"

Around halfway through Mark's 12-month jaunt all in the name of personal automotive pleasure, the idea for a business dawned on him and the first seeds of Ultimate Drives were sewn. A lot of people, especially those from the UK, want to tour Europe, but not everyone has the wherewithal to make it happen or want the headaches that can go with organising a trip of

that nature. Mark knew this: "First of all you've got to get to Europe. Secondly you've got the prospect of driving your car on the right-hand side of the road. Thirdly you've got to know where to drive, and if you don't know how to drive in the mountains you can get caught out, even in summer."

Mark's solution was a simple yet inspired one. He would tailor high-end packages whereby he would supply a car, driving itinerary, pre-booked hotels along the way, and most importantly the routes that bring the whole experience to life. That year out of work simply touring Europe became the origin for the firm's initial offerings, evolving Mark's first-hand research into a series of bespoke experience packages. The basis of the





A visit to the Porsche Museum is part of the Ultimate Drives package

business was to make it as easy as possible for people to buy the dream of driving these routes in a nice car without any headaches.

"I like the idea that we create something, then give it to the client, and they go off and 'make' their tour," Mark said. There is no typical Ultimate Drives customer, but a large proportion of its individual client base are either those wishing to try a particular car before they buy it (and what better way is there than this?), or couples celebrating a special occasion (leave this feature open on the coffee table at home, Porsche fans!). Ultimate Drives also cater for corporate or private group events involving a range of cars,

too, but the end goal for every participant is ultimately the same: driving fantastic cars on breathtaking roads. And that's exactly what we are here for, too.

Our tour is a specially shortened taster version of Ultimate Drives' 'Porsche 911 Stuttgart Tour', which takes place at the wheel of a 2016 second-generation 991 Carrera. It begins with a flight from the UK to Stuttgart – the home of Porsche (in case you forgot). From the airport clients are transferred to the city centre where they spend one night in a four-star hotel, in the room they'll find a welcome pack with an itinerary and further information on the trip (it's useful stuff on

routes, speed limits and suggested stops).

Following breakfast the next morning typically a member of the Ultimate Drives team hands the car over, briefing clients on their tour and how to follow the onboard GPS system, which features pre-programmed route waypoints detailing coffee and lunch stops, and popular tourist sightseeing hotspots. However, the itinerary is not inflexible and clients can stop when and where they wish, so ultimately there's a structure if someone wants it, but if not and a freestyle adventure is preferred, then that's available too.

Full support is on-hand at all times, either through a telephone call or a smartphone



This region is as much about taking in the scenery as it is about charging from one sweeping corner to the next

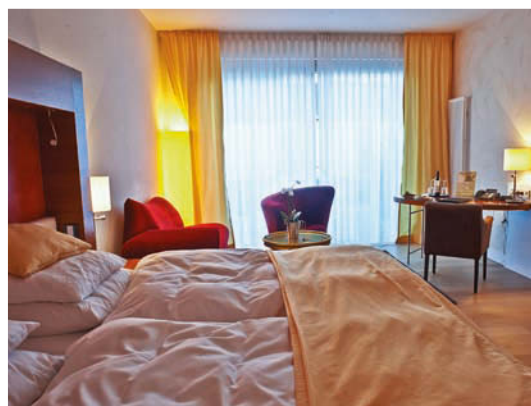
messaging app group chat, meaning there's always someone available to answer questions big or small at the touch of a button. Ultimate Drives really does take all the anxiety out of touring. The first day is not just about travelling to Germany though. With bags safely stowed at the hotel, a short train or taxi ride takes clients to Zuffenhausen, where a private tour guide walks and talks them around the Porsche Museum exhibits at Porscheplatz. Here visitors are treated to the sights of Porsche's history, and there's also the possibility of a factory tour to see new Porsche cars being constructed across the street at Werk One and Two.

But it's day two where the real fun begins – the next morning sees clients head out of Stuttgart into the Black Forest. For the purposes of our trip we've jumped ahead of the itinerary by skipping the night in the city, instead travelling under the cover of darkness to the sleepy spa resort of Baden-Baden, usually the tour's second stop where Ultimate Drives clients spend an evening at the four-star Aqua Aurelia Suite Hotel. We're on the north-western corner of the Black Forest here, at the foot of the spectacular Schwarzwaldhochstrasse, or 'Route 500' named after the B 500 road it traces, which means one of the greatest driving routes in Europe awaits us come morning.

Arriving somewhere new at night is exciting, for dawn often reveals a surprise or two, and on this occasion it's a very pleasant one. An unusually crisp spring morning greets us when we wake; sunlit steam rises from Baden-Baden's natural hot springs as the previous day's snowfall begins to melt away. This spa town, which loosely translates as 'bath bath', has a rich history dating back to the Romans, but in more recent times it has attracted affluent Germans and



The roads and scenery are complemented by the accommodation (below: Aqua Aurelia hotel) and the food (below right: desert at The Christophorus Restaurant at the Porsche Museum)



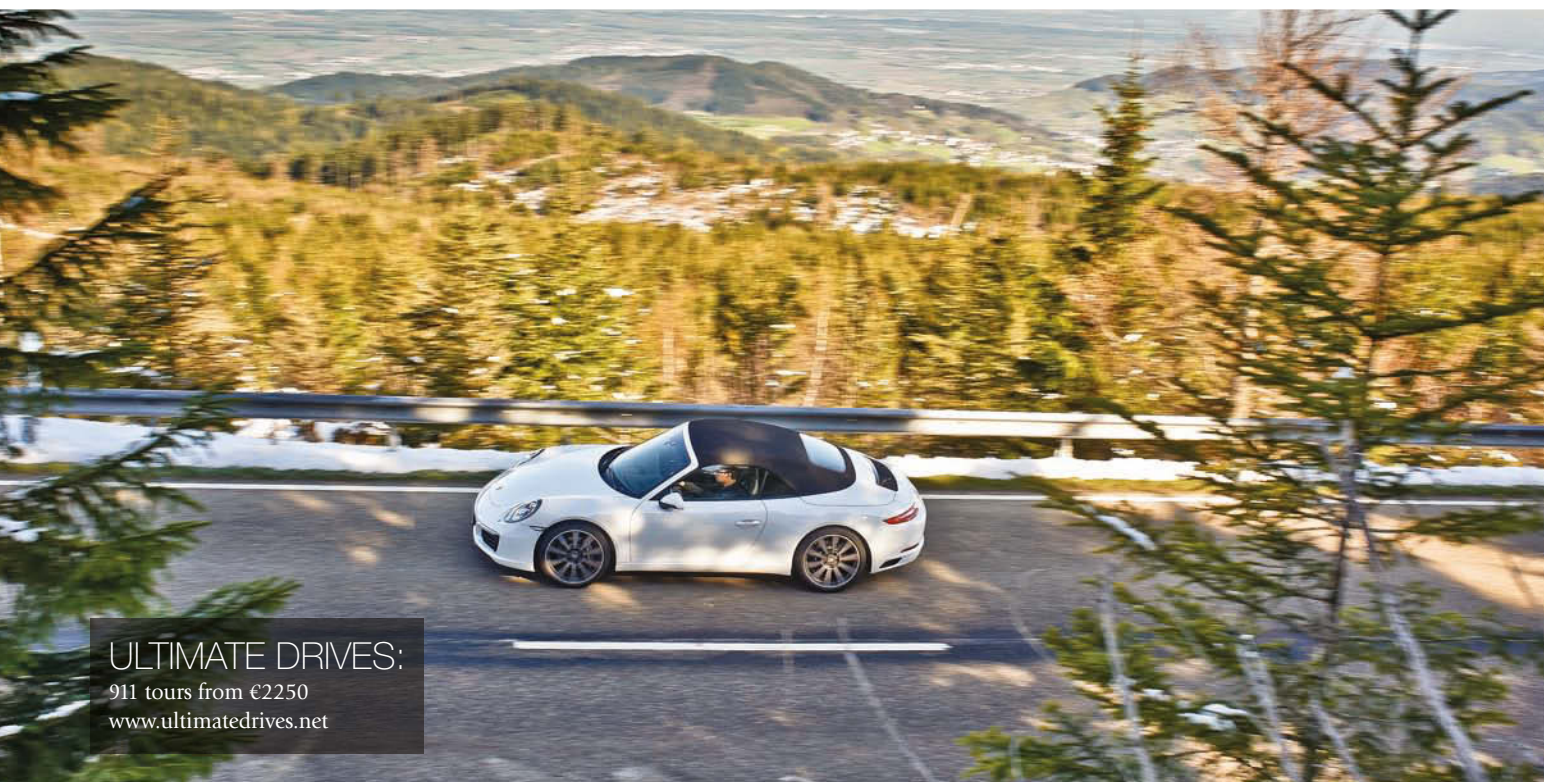


Russians. It's where the England football squad's 'WAGS' stayed during the 2006 World Cup. Underneath the Aqua Aurelia sits our transport for the day; a second-generation 991 Carrera Convertible complete with a pre-programmed GPS unit lit and ready to guide us through the best sections of the Schwarzwaldhochstrasse, itself flush with history dating back to its opening in the 1930s. In no time at all we've left Baden-Baden behind us, together with our first big climb up into the mountains, and I'm sat absorbing the stunning vista above the Black Forest National Park as I described at the

beginning of this feature. People will tell you the Schwarzwaldhochstrasse pass isn't what it used to be since speed limit restrictions were introduced, designed to stop a few overzealous motor bikers killing themselves. In reality though this region, and the concept of touring anywhere like this, is as much about taking in the scenery as it is about charging from one sweeping corner to the next. There's equal enjoyment to be had on these roads cruising at speeds under 100kph (62mph) as there might be at 200kph, only this way you can soak up the atmosphere without risking life, limb and licence. And if there's one

thing a convertible 911 does well, it is cruising, especially with the roof dropped on a fine fresh day such as that which we were gifted. With each twist and turn that the Schwarzwaldhochstrasse throws our way on roads cut straight through the foliage, flora and fauna, a view to die for is revealed encompassing dramatic hillsides and plunging valleys. For some 40 miles linking Baden-Baden with Freudenstadt, the road runs at a height of between 600- to 1000-metres above sea level, much above the tree line so there are views on a clear day as far as the Rhine valley and the Vosges. The road rises, dives and weaves,

The new 911 is the perfect companion, the turbocharged six-cylinder engine provides effortless torque in every gear



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punctuated with potential refreshment stops and laybys ideal for surveying the stunning panorama. We're here in late April with unseasonable snow, so there's still evidence of the downhill ski slope trails popular in winter, when the weather improves they are replaced with biking and hiking tracks. The new 911 is the perfect companion, the turbocharged six-cylinder engine provides effortless torque in every gear, and while it lacks the naturally aspirated noise I'd like to hear reverberating off the barriers and hillsides, this drop-top variant still provides a sense of occasion. To say the car is understressed for the job is an understatement, but as I've said, I don't see the task at hand necessitating hard driving, rather graceful negotiation of undulating twists and turns.

Our lunch stop sends us down, around and across to the northern side of the forest roughly in the direction of Stuttgart, to the five-star Traube Tonbach resort in Baiersbronn-Tonbach. Family-owned and operated since 1789, this former pub once catered for thirsty loggers and coachmen. Today it attracts a fine dining elite and explorers

(like us), in large part thanks to Michelin star chef Harald Wohlfahrt's cooking. The Traube Tonbach boasts ladies dressed in rural-style dirndls, slick modern concierge service, and valet parking that we can implicitly trust with the keys to our 911 'rental'. This 200-year-old hotel and restaurant ultimately blends regional tradition with ultra contemporary Germanic convenience, typical of Black Forest hospitality, and when you think about it, that mimics the vibe of our second-generation 991 parked out front. Well fed and watered with Harald's finest, we're soon back on the road and making our way in the direction of Stuttgart in preparation for our short haul flight home that evening. Our route winds us along the river bed through sleepy traditional villages seemingly untouched by the hands of time, into vibrant and welcoming small towns buzzing with culture and past those very much appreciative of our Carrera – a couple of small lads on push bikes give us the thumbs-up. Some of the places along our afternoon course may or may not be hot stops on the traditional tourist trail, others flatter by delivering the impression we might just be the

first non-nationals to happen across this place (of course, we are not). And that's really what you can expect from travelling through this region in a 911 – a balanced mix of natural beauty, tranquility, and experiential entertainment.

The Schwarzwaldhochstrasse is one of Europe's most popular 'bucket list' roads, and from our time spent on it it's easy to see why. But in driving this route in a Porsche, and the latest 911 Carrera at that, the experience becomes more than the sum of its itinerary. With this trip, Ultimate Drives not only offers you the chance to experience one of Europe's best driving roads, but it also provides the perfect car in which to do it. I came into this trip presuming that most Ultimate Drives customers would be potential 911 customers trying out a car before they signed on the dotted line. But in hindsight it's clear that the service Ultimate Drives provides is more than that. It is an opportunity not only to experience an iconic and thrilling set of driver's roads, but it's the chance to drive a *Porsche 911* on an iconic and thrilling set of driver's roads – all with zero hassle. For any Porsche fan that is more than worthy of consideration... ○

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FUTURE CLASSIC

Silverstone Classic offers a great mix of fast racing cars in action and family fun, making it a must for any true petrolhead...

Silverstone Classic has become one of the most thrilling and popular events for classic racing car buffs, somehow managing to get bigger and better each and every year. True to form, the 2016 event, which will take place on 29-31 July this year, looks set to be most enticing yet. For the first time there will be four separate touring car grids; the JET Super Touring Car Trophy (1990-2000), Historic Touring Car Challenge (1967-1989), Big-Engined Touring Cars (pre '66) and the Under 2.0-litre Touring Cars (pre '66). This will unite more than 200 of the nation's best-loved cars which will do battle around Silverstone's full grand prix circuit.

The popular Group C twilight race returns once again this year, so too the FIA Masters Historic Formula One, Legends of Modern Formula One and Stirling Moss Trophy. New to the event will be the Can-Am 50 InterSerie Challenge, which as an added bonus is set to stage its season finale at the event. These cars also celebrate their 50th anniversary in 2016. Two wheels as well as four are catered for at the Classic and as such, World GP Bike Legends and the Sidecar Salute should excite.

Away from the race track, the infield display will include live music concerts from chart-toppers The Boomtown Rats, The Stranglers and Reef. Furthermore, more than 120 car clubs will

exhibit various classic models, Silverstone Auctions will host a sale on the weekend and aviation displays overhead will also garner the crowd's attentions. A Concours d'Elegance will also take place for the first time.

"Thanks to a tireless effort by the organising team, Silverstone Classic has become a world-class event," commented Nick Wigley, CEO of organisers, Goose Live Events. "Everybody works all year round to ensure that what we offer remains the biggest and best historic racing you will see anywhere in the world."

"I'm incredibly excited about the addition of the Can-Am celebration this year – the sound will be immense – as well as the introduction of Tin-Top Sunday. I think deep down, we've all got a soft spot for touring cars because they're the kinds of cars our dads used to drive."

Tickets for the 2016 Silverstone Classic must be purchased in advance. Adult admission starts at £42 and sticks to the Classic's widely-praised 'access all areas' policy, thus providing admission to both the National and Wing race paddocks, as well as the track side grandstands, the vintage funfair, air displays and the live music concerts. Visit the event's official website for more information ○

CONTACT:
www.silverstoneclassic.com



THE RIDE OF YOUR LIFE

GT contributor, Sam Preston, got an early taste of the Silverstone Classic with a ride around the circuit in Paragon Porsche's recently restored 911 GT1 Evo...

"I've been lucky enough to drive some of the most formidable road-going sports cars money can buy in my years as a motoring journalist, but I'd never experienced what it's like to be strapped into a full-fat, red-blooded race car driven in anger around a circuit. That all changed when Mark Sumpter, head of Paragon Porsche, offered me some passenger laps in his recently restored 911 GT1 Evo. In doing so he opened my eyes to the vast chasm that lies between cars with number plates and competitive racers..."

"Although for many the dream era of race cars will always be Group C, this GT1 is one of the most iconic late Nineties FIA GT homologation racers, and it's with these slightly later GT cars that Mark's true passion lies. "We've got an ex-Joest Racing 962 but I much prefer driving my GT1," Mark confesses. "I guess it's because it's from the era of racing that got me into cars." And what an era it was – the PlayStation-led brink of the digital age, where the

boom of computers helped car performance evolve perhaps faster than ever before.

"Harnesses up against the rear bulkhead and the floor, I clung on as Mark rifled through the slick gearbox – interestingly still a H-pattern affair, complete with three pedals – to pass a 991 Turbo S as effortlessly as if he was dodging a manhole cover. It was then that I began to realise just how capable the GT1 really was. But it wasn't the straight-line clout from that flame-spitting, twin-KKK-turbocharged flat-six (the very same engine used in Mark's aforementioned 962) that had the biggest impact on me; instead it was the distinct lack of give and the alarming speed that Mark was able to carry through technical sections like Club Corner, thanks to the slick Michelins and huge Brembos, that truly impressed.

"Afterwards, my neck ached for a day or so but the memory of the experience will last a lifetime..."

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GT PORSCHÉ

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PORSCHE

PORSCHE'S PLAYGROUND

Porsche's test engineers frequently head to South Africa's Western Cape region to put development cars through their paces. We explore these roads in two iconic 911s...

Story: Wilhelm Lutjeharms
Photography: Charles Russell





As we position two iconic 911s from the 1980s and late-2000s at the foot of Cape Town's Table Mountain, we have no idea that only 45 minutes' drive from here a delegation of Porsche engineers are also getting ready for a day of testing. Several manufacturers prefer to conduct their hot-weather testing programmes in South Africa's Western Cape. The multitude of disguised test vehicles that can be spotted in the province (and country, for that matter) in January and February attests to the lengths companies go to make sure everything has been tried and tested before a product is unveiled under the bright lights of the next car show. And Porsche is no exception to this rule.

Porsche flew a bunch of international

journalists to Cape Town recently to test the new 911 Turbo (GT 03/16) and Carrera 4S (GT 04/16). There are several places on the globe where Porsche AG could conduct hot-weather testing, so why does the Zuffenhausen-based company choose the Western Cape as the location for its tests? There are several reasons, as we are about to discover...

A very enthusiastic Cape Town-based collector has allowed us to take two of her 911s out on these roads. She has a number of 911s in her collection but these cars represent two of the finest models that Porsche produced in the 1980s and late-2000s. She bought the red 930 Turbo (with its 3.3-litre engine) three years ago, while the first generation 997 GT3 RS is a more recent acquisition (less than two years ago). If

you follow 911 values, you'll know that she timed her purchases to perfection. "I think the 930 Turbo is one of the prettiest cars of all time. I love the tea tray spoiler and I thoroughly enjoy the way its exhausts pop and bang," she says. "I'm also very happy I got the RS. It handles beautifully and I really like the colour on this example. I'm a firm believer that an RS should be a specific colour."

As the sun starts peeking around the edge of the wondrous mountain we pack up before embarking on the first stretch of today's planned expedition. As most of Cape Town's residents are still sleeping we set off with the hopes of not waking anyone but given the 930's rorty exhaust note it's a fruitless pursuit. For the first half of the trip I choose to drive the 930 and as we



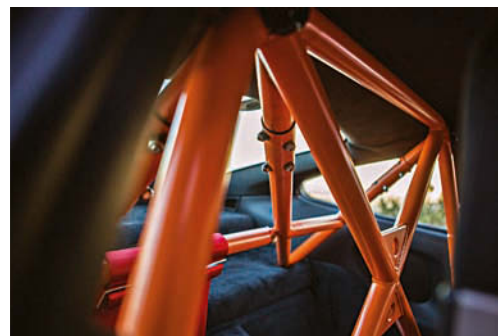
depart along the mountain road heading through Cape Town's affluent upper urban areas the pops and bangs from the exhaust tips make me laugh – they're anything but subtle. The driver's seat is comfortable and supportive, considering the car's age. The former's quality can be attributed to the chair's deep and soft bottom cushion. I potter along the thinly scattered traffic and enjoy seeing the orange RS with its low, black front spoiler in my rear-view mirror – it certainly looks the part. The 915 gearbox in the Turbo is one of the most solid examples I've experienced to date. As expected, you can't rush gear changes but each shift is more positive and direct than those of most examples I've driven in the past. Throughout the whole morning it also did not graunch a single

change, which is unusual for these 'boxes. It is a 40-mile drive to Gordon's Bay, which is situated on the east side of False Bay. While driving on the highway I learn to appreciate the split personality of this 930/66 engine; you can let its revs drop as low as 1200rpm in second, third or fourth gear and when you put your foot down the engine doesn't stutter, it will simply start to pull slowly and surely. This is partly owing to the 318lb ft of torque the engine delivers. However, with second gear selected, I put my foot down at 2000rpm and watch as the needle climbs steadily towards 3000rpm. Past that point it starts to pull more strongly and at 4000rpm it positively surges all the way past 6000rpm, thanks to the added boost. Make no mistake, the 930 still feels appreciably fast today. And, of

course, there is also the sheer joy of seeing those widened arches fill the side mirrors!

After a quick stop at the fuel station for a caffeine fix (also an excuse to use the RS's wing as a tray table), we continue towards one of the most picturesque and challenging roads in the Western Cape. Clarens Drive (or the R44) snakes along the coast from Gordon's Bay to Rooi Els and then continues up to the popular holiday town of Hermanus – which is best known for its annual whale festival. It would be easy to just continue on the route but there happens to be a short piece of road that heads up the mountain towards the hydroelectric power station. Although only three miles in length, it's always worth a blast because there are several well-sighted corners, a 180-degree hairpin, and the

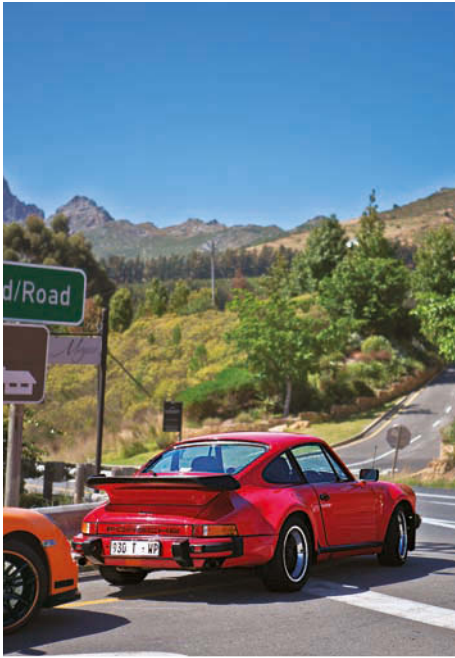




view from the summit is quite breathtaking. Oh, and there's a rock face that ricochets engine noise back into the cabin. The whistling sound from the turbocharger in the 930 is a constant, and an eminently pleasant reminder of the car you are driving. However, as I start to drive a little harder, the Turbo engine and exhaust soundtrack drown out the whistles from the blower. I quickly remember that at 4000rpm the engine kicks really hard, so I either stay below that marker or make sure the steering wheel is pointing straight ahead when I pass it. The rack is quick to react, and also gets heavier the further you turn the wheel, which amplifies the information you receive from the tiller. We park at the top, only to find that several new 911 Carreras, Turbos and 718 Boxsters are already there, accompanied by official Porsche employees. It is the 930 Turbo that garners their attention, though; one driver even asks: 'Is that a real 930?'

As we make our way down the mountain, we spot several heavily disguised next-generation Panameras parked at one of the lookout points. It's evidently testing season in Cape Town! We head inland past Somerset West towards Stellenbosch – considered the heart of the South African Winelands. I'm still in the Turbo and marvel at how comfortable it is to drive on the open road. As is the case with today's 911 Turbo, it really ticks the boxes as both an every day driver and also a purist's sports car when you need it to be. Because I grew up in Stellenbosch, I know of one particular stretch of road that is revered by the local motoring fraternity. Leaving Stellenbosch towards Franschhoek, the latter





also offering one of the finest mountain passes in the country, Helshoogte Pass offers two lanes in both directions with ten fast corners. The surface is as near as perfect as you'll find in the area, and after we've saved the necessary images on photographer Charles's memory card, it's time for me to swap keys.

I've never driven a 997 GT3 RS but, like most of you I'd wager, I have read countless articles about the car. If focused road cars tickle your fancy, there are many aspects about this car that will excite. The main one is probably that, unlike the Turbo, it doesn't tick several boxes at once – it ticks just the one. If that is not enough to grab your attention, the 3.6-litre engine, which delivers 415hp at a high 7600rpm, should. The roll-cage and transmission-tunnel cover mirror the exterior hue – it's a veritable 'orange-fest'. Once you are seated, you immediately feel like you are an integral part of the car: the bucket seats are fairly comfortable but hold your torso firmly in place.

The Alcantara-clad steering wheel and gear lever further contribute to the race car aura, and there's no way not to notice that scaffolding in your rear-view mirror. As the engine is already running, I press the Sport and suspension buttons. When you have limited time with a car like this, it's best to experience it in maximum attack mode. My first shift is abbreviated, but I cannot help but smile as I pull and push the stubby gear lever through the slick gate. You can almost change gears merely by flicking your wrist – each throw is that short and precise. At around 60mph, I flex my ankle and the engine picks up



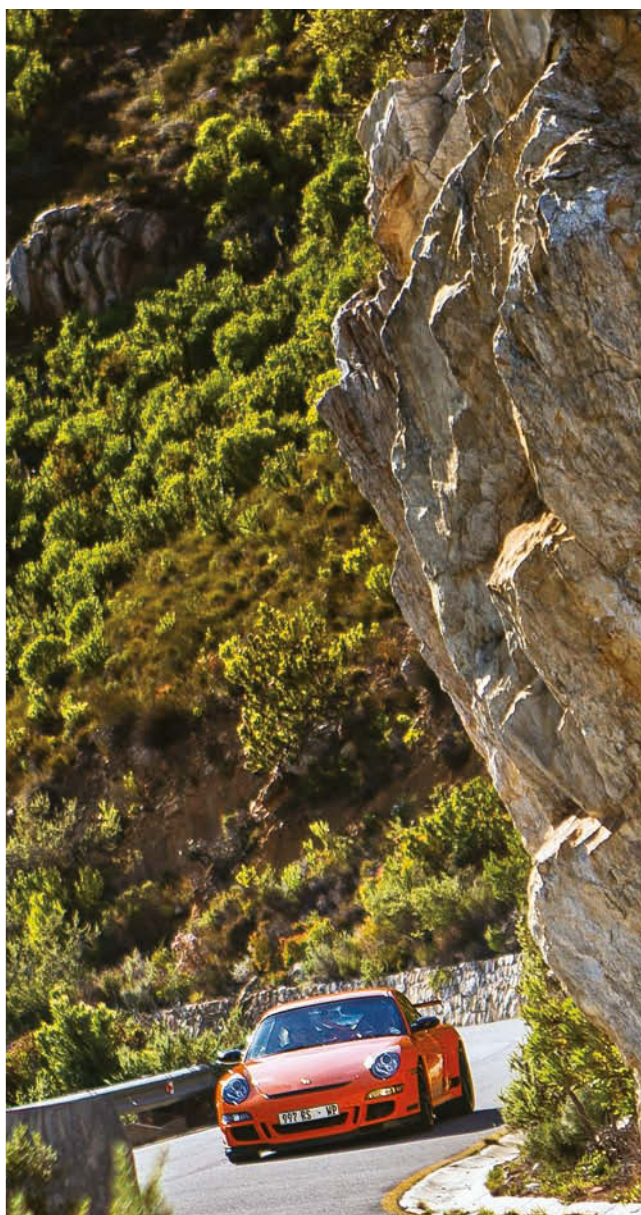


revs more quickly than I expected – even in fourth gear. As it turns out, at motorway speeds you don't need to change to a lower gear to pass slower moving traffic. Maybe from sixth to fifth, but otherwise there's a strong push from the engine even below 4000rpm. The steering wheel delivers a near-perfect level of feedback, to such an extent that I find it more accurate than the 930's setup. However, the RS was not built to be enjoyed at low rpm, so while in second gear I put my foot down and the revs immediately build towards 5000rpm. From here I can't remember what happened next as there is no hesitation from the free-revving engine. Within seconds it zings past 8000rpm. A quick shift into third, foot flat, and my ears absorb the 'whaaaaaaarrrppp' coming from those evocative exhaust pipes. I feel like I want to yelp and thump the steering in excitement. It is such and intense and pure

driving thrill, and more importantly, exactly how I thought this car would be.

Shod with 235/35 ZR19 tyres up front, larger 305/30 ZR19s at the rear, and tipping the scales at 1375kg, this GT3 RS's lateral grip is high, although I do hold back through the corners. As we complete our photography we head back to Cape Town, but that means negotiating the pass one final time in the RS. Even if you are not a heel-and-toe guru you can always just blip the throttle before a downshift. The result is a quick, loud (for a road car) and mechanical flat-six bark before you select the next gear. As traffic starts to build up towards Cape Town, I again realise how appreciative one should be of the Western Cape's roads. Cities across the globe are becoming increasingly congested and subsequently the opportunities to enjoy these cars are becoming fewer and fewer. Fortunately, Porsche will persist

in developing cars that enthusiasts prefer. Its latest creation, the 911 R is a clear example (p56), although only 991 will be produced and undoubtedly it will bear an expensive price tag. Newer is not always better, however. Two weeks before this drive, I sampled Porsche's 991 GT3 RS and, although it is a consummately accomplished RS product, it cannot match the sheer driving enjoyment I experienced in this 997 RS. The Western Cape offers a plethora of driving enthusiast's routes; exploring any 911 on these fine stretches of road is conducive to the creation of long-lasting memories. Matching a sports car to a perfect stretch of road is an experience enthusiasts will savour. With every time that Porsche's engineers descend on the Western Cape's roads, we can rest assured that the development of the firm's next sports car will take another leap forward... ○



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gt porsche retrospective

ONE
YEAR
AGO
JULY
2015



One of Porsche's wildest road cars drove us wild this time last year as we got behind the wheel of the rocket ship that is the 991 GT3 RS. We said: "If it is to be driven fast, it requires a lot of its driver both in terms of concentration and, yes, skill..."

An older 911 was also floating our proverbial boat, too: specialist Historika's latest restoration, a 911S, showed why the popularity of 1970s 911s seemingly knows no bounds. We got behind the wheel of the epic 924 Carrera GTS, pitched the 991 Targa against a classic air-cooled 911 Targa, and delved into the history of the Marathon de la Route, too. Finally, we examined the concept of the £5k Boxster, finding the 2.5- or 2.7-litre car was where the sensible money would be spent.

FIVE
YEARS
AGO
JULY
2011



Subtle – not a word you'd associate with our July 2011 cover car with Ruf's 730hp Rt12 R. We said: "There is GT2 RS quick and then there is the Rt12 R". Though we didn't get to test its claimed 230mph top speed ourselves, unfortunately. Also in this issue, Andrew Frankel drove the new Cayman R and Porsche 904 back-to-back for a great-looking group shoot. The two looked stunning driving together, Andrew said: "The Cayman R is as far ahead of its road-going opposition now as the 904 was then." We also compared the 914-6 with the 911, got up close and personal with Peter Morgan's restoration of a 1968 911, and drove the Marathon de le Route in a 997 Turbo S – what is it with the month of July and that race?

TEN
YEARS
AGO
JULY
2006



A new 997 Turbo had just broken cover a decade ago, so naturally it featured heavily in our July 2006 issue. We said of the new car: "The 911 is the most complete range of sports cars on the planet – and this is the daddy of them all."

Talking of 'daddy' 911s, Chris Harris grabbed a 997 GT3 and took it to the Nürburgring all in the name of scientific investigation, he said: "The GT3 is a car you could use every day: A car to cruise, abuse, and commute in, and one that will instantly drop almost anything, at most circuits."

We also got behind the wheel of four 911 Turbos: a 930 Turbo, a 964 Turbo 2, 993 Turbo 4, and a 996 Turbo – quite the vista and it was a tricky prospect to choose between them.



The £5k Boxster

Can you really drive a Boxster this summer for the price of an old hatchback? You can, if you choose the right one...

Story: Philip Riley Photography: Varian

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Art History

Historika 911's latest restoration, this rare 1969 911S, firmly puts it on the map as one of the UK's most capable classic Porsche restorers.

Story: Simon Jackson Photography: Matt Woods



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Relative Values

Porsche made much of the link between its new Cayman R and the legendary 904 of the former car's launch. So do they share any common Porsche DNA?

Andrew Friswell drives them both to find the answer



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FAMILY TREE



With regular engine conversions, the 911 is a car that if you can handle it, you really should have a masterpiece when you're ready to build one. It's a car that if you can handle it, you really should have a masterpiece when you're ready to build one.

It's also a car that if you can handle it, you really should have a masterpiece when you're ready to build one. It's a car that if you can handle it, you really should have a masterpiece when you're ready to build one.

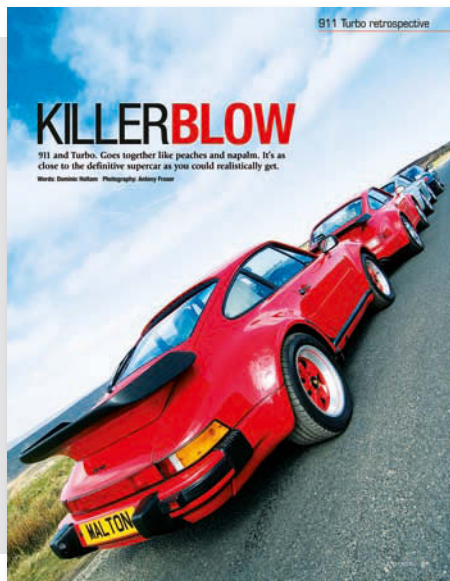
And if you're a fan of the 911, you'll know that the 911 is a car that if you can handle it, you really should have a masterpiece when you're ready to build one. It's a car that if you can handle it, you really should have a masterpiece when you're ready to build one.

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KILLERBLOW

911 and Turbo. Goes together like peaches and napalm. It's as close to the definitive supercar as you could realistically get.

Words: Dominic Huxford Photography: Anthony Truett



MULTI-PURPOSE VEHICLE

There's only one way to get a fix on the new 911 GTS and see where the improvements have been made over the previous model. 'Hello, is that the Nürburgring?'

Story: Jack Worrell Photography: Mark Brunning



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long-term fleet

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

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

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

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

[@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.

[@RyanStewart](#)



Andrew Frankel – 1994 968 Sport

It's been five years since regular contributor, Andrew, last owned a Porsche. The purchase of this 968 is not a whimsical one, though, in fact it has a very interesting purpose which you will read more about in a forthcoming issue. Andrew has known this car most of its life, mechanically sound it is in need of some exterior TLC.

[@Andrew_Frankel](#)



Martyn Morgan-Jones – 1986 924 S

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

[@MartynMJones1](#)



Rich Duisberg – 1994 968 Sport

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

[@TheDuisbergKid](#)



Matt Biggs – 1986 924 S, 1981 911 SC

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

[@PawnSacrifice](#)



Martin Spain – 2002 996 Turbo

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

[@MartinSpain](#)



Rob Richardson – 1978 911 SC

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

[@Racereightsix](#)



long-term fleet

987 CAYMAN S

The differential update which I spoke about in the last issue was silent and invisible once installed. This month we're going to the other extreme and it comes in the form of an AWE Tuning exhaust system...

AWE Tuning has an incredible reputation for quality when it comes to exhaust systems and the Pennsylvania outfit has a particular flair for sound engineering. When choosing the right exhaust system for my project there were a couple of factors for me to balance. First and foremost the system had to unlock more power, it had to rival or surpass Porsche build quality and sound quality and fall within budget constraints. Many manufacturers from the UK and abroad build systems for the 987 Cayman, all quoting very similar power gains with similar build quality and comparable price. It seemed that the only thing separating them was the sound emitted, so this became quite an important factor in deciding which way to go.

Punching various brand names into YouTube revealed a wide range of sounds. From raspy shrieks to low and booming resonance, nothing seemed to hit the mark and moved the tone away from the Porsche flat-six I had come to love. At this point I had considered sticking with my factory Porsche Sports Exhaust and suffering the power deficit to retain the fantastic exhaust note... until I found AWE Tuning's offering.

Posted all the way back in 2009, AWE Tuning's YouTube video shows a red 987 hurtling along a US back road with a glorious uncorked flat-six sound, not unlike the Carrera Cup cars I had heard in the past. This got me seriously excited. Upon further investigation I found the system also offers a drone-free motorway tone and carried the promise of being as quiet as the stock PSE on startup and idle. Absolutely ideal, this was music to my ears – quite literally.

Luckily for me Regal Autosport is the UK importer for AWE Tuning and

have been for over ten years. A quick email to Regal confirmed it had a touring spec system with black chrome tips in stock and a date was set for the install. The system itself is a work of art; hand-built from top to toe at AWE Tuning's PA facility it feels every inch a luxury, feel-good purchase and it was exactly what I was looking for.

The original PSE didn't want to leave the Cayman without a fight and Regal did a great job of carefully dissecting the original pipework so I could resell the original system. With that out the way the team could get to work fitting up the mirror-finished AWE boxes. Each AWE system comes with a huge range of adjustment so the fitment can be tailored to individual taste and after initial warm up and cool down it can be adjusted for perfect positioning.

When viewing the system on the shop floor it's easy to see why the AWE Tuning system differs in sound quality from the other systems out there. By using two straight-through resonance chambers (with a full size balance pipe) the AWE Touring system irons out the pops, bangs and burbles that can occur when an engine is uncorked. The result is a fantastic full-bodied roar under acceleration, it's the kind of sound that Porsche engineers would have wanted the 987 to make but killjoy bureaucrats would never allow.

Living with the system has been a joy since its install, around town and on the motorway it's actually quieter than the factory PSE with the valves shut. It's hard to believe and something I was concerned about when moving away from a valved system to one without. Thankfully I need not have worried; the AWE tuning exhaust system combines a glorious full throttle howl with mild manners elsewhere in the rev range. To say I'm happy would be a serious understatement, every journey is a pleasure to the ears and it gives the car a 'bigger Porsche' presence.

Ryan Stewart

Ryan opted for an AWE exhaust system for his Cayman, which blends performance with the right noise levels...





1978 911 SC

Since my last instalment the 911 has spent most of the time in the air receiving a top-to-bottom service by my own fair hands. Despite only carrying out basic tasks I've done on every car I've ever had before, it's been a learning experience with the 911: my first air-cooled, my first rear engine'd car and my first flat-six. I'd done my homework and studied the Haynes manual so I knew what was what, the only question I had was: 'what oil?'

Turns out the single biggest question in the air-cooled 911 world is 'what oil?'. I knew the car had 10w40 in it when I bought it freshly serviced, but this seemed a bit thin to me especially given the job of cooling the engine (as in all engines, but more significantly in an air-cooler) as well as lubricating it. I got in touch with Opie Oils (www.opieoils.co.uk) who, following a discussion on the car, spec and what I was using it for, was able to recommend me Fuchs Titan Race Pro-R 15w50 and supply a K&N oil filter to make sure the new oil stayed at its best. Additionally, I wanted to change the oil in the 915 'box as I didn't know how old it was and following me, shall we say, 'learning to get the best out of it', I suspected it may have some metal filings in the bottom... Opie again recommended me Redline MT90 transmission oil and had everything delivered to me next day; fantastic!

If you're considering changing the oil on your 911 here's the best advice I can give you: raise it as high as you can (12" off the ground on axle stands is not fun), have plenty of buckets, trays and spurious oil-receiving receptacles on-hand and lots of kitchen roll. It is messy. Dropping

the oil out of the tank is okay, it only gets really exciting when you have to drain the crankcase. The engine in my car doesn't have a sump-plug so it was a case of removing the eight bolts slowly and trying to catch the circa ten remaining litres of hot oil as you go. Like I say, messy. With this done I was able to clean everything, fit a new sump gasket and nylock fixings and change the sealing washer on the oil tank. Filling the oil tank back up was also fun. I used a one-litre plastic jug so it took ages, not helped by the fact I could only tip it far enough over as it hit the decklid hinge to get 500ml in at a time and the fill is 12-litres. Top tip number two: invest in a funnel! Still, the oil filter was an easy and pleasantly mess-free change over.

Next was the transmission oil. I made sure I could remove the filler before the drain plug just in case, happily with a series of long extensions through the wheel arch and some persuasion it came out. Draining and filling was straight forward and looking at the sump plug, much needed!

The final jobs were to change the fuel filter and the spark plugs. The filter is on the left-hand side of the engine bay and surprisingly easy to get at. Happily, as the car had been sat, there wasn't a huge amount of fuel spilt in the swap-over. I was also pleasantly surprised at how easy the plugs were to get to. The biggest challenge was finding them inside the heads as they are at an angle and deep into the engine. With the old plugs out it was good to see the car has been running cleanly and evenly on all cylinders, which means the CIS is working well and is in good condition, which is really good news

as I don't want to have to start taking that to bits unless I'm throwing it in the bin and fitting throttle bodies! I gapped and fitted the new plugs, being sure to hand start them and torque them to the book values.

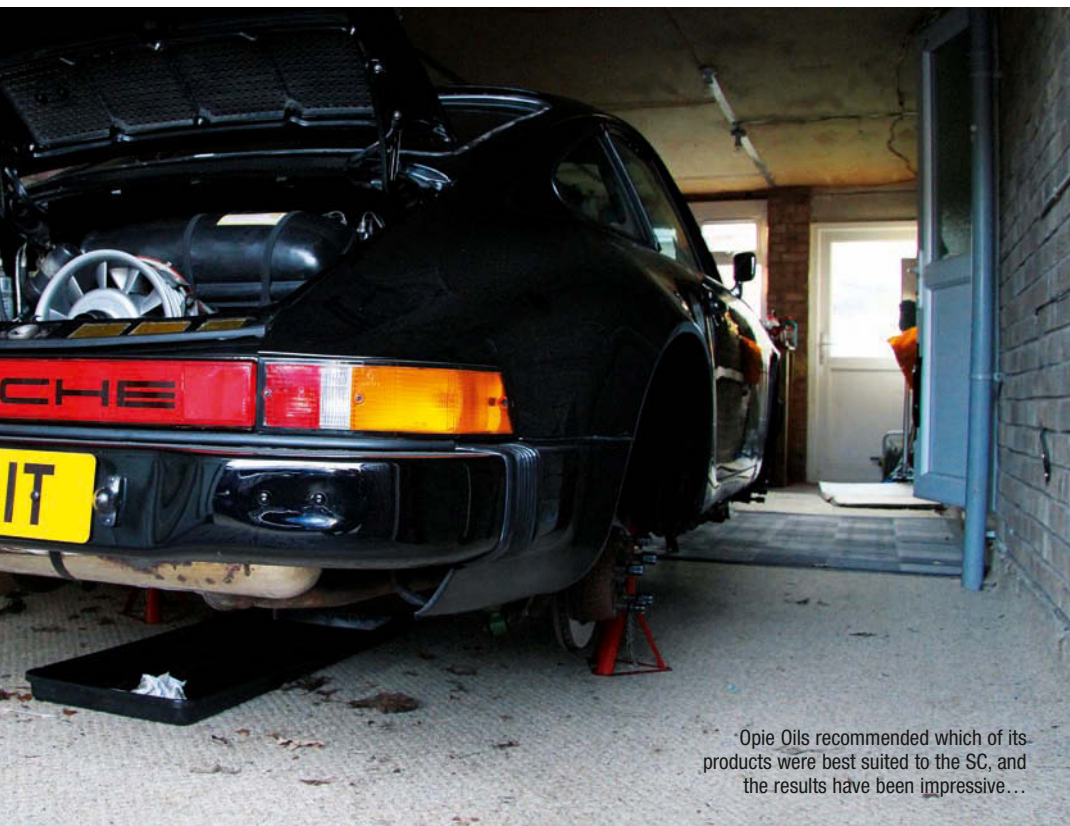
I left the king-lead off and turned the engine over until I had oil pressure, reconnected it and fired it up... to find it now misfired. Luckily it was no more than a plug lead off – I must have knocked it while cleaning round the engine so it was soon back on all six. A post-service test drive proved to be a joy, validating the work I'd put in and the spec choices advised by Opie. The change in the shift-feel (hot and cold) of the gearbox with the Redline oil was unbelievable. It's now much smoother and slicker. I'd never have believed it had I not experienced the before and after first-hand. Who needs a G50? The engine also feels crisp and clean in starting and running and, most significantly, the new oil has been worth 0.5 to 1.0bar of oil pressure according to the gauge as well as bringing the temperatures down a little; the Holy Grail of 911 oil requirements! With the car home and warmed up I checked the levels and checked for any leaks, gave it a final wipe round and put it away in the garage.

Servicing is bread-and-butter stuff, but I really enjoyed doing the work on the 911 and learning more about the car and how it all works and goes together. Plus it's satisfying stuff, especially when you can really feel and see the improvements. I'd recommend having a go at home to anyone with a bit of mechanical knowledge, plenty of old buckets to catch oil in and a workshop manual.

Rob Richardson

Rob has been seriously impressed with Opie Oils this month...





Opie Oils recommended which of its products were best suited to the SC, and the results have been impressive...



1986 924 S

Progress continues at a very slow pace with the cars, due to the house, and the 924 S is still on axle stands, exactly where I left it last month. The good news is that I had a day to get some work done. Although, on the downside, the weather was really great, so I spent the morning at Flowing Spring in Sonning, with a few mates drinking tea, eating bacon and looking at old cars, my contribution being the SC, for obvious reasons. So, of my free day, that pretty much wiped out the morning, with the extended drive home to make the most of the glorious sunshine.

When I got back I was reluctant to spend time in the garage under the shade of the car, if I'm honest. At the same time, I was also unwilling to give up on a chance to get something done on the 924. Not being able to wheel the car out into the sun I needed to find something that I could remove. I decided on one of my biggest annoyances, the rear lock.

A while ago I had tyres fitted to the 924 S, for an MoT, I think. Anyway, I left the car with the fitter and when I went back to collect it I was told that they were unable to open the hatch. I thought that they were using the wrong key; at some point the lock had been changed and it meant I had a second key, one for the front doors and ignition, and the other for the hatch. When I tried the correct key in the hatch it refused to turn at all, I can only imagine that they were using the ignition key, with force, and damaged the lock. It was put down, by one of the fitters, as being an old car thing. The problem is, there was a 50/50 chance that they were right, so I didn't pitch into a hissy fit. Since that day I have only been able to open the lock

with the electronic switch in the driver's footwell. Given the hit-and-miss status of that, it's annoying.

It took longer than I'd hoped, but a 10mm spanner and some finagling and I was able to remove the lock; in case you need to do it, remove the top two nuts, unclip the right side of the release mechanism, and then remove the two bolts. Probably also take a photo, just for reference as to which way up it goes. I did not do that, so there was some figuring-out time. Once it is out, you're free to go and sit in the sunshine and get on with the fixing.

Just to be clear, I have no prior experience of working on locks, so there is every chance that some, or all, of this is wrong. Or bad form. Or just stupid. First thing to note, the lock contains some quite dainty parts and will probably be covered in oil and grease, so have something to work on, and plenty of tissue to hand. The lock is basically a barrel with the levers poking out. What I now know is that when the key goes in, it should pull all of the little levers in so that they sit flush with the barrel and enable it to rotate in the carrier. To remove the barrel from the carrier, first remove the pin, this then allows the removal of the rotating latch. Carefully remove the spring and, with the key in, you should be able to wiggle the key and barrel enough to slide it out of the carrier. If it comes out easily the lock is already fixed.

Once the barrel was out, a little cleaning and prodding around, and the key was working again; putting it into the barrel, the levers retracted. Great, I'd fixed it, although it was all a little quick and easy – I had set aside far more time to fix it.

However, looking at the lock, my brain began contemplating, and I hatched a plan. When I bought the car

it was partly as a track project and partly so that I could teach myself something about mechanics and fixing cars, with the view that if I broke something it wouldn't be too expensive. With the lock, if I broke it, I could probably replace it, for not too much money, and would have two keys, no worse off than I was at the start of the day. Time to get creative.

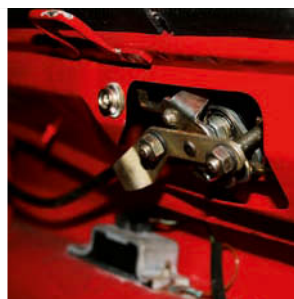
I inserted the ignition key and I could see that one of the levers was flat, hurrah! Looking at the others I could see ones that were up and down by roughly equal amounts, so I swapped those over. All of a sudden I had something that wasn't far off, having changed one or two of the other levers to get them as close to the barrel as possible. Following this I then used my Dremel to grind down the parts of the levers that were proud of the barrel, when the key was in. I soon had everything smoothed off and the barrel was able to turn freely in the carrier. It should be noted that this is probably not best practice and I suspect that there is more room for error, in terms of the wrong keys fitting. Also, take too much off and the levers will not slide properly in the barrel. I am sure there are people that would be able to refit locks and do it properly, so if you are considering this fix, it may be the way to go!

I rebuilt the lock in the carrier and bolted it back on to the car. In the absence of pictures, it took me a few tries to get everything back in properly. I used some dry lube on the lock as I'd cleaned off most of what was there when fixing it. Not a big job, but quite interesting to see how it all worked and delighted to now need just one key! Happy as I am, I really do need to crack on with the bigger jobs.

Matt Biggs



Matt has been playing with
his locks on the 924...



CAYMAN GT4 AND 996 GT3

The sun was shining and the track was bone dry. For Oulton Park in the North West of England in the first week of March, this was some kind of miracle. In fact it has been years since the annually-run Porsche RS day has been a dry event. In its 12th year, this event is by far the most eagerly anticipated Porsche-only track day of the year. It always attracts some proper machinery. This year was no different with GT3s and RSs of every generation, spec and hue vying for space on the ribbon of Tarmac that winds its way so beautifully through this stunning Cheshire parkland.

An encouraging sight was the huge number of GT4s in attendance. At the last count there were seven of them partaking in the track day, and due to the nature and spectacle of the day, another three or four turned up with their owners to simply watch and chat all-things Porsche with the throng of other enthusiasts that always assemble here. As a fellow GT4 owner

commented, there was definitely a camaraderie amongst this latest GT clan that had been missing at events for the last few years. It had that real old-school 996 GT3 or even early 964 RS track day group feel about it. After all the talk of overs, limited supply and flippers it was nice to hang around a group of owners that were more interested in tyre pressures, camber angles and toe-links than how much they thought their cars were worth...

Of course 4FAB was there and in rude health having completed nearly 1800 miles and fresh from a precautionary oil and filter change. I've never skimped on servicing these cars and believe that if they are going to be driven hard you should over-service them. So after the run-in period was complete it went in to Mike at Sports and Classic to have its lube changed. The filter and oil that came out looked spotless, so that was a good sign and bodes well for the future. If the lump in the GT4 is anything like the one in the GT3 (it's basically the same engine

minus some tune-up parts) it shouldn't use a drop of oil. We did run it in using gradually increasing revs over the first 1200 or so miles before giving it the full beans. But even now, at close to 3000 miles, we can feel the engine still loosening up. Give it a few more thousand miles and it should be fully on-song.

But 4FAB wasn't the only car I took along. What I had been wanting to do since I knew I was getting my hands on a GT4 was to pitch it directly against 3FAB on track. Interestingly a few weeks earlier I had the opportunity to take part in a shoot-out between a GT4 and my 996 GT3 in North Wales for another motoring magazine, and the day had done nothing but serve to heighten the anticipation of getting behind the wheel of them both on track.

It's an interesting comparison. Looking at the numbers the two cars are evenly matched. Their specific output and weight being near identical. Even the size of the rubber they wear is

suspiciously similar. The only obvious difference between the two (apart from the 12 years and the massive bag of electronics) is the engine placement.

But boy do they feel different from behind the wheel. And what a difference there is in how you extract the most from them on track!

In isolation the GT4 is brimming with feel by almost all modern standards. You can feel the dampers working, the steering has weight and a degree of clarity that is missing in most cars these days. The engine feels punchy and makes a lovely noise on the move and the gearshift is precise, weighty and has a lovely mechanical feel to its action. On the move there is a sublime quality to the way it handles a piece of road, be it at walking pace or flat-out. There is a level of engineering detail in the chassis that beggars belief. It just feels streets ahead of a regular Cayman. It feels proper GT quality. It's nimble, direct, confidence-inspiring, engaging and most of all, fun. And within a few



Photos: Lee Marshall for MSV Photography



short miles it allows you to push its performance envelope way beyond where you think possible with such a small amount of seat time. It's like it wants you to push it. Probe its boundaries. But most importantly it does it with a smile on its face and a hand held out to help you along.

And then I stepped into the GT3...

At first it's a bit of a shock. The interior is so basic. No iPod dock. No sat nav. No funky full colour TFT displays. Just a stick between the seats, a couple of buttons on the centre console (none of them with TC or PSM acronyms on them), a steering wheel and three pedals. A pair of figure-hugging bucket seats, a cage and some harnesses strapped to complete the ensemble.

Turn the key. That 3.6 flat-six cranks over and bursts into life and what sounds like a washing machine full of spanners starts to clatters away out back. This is what a barely-disguised race car sounds like. There's very little refinement in this old boat.

On the move it's a completely different animal as well. In fact 'animal' is an apt description. And no, the GT3 is not a nice fluffy animal. As soon as it's moving it's telling you that it's got sharp teeth and a wicked temper. It's been up all night drinking and it's got a hangover. It's not interested in holding hands and making nice. Anything you want out of it, you earn.

Where the GT4 inspires huge confidence, the initial thing the GT3 inspires is fear! Fear that it's going to throw you into the scenery the first time you let your guard down. Fear that if you don't raise your game, it'll show you up as a fraud. Fear that it just plain wants to kill you!

And then you start to really drive it. You have to relearn everything you know about driving to get the GT3 to really work. And it's all about the front end. Pussyfoot around and it feels terrible. It just feels vague and uninterested in doing anything you want. On rutted roads you can't keep it in a straight line as it tramlines

around. Turn it into a corner and it feels like it doesn't really want to change direction. Where the GT4's front feels nailed down and super-accurate in every situation, the GT3 feels the complete opposite.

But the more pressure you put on to the front end the more it comes to life. You find yourself loading it up more and more on the brakes deeper and deeper into every corner. And then just as you think you've reached the limit of what should be physically possible, you push a little bit more... And that's when it happens. That's when the whole 'GT3' thing starts to make sense. The rear starts to rotate and adopt the slightest of angles. And from this point it's simply a case of nailing the throttle and using that massive reserve of rear-end grip to fire you out of the corner.

It's hugely rewarding when you get it right. There isn't a feeling like it. But the problem is it takes faith, and a lot of practice. And it's not without its risks. Overcook it at any point and you're in a world of rear-engined

pendulous misery. But when you get it right? It's just so right.

And that really, is the tale of these two cars. They both banged out lap after lap all day long. They were both immense fun in their own ways. And as you would expect, they both knocked out virtually identical lap times judging by the video footage I shot. I'm sure that with a bit more seat time in the GT4 and a few minor tweaks to the geo it will eventually be the quicker of the two cars. And it really is a joy to drive. But good old 3FAB also acquitted itself admirably and reminded me exactly what makes these cars so special.

If I had to choose between the two? I don't think I could. But in the morning myself, James (GT4 co-owner), Martin Spain, Matt Biggs and a few other close friends are heading up to North West Scotland for a few days to savour the vistas and the roads. Maybe I'll have a favourite when I get back from there. I'll keep you posted.

Jack Wood



long-term fleet

1981 911 SC

So, before we get into the action that the SC has seen this past month, first a piece of housekeeping from last month. In case you missed it, the SC was getting a lot of use while my daily, the Boxster, was off the road waiting on a new windscreen; I was being messed around by Autoglass which was telling me one wasn't available, when Porsche told me I could have the screen next day. Via a recommendation from Northway I got the car booked in with National Windscreens, thanks to some flexibility from esure, and other than needing to pay the fitters and reclaim the cost it was a painless procedure. The Boxster needed a new exhaust as well, but that was a quick, if expensive, fix. All up, the 911 was the Boxster's stand-in for about a month. The lesson here is, if you're not happy with your insurer's windscreen company then you may be able to go elsewhere. I know what I'll be doing when I need the screen on the SC replacing.

Now on to the good bit: the SC! It has done brilliantly these last few weeks. I've had early starts where the car has been covered in frost, I've had hot-summer-like days, and plenty of stop-start commuter traffic, and there's been no real drama. The car does have a tendency toward grumpiness in heavy slow traffic, and first gear is a bit of an art as to how quietly I can get into gear and moving. I'm going to need to have a look at that at some stage... another thing to add to the list!

Even in the mild spring heat the lack of cooling in the SC makes for very hot driving. This is accentuated in traffic where there is nothing to cool the engine and pretty much everything gets hot. This would not be so bad, but the passenger side window was still broken

from a post-track day failure last year. It hasn't been a problem over the winter, but now, I need the draft, especially as the sunroof is reluctant to close once open, and is more trouble to use than it's worth. My experience from modern cars tells me that when an electric window stops working it means a large bill for what doesn't seem like much, so I began dismantling the door so I could get to the problem myself and see what parts I needed.

One of the things I appreciate about cars built in the '80s is that they're simple. When it comes to fixings it's typically a Phillips and Allen head job, and that makes me happy, and the job far easier. There was quite a bit to come off before the doorcard; lock switch, top trim, door bin, and handle. With all of that removed there were just a few screws along the bottom of the door. When the doorcard was off it was apparent that it could do with a bit of a clean. All Purpose Cleaner took off a lot of the surface dirt and grime and I used a Zymol leather cleaner for the finish. I took time to clean the hard-to-reach parts around the handle too.

The window itself was a far less painful and costly repair than I had expected. I have no idea how window mechanisms work – I know there is some large scissor-type contraption in there, and an electric motor, obviously, but other than that I was going in blind. As it turns out the scissor-type contraption has two arms with rollers on that are used to move the glass up and down. To do this, there is a metal rail that attaches to the bottom of the glass and onto the rollers. In this instance the metal rail wasn't attached to anything and sitting in the bottom of the door cavity. I can only assume that what little movement there had

been from the window electronically, was due to the glass moving up and down on top of the rollers, with it dropping down once it lost contact.

The rail has a rubber section that fits the bottom of the glass. The rubber trim was very dirty inside, so I cleaned this up with a little more APC so it would allow some purchase on the glass. The rail needed to be threaded over one of the rollers, and then back on to the other. There is nothing to prevent the rail from coming off the roller in itself, instead I suspect that it is being fastened to the glass that keeps it from moving too far in either direction. I conducted a test fitting to get everything lined up to the point where it would not be detaching anytime soon. For good measure, I added some silicone to help stick everything together. Looking at the rail without the rubber section in it, there was a reasonable amount of corrosion, so the entire thing is going to need to be replaced at some point. The final thing, before fitting, was to add some grease onto the rail and run the rollers through it a few times to help keep everything gliding along.

I later attended a coffee and cars type event at the Flowing Spring in Sonning – it was a fantastic morning, and the hottest day of the year, so I was especially pleased to have fresh air gushing through the cabin again. The only downside is that I seem to have disconnected the front left speaker when I was repairing the window, but at least I now know how to get into the door easily, so it should be a relatively quick job to fix.

I'll probably refresh the door membrane while I am at it. After a month of hard work I think the old 911 could use some pampering.

Matt Biggs





Matt has fixed the 911 SC's window mechanism just in time for the warmer weather

1994 968 SPORT

I've just bought a Porsche and I can't tell you why. Not yet at least. Of course one good reason is that it's a Porsche and a type of which I am fond of. But this time there is more to it than that and the only reason I'm not telling is so I don't spoil what promises to be a good story in an issue of the magazine not far from now.

What I can tell is that, for reasons that will become clear in the next month or two, I found myself in urgent need of becoming a Porsche owner again, five years after I sold my trusty old 2.7RS Rep to my brother. And, as luck would have it, one of my closest friends had a Porsche for sale. He has owned this 968 Sport in its startling Riviera blue paintwork for 15 of the 22 years it has existed, and its owner before that was the same brother who bought my rep, so I've known it for the vast majority of its life.

However I've known also that it's lived in the sea air on the Isle of Wight for a decade and you have only to look at the painted and peeled paintwork to know the effect of that. But so too have I known it has been looked after all this time by someone who used to service McLaren F1s, so my hope was that beneath its unprepossessing interior lay a fundamentally sound car.

So, pausing only to borrow top Porsche technician Richie Payne from head office in Reading, I swept down to the island in a new C4S to find out more. Richie is proud of the fact he can get everything he needs for a full vehicle inspection in the nose of a 911 and, having seen him unload it, so he should be.

Richie's first comment from 25 paces was, "that looks okay, I thought we'd be visiting a barn find" and from

there on in, the news just went on getting better. He spent 90 minutes with it on and off the jacks, peering and poring everywhere, and found no rot at all. Even the jacking points, which are the first to go on these cars, were fine. Mechanically the gearbox was dry and while there was the odd spot of oil under the engine, its positioning and cleanliness suggested it was just excess drips from a very recent service. Importantly every switch and control worked.

But it needed driving to be sure and I was too scared to find out the hard way. So I sent Richie out alone and when he came back he told me the clutch and brakes needed bleeding, the steering was fractionally out of alignment and that the throttle cable had stretched. In all the important respects however, the car was absolutely as it should be: the engine

was quiet, the gearbox free and easy. Indeed the only significant mechanical outlay heading my way is a cambelt change, which is about a six-hour job. The car has done hardly any miles since it was last done, but it's been a few years and Richie says he'd always change it, purely as a precaution because if it goes, the engine goes with it. So changed it will be. So the car is indeed sound, better than sound, and in all important ways, sound enough for Richie to look at me in all seriousness and say: "If you don't buy it, I will."

Cosmetically however it is poor. It's missing some trim, rodents have gnawed holes in the seats and the nearside front wing, the only panel to need replacing after the one and only accident it's ever had, has been badly fitted and appallingly sprayed. But even this part of the story is not as bad as feared: I'd naturally assumed



the car would need a complete respray but Richie is convinced that a machine polish will do wonders for it, meaning I'll probably only have to spray the bumpers and wing, as well as find some missing trim, upholstery fabric and refurbish the wheels.

But that can all wait. What's needed now is for the cambelt and other minor mechanicals to be done in time for me to drive it to Scotland for a special rendezvous about which I will hopefully be able to say more about next time. After that my mind is open – I might sell it, I might make its outward appearance at least commensurate with its condition underneath and then sell it, or I might keep it forever. On the gentle run from the island back up to Porsche where I left it to be fettled, I'd say the last of these is currently the most likely option.

Andrew Frankel

Andrew joins GT's Long-Termers section five years after he last owned a Porsche



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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...
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996 GT3 RS

The once unloved 996 GT3 RS has rocketed in value over the last two years. What was once a fun track day car has now become a sought after investment...

Looking back over these columns, it's fascinating to see how prices of Porsches have changed (both up and down) over the years.

Generally speaking, any air-cooled 911 has shot up in value, while most modern water-cooled 911s have dropped in line with the general depreciation you'd expect of a new car. There have, though, been exceptions – not in the case of air-cooled 911s, they've all appreciated in value, but rather in the case of some

modern 911s. We're pleased to say we've spotted most (but not all – no one could have predicted that 996 Turbos would rocket in value as quickly as they accelerate to 60mph) of these potential investments.

A good case in point is the 996 GT3 RS of 2004. When we last looked at values of these, some two years ago, we pointed out that prices had strengthened from around £70,000 to what we thought was a staggering £110,000 for a good low mileage example, and we went on to suggest

that a GT3 RS of this type was a good investment. If you'd taken heed of this advice back then, you owe us a pint or two today. Why? Because values have, indeed, shot up. At the time of writing, we found a mint 5000-mile example offered at £230,000, followed by one with 21,000 miles at £200,000. Then there was a brace of 30,000-mile cars each priced at £150,000. In other words, then, the 996 GT3 RS has pretty much doubled in value in two years. If you did buy one off the back of our article, maybe







you owe us a brewery, rather than a mere pint!

To be honest, though, we didn't need a crystal ball to predict what was going to happen to GT3 RS values. The presence of an RS badge always has a positive effect on Porsche prices, thanks mainly to the original 1973 Carrera 2.7 RS. Also, the 996 version is a rare beast, as Porsche made just 682 of them and, of those, a mere 110 right-hand drive examples came to the UK.

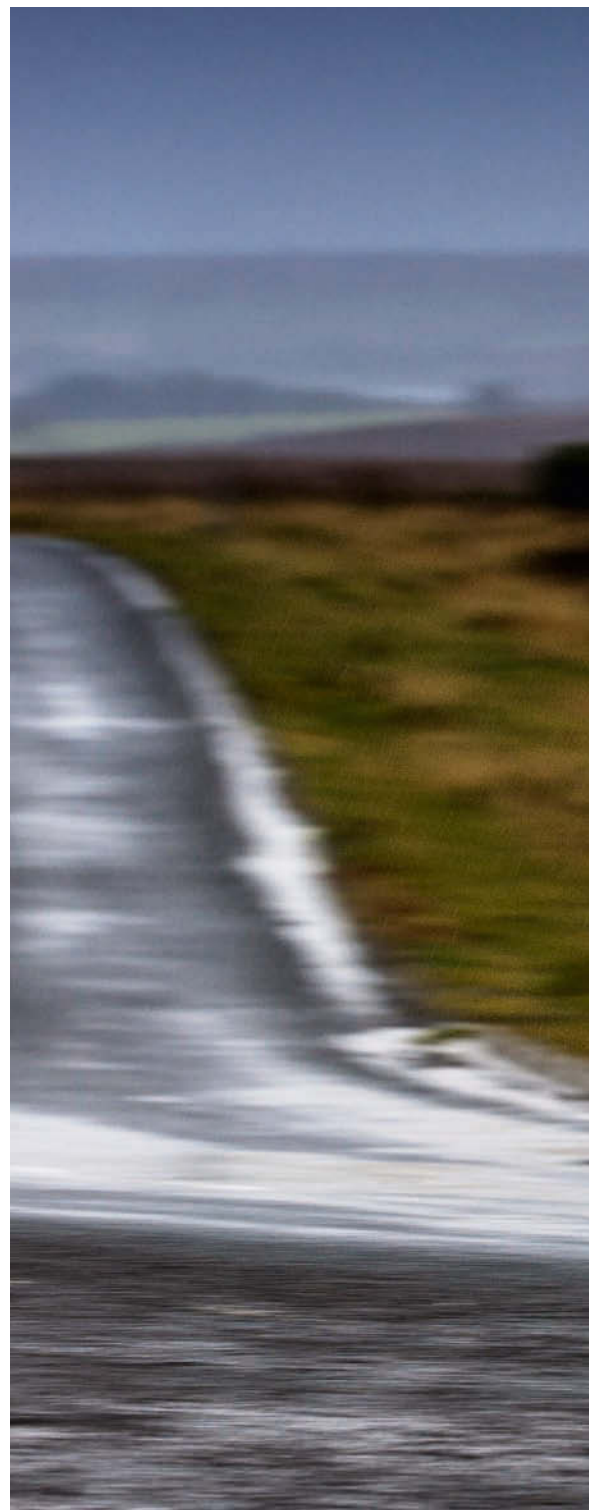
Priced at £83,230 when new in 2004, the RS was a full £11,480 more than a standard GT3 and, as such, wasn't considered good value by reviewers and buyers, who argued that the harder suspension, lack of sound deadening and reduced specification, made it poor value for money and too extreme for road use. All of which meant that, initially, values dropped and that wasn't helped when Porsche later gave us the rather more useable 997 GT3 RS. That was when disillusioned investors were offloading their 996 GT3 RSs for as little as £50,000 – they'll be kicking themselves now.

Some good did come of that drop in value, however, as it meant that people were buying the cars to be

used how Porsche intended – as an effective, exciting and good value track day weapon. Get an RS on the circuit and it really comes into its own; the negatives on the road become assets on the track, where you can make the best use of that firm but effective suspension, and the lack of creature comforts doesn't matter one jot.

The GT3 RS didn't enjoy its life of speed and fun for long, however, as prices soon began to rise when people began to realise that the car's rarity and its RS badge made it a surefire investment. And that increase in value has been fuelled by the fact that more than a few of the 110 UK examples have been used and abused on track, and we know for a fact that a number have been written off completely. Collectors and investors always prefer low-mileage, unmolested examples and, of these, there are precious few left. We don't mind that, though, because we'd rather see Porsches being used and enjoyed, with a patina to prove they've had a life outside a climate-controlled garage.

The good news is that even RSs that have been pushed to the limit on the race track have also increased in value, with the two £150,000



*The 996 GT3 RS has pretty much
doubled in value in two years...*



*The presence of an RS badge
always has a positive effect
on Porsche prices*



examples mentioned above being cases in point. The bad news is that few owners are now brave enough to take their GT3 RSs on track anymore because they are scared of damaging or destroying their investments.

It's a crazy world we live in, where Porsche creates fantastic cars designed especially for use on a circuit, but instead they get cosseted away in collections and rarely driven. It's happened to every Porsche with an RS badge and we're now seeing the same with Club Sport variants.

It begs the question, what Porsches can track enthusiasts confidently use these days? Going back to the 996 GT3 RS, interest in the few that are on the market remains strong and it's reasonable to assume that prices will remain steady over the coming year and, longer term, we shall see further rises. And here at *GT Porsche*, we look forward to further pints... ○



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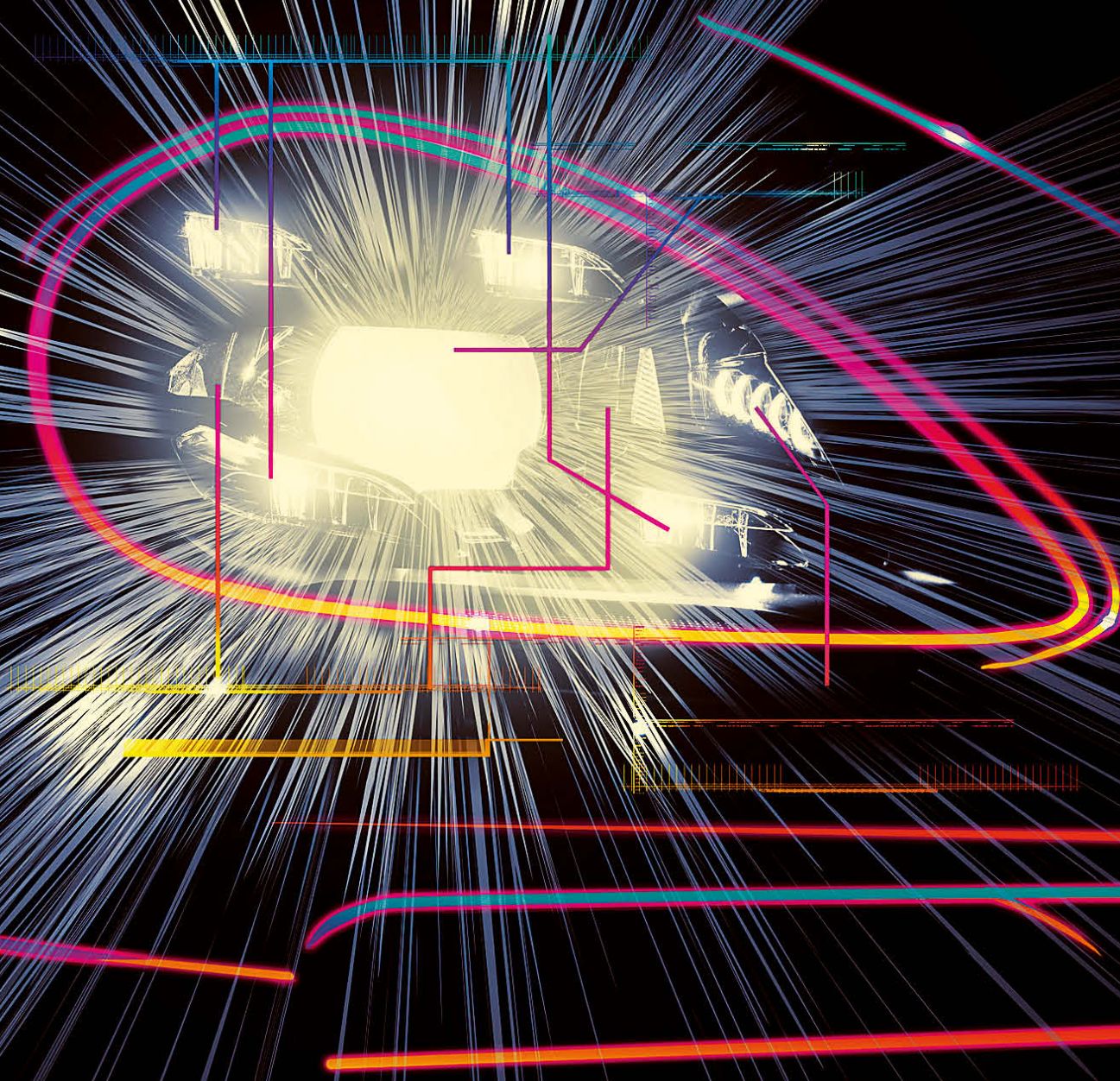
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LED Laser Headlamps

Jesse Crosse looks at the technology
lighting the road ahead at night...



Over the years we've heard a lot about the transfer of technology from top level racing to road cars but is there any truth in it? Has any of the technology in those screaming naturally aspirated Formula One engines ever made it to road cars, or the high tech carbon suspension components, or the KERS hybrid systems? The answer is yes and no. Technology transfer is more about the development of ideas and learning than transfer of actual components. Porsche has probably more right to talk about race to road because in the past, there have been strong similarities between race and road cars, especially when it comes to flat-six, air-cooled, turbocharged engines.

Today, though, there are lots of examples of sophisticated technology reaching road cars first. The 2016 Porsche 919 will show its drivers a view of Le Mans at night they may never have seen before. The new LED headlamp packs comprising Osram LED modules have long-distance pencil beams (spot lamps), main beams and side beams generated by 12 pairs of LEDs and reflectors per headlamp. There has been a weight saving of 1.1kg compared to the 2015 previous generation despite using double the number of LEDs. Compared to old-school incandescent lamps which most of us still drive around with on the road, there will be energy savings too.

Headlamp technology is crucial, not just for safe driving at night, but for reducing fatigue too. The comparison between low cost, or just old,

headlamp technology with the most up to date systems is staggering.

Headlamps for road use are becoming increasingly advanced with active LED shuttering and laser long beam technologies transforming the way headlamps work, making life safer for drivers and oncoming traffic and saving energy. The latest 'Adaptive' or 'active' headlamp technology works using clusters of powerful LEDs (light emitting diodes) to do the job of the old filament bulbs. In an old-school twin-filament halogen light bulb, one filament comes on for main beam and the other for dip. The position of the filament relative to the reflector dictates whether the beam points down or straight ahead.

The main problem with this arrangement was that the dipping filament in a typical H4 halogen bulb is usually less powerful than the main beam, so when faced by oncoming traffic with better or badly set headlamps, it can be hard to see. Yes, projector headlamps which effectively put a lens in front of the light source, then high intensity discharge (HID) in theory solved that, but made it worse for people with H4 or lesser lights who have to face them.

Adaptive front lighting systems (AFS) whose beams adapt or dip when they detect oncoming traffic have been around on mid- to high-end cars for a couple of years. Porsche's PDSL or PDSL+ with LED headlamps are AFS. The transition to LED headlamps will be better for everyone, even those using older technology.

Up until now, cornering lights which

move the beam to help the driver see around bends at speed, have involved moving elements inside the lamp unit. 'Static bending lights' which illuminate the entrance to driveways or junctions when the indicator is turned on and the speed below a certain threshold, are simpler and comprise a separate small reflector set in the corner of the main headlamp. They have been around for a while now and have filtered down from premium to less expensive cars.

The latest technology goes one step further with active matrix technology or 'shuttering' where clusters of LEDs can be switched off to create dark areas and avoid blinding oncoming traffic. The systems are activated by cars equipped with stereo front camera systems which are the main sensors for autonomous emergency braking systems.

This is the most sophisticated system emerging onto the market. There is effectively no dip beam in the traditional sense and no moving elements. Instead, portions of the LED array switch off to create vertical shadows. These coincide with vehicles being followed as well as oncoming vehicles to avoid blinding the drivers but the other LEDs in the matrix continue illumination on full beam illuminating the clear areas of the road ahead, without compromising other road users.

The most sophisticated technology of all and also being incorporated in some high-end, full-LED headlamps (first to market were BMW and Audi), is the use of laser technology. Now this sounds weird as we all know how dangerous powerful lasers can be to

eyesight, but laser headlamp technology does not consist of lasers shining straight down the road.

The Porsche 919 is equipped with OSRAM LED headlamps, the company which also makes the laser headlights fitted to the BMW i8. The benefits of laser technology are clear, with a full beam range in that case of 600 metres. The laser modules are integrated into full LED headlamps (full LED headlamps are those which don't include the old incandescent technology). The laser light is generated by laser diodes which can create a vast amount of light yet occupy a small space.

The laser diodes emit a blue light which is no good for a car headlamp so the laser light is directed by mirrors onto a lens filled with yellow phosphorus which emits an extremely bright, white light. That in turn is bounced forward by a reflector. It's the use of Phosphorous which gives the technology its name of Laser Activated Remote Phosphor (LARP). The light levels produced are on a different level to any existing technology but as the technology is only fitted to the latest active systems, it's safe in relation to other road users.

As with most things in the automotive sector, all decent manufacturers want to offer their customers the best technology so the pressure is on for companies like OSRAM to develop smaller, cheaper packages. Greater volumes will bring the price down and more cars will appear using it. That will make driving at night safer, less tiring and more fun ●



Lighting technology is constantly evolving, the latest tech is designed to ensure driving under the cover of darkness is easy and less tiring than in days of old...



Vinyl Graphics (Part Three)

In the final instalment, Jesse Crosse looks at how to apply the graphics you've chosen...

The last thing on the agenda for this three-part introduction to DIY vehicle graphics using wrapping vinyl was to look at the wonders of 'knifeless tape.' This stuff does what it implies on the tin, or rather roll. It lets you cut the vinyl in situ when it's already applied to the car. Why is this an advantage? Because once you've applied a piece of vinyl with a straight edge over a shaped wheel arch or pronounced compound curve, or if you've needed to stretch it a little using heat, the straight edge won't be straight any more. Even complex striping, like the Martini livery on the 918 prototype (above), can be applied using knifeless tape.

Knifeless tape is a narrow, low tack adhesive vinyl tape about 3mm wide with an extremely fine chord embedded along its entire length. A 60-metre roll of 'Wrapcut' from MDP Supplies with cost you about £12 and will do a lot of striping. First job, as usual, is to get the car's surface clean using a specialised spray product like Avery Surface Cleaner which you can buy from the Vinyl Corporation online

for £15. To create a simple stripe in one colour, apply two pieces of tape onto the panel parallel to one another. Don't pull the tape too taut, though, and leave a good 150mm to get hold of at what will be the end of the stripe. If the lines of tape look wonky, lift and rework until they're right. Incidentally, you can create curves using knifeless tape as well as straight edges.

Cut a piece of vinyl bigger than the finished stripe and gently squeegee it down over both the panel and the knifeless tape which should be protruding at each end. A few centimetres in from one end of the knifeless tape, make a small cut in the base tape at 90 degrees to the embedded chord without actually cutting the chord. Fold the tape in half onto the panel at that point and press down on the cut fold with a finger. Then give the free end a sharp tug. The chord will come free from the base tape and meet the edge of the vinyl.

Now put your finger on the chord and the edge of the vinyl. With the chord at about 30 degrees to the

surface, tug in the direction of the tape. This should start the cut in the vinyl neatly. Keeping pulling smoothly and reasonably quickly using both hands if necessary and the chord will cut the vinyl like an old-fashioned wire cheese cutter. There's a knack to it, so be sure to buy extra vinyl and practice first. Test pieces can easily be removed from the panel as long as the paint is reasonably sound.

Remove the scrap wrapping vinyl from each side of your stripe and gently pull the remaining knifeless tape base tape out from under the new crisp edge of the vinyl. This may make the edges of the vinyl stripes slightly wavy, but warm gently with a hairdryer and wait for them to cool. The vinyl should shrink back almost flat. Then, using a felt-edged squeegee, work outwards to firmly apply the vinyl stripe to the panel.

To do multiple coloured stripes (like the Martini theme), you can use knifeless tape to form butt joints between the coloured stripes. First, mark where you want the stripes to go again. If there are curves involved, use

templates and a soft pencil. To create a butt joint, apply two lengths of knifeless tape side by side, almost touching. Stick the first colour down, overlapping the tape as before and cut using the outer strip of tape. Remove the scrap vinyl and the scrap base tape and you should have a straight edge to the vinyl slightly overlapping the remaining length of knifeless tape.

Apply the second piece of vinyl overlapping the first colour and the hidden tape. Use the knifeless tape as before to cut through both layers of vinyl. Slowly and carefully remove all the scrap including the knifeless base tape from under the vinyl, then gently finish with the squeegee. You should have a neat butt joint with no overlapping vinyl. You can create as many stripes as you like in succession using multiple pairs of knifeless tape to create each butt joint and single lengths on the outside edges of your striping.

Needless to say, this takes practice. There are plenty of videos from vinyl manufacturer, Avery, and others online. It's great fun and with a bit of care you can create some stunning designs ○

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991 GT3 RS CARBON PACKAGE

How much? £POA

Where from? www.techart.de

TechArt's new Carbon Sport Package for the 991 GT3 RS largely comprises of a carbon fibre exterior aero kit and, as a bonus, is manufactured in-house and therefore entirely customisable. The exterior elements of the TechArt kit incorporate a new front spoiler, wheel arch air louvers, side skirts, side air intakes, Porsche SportDesign wing mirrors (available in carbon fibre or a lacquered/carbon fibre combination), a roof spoiler, rear wing panels and, lastly a rear diffuser. In addition, interior parts are also available to complement the exterior additions. These include carbon trims for the doorcards, steering wheel, and the seat back shells. Matt, high gloss or bespoke individual finishes (and even colours) are available.



1:43 BRUMM GULF 917K

How much? £25

Where from? www.racingmodels.com

The John Wyer Gulf Porsche 917K was driven to second-place in the 1971 Monza 1000km in the hands of Jo Siffert and Derek Bell. This nice 1:43 scale Brumm model is supplied in a special Gulf box. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.



GARMIN SAT NAV

How much? From £99.99

Where from? www.garmin.com

The latest sat nav line-up from Garmin has been specifically designed to focus on driver awareness, and comprises the Drive, DriveSmart, DriveAssist and DriveLuxe units, all packed with features. Warnings for upcoming sharp curves, railway or animal crossings, plus alerts for red lights, speed cameras and traffic jams all feature. The DriveSmart connects to your phone and can display call and text message notifications on-screen along with hands-free calling. The DriveAssist adds a built-in dash cam, which saves footage to the supplied SD card, plus additional safety features such as Lane Departure Warnings.



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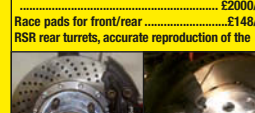
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1:43 MINICHAMPS CARRERA RSR

How much? £34

Where from? www.racingmodels.com

The Porsche Kremer Racing Team 911 Carrera RSR was raced to eighth place and a class win at Le Mans in 1973. Driven by Paul Keller, Erwin Kremer and Clementz Schickentanz, this Minichamps model replicates it in 1:43 scale. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



PORSCHE CLASSIC TYRES

How much? £Various

Where from? www.porsche.com/uk/accessoriesandservice/classic/

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LEGO TECHNIC GT3 RS

How much? £249.99

Where from? <http://shop.lego.com>

Let's get one thing straight: LEGO Technic is not just for kids! This detailed 911 GT3 RS kit includes over 2700 pieces, has been developed in partnership with Porsche and is packed with authentic features and functions. An elaborate cockpit with racing seats, working gearbox, and a steering wheel with gearshift paddles, feature inside, while a detailed flat-six engine with moving pistons, suspension springs, and detailed brake callipers are just some of the mechanical included. It also comes with a special collector's book including the history of LEGO Technic and Porsche GT cars, plus comprehensive building instructions.

911/912 HORN BUTTON



How much? £450

Where from?

www.karmannkonnektion.com

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1:43 SPARK CARRERA RSR

How much? £46

Where from?

www.racingmodels.com

The Porsche Flymo Mobil Alméras (Société Larbre Compétition) Porsche 911 Carrera RSR was driven at Le Mans in 1994. The car was shared by Jacques Laffite, Jacques Alméras and Jean-Marie Alméras who retired in the tenth hour following an accident. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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Where from? www.sunglasses-shop.co.uk

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911 ARTWORK

How much? €4911

Where from? www.aftertherace.be

These hand-made pieces of art are from Belgium firm, After The Race. Two artists, Jean-Denis Claessens and Edmond Thonnard aka 'Pogo', produce these door and bonnet installations, reproducing the authentic spirit and atmosphere of racing. Each individual work is crafted from an original G-Series 911 panel and is then given a unique vintage look using graffiti art techniques. A level of patina, including oil, tyre rubber and other race wear and tear is added too. When ordering, customers select the pattern they desire, and their order is delivered within four weeks. Every version is different, and each is also signed by the artist.



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1:43 MINICHAMPS 917/10

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Where from? www.racingmodels.com

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911 COLLECTION T-SHIRTS

How much? £32

Where from?

<http://shop2.porsche.com/>

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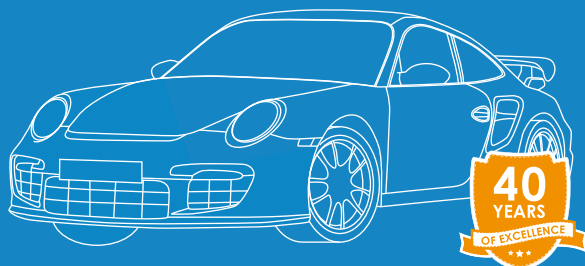
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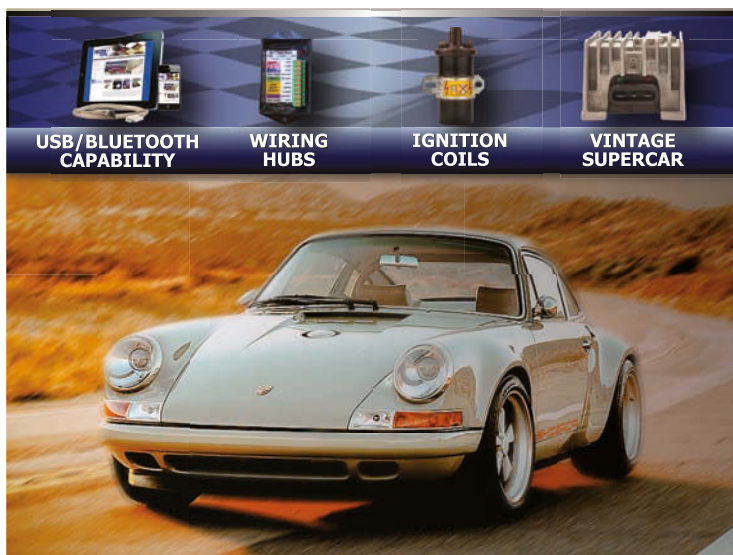
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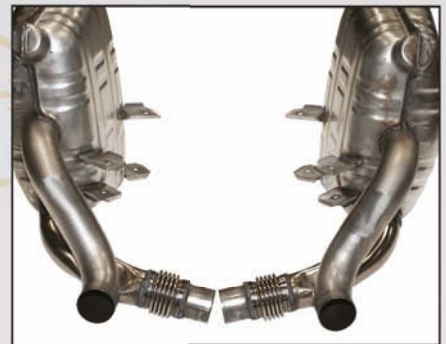
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GMÜND COUPÉ/356: 1948 – 1964

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.

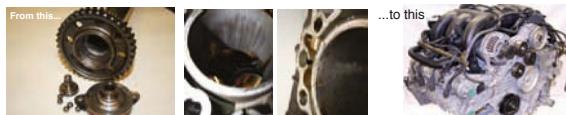
1952: Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) 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
'Pre-A' 356							
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
356A							
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
356B							
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
356C							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

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911 (1964 – 1989)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



911: 1963 – 1989

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

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

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an '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.





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

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

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

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



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

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

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

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

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

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

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

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

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

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

Carrera New H-Series – 1986 to 1987: 1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio. **Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.

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

964 (1989 – 1993)

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

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



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911 (964): 1989 – 1993

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

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

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

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



911 (993): 1993 – 1996

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

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

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

993 (1993 – 1998)

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

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

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

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

996 (1997 – 2004)

1997 to 1998: 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **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 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. **1996 to 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. **1996 – 2005:** 2005MY – **Significant developments:** The 911 Turbo S makes a return and signals the beginning of the end for the 996. 450hp and PCCB come as standard.



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996: 1997 – 2005

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

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



997: 2004 – 2012

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

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

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

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

997 (2004 – 2008)

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

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-60	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 feature SportDesign front bumper and deeper sills. Inside is a mix of leather and Alcantara with a new SportDesign wheel also standard. Rear-seats optional. **2011:** A 500hp, normally aspirated 4.0-litre flat-six engine, crank lifted straight from a GT3 R. The 4.0RS is extreme. It weighs 1360kg and has aero dynamic add-ons designed for the Nürburgring. It cherry picks the best bits from every 997 before it to produce the ultimate 997 **2012:** Porsche has time for one last 997 swansong: the Carrera 4GTS. A four-wheel drive version of the Carrera GTS.

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991 (GEN 1): 2012 – 2016

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

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

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



991 (GEN 2): 2015 –

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

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

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

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

Both receive the Sport Chrono (with Mode switch), and the SRB. PASM is standard. PCCB ceramics come are standard on the Turbo S. Each can be specified with a radar-based lane change assist function and Nose Lift. Revised front end styling incorporates LED lighting, rear decklid is also redesigned with longitudinal 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.

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

991 (2012 – 2016)

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

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



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912: 1965 – 1969; 1975

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

Sharing the 911's body, the 912 was fitted with a 2.0-litre, four-cylinder engine and came with a spartan interior that saw many of the 911's luxuries ditched. Developed on a yearly basis, the 912 closely followed the 911 in terms of new technology and very soon 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.

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928: 1978 – 1995

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



944: 1983 – 1991

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



959: 1988

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



968: 1992 – 1995

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

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

928 (1978 – 1995)

928 Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm – 1552/1530 – 1529mm. **Significant developments:** 1978: 90° V8, five-speed, rear-wheel drive,

independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior **1983:** Regular 928 and 'S' models replaced with by 928 S2 model; **1987:** S4 introduced with 5.0-litre V8 and 316hp; **1989:** 928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds; **1993:** Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.

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

944 (1983 – 1991)

944 Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451;

Significant developments: Body based on the 924 Turbo, as was suspension, but used 2497cc engine.

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

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

959 (1988)

959 – Wheelbase (mm): 2272 – Length/Width (mm): 4260/1840 – **Significant developments:** Air-cooled six-cylinder engine, liquid-cooled heads, four-valves per cylinder, twin turbocharged. All-wheel drive, six-speed gearbox, active split-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



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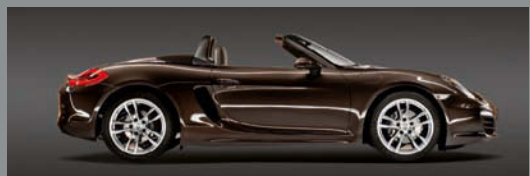


BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

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 slippery diff the essential extra to take advantage of the sublime chassis.

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



BOXSTER 718: 2016 –

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

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

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

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

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

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 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 GT4, manual only like GT4 – no PDK, 911 Carrera brakes, 918-style steering wheel and seats. Bereft of a radio or air-conditioning, these can be reinstated at no cost. £15,000 dearer than the old Spyder, but it's the most radical Boxster we've seen. At only £4000 cheaper than the GT4 though it's only for the hardcore wind-in-the-hair aficionados.

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

Boxster 718 (2016 –)

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



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CAYMAN 987: 2005 – 2013

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

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



CAYMAN 981: 2013 –

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

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

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



CAYMAN 718: 2016 –

Two-door, two-seat, mid-engined coupé. Shortly after its roadster twin was announced, the 718 Boxster, Porsche reveals the 718 Cayman. It too features the newly-developed 2.0 and 2.5-litre (S model) flat-four-cylinder turbocharged Boxer engines. The S also uses the 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 the Sport Response Button from 911. Lighter than the Boxster and, for the first time, priced lower than it following the conventions established by the 911 coupé and convertible.

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

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

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

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

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

*manufacturer's claim

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

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

*manufacturer's claim

Cayman 718 (2016 –)

Cayman – Wheelbase (mm): 2475, Length/Width (mm): 4379/1801. **Significant developments**: 2016: 718 Cayman (named after mid-engined racers of the '50s) launched shortly after the Boxster to which it is nearly identical save a roof, 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. Six-speed manual or (optional) seven-speed PDK transmissions. For the first time Cayman S can be specified with a PASM Sport Chassis (lowering it 20mm), and it receives the second-gen 991's Sport Response Button. Manual Cayman S weighs 1355kg, an increase over its forebear but lighter than the 718 Boxster on account of the roof. With a PDK transmission and the Sport Chrono Package optioned, a Cayman will now dispatch 0-62mph in 4.7 seconds. That's a full second quicker than the old 2.7 car. An S model is even quicker, doing it in 4.2-seconds, CO₂ is down, too. Updated interior and exterior styling falls in line with the 718 Boxster and Gen-2 991.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Cayman 2.0	2016 –	1335	1988	300	280	4.7	170
Cayman 2.5S	2016 –	1355	2497	350	310	4.2	177



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CAYENNE 2014 –

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 available at launch, continuing where the previous version left off: 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 are the headlines. A longer aluminium bonnet, shapelier headlights (now incorporating the DRLs) and revised rear styling match. Adaptive cooling vanes hidden in the front bumpers are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

The old petrol V8 is replaced with a 3.6-litre bi-turbo petrol – part of Porsche's downsizing practices. It's the same unit we've seen in the Macan, on paper the new Cayenne offers greater performance than its eight-cylinder forebear. In the Turbo we get the 4.8-litre bi-turbo V8 engine putting out 520hp, it's fast and capable.

The Diesel and Diesel S should be the best-selling models in the UK. The Diesel uses the three-litre V6 coupled to an eight-speed Tiptronic. The Diesel S really is brilliant though despite using an older engine (the only mill which is not Euro 6 compliant).

The first plug-in Hybrid in the premium SUV segment, the S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences between them – chiefly the batteries.



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

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

Cayenne – Wheelbase (mm): 2855; length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox or five- and six-speed Tiptronic S for Turbo (optional on S). PASM, adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. PTM, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne the first Porsche with V6 power. Transmitted through a six-speed manual. Steel springs standard, PASM and air optional. V6 is also fitted with smaller brakes; **2006:** Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355kgs; **2007:** Second generation Cayenne: V6, V8 S and Turbo all get DFI engines, a face-lift improves looks. PDCC active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS arrives. Combines Turbo looks with V8 S running gear. Shorter gear ratios in both manual and Tiptronic. Turbo brakes standard. New Turbo S announced. Power up to 550hp, torque to 553lb ft; **2009:** The Cayenne diesel arrives. Three-litre Audi sourced V6 available in entry-level trim only with six-speed Tiptronic S. 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); First all-new Cayenne since 2003 is bigger in every way. Engines carried over but now include Porsche's first Hybrid; 3.0 supercharged V6 works in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol get new eight-speed Tiptronic (V6 get six-speed manual). New four-wheel drive system replaces low ratio gearbox with the latest PTM and electronics of new Tiptronic S box. Diesel and Hybrid models permanent all-wheel drive, others get an active system. PASM, PDCC and PCCB optional. New Panamera-based interior. **2012:** GTS arrives with a 4.8-litre V8 from S, engine modified taking power to 420hp. Eight-speed Tiptronic S the only gearbox, chassis combines steel springs with PASM, air optional. GTS rides 24mm lower than S, wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from Turbo. **2013:** S Diesel and 550hp Turbo S arrive. S Diesel gets a twin-turbo 4.8-litre Audi V8 diesel. Spec is the same as the petrol-engined S, but with huge torque. **2014:** Fourth gen Cayenne offers five models: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower consumption, sharper design and increased comfort. Longer aluminium bonnet, headlights incorporate DRLs, 918-style steering wheel. Macan's 3.6-litre bi-turbo replaces V8 petrol. S E-Hybrid uses Panamera S E-Hybrid's drivetrain, batteries now optimised for greater performance. New GTS arrives, it ditches the V8 for 3.6-litre V6 bi-turbo from the S. Power increases to 440hp. Sports exhaust system standard, PASM and steel springs (sits 24 mm lower), air suspension optional. Turbo model's front styling, new skirts, arches, roof spoiler all feature with 20-inch wheels. GTS sports seats have leather/Alcantara mix.

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 ¹	427 ¹	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

¹ 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 –

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-turbo water-cooled eight-cylinder, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-drive for S, seven-speed PDK optional; 4S and Turbo get electronically controlled four-wheel drive with PTM and PDK. Engines adapted from Cayenne, PDK unique to Panamera. PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM as standard featuring: ABS; ASR; MSR; ABD; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. Adaptive aero on all, S and 4S models use two-way spoiler, Turbo has four-way. 4S and Turbo get 100-litre fuel tanks, S 80-litres. Bi-xenon



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21,000 miles, (63 - 2013), Silver with black leather£41,000



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53,000 miles, (58 - 2008), Silver with black leather£40,000



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31,000 miles, (09 - 2009), Basalt black with black leather£40,000



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25,000 miles, (62 - 2012), White with red leather£39,000



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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 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 –

Built to fulfill Porsche's ambitions to build 200,000 cars by 2018, the Macan is the company's answer to the expanding 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.

It launches with two trim levels, S and 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 joins the line-up later on.

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. Usefully quicker than its big brother, with the petrol S model faster to 62mph than the quickest normally aspirated Cayenne. 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.

headlights standard, adaptive light function for Turbo. Radar-based distance cruise, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all options. Sports Chrono Plus optional, when combined with PDK offers Launch Control. **2010** – 3.6-litre V6 petrol. V6 available as rear- or four-wheel drive, former with manual six- or optional seven-speed PDK, latter PDK only - 300hp and 295 lb ft torque. Standard spec is the same as V8 engined S, except for optional TPS and PASM. **2011** – 2012MY Diesel arrives, 3.0-litre V6 turbo donated by Audi. Spec on par with V6 petrol. S Hybrid also arrives fitted with 3.0-litre petrol supercharged V6 and a 47hp, 221lb ft electric motor. Energy for electric motor stored in batteries under boot floor charged via the engine and regenerative sources such as braking. 1.2-mile electric range, motors have 46mph top speed. Bi-turbo S arrives with lighter turbo vanes. Power climbs to 550hp. Agate grey paint exclusive to model. **2012** – GTS arrives with Exclusive bodykit and 4.8-litre V8. Active air intakes, revised camshafts and ECU extract extra 30hp and additional 15lb ft. Turbo brakes, air and PASM (now tauter) standard. Sport Chrono Plus standard as is Turbo's four-piece rear spoiler and 19-inch wheels. Chassis 10mm lower with 5mm spacers at rear. 18-way adjustable seats, sports steering wheel with paddles also standard. Four-wheel drive only with 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 Gen-2 Panamera gets new front and rear bumpers, lights and side sills and a range of new engines. Interior untouched. Out goes 4.8-litre normally-aspirated V8 in the S and 4S models, in comes a more powerful 3.0-litre bi-turbo V6. Big V8 stays for the GTS and Turbo, 3.6-litre petrol V6 and 3.0-litre turbo diesel also feature. Hybrid now called S E-Hybrid and is a plug-in, mates the 3.0-litre supercharged V6 with an electric motor twice as powerful and a battery pack storing five times the energy. PDK standard for all models bar Diesel and S E-Hybrid, which get Cayenne's eight-speed Tiptronic.

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

918 Spyder (2014 – 2015)

918 Spyder – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612

Significant developments: **2013** – 2014MY. 4.6-litre V8 traces its routes back to the 2007 LMP2 RS Spyder racer and runs seven-speed PDK with RWD. 286hp electric motor fitted to front axle with its own transmission. 918 can be driven by the petrol engine, electric motor, or 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. Carbon-fibre monocoque, carbon body includes two-piece Targa roof. PCCB brakes standard, 20-inch wheels at the front, 21s rear with Michelin Pilot Sport Cup 2 tyres. Two trim levels, Spyder and Weissach Package, the latter reduces weight by 41kg – magnesium wheels account for a 14kg saving. Ceramic wheel bearings, titanium chassis bolts and brake pad supporting plates. Upgrades include additional aero parts such as aeroblades behind rear wheels, thinner paint and exposed carbon-fibre.

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 bi-turbo V6; Turbo has 400hp, 3.6-litre bi-turbo 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 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 75-litre tank. Steel springs and fixed rate dampers standard on S, Turbo comes with PASM. All available with PASM providing an additional 40mm of clearance. Sport button as standard, PTV Plus optional. S 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 bi-xenon headlights, S with halogens, PDLs optional. 918 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** – GTS arrives sitting between S and Turbo. Uses three-litre V6 bi-turbo from S with more power, PDK only, SportDesign styling package as standard. New PCM 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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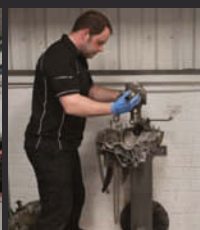
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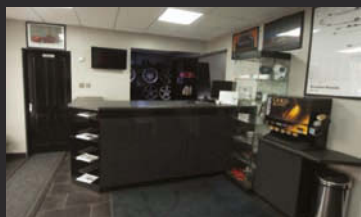
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718 Boxster S	£50,695	4cyl/2497cc	350hp	310lb ft	4.2secs	177mph	1430kg
CAYMAN							
718 Cayman	£39,878	4cyl/1988cc	300hp	280lb ft	4.7secs	170mph	1335kg
Caymann Black	£45,989	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
718 Cayman S	£48,834	4cyl/2497cc	350p	310lb ft	4.2secs	177mph	1355kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg
911 COUPÉ (991)							
New 911 Carrera	£76,412	6cyl/2981cc	370hp	332lb ft	4.2secs	183mph	1430kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
New 911 Carrera S	£85,857	6cyl/2981cc	420hp	369lb ft	3.9secs	191mph	1440kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
New 911 Carrera 4	£81,398	6cyl/2981cc	370hp	332lb ft	4.1secs	181mph	1480kg
911 Carrera 4 Black	£79,309	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
New 911 Targa 4	£90,240	6cyl/2981cc	370hp	332lb ft	4.3secs	179mph	1570kg
New 911 Carrera 4S	£90,843	6cyl/2981cc	420hp	369lb ft	3.8secs	189mph	1490kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
New 911 Targa 4S	£99,684	6cyl/2981cc	420hp	369lbft	4.0secs	188mph	1580kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 R	£136,901	6cyl/3996cc	500hp	339lb ft	3.8secs	201mph	1370kg
New 911 Turbo	£126,925	6cyl/3800cc	540hp	524lb ft	3.0secs	199mph	1595kg
New 911 Turbo S	£145,773	6cyl/3800cc	580hp	553lb ft	2.9secs	205mph	1600kg
911 CABRIOLET (991)							
New 911 Carrera	£85,253	6cyl/2981cc	370hp	332lb ft	4.4secs	181mph	1500kg
911 Carrera Black	£81,852	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
New 911 Carrera S	£94,698	6cyl/2981cc	420hp	369lb ft	4.2secs	180mph	1520kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
New 911 Carrera 4	£90,240	6cyl/2981cc	370hp	332lb ft	4.3secs	179mph	1550kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
New 911 Carrera 4S	£99,684	6cyl/2981cc	420hp	369lb ft	4.0secs	188mph	1560kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg
CAYENNE							
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
PANAMERA							
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
MACAN							
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
918 SPYDER							
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
Addspeed Performance Cars Tel: 01403 255616 www.addspeed.co.uk									✓				✓			
Adrian Flux Tel: 0800 081 8989 www.adrianflux.co.uk									✓							
AmD Tel: 01869 323205 www.amdtechnik.com											✓					
Analogue Automotive Tel: 01730 892220 www.analogueautomotive.co.uk	✓	✓	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓	✓
Ashley Insurance Tel: 01785 214444 www.ashleyinsurance.co.uk									✓							
Autofarm Tel: 01865 331234 www.autofarm.co.uk	✓	✓				✓		✓			✓		✓			
Autostrasse Tel: 01376 562922													✓			
Berlyn Services Tel: 01271 866818 www.berlyn-services.co.uk	✓															
Belgravia Garage Tel: 0207 2359900 www.belgraviagarage.com													✓			
Bilstein www.bilstein.com														✓		
Blackboots Tel: 01494 797820 www.blackboots.co.uk							✓						✓			✓
Bodytechnics Tel: 01753 505911 www.bodytechnics.co.uk The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓														
Brian Miller Motors Tel: 0131 443 7806													✓			
Cameron Sportscars Tel: 01220 892244													✓			
Carrera Engineering Tel: 01992 892333 www.carreraengineering.co.uk			✓			✓	✓	✓						✓		
Cargraphic Tel: 0049 634 188 088 (D) 01293 537911 (UK) www.cargraphic.com	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Charles Ivey Specialist Cars Tel: 020 77313612 www.charlesivey.com	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Chesterfield Diagnostics/Repairs Tel: 01246 234046 www.chesterfelddiagnostics.com	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Classic Additions Tel: 01938 561717 www.classicadditions.com	✓															
Club Auto Sport Tel: 01384 410879 www.clubautosport.co.uk	✓					✓								✓		
CMSPorsche Tel: 01952 608911	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Dansk Tel: 07000 911993							✓	✓								
Design 911 Tel: 0208 500 881 www.design911.com	✓	✓	✓				✓	✓		✓			✓	✓		✓
Direct Line Tel: 0845 246 8386 www.directline.com									✓							
DMS Automotive Tel: 01264 729016 www.dmsautomotive.com											✓					
Dodo Juice Tel: 07990 518430 www.dodojuice.com				✓												
Douglas Valley Tel: 01257 472866 www.douglasvalley.co.uk	✓						✓									
DS Motorwerks Tel: 07002 911356 www.dsdmotorwerks.co.uk		✓				✓							✓			
EBC Brakes Tel: 01604 583344 www.ebcbrakes.com			✓													
EBS Racing Tel: 001 800 462 3774 www.ebsracing.com	✓		✓	✓		✓	✓			✓	✓			✓		
Eibach Suspension Tech Tel: 01455 286524														✓		
Elephant Racing Tel: +1 408 297 2789 www.elephantracing.com														✓		
Essex Porsche Inspections Tel: 07768 894324 Email: porscheinspections@gmail.com								✓								
Elite Direct Tel: 01708 525577 www.elitedirect.com														✓		✓
Engine Builders Supply Co. Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓			✓		
Finlay Gorham Tel: 01284 827427 www.finlaygorham.com																
Flat-6 Coachworks Tel: 01686 440323 Email: flat-6@hotmail.com		✓											✓			
Gantspeed Engineering Tel: 01507 568474 www.gantspeed.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
Gmund Cars Tel: 01423 797989 www.gmundcars.com													✓			
Gmund Collection Tel: 0870 2020911 www.gmundcollection.com												✓				
Green Flag Tel: 0845 246 2130 www.greenflag.com									✓							
GT One Tel: 01932 569911/944 www.gt-one.co.uk													✓			
Hartech Tel: 01204 302809 www.hartech.org Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓		✓			
Historika Classica Porsche 07836 384999 www.historika.com	✓							✓					✓			
HP Motorsports Tel: 020 8500 2510 www.hpmotorsports.co.uk													✓			
Jasmine Porschalink UK Tel: 01282 697171 www.jasmine-motorsport.co.uk	✓	✓	✓			✓	✓			✓	✓	✓	✓	✓		✓
Jaz Tel: 020 8903 1118 www.jazweb.co.uk	✓		✓			✓	✓	✓			✓		✓	✓	✓	✓
John Drake Zymöl Detailer Tel: 01590 645623 www.johnsmodelcars.co.uk				✓												
JZM Tel: 01923 269788 www.jzmporsche.com	✓	✓	✓			✓	✓	✓			✓		✓	✓	✓	✓
Karmann Konnektion Tel: 01702 340613 www.karmannkonnektion.com	✓		✓			✓	✓	✓		✓		✓	✓	✓	✓	✓



RPM Technik

RPM Technik in Hertfordshire is a one-stop-shop for all things Porsche with some exciting developments in the pipeline...

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

RPM Technik was established by Ollie Preston in 2001 in Cheddington, Bedfordshire. The business relocated in 2011 to a purpose-built unit only three miles down the road in Long Marston. This moved the business into Hertfordshire. Long Marston is right on the border of Herts, Beds and Bucks.

Who is in charge and what is their background?

The business is solely owned by the three directors. Ollie Preston is the technical director and undertakes all things mechanical. Darren Anderson partnered in 2006 and looks after the commercial side of things and vehicle purchasing. Greig Daly joined in 2012 and he runs the vehicle sales operation.

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

We have a very diverse range of services and this is reflected in our 20-strong team. We originally set out to provide a one-stop-shop for all things Porsche. In many ways we have now achieved this with the ability to supply,

service, maintain, upgrade and resell cars for customers. This also extends to race prep and track support.

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

Technical ability, good customer service and good value for money.

What facilities do you have on site?

A sales showroom, a customer lounge, a service workshop with seven ramps and state-of-the-art geometry equipment, a four-cell engine rebuilding room, a machine shop, restoration bays and AAA-rated secure storage for in excess of 50 cars.

What is your USP?

We are a customer-focused company with a passion for Porsches, which runs through all we do – from selling customers their first cars through to maximising their car's performance and everything in between. We have been providing customers with five-star treatment since our inception in 2001. Our technical staff at all grades

are enrolled in training programmes to ensure that we continually expand our knowledge base.

Which Porsches do you cater for?

We can work on the full spectrum of Porsches, from pre-impact bumper 911s and 356s through to the current generation of cars. We have full diagnostic capabilities and technicians experienced in all models. Our engine-building capabilities are excellent and we have assembled a great engine building team. We have undertaken many motorsport-grade engine and transmission rebuilds with proven results on track.

What is your background with the Porsche brand?

All of the directors have owned and run multiple Porsches. Ollie is not happy unless he has at least two projects on the go. He does not seem so keen to finish any of them though!

How many staff do you employ?

We currently employ 20 staff.

What exciting new products or

services should we expect from you soon?

We have some great CSR products coming to market. CSR is our Clubsport-inspired brand for RPM-developed project cars and upgrade parts. Our engine shop is expanding and we are increasing our bespoke project and restoration offerings. An additional showroom is due in 2017.

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

The Porsche marketplace has gone from strength-to-strength. Porsche keeps developing great cars and as a result there is a strong interest in sales and servicing options. More recently the strengthened values in air-cooled cars has enabled overdue restoration or mini-restorations to be completed.

Contact information

RPM Technik

Telephone: 01296 663824

Web: www.rpmspecialist.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
K&N Tel: 01925 636950 www.knfilters.com						✓										
Lakewell Classic Car Interiors Tel: +32 475 53 5622 www.lakewell.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.milltekssport.co.uk							✓									
Ninemeister Tel: 01925 242342 www.ninemeister.com	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
No 5 Garage Tel: 020 8993 7318 www.no5garage.com													✓			
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 Tel: 02476 407770 www.pctcars.co.uk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Peart Insurance Tel: 0800 954 0037 www.peart.co.uk									✓							
Performance Direct Tel: 0844 5733594 www.performancedirect.co.uk									✓							
Performance Marque Tel: 0800 954 0037 www.performancemarque.com									✓							
Performance Porsche Tel: 0800 988 2133 www.performance-porsche.co.uk		✓	✓			✓	✓	✓		✓	✓		✓	✓		✓
Peter Morgan Consulting Tel: 01672 514038 www.porscheinspections.com								✓								
Pie-Performance Tel: 01473 760911 www.pieperformance.co.uk	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
Porsch-Apart Tel: 01706 824053 www.porsch-apart.co.uk	✓															
Porsche Cars GB Tel: 0845 7 911 911 www.porsche.co.uk											✓					
Porsche Club GB Tel: 01608 652911 www.porscheclubgb.com					✓							✓				
Porscheworx Tel: 020 7916 6911		✓									✓		✓			
PortiaCraft Tel: 020 8959 1604													✓			
911 Virgin Tel: 01895 255222 www.911virgin.com													✓			
Pro 9 Tel: 01527 591992 www.pro-9.com.uk			✓											✓		
Promax Motorsport Tel: 01296 714856 www.promaxmotorsport.com	✓										✓		✓			
PR Services Tel: 01277 630099 www.prs356.com		✓											✓			
Ramus Porscha Tel: 0121 55 77 911 www.ramusporscha.com	✓	✓			✓	✓			✓		✓			✓		✓
Regal Autosport Tel: 02380 558636 www.regal-auto.co.uk											✓					
Redline Racing Tel: 01642 751911											✓					
RGA Porsche Tel: 0207 7931447		✓				✓					✓		✓			✓
RPM Technik Tel: 01296 661881 www.rpmtechnik.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
RPM Specialist Cars 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			✓			✓	✓			✓				✓		✓
Status Auto Tel: 01642 791911 www.statusporsche.com	✓					✓	✓			✓				✓		✓
Swissvax UK Tel: 0423 860022 www.swissvax.co.uk				✓												
Team Parker Racing Tel: 01455 822686 www.teamparkerracing.com						✓							✓		✓	
Tech9 Motorsport Tel: 0151 4255 911 www.tech9.ms	✓	✓	✓			✓	✓			✓	✓		✓	✓	✓	✓
TechArt Tel: +49 7152 933939 www.techart.de											✓					
The Independent Porsche Enthusiasts' Club Tel: 0845 602 0052 www.tipec.net					✓						✓					
Tognola Engineering Tel: 01753 545053						✓										
TWG Motorsport Tel: 01733 332911													✓			
The Wheel Restorer Tel: 01978 352980 sales@thewheelrestorer.co.uk Unit F7, Bersham Enterprise Centre, Rhostyllen, Wrexham LL14 4EG																✓
Yorkshire Classic Porsche Tel: 08434 996 911 www.yorkshireclassicporsche.co.uk	✓	✓	✓	✓			✓	✓		✓		✓	✓			✓

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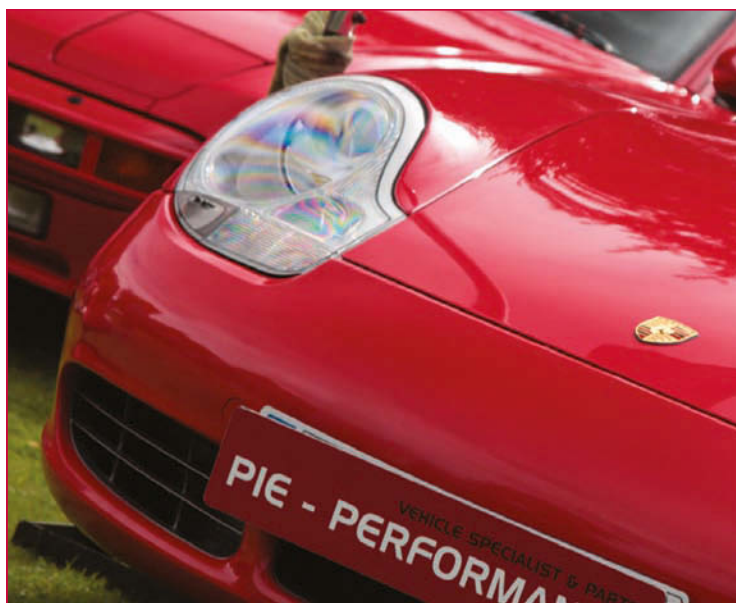
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

Colin Goodwin recalls his first meeting with a 924, and thinks Porsche should build a modern version...

Over the years I have been fed the line that without the Cayenne and now Macan, Porsche couldn't make the low volume, purist sports cars that so many of us love. And over the years I've come to accept it as the truth. Bearing this in mind it seems unfair that the Porsche 924 has come in for so much flak over the decades because it did more than allow Porsche to make great sports cars like the 930 Turbo, it enabled the company to survive. It's highly likely that the success of the 924 saved Porsche, and if it's alright for Porsche to be propped up by off-roaders, surely it was okay for the company to be saved by a sports car that ultimately saw action at Le Mans?

We met first in 1980. I was serving a three-year stretch as an estate agent while trying to think of something more

fun to do with the rest of my life. The boss was a well manicured man who did property deals on the side. Mr Dover was too posh to be a spiv and born too early to have been a yuppie. And he drove a Porsche 924, which made him a bit different. It was a Turbo, and that in 1980 made it a very interesting car. Even the NACA duct on the bonnet gave it a mysterious air. I was deep into American muscle cars and spent most weekends under friends' Trans Ams and GTOs so to me the Porsche was technically very exotic.

Naturally I was never allowed to drive Mr Dover's Guards red 924 Turbo, but I remember scrounging a ride in it and being impressed, even from the passenger seat, by the chassis balance. The power didn't leave an impression because it felt lame compared to 7.5-litre V8s. Against the

clock the car was probably faster than our muscle cars.

A dip into the bible (Ludvigsen's *Excellence Was Expected*) shows that the 924 was a proper job by Porsche and far more interesting a tale than you might expect. Here's a couple for you:

The 924 was a proper job by Porsche and far more interesting a tale than you might expect...

what does the 924's original EA831 engine have in common with a Vauxhall? It used a tappet adjustment system pioneered by the Luton company. Or with Jaguar's V12? It used a crescent-type oil pump that circulated the crankshaft's nose as it does on the Jag engine.

By the time I started driving new cars as a journalist the 924 was long gone and had turned into the 944. I raced a 944 for a bit and remember the Turbo SE as a fantastic car and even ordinary 944s as nicely balanced and practical. Like most people, I consigned the van-engined (which it wasn't) 924 to the recycling bin. I wish I'd driven Mr Dover's Turbo myself because if I had I reckon I'd have had a different take on the car. You have to remember how poor most cars were in the 1970s.

Back to the present, here's a thought. What about a new 924? As you probably remember Porsche was thinking about a baby Boxster; a £35,000 car that was thought, ironically, to be called the 718. It was officially canned in 2014 because, according to then R&D boss Wolfgang Hatz, Porsche shouldn't chase volumes as it wouldn't be good for the brand.

Also, he said that the Boxster was a perfect entry point into Porsche. Probably correct, but I can't help fantasising about a car like Toyota's GT86, done by Porsche. Done by Porsche with a lot of dipping, as was done with the 924 and the 356, into the VW Group parts bin. Presumably there is no technical reason why the Golf R's 300hp four-cylinder couldn't be fitted longitudinally?

Obviously you'd use a transaxle as on the 924, which presumably could use the internals from an Audi gearbox. Front engine, four-cylinder, practical 2+2 interior, no more than 300hp and keep the weight down to 1300kg. Like the Toyota in spirit but with more power and performance.

They'll never do it, but then in 1980 you'd never have thought that Porsche would build a Range Rover rival ○

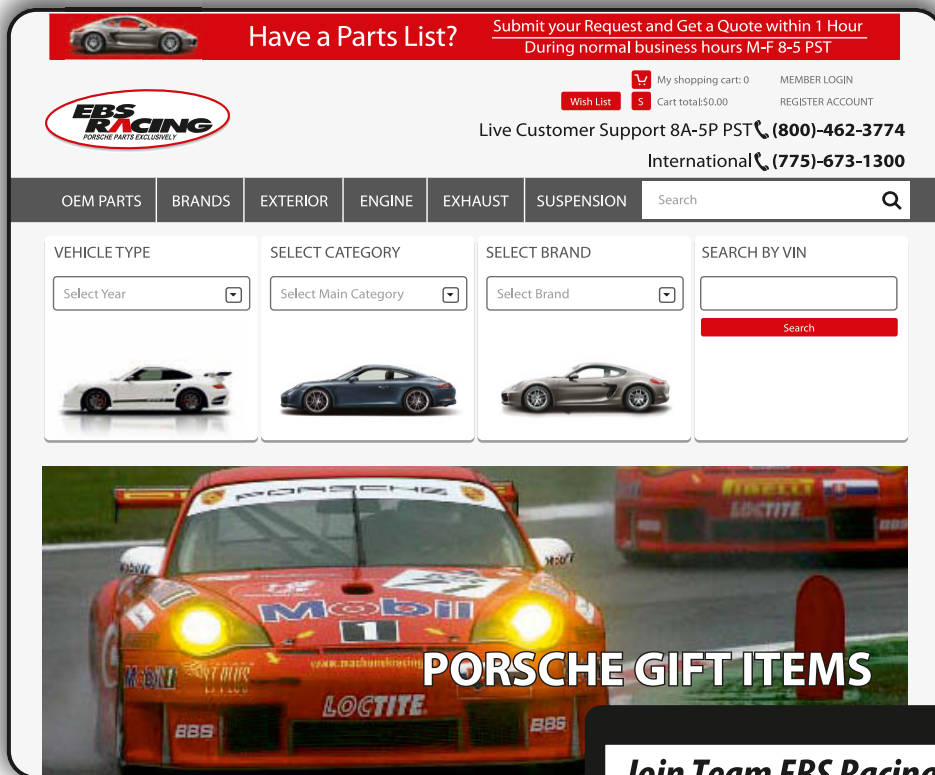
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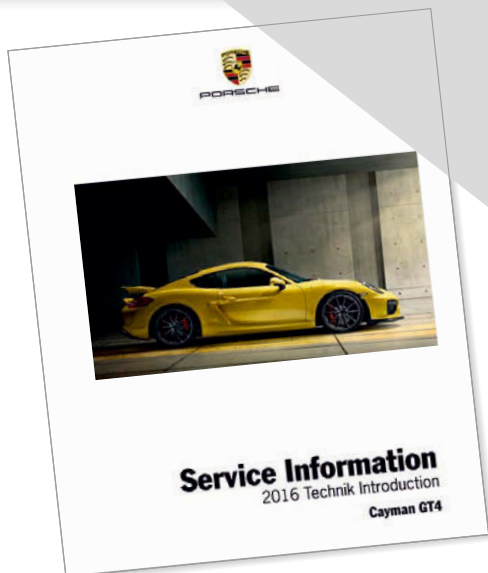
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