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Issue 158

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ALSO INSIDE

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- BOXSTER GTS
- 991 CARRERA GTS
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Ignition



Stuart Gallagher
Editor [@stuartg917](https://twitter.com/stuartg917)

Issue 158
January 2015

Is Porsche on the verge of becoming a manufacturer of exclusively turbocharged engines? If the news regarding its new engine plant, and reports from Europe's spy photographers who are seeing an increasing number of prototypes that sound like they have forced induction engines rather than classic normally aspirated motors in them are anything to go by, it certainly, er, sounds like this is the case.

You'll find a more in-depth analysis on the subject in our *News* pages, but as I type the feeling is, like BMW and Mercedes, Porsche is being forced to turn to turbocharging in order to offer the performance we expect and the cleanliness the legislators demand. The days of Porsche's spine-tingling normally aspirated boxer motor look numbered. But worry not, Porsche will still keep at least one high-revving, normally aspirated engine in its line-up.

But should we be worried about such a change? After all, Porsche has one of, if not the healthiest back catalogues when it comes to turbocharged engines, it's a trade the company has been plying for over 40 years.

A look back at our first issue in December 2001 reveals that turbocharged engines were very much at the forefront of Porsche and our minds. The then-new 996 GT2 and 930 Turbo starred on our cover. Techart's GTR600, which

had just set a new Nürburgring lap record, was our star drive and we also told the story of the remarkable 959 Paris-Dakar, another turbocharged Porsche that enjoyed remarkable success.

Whatever the future holds for Porsche's engines, I think it's safe to say the Weissach talent pool will know exactly what it's doing and what it needs to do in order to preserve the company's reputation of building some of the most remarkable and innovative engines of our time.

After 13 years, 158 issues and 20,000+ pages this is my last issue as editor of *GT Porsche*. Since launching the magazine in 2001, it has been a privilege to have sat in the editor's chair and to have played a small part in creating the world's biggest Porsche magazine. I leave your magazine in the strongest position it has ever been in, with the best team of writers and photographers in the business contributing unique content that sets the magazine out from its rivals. In your new editor, Simon Jackson, you have a talented and skilled motoring journalist and an experienced editor who will continue to grow and develop your magazine to be bigger and better than ever.

It's been a remarkable journey. Thank you.



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981 Boxster GTS
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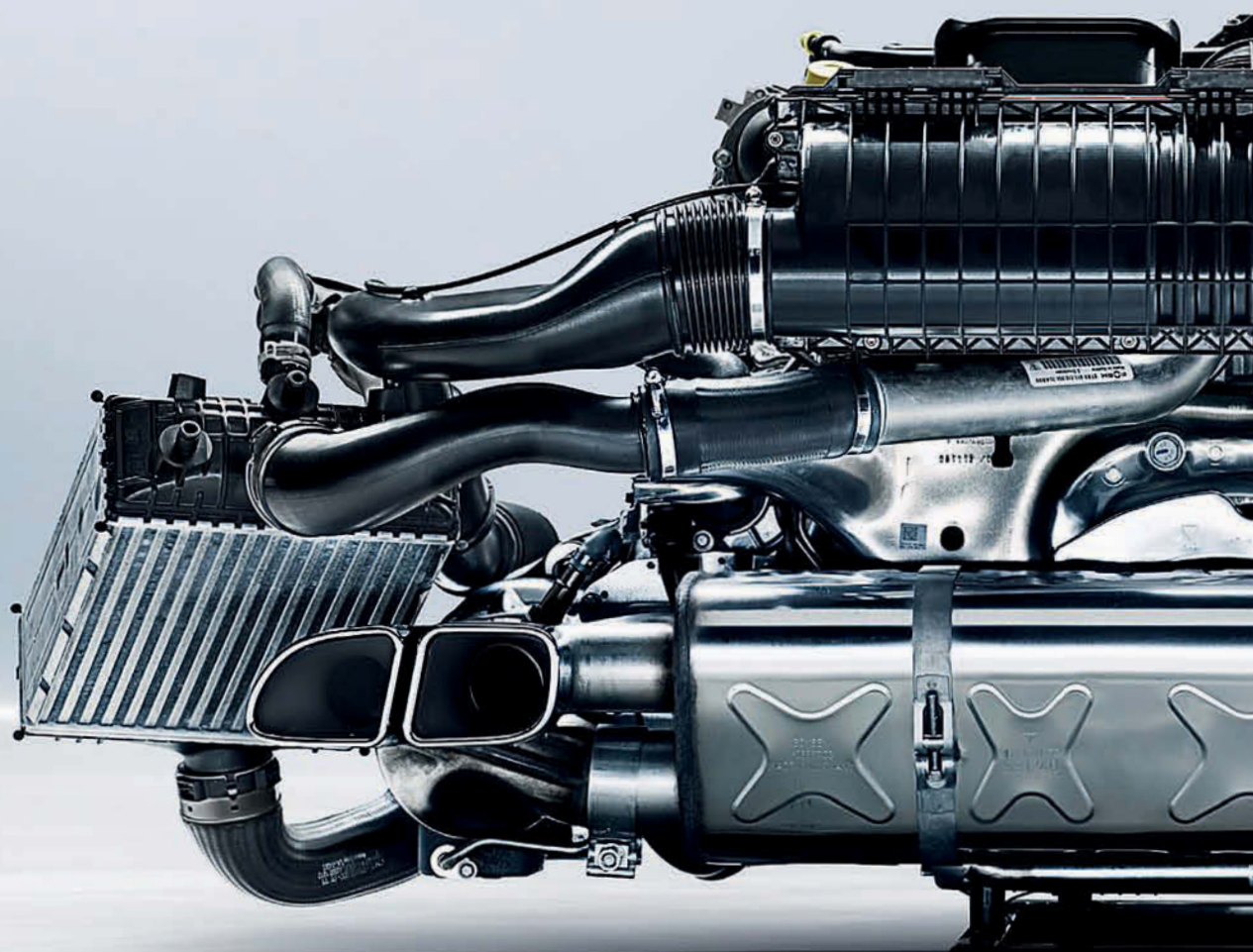
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PORSCHE'S TURBO FUTURE TAKES SHAPE

Turbo'd fours and sixes for every new model



Porsche's switch to turbocharged engines for all of its road cars will have taken another step forward by the end of 2014 when the steel work will have been completed on the company's new engine plant being built at its Zuffenhausen site. By the beginning of 2016 Porsche hopes that the 10,000 square metre facility will be fully operational, producing all of Porsche's road car engines and, with the exception of the Carrera and GT3s' normally aspirated flat-six motors, all of them will be turbocharged.

Forced to go down the forced induction route by ever stricter environmental legislation, Porsche will start the switch to turbocharged powertrains with the introduction of the

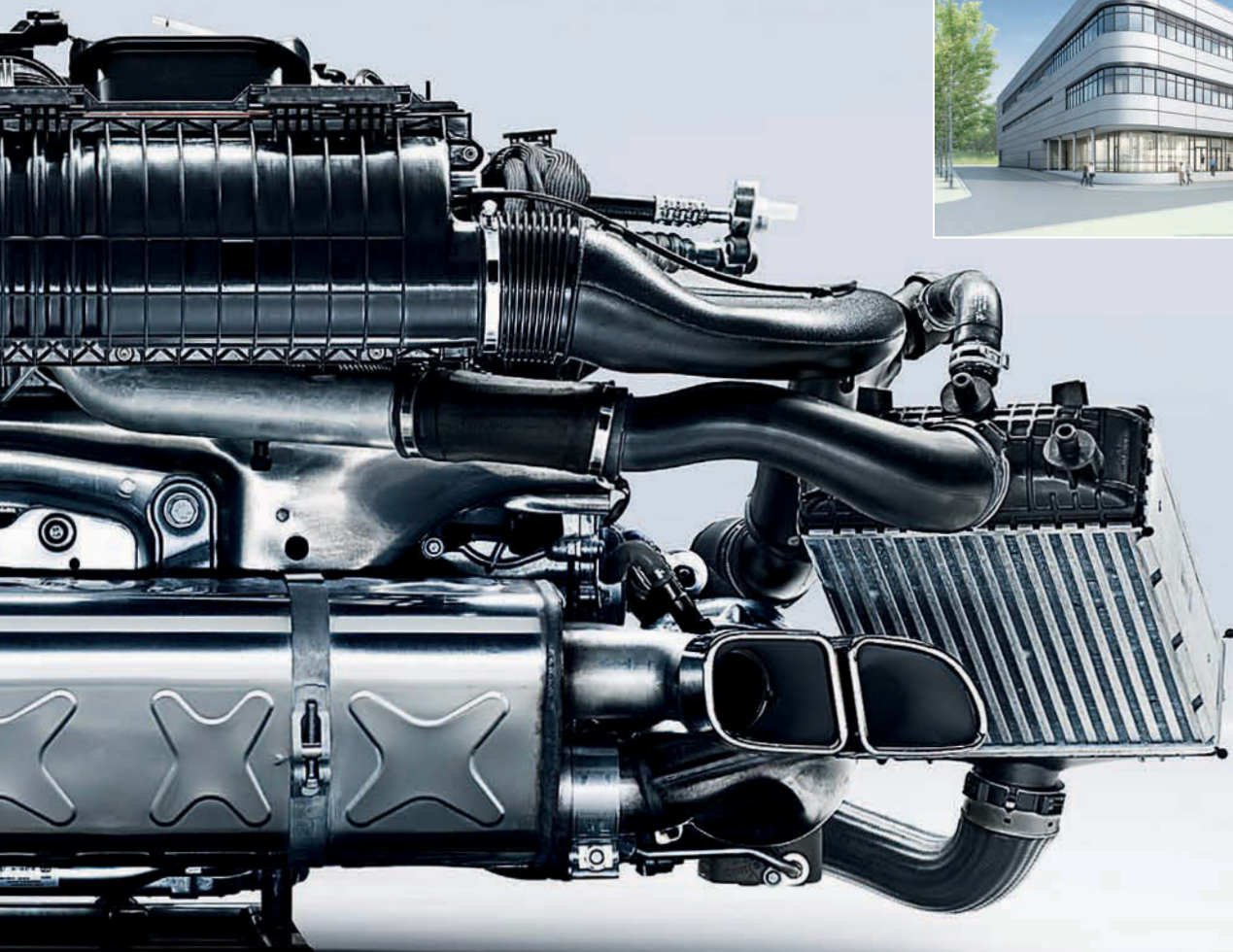
Gen2 991, which will debut at the Frankfurt Motor Show in September 2015 as a 2016 model year car. The second generation of the 991 will see Porsche use smaller capacity turbocharged flat-six engines. It's unlikely that it will use the VTG turbo system that the current 911 Turbo utilises on grounds of cost, as well as continuing to provide the 911 Turbo with a USP. More likely, the Carrera's turbocharged engine will use a single turbocharger per bank of cylinders, and despite the engine capacity of both the Carrera and Carrera S expected to drop by around 400cc, power outputs won't be affected – expect around 380hp for the Carrera and 430hp for the Carrera S – and torque will also increase.

It is not known yet if Porsche will still offer a normally aspirated six-cylinder engine with the Gen2 991. While it's unlikely that Porsche will offer two new turbocharged and two existing normally aspirated engines for the new Carrera models, it's likely it will still offer one normally aspirated flat-six engine for the Carrera alongside the new turbocharged motors. And for the time being the GT3 will retain its normally aspirated 3.8-litre engine.

The turbo revolution won't be reserved for the 911, either. Both the Boxster and Cayman will also receive new turbocharged engines when their mid-life face-lifts are announced in early 2016. The S and GTS models will feature a smaller version of the

Carrera's turbocharged 'six while the entry-level models will ditch their current 2.7-litre normally aspirated six-cylinder engines for a smaller 2.5-litre turbo-charged flat-four engine with circa 300hp.

The switch to turbocharged engines across the board is inevitable for a company such as Porsche. As it continues to grow and enjoy six-figure sales success it also exposes itself to tougher levels of legislation and the need to produce cleaner and more efficient cars. The turbocharged switch in 2016 will be hard to take for some Porsche owners but the reality is that without the change the sports cars we aspire to and admire will be legislated off the road.



Porsche's new engine plant in Zuffenhausen will come on stream by 2016



CAYMAN GT4 FOR 2015

One of Porsche's worst kept secrets has been all but confirmed with news that customers have been provided with the first details of the company's forthcoming Cayman GT4.

Pictures and rumours have been circulating the internet for most of the year but as yet no announcement has been forthcoming from Porsche. However, at the beginning of last month dealers started to contact interested customers to run through more details of the car. These details make for some pretty spectacular reading.

The GT4 name is confirmed and the GT3-inspired front bumper and rear wing remain, too. Power will be around 380hp (a 50hp increase on the current 3.4-litre engine in the Cayman S) and a six-speed manual will be standard with

the PDK-S from the 911 GT3 offered as an option. The GT4's sport chassis will be the standard on the GT4, too, which means a 20mm drop in ride height and no PASM. A mechanical locking diff will also feature. The brakes will be donated from the current Carrera S (currently the Cayman S features the brakes from a 991 Carrera) with PCCB optional.

The GT4 will not only be the most extreme Cayman Porsche has made, it will also be the most expensive with the new model expected to carry a minimum £10,000 premium over the £55,000 GT3. The car will be officially announced in February 2015 and will make its public debut alongside the 991 GT3 RS at the Geneva Motor Show in March with the first deliveries expected in the summer.



JASMINE 'BOX OF TRICKS

Porsche specialist Jasmine Porschalink has launched a new gearbox repair service for the 987 Boxster S.

Prone to jumping out of second gear, Jasmine is able to repair the second gear synchro and associated ancillaries. The service includes the complete removal of the gearbox, the replacement of the faulty second gear components and then the 'box is rebuilt and refitted. The cost of the upgrade is £1400 plus VAT.

The Lancashire-based specialist has also announced a headlight restoration service for water-cooled cars that suffer from discoloured lenses, with prices starting at £129.95 plus VAT. For further details call Jasmine on 01282 697171.



CAYENNE GTS MAKES LA DEBUT

Porsche's LA Motor Show presence was about three letters that are becoming ever more significant with each new model: G.T.S. The 991 Carrera and Cayenne GTSs both made their debuts in California. You'll find our first drive review of the former starting on page 32.

The Cayenne GTS follows the familiar GTS formula of offering more power and a sport-orientated spec. Based on the Cayenne S the new

GTS features the same 3.6-litre twin-turbo V6 engine, with power increased to 400hp (up 20hp) with torque climbing to 442lb ft – a 62lb ft increase. Performance improves with a 5.2-second 0-62mph time – half-a-second quicker than the S. Amongst the standard equipment is a sports exhaust, PASM suspension, a 24mm lower chassis (20mm if you specify the optional air suspension over the standard steel springs) and the brakes

and nose section are the same as those fitted to the Cayenne Turbo. Other exterior highlights include a Sport Design styling kit that includes larger side sills and wheel arch extensions. There is also a standard roof spoiler and 20-inch RS Spyder design alloy wheels. Inside is a feast of Alcantara trim and GTS badges.

The Cayenne GTS will be available to order from February 2015 with prices starting at £72,523.

MOVING ON UP

North London Porsche specialist Jaz Porsche will be moving from its existing Wembley premises in Middlesex to a larger facility based in St Albans in January 2015.

The larger facility will allow owner Steve Winter and his team to expand their range of skills and services as well as adding to them with the installation of a new four-wheel alignment machine.

To celebrate the move Jaz Porsche will be holding an open day on Saturday 31 January, 2015. For further details contact Jaz on 0202 903 1118.



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PORSCHE WATCHES

Porsche has announced four new watches – three Classic chronographs and one Essential watch. The Swiss-made Essential has a quartz movement and 42mm stainless steel case. The black dial is covered by mineral glass with a sapphire coating, and there's a rubber strap. The Targa Classic chronograph has a brown face and leather strap, while the 911 Turbo Classic has a black face and stainless steel strap. The 911 Classic features a brown leather strap and white face, and each is waterproof to 100m and have 43mm cases.

How much? £250 (Essential); £450 (911 Classic and 911 Targa); £469.99 (911 Turbo Classic)

Where from? shop2.porsche.com/uk



MECCANO MULTI-MODELS

Construction toys will keep kids of all ages entertained this Christmas, and Meccano has launched a range of sets for those aged 8 and older. The sets can be used to make multiple models, though only one model can be built at a time. Each pack includes two tools and an instruction sheet for the different options available, and three sets are available – giving you the option to build one of 15, 20 or 25 models. Plus, there's even a set with a 3V electric motor which is powered by two AA batteries.

How much? £24.99 (15 models set); £29.99 (20 models set); £34.99 (25 models set)

Where from? www.meccano.com/uk

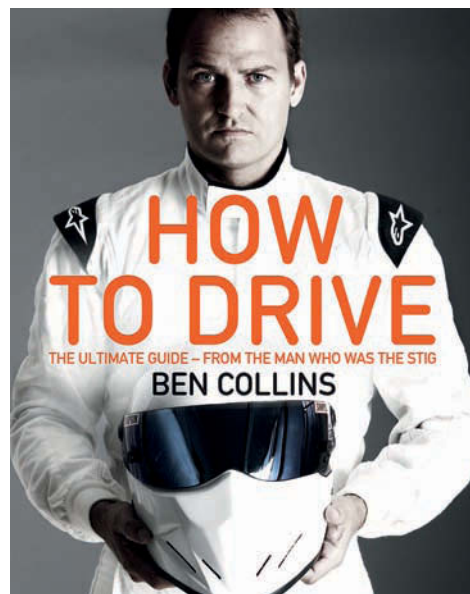


DIORAMA 1:43 911 GT3

This 911 GT3 Cup was raced to 11th place in the 2005 Daytona 24 Hour by Manuel Matos, Mike Fitzgerald and Emil Assentato. Beautifully replicated by Diorama, the model comes in an 'as raced' finish and is limited to 25 pieces.

How much? £49.50

Where from? www.racingmodels.com



BEN COLLINS' HOW TO DRIVE BOOK

Former Porsche GT3 racer Ben Collins uses his experience of stunt-driving and racing to make readers better drivers in his new book. With illustrations of skills and detailed descriptions of techniques, not to mention amusing anecdotes, it's an entertaining and informative read which would make the perfect stocking filler this Christmas.

How much? £20 (hardback)

Where from? www.bencollins.com



RACING LEGENDS BY MARKUS HAUB

Artist, Markus Haub, has created a collection of unique single piece art paintings on canvas focusing on racing cars from the 1960s and '70s, which naturally includes some great Porsches.

Available in a range of sizes, the paintings feature 356s, 911s, 904s and, of course, the 917 and are created from images Haub has taken from classic motoring events around the world.

How much? POA

Where from? www.speedstar-gallery.com

GTECHNIQ CAR CARE RANGE

Gtechniq is known for its range of durable car coatings, but has now created six new car care products that are non-caustic, so don't damage your Porsche's factory coating. Its range includes a snow foam, all-purpose cleaner, brake dust remover, tar remover, bug spray and tyre dressing. Prices start at £4.99 for a 250ml bottle of W7 Tar and Glue Remover, going up to £59.99 for a five-litre tub of W6 Iron and General Fall Out Remover.

How much? From £4.99

Where from? www.gtechniq.com



BBS C1-R

Alloy manufacturer, BBS, has launched a new alloy wheel for the premium car sector aimed at owners of cars such as Porsche's Panamera.

The Y-spoke design wheel will initially be available as a 8.5-, 9-, 9.5-, 10- and 10.5-inch wide, 20-inch diameter wheel, but will also be available as a 19-inch diameter wheel later in 2015. All sizes are finished in Satin Platinum.

How much? €540 + VAT

Where from? www.bbs.com

RING AUTOMOTIVE WINTER RANGE

With winter in full swing, the cold temperatures often make motorists notice the state of their battery as more energy is needed to start a vehicle. Ring has added to its range of Smart Battery Chargers with the RSC604, RSC605, RSC608 and RSC012. With their multi-stage charging cycles, they should ensure your car starts first time this winter. And to ensure your tyres are always topped up, the accessory-maker has launched two new air compressors – the analogue RAC625 and digital RAC635. These have been joined by a new upgrade bulb – the XenonStar+, which recreates the HID look without you having to upgrade your Porsche's headlight system.

How much? £19.99-£28.99 (pair of bulbs); £24.99-£34.99 (compressors); £39.99-£59.99 (battery chargers)

Where from? www.ringautomotive.co.uk





PORSCHE MUSEUM 1:18 917K

When Porsche commissions models of its own cars the results are always outstanding, such as these two 917s. The #2 Gulf car is the Pedro Rodriguez and Leo Kinnunen 1970 Daytona 24 Hour race winner. The Martini Racing example is the Helmut Marko and Gijs van Lennep 1971 Le Mans winner.

How much? £68.00 (each)

Where from? www.racingmodels.com



SPARK 1:43 928 S

There aren't many Porsche you wouldn't take to Le Mans to race, but the 928 is probably one of them. This example raced to 22nd overall in the 1984 24 Hour and was driven by Raymond Boutinaud, Philippe Renault and Giles Guinand. It's replicated here by Spark in 1:43 scale.

How much? £49.00

Where from? www.racingmodels.com



NOREV 1:18 917

Has there been a more evocative livery applied to a 917? It's unlikely, and this Helmut Marko and Gijs van Lennep example by Norev, which is limited to 1000 models, was raced in the 1971 Spa Francorchamps 1000km, where sadly the car retired with engine failure.

How much? £75

Where from? www.racingmodels.com



SPARK 1:43 935/77A

Raced to 15th overall at the 1979 Le Mans 24 Hours, this Kremer Racing BP Porsche 935/77A has been faithfully replicated by Spark in 1:43 scale. The car was originally raced by Laurent Ferrier, Francois Servanini and Francois Trisconi.

How much? £46

Where from? www.racingmodels.com

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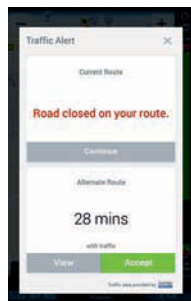
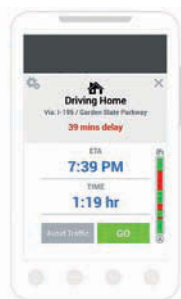


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PORSCHE



COPILLOT LIVE SAT-NAV APP

CoPilot has updated its sat-nav app for 2015 with a free map update and more accurate routing. What was one of our favourite smartphone apps is now available with historical route information in the form of Active Routes. This helps it to better estimate your time of arrival and dodge traffic. Version 9.6.2 has also seen improvements to the CommuteMe feature, as well as software fixes that improve overall performance and battery consumption. If you don't have the app already, it costs just £19.99, and is available for iPhones, Android devices and mobiles running Windows Phone 8.

How much? £19.99

Where from? <http://copilotgps.com/uk/personal>



AUTOART 1:18 550 SPYDER

Was there anything Hans Herrmann wouldn't race? It would appear not, as this is his 1954 Carrera Panamericana class-winning (and third overall) 550 Spyder. Featuring opening panels to showcase the engine, interior and suspension this is up to AutoArt's usual very high standards.

How much? £98

Where from? www.racingmodels.com



MINICHAMPS 1:43 2002 BOXSTER

Where would Porsche be today without the Boxster? Probably taking orders from Mercedes' top brass. Thankfully this little roadster came along and the rest is history (albeit now part of Volkswagen's history...). Limited to 1296 models, this 2002 Boxster is a lovely piece of work by Minichamps and perfect for the Boxster enthusiast in your life.

How much? £30

Where from? www.racingmodels.com



MINICHAMPS 991 TURBO S

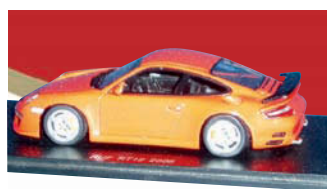
The current 991 Turbo S is one of Porsche's great 911 Turbos, but it also costs north of £140,000. Luckily master model maker Minichamps has produced a Coupé and Cabriolet 1:43 scale model at a more reasonable price point.

How much? £49.99

Where from?

www.diecastlegends.com

(ref: P062220B for Coupé or P062230B for Cab)



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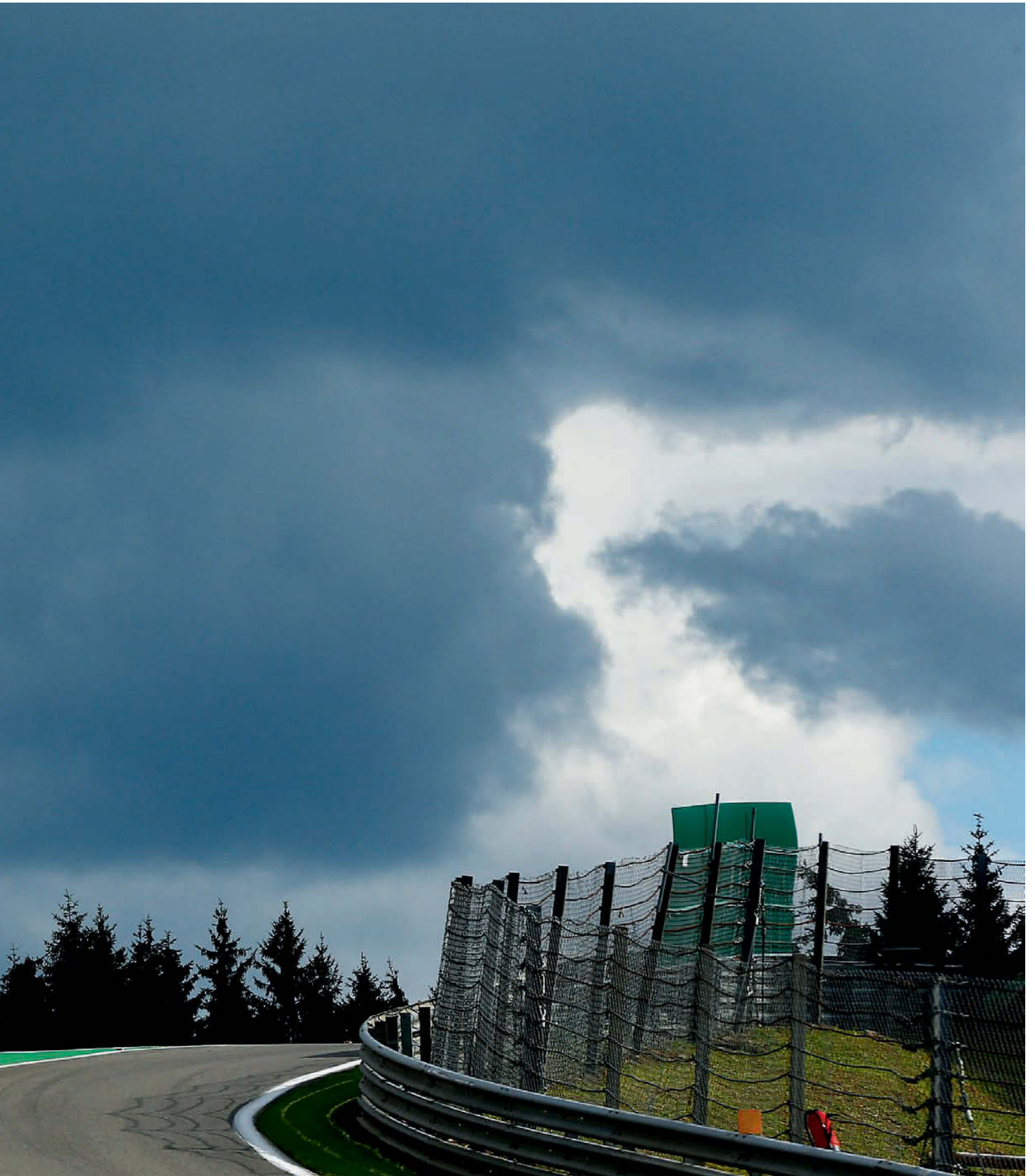
BAMBER BLITZES *Supercup Title*

Scholarship driver is first rookie to take one-make crown.

As seasons go, Earl Bamber has had one he will not forget in a hurry. He started 2014 as Porsche Motorsport's International Scholarship driver and reigning Porsche Carrera Cup Asia Champion, a result of which saw the 24-year-old New Zealander make the step up to the Porsche Mobil 1 Supercup. An opportunity he grasped with both hands.

His season started with a victory at the opening round held at the Circuit de Catalunya, followed by a further six podium finishes throughout the year, including a victory at Spa-Francorchamps where it looked like his GT3 Cup had been given a supercharger, so dominant was his performance that he risked lapping the backmarkers on his slow down lap. There was also two pole positions, the Rookie Supercup crown wrapped up after just seven of the ten rounds and there just one finish





outside the top six. It was the complete performance.

Bamber didn't have it easy, however. Going in to the last round of the season (a double header in Austin, Texas) the Kiwi started from pole position with his championship rival Kuba Giermaziak in fifth and just 13 points behind him in the championship. With 20 points awarded to the winner and a handful of drivers looking to end their season on a high, Bamber knew he'd be attacked from the start, but he also knew he couldn't afford to sit back and let the pack roll as he drove to collect the eight points he needed for the title.

Bamber led for the first two laps, but soon relinquished his lead to Philipp Eng, whose season petered out after a promising start. Behind the leading pair the pack was the most competitive it had been all season. Michael Ammermüller, whose season got off to the worse possible start with a car failure on the grid in Barcelona, was back on track with a couple of podiums and strong point finishes and was now looking to finish his season on a high. But at the start he tangled with reigning Supercup champion and team-mate Nicki Thiim, the latter having to wait at the side of the track for a slot to rejoin in the middle of the field.

As the mid-field positions changed hands seemingly with every twist and turn of the Circuit of Americas, Bamber had slipped another position, to third. With Giermaziak starting from fifth the title contenders were getting as close on track as they were in the points table.

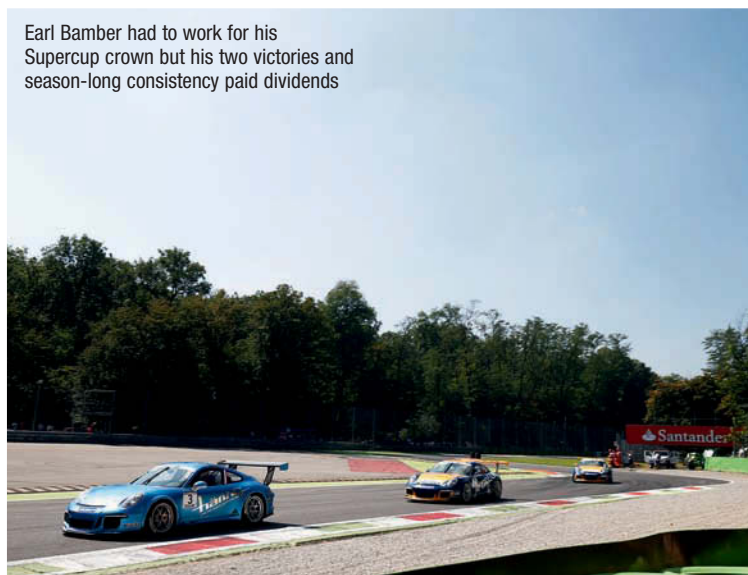
Fortunately for Bamber his rival had suffered at the start, as he dropped to third, Giermaziak slipped back to eighth, before making one place back to finish seventh overall. But it was not enough, as Bamber also made a place up before the chequered flag dropped and finished second to Ammermüller who took his first win of the year having finished second the day before in the weekend's first race.

The spoils, all of them, went to Earl Bamber though. Not only had he won the Supercup Rookie championship but he now had the overall





Earl Bamber had to work for his Supercup crown but his two victories and season-long consistency paid dividends



championship crown, too. He was also the first rookie to win the overall title and the first Scholarship driver to do so too. And in 2014 Earl Bamber also retained his Carrera Cup Asia championship crown.

"Earl deserves to be champion," said Sascha Maassen, Porsche Motorsport's Junior driver coach. "He was consistently good over the season and has given me a great deal of joy."

"Earl is a hard worker with a huge talent. You'll be hearing a lot more about this guy," said his Fach Auto Tech team boss Alexander Fach.

As he stepped from the GT3 Cup in the Austin pit lane, Bamber's excitement was clear to see: "I'm the happiest guy on earth right now. It was a fantastic year topped off with a nerve-racking race at the end. This title means so much."

Bamber's Porsche racing career started in 2013 in the Carrera Cup Asia, which he duly won grabbing the attention of Porsche Motorsport bosses. His maiden title allowed him to be put forward for the company's Motorsport Scholarship competition that pits the best Porsche drivers from around the globe against each other, the prize being €200,000 and factory support in a season's Supercup drive. Bamber pretty much walked the Scholarship contest in the winter of 2013 and took full advantage in 2014, as his achievements show.

During those two years with Porsche, Bamber has contested 59 races (or one and half races every weekend) and it's that level of commitment that has endeared him to both his team and the wider Porsche Motorsport family.

The only blot on Bamber's 2014 yearbook are his performance at the two Blue Riband events of the year. In the Monaco round of the Supercup he started tenth on the grid and finished ninth, his lowest result of the year by some margin. And in June, as the world arrived at Le Mans to cheer on Porsche's return, Bamber was entered into the Carrera Cup support race and while challenging for the lead he collided with Kevon Esteve and retired with a puncture.

Bamber may have to wait for his next opportunity of Porsche success at Le Mans, but based on his season's achievements in 2014 we doubt he'll have to wait very long.

2014 Porsche Mobil 1 Supercup Overall Standings

Pos	Name	Points	Wins
1	Earl Bamber	155	2
2	Kuba Giermaziak	132	3
3	Michael Ammermüller	114	1
4	Klaus Bachler	112	0
5	Philipp Eng	98	0
6	Ben Barker	96	0
7	Sven Müller	95	1
8	Nicki Thiim	91	2
9	Christian Engelhart	75	0
10	Clemens Schmid	69	1



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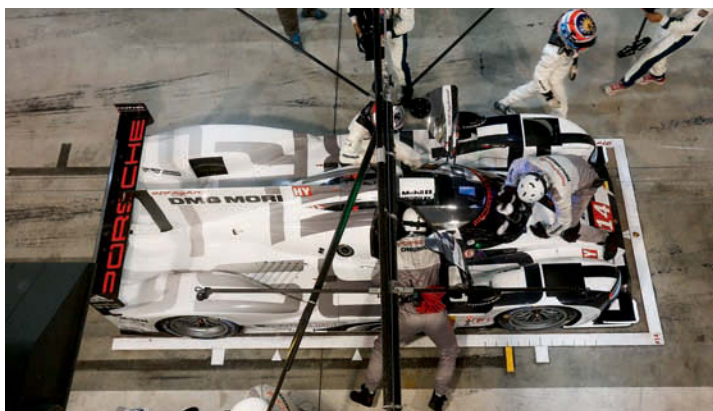
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DOUBLE PODIUM FOR 919 IN BAHRAIN

Porsche's 919 Hybrid race car continues to edge closer to its inaugural victory in the FIA World Endurance Championship, after securing second and third places in round seven of the 2014 series in Bahrain. Of course there's every possibility the first victory of the Porsche's new hybrid era may already have happened by the time you read this, thanks to print deadlines and the final race of the season taking place in São Paulo, Brazil after we go to press. If Porsche did win, congratulations! If not, it's been a great season, well done all.

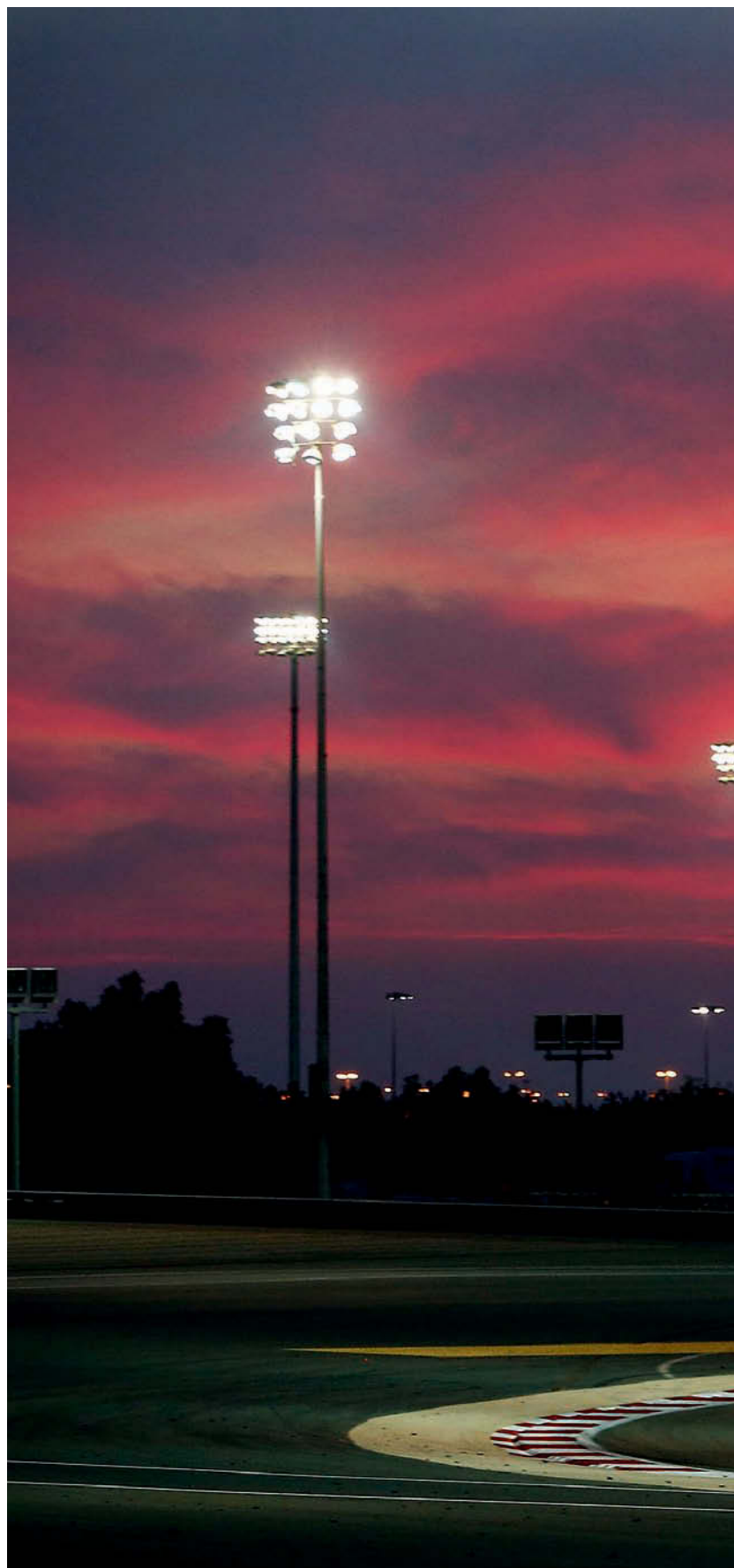
Back to Bahrain. Once again it was the 919 of Romain Dumas, Neel Jani and Marc Lieb – who set the pace in the Porsche garage, qualifying in pole position (the team's third of the year) and leading the field for the first handful of laps before a Toyota took the lead before a full course yellow on lap 17 allowed Dumas to retake it (having been the only one of the leaders not to have taken a pit stop). He held this position until lap 30 when the 919 required a fresh set of Michelins and a belly full of race fuel.

Marc Lieb took over driving duties after the stop, with the number 14 919 back in second place where it stayed until another stop on lap 92, dropping a place to third which was soon converted to second eight laps later when Lieb passed one of the Audis. Lieb's pace meant that when he handed over to Neel Jani on lap 123 the car rejoined in second place, a position they maintained until Jani had to pit for fuel and tyres on lap 154 allowing for the sister 919 to

move into second place. It was only after a stop for fresh tyres on lap 182 that the number 14 car was able to lap considerably quicker than the number 20 919 to pass it and regain second place.

Bahrain was the first time that Porsche had managed to bring both 919s home in a podium position, and while the number 14 car chased the race-winning Toyota home, the sister car was only seven seconds further down the round after 195 laps and six hours of racing.

Qualifying third on the grid Brendon Hartley started the race well and was soon running as high as second before being past by the two Toyotas and the sister 919. And during the full course yellow the number 20 car had to pit with a brake temperature issue. Taking on new tyres and more fuel during the stop, Hartley continued in fifth place to complete his double stint. As the ambient temperatures dropped so the number 20's brake issues began to fade, and when Hartley handed the car over to Timo Bernhard after 48 laps the car was back in third position. By the time Bernhard pitted on lap 79 he was leading and when the pack had all stopped again the young German found himself at the front of the field once more when he handed over to Mark Webber on lap 110. The Australian took on another set of new tyres on lap 141 but opted to save time with the last scheduled stop by only opting to refuel rather than fit a new set of tyres, too – a decision that secured the team's first double podium of the year.





2015 DRIVERS & THIRD LMP1 919 CONFIRMED

With the season drawing to a close Porsche has confirmed that it is to retain the services of its six current LMP1 drivers. This means Romain Dumas, Timo Bernhard, Marc Lieb, Neel Jani, Brendon Hartley and Mark Webber will continue the 919 Hybrid story in 2015. The original driver line-ups were decided upon in order to provide an optimum weight in both cars so it is expected that the two teams of three will race as they did in 2014.

Rumours had been circulating that former Formula One World Champion Jenson Button was to leave the single seater formula and follow his good friend Webber into sports cars at Porsche. However, Porsche denied the rumours prior to the Bahrain round of the WEC, and in a further move confirmed its 2015 LMP1 drivers before the race.

Porsche has also confirmed that it is to run a third 919 in 2015. The car will be entered into the Spa Six-Hour race in May and the Le Mans 24-Hour race

in June. No decision has been made as to who will drive the third 919, although during the autumn Porsche has been giving its factory GT drivers, including Britain's Nick Tandy, extensive test programmes to run in the 919.

On starting its LMP1 programme and recruiting the first six drivers Porsche had to make selections on race and technology experience but, as the team has learnt during the first four years of its existence, it would now like to revert back to its successful policy of promoting drivers from within. In Earl Bamber it clearly has a new GT car talent available and its existing GT driver line-up is one of the strongest on the grids across both the FIA WEC GT Championship and the TUDOR Sports Cars Series in the United States, which Porsche's North American Racing Team won outright in 2014. Whatever Porsche decides with regards to a third 919, it will have no concerns with finding the right drivers to do it justice.



Romain Dumas, Marc Lieb, Neel Jani (top row), Timo Bernhard, Mark Webber and Brendon Hartley have all been retained for Porsche's WEC Championship campaign





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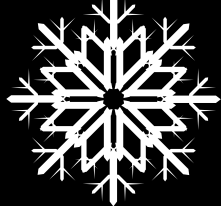
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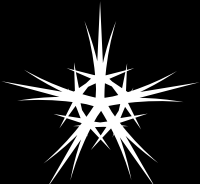
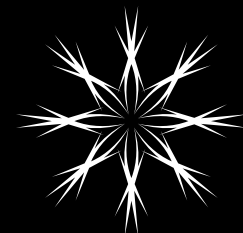
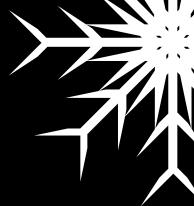
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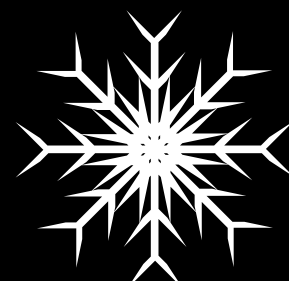
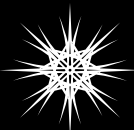
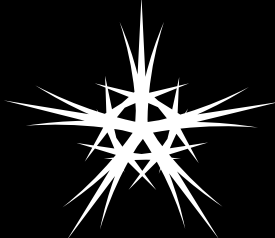
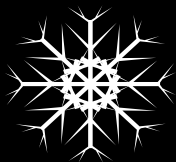


Happy Holidays

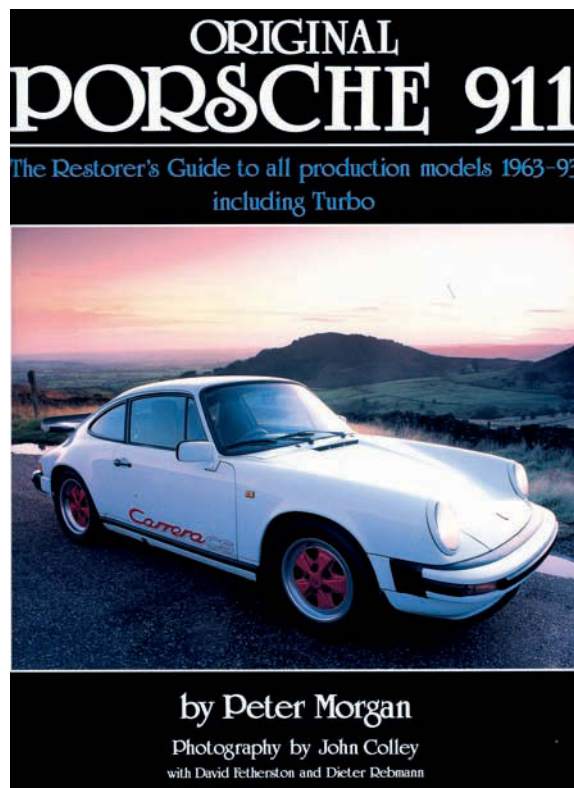
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"This time I've done a cashflow forecast on the project and it doesn't look good"



It's that time of the year again and I've already been asked what I would like for Christmas. Being a Porsche literature nut, you would think it wouldn't be too difficult for me to come up with a list of good Porsche books. One browse through the bookshelves should produce a long list of Porsche titles on everything from how Ferdinand Porsche modified the Daimler cars to win the Targa Florio in 1922, to the size of the wheelnuts on Porsche's latest LMP1 racer. But the problem is that there are fewer and fewer quality specialist titles being published today. Indeed, as a professional motoring writer who had his first Porsche book published some 26 years ago, I'd say the motoring book market as a whole is in crisis.

It's a fact that nobody ever wrote a motoring book for the money. I recall being told that my *Original Porsche 911* title, first published back in 1993, had sold over 50,000 copies and I have copies of it in seven different languages. The royalty deal was quite good by today's standards and I certainly earned more on that title than any other Porsche book that I have written before or since. But I wouldn't have contemplated giving up my day job to write books full-time. I did it

because I had a passion for my subject and wanted a source book that I could use as a reliable reference. But how things have changed.

The major difference between then and now is down to the internet effect. The surge of discounted online book selling has resulted in massive reductions in the selling prices of even the best quality reference books. And as it goes to its inevitable conclusion, people don't even want to spend money on a discounted book because they think they can find what they want for nothing on the internet.

20 years ago, British authors would be paid a royalty, usually 10 per cent of the UK book selling price for their efforts. It meant that you could recover a fair payment for the often significant cost of researching a good book. *Original Porsche 911* took around two years of research, with me having to spend weeks living out of a Zuffenhausen B&B and sifting through what were then neglected files in a small Porsche archive and door-stepping some enthusiastic staff in the marketing and engineering departments.

Around 25 Porsche books later and I've been considering recently whether I should do another book. Part of the significant primary research would

require me to go back to my trusty Gasthof in Zuffenhausen and spend quite a few weeks there, getting the correct story at source. However, this time I've done a cashflow forecast on the project and it doesn't look good. The potential earnings have plummeted because of the heavy retail discounting. Today, all publishers only offer authors a deal based on net book receipts (income after their costs), which offers a very different and lower rate of return than one based on selling prices. The bottom line is that I can earn more in a few weeks doing other stuff than spending two years researching and writing a new book.

The discounting has hit specialist publishers very hard and authors even harder. We've already lost a number of quality motor book publishers and writing books has become almost entirely a vanity pastime.

A large proportion of specialist interest readers now regard the internet as their primary (and free) source of reference material on any subject. But so much of the content is contributed by individuals who have only a distant or third-hand knowledge of a subject and, like politicians, they give the impression they know what they are talking about, even if it is tosh. The

often anonymous 'pundits' frequently proliferate serially incorrect data.

Of course, nobody disputes that the internet is a brilliant and unfiltered source of immediate experience on any subject. But it's a fact that the previous trusted reference sources have suffered a terminal decline.

That is a very sad situation. If the only viable way for writers to keep you in touch with what is happening at Porsche is for the manufacturer to pay the expenses, you're going to get the company line without any boat rocking. Our hard drives and bookshelves will become filled with company press releases and corporate produced or sanctioned data. No longer will you get the unfiltered comments of a weary mechanic catching a cigarette behind the Le Mans pits or the retired driver settling a few old scores over a whisky.

I can't speak for anybody except myself, but the climate that encourages aspiring writers to look under their placemat rather than simply eat what's on the plate is fast disappearing.

As a long term Porsche fan, that increasing inability to touch the toil and tears behind the corporate facade, through no real fault of Porsche but due to the internet effect, will surely erode our own passion for the brand ○



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Macan S

The S Diesel will be the biggest seller and the Turbo the headline stealer, so is there any need for a petrol-engined Macan S?



Story: Stuart Gallagher
Photography: Antony Fraser

In theory the Macan S, the one with the 3.0-litre, turbocharged V6 petrol motor, and not the V6 diesel-engined model that goes by the same name, is the one that, in Europe at least, we should see the least of in the car parks of outdoor leisure pursuit centres and private schools. It's neither as quick as its 400hp Turbo big brother and it doesn't come close to its diesel-engined namesake on fuel economy. So why has Porsche bothered with it?

The practical reasons are that in some markets diesel is as welcome as a fox at a chicken farm, and local taxes make the Turbo as costly as a work of art without offering the visual delights. And, of course, there are those who simply can't abide diesel, but can't afford the £17,000 premium the big-boy Turbo commands over the £43,300 S.

On paper the S puts together a

strong case for itself. Its turbocharged motor produces 340hp and 339lb ft of torque, which is 60hp and 65lb ft down on the Turbo. The 5.6 seconds it takes to reach 62mph is 0.6 seconds slower than the Turbo and at 157mph is only an academic 8mph slower at the top end. Crucially it's 60 kilos lighter at 1865kg, although it's still no featherweight.

On the car's international launch we found little cause to recommend it over the S Diesel or the Turbo for the reasons already mentioned, but what about after a 1000 miles and a week at the wheel?

Our week didn't include a far-flung road trip or a test track, but seven days of commuting and a long weekend away. Real world testing is what I think they call it. And do you know what? On a late night 100-mile run it had me thinking we may have been too quick to judge the S too harshly.

The Macan S is the most refined of the three Macan variants we've tried to date. Its engine is both quieter and smoother than the diesel and it makes the Turbo's 400hp 3.6-litre sound a bit rough and ready as it goes around shouting about its performance everywhere it goes. On an empty motorway it will cruise at an old school continental speed in almost complete silence where the diesel gets a bit of a clatter on and the Turbo runs at an octave higher and loud enough to infiltrate the cabin. Day-to-day it proves to be relaxed and effortless in how it goes about its business. However, there is a but... you knew that was coming, didn't you?

Before you even start to drive with an element of speed the S is barely more efficient than a Turbo – three to four mpg better – and in real world driving the Diesel has it matched for pace. Call on the S's performance and

the fuel consumption plunders further but the results just aren't there for the taking. So you back off and continue at seven-tenths and admire the cabin and quality fit and finish. Enjoy the taut ride and good body control and take the back road home more than once because the Macan's hot hatch impersonations are just what you need at the end of a long day.

But then the fuel light pings on and you haven't gone that far that quickly, and certainly no quicker than you could have done had you been in the Diesel. And you most certainly haven't had as much 'fun' as you would have done in the full blown Turbo. So the Macan S is refined, comfortable, it has a good if not electrifying turn of pace and it's engaging to drive and is a relaxing and refined place to spend several hours behind the wheel. But so is the Macan S Diesel, which is where our money would go ○



History Repeating?

The 997 Carrera GTS was a revelation when it was launched in 2010 and it still is today, the question is can its 991 successor repeat its achievements?

Story: Andrew Frankel
Photography: Jim Fets for Porsche





California is blessed with superb race facilities but among those you know already such as Laguna Seca, Fontana and Long Beach, there lies one you almost certainly will not: it's called Willow Springs.

Willow Springs? Its singular claim to fame is that it was 'the first purpose-built Grand Prix road race circuit in North America.' Built in 1952, no Grand Prix I've ever heard of was held there but that's not the point. The point is the circuit is an absolute monster that looks today as it must have done 62 years ago. Massively fast, it has gradient changes that wouldn't shame Spa and a level of safety that, in parts, makes the Nürburgring look like it was designed by Hermann Tilke. And the point of all this? If a car had any kind of deficiency lurking deep within its makeup, this circuit would bring it to the surface on the first serious lap. For car and

driver, out here there would be no hiding.

Of course I knew none of this as I strapped myself into the new Porsche 911 Carrera GTS outside a plush Pasadena hotel. What I did know was that the 911 GTS I first drove four years ago as an exclusive, two-seat, specialised high performance model for Porsche's most discerning connoisseurs was no more. That had been back in the 997 days and such was its success that now there are GTS versions of every Porsche on sale save the Macan, but worry not because that arrives next year. The 991 GTS is available in exactly the same configurations as the standard Carrera or Carrera S: two- or four-wheel drive, manual or automatic, Coupé or Cabriolet and all possible permutations thereof.

Mechanically, power for the 3.8-litre engine sourced from the Carrera S rises from 400hp to 430hp, a possibility that's already available as a Powerkit option to Carrera S buyers. It has the

wider body used by the Carrera 4 regardless of how many wheels are driven, and while its springs and anti-roll bars are unchanged, a bespoke damper iteration has been developed for the car. A sports exhaust is also standard as are Porsche Active Stability Management (PASM) and active engine mounts. Interestingly, Porsche has also taken the opportunity to take another look at its unloved seven-speed manual gearbox, the results of which will be rolled out across all 991 models in time.

Visually, you'll not miss the GTS thanks not only to the badges on the back and side but also the black centre-lock 20-inch wheels, black exhausts and black background to the bi-xenon headlights and 991 GT3 door mirrors. It looks extremely purposeful without seeming in the least bit over the top and, as such, may be the best looking modern 911 we've seen so far. Inside there's the same Alcantara treatment for



the dash and steering wheel seen on other GTS models as well as sports seats and GTS logos on the kickplates, seats and rev-counter.

Now here's the thing. If you buy a Carrera S and tick the Powerkit engine option, you'll find yourself with another £9387 to finance each month. But if you instead chop your order in for GTS with all the modifications to the body, its appearance and the suspension, you'll only be charged an additional £7553, bringing the price of the simple rear drive, manual GTS coupé to £91,098. Porsche insists this won't torpedo sales of the normal Carrera S but for the life of me I can't see why anyone would now buy one.

But back to the GTS. The Alcantara wheel I was now firmly gripping belonged to, of course, a rear-wheel drive Coupé with manual gears. This was the specification of the first 911 GTS I drove back in 2010, and if you compare what Porsche did to create it then to the modifications





made to make the new GTS now, it's all familiar, right down to the centre-lock wheels. But my strongest memory of that car was getting to the top of a mountain pass and tweeting breathlessly that it was 'the best only car in the world'. Question was, could this new GTS follow that act, because if it could not, what chance would there be for the four-wheel drive, PDK Cabriolet I was to drive back from Willow Springs?

I can remember thinking the original 997 GTS felt like an S that had been optimised, primarily by the careful selection of choice goodies from the options list. But the 991 GTS doesn't feel like that at all. Not at first at least. On the positive side the revisions to the manual gearbox have brought more precision, lightened shift efforts by 10 per cent, reduced friction and turned the transmission from the best reason in the

*I can report that a C4 GTS
cab with PDK is a very pleasant
way to waft around California*



world to choose PDK to a very pleasant way of changing gear. That said, the sublime six-speeder in the Boxster and Cayman is better still. Less impressive was the ride, which seemed rather firm, especially as I remember the ride quality of the old GTS as one of its strongest features. Also, despite its higher lift inlet valves and revised inlet manifolds and sports exhaust, it really didn't feel like it had gained much in performance.

But so too was there much to be happy – and perplexed – about. Happy because the road to Willow Springs looked like an ECG tracing a heart in ventricular fibrillation, happier still that the GTS didn't so much attack the road as devour it. Every time I thought it simply couldn't summon more grip, somehow it did. Of course, the biggest single fault of any half sensible 991 is

how hard you have to drive it before it comes alive, but this was different: it wasn't just impressive, it was genuinely thrilling. All of a sudden Porsche's suggestion that the GTS neatly spanned the gap between S and GT3 didn't seem so silly after all. And that's what was so perplexing: in specification alone, the GTS is far better to drive than it has any right to be.

It is possible that there are detail changes to the steering and suspension that would explain the car's behaviour if only Porsche would own up to them. Or it could equally be one of those cars that contrives somehow to be greater than the sum of its parts. I don't know and Porsche isn't saying.

And so to Willow Springs. Here and finally I found the extra power: it's all at the top end where the car pulls harder and for longer than a

Carrera S. An almost meaningless asset on the public road, its punch above 6500rpm is where the seven closely stacked gears keep the engine operating almost all the time, is priceless.

They sent me out behind a professional driver, not to slow me down as most manufacturers do, but to speed me up. If you can make the small mental leap required to convince yourself a full time works Porsche race driver is not about to bin it in front of his employers while escorting a hack around a track, you can use his lines and braking points and focus instead entirely on the car.

And for a mainstream production model, it was exceptional. It steered well enough to make me suspect the modifications made for the GT3 have not stayed solely within the Motorsport department; exhibited unlikely poise through



Willow Springs' many high speed twists and turns and only felt in any way deficient through the final two corners that combine to form one terrifyingly fast, endless curve back on to the pit straight. Here the velocity was high enough to detect just a spot of vagueness affecting the positioning of the car, classic symptoms of a lack of aerodynamic grip. Here a bewinged GT3 would, I am sure, have been a substantially different proposition.

But who cares about that? What matters is that if a Cayman and Boxster are worthy of GTS badging, then so too is this 911. Or at least this version of this 911. Coming off the track for the last time, I saw my white, four-wheel drive, two pedal convertible GTS waiting for me.

And of course the fashionable thing to say as an alleged member of the 911 cognoscenti is that it was rubbish, an insult to those three little letters and on balance a car I wish I'd never driven. But it's not true: in fact I can report that a C4 GTS cab with PDK is a very pleasant way to waft around California and I'm not in the least surprised that when Porsche got around to offering a GTS version of the 997 Cabriolet, the take up was one in four. Roof down, arm on the window sill, engine gently burbling away to itself, I could while away many happy hours this way.

What it will not or cannot do is engage you as a driver like the Coupé does. Heavier and floppier as it is, the steering lacks feel and bite, the chassis, the balance and precision I'd discovered in its closed-roofed stablemate. Had the GTS badge stayed the province of only very special high performance Porsches, I might be a little cheesed off about that. But it's not – today



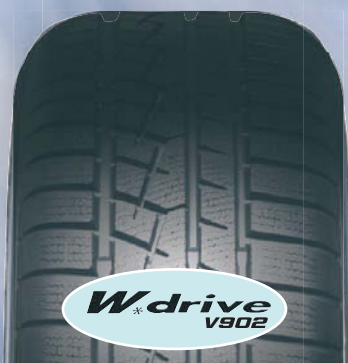
GTS just means faster and better equipped, and in that regard the Cabriolet is as qualified to carry the name as any other.

Which just leaves the most important question: is the new GTS in optimal guise still 'the best only car in the world?'. I think probably not for two reasons. First, while it raises the game of the obviously already excellent Carrera S still further, I don't think it does so to quite the same extent as the 997 GTS did, whose freakish ability to be both better to drive and easier to



live with because of its delicious ride quality I'll remember forever. That car is a true classic. This car is a superb 911, but one I feel falls just a fraction short of the genuine greatness of its predecessor. The second reason is simpler still. There is a 911 today that already has both hands on the title of the best only car in the world. It's called the GT3 and if trading from a Carrera S to a GTS for £7553 sounds like value, then spending another £9442 to get a GT3 seems like the bargain of the century ○

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BIG NAME HUNTING

The GTS name is established as Porsche's sub-performance brand but does the new Boxster GTS live up to the standards of those that have worn the badge in the past?

Story: Adam Towler
Photography: Gus Gregory



GTS' might sound like an innocuous label, the additional 'S' applied by any carmaker to smear an additional layer of athleticism on to the Gran Turismo moniker, but in Porsche terms it's a badge with history. 1963 to be precise, and the elegant 904 Carrera GTS, a Butzi-penned masterpiece conceived to wage war in the 2.0-litre sports racer class – a task it carried out with a great deal of success.

There can be no doubt, then, that the GTS name has earned its laurels. But what of the cars that have adopted the badge since that delicate mid-engined Coupé?

In fact, the GTS tag laid dormant for a long time until making a return in the 1980s. You might have heard of the Carrera 924 GTS, the very rare 'GT3 RS' of the 924 range, but it's usually associated with the final iteration of the

928. Was this a transparent ploy to eek out a few last sales from a bombastic grand tourer that had been on the market for well over a decade by that point? Err, no. As Andrew Frankel will explain later, the GTS was a massive shot in the arm for the 928, encompassing a significantly developed engine, altered bodywork and many other changes. This super-928 lasted three years, but common consensus often opines that it could have carried on being sold for longer. Why? Because with an enlarged quad cam V8, rising in displacement from 5.0- to 5.4-litres, and conservatively rated at 350hp, the 928 GTS had the legs to worry a contemporary 911 Turbo. Moreover, as 928 fans will testify, the new engine was actually in a mild state of tune – presumably so as to not embarrass that same 911 Turbo further, a car that in 1992 was decidedly low tech – even if it did look as gnarly as ever.

With the passing of the 928 in 1995, so the GTS badge was once again put into hibernation. It reappeared in its modern form in 2007 with the Cayenne GTS – a sort of hot rod Cayenne available with a manual 'box – and has subsequently been used for a more driver-focused Panamera. But the one everyone remembers, and rightly so, was the 997 Carrera GTS unveiled in 2010.

The Gen 2 997 range certainly had its stellar performers: GT3 and GT3 RS in 3.8-litre guise, the mercurial 4.0 RS and not forgetting the loony Turbo S, which could reach 60mph in under three seconds on the right day. Nevertheless, away from the niche models, and post the 2008 credit crunch, sales of the regular Carreras were not as healthy as in the early days of the 997. The model was growing old, and these things were to be expected. Porsche's response to this particular problem was to concoct a run-out special with a



difference. Not only would it cherry pick items from the optional equipment list – which in true Porsche style was considerably in-depth to say the least – it would also offer something buyers hadn't previously been able to choose: a two-wheel drive Carrera in a wide-spec bodysell. In effect, it was the return of the 911 Super Sport from the 1980s, or in a more recent example, the 993 Carrera 2S of the late 1990s.

Whether by accident or design, this recipe ended up creating one of the great 911s. We were forewarned of this with the arrival of the 997 Sport Classic, an expensive machine that could have turned out to be a flawed but ingenious way to part wealthy but clueless buyers high on nostalgia from their cash, but which was actually not only tastefully done, and possessing of stunning presence, but was also fabulous to drive. What was it about the wider body and rear-drive

running gear format that made the Carrera suddenly so alive? Porsche was unable to shed much light on the matter, but just about everyone who drove one came away smitten. Dropping the 408hp Powerkit motor into the tail helped too.

This was the recipe with the 997 Carrera GTS, although it was also available with four-wheel drive or as a Convertible – or both. It too was fitted with the Powerkit engine, along with standard-fit black, centre-lock alloy wheels, and a number of other items of equipment thrown into the deal. For an all-round usable 911, in the modern era at least, there's been little to touch it.

Therefore, expectations are high when approaching the new Boxster GTS, and indeed, its twin, the Cayman GTS. As an aside, as I write this, Porsche is busy launching to the world's media the new 991 GTS in California (see page 32 for our first drive review on this), a new Cayenne

GTS made its debut at the LA Motor Show last month and a Macan GTS is waiting in the wings, too. These GTS models seem to be arriving sooner in the product cycle, no longer are they the run-out specials.

The sun-drenched boulevards and canyon passes of California seem a long way from the battleship grey skies of Surrey on a monochrome Thursday morning. Even so, the Boxster GTS does its best to lift spirits as I spot it in the car park of a roadside café for the first time. Photographer Gregory has brought it from Porsche's Reading HQ and a liberal coating of winter grime can't hide the luminosity of its Rhodium silver Metallic (£558) finish, nor its scarlet hood and massive bronzed alloy rims (official description: Satin platinum, a £503 option over the standard black GTS 20-inch wheels).

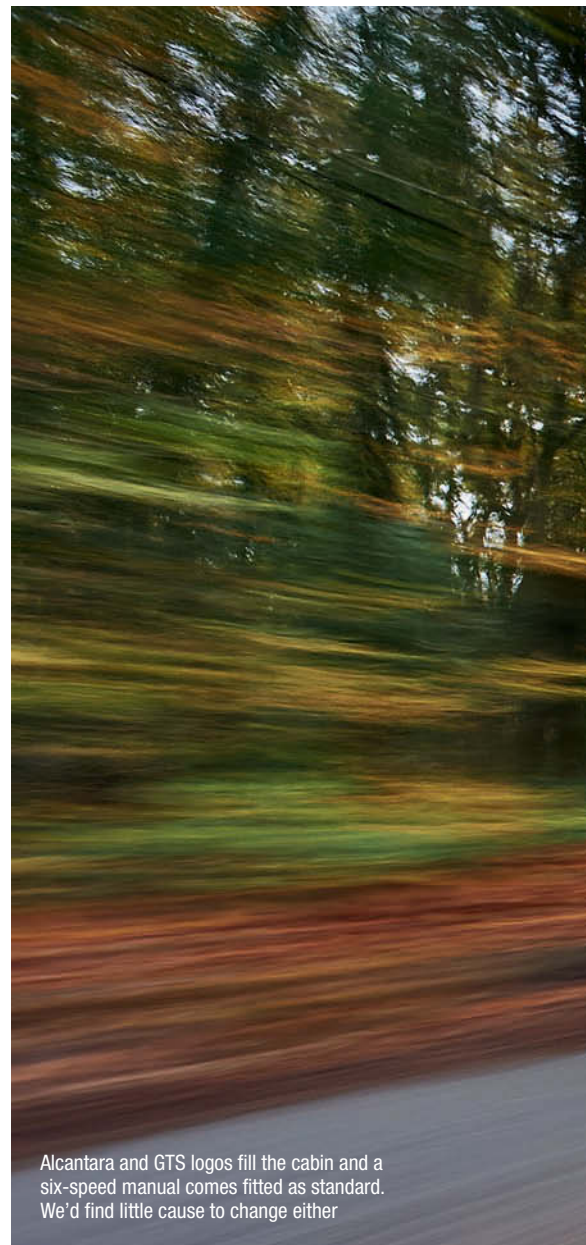
The styling tweaks – at the front and rear – on





the GTS are relatively minor, but viewed as a complete package there's no denying that the car packs more visual punch than its regular brethren. To these eyes at least, the dark trim for the headlamps and similar black treatment around the frontal air intakes give the GTS a predatory air above and beyond that associated with a roadster. They also reinforce the impression that this Boxster is a broader, more serious proposition than its predecessors were.

It may be winter but the roof needs to be stowed for the photography, and to be fair, it has stopped raining. As ever, the Boxster one-touch roof mechanism is as impressive; quickly and quietly lowering the canvas hood with no effort required. As it peels away, the GTS-monogrammed seats, trimmed in leather and Alcantara, are revealed; it's an appealing sight.



Alcantara and GTS logos fill the cabin and a six-speed manual comes fitted as standard. We'd find little cause to change either

With the roof retracted, another of the GTS's features is even more obvious – its switchable sports exhaust. The system is connected to a flat-six that's had a very slight massaging via the ECU mapping, with the result being an additional 15hp, taking the total to 330hp at 6700rpm, with torque now swollen by 10lb ft to 273lb ft. The yelp of the GTS is a scene-stealer, the kind of barrage that causes pedestrians up ahead to turn around, not least because of the artillery fire released with a lift of the accelerator pedal. Is it too much? Depends as much on your mood as anything: few of us fail to be moved by a naturally aspirated performance engine making its presence felt, but sometimes, just sometimes, the pre-programmed popping and banging is a bit embarrassing – as though you're trying too hard to impress. Still, there's always the option of

leaving the exhaust flaps closed, although a heavy stab of throttle opens them up anyway.

Such throttle inputs elicit serious performance from the GTS. Throttle response is crisp in the standard setting, but sharpened further in Sport and (optional) Sport Plus modes, and the engine immediately gets down to work. It delivers its performance in great long seams of acceleration, with the revs rising seemingly *ad infinitum*. This is partly because the GTS engine has fabulous reach, but it's also partly because Porsche now saddles its road cars with increasingly lengthy gear ratios in the quest to return constantly improving fuel consumption figures. In the GTS, this becomes maddening, because even second gear extends beyond the legal limit if you want to really experience the vibrant top end shove of the engine. How much more potent and useable

could this car be if it had a more closely stacked selection of ratios? At least the shift is as pleasingly slick as ever, an area that until now the Boxster has enjoyed a considerable advantage in over the 991 Carrera, although early reports of the GTS version of that car suggest the seven-speed manual has been significantly improved.

Spearing through the wooded lanes, a canopy of trees above the open cockpit creating a roofed sensation verging on claustrophobia, the GTS is stridently fast and also creates so much noise it must surely be heard all around Sussex. The sport suspension option lowers the car 20mm and does away with the standard-fit PASM dampers, also retuned for the GTS. What you feel from the moment you turn the steering wheel is what you're going to get. The reality is largely a good thing: the poise, sense of balance and outright





The Boxster GTS follows Porsche's familiar pattern when it comes to the upgrades, although the optional Sports Chassis is probably best tried before you buy



grip of the GTS can't be faulted. It's a car with a level of performance that is hard to fully unhook on the public road. It always feels on your side, goading you into taking that curve with a little bit more commitment next time with a quiet 'go on, you know it'll stick' in your ear. As has been commented on many times recently, the steering doesn't relay messages concerning the topography of the road surface with anything like the alacrity of previous Boxsters, but you do learn to live with its taciturn manner, trusting instead its unequivocal accuracy and relying more on other sensations picked up throughout the car. It signals pretty clearly on this November morning that the rear axle will break traction with only a limited amount of provocation.

The downside to this suspension tune is its more uncompromising attitude to poorly surfaced roads. There is some compliance, but any major ridge or pothole has the car bucking in disagreement. It's this provocation that has the Boxster's structure occasionally protesting. For an open car the GTS is commendably stiff, but under pressure, exacerbated by the firmer suspension, it

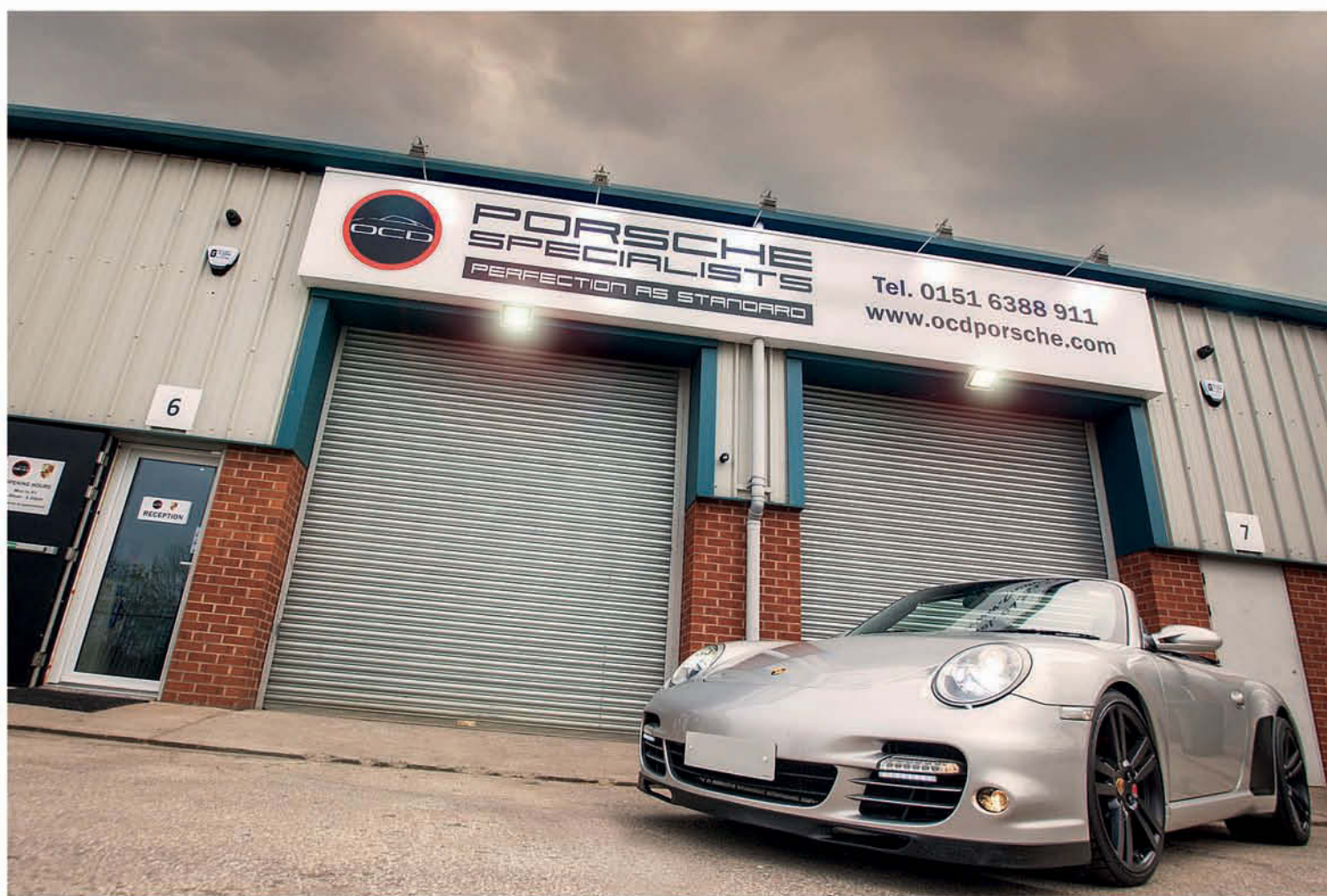
does shimmy slightly in the pillars and cause the odd interior rattle. If that bothers you the answer is clear: buy a Cayman GTS instead. Having said that, by the standards of a sports car the overall ride quality is not that bad, but if you're a Boxster buyer concerned with everyday usability rather than handling prowess, it might cause irritation.

Nevertheless, the Boxster GTS is a deeply compelling package. It looks, sounds and goes with an added vibrancy that makes it very attractive if you're thinking of buying Porsche's roadster. At £5844 more than a Boxster S in the UK (the GTS lists at £52,879; for reference, this particular car costs £61,582 however), you have to ask why you'd now bother with the latter when you can have all this equipment thrown in for a knock-down price, more power, and a unique look to boot.

Has it earned the right to wear its GTS credentials proudly on its rump? On ability alone, yes, it has. The sheer performance on offer here would amaze someone unused to Porsche's more recent back catalogue. If you still view the Boxster as a tame little roadster you'll need to

consume an uncomfortably large slice of humble pie after you've driven this car.

But is it a real GTS in the old mould? Perhaps it's unfair to expect more drastic departures from the standard Boxster S specification sheet, given that this is a car at a cheaper price point than the old 997 GTS. Even so, if there is a reservation – and it's a purely conceptual one based on rather ephemeral notions of Porsche history and an onlooker's view of what's right or otherwise for the brand – it's that the equity of the GTS badge is being used up here as a simple device to sell a few more Boxsters thanks to the kind of marketing philosophy epitomised by the Ford Fiesta Finesse. Even with the 997 GTS, there was a USP at the heart of its proposition; with the 928 it was a fundamental departure from the previous iteration; with the original 904, it was a new model in its own right – and something very special at that, too. Times change, and Porsche is now a very different company. The Boxster GTS is a brilliant car: the naming debate is surely just a sideshow, although it might just offer a commentary on the modern-day car business ○



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HERO WORSHIP

They say you should never meet your heroes, but what about classics cars you remember so fondly from your youth?

Story: Andrew Frankel
Photography: Gus Gregory





*The GTS is the second
best looking 928 after
the uncluttered original*

There is a law about old cars that is in my experience so far, immutable. To feel its effects you need to be old yourself, or at least sufficiently ancient to have driven and come to know any given car when it was new. The law will then apply itself. It states that no old car will ever be as you remember it and that presuming representative condition, it will without exception be either far better than you'd hoped or far worse than your feared.

A few examples. If you've not driven an old air-cooled 911 since it was a new air-cooled 911, I guarantee you're in for a treat. It might drive you to distraction with its insane ergonomics and vestigial heating but it will also remind you how cars used to feel and put you back in touch with all those reasons that made you love cars and 911s in particular in the first place. By contrast, you might be amazed for many of the wrong reasons by Ferraris from the 1980s, even those

purporting to be classics. Not long ago I drove a 328GTB and its beauty was about its only asset to have endured. It was uncomfortable, tricky on the limit and not even that quick. Yet when I first drove one, aged 23, it was the greatest car I'd ever sat in. And so we can go on: an ancient Fiat 500 is magical, as is a Peugeot 205 GTI (which is why I have examples of each in my shed), but a mid-engine Renault 5 Turbo is just terrible and a Lamborghini Countach – at least the 5000S which is the only one I've driven – is the most disappointing supercar relative to expectation that I've ever parked my backside in.

This is not because these cars change in the interim or that your memory betrays you. It's like parents who promise to bring up their children in exactly the same way by conveniently forgetting that the first child will benefit from 100 per cent parental attention from birth while the second can only ever hope for half and

number three a mere third. Are you really going to ignore all those lessons learned along the way? Without exception, age and experience get in the way. It's not the cars that change, but you.

What, then, to make of the Porsche 928? I've not driven one for 20 years but I used to love their looks, their muscle-bound V8 engines and bank vault construction. Most of all I appreciated the way they were somehow able to straddle so comfortably the usually conflicting worlds of sports and Grand Touring cars. In its noise, performance and willingness to hang its tail wide at a corner's exit, but it was also brilliant – far better than a 911 – over a distance. A long journey in a 928, even if predominately on motorways, was always something to savour.

Which to revisit? Part of me wanted to go for an original late '70s or early '80s car, all telephone dial wheels and Pasha interior. This is the most important 928 and driving it would





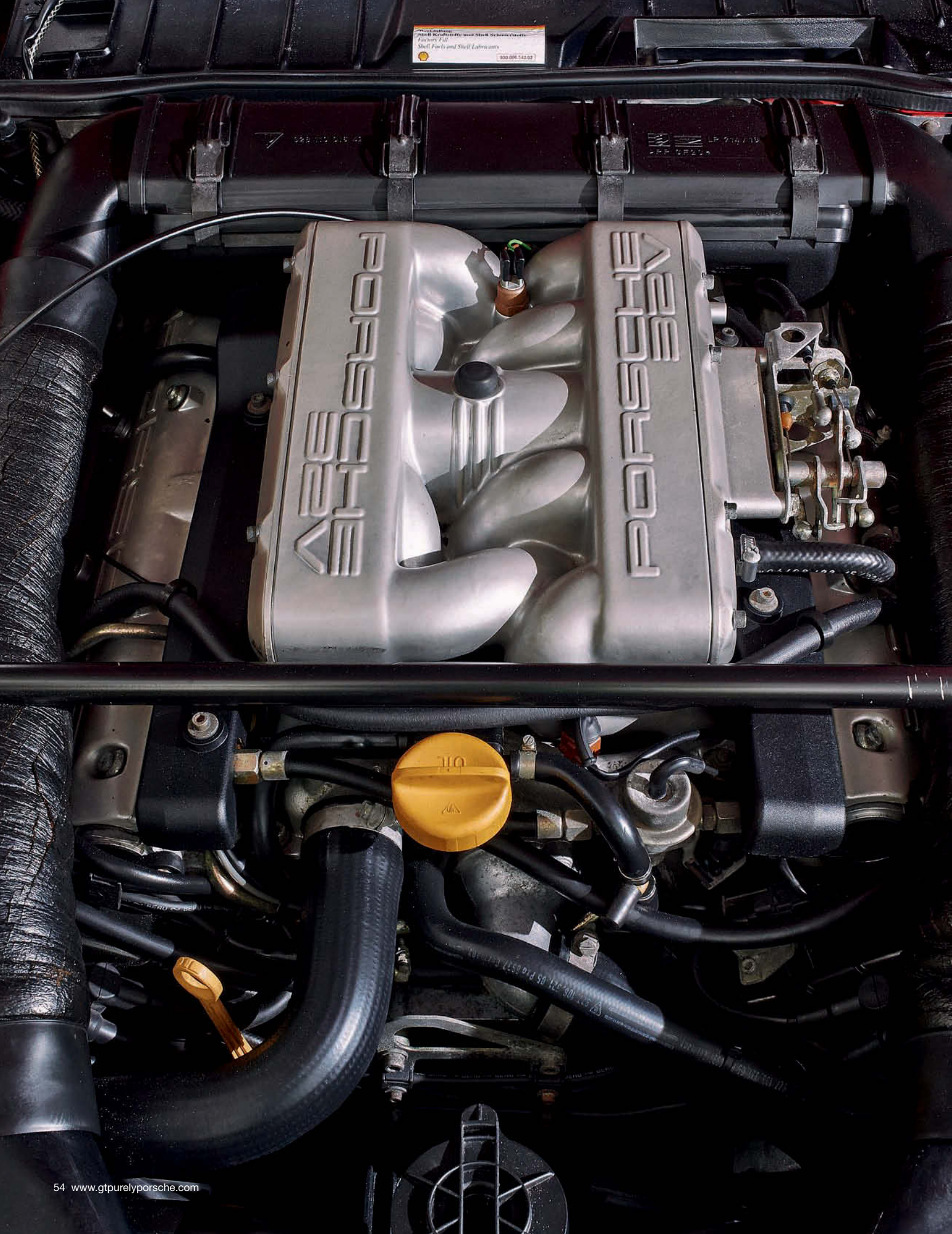
Only the pop-up headlamps date the GTS' looks today. The same can't be said of the interior, which can't hide the car's 1970s origins

help me understand how, despite being the most advanced sports car of its era and to date the only one to win the coveted Car of the Year award, it failed in its primary purpose of replacing the 911. But save an insane and illegal blast in one when I was 15 years old – a story I'll save for another occasion – I have no history with such cars and I needed a car I knew then so I could see how differently I felt about it now. So the only sensible thing to do was go to the other end of the production run, to the ultimate specification GTS model with its V8 engine expanded from its original 4.5-litres and puny 240hp, to the full 5.4-litre, 350hp number.

We found it at Four Star Classics in Hampshire, a 1994 example in Guards red with a linen leather interior, 92,000 miles on the clock and like almost all of them, an automatic gearbox. A manual with its dog-leg first gear would have been my first choice, but they're rare and none was available at the time of the test.

It still looks beautiful. Okay, not beautiful but certainly captivating. I think the GTS is the second best looking 928 after the uncluttered original. Even today it exudes purpose, still looks like a city gent whose immaculately cut clothes conceal the heart and soul of a caveman.

Inside it looks old because, of course, it is. This is a car that first went into production in 1978 and it shows. It's a long drop down into the electrically operated driver's seat, further than I'd thought. I'd forgotten, too, that when you adjust the rake of the steering wheel, the entire instrument pack moves with it so your view of the dials through its rim remains the same wherever you place the wheel. It's such a simple and brilliant innovation you know the only reason it did not endure must be cost. I



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*The V8's voice is smooth,
deep and mechanically
rich. It oozes promise*

liked the rotary dials grouped around the instrument pod: they are so large and simple to use they look like they could have been conceived as devices to help babies hone their fine motor skills, which for the banana-fingered like me, is an entirely good thing. But, in time-honoured tradition of Porsches designed before the 1980s, the ventilation controls are just terrible.

At idle, the big V8 is quieter than you'd think. Its voice is smooth, deep and mechanically rich and complex. It oozes promise, unlike the gearbox, which clunks into drive with all the sophistication of a minor car park crash. I press the throttle and precisely nothing happens. So I press harder and harder until eventually the 928 eases grudgingly forward. Despite power assistance, the steering is heavy too: no one would put up with control weights like these today but I quite like them and like all Porsches,

they are well matched to each other. Likewise, the response of the pedals and steering is entirely linear so once you've figured out how strong an input each needs, the right response is easy to achieve and comes with a meaty, reassuring feel.

The ride is a little clunky, but you have to temper expectations. This is not a new nor even restored car and while it doesn't seem positively tired, you don't need to look at the clock to know it's done a few miles.

Indeed and at first, my fears seemed about to come true. I'd always thought that unlike the 911 the 928 would age none too well and this car seemed on the point of confirming it.

But like most old Porsches, it takes a little acclimatisation as you learn again how to drive it. I thought it would be an effortless performer, surging up the road with each gentle prod of the pedal, but in fact it's not like that at all. For it to

feel anything other than slow and sluggish, you're going to have to do some work too. You won't regret it.

The first point to recognise is that there are only four speeds in that gearbox and presumably to keep some control on fuel consumption, the 928 always tries to be in the highest ratio possible. Which kills the performance stone dead. But use the lever manually and a whole new other 928 emerges. Because the gear ratios are necessarily so long to cover the performance envelope, you can tug the handle back into second gear and tackle pretty much any B-road the British road network can throw at you. And now the car comes alive. Despite its size and relatively modest output, this engine likes revs and doesn't develop peak torque until 4250rpm. Get it above 4000rpm and it sheds its slothfulness and starts to sound sharp, symphonic and



magical. There's proper performance here too, enough for the 5.6sec, 0-62mph time claimed even for the automatic version to be eminently believable.

In fact it would be quicker still were the car clearly not so traction limited. This is not a facet of its character I remember so well but this example was fully in touch with its inner hooligan. It would happily lay black lines on dry Tarmac as its fat rear tyres struggled to keep up with the workload dispensed by a V8 I was starting to realise was, even by modern standards, really rather mighty.

What was familiar was the way it handled. This car was not quite as precise as I recalled, but it's 20 years old and allowances must be made. But it still has a delightful aversion to understeer and a keen nose for an apex. We had neither the time nor the environment to see if those endless skids I recall are still available – and I'd not be minded

to do them in someone else's elderly car – but I saw enough not to doubt that both the will and way existed.

My reunion with the 928 was a curious experience. At first I wondered if it might be the car finally to break the law mentioned in the first paragraph and be neither better nor worse than I recalled. In fact it ended up being both, proving the point perhaps better than any other. If all you do with it is wander around at modest speeds, you will wonder even what point it might have had when new, let alone now. But remember it is a Porsche and drives accordingly, and there are big and brawny delights to be enjoyed by the bucketful.

Its weak point is the automatic gearbox, particularly in this age where we are spoiled by seven and eight paddle-shift transmissions, but even that can be mitigated by simply treating it as a manual. Three pedal 928s of any kind are rare

beasts but I must confess that, for me at least, it would be the one non-negotiable item on the wish list.

Other than that I can report that the 928 is a fundamentally fine car. I'm no longer in the least surprised it failed to replace the 911 because that would be like trying to replace a cat with a dog – they're both domesticated, mammalian quadrupeds but that's where the similarity ends. But as a Porsche in its own right and in its engine, handling, looks and construction quality, it has real appeal today. One of the world's great Porsches? Probably not. A charming, effective high speed combined cruiser and bruiser with more character in its exhaust note than most cars can summon in totality? Unquestionably ○

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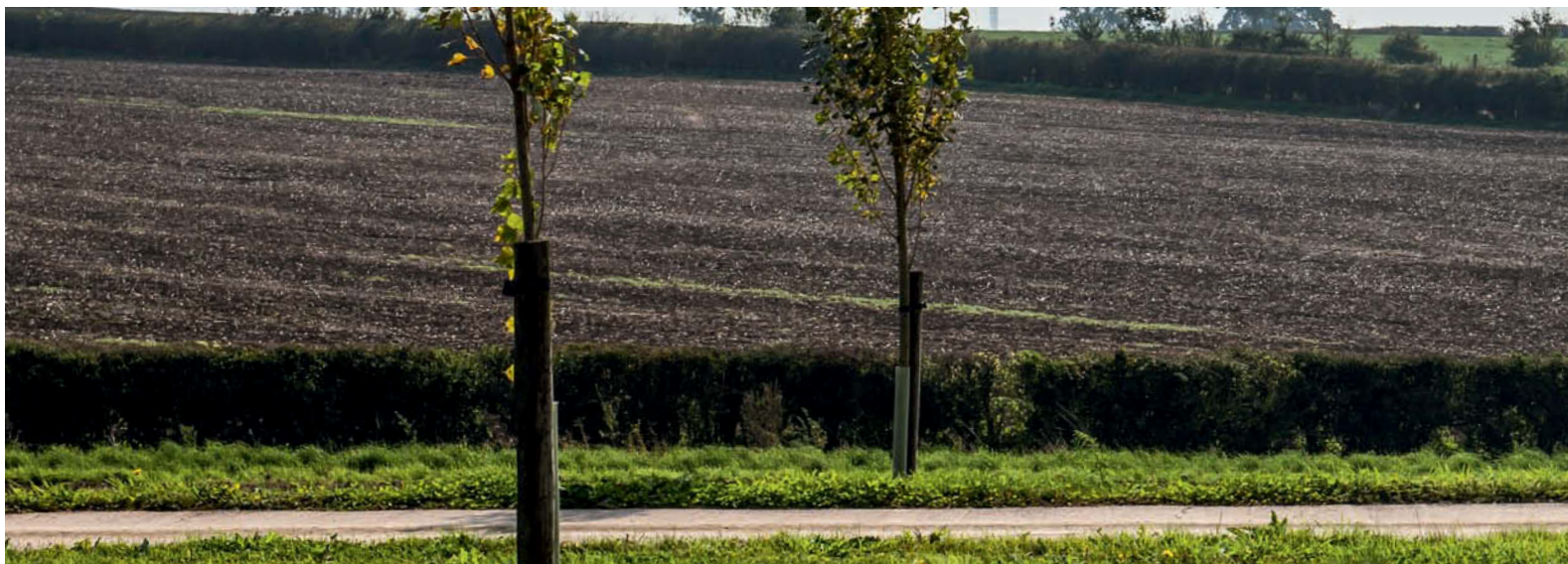


BACK TO THE FUTURE

With the introduction of the Carrera 3.0 in 1976 Porsche gave the 911 the shot in the arm it so desperately needed to secure its future.

Story: Peter Morgan Photography: Andrew Morgan





There was a magic moment when I was working with Hans Mezger on his autobiography. After a long morning session spent talking about the old times and a very good lunch at a local

restaurant, we retired back to his house with the hope of perhaps another hour or two talking about his work on the 1970s turbo Porsches. But we were both ready for some light relief, so with a grin he asked if I wanted to see “the first and last Porsche I ever bought”.

Now the odds and ends to be found in Hans Mezger’s garage would probably make another story by themselves, but he pulled open the big wooden door to reveal a near perfect condition 1977 Carrera 3.0. He explained, with obvious



pride, that he had bought the Grand Prix white 911 in 1977 from Weissach, where it had been used as a development car for various new engine parts. When it was surplus to their needs, Hans was first in line and he has owned it ever since. Of course, he didn't actually need it as a daily driver very much at all because he always had access either to other experimental cars or a regular company car. But the Carrera 3.0 remained special to him. And as a unique model sold only outside North America, it has become a much sought-after classic.

Many regard the golden era of 911 development to be the period 1965 to 1973, where the engineers focused almost entirely on performance improvement. Some 45-50 years

on, those early 911s have soared in value, helped along by the relatively small production numbers and depletion caused by the ravages of time.

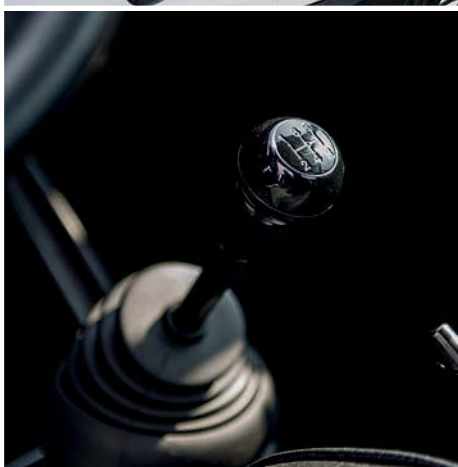
It was inevitable, then, that the subsequent era of classic 911s, starting with the 1974 G-series cars, would be carried up in the slipstream of that early 911 momentum. And many would say it wasn't before time. Most easily identified by their energy absorbing impact bumpers these classic models differ only in one aspect to the torrent of finely tuned earlier models that peaked with the iconic 1973 Carrera RS. A changing world environment had forced an urgent shift of design philosophy – not only in Porsche, but in every automobile maker.

Ever tightening vehicle safety and exhaust

emissions laws in Porsche's (then) most important export market – the USA – meant the 911 had to change, and change quickly. New federal laws aimed to turn the automobile into a more environmentally friendly armoured device – the absolute opposite to the light and agile philosophy of the thoroughbred sports car. In California in particular, the beginning of the end for the sports car was a serious objective for some influential activists.

Matters became critical in 1974 following the world's first major oil crisis, when the Middle East oil producers restricted delivery of fuel to the rest of the world in an effort to force up prices. Fuel rationing and near economic paralysis turned the general public against gas





guzzlers, and particularly sports cars. It hit sales of all car makers very hard and that year Porsche found itself staring bankruptcy in the face. 1974 production was 25 per cent less than the previous year and 1975 wasn't much better.

The 1974 models were therefore a first pass at simply getting cars out there that met the regulations and appealed to Porsche's loyal customer base (accepting that winning new customers was going to be a difficult ask).

Last month's cover car, the 2.7 Coupé, was the result of the new legislation but despite the new look, the revised engines, new interior and new 911 sales pitch there was still much work to be done by Porsche.

A fresh sales appeal was needed badly. With tree huggers everywhere doing their best to bury 'planet-unfriendly' sports cars and turn the world into some kind of automaton nirvana, the 911 needed to tip its hat to the green lobby and yet focus on the well-earned 'driving in its finest form' strapline. In the engine bay, the famous flat-six started to make the jump from being a razor-edged screamer to a more tractable, everyday powerplant. This was down to a revolutionary new fuel injection system developed through some brilliant engineering at Robert Bosch.

At the front of Porsche's cleaner exhaust charge was the new K-Jetronic continuous fuel injection system (CIS). K-Jet (with the K

standing for the German word for continuous) was brilliantly simple – something that cannot be said of the earlier plunger-type system. Bosch's focus from the start of development back in 1967 had been to improve fuel consumption and exhaust emissions. Improving performance was a secondary objective. After a prolonged and difficult development period, K-Jet did indeed cut fuel usage and restored a mid-range torque improvement that had been lost when the engine switched from triple-choke carburetors to the peaky plunger system. Another key objective was achieved because unlike the plunger injection, K-Jet didn't need to be driven by the engine, making maintenance easier and improving reliability. Fuel metering was controlled by a circular disc mounted face-on in the wine glass-shaped air inlet duct.

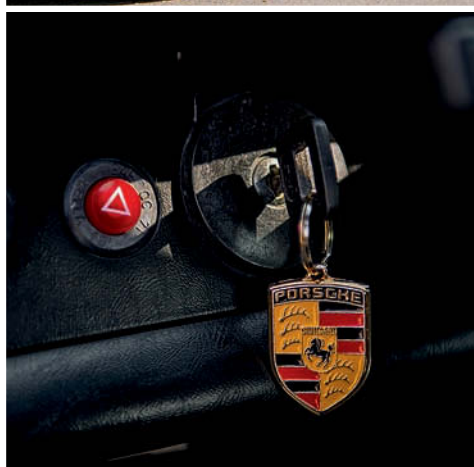
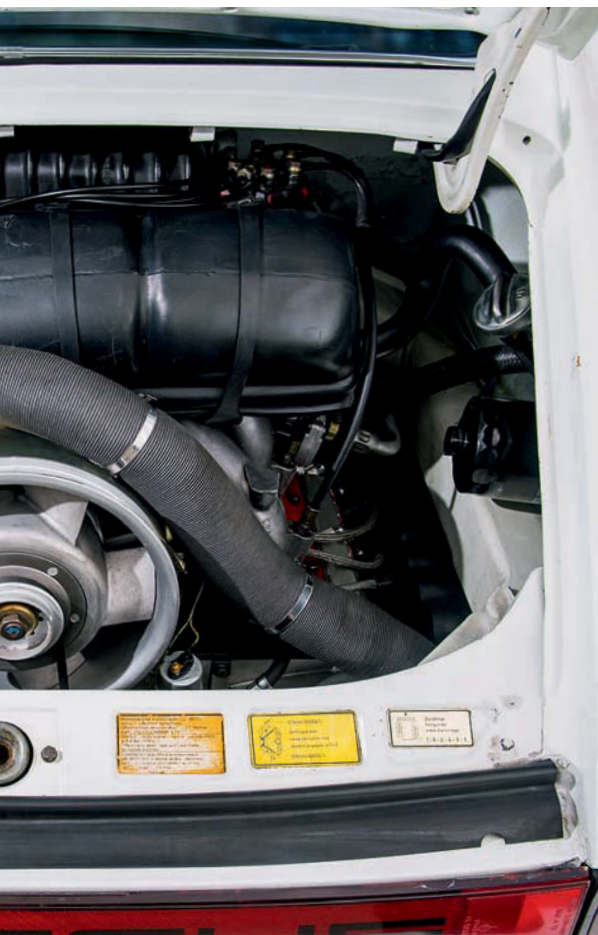
The mid-1973 2.4-litre 911T for the US marketplace was the first production engine (anywhere) to use the new K-Jetronic system. Those first cars did have some teething troubles, including a tendency to suffer from fuel vaporisation when hot. The 1974 2.7-litre 911s had a revised system with the fuel injectors mounted in the manifolds rather than the heads. The extra capacity of the 2.7-litre engine tended to overcome the power loss from a reduced valve overlap compared to the earlier cars. This in turn was necessary to make the K-Jet's fuel metering

disc less sensitive to pressure fluctuations from the cylinder heads.

Nevertheless, it was clear to Porsche's engineers by 1973 that even at 2.7-litres, maximum power was not enough to meet all the changing requirements and they had concerns about the fully stretched engine's reliability.

By 1974, a new evolution of the flat-six was announced called the Type 930 and this new engine went into production in the new 911 Turbo for the 1975 model year. Raising two fingers to the popular hysteria surrounding sports cars in general at the time, the 260hp Turbo was a step change in performance for the production 911 and demonstrated how far the K-Jetronic system could be developed in terms of versatility. But the Turbo's new engine was just the first step in the continuing evolution of the 911.

With a 3.0-litre capacity, the engine had the same bore/stroke as the race-bred Carrera 3.0RS and RSR. Nevertheless, the production 930 powerplant was completely redesigned to build in more reliability and durability. The cast aluminium crankcase had wider-spaced studs (for even greater capacity improvement later on) and heavily finned aluminium cylinders with the proven Nikasil bores. The heads and valve sizes were identical to the 3.0RS, with a four-bearing camshaft rather than the three-bearing design of the earlier engines.



The second step was to adapt this new, more robust engine to mainstream production requirements. For the 1976 model year, starting in September 1975, the Carrera 3.0 replaced both the previous plunger-injected Carrera 2.7 and the K-Jet 911S 2.7. With various detail changes the Carrera 3.0 used the Turbo's core engine and produced a well-rounded 200hp. It used cast (rather than the Turbo's forged) pistons and unlike the Turbo, sodium cooled exhaust valves weren't required, even though the compression ratio was increased to 8.5:1 from the Turbo's modest 6.5:1. Another detail improvement came in the form of an enlarged oil pump, improving the all-important oil flow rate (important for heat dissipation as well as lubrication in a classic air-cooled 911 motor).

The 3.0-litre capacity, combined with a still further refined K-Jetronic system, gave the Carrera 3 a torque curve that easily overcame its loss of 10hp compared to the revvy plunger-injected Carrera 2.7 of the previous two years – and with fuel consumption that could be as much as 25 per cent better. The car sounded different as well. Along with the other 1976 Porsches, the Carrera 3.0 used a five-blade cooling fan running at 1.8 times the crankshaft speed – 38% higher than the previous ten-blade fan speed. The performance difference was summed up well by Michael Cotton, who wrote at the time: "Although the Carrera (3.0) power output dropped slightly to 200hp, it was a great deal more flexible than its mechanically-injected predecessor." It was real progress.

The Carrera 3.0's gearbox was the well

proven five-speed 915 unit, but a base four-speed was available ex-factory for some markets, as was the optional Sportomatic semi-automatic shifter (just 58 of these unique two-pedal cars were delivered worldwide).

The bodyshell package offered on all 911s for 1976 (the I-series) was groundbreaking. For the first time the entire shell was made from zinc-coated steel panels, allowing Porsche to offer a six-year warranty against rust perforation on the cars – certainly an industry-leading move and another slab of granite in the 911's growing 'hewn from stone' reputation. So confident were the Porsche engineers about the quality of these bodies that an unpainted Targa shell was on show for decades afterwards outside the staff restaurant in Weissach.

To really pull the customers back after the slump caused by the oil crisis, Porsche also focused on delivering many of the enhancements dealers had been asking for. 1974 and 1975 had seen the introduction of optional headlamp washers and automatic temperature control, but 1976 introduced the electric door mirror and the first cruise control system used by Porsche. In the UK, the optional Sport package included the desirable Bilstein gas shock absorbers and the 3.0RS-style 'whaletail' spoiler. Further big steps forward in refinement came for 1977 when face-level fresh air ducts and a brake servo were introduced.

Unfortunately, like the Carrera 2.7, the Carrera 3.0 didn't make it to North America – the new exhaust emissions laws there effectively preventing its sale in the same form as elsewhere. US Porsche fans had to wait until the 1978 911SC to experience the normally

aspirated 930 engine's smoothness.

If the earlier 2.7-litre models had been an emergency mix and match solution to proscribed external requirements on the 911, the Carrera 3.0 was the first sign that Porsche was beginning to think its way out of the post-oil crisis public perception of the sports car. It was the first step towards acceptance of that new order and designing a way forward for the 911.

It is no understatement that, like most other car manufacturers, Porsche went through a torrid sales period in 1974-5 and if two factors stand out from that time it is the defiant production of the new Turbo (and its new 930 engine) and Bosch's success in making K-Jetronic work on the flat-six. Combine those two elements together and we get to the Carrera 3.0.

Some 3691 Carrera 3.0s (Coupés and Targas) left Porsche's Zuffenhausen factory in the 1976-77 model years (by comparison 58,000 911SCs and 77,500 Carrera 3.2s were manufactured). Like all air-cooled 911s, 3.0-litre values have risen strongly as buyers look for best value in a classic 911 and appreciate the added robustness that the zinc coating and 930 engine offer.

The Porsche Club GB has an active register for the cars that is administered by Guy White and needless to say interest in these special 911s is very high at present. He tells us: "Price-wise, there was a Carrera 3.0 with 32,000 miles that sold for £56,000 earlier this year. Other good 3.0-litre Coupés seem to have sold in the £35,000-40,000 bracket, but Targas seem a little more reluctant to sell in the UK, with the highest I know being around £30,000."

Dansport in Chesterfield has what may be the



very best Carrera 3.0 you could buy. This example has had some £110,000(!) lavished on it during a no-expense-spared restoration and is available for £70,000. But it's important to remember that only the very best cars with the lowest mileages and solid provenance can ask the top prices. You should still be able to find a fair car with perhaps 130,000-150,000 miles for under £30,000. However, despite the original body protection, many cars have suffered over time and corrosion is usually a major issue.

At the other end of the scale, a recent 'barn find' was available for £15,000, but it would be wise to budget perhaps £20,000-25,000 for the restoration, including an engine and gearbox rebuild. Bodywork is likely to include the inner and outer sills, kidney bowls and work on the wings. The 1970s 'tombstone' front seats are a signature feature of these cars, but look for those restored in either leather or pin-stripe velour.

Best buys are the 1977 models with the face-level ventilation and in some of the striking colours available at that time (Guards red, Grand Prix white and Cobalt blue stand out). Most Carrera 3.0s were delivered with the 'cookie cutter' ATS cast alloys, but 15-inch Fuchs alloys are sought after, as is the UK Sport package.

Should you buy one? Yes. Today, Guy White has just 168 cars on the Porsche Club GB's register (although there may be more unlisted in the UK). That makes this car rare by any measure. Hans Mezger made a wise purchase all those years ago ○

Thanks to www.racingmodels.com for the loan of its 911 Carrera 3.0 or this feature.



1976-77 CARRERA 3

Engine: Type 930 flat six-cylinder air-cooled with five-blade cooling fan. Dry sump lubrication with Bosch K-Jetronic continuous fuel injection and capacitive discharge ignition system. Eight-bearing crankshaft with four-bearing overhead camshaft for each cylinder bank. All alloy casings

Capacity: 2994cc

Max power: 200hp at 6000rpm

Peak torque: 216lb ft at 4200rpm

Gearbox: Five-speed Type 915 manual transmission with synchromesh on all forward gears. Single dry plate clutch. Optional three-speed Sportomatic clutchless gearbox

Body: Fully zinc-coated Thyssen steel bodyshell with unitary construction with corrosion-resistant aluminium bumpers, wheels, front crossmember and semi-trailing arms. Coupé and Targa body styles

Brakes: Ventilated discs all-round with two-piston cast iron calipers

Wheels: ATS 15-inch alloys (6J front, 7J rear) with optional Fuchs 7J and 8J forged alloys (1977: available in 16-inch size)

Tyres: 185/70VR15 front, 215/60VR15 rear (option: F: 205/50VR15, R:225/50VR15)

Suspension: Independent MacPherson layout with lower A-arms and longitudinal torsion bars. Anti-roll bar (front). Independent with transverse torsion bars and semi-trailing arms and anti-roll bar. Telescopic shock absorbers all-round (rear)

Weight: 1120kg (Coupé); 1170kg (Targa)

Performance: 0-62mph in 6.3sec

Maximum speed: 146mph

Price new: (1977): £14,000

Value today: from £25,000







BACK TO THE FUTURE II

As you have just read, Porsche's Carrera 3.0 was the blueprint to the 911 we admire today, but nearly 40 years on does the current Carrera still follow in the original's tyre tracks?

Story: Stuart Gallagher Photography: Andrew Morgan

For 40 years the Carrera name has been synonymous with the 911. What originated as the hottest 911 in the form of the Carrera RS quickly evolved into the 210hp '74 Carrera, grew into the Carrera 3.0 of 1976 before making way for the SC, only to return in 1983 to cement its position as the 911 ownership entry point.


Every generation of Carrera has stuck to the formula set out by the 3.0-litre original. It has never been home to the most powerful flat-six, and there have always been more sharply focused RS and GT models and fearsome Turbos to grab the headlines. But there has always been the Carrera. It has been ever-present in a fast changing world.

For many the Carrera has been the model of choice if the aforementioned 'go faster' examples are out of budget. The 3.2 was a honey, the later 964 more old-school with the heart of an ox and an endearing nature that has seen it become the sought-after classic for those who want their 25-year-old 911 to feel it was hewn from granite. It's successor, the 993 Carrera, is still a head-turner nearly 20 years on and the 996 Carrera is the bargain 911 that we won't start to appreciate until they can no longer be bought for the price of a Fiesta. And the 997 Carrera? Despite the 20-plus iterations of the last generation of 911 the 3.6 Carrera still stands out.

This brings us to today's 991 Carrera, a 911 that drew a line in the sand in 2012 and started a new chapter for this remarkable sports car that refuses to die. As with the 3.0 Carrera, the 991 Carrera 3.4 is as much a car born out of necessity as natural evolution.

The 991 Carrera shares showroom space with the most expansive 911 range Porsche has produced, but despite Carrera 4s with their limpet-like grip, the Powerkit-engined GTS, the Targa and its other worldly roof system, and GT3s and Turbo Ss that redefine our perception of performance, the Carrera is still a constant. A crucial cog in the 911 wheel. And if it was the only 911 Porsche made we'd say it was brilliant and still the best sports car you can buy.

A Carrera has always been all the 911 you have ever needed, but since the 991's introduction there has been that nagging doubt that perhaps, just this once, that less actually isn't more. Visually, there's nothing to fault. On its standard small wheels (the smallest being 19-inch, which is frankly ludicrous) it carries off that nonchalant look of being fit for any purpose you desire: race circuit paddock regular, European road trip veteran or promenading on the Côte d'Azur. The 991 just fits in, like 911s always have. It's not too flash to cause offence, simply smart enough to stand out and be acknowledged. It's the same inside although today, thanks to the endless options of interior trim and finishes, even the most humble Carrera interior can be made to look like a GT3 track day regular... or a dog's dinner, depending on the country the car is destined to spend its time in. Just because you



"The 991 is the result of it [Porsche] being pushed and forced to create greener, cleaner and more efficient cars"





can make a fake mahogany steering wheel, doesn't mean you should offer it, Porsche. The Garnett red trim of our test car was on the threshold of good taste. Just. Trim aside, the Carrera carries on the 911 tradition of an interior designed to be functional rather than fashionable, a situation that was helped considerably in 1997 when Porsche finally installed a heating system humans could actually operate.

Just as the Carrera 3.0 signalled a big stride in the 911's development, so too did the 991 Carrera back in 2012, not least because it was the most efficient 911 Porsche had ever made.

Where the Carrera 3.0 was the benefactor of a zinc-coated bodyshell, the 991 has the most advanced construction of any 911 that has gone before. The body in white is 85kg lighter than the 997 it replaced, and that takes into account the extra weight the engineers couldn't avoid when making improvements to the passenger safety cell (26.9kg) and the longer wheelbase, which adds 7.1kg. Aluminium and steel makes up the core of the car's construction but metals such as magnesium are used in areas where strength isn't such a priority. Combined with a lighter cooling system, electric motors and even front and rear bonnet struts you can see that while the Carrera may be the starting point for 911 ownership this doesn't mean it misses out on Porsche's fastidious attention to detail.

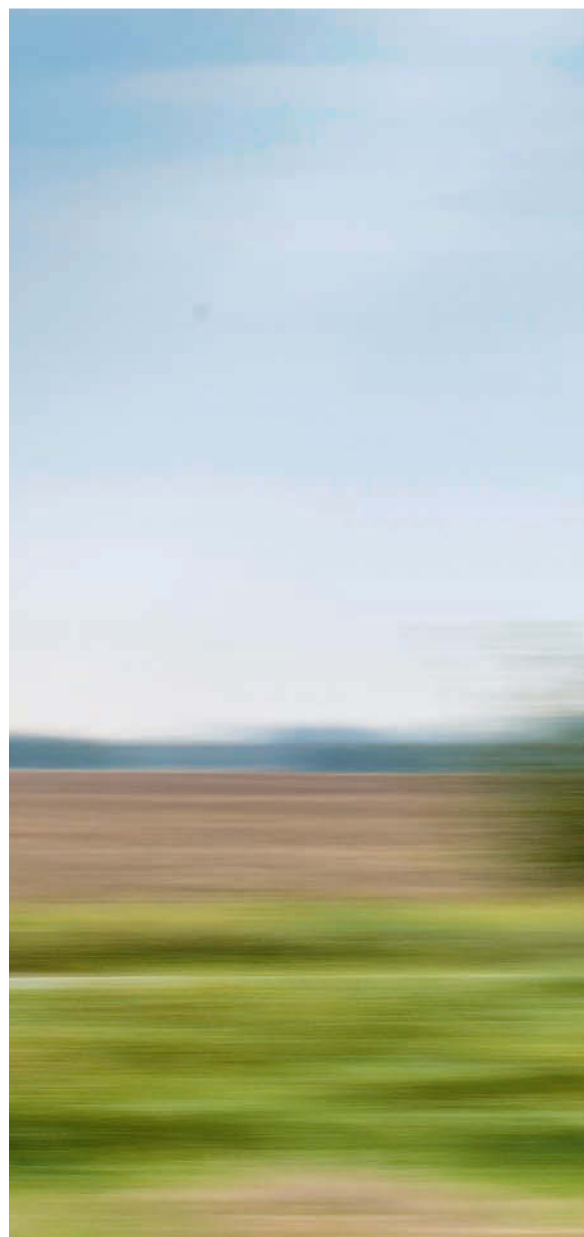
Just as Porsche was driven by efficiency and legislation in the mid-Seventies, so too the 991 is the result of it being pushed and forced to create greener, cleaner and more efficient cars. So today's Carrera has a smaller engine than its predecessor – 3.4-litres, 200cc down on the 997 it replaced – but produces 350hp and 287lb ft of torque (up 5hp and 2lb ft respectively), it uses 16 per cent less fuel and produces less CO₂, too.

The Carrera has never fallen short on delivering that 911 experience we all bang-on

about. From the moment that 'six fires into life over your shoulder you couldn't be in any other car, not even a Boxster or Cayman that share the same basic engine architecture. The sound is a little more manufactured compared to the air-cooled days but it's unmistakably a 911 and it still sends a fizz of anticipation through you. That pure Carrera DNA has flowed undiluted from the original to the latest.

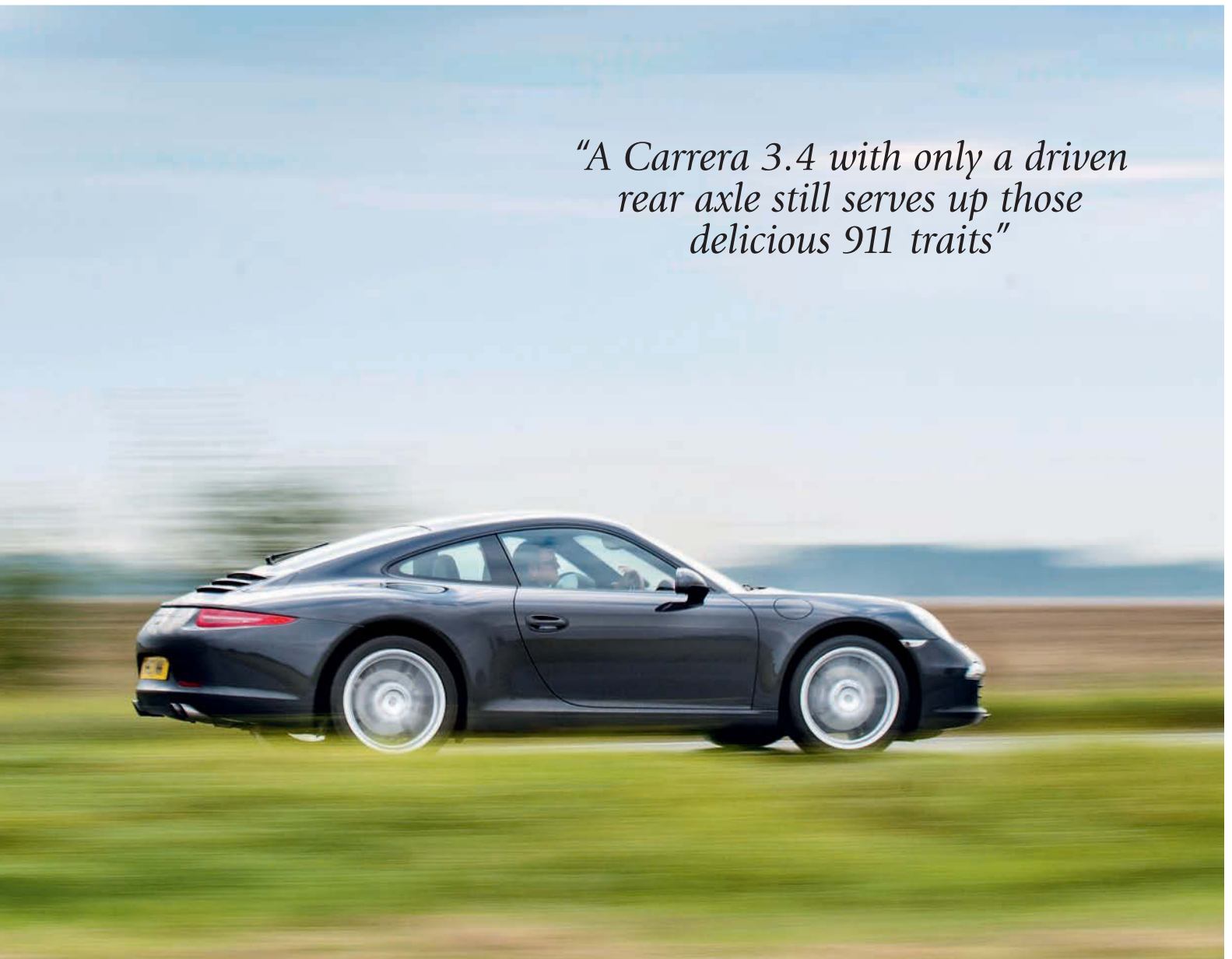
It's easy to think that you can just jump into a 991 and drive it like any new car. Actually, you can, but even in a lowly Carrera you don't; the anger of a GT3 will draw sweat from your palms, the thought of a Turbo S's 560hp will make you think twice about unleashing its fury with little or no care of the consequences, but the relative calm of a Carrera's cabin will still have you savouring the moment, relishing what you are about to experience.

There's a strange quirk linking the Carrera 3.0 and the 991. The three-litre car was equipped with a 915 five-speed 'box, a transmission that exudes many characteristics, not all of them complimentary. Get a good 915 and its charms are perfectly suited to the job required of it and the respect that you give a car approaching its fortieth year. Don't rush or force it, glide the lever around the gate and hook a ratio when you feel the cogs have aligned and all is good. It's a similar philosophy to have with the 991's seven-speed manual. Derived from the tech-fest PDK 'box, the Carrera's manual is a reverse of the situation in the late Nineties and early Noughties when manufactures were fitting crude automated paddle-shifts to manual gearboxes resulting in a dire gearboxes that took several hours to go from second to third. With its seven-speed manual gearbox Porsche took a PDK 'box and turned it into a manual. And with it, its manual gearbox regressed from being one of the best of its kind available in any car. Like the 915,





*"A Carrera 3.4 with only a driven
rear axle still serves up those
delicious 911 traits"*



the seven-speeder requires precision and close control around the gate, and two years on it's not the most consistent shift to use despite Porsche continually developing and improving the shift action. Where you'd flick a wrist in a 997 without thinking and slot home the ratio you wanted, in the 991 that precision and slickness is gone. The PDK is the transmission of choice for now, until the heavily revised manual 'box that debuted on the new Carrera GTS this month begins to filter through to the rest of the model range.

Like every Carrera that has gone before it, today's example delivers a strong performance package. The 3.4-litre motor needs revs; below 3500rpm you can be caught out by lesser machinery in a straight line but like those old air-cooled Carrera 'sixes the higher the crank speed the greater the rewards and the bigger the smile brought to your face. Any thoughts that a lowly Carrera is the poor performance member of the family are quickly forgotten because like all good 911s this example delivers the basics to serve up a professional performance. It needs committed input from you, but all good 911s do.

On its standard passive dampers and those small 19-inch wheels it's composed and sure-footed with a comfortable degree of body roll to build up to as you load the chassis and begin to enjoy the 991 in its most simplest form. The electric power-steering setup has been robbed of the clear and concise conversation it once enjoyed with the front wheels but the nose always remains faithful to the instructions you've given it. Exposure to the all-wheel drive Carrera tells us that an extra



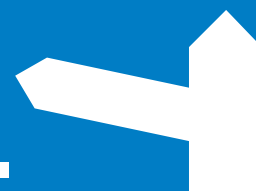
pair of driveshafts and a small weight increase across the nose sharpens up the front end and clears the communication channel, but a Carrera 3.4 with only a driven rear axle still serves up those delicious 911 traits of a pitching nose, squatting tail and colossal grip.

Since the Carrera 3.0's introduction Porsche has finessed its formula, made improvements and fine-tuned the areas that have needed it. Just as every successive generation of RS and GT model is intrinsically linked through its motorsport connections, and every 911 Turbo has that ability to shock and awe, it is heartening to report that today's 911 Carrera continues along the same path the original first forged. In 2018 the Carrera will once again evolve to suite the age it will exist in, and chances are that even with a sub-3.0-litre, turbocharged flat-six water-cooled engine it will still be unmistakably a Carrera ○





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Special K

Kremer Racing's 935 K3s are legendary racers in their own right, so it's little wonder that someone would want to build their own homage to such an extraordinary car.

Story: Stuart Gallagher Photography: Dean Smith (Drew Gibson, Silverstone race action)



Seasons change at the most inopportune moments. Not long ago Dave Dennett and I were seeking shelter in a Brands Hatch pit garage as a late autumnal sun shone down. Two weeks later and we're in another pit garage, Donington Park this time, but today we're sheltering from the rain, edging ever closer to the space heater in an effort to keep our blood circulating.

It is not all doom and gloom, however, because brightening up the space is the unmistakable turquoise Vaillant livery from the late 1970s. Synonymous with the Kremer brothers' Porsche racing exploits, this livery never actually appeared on this specification of Kremer K3 but as Dave points out, "I like the livery, so that's the colour I painted my car."

This isn't a genuine Kremer K3, hence Dave being comfortable with it being painted the way it is: "I'm not trying to pretend it's something that it's not." It started life as a 930 and came on to Dave's radar at the end of 2011 via his Essex-based DSD Motorwerks business. "A client mentioned the car and that it had been built up to be a K3 replica but that it was only 80 per cent finished," explains Dave. "I had a 964 race car that I had been competing in, the last race being the 2011 Birkett Six-Hour relay race, and I'd raced it everywhere I had wanted to, won the races and titles I set out to achieve and this looked like a good opportunity to take on a new project. So I swapped the 964 for the K3."

"Initially I was told all it needed was suspension and a brake rebuild to finish the project and that it had been designed and built for club racing and track days in Japan. I knew it would need a bit more than that but, I'll be honest, I was a little taken aback when we finally got it over here and in the workshop."

It transpired that when the car was inspected a

little more closely that it was more 3.2 Carrera with a bit of 930 thrown than it was 935, and it was no more than a rolling chassis with the engine and four-speed gearbox arriving on a separate pallet. It was clear at this early stage that the best, and quite possibly only, route to embark on was a full rebuild of the car into a fully-fledged K3 replica. But to do this DSD had to be certain it would be able to obtain the parts required and that those it couldn't track down could be remanufactured.

"The first call I made was to DP Motorsport to see if it still had the moulds for the body panels. The good news was it could supply every panel; the bad news was the cheapest one was £1000 and we needed pretty much all of them!"

"Inspiration came from the K3s raced by the late Bob Wollek; to me they were great looking cars and if the rebuild was going to be this advanced and in-depth I thought I might as well create a car I had always admired."

Parts supply wasn't the only issue. The 935 K-cars were built by Kremer Racing, which was started and run by brothers Erwin and Manfred, based in Cologne, Germany. The team specialised in racing 911s, 914s and Porsche's own 934 in various sprint and endurance championships, and when Porsche introduced the more extreme 935 the Kremer brothers saw the opportunity to take this factory car as a basis for their own racers. In 1976 they built their first, the K1, followed 12 months later by the K2 (the car in which the Vaillant livery Dave's car wears first appeared) and in 1978 the Kremer brothers took the inspiration from Porsche's 935/78, aka Moby Dick, and set upon improving on the factory car. Which they did emphatically when they won the 1979 Le Mans 24-Hour thanks, in part, to the air-air intercooler they ran instead of the factory's favoured air-water cooler.





The issue facing DSD now was that while Kremer Racing is still a functioning Porsche race team, it is no longer controlled by the Kremer family and in its present guise it, too, has a very restrictive and limited parts supply for the company's iconic K-cars, of which they run a handful throughout Europe. "I knew it was never going to be an easy project but it quickly became clear we were going to have to commission and manufacture many of the parts ourselves," says Dave.

One area DSD could rely on strong support for was the engine. Richard Chamberlain is somewhat of a 935 guru, his Jaffa orange 935 racer is a common sight on the circuits around Europe and the knowledgeable engineer is a frequent visitor to the winners' podium. His CTR Developments concern is also one of the go-to operations if you want one of the very best

Porsche race engines built.

The engine in the DSD 935 started life as a 964's M64/50 3.6-litre, single turbocharged 'six. At some point it was rebuilt in order for someone to try and set a land speed record in a 964, with a 200mph target set. It never got beyond 199.8mph so the owner packed up and went home and the engine remained untouched and found its way to Dave's 935. "The specification is the same today as it was when they built it for the record attempt, although we've replaced the consumables and anything that looked worn," explains Dave.

Inside the block there's a new 964 Turbo crank, Carrillo rods and bespoke pistons manufactured by Capricorn. The 964 Turbo's heads have been modified along with the cams and there's a 3.2 induction system that has been fitted upside

down. The intercooler is unique and had to be made to fit beneath the new rear bodywork section supplied by DP Motorsport without sacrificing its performance. There's a Rapid hybrid turbo hanging low behind the rear bumper and the engine is controlled by a Motec system running 1bar of boost that equates to circa 600hp in a 911 weighing 990kg. If Dave puts his brave trousers on in the morning, the boost can be wound up as high as 1.3bar resulting in 730hp.

There's a five-speed G50 gearbox fitted, which has straight-cut ratios and a dog-leg shift, with an AP triple-plate clutch and an 80 per cent locking diff. And the bellhousing had to be cut to down so the engine and gearbox would fit. Oh, and there's also three fuel pumps, of which one is used just to feed the swirl pot in the tank.

Beneath the striking body is a chassis identical



to that of a 935 K3. The suspension is as it would have been in 1978 but changes have been made for safety reasons. For example, magnesium is no longer used for some of the components. The brakes are 930 LE floating calipers with 935 bells and the hubs were remade in a lighter alloy. The E57 BBS wheels are from an original Kremer found by Dave on eBay but they were early metric drums with 20-hole centres which meant that the drums had to be sent away and remade. At the same time Dave sourced an original turbo fan centre and had four replicas made.

In 2014, after three years of toil, the car was finished. It was a project that had Dave working early in the morning before the DSD Motorwerks doors opened for the day and long into the night when the staff went home, the

"It quickly became clear we were going to have to commission and manufacture many of the parts ourselves"





customer work could end for the day and his attentions could be turned to the 935 in the corner. "I haven't kept a log of the number of hours I've spent on it, mainly because it will scare me! But it's roughly over 3000 hours. I haven't done it all myself. A customer who is restoring an old 911 came in for some window glass one day and we started talking about the K3 and it turned out he was a specialist when it came to plumbing-in oil and fuel systems for cars and he offered to fit the 935's system. When he started work it dawned on me just how big a task it was and something I wouldn't have been able to do on my own."

The biggest hurdle to the project was finding accurate and correct data and drawings in order to source or manufacture the correct parts to complete the project. The factory doesn't have them, or rather doesn't allow easy access to

them, and Kremer is not the same company it was back in the day, so at every opportunity Dave could be found crawling under and over every K3 he came across. "The picture count I racked up is crazy. I think it will take me longer to go through and document them than it did to build the car but I had to do it otherwise there would have been no way of finishing it," he says. "In period the cars evolved pretty much for every race, so what you think was the correct specification for a car would be different if you saw it in the metal."

The reason why we're in a cold pit garage at Donington Park is because Dave's goal for the project was to race his 935 K3 in the Birkett Six-Hour relay race and, after a shakedown at Brands Hatch during the Porsche Club GB Festival, this is the car's first real test. Richard Chamberlain is also on hand to shake the car down and offer his considerable knowledge to the project. And with

this being a test, there are teething problems. The exhaust system, which has been custom-made, isn't sealing around the turbocharger cleanly. Although this makes for some dramatic flames on the overrun it's not doing the car any good. But it's why you go testing, to resolve these little problems. An hour with the spanners and the problem is resolved and as the track dries Dave finally gets some meaningful wheel time in the car that's consumed his life for the last 36 months. The results are an all-round thumbs up. Next stop, Silverstone.

The Birkett Six-Hour Relay is a British motorsport tradition. Held at the end of the racing season and run by the 750 Motor Club, a team can enter between four and six cars, with each team aiming to cover the most number of laps during the race. Being a relay race only one car from each team can be on the circuit at one



Over 3000 man hours went in to building this remarkable 935 Kremer K3 replica. It will be racing throughout 2015

time and the team that competes the most number of laps is the winner. For 2014 Dave's team consisted of four Porsches: a championship winning 911, 964 RS, 993 RS Cup and Dave's K3.

Unfortunately the 964 came to grief in the pit wall after being tagged by a slower car it was passing and the 993, having been rebuilt following a crash in qualifying, was minding its own business when a quicker Radical had an accident that the 993 driver could do nothing about avoiding. That left the 935 and Mick Johnson's 911, of which Dave was racing his for the first time. "We were hitting 185mph on the Hanger Straight. I had slicks on during qualifying when it started to rain. Come race time I had to do double the amount of seat time but it was worth every minute!

"When the slicks got up to the temperate the

grip was phenomenal but, boy, does it became a physical car to drive. I was running for 55-minute sessions and at the end I could barely move my wrists. The car ran like a dream but with it being so new I didn't really know what to expect. I guess the fact I could enjoy it and was getting quicker all the time means the car is spot-on and it's me that needs to get up to speed!"

The future for the 935 K3 is looking as bright as its livery. Jurgen Barth (yes, that Jurgen Barth) has inspected the car and with a few modifications, namely a reduction in size of the front splitter and a return to a four-speed gearbox, it could gain coveted FIA papers. Before that, though, Dave is going to have some fun and run the car in the 2015 Classic Sports Car Club Championship and enjoy five rounds racing the 935 K3 that he built. And we can't blame him ☺



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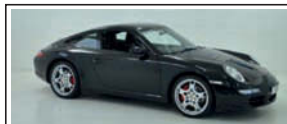
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TARGA *ON* TARGET

Is the 911 Targa 4S one of the best
991s you can buy at the moment?
We think it just might be.

Story: Stuart Gallagher
Photography: Gus Gregory



A 911 Targa has always been a bit of guilty pleasure for me. I know, I know, in a world that has bought us Carrera RSs, GT2s and 3s and a dozen Turbos a normally aspirated, Carrera-engined 911 with a slice of its roof missing may seem like an odd 911 to have a craving for. But there's something about the not-quite-convertible 911 that has me taking a sneaky look in the classifieds once in a while. Maybe throwing that Guards red Corgi model at the skirting board as an impressionable six-year-old was the start of it; it would be full 25 years later before I actually drove one, after all, so something obviously clicked during those formative years.

Targas have always been at least 50kg heavier than their Coupé counterparts. In the early days they were wobblier, too, and when the fully-fledged Cabriolet arrived there was a more successful way to get sunburnt, but for one reason or another the Targa still appealed. This didn't change when the removable panel on the 993 was replaced with a full-length sliding glass roof, and when the 996 and 997 stuck with the same principle my respect for the Targa remained. And then Porsche gave us the 991 Targa, not only the best looking 991 but possibly the one many of us would spend our cash on if we didn't have the means to fund a GT3 or Turbo.

But hang on, the Targas are exclusively four-wheel drive and weigh a full 110kg more than a equivalent four-wheel drive Carrera on which they are based, with a not inconsiderably percentage of that weight mounted high above centre line. On paper the Targa should appeal as much as a long haul flight with a budget airline.

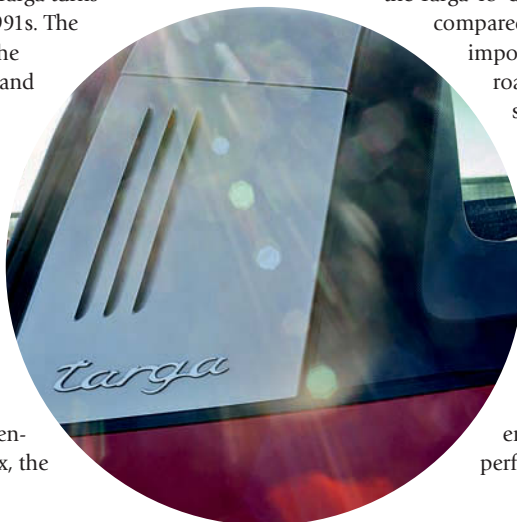
Thankfully Porsche is more Learjet than brightly coloured Airbus and its latest Targa concept is actually its best yet. We know this because on the car's international launch we fell for its charms so much that we really couldn't think why you'd ever have the need to buy a 911 Cabriolet. And then we drove a Targa 4 away from the glitz and the glamour of the car's launch and felt pretty much the same. But now it's autumn, the leaves have turned golden brown, the temperature has dropped and the long hot summer days are now short wet ones.

£96,413 is a lot of money for a 911, especially one that doesn't wear a GT badge or house a couple of VTG turbos under its engine cover, but the Targa 4S does look the part, even in today's world where six-figure sports cars are an accepted norm. Guards red paint, black alloy wheels and the silver work of the roll-over are bit of a clash but the Targa turns heads like few other 991s. The roof is the big draw, the drama of its opening and closing action a genuine crowd-stopper, but a 911 needs more than a gimmick to trade on and in this flavour of Targa its 3.8-litre 400hp flat-six is a good commodity to have. This test car is fitted with the standard seven-speed manual gearbox, the

one mechanical element we would change for the slick PDK that suits the Targa's nature better. But, as you may have already read in Andrew Frankel's GTS first drive, Porsche has made significant improvements to its seven-cog manual and these changes are to be run out across the range, so expect us to change our view on this any day soon. For the moment, though, just as with the Carrera 3.4 Coupé and Cabriolet elsewhere in this issue, the PDK is the better transmissions, especially when it's working in conjunction with Porsche Traction Management.

Gearbox aside, the Targa 4S doesn't leave you wanting in the performance stakes. The DFI engine needs revs to gain access to all its performance, but it's a precision piece of engineering that rewards those happy to stretch its legs and enjoy four figure crank speeds that start with a six. Truth be told, the nuances of the Targa 4S' dynamic makeup

compared to a Coupé are pretty impossible to pick out on the road. It rides, steers and stops within a gnat's whisker of a Coupé, that last tenth of precision may be missing from its performance but you'll be hard pressed to notice it away from a circuit, which tells you how far Porsche has come in eradicating the performance differences





between its Coupé, Targa and Cabriolet models.

It's this dynamic parity that has surfaced across the 991's range that adds to the Targa's appeal. No longer after every drive and at the end of every journey do you feel you've sacrificed some undiluted 911 thrills for the opportunity to have the crown of your head ruffled by the wind. Unless you're on a mission to cross the wonderful Black Mountain in South Wales as quickly as possible in a normally-aspirated, four-wheel drive 991 Coupé there is no reason to dismiss the latest Targa. In fact, I'd go as far to say it's the best 991 you can buy this side of a GT3 or a Turbo. Which is something I thought I'd never write.

There is more to the 991 Targa than how it drives, however. Looks are a subjective topic of conversation, but to these eyes the stainless steel roll-over bar and the dome-like rear window (both nods to the original 911 Targa of 1967) manage to break up the 991's bulk and give it the appearance of a small sports car once again. Park a Targa alongside a 991 Coupé and the former can look anonymous. The Targa draws a different reaction, too. People look, acknowledge and ask how the roof works when they see you step to or from a Targa, whereas a Coupé raises a sneer and rarely a smile. This isn't 'let's give the 991 Coupé a good kicking' time, rather, as the current 911 range has evolved and expanded it's meant that you look at and access the range differently. A Carrera Coupé is still a phenomenal car, a great 911 and an endearing 991. But the Targa is just that little more special, and the most enjoyable 911s have always been something special.

"It's the best 991 you can buy this side of a GT3 or a Turbo. Which is something I thought I'd never write"



THE TARGA TRAIL

The Targa trail started in 1967 when Porsche reacted to the possibility of the US (its biggest market) outlawing open-top cars that didn't have a roll-over bar. The legislation never came in but Porsche gave us the Targa anyway.

The original car made virtue of its roll bar by incorporating it into its design and a plastic rear window could be zipped in and out of place. Within 12 months the latter was replaced with a glass item and the Targa continued to be offered no matter which power output you chose for your 911.

With each successive 911 model year the Targa remained, attracting enough customers to survive despite the full blown 911 Cabriolet arriving in 1983. But in 1993 the

roll-hoop Targa was laid to rest, replaced by the 993's full length, sliding glass roof – a concept Porsche stuck with throughout the 996 and 997 Series of 911s.

During its 47-year lifetime the Targa has all too often been dismissed as a 911 for those who prefer their cars to be more show than go (it's always carried a weight penalty of at least 50kg) but it's also come in for criticism for in other areas, too. Water ingress is the Achilles' heel of the original cars, with their lift out roof panels providing a meandering path for moisture to work its way into the furthest recesses of a Targa's body. Factor in the less-than-perfect fit of said panel and the accompanying wind noise, and a softer than

expected chassis resulting in a wobbly body and it's clear why the Targa found favour with the few rather than the many. Even when the lift-out roof panel became a fully retractable length of glass the Targa still presented a foible or two, such as the glass roof panel that would creak and squeak no matter how well you cared for it.

The Targa has been on the 911 price list for near on 50 years, has been a constant seller and offered an alternative to the traditional Coupé or fashionable Cabriolet alternatives and today finds itself mixing with the best the 991 line-up has to offer. It's not always been the coolest 911 to want to drive, but today the 991 Targa 4S is one of the best ●







An Inconvenient *Truth*

It's one of Porsche's most popular 911s, but is there still a place for a 911 Cabriolet line-up in today's world of striking Coupés and Targas?

Story: Stuart Gallagher Photography: Andy Morgan





What's the point of the 911 Cabriolet? No, really, it's a serious question. As you may have just read in the previous feature, the 991 Targa is pretty much all the 911 you need today. It's blisteringly quick (in 3.8-litre, 400hp 4S trim at least), it's party piece folding roof is unique and it arguably delivers more street cred than a fully-fledged convertible. And unless you drive everywhere on the door handles with your pants on fire, the Targa is as engaging to drive as an 991 Carrera Coupé. This leaves the Cabriolet in a bit of pickle.

When Porsche first took an angle grinder to a 911's B- and C-pillars in 1982 it had no idea just how popular a model it would become. The reaction was so positive, in fact, that the concept was rushed through to production to satisfy the demand of those who enjoyed their sports car *sans* roof. Which was great news for Porsche as it helped scoop up those customers who felt the 911 was getting a little long in the tooth and a bit one-dimensional as a Coupé or a Targa. Since that '83 original, like the Targa that arrived a

decade-and-a-half before it, the Cabriolet has been an ever-present in the 911 line-up and has proved to be hugely popular and successful.

But there's always been a stigma associated with the Cabriolet, one that says you're buying a 911 not because you enjoy the rear-engined car's unique dynamic make-up, its flat-six performance and historic motorsport connections, but rather because you prefer to be seen; everything else associated with the rear-engined sports cars is a nice little bonus. More than a bonus, truth be told, because considering it's had a large section of steel and equally large percentage of torsional stiffness removed, the 911 Cabriolet has never been the blancmange-like handling chariot you might expect. It's never been as tightly tied down, responsive or accurate as its Coupé counterparts but it doesn't fall over at the first corner. On the right day, in the right weather and on the right road, a 911 Cabriolet can be a splendid place to spend the day covering many miles with the roof stowed away and nothing between you and the sky above.

Today's problem for the 911 Cabriolet is that it no longer wins the jaw-slackening war now the Targa is on the scene, and rivals from outside the Porsche stable have caught up in the convertible stakes offering stronger looks and equal dynamic prowess and performance. The 911 Cabriolet has never had it so hard.

It's a good job the 991 Cabriolet is the best of its breed Porsche has every produced then. Even here in basic 3.4-litre, 350hp Carrera guise, with a manual gearbox, it's an attractive proposition. Back in 2012 when we first sampled the then-new 991 Cabriolet it impressed with its agility and the ability to mask the 1500kg it carries. There was no shimmy or shake from the body worth worrying about, there was pace aplenty and for the first time there was no longer a sense that choosing a Cabriolet over a Coupé was a compromise.

Two-and-a-half years on, and with the Targa hogging the headlines, have our thoughts on this 911 staple changed? Has the soft-top 911 still got a role to play and if so, what is it?

The answer to that first question is, no,





nothing has changed. The 991 Cabriolet is still the best Porsche has built, and it still drives and rewards like no other 911 rag-top that has gone before it. It's not as sharp nor as involving as a Boxster, few open-top cars are, but with the roof down, the late autumn sun still offering some warmth, and an enticing stretch of Tarmac dissecting the countryside, a 911 Cabriolet will clear your mind of the daily drudgery and fill it with the overtures of a flat-six. There are infinitely worse ways to travel than this.

Such is the development of technology that even when the weather isn't playing ball (a highly likely situation if you reside on this island we call the United Kingdom, not that this seems to hamper 911 Cabriolet sales in UK, which is still one of the model's biggest markets), even if you drive everywhere with the roof closed the trade off is very little. Roof closed the cabin is a degree or two darker than that of a Coupé, although much more so than inside a Targa, but the rear seat space and headroom is an improvement over the aforementioned Targa according to my five-year-old. Of the three 991

body-style derivatives available, the Cabriolet produces the most wind noise when the roof is closed and its chassis is the least suited to high speed pursuits of sunsets ... or whatever it is that motivates you to go for a drive for the sake of it. And no, increasing the driveshaft count to match the Targa's wouldn't change this.

So what role does the Cabriolet now play? Tricky one that. Not only is it the best to drive but it's the best looking Cabriolet Porsche has made, too. Roof up or down it looks every penny of the £82,169 Porsche asks you hand over for one. Finished in £800 worth of Sapphire blue metallic paint matched with a further £400 worth of Agate and Pebble grey interior it's a lifetime, or at least a generation, away from the monochrome blandness that afflicted the 997. It's a lovely place to be in, a crucial attribute for any Cabriolet, but as for determining its role, that becomes trickier.

Aesthetically the Targa turns more heads and is the better roof down/open long distance cruiser. The Carrera Coupé is the more subtle, better all-rounder. The Cabriolet allows you to

open and close its roof while you're on the move, something the Targa simply won't allow (until some fool with a laptop thinks it's a good idea to circumnavigate the car's ECU and override the fail-safe, that is) and the Carrera Coupé? Well, it's a 911 Coupé and nothing gets more iconic or cooler than that.

Originally the 911 Targa was conceived because Porsche anticipated no future for convertible cars if the legislators got their way, but the former didn't and Porsche eventually provided a 911 Cabriolet to meet the demands of a new audience. But today, in a bid to sell more cars and grow its current customer base and appeal to a larger audience, Porsche has expanded the 911 line-up that now, inadvertently perhaps, makes one of the most popular models in the line-up somewhat redundant. There is nothing wrong with a 991 Cabriolet apart from the inconvenient fact that there are superior 911s on offer from Porsche that carry out its role better than it does. It's not a comfortable conclusion to come to but sadly it's the right one ○



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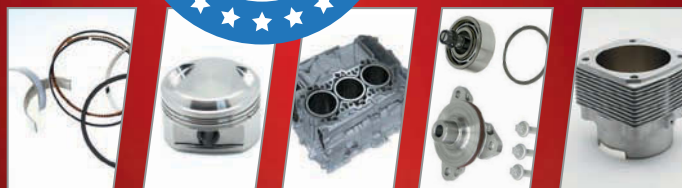


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WIDE OPEN CHOICE

Wide-bodied 996s come in two forms: the Turbo and Carrera 4S, but with a hefty price differential between the two are they less comparable than they appear?

Story: Philip Raby Photography: Gus Gregory





The Carrera 4S did a great smash 'n' grab on the Turbo's bodyshop, some go as far as claiming it's the best looking 996 Porsche produced



Two Porsches: both 996s from 2004; both Cabriolets; both wide-bodied; same condition, mileage and histories, yet priced a full £10,000 apart. What's the story? It's simple – one is a Carrera 4S, the other is a Turbo. The question is: which 911 should today's buyer choose? It is worth spending the extra on the Turbo or does the 4S give you the same muscular look and driving pleasure at a bargain price?

Some will immediately dismiss the Carrera 4S as nothing more than a sheep in wolf's clothing and, in some ways, maybe it is. The 4S boasts the Turbo's wide rear wings (wider front wings disappeared from the Turbo drawing board in 1993), the same front PU and larger intakes (but with a slightly different lip spoiler), and 18-inch alloy wheels, but not the Turbo's side intakes for

the simple reason they're not needed for the car's non-turbocharged engine. The Carrera 4S' looks are also enhanced by a full-width reflector between the rear lights, similar to that on earlier 911s. The 4S is the only 996 to be so endowed and, we have to say, it makes the car stand out from the narrow-bodied Carrera models that made up the 996 range. Maybe even one of the best-looking 911s backsides of all time – and that's high praise for a 996. Indeed, many 996 haters (which we're certainly not) have a sudden change of heart when they see a 4S.

The cars we have today are both Cabriolets and the wide-bodied rear works particularly well with the drop-top. The 996 was the first open-top 911 that actually looked good with the roof open, with the hood dropping neatly under a rigid tonneau – add the wide rear wings into the

mix and you have a purposeful stance.

Looks-wise, the Turbo is, of course, very similar to the copycat Carrera 4S. There's no rear reflector but instead you get a neat part-fixed, part-retractable spoiler which, in the down position has an agreeable hint of ducktail about it while, at speed, the upper section rises up on two hydraulic struts. It looks good but our vote goes to the 4S's fully retractable spoiler (as per the standard Carrera) and that full width reflector. On the plus side, the Turbo's intakes in its rear wings, which feed air to the twin intercoolers, add a purposeful air of menace which is lacking from the Carrera's side profile. At the end of the day, though, these are two great looking Cabriolets and it's hard to make a choice on appearance alone.

Looks are important for a 911, of course, but

If there was a rear of the year for 911s in 2004 the Carrera 4S would have won hands down



what's even more important is what's going on under the skin, and here these two cars are similar in some ways but quite different in others.

The Carrera 4S borrows the same suspension and braking setup from the Turbo. That means it sits 10mm lower than the standard 996 on springs and dampers, albeit with settings tweaked from those of the Turbo to take into account the 70kg weight difference between the two. The brakes consist of 330mm discs front and rear (up from the standard 996's 318mm fronts and 299mm rears) clamped by larger four-piston callipers. This is all hidden behind a set of 18-inch Turbo-style wheels, which are a hefty 11 inches wide on the rear – it may be a Carrera but the 4S has a mighty tyre footprint, which is worth remembering when you're working out the man maths running costs. In addition, both cars have essentially the same Porsche Traction

Management (PTM) four-wheel drive system. In normal conditions 95 per cent of power is fed to the rear axle, with up to 40 per cent being diverted to the front axle when required. Porsche Stability Management, or PSM, is standard fare on both models. Both came with the six-speed manual gearbox as standard with the five-speed Tiptronic S 'box an extra cost option.

The big difference between the Carrera 4S and the Turbo is, of course, in the engine compartment, and here it's not simply a case of one having a brace of turbochargers bolted onto the powerplant. No, the two cars have completely different engines. The 4S has exactly the same M96 3.6-litre water-cooled flat-six as found in the standard Carrera of the day, producing 320hp and 272lb ft of torque. The Turbo, on the other hand, has an engine which can trace its roots back to the GT1 Le Mans

winner and which was also found in the contemporary GT3 – the so-called Mezger engine, named after its original designer, Hans Mezger. With twin KKK K17 turbochargers and VarioCam Plus, the 996 Turbo's engine produces a healthy 420hp and a hefty 413lb ft of torque; the latter available all the way from 2700rpm through to 4600rpm.

On paper, then, the Turbo has the power advantage over the normally-aspirated 4S; the 100hp difference grabs the headlines but it's the 140lb ft of torque that really counts. But let's put the performance of the 4S into perspective. It's not exactly underpowered, it's 35hp more than the previous generation 993 Carrera and it has exactly the same power as the 964 Turbo of the early 1990s. On the downside, though, the 4S is 90kg heavier than the standard 996 Carrera 4 (but still 70kg lighter than a Turbo). While we're



looking at figures, the Turbo is just under a second faster to 62mph at 4.2 seconds compared to the C4S's 5.1 seconds, while its top speed is a supercar-like 190mph, 16mph more than that of the normally aspirated car.

Of course, numbers don't tell the full story. You need to drive these two back-to-back to establish fully how different – or similar – they really are. We start with the Carrera 4S. Sitting in the cockpit, at first there are few clues that this isn't a standard 996, or indeed a Turbo, such are the similarities across the range. Look closer, though, and it's clear that this cockpit is more closely aligned to the Turbo's in terms of specification, with fully electric memory seats, Bose Sound Package and a full leather interior that came fitted as standard.

Start the engine and it settles into a quiet, unobtrusive idle and it feels, unsurprisingly, just

like a standard 996. Start driving, though, and the distinction is quite apparent. There's no doubt that the 4S is quite different to its narrow-bodied sibling. The ride's noticeably firmer but remains usefully compliant on bumpy roads but the extra bulk does make the car feel less nimble; in spite of the revised suspension settings the Carrera 4S doesn't encourage you to throw it around corners in the same way as you would a narrow-bodied 911. Indeed, you want to treat the car more as a GT, one that eats up the miles with ease while putting little strain on you. We can't put our finger on why this is, and maybe it's partly psychological and that our head is full of wide-bodied bulk. But force yourself to push the Carrera 4S and it's immensely capable, even one that's a decade old. But still there's something missing and we can only put it down to the wider front tyre and extra pair of driveshafts at

the front that accounts for a slight lacking in that fingertip-light steering we so love of 911s of all ages. Unlike today's 991, the original water-cooled 911s still worked best when drive was only sent to the rear wheels. Something went missing when the 4S was transformed from the brilliant Coupé to the Cabriolet, and we don't mean the roof. That's not to say the Carrera 4S is a bad car – far from it. For day-to-day driving it feels more refined, luxurious and planted than a standard Carrera, while the 320hp output is more than adequate. Drive a 4S and you know you're in something special but... we wish it was the Coupé.

Surely, then, this means that the Turbo, with its near-identical chassis and four-wheel drive systems, will offer the same experience? Well, no actually. On the same winding roads we soon have the Turbo dancing from apex to apex with





Your head tells you that the Turbo Cab should be the least involving to drive of the two, but it's far from it

the nimbleness normally associated with narrower and lighter 911s. And it's not unique to these two examples – we've driven countless similar 911s and always come to the same conclusion. The 996 Turbo is a surprisingly fun sports car despite the fact that it shares showroom space and much more besides with the likes of the GT3, and we're not sure why there's this subtle difference between it and the Carrera 4S. It's not the extra power because that only comes into effect when the turbochargers kick in, which as the electronic boost gauge on the dash confirms, rarely happens below 4000rpm.

Reach a straight road, however, and floor the throttle and after the briefest of delays before the turbos spool-up to speed (this engine is from a time before VTG technology found its way on to

the Turbo), it accelerates with astonishing ferocity. However much you drive a 911 Turbo you will never tire of the thrill you get from this power delivery; although, in reality, there are few occasions when you can make full use of the power on offer; part of it, yes, but full foot to the floor hyperdrive, no, unless you want to lose your licence. A decade on from its launch and the 996 Turbo Cabriolet is a still a seriously quick car.

Despite its phenomenal performance, though, the Turbo remains an eminently easy and safe car to drive day in, day out. It's as refined and comfortable as the Carrera 4S (and with a similar fuel consumption, too; both cars will return 30mpg or better on a run), and it's a car that will eat up continents just as comfortably as it will

cope with a trip to the supermarket or a couple of laps of the Nürburgring.

Speaking of running costs, any 996 is reasonably affordable to live with, so long as you start with a good one (something we can't stress enough, especially in the case of Turbos), but the Turbo seems ridiculously cheap to keep on the road considering its supercar credentials. Independent Porsche specialist JZ MacTech (www.jzmachtech.com) quotes £361 for a Turbo's 12,000-mile service, which is just £72 more than for a Carrera 4S. A clutch change is a bit harsh at £1522, whereas the Carrera costs £955, but then that's not a job that has to be done very often. Brake servicing is similar for both models, as one would expect. Depreciation is hardly a factor with either a 996 Turbo or a

Carrera 4S, with good examples of both cars being in short supply and demand remaining high. In fact, we've seen prices of good Turbos rise slightly in recent months, while 4S values are sitting steadily.

One cost that is often, but unfairly, associated with 996s is that of the engine expiring due to an intermediate shaft bearing or cylinder bore failing. In reality, however, this is unlikely to happen but it is an argument that is often used in the Turbo's favour, as the Mezger engine doesn't suffer from any of the M96's over-egged problems. It wouldn't put us off buying a Carrera 4S but if you are concerned about 996 engine problems then there's no doubt that the Turbo is the better choice for you.

It's been said before, and we're not afraid to say it again – the 996 Turbo is the perfect everyday supercar. £27,000 will buy you a 2004 Cabriolet that's covered 70,000 miles, that's astonishingly good value for a car that cost nearly six-figures when it was new. Its beguiling combination of performance, handling, looks and outright usability makes it a hard act to beat for the money.

But where, then, does that leave the Carrera 4S? The Cabriolet we have here today is also a 2004 example with a similar mileage, but priced a full £10,000 less than the Turbo. That makes it immediately appealing to buyers with shallower pockets and, to our mind, makes it even more of a bargain than the Turbo. Sure, it lacks the

outright performance and handling finesse but so what? If you have less than £20,000 to spend on a Porsche 911, this is a great choice. It looks fantastic, drives beautifully and, let's face it, do you really need more than 320hp in an everyday sports car?

If money's no object then, of course, the Turbo is the car to opt for but if you can't stretch to that you certainly won't feel short-changed with a Carrera 4S. What's more, both these 911s are being flagged up as future classics by some pundits and we're inclined to agree. They are relatively rare and sought-after cars, in both Cabriolet and Coupé forms, and both offer a heck of a lot of Porsche for the money. Looking good has never been so affordable ○



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Car illustrated for sale



long-term fleet

Another new arrival, a partial goodbye and a case of the wrong car at the wrong track. Kind of.

1986 PORSCHE 924 S

Some of you will have seen the 924 S at track days or Porsche events, and if you have you will know that the car's appearance is not my first priority, not that I don't take some pride in keeping it clean. The good news is, like the SC, it photographs well; pictures hide a lot of sins, not that I set out to deceive.

The interior is in reasonable order, too, albeit barer after my impulsive pre-track day weight-saving session. This has left a few cables showing in the rear, so there is some work to be done there... and weight to be lost.

Occasionally I need to remind myself that this is a track car and performance modifications are king and not get carried away with vanity

projects. I am now at a stage where I have improved the handling and the engine is running really well so I feel that I can concentrate a little on making the car look a better. Not so much the exterior, but the touch points I see every time I drive it.

My Momo steering wheel, fitted at the start of the year, has provided far more than just aesthetic appeal, although it does look great... and racy. Almost too racy, along with the Cobra seats it has the appearance of a car belonging to someone who knows how to navigate a race track. I may not be a complete novice, now, but I believe the hardware in the car is a little better than me. In a car with no

rake or reach adjustment, and where the original wheel was very close to my knees, the MOD.07 sits further out from the dash and has essentially moved the wheel up giving a far better driving position. The slight downside is the finish, suede. Suede feels great and offers a greater level of grip than leather, but is a bugger to keep clean. I wear gloves nearly all of the time, but that still has not prevented patches of the material from becoming matted. Unlike Alcantara, which is synthetic and can be cleaned with baby wipes, suede needs greater care. Considering it has been a job I was ignoring for some time, with the correct cleaner, purchased from the supermarket, the

wheel cleaned up quickly. I am not certain whether the trade off of not wearing gloves will be worth it, weighted up against more regular cleaning. That is slightly immaterial at the moment as it is generally so cold that I won't want to drive the car without them.

A problem common to most 924s and square dash 944s, is the cracked dashboard, and mine is no exception. Given the time it would take to remove, repair and replace the dash I decided to buy a spare one and have a hack at that instead. I wasn't too worried about the condition when I ordered the replacement, but when it arrived I realised that mine wasn't so



bad after all, and wished I had been particular about the one I'd purchased. I was creating more work for myself than I would have had otherwise.

Having no idea how to repair a dash, I figured that I first needed to fill the cracks and then worry about finding some way of covering it.

The dash is made from some sort of card/plywood inner frame covered with a thin layer of foam and topped with the vinyl, which looking at it I can only assume is vacuum moulded on, to get the shape. Looking at the back of the dash it is easy to see why the ventilation system is not entirely effective; the air ducting is made from the same material as the inner frame,

stapled into place leaving clear gaps, which I assume releases a good share of the air that passes through them.

As part of the investigation process I began peeling back a section of the vinyl covering, and that escalated into a dash-peeling session, leaving me with a foam dash in next to no time.

Once skinned I began filling the dash with a PlastiDip foam, but this turned out to be more rubbery than foam when set and proved hard to shape. This left me at a loss as to which filling agent to try next. As much as I looked I could not find a foam-dash filler, somewhat unsurprisingly, so I bought an expanding cavity filler, for houses. I have only conducted a test

so far, but it fills the gaps and can be cut and sanded when dry. The more intricate areas may prove challenging but I believe I am on to a winner.

Originally I planned to buy a sheet of vinyl, heat it up and stretch and glue it in place, but without the proper equipment, I have a feeling that won't work. Instead I may get the dash flocked. Flocking covers the dash in a synthetic material, applied in strands, which gives an effect not unlike Alcantara. It has the added advantage of being none reflective and therefore will not show in the windscreen even in bright sunlight. When I have the chance I need to do a little more research into the flocking process, my

worry at the moment is the application method and whether the flocks, or whatever they're called, will stick to foam – but that is just speculation on my part. Right now, I need to concentrate on getting the rest of the dash filled and flattened out, as with painting the finish is only ever going to be as good as the surface underneath. The last thing I need is to replace my current dash with something that looks like the landscape for a model railway. I just hope I don't make too much of a mess, I would hate to come out of this flocked, although, I wonder if it works on heads?

*Matt Biggs
@PawnSacrifice*



long-term fleet

2002 996 TURBO

This month the Turbo has had a chance to show another side to its personality – the long-distance express cruiser. I've had a couple of weekends away from home that necessitated very early starts and lots of motorway miles, and though it shouldn't come as a surprise, I was impressed at how well-suited the Turbo is for this sort of journey. I've always considered the standard Porsche seat to be a bit too narrow and lacking in lateral support, but it's certainly comfortable enough to prevent backache after a few non-stop hours at the wheel. The heated seats are also very welcome on those cold, misty autumn mornings.

The car will lope along at the national speed limit on the motorway and return 28mpg if you're not too heavy-footed, though I got the distinct impression that it would be happier cruising along in triple figures; at one point we were running a little late and my wife turned to me to suggest I push on a bit, then caught sight of the speedo which was reading 20mph more than she expected! It's almost too easy to squeeze your right foot down to pass a dawdling car in front and find yourself at potentially license-losing speeds in an instant, even without changing down and waking the turbos. This car must be a monster on the autobahn.

The boot at the front will just about fit a suitcase but the spare wheel underneath the floor means the boot isn't especially deep, so you have to

be more careful in packing your luggage in there. There's useful space in the back seats to squeeze a few bags and other paraphernalia, and if you happen to be attending a wedding as we were, the flat parcel shelf under the rear window is especially useful for storing formal wear to prevent creases!

Not everything is so useful, though. The PCM1 stereo/nav unit wasn't exactly state-of-the-art back in 2002 and now the whole thing feels clunky and awkward to use. The sat nav maps are very dated and the directions have a tendency to arrive far too late. On one memorable occasion I was told to "turn left in 1000 metres" followed almost immediately by the command "turn left now!"

My car is fitted with the Bose sound system, which adds a subwoofer in the back and upgraded speakers that give reasonable sound quality. However there's no auxiliary input, which means no easy way of connecting my iPhone to the stereo. I've found forum threads from a number of people who've removed the PCM1 unit and fitted double-DIN Pioneer head units to their Turbos, using a genuine Porsche surround to keep the dash looking neat and tidy. I'm usually a big advocate of keeping the OEM sound system – no matter how good the install, aftermarket stereos always seem to look out of place – but the PCM1 system's drawbacks do have me tempted to replace it with something more modern. However, that's a

project for the future, so for the time being I'm going to buy a cheap FM transmitter widget to get tunes from my iPhone into the car stereo.

One casualty of piling on the miles in the recent wet weather we've been having are the wheels. They're looking a lot shabbier than they did when I bought the car back in the spring, and on closer examination it seems that water has got behind the paint, causing it to bubble and peel away from the wheel. All of the wheels have been refurbished in the past but clearly not to the highest standard, so that's another job to be addressed in the near future. I was hoping to find a cheap set of scruffy spare wheels to use while the originals are away being refurbished, but even on eBay the average price for a set of genuine Porsche hollow-spoke Turbo twist alloys is well over £1000, regardless of condition. If anyone knows of a cheaper alternative wheel that'll fit a 996 Turbo, please let me know.

Wheel woes aside, using the Turbo as my regular transport for a few days this month highlighted how easy it would be to live with as a daily driver, and in a way I'm sad that I don't use it in this fashion more often. However, Christmas is approaching and with it the need to visit a few far-flung relatives, so perhaps I can persuade my wife that we can use the Turbo as family transport this festive season.

Martin Spain
@MartinSpain





long-term fleet

1981 911 SC

With anything that I do regularly, I tend to have little rituals or routines and track days are no exception. The car is loaded with the tools required to cover most eventualities, my track apparel and fluids for the car and me. Right before I leave I pop to Waitrose for flapjacks for sharing and my free coffee. Before my last Bedford outing I was making my way, Americano in hand, back to the fully loaded 924 S when my phone rang.

A friend was calling to see what time I was heading up to Bedford. He told me he was leaving the Carrera 2S at home to give his M3 its first run out (I know) and wondered which car I was taking. News that I would be in

the 924 was met with disappointment. We had a brief debate about the merits, and potential perils, of each car. I was a little intimidated by the SC still and I held fast on my choice.

As weak and open to suggestion as I am, moments later I was home and transferring my track kit from the red car into the 911, just not the coolant. While I was concerned that the car wasn't quite ready for the track and, due to its reputation for being somewhat flighty beyond the limit, I was unsure if I was up to the job of driving it, to prevent further prevarication and the chance I'd wimp out, I set off.

Half an hour later and I was on the

M1 where I was stuck in stationary traffic. The clutch and first gear were both being temperamental, the car was heating up and with some time to think on it I was sure the engine was making odd noises. Having inflicted the 911 with a scorching case of Münchhausen syndrome the outlook was even bleaker as I could see, in the direction I was heading, cloudy skies. This was all Justin's fault.

Arriving at Bedford the clouds weren't looking too menacing, although I generally like to see the prospect of rain at a track day as a chance to better my driving skills, so rain isn't as bad as it may seem. The first surprise of the day, beyond my

being there in the SC, was the noise check. The rear engine layout means 911s always test high, having the engine, exhaust and air box all in the same location sends the dB meter digits north faster than the rev counter.

What did surprise me, setting those factors aside, was that running a stock engine and standard exhaust system resulted my little car registering 101dB! I had been told by friends that it was loud, I just didn't appreciate it was quite that loud. I will not apologise for it being awesome.

I cut short the sighting laps, and headed into the pits at the end of the first one. I wanted to ensure I got a pit box and had time to check over the



car and get my thoughts in order. Although the car felt good on the slower lap I was still a little anxious that I had never really pushed a 911 hard and the aforementioned reputation was playing on my mind.

Leaving the pit lane I felt nervous, like it was my first time, daft given the hundreds of miles I've clocked up on that track. I resolved to build my speed gradually, rather than trying to find the limit on the first hot lap. It was a plan that I managed to stick to, well, sort of. Even in sub-optimal conditions and at over 30 years old, the SC felt immense. I appreciate that I have rarely written anything to the contrary but the car continues to deliver, I am

smiling now just thinking about it. When I began to wind the engine up on the straights it was surprisingly quick against the modern kit, too. Although the proper kit, such as my friend's E90 M3 for instance, the difference was significant.

The brakes gave me a lot more service than I had expected, given they're stock and in need of a fluid change (and probably some new pads and discs) they performed admirably. I don't know if it was the lack of weight over the front axle but there didn't, at any point, appear to be any fade. While I didn't exactly monster the brakes they were pulling the little 911 up very quickly, I surprised myself with how

quickly I was approaching my turning-in points.

I don't know if it was the age or the reputation, but I was expecting far less in the handling department than the SC delivered. There is a series of corners at the end of the circuit, an odd sort of a hairpin, and it's something that I have always had problems with, but in the 911, I got the line dead on, and I only realised it when I looked at the footage afterwards. The steering is a marvel. The traction out of the corners was stunning, and quite addictive, feeling the rear of the car squat down and dig as it sets off toward the next corner.

I managed to take the car beyond

the limit on more than one occasion, when it got there it was surprisingly manageable. Now, I am not talking about gentle lifts mid-corner to ease the back out and then holding a drift through corners, but feeding in the throttle and feeling the back move, just a little, a bit of lock and then away.

It was an inspired move to leave the 924 at home, I thoroughly enjoyed taking the SC on track and it is definitely an experience I will repeat, although the 924 is up next. I certainly find the car less intimidating. I need another go. I wonder if there are any tracks open right now?

Matt Biggs
@PawnSacrifice



long-term fleet

2004 996 GT3 & 2010 997 GTS

I appear to have become the owner of two 911s. Apologies if you flipped to this page expecting to see 996 GT3 content but there's been an impromptu addition to the Wood fleet this month.

This time last month I was having a discussion with a salesman from another car manufacturer (with a blue and white roundel) about a further delay on a new high performance saloon that I had on order. I'm not one for patience so I cancelled the order and started hunting for another daily driver that I could get sooner. When you get permission from she who must be obeyed to purchase a new car you have to strike while the iron is hot.

Anyway, I've got no recollection of how I ended up looking at 911s (again!). I've got a feeling it started with an idle comment on Twitter, proceeded by some goading from messers Bovingdon and Gallagher and culminating with me putting a deposit down on a Meteor grey Gen 2 997

GTS. I admit it wasn't a hard sell. Once I'd had confirmation that the back seats of a 997 could realistically be used to get two young children to school, I was sold. That it looks like a 997 GTS and is a more sensible place to stick a pile of cash than the depreciating hunk of metal and rubber I previously had on order was a nice bonus. My five minutes of Googling prior to the purchase showed that prices of nicely spec'd GTSs had remained static over the last 12 months. In some cases even risen!

So what have I bought?

Basically a fully loaded, late 2010, manual, rear-wheel drive, 997 GTS. All 997 (sorry, but I feel the need to keep reiterating that this is a 997 as the 991 GTS has just been announced) GTSs benefit from what has to be considered a mega spec as standard. All variants receive the wide-body Carrera 4/S/Turbo/RS rear end, which puts it in great company alongside the

rare Sports Classic and Speedster models. Then there are the beautiful centre-lock RS Spyder wheels and the wider rear tyres. There's also a standard-fit sports exhaust, and the delicious Alcantara interior that covers the centre panels of the seats, the glove box, the doorcards and a myriad of other surfaces including the wonderfully proportioned sports steering wheel. And the power kit upgrade to the 3.8-litre DFI lump that brings the output up to 408hp. In fact the whole GTS package is stunning.

And that's before you get into the extras. Mine started out as a demo car at Swindon OPC so is heavily optioned. Bose stereo, adaptive sports seats, short shifter, full leather on all the parts the Alcantara didn't stretch to, sat-nav, heated seats, adaptive headlights, parking sensors, auxiliary music interface, the list goes on.

But there is one option above all others that I knew I had to have. It's

the one reason I picked this particular car, because it was the only one for sale in the country to have it. Yes I took the oldest, cheapest, highest mileage car on the market because it was the only one available with this option: the -20mm Sports suspension and locking differential. Oh yes!

Crazy maybe, but the price reflected the age and mileage and the rest of the car and the history stacked up nicely. And I really wanted that option. After driving the GT3 for so long with its wonderful Motorsport-plated diff, and currently suffering with a bonkers über-wagon without one, I knew I wouldn't be happy with a car unless I knew it had a good diff in it. It was my one must have. So it was simply a case of finding a car with one and then checking the rest of the car had been looked after to a reasonable level. As it turns out I needn't have worried with this one. The car had always been over-serviced and hadn't moved out of



the Dick Lovett group and the two previous owners had obviously looked after the car. It had four new tyres, new front discs and pads, new plugs and a major service all in the last few months. Even the PCM3 system had had the update that makes a full postcode search in the nav system possible. It had everything I needed, plus a few things I didn't, to make it the perfect everyday transport I had been looking for.

So after a couple of phone calls to clarify some of the history, a nifty private video of the car sent to me so I could see it in more detail, a bit of a haggle on the price and a deal was done. Seven days later I was winding my way back home, via Anglesey in my new set of wheels. Heated seats keeping the deepening winter chill at bay, the bi-xenons piercing the gloom caused by the ominous leaden skies and the Bose stereo drowning out the roar of the wide Continentals tearing at

the coarsely granulated surface of those fabulous Welsh roads. A 996 GT3 this is not.

FAB is still with me for now and over the coming months I'll try to put into words what makes both of these cars feel so special, yet so different. But for now I'm still in the getting-to-know-you phase with the GTS. During that first week and a half it performed flawlessly and has proven to be a great companion. The kids fit in the back (and enjoy it) and it's a hoot on the commute. The only thing I will say for now, and it's something I was warned about, is that even though it's fitted with the sports exhaust it's still a muted sound that is produced from the rear. Apparently Sharkwerks does some kind of bypass pipe that deletes the centre muffler from the exhaust and gives it a very GT3-esque sound. Oh no! Here we go again...

Jack Wood
@Jackwood

Jack has added to his 911 collection with this Meteor grey Gen 2 997





PORSCHE 964 CARRERA C2

My time writing for the fast fleet has run its course for now. The 964 is still being used for all journeys but as the roads start to be gritted I'll use it more sparingly and hopefully it'll be tucked up in its new heated garage over the winter months (that reminds me, I must order that garage door).

It's been a busy year. Whilst we've been extending both our home and our family, the 964 has been lower down the priority list on high days and holidays. Hopefully, in the not too distant future, time and funds will



allow a comprehensive refit and maybe the editor will find a few pages to let me bring an update to you.

Porsche has been riding high over the last 18 months or so with the 50th anniversary of the birth of the 911 and the celebration of all things 911 old and new. It's been fun owning the 964 through this period as it has emerged from the shadows of 911 history to become a favourite with enthusiasts who want the character of a classic 911 with the usability of a modern car.

What keeps my interest the most is

the driving experience. The 964 might not have the grip or acceleration of a modern 911 but all the elements are there; a torquey flat-six with an awesome roar, the traction and unique weight distribution of the rear engine that requires experience and skill to get the most from, and the classic lines of the original Butzi penned profile.

Owning an old Porsche has directly and indirectly linked me with a broad range of Porsche and car enthusiasts across the word and opened doors on experiences I couldn't have imagined

as a seven-year-old when a car mad uncle gave me a history of Porsche book, and especially not as a car mad teenager longing to drive.

In my driving career I have had many performance and sports cars and I hope to have many more but it is testament to the fun and involving 964 that I've not changed sports cars in over four years and can't see a time when I wouldn't have a 911, even if I had other cars. It is unique in automotive history and even a little snobbery, perceived or otherwise, can't

sully a reputation built on an engineering and racing pedigree such as Porsche's. Hopefully, Porsche's cars will still be developed by people who appreciate driving pleasure and try to deliver it with as little compromise as possible in the future.

Maybe you'll see me at track day, in the Scottish Highlands or lanes of Wales or even just driving to the office but I'll definitely be continuing to use and enjoy my 911.

Ben Bradley
@benb_7



1985 3.2 CARRERA

As the weather takes a dive for the worst, it's time to take stock of Carrera ownership. With shorter days, filthy roads and fewer motoring events at the weekends, it seems inevitable that the number of miles passing beneath the Carrera's wheels will reduce. As 911s such as these become ever more valued on the classic scene, no longer will you tend to see them smoking about as regular transport all year round. The thought alone of salt caking around the 911's already slightly crispy extremities brings me out in a cold sweat, and the option of leaving it all cosy in the warmth of its garaged air bubble is undoubtedly enticing. Why expose the car – and the wallet – to the ravages of winter?

Having said that, part of me hates taking that easy option; I really don't want to be a fair-weather classic car enthusiast, only driving their car for a



handful of miles every year and even then only so far as to the nearest manicured lawn where I can reflect smugly – and loudly – on its ever-rising value while quaffing expensive champagne. To which you might reply that I should have bought another 944 instead of the Carrera, or, perhaps, a 996. Actually, I narrowly missed out recently on a 996 Carrera that needed rescuing, an intriguing thought.

As I reflect on this driving downtime I admit I've been thinking a lot about the early water-cooled Porsches. It might be nice to drive a Porsche where the opening line of everybody you meet isn't 'I can't believe how much these have gone up in price recently'. It can't be denied that the classic car boom has enabled a lot of poorly old cars to receive the kind of financial investment that previously wouldn't have been viable, but it's also put a

vast number of cars beyond the reach of real enthusiasts – the kind of people that would actually want to drive them.

I would – as you probably do yourself – consider myself to be a 'real' enthusiast, and yet as the opening paragraph proves, I'm not beyond taking the easy or sensible option. With the sort of values being talked about in the Porsche world during the current era, it's impossible not to find certain considerations coming to bear. It's the same at other end of the scale, of course. A friend who owns a genuine Carrera 2.7 RS battles with his own mind as to whether he can continue to put the miles on his car. He uses it energetically, takes it to events and appears in magazines. He even let me drive it around a large chunk of Wales once. But you'd have to be a robot or a billionaire not to feel the pressure when the car has more than

quadrupled in value to around – how much is it this week? – half a million quid. It's the same reason why today you rarely see a 964 RS at a track day, and why the same process from talking to those in the know is starting to happen with GT3s. Imagine a world where there are no GT3s at a premium track day: what will everyone drive?

Thinking back to the 3.2, the off-season provides a chance to make some long-term plans for the car. There is a school of thought gathering momentum that suggests some form of wide-reaching modification should take place, on top of the restoration that's planned. Should this be a Club Sport replica, or something at least inspired by Porsche's return to the hardcore 911 in 1987? Or do we turn the clock back even earlier and think about the 1974-1975 Carrera? Of course there'd need to be a bit of

artistic license applied to the mechanical specification, but aesthetically, there's no reason why a very convincing 'tribute' couldn't be created. Then again, we could just try and turn it into one of the nicest 915 3.2s around.

I suppose the bottom line is that cars mean different things to different people. I love the mix of characteristics found in the 3.2, but if asked what my favourite impact bumper 911s are, I would undoubtedly trade some of the refinement and high speed stability for something a bit more raw and revvy – like a Carrera 3.0 perhaps, now that's a car to make you grin on a cold November morning. I'm still not sure I would brave the salt in it though. I'm off to take a look at 996 Carreras in the classifieds...

Adam Towler
@AdamTowler



997 Carrera GTS (2010-2012)

The 997 Carrera GTS offered exceptional value for money when new and has gone onto be a sought-after used model, but what does the future hold for this run-out special?

The 997 was the last proper 911, according to an esteemed colleague. "Ah, but that's been said many a time over the years when a new 911 has come along," I countered. "But it's different this time," he insisted. And, do you know what, I think he is right. As great as the 911 is, it just doesn't feel like a 911 anymore. The 997 retains that mechanical feel, light front end, precise steering and slight quirkiness that has been part of

the Porsche 911 DNA since 1963, and now it's gone; which makes the 997 very special in my book.

However, to misquote Orwell, some 997s are more special than others and of our favourite all-round 997 has to be the Carrera GTS. At the time of its launch in 2010, some pundits dismissed the GTS as mere badge engineering in order to shift the last few remaining 997s before its successor came along. But they were wrong, very wrong. It was, in fact, a

re-engineered Carrera that was halfway to a GT3 but so much more useable as a daily driver, with a high level of standard equipment at a price that was hardly more than a basic Carrera. Key to the spec was the 408hp Powerkit engine upgrade (an £8000 factory option for regular 3.8-litre Carrera S models), the wider body and rear track usually reserved for the Carrera 4, stiffer springs and anti-roll bars and revised PASM settings. There was also 19-inch RS Spyder centre-lock wheels,

not to mention a cockpit liberally clad with Alcantara. It was a winning combination that was offered in Carrera, Carrera 4 and even Cabriolet forms. However, what sold the GTS for many was that it boasted exactly the same running gear as the exotic Sport Classic but for half the price and without the ducktail spoiler and domed roof, and was readily available at any Porsche Centre.

Readily available it might have been, but the GTS came towards the end of





the 997's life so relatively few were sold, making it quite a rare beast today. At the time of writing, just 26 examples of the GTSs were for sale compared to over 470 997 Carreras. That makes the 997 Turbo seem common with 108 examples for sale at the same time, and there were even 42 GT3s offered in the market. For the record, there were also a hefty 254 991s listed.

That rarity, added to the GTS's attributes as a great driver's car, has had a positive impact on values. There are also plenty of others that see the 997 as the last true 911 and the GTS as the last and best of the 997s (GT3s and RSs excepted), which adds to the model's attraction. Today, typically, a GTS carries a £10,000 premium over an equivalent 997 Carrera S, and that

demarcation is set to continue, says Porsche specialist Paul Stephens (www.paul-stephens.com): "It's a modern 911 so it will drop in price over the next year or two, but I think there will always be a differential between the GTS and other Carreras. So, for instance, when a standard 997 is £20,000, a GTS will be £30,000."

Paul goes on to say that residual

values will, to an extent, depend on what happens to 991 prices: "The 991 will soon drop below £50,000 and for some buyers, a 997 will look dated compared to a 991. That said, those in the know, will choose the GTS for its driving appeal, as the 991 feels a bit dull in comparison."

However, is Paul being a little pessimistic with regard to GTS values?

"There will always be a differential between the GTS and other Carreras"







2010-2012 997 CARRERA GTS/4GTS

2010: The final 997 series 911 could possibly be the best. Carrera GTS is available as either a Coupé or Cabriolet and mixes the Carrera 4 body with rear-drive running gear; 408hp 3.8-litre Powerkit engine fitted as standard. Six-speed manual or seven-speed PDK are both available, and PCCB is optional. 19-inch RS Spyder design wheels are standard and the GTS also features a SportDesign front bumper and deeper side sills. Inside is a mix of leather and Alcantara with a new SportDesign steering wheel also as standard. Rear-seats are optional. **2012:** Porsche had time for one last 997 swan song: the Carrera 4GTS. As its name suggests, it was a four-wheel drive version of the Carrera GTS. This really was the last very 997.

Model:	Track	Weight	Engine	Hp	Torque	0-60	Top speed
	(f/r mm)	kg	cc		(lb ft)		(mph)
Carrera GTS	1488/1548	1420	3800	408	310	4.6/4.2	190/189
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188

Considering their rarity and desirability, there's a possibility that prices will remain higher than he suggests, especially as GTS owners are likely to cherish their cars somewhat more than some 997 owners. Yes, values will drop but we're willing to bet that you'll struggle to find a GTS for less than £40,000 in two years time

Someone who has discovered the magic of the GTS is serial Porsche enthusiast Stephen Percival who has a

2012 Carrera 4 GTS with PDK and an enviably high specification. "I bought it from Paragon and, at the time, it had three in stock so I was able to try a GTS and a 4GTS, and much preferred the latter. It just feels so anchored all the time and is great fun to drive. I plan to keep the car for a long time, and I never thought I'd say that about a 997. I've tried a 991 but it was just too big and the GTS feels so much more special in every way."

Stephen isn't worried about residuals because he has no plans to sell the car but he agrees that a GTS will hold its value well: "They seem to have gone up in value a bit over the last year but you have to be realistic – they will depreciate but not to the extent of normal 997s. In ten years time, who knows, they may even go up in value, which would be nice."

That's a long time to wait, though, but meanwhile a 997 Carrera GTS –

two or four wheel drive – makes a lot of sense as an everyday sports car. Sure, it will depreciate, but not as much as a regular 997 Carrera S will and certainly not as much as a 991 or other nearly new cars. Which, combined with the fun you'll have owning and driving one, makes it a very tempting proposition. Especially if you consider it to be the last and one of the best 'real' 911s! ○

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Frankel's Monster

Over 50 years of production has resulted in some truly remarkable 911s, so Andrew Frankel attempts to imagine his perfect example using the very best of 50 years of development.

Photography: Andrew Morgan

I am a modern Dr Frankenstein, a man of unlimited resources and no shortage of imagination. Grave robbing is more frowned upon these days and creating new life from old corpses is so last century, but nevertheless I feel I have one last monster left in me. What better raw material to draw up than 50-plus years of the 911? What components from which cars would you choose for your ultimate 911?

Before we go further I'll say now that I know what I'm suggesting is not actually possible and that even if it were the resulting car would be a hideous caricature of what was originally intended. But it didn't stop my illustrious forbear then and it's not stopping me.

We start as all car designs do with a wheelbase. We are blessed to be able to choose from four: the original, the 1967 extension, the further lengthening brought by the 996 and the current wheelbase which, while stretched a massive 10cm over even the 996/997, is still shorter than that of any contemporary rival. Which to choose? The longer the wheelbase, the more stable it will be and the better ride it will have. However, the shorter the wheelbase the more agile it will be. The twitchiness that used to plague original 911s will be sorted out by modern tyres and the suspension, which we'll come to later on.

Next we have to decide the material we'll build it from. This should be simple as it is well known that, until the current generation, all 911s were

essentially made from steel, and while I would like to carbon-clad my creation, that's not within the rules: it has to be something that was on a road 911 from the past. It may be well-known, but it's not actually correct. When Porsche built the 911R, it made 20 steel production cars, three glass fibre prototypes and one – just one – from aluminium. So that's what we'll be using now.

Now the big one: which one of the many dozen flat-six motors should power it? Should it be air-cooled, normally aspirated or turbocharged? I can rule out all turbos for a start: whatever they add in sheer grunt they more than lose in throttle response, rev range and noise. For ultimate grunt it should be the 4.0-litre Mezger unit from the last GT3 RS as it is the most gutsy atmo powerplant ever to sit in the back of a 911 intended predominately for road use. The other candidate is the 305hp motor from the 2.8RSR, which is probably the most thrilling. However, I'm going to choose a modest 300hp, 3.8-litre motor, as found in the back of the 993RS. So far as the non-turbo cars go, this was the ultimate air-cooled engine for production cars and the die-hard old traditionalist in me thinks this car has to be cooled by what you breathe rather than what you drink. Bursting with torque, blessed with one of the finest voices of any car and utterly reliable over massive mileages, every single thing I want from a 911 can be found here.

A tricky subject next. Which transmission? So

many to choose. We can rule out all two pedal options from Sportomatic to PDK and, sadly the current seven-speed manual despite the recent improvements. Four-wheel drive is clearly out of the question, too. The perverse part of me wants to choose the piggish 915 gearbox that drove all 911s from the late '60s to the late '80s but if you're going down that road, why not go the whole hog and choose the original 901 which is even more obstructive and at least comes with the benefit of first and not fifth being on the dogleg which is how it should be for all five-speed transmissions. These gearboxes may be awkward but in much the same way as an early 911 chassis, its weaknesses actually improve your driving by forcing you to drive smoothly if you're to get the best from it. But in fact my choice is still current (albeit not in a 911) – the six-speed manual that is still found in the Boxster and Cayman. For the well-oiled slickness of its still clearly mechanical action, I don't see how it could be meaningfully improved.

We'll turn to steering next: should it be assisted by electrics, hydraulics or nothing? Anyone who's driven an unassisted 911 will know the answer to this. With little weight on the nose there's no need for power assistance, particularly in a car as light as my creation and you don't even need a particularly slow rack. So I'm taking the steering from a 1972 2.4S I once drove which told me about conditions underfoot as clearly as if my own hand had been



*It's almost worth having a sunroof
just to see how long it takes people
to locate the switch that operates it*

running across the surface of the road.

Suspension is a tricky subject, because there's so much ground to cover from the early cars with their semi-trailing arms to the modern electronically controlled configurations. But to me one car stands clear, treading the line between stability and agility to perfection, providing the ride quality all 911s need to fulfil their primary role as all-purpose, everyday weapons with the body control to make it work equally well on road or track. That car is the second generation 997 GT3 RS. The crucial difference between it and 911s of its own and other eras, is its wider front track that eliminates the understeer present in almost all its forebears.

As for the wheels, there have been some very pretty examples over the years, not least the telephone dial magnesium split-rims of the aforementioned 993RS, but clearly the Fuchs alloy is in a league of its own here, particularly when swollen to 9- and 11-inch widths as used on the 2.8RSR of 1973. Its 15-inch diameter rather limits what brakes can live behind it but that's no problem: this car is light and in no need of being saddled with the unsprung mass of vast discs.

So the RSR's ventilated, perforated discs, also known as 917 brakes, will suit very well.

Now the interior. Here I'd like the cabin of a '80s G-series SC or Carrera but with the mechanical dials of a '70s car, perhaps those of a lightweight '73 RS, which comes with the added refinement of a 180mph speedometer and the deletion of the clock. No-one driving this car should be wondering what time it is. It's an odd combination but one I know from experience works. You want the later cabin because the seats are so much more supportive and the switchgear even more unfathomable. It's almost worth having a sunroof just to see how long it takes people to locate the switch that operates it.

You don't really want the heater controls from this or any earlier era of 911 but I'm not sure we can separate out such a small component. Besides, SCs have fresh air vents in the dash that actually work quite well. But the instruments have to be from an earlier car as the electronic speedo used in SC and Carrera is cluttered and inelegant. By contrast, you'll never see a clearer set of clocks than those fitted to a pre-SC car. I would have the rectangular four-spoke

steering wheel from that era, too.

We're getting into the finer details now. The rear spoiler is almost too obvious to mention – it has to be the Burzel from the 2.7RS and while we're there we'll have the front air dam too. Side decals are more difficult. I was going to have none as I thought anything else would be inherently inaccurate. But then I remembered the simple 'Porsche' legend used on racing 908s and the featherweight 911 R.

I notice now I've included nothing from the current 991-phase 911, a car I greatly admire. This is not an intentional slight but perhaps symptomatic of the newness of a car whose best versions lie ahead of it. Maybe I'll take a current colour. I've always liked a 911 in Guards red ever since my dad's '84 Carrera was so painted and you can still get it, though I've probably admired Viper green more than any other, and that's not in the current palette. It certainly can't be white: the 2.7RS is the only 911 that ever got away with wearing that. Red it is then, meaning something has been included from every generation of 911 – for a car that's endured for half a century we probably shouldn't have it any other way ●





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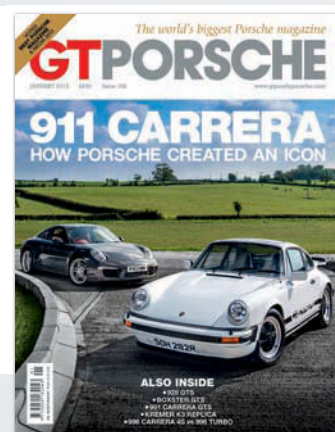
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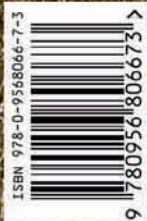
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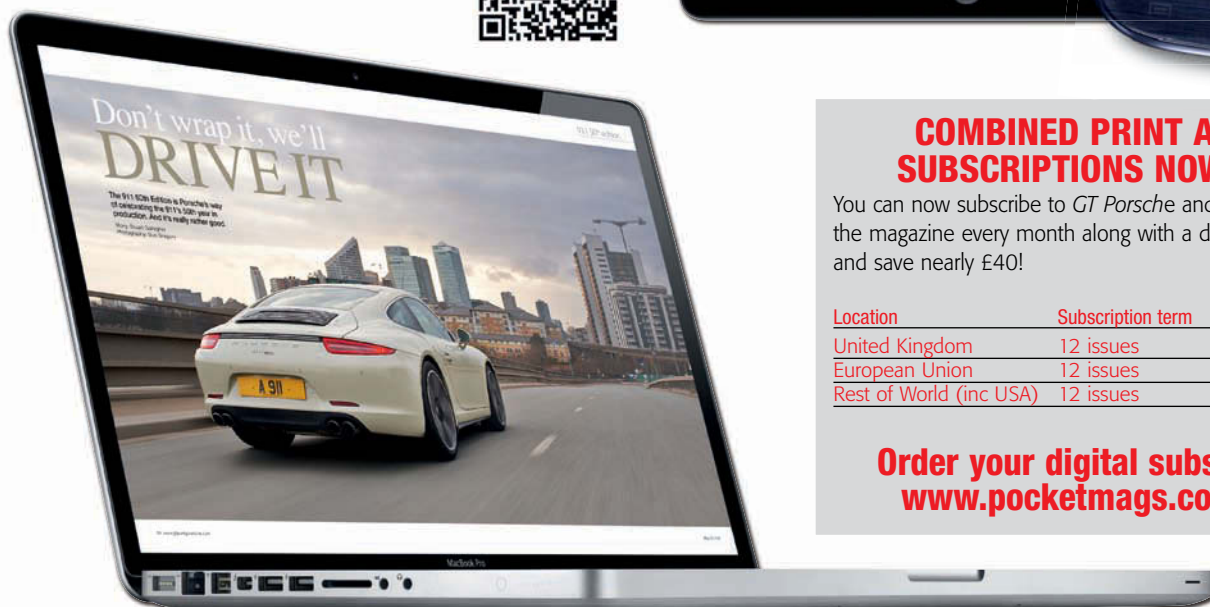
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GMÜND COUPÉ/356: 1948 – 1964

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

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
'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 European emission laws.

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

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

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

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

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

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

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



911: 1963 – 1989

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

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

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

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

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

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

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

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

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

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



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

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

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

I-Series – 1975 to 1976: 1976MY – **Significant developments:** Bodies now zinc-coated,

galvanised steel. Bosch K-Jetronic fitted to all models. Sportmatic now only three-speed, not four.

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

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

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

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

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

developments: Cabrio rushed into production and launched following successful design study.

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

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

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

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

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

Carrera New H-Series – 1986 to 1987: 1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio. **Carrera New J-Series – 1987 to 1988:**

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

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

964 (1989 – 1993)

1988 to 1989: 1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:**

1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa

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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 would provide a fuller torque curve, while at higher engine speeds the shorter induction length delivered higher peak power outputs.

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	TOP SPEED (mph)
Carrera 2/4	1379/1374	1350/1450	3600	250	228	5.7	162
Carrera 2 RS	1379/1380	1250	3600	260	240	5.3	162
Turbo	1442/1448	1470	3299	320	332	5.0	168
3.8 RS	1440/1481	1210	3746	300	266	4.9	168
Turbo 3.6	1442/1448	1470	3600	360	383	4.8	175

993 (1993 – 1998)

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

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

1995 to 1996: 1996MY – **Significant developments:** VarioCam engines announced and up both power and torque; revolutionary sliding glass-roofed Targa introduced. Lightweight, 430hp, rear-wheel drive, homologation special GT2 launched. It's the most powerful and fastest 911 production road car ever built. **1996 to 1997:** 1997MY – **Significant developments:** 430hp Turbo S offered as run-out model with 450hp factory engine upgrade also available. Turbo-bodied Carrera 2S built alongside Carrera 4S, but two-wheel drive obviously. It's the last rear-wheel drive, air-cooled 911.

1997 to 1998: 1998MY – **Significant developments:** An end of an era. Production of the all-wheel drive Carrera 4 and Turbo continues until July 1998 but when the last car finally rolls off the production line (a Carrera 4S) it marks the end of air-cooled 911 production after 35 years. The purists aren't happy, but it signifies a new dawn for Porsche.

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

996 (1997 – 2004)

1997 to 1998: 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **996 – 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 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174

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Polar Silver • Blue Leather Fully Electric Seats
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Carrera White • Black Leather Sports Seats
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S II wheels • Sport Chrono Pack • 17,808 miles
2010 (10)
£28,995



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Meteor Grey • Black Leather Seats • 19" Turbo
Wheels • Sport Chrono Pack • 76,557 miles
2007 (07)
£17,995



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Navigation • 19" Carrera S wheels • 51,789 miles
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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 – 2008

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled 'boxer' engine. More evolution than revolution, the second-generation water-cooled 911 has a hint of 993 look about it and was available with two engine options. 997 ownership began with the 321hp 3.6-litre Carrera, with the majority of customers opting for the more powerful 355hp Carrera S.

Porsche Active Suspension Management (PASM) was standard on the Carrera S and allowed the car to play at continental GT cruiser one minute and Nordschleife slayer the next. Interior quality improved over 996. Turbo and GT3 models were even better than their predecessors, with the Turbo introducing Variable Turbine Geometry and Porsche Traction Management, while the GT3 got traction control! When Porsche combined these two models' philosophies the GT2 was built. At 530hp and 204mph it is the most powerful and fastest Porsche 911 to date. The Targa offered hatchback practicality – and four-wheel drive – and a big glass roof at the expense of ultimate driver involvement.



911: 2008 – 2012

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled engine with Direct Fuel Injection and VarioCam Plus; normally

GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

New 996 – 2001 to date: 2002MY – **Significant developments:** Second-generation 996

introduced. Engine capacity grows to 3.6-litres, power increase to 316hp. Turbo's trip computer standard across range, as are Turbo headlights. Cup holders fitted for first time. New Carrera 4S introduced with Turbo brakes, suspension and wide-body. 996 Targa model launched with retractable sliding glass roof. **996 2003 to 2004:** 2003MY – **Significant developments:** GT3 returns with

381hp while the GT3 RS has the same power but weighs 20 kilos less thanks to carbon fibre body panels and a plastic rear window. Turbo and Carrera 4S launched as a Cabriolet models, GT2 gets

power hike to 483hp. 0-62mph time drops to 4.0 seconds, top speed climbs to 198mph. **996 – 2005:** 2005MY – **Significant developments:** The 911 Turbo S makes a return and signals the

beginning of the end for the 996. 450hp and PCCB come as standard.

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.

Porsche Active Suspension Management (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 the top speed. **2009:** 2009MY

– Eagerly awaited Generation-two 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, Direct Fuel Injection, twin VTG

turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic

and Porsche offer 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 also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt Motor Show. 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 all options. **2010:** 2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-

shift, PCCB, dynamic engine mounts, Sport Chrono Package Turbo and Torque Vectoring are all

standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS

is the most powerful production Porsche the company has ever built. Based on the GT3 RS it features

further aero dynamic tweaks and recalibrated PASM, Traction and Stability control systems. 3.6-litre

engine is the final swan song for the Hans 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

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aspirated and turbocharged. Six-speed manual gearbox fitted as standard, seven-speed PDK, double-clutch gearbox optional. Porsche shows its green credentials by introducing its cleanest car to-date, claiming a 3.6 Carrera fitted with a PDK gearbox will return over 29mpg.

This heavily revised flat-six engine should prove more reliable now the intermediate shaft is no longer needed, but some of the soul has gone AWOL when it comes to the flat-six's voice. PDK is a revelation, despite some complaining about the up/down buttons being the wrong way round. Although this is easily rectified with the optional paddle-shift controls.

The 911 line-up expanded like no other series under the 997. Along with the regular Carrera, Targa, Turbo and GT models Porsche introduced four-limited production models – GT2 RS, GT3 RS4.0, Sport Classic and Speedster.

The second-generation 997 Series was Porsche's most expansive line-up of the 911 in the car's history with 22 'basic' models having been introduced. Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, GT2 RS and GT3 RS4.0) and 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 use the wider body first introduced with the four-wheel drive models. 12 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.



991: 2012 – TO DATE

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. The 911 has always innovated and the 991 was no different. 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 latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

There is much to praise about the 991, however. Both engines are a delight to experience, full of zing and guttural grunt. The more powerful, 400hp 3.8-litre has an epic performance reach, but it's the 355hp 3.4-litre that is the sweeter engine. For the first time we'd also consider PDK over the manual gearbox, the latter not as slick nor as precise as its predecessor. Although PDK only makes sense with the optional paddleshift controls.

If you opt for either the GT3 or Turbo models PDK is your only option. Many still haven't picked themselves up off the floor upon hearing that news. Porsche claims the double-clutch is not only quicker and more efficient, but it's what the customer wants. The problem many have is that the 911 was the last bastion of the truly wonderful manual gearbox, and now it's gone from the likes of the GT3 and the Turbo it feels like a chapter has closed when we were still left wanting for more.

and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed the kilos as do the plastic rear and rear quarter windows. Only 500 built, and all sold out 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 available, PCCB standard and Pure blue paint or white the only colours. Windscreen is 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 running gear; again the 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK are both available, and PCCB is optional. 19-inch RS Spyder design wheels are standard and the GTs also features a SportDesign front bumper and deeper side sills. Inside is a mix of leather and Alcantara with a new SportDesign steering wheel also standard. Rear-seats are optional. **2011:** Just when we thought Porsche was done with the 997 along came one more derivative. A 500hp, normally aspirated 4.0-litre flat-six engine with a crank lifted straight from a GT3 R. The car weighed 1360kg and had aero dynamic add-ons designed specifically for the Nürburgring. Everything about the 4.0RS was extreme. It cherry picked the very best bits from every 997 that had gone before it to produce the ultimate in rear-engined driving thrills. It's unlikely we'll see anything of its kind again. **2012:** Porsche had time for one last 997 swansong: the Carrera 4GTS. As its name suggests it was a four-wheel drive version of the Carrera GTS. This really was the last 997.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62* 6sp/7sp	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	5.1*/4.2	179
Carrera S	1486/1516	1425	3800	385	310	4.3*/4.1	187
Carrera 4	1488/1548	1470	3614	345	285	5.0*	177
Carrera 4S	1488/1548	1480	3800	385	310	4.7*	184
Carrera GTS	1488/1548	1420	3800	408	310	4.6/4.2	190/189
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188
Targa 4	1488/1548	1530	3614	345	285	5.2*	176
Targa 4S	1488/1548	1540	3800	385	310	4.9*	184
GT3	1497/1524	1395	3797	435	317	4.0*	194
GT3 RS	1509/1554	1370	3797	450	317	3.8*	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.6* (3.2**)	194
Turbo S	1490/1548	1585	3800	530	516	2.9**	195
GT2 RS	1509/1558	1370	3600	620	516	3.5	205
Sport Classic	1492/1550	1425	3800	408	310	4.6	187
Speedster	1492/1550	1540	3800	408	310	4.4	190

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

991 (2012 –)

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, a lighter body and more technology than a 911 has every seen. The direct fuel injection engines are carried over from the 997 generation of cars, so to is the seven-speed PDK gearbox. However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the slick-shifting six-speed manual. Other mechanical highlights include the option of Porsche Dynamic Chassis Control (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 911 generations. The Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, the 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, the four-wheel drive variants were equipped with a multi-plate, electronically controlled version of Porsche Traction Management. As with previous Carrera 4 models, the rear of the car was 44mm wider than the two-wheel drive derivatives. At the Geneva Motor Show in March Porsche revealed the new 911 GT3. Those who thought the 991 was a controversial 911 could barely speak when the specification of the new GT3 was announced. Out went the Hans Mezger 3.6-litre engine and in came a 475hp, 3.8-litre direct injection engine based loosely on the Carrera S's motor. This was just the beginning. No manual gearbox would be offered, instead only a heavily revised PDK unit would be fitted. There was also active rear-wheel steering, electric power steering and, for the first time the GT3 was no longer a narrow bodied car, its shell now taken from the wider Carrera 4. Soon after the GT3's announcement came the details for the new 911 Turbo. Well, two actually. The 991 will be 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 are 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.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175
Carrera S	2012	1395	3800	400	325	4.5	188
Carrera 4S	2012	1445	3800	400	325	4.5	185
GT3	2014	1430	3799	475	325	3.5	196
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.

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:** Bodysell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. **Le Mans SE** model offered; **1981:** Carrera GT introduced. Kurzahls fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter uprated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard; **1983:** Turbo's spoiler becomes standard. Front anti-roll bar uprated to 21mm; **1984:** 924 gets 944 tilt-slide roof mechanism; **1985:** 924 replaced by 924S; **1986:** 924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned; **1987:** Rear axle strengthened; **1988:** 924 gets 944 engines. Power steering standard. **Le Mans SE** launched.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
924	1976 to '78	1080	1984	125	122	9.9	125
924	1979 to '85	1130	1984	125	122	9.9	125
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



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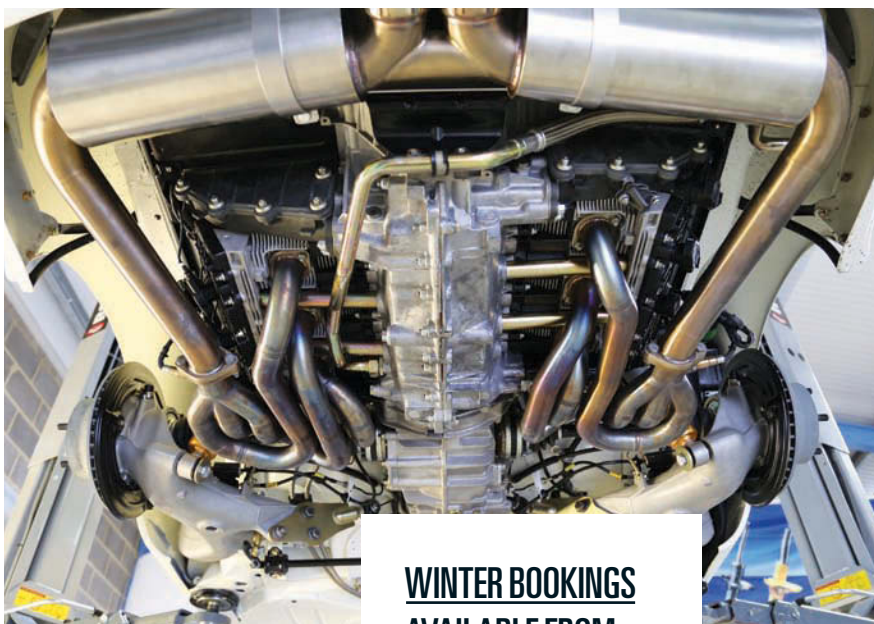


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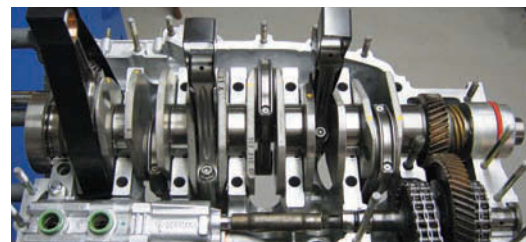
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928: 1978 – 1995

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



944: 1983 – 1991

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



959: 1988

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

production begins in Jan 1989, Cab in July; **1990:** S2 Cabrio launched (70kg heavier than Coupé); **1991:** Turbo Cab launched, airbags standard on European Turbo models.

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

959 (1988)

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

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

968 (1992 – 1995)

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

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

Boxster 986 (1997 – 2004); 987 (2005 – 2009);

2009 – 2013); 981 (2013 –)

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 3lb 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.



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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-esque looks drew criticism from press (and 911 owners!), but sublime chassis and instant responses 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. Boxster S is now serious contender for the only Porsche you'll ever need. Superb chassis dynamics provides Boxster with serious point-to-point ability and rewards are purer for some than current 911s. 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's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

With the old Boxster still at the top of the roadster pack, Porsche needed to do little to the driving dynamics to keep the new model fresh. However, like it did with the 997, Porsche has achieved the impossible and made an almost perfect car even greater. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 saw the introduction of the lightest Porsche road car: the Boxster Spyder. Weighing 80kg less than the Boxster S on which it is based it's been on a extreme diet. The electronic hood is replaced by a canvas rain cover saving 21kg. The doors and front luggage lid are aluminium and the interior has been comprehensively stripped with no radio, air-con, cup holders, door pulls and door bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level. Replacing the original Boxster was never going to be an easy task, but in the 981 it appears Porsche managed to do just that.



BOXSTER 981: 2012 –

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. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and 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. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports car packages you can buy.

The 2.7 needs enthusiasm to extract the most from it and if it was our money we'd go for a 3.4S straight-out-the-box with only a slippery diff the essential extra to take full advantage of the car's sublime chassis.

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.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2012 –	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 –	1320	3436	315	265	5.1	173

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.

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

*manufacturer's claim

Cayenne (2003 – 2007; 2007 – 2010; 2010-)

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 for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air



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CAYMAN 987: 2005 – 2013

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

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



CAYMAN 981: 2013

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

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

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



CAYENNE: 2003 – 2010; 2010 – TO DATE

Five-door, front-engined SUV. A Porsche SUV? Yes, Stuttgart's finest leaps off-road with the V8-engined Cayenne. Mid-level S model is the best all-rounder, the twin-turbocharged Turbo models are plain silly. Six-speed manual and six-speed Tiptronic S gearboxes available. Sophisticated air suspension is standard fitment on Turbo models, optional on S and V6, and allows driver to control ride height and damper settings. Off-road ability is impressive, but not as impressive as how the Cayenne manages to hide its near

suspension optional. V6 is also fitted with smaller brakes; **2006:** 2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos; **2007:** 2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009:** 2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model. **2012:** The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior. **2013:** Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque clichés.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 –	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 –	2100	2967	240	405	7.8	135
Cayenne S	2010 –	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 –	2240	2995	380 ¹	427 ¹	6.5	150
Cayenne Turbo	2010 –	2170	4806	500	516	4.7	172
Cayenne GTS	2012 –	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 –	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 –	2195	4134	382	627	5.7	156

¹ when combined with electric motor, 333bhp and 324lb ft without. * 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 from and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.

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

Panamera: 2009 – 2013; 2014 – To Date

Panamera S, 4S, Turbo – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009** – 2010MY 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, both engines feature Direct Fuel Injection (DFI) and VarioCam Plus one-sided variable camshaft management with adjustable valve lift, both engines meet EuroV emissions; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with Porsche Traction Management and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne SUV, but PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with Porsche Active Suspension Management (PASM) standard on all models, self-levelling adaptive air-suspension standard on Turbo. Porsche

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2.5-ton bulk and drive like a well-sorted saloon car.

The face-lifted Cayenne arrived in 2007 with DFI engines and improved looks. 2008 marked the arrival of the GTS which combined the Turbo's looks with the normally aspirated V8 engine of the S model hooked up to a gearbox packed with shorter ratios. It went on to be the most popular model in the range, along with the first Porsche diesel production car which arrived in 2009; quickly followed (in more ways than one) by the 550hp Turbo S.

The all-new Cayenne arrived in 2010 with a new look and an improved interior design and is the first Porsche production car to offer Hybrid Drive. New eight-speed Tiptronic S gearbox and improved Porsche Traction Management replace heavy low-ratio transfer box. The new Cayenne is lighter, more efficient, better looking, equipped and built than its predecessor.

2013 saw the Cayenne range expand with a new petrol-engined V8 GTS model and an even more powerful Turbo S variant. The best of the bunch, however, was the new S Diesel. Using a twin-turbo-charged, 4.8-litre turbo diesel engine in some eyes it renders ever other Cayenne model redundant with its mix of fuel sipping economy and mighty power and torque – on paper it's as quick as the GTS, on the road it's a similar story too.



CARRERA GT: 2003 – 2006

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



PANAMERA: 2009 – 2013

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

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

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

Stability Management comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. Porsche Dynamic Chassis Control (PDCC) and Porsche Ceramic Composite Brakes (PCCB) optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for the rear. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.

2010 – 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6, is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional. **2011 – 2012MY** The Panamera many were waiting for (well, in Europe at least) arrived in time for the 2012 model year in the shape of the Panamera Diesel. The 3.0-litre V6 turbocharged engine is donated by Audi and produces 250hp and 405lb ft of torque through an eight-speed Tiptronic S gearbox with drive only to the rear wheels. The specification is on par with a V6 petrol engined Panamera with steel springs and gas dampers standard, PASM and air both optional. An 80 litre fuel tank is standard, providing a 745-mile range, the optional 100-litre tank providing 894-miles before refills. Along with the Diesel Porsche also added another fuel miser to the Panamera range in the guise of the S Hybrid. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine that produces 333hp and 324lb ft of torque, this is then connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor and these are charged via the engine and regenerative sources such as braking. Drive is to the rear-wheels only and via the eight-speed Tiptronic S gearbox. Standard spec is somewhere between an S and a Turbo model with both PASM and air-suspension both standard equipment; 19-inch wheels are standard. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. The anecdote to Porsche two fuel sipping, CO2 friendly Panameras came in the form of the Turbo S – a Panamera Turbo would up to 11. The pair of turbo-chargers get lighter vanes made from a mix of titanium and aluminium allowing for a 30 percent reduction in spool-up time and the ECU has been remapped. Peak power climbs 50hp to 550hp and torque to 553lb ft in standard trim, or 590lb ft in Sport Plus mode via the standard Sport Chrono Package. 20 inch wheels are standard and the front and rear wheels are half and one inch wider. PDCC (Porsche Dynamic Chassis Control) and PTV+ (Porsche Torque Vectoring plus) are standard as is a electronic locking differential. Side skirts and a painted rear spoiler are standard and Agate grey exterior paint is exclusive to the model. Inside 14-way adjustable seats are standard. **2012 – 2012MY** Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo's four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive is the only configuration along with the seven-speed PDK.

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

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

2013 – 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that's more powerful than the V8 it replaces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 stil lprops up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and battery pack that can store five times the energy. And if that's not enough, the E-Hybrid is also a plug-in hybrid which means you can charge the car while you're at work, asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's PDK for all the models bar the Diesel and S E-hybrid, which get the 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

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918 SPYDER: 2014 –

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



MACAN 2014 –

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

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

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

Porsche's decision to build the Macan is not just to piggy back into an established growing market, it is serious about its latest addition to the model range. How so? Rather than share production resources with other VW Group brands also building similar cars for the same market, the Macan will be built exclusively at Porsche's Leipzig factory, which has undergone a €500 million investment and now includes a body press and paint shop, which has also led to the recruitment of 1000 new staff at the home of the Cayenne and Panamera. The Macan is here for the long term and features in Porsche's ambitious future plans.

918 Spyder (2014 –)

918 Spyder – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612 **Significant developments: 2013 – 2014MY** Where to start with the most technologically advanced car Porsche has ever made? The engine is a 4.6-litre V8 that traces its routes back to the 2007 LMP2 RS Spyder race car, this alone develops 608hp and runs through a seven-speed PDK gearbox with drive to the rear axle. Then there is a 286hp electric motor fitted to the front axle complete with its own transmission. The 918 can be driven by the petrol engine, the electric motor or a combination of the two, which results in a maximum power output of 887hp and 944lb ft of torque (the V8 produces 676lb ft on its own). The V8 screams to 9150rpm and produces 132hp/litre. There are five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each mode determines which power source is required. The chassis is a carbon-fibre monocoque with the body made from the same material and includes a two-piece Targa roof. PCCB brakes are standard, there are 20-inch wheels at the front, 21s at the rear with Michelin Pilot Sport Cup 2 tyres. Available in two trim levels, Spyder and Weissach Package, the latter reduces the car's weight by 41kgs – the magnesium wheels account for a 14 kilo saving. Other weight saving measures include ceramic wheels bearings, titanium chassis bolts and brake pad supporting plates. Other upgrades include additional aero parts including aeroblades positioned behind the rear wheels, thinner paint and exposed carbon-fibre body parts. All this tech, lightweight construction and 887hp results in a very quick Porsche indeed: 0-62mph on 2.6 seconds, 0-124mph in 7.3 (7.2 if you order the Weissach pack), 0-186mph in 20.9 (19.9 with the full Weissach) and a maximum speed of 214mph. Then there is that lap time of the Nürburgring - 6 minutes 57 seconds.

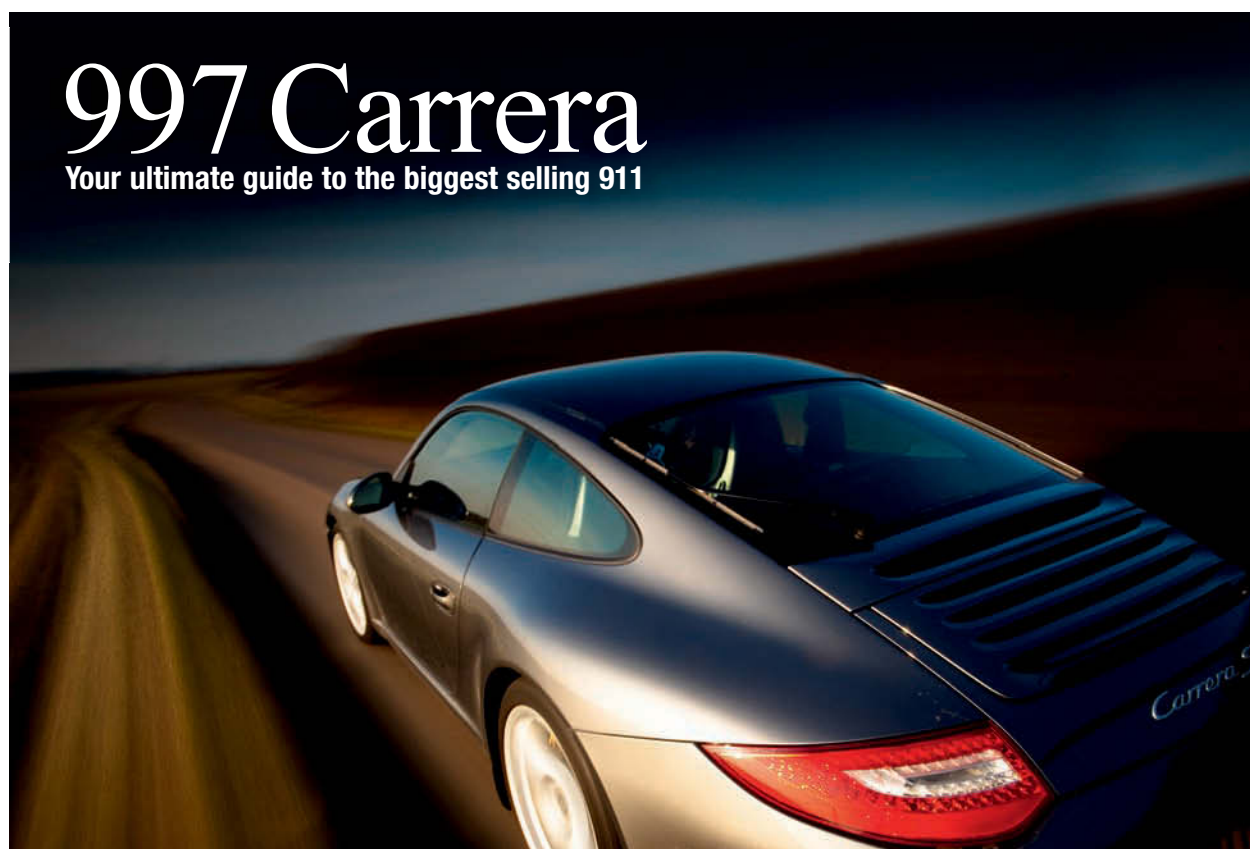
MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014	1634	4593	608/286	676/944	2.6	214

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) **Significant developments: 2013 – 2014MY** Built at Leipzig, the Macan is Porsche's first attempt at a Compact SUV and shares much of its running gear with Audi's Q5 on which it is loosely based and slots in below the Cayenne in Porsche's SUV line-up. The two petrol V6 engines are donated by the VW Group, as is the 4-cylinder, turbocharged petrol engine, so to is the V6 diesel although we've seen this before as it's the same unit that is used in the Cayenne. Macan S gets 340hp three-litre biturbo V6, 157mph top speed and 5.4-seconds 0-62mph time; Turbo is equipped with 400hp, 3.6-litre biturbo V6, reaches 165mph and cracks 0-62mph in 4.8 seconds. S Diesel fitted with 3.0-litre single turbo V6 diesel engine reaches a 142mph maximum and 0-62mph in 6.3 seconds. All Macans feature the latest Porsche Traction Management (PTM) four wheel drive running gear, and the drivetrain is essentially rear-wheel drive, sending the required torque load to the front axle when it's required, which is similar to how the 991 Carrera 4's PTM system works. Porsche's seven-speed PDK transmission is standard across the range – there is no manual option – and an 'Off-road mode' can be selected from the cockpit at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard on all models. The S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with a optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and the S Diesel 44.8 – 46.3mpg. Emissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are available with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus (Porsche Torque Vectoring Plus) is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. Porsche Ceramic Composite Brakes were not offered at the time of the Macan's launch. All Macan models are fitted with different size tyres front-to-rear. The S models are fitted with 8x18s on the front axle with a 235/60R tyre and 9x18s on the rear with a 255/55R tyre; the Turbo has the same width wheel and tyre but a larger 19-inch diameter and runs a 55R and 50R profile front-to-rear. The narrower front tyres are to provide greater steering feel, the wider rear tyres for optimum grip. Six wheel designs measuring up to 21 inches are available. All Macans are fitted with electromechanical power steering. Porsche Communication Management is fitted as standard (sat-nav is standard on UK models) and the three-dial instrument layout includes a TFT display. Bose and Bowersound sounds systems are optional and your Macan can be monitored using Aha Radio App. Porsche Car Connect (PCC) is also available and allows you to access vehicle information and control certain functions via a smartphone. Other features available include a lane departure warning and Automatic Cruise Control (ACC). Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models, PDLS Plus offers high beam assist and a wider light spread at junctions. Interior is a further evolution of the design first seen in the Panamera with a transmission tunnel rising up to meet the centre console. The three-spoke multi-function steering wheel, which comes as standard with paddle shift controls for the gearbox, is a variation on the design used in the 918 Spyder. Full length panoramic glass sunroof available at extra cost and S models are trimmed in partial leather and alcantara, with a full leather interior a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).

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 Turbo	2014	1925	3604	400	405	4.8	165

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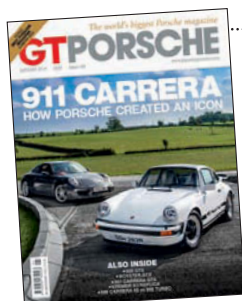
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Cover Story: 996 Carrera Ultimate Guide. **Inside:** 991 Carrera v Carrera 4. Le Mans Legends. 2.4S S/T replica. VAD 997 Turbo RSR. Vic Elford. Panamera Turbo and Diesel first drives. Buying a Porsche for £10,000. *The Market Place:* 944. *How Does That Work?* Aerodynamics.



FEBRUARY 2014

Cover Story: 997.2 GT3 v 997.2 GT3 RS. **Inside:** 918 Spyder first drive. 959, GT1 and Carrera GT. *Ultimate Guide:* 996 GT3, Turbo and GT2. 964 Anniversary. 912 revisited. *The Market Place:* 968. Tony Hatter interview. Magnus Walker 911. *How Does That Work?* Turbocharging.



MARCH 2014

Cover Story: PS Bespoke Speedster. **Inside:** 981 Boxster v Cayman S. 911 3.0 RSR rep'. 964 Carrera 'RS'. 997.2 GT3 v 997.2 GT3 RS track test. 964 Carrera 3.8. 911 SC Lightweight. 991 Targa first details. *Market Place:* 997 Turbo Coupé. Buying a Porsche for £30,000.



APRIL 2014

Cover Story: 968 Club Sport. **Inside:** Macan first drive. Panamera 4S UK. 991 Turbo S. SVP Cayman SV. Porsche and Le Mans, The Return: Part 1. *Ultimate Guide:* 911 E, T & S. 3.0 Carrera RS replica. 917/30 at Talladega. *The Market Place:* 911 Targa (1995 - 2013).



MAY 2014

Cover Story: 919 Hybrid. **Inside:** 550 Spyder. First drive: 911 50th Anniversary Edition. Me & My Porsche: Phil Hindley's 911 SC R. Driven: Panamera S E-Hybrid. Road Test: Parr Motorsport 997 Turbo. René Metge interview. First look: 981 Boxster & Cayman GTS. Porsche and Le Mans, The Return: Part 2.



JUNE 2014

Cover Story: 911 2.4S Barn Find. **Inside:** StudioTorino Moncenisio. First drive: 991 Targa. 911 Carrera 2.7 Targa. 981 Cayman 2.7. 997 Carrera. *Ultimate Guide:* The four-cylinder coupés: 924, 944 and 968. Porsche and Le Mans, The Return: Part 3. 997 Carrera revisited. Buying a Porsche for £60,000.



JULY 2014

Cover Story: *Ultimate Guide:* 987 Boxster. **Inside:** 997 Speedster v 991 Turbo Cabriolet. First drive: Boxster & Cayman GTS. UK first drive: Macan Turbo. 996 Carrera 4S. Front-engined coupés: the V8s 928 - Cayenne - Panamera. 956 1982 WEC debut. *Market Place* 911 3.2 Carrera (1983-'89)



AUGUST 2014

Cover Story: 964 25th Anniversary. **Inside:** Porsche at Le Mans, its return. 987 Cayman *Ultimate Guide*. 911 2.4 S Targa. 991 Carrera4 25th Anniversary. Derek Bell and the 962. *The Market Place:* 996 GT3 RS. *Tech Guide:* Strut braces. Buying a Porsche for £80-90,000. *All You Need To Know:* Transaxles



SEPTEMBER 2014

Cover Story: 911 Turbo 40th Anniversary: 930 & 991 Turbo S. **Inside:** Road Test: 991 Targa 4. UK first drive: 991 Turbo S. 914 2.0-litre versus 981 Boxster 2.7. 968 Turbo 'RS'. Pedro Rodriguez. *Market Place:* 997.2 GT3 RS. *Tech Guide:* Roll-cages. Buying a Porsche: £90-100,000



OCTOBER 2014

Cover Story: 993 *Ultimate Guide*. **Inside:** 997 GT3 R-GT. LMP2 RS Spyder. First drive: Techart 991 Turbo S. Macan S Diesel 2000-mile test. George Follmer. How To Sell Your Porsche. *Market Place:* 986 Boxster. *All You Need To Know:* Brakes. *Tech Guide:* Steering wheels



NOVEMBER 2014

Cover Story: 944 Turbo vs 3.2 Carrera. **Inside:** 911 GT1. Backdated 964 Targa. 997 GT3 3.9. New Cayenne, first details. Porsche's only F1 win. Classic restoration guide. How To Buy a Porsche. *Market Place:* 987 Cayman R. *All You Need To Know:* Weight. *Tech Guide:* Bodywork.



DECEMBER 2014

Cover Story: 1974 2.7 Coupé. **Inside:** RPM Technik 996 CSR. Redtek 911 SC. 964 Speedster. 991 Carrera GTS. 909 Bergspyder. Macan Turbo vs Cayman S. *Market Place:* 1974 911 2.4 S. *All You Need To Know:* Carbon fibre. *Tech Guide:* Bodywork pt2.

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BOXSTER							
Boxster 2.7	£38,810	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,035	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£52,879	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg

CAYMAN							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg

911 COUPÉ (991)							
911 Carrera	£71,449	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£81,242	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£77,924	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£86,377	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£87,959	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£96,413	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 Turbo	£118,349	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£140,852	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg

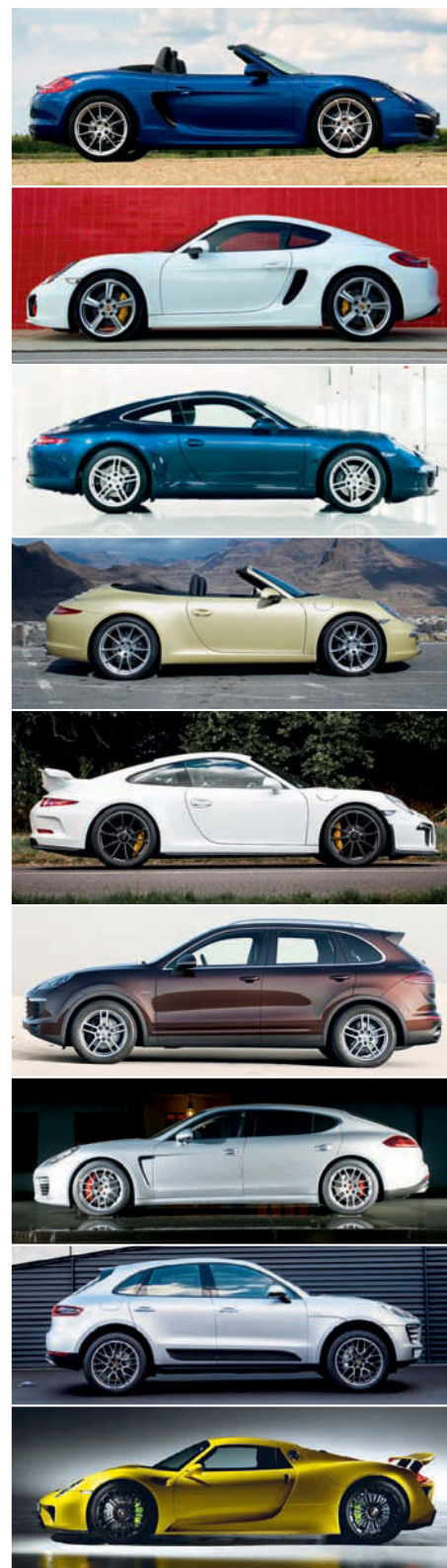
911 CABRIOLET (991)							
911 Carrera	£79,947	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£89,740	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£86,583	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£96,619	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£126,689	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£149,511	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg

CAYENNE							
Cayenne Diesel	£49,902	6cyl/2967cc	262hp	427lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,218	6cyl/3604cc	420hp	405lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£61,474	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2125kg
Cayenne E-Hybrid	£61,474	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	442lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£92,628	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg

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	£67,454	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	£89,377	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	£40,276	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£43,300	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£43,300	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£59,300	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



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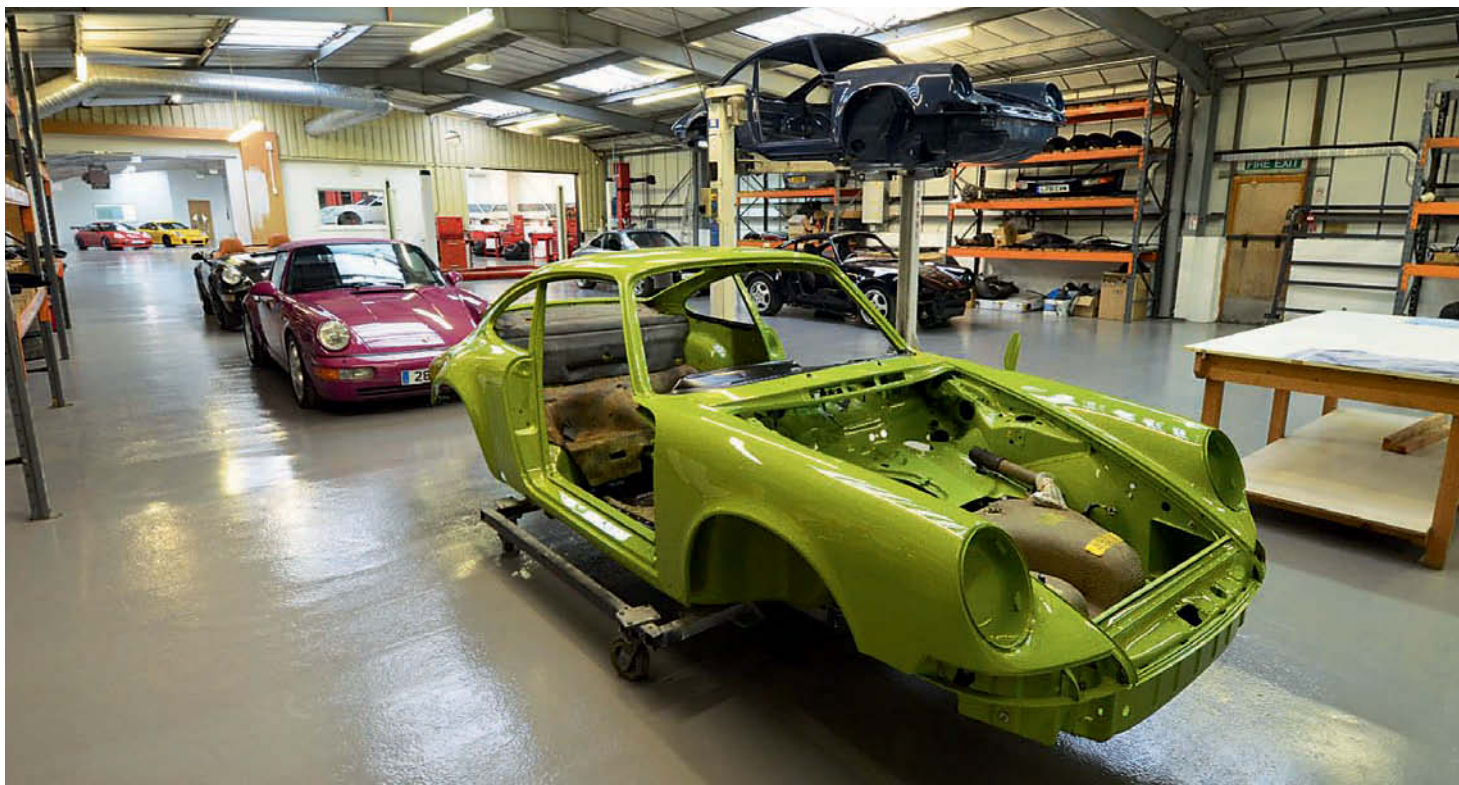
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Colin Belton and Marc Clowes have been specialising in all things Porsche for 25 years. Their engines have powered some of the most successful Club and Championship racers and their bodywork skills have brought some of the rarest Porsches back to life. When they're not building race-winning engines or recreating hand-finished restorations for others, they

are embarking on projects that has seen Ninemeister create some of the most talked-about Porsches around, from supercharged 968 Clubsports and its own bespoke 9M Speedsters (based on the 993), to some of the hottest air-cooled 911 engines.

The company is engineering-focused, with both Colin and Marc working on the day-to-day projects that run through their workshops. With both being serious racers and track day attendees, their Porsche chassis, brakes and setup experience and knowledge is as sought-after by their customers as their skills on the tools.

While regular servicing makes up the daily worksheets, it's Ninemeister's focus on bespoke projects that allows

the team to showcase their talents. In the past their 964 Carrera RS Clubsport replica highlighted the humble 964 Carrera as being a brilliant blank canvas on which to paint a more focused and inspiring 911. Their experience of supercharging has resulted in some thrilling machines too, both of the water-cooled, four-cylinder and air-cooled 'six variety and, more recently, they have combined the engineering side of their skill set with their experience in the bodyshop, creating the unique and eye-catching 9m 91 Speedster project.

Based on the 993, the company strips the car to a bare shell, removes the roof, fits the wider arches from a Carrera S and builds the car back up to

a wide-bodied 993 Speedster with one of their breathed-on Carrera engines added for good measure. The results are truly stunning.

All of this hard work seems to be paying off, with the company recently moving to a state-of-the-art Warrington-based premises. Called the Customer Service Centre, it features a main workshop with six lifts, tyre and wheel alignment bays and a six-car project build area. The main bodyshop remains at the company's Bates Quay site just down the road.

Contact information
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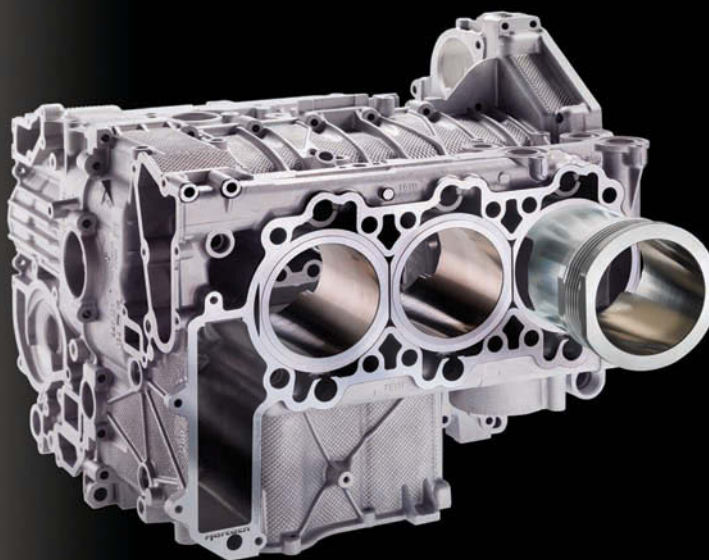


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The film was being shown over a weekend... in St Moritz. Go, he said, and treat yourself to some popcorn. Easyjet? No, a 911 of course



The king is dead, long live the king. Stuart Gallagher, our editor, is departing after a 13-year stint at the head of this magazine.

That's a reign unprecedented in modern motoring journalism. Certainly I've never worked so long with one person on one magazine. His replacement is a sound man, I've met him and everything will be as cool as it has been.

Gallagher's departure has propelled me into a mood of deep nostalgia remembering all the features, columns and weird and wonderful experiences over the eight or so years that I've been writing for *GT Porsche* under Stuart's editorship. When you've got a bloke who not only loves the subject but loves car magazines at the helm there are good times to be had.

You need a broad-minded boss at the end of a blower when you ring him

up to inform him that there is a documentary film of the life of Jo Siffert showing and that you'd like to go and review it for the magazine. Only snag was that the film was being shown over a weekend in a small cinema in St Moritz, Switzerland. Go, he said, and treat yourself to some popcorn. Easyjet? No, a 911 of course.

Another great experience was driving a 997 Carrera 4 down to the historic Monte Carlo rally to follow the event and interview past Monte winner Vic Elford and get him to drive me around Monaco in the yellow Porsche. Photographer Anthony Fraser joined me for the trip and that always means there'll be plenty of laughs and big lunches. The only slight hiccup was provided by Elford who'd managed to get himself overbooked and said that he wouldn't have time to meet us. A brief and heated explanation of the trouble we'd gone to in order to be in the

Principality (and petrol money) sorted the situation in our favour.

I followed the event with a blinding drive from Nice to Chamonix for some skiing, which I think was one of the last occasions when I let my hair down completely in a fast car. I don't remember doing much under 145mph for the whole drive.

Some great cars have been driven, of course, but nothing beats the experience of talking to or, better still, meeting your heroes. In the series called *Legends* I reckon I managed to speak to virtually all the living star characters in the Porsche story. Herbert Linge, for example, employee number one when the Porsche started up again post-war in Zuffenhausen, and before that a 15 year-old apprentice at the company during the war. Works driver, Mille Miglia competitor, camera car driver during the filming of Le Mans; Linge is in my

opinion the most interesting living person in the Porsche story.

I managed to track down Colin Davis in Cape Town, too. Davis was a great sports car driver with some excellent results in the Targa Florio including a win in 1964 with the then new 904. Davis's father was Sammy Davis who had been one of the real Bentley Boys in the 1920s. I found Davis just in time because a few years after our conversation in 2006 he passed away. Hans Stuck was extremely funny and, as he always is, so to Brian Redman.

The series on great Porsche engines was a cool experience because it meant that for over a year I had to ring Hans Mezger every month and talk to him about that month's subject motor. Double overhead cam experimental 911 engines were discussed as were early experiments with water-cooling.

Thank you Mr Gallagher, it's been a lot of fun ○

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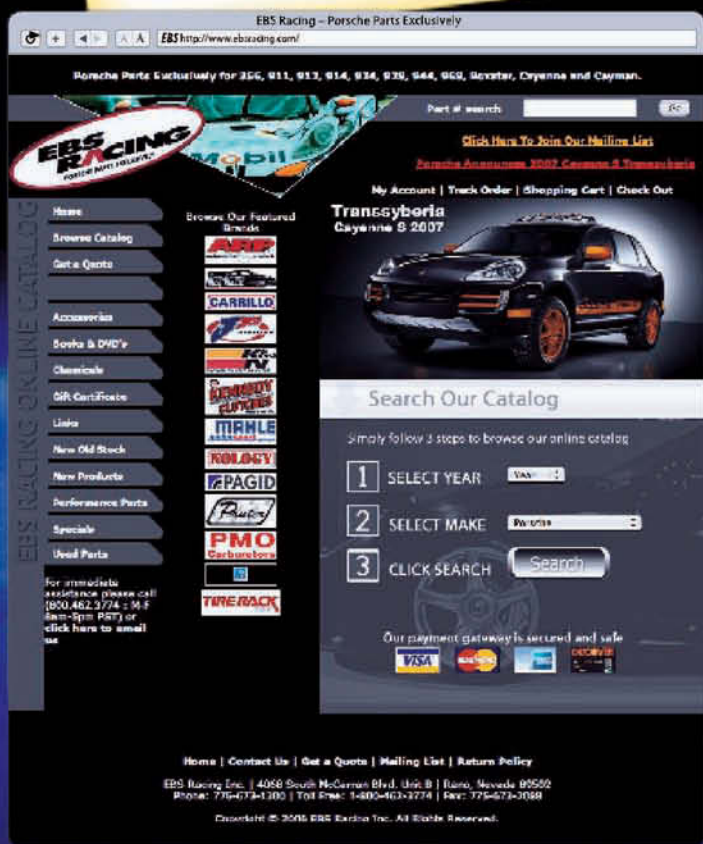
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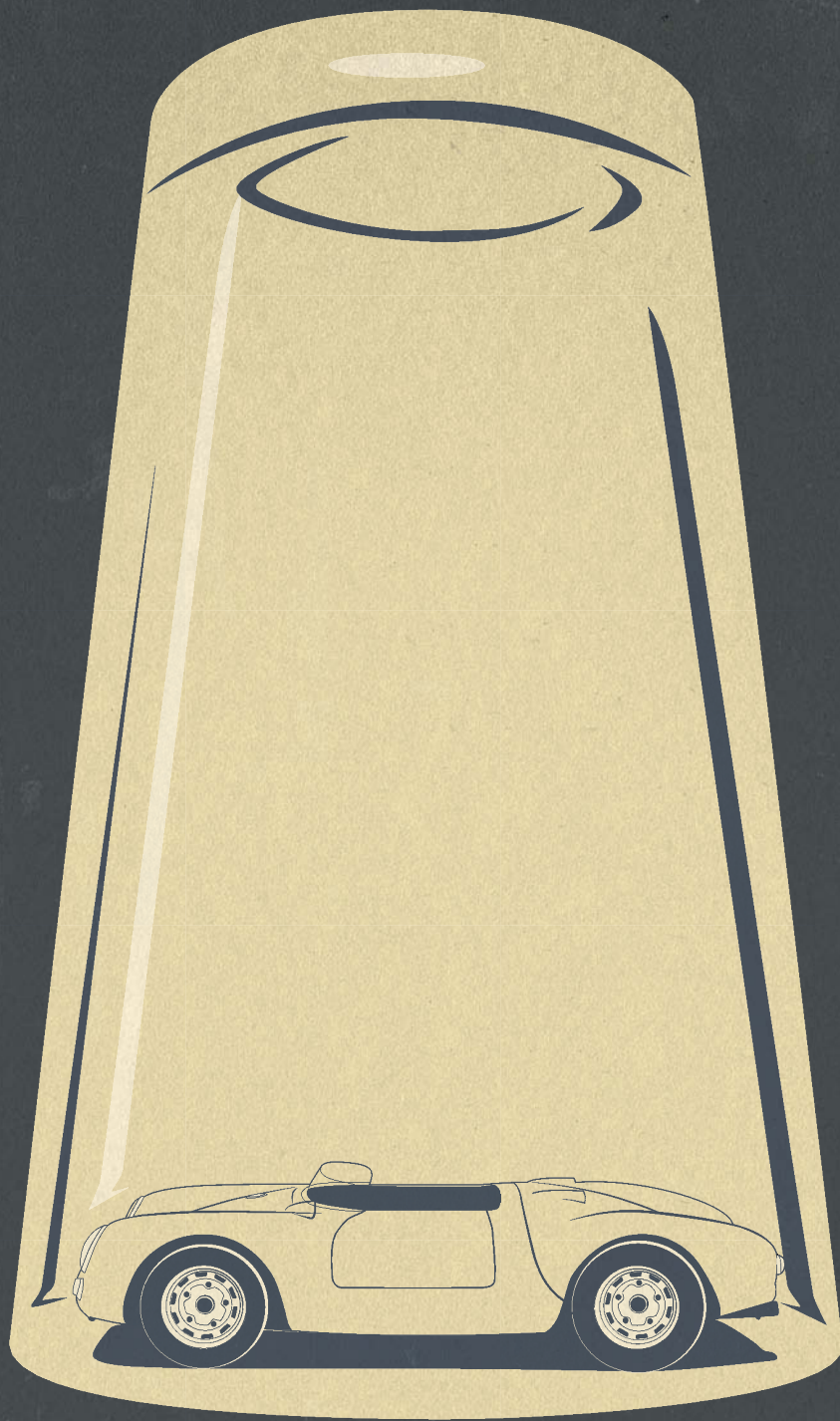
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