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GT PORSCHÉ

JUNE 2015

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Issue 163



991 GT3 MEETS ITS CARRERA CUP SIBLING



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special

911 GT3

996 vs 997 vs 991:
We compare three
generations of the GT3

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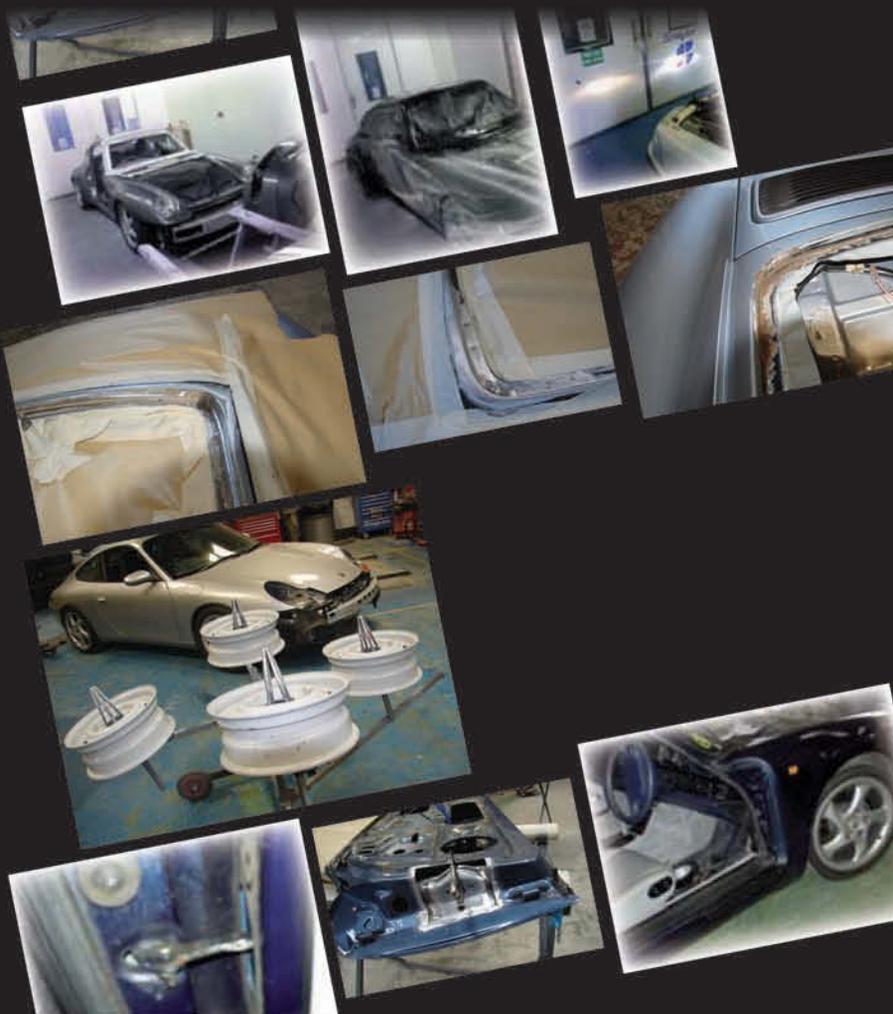
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Simon Jackson
Editor [@retro_jackson](#)

Issue 163
June 2015

Ferdinand Piëch's resignation as chairman of Volkswagen last month resolved two weeks of uncertainty for the boardroom suits in charge of the group's future. Piëch, the grandson of Ferdinand Porsche, personally holds a 10 percent share in Porsche while the Piëch and Porsche families enjoy 51 percent combined majority control of VW. The drama began when Piëch criticised chief executive of Volkswagen, Martin Winterkorn, during an attempt to oust him from his role. The ensuing rift created between the Porsche and Piëch families saw 87-year-old Piëch left out in the cold with a lack of boardroom support, forcing him to admit defeat in the power struggle and step down from his various influential roles within the company. Board member Wolfgang Porsche, who also happens to be Piëch's cousin, was quoted by news sources as saying Ferdinand Piëch's comments "represent his personal opinion (and) their content and substance were not agreed with the family". All this comes at a time when the group is undergoing major restructuring changes to the way it operates in order to stem a tide of losses from the VW brand born, in part, by its attempts to become the world's largest automaker, a title currently held by Toyota.

Piëch and Winterkorn had worked together in charge of the group for eight years, but with Winterkorn now tipped to step into his old boss' shoes, there's

rather tasty job going as CEO of VW. Current Porsche CEO Matthias Müller has been rumoured to be in the running, which of course, could have repercussions in Stuttgart. But Müller may wish to remain at Porsche, having succeeded in improving the brand's operating margins and sales since he took over nearly five years ago. At the time of writing the stereo was still playing for this game of VW Group musical chairs – only time will tell how all this affects the cars we love so dearly.

For now there is plenty to remain positive about at Porsche. The announcement of the new Boxster Spyder was exciting (page 92), and has stirred up the rumour mill regarding the creation of an even hotter Boxster akin to the fabulous Cayman GT4 (see page 8). We were also lucky enough to spend some time with the latest 911 GT3 this month, which never fails to impress. As a result you can enjoy our comparative feature on three generations of 911 GT3 in the issue, page 42, and see how the road-going 991 comes out when it's sitting toe-to-toe with its Carrera Cup GB sibling – page 30. Also, if you're still disappointed that the 991 GT3 doesn't come with a manual gearbox, take a look at what Canadian tuner Pfaff has created as an alternative to the factory GT3 offering (page 53) – food for thought, right?





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The Racing and Motorsport collections are available from our Porsche Centres and online at www.porsche.com/shop



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INDEPENDENCE
GT Purely Porsche is published monthly by Unity Media plc for owners, drivers and enthusiasts of the Porsche marque. It is wholly independent of Dr Ing hc F Porsche AG, its subsidiaries, Official Porsche Centres and Porsche Club Great Britain. The word 'PORSCHE', the 'PORSCHE crest' and the 'PORSCHE script' are registered trademarks of Dr Ing hc F Porsche AG.

DISTRIBUTION:
 If you have difficulty finding *GT Purely Porsche* in the shops, please contact:
 Seymour Tel: 020 7429 4000
 PRINTED BY: William Gibbons & Sons Ltd

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GT Purely Porsche, established November 2001 (ISSN 1050 – 182X), is published on the second Thursday of every month (12 times per year) by Unity Media plc and in North America by Unity Media Communication Ltd c/o USACAN Media Dist. Srv. Corp. at 26 Power Dam Way Suite 51-53, Plattsburgh, NY 12901. This issue is on sale 14 May 2015. The July 2015 issue will be on sale 11 June 2015

GT Purely Porsche is available for international licensing and syndication.
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BOXSTER GT4?

You can read all about the new Boxster Spyder in this issue but is Porsche's GT department working on a Boxster GT4?

Porsche unveiled the new Boxster Spyder at the recent New York International Auto Show. You can read all about it on page 92. Contrary to some reports we've read, though, the new model is technically not a genuine GT car as it didn't pass through the hands of Andreas Preuninger and his team at Porsche Motorsport. It was, however, created in full consultation with Preuninger's team.

The Boxster Spyder shares much of the genetic makeup of the Cayman GT4; after all the two cars share the same 981 platform. And despite Porsche describing the Spyder as 'a purist's sports car' and the fact that the hottest Boxster to date runs 911 Carrera power, there's still plenty of room to create something far more special within the Boxster range.

It's no secret that Porsche's conservative expectations for GT4 sales were far surpassed in a matter of days post-launch. This means that the number crunchers at the firm are now sure to be examining other options along the same lines. Indeed, senior sources at Porsche have admitted as much.

What form could this Boxster 'GT4' take then? Well, much of the hard work has already been done thanks to the Cayman GT4, so we know the platform can take the powertrain and the associated other mechanical elements required. The Spyder does not boast the same 911 GT3-derived suspension or brakes, so a Boxster GT4 would certainly feature these. There are already styling cues on the Spyder that are more than reminiscent

of the GT4 but these could be enhanced further to mimic Porsche's new baby GT car.

Surely, then, the only sticking points would be ensuring the GT4's balance and driving dynamics were transferable to the topless Boxster without losing their magic? Enter the talented Mr Preuninger.

With development of a Cayman GT4 RS looking highly likely in future, surely creating a proper Boxster GT car is something of a no-brainer for Porsche? If this were the case it would likely be forced into sharing the Cayman GT4's rather exceptional price point, £64,451, which by our reckoning would make a Boxster GT4 worthy of very serious consideration for any 911 Targa or Convertible customer – wouldn't you agree?





The Cayman GT4 received a rapturous reception; surely a Boxster version isn't far away?

SPECIAL 'EDITION'

New Panamera Edition – a special variant of Porsche's super saloon emerges

This is a new special version of the Porsche Panamera boasting an expanded range of equipment over its more run-of-the-mill siblings. Available in three different guises (Panamera Edition, Panamera 4 Edition, and Panamera Diesel Edition) the new version comes with powerful six-cylinder engines and moody design cues.

Both the Panamera Edition and Panamera 4 Edition come complete with an engine that delivers 310hp, while the Panamera Diesel Edition benefits from a torquey 300hp engine. As you might have guessed, the Panamera 4 Edition features active all-wheel drive with an electronically controlled multi-plate clutch with PTM.

From the outside the Panamera Edition is notable for gloss black trim details and colour-coded door handles (if Porsche Entry & Drive is specified). The 19-inch Panamera Turbo II alloy wheels come as standard. Inside bi-colour, part-leather upholstery appears in Black-Luxor beige with the Porsche crest embossed on all headrests. A SportDesign steering wheel, special 'Edition' door sill plates and unique floor mats feature. The Porsche Communication Management (PCM) system, with a seven-inch touch-screen monitor that combines audio, navigation and communication features is also fitted. You'll also find PASM, bi-xenon headlights with the Porsche Dynamic Light System (PDLS) and Park Assist front and rear. This includes a reversing camera and Power Steering Plus in the new model.

Specific variants will be offered in China and the US. For China, comfort seats in the rear and electric roll-up sun blinds for the side windows and rear window have been included with chauffeuring in mind.

Stateside versions come equipped with 14-way comfort seats in the front and heated seats front and rear.

The Panamera Edition goes on sale in Germany in June. Prices will start at €86,490 for the Panamera Edition; the Panamera Diesel Edition will cost €88,275 and the Panamera 4 Edition will have a list price of €91,131. In the US prices start at \$80,000 (a \$1,900 premium over the standard car) for the Panamera Edition, while the Panamera 4 Edition is priced at \$84,300



Panamera Edition goes on sale in Germany, China and the US this summer



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CAMMISH OFF TO A FLYER

Redline Racing's Dan Cammish kicked off his Porsche Carrera Cup GB season in style with back-to-back wins in the first two rounds of 2015 at Brands Hatch. Following his good form in testing and practice, the 25-year-old looked strong all weekend at the Kent circuit, confirming him as a hot tip for the 2015 championship.

After a superb getaway in round one on the Saturday, Cammish took the lead on the very first lap, managed two safety car periods and maintained the lead to the flag. It took him longer to get past pole-sitter Stephen Jelley in round two but the relentless pressure applied by the Yorkshireman paid off as he spotted an opportunity just minutes before race end. "We knew we had a good car and we knew we could make it work but I didn't expect to come here and have two wins to my name," said Cammish.

Championship returnee Jelley looks set for another strong campaign after securing a solid haul of points. The 32-year-old's podium in race one, two fastest laps and double pole position mean he is hot on Cammish's heels in the overall standings. Two-time champion Michael Meadows is not far behind either after two podium finishes.

It was a mixed weekend for defending champion and current Porsche Carrera Cup GB Scholar, Josh Webster, who served a drive-through penalty during the first round for being out of position on the grid. After salvaging two points on Saturday, he put the mistake firmly behind him with an impressive drive to finish third in round two.

In the Pro-Am 1 category, Juta Racing's Ignas Gelzinis leads the way. However it looks as if he will have a fight on his hands to keep Jordan Witt at bay following the pace the Redline Racing driver displayed on Saturday. Early signs are that the Pro-Am 2 class will be every bit as tight: Redline Racing's John McCullagh produced the category's standout performance of the weekend during the second race, fighting his way back from last to tenth position after venturing into the gravel trap early on.





GOODWOOD 73RD MEMBERS' MEETING

At Goodwood's recent 73rd Members' Meeting a special race reserved solely for pre-'67 Porsche 911s caught the imagination of event-goers and historic racing enthusiasts alike. The 20-minute John Aldington Trophy race saw 22 classic Porsche 911 racing cars take to the grid, honouring a Porsche GB founding father.

Former British Touring Car Championship title winner Andrew Jordan claimed overall victory in a Historika prepared car with Porsche parts specialist EB Motorsport's Mark Bates 12 seconds behind at

the flag. The two-time Masters Historic champion was over the moon with his podium finish. Bates commented: "With a short practice, short race, and so much racing experience on the grid I wasn't sure where we'd end up. Our 1965 race car has gone well in endurance events for FIA cars, like the Spa 6 Hours, but this was a sprint race and our first time at Goodwood. Andrew is a touring car champion and incredibly fast, so we're not disappointed being best of the rest. 2015 is the first full season for our short wheelbase 911, so we're still on a learning curve.

The car has a fresh Tuthill Porsche two-litre engine and an all-new exhaust we've developed in-house, so it was good to test the package in racing conditions against experienced drivers in similar cars."

Former *GT Porsche* contributor Chris Harris was also on the grid driving a Lee Maxted-Page prepared 911, owned by Take That star Howard Donald. Harris has put together a video covering his experience of the race hosted on his popular YouTube channel *Chris Harris on Cars*, that makes for highly enjoyable viewing – we'd recommend checking it out.



CIRCUIT OF IRELAND RALLY

Tuthill Porsche has achieved another milestone when its 911 R-GT rally car became the first contemporary Porsche 911 to start the Circuit of Ireland Rally in almost 30 years.

Driver Robert Woodside and co-driver Allan Harryman delighted thousands of rally fans with the Porsche 911 from the start of day one, completing the stages in style before losing drive on the start line for the Newtonards special stage. After removing the transmission, the hard-working Tuthill mechanics found one defective clutch plate. The complete clutch pack was changed, ready for the car to restart on day two. The team also fitted revised front and rear dampers, which were more to the driver pair's liking.

"Newtonards was a huge disappointment but the team did an excellent job to get us back out on day two," said Robert Woodside. "After some changes to the setup overnight the car felt much better and got quicker with every mile covered. This whole week has been a memorable experience: many thanks to all of the fans who came out to support us and to Richard and his team for bringing the car and working so hard. Hopefully this will not be the last time we'll see it in Ireland: watch this space!"

Team boss, Richard Tuthill, noted: "Our Porsche 911 is in a class of its own on the circuit. The real victory lies in the overwhelming support there was for Robert, Allan and the R-GT Porsche. The feedback

from the entire rally community in person and via social media channels has been exceptional. I was still getting emails from fans after midnight; one said he had not seen such excitement since Colin McRae brought his Metro 6R4 to the Donegal Rally. So many people put everything into this rally and that is what

makes it so special: huge thanks to all of them."

The team will continue its preparations for this year's Safari Rally, as well as building many historic road, race and rally Porsche 911s through 2015. Visit the Tuthill Porsche website at www.tuthillporsche.com for more information.





Carrera GT (6-Speed)
Left Hand Drive • Basalt Black • Red Leather Carbon Bucket Seats • UK Supplied • No. 1224 of 1270 • 4,580 miles • 2006 (06)
£644,995



911 Carrera Speedster (964, 5-Speed)
Polar Silver • Black Leather Sports Seats • 17" Cup Wheels • 3-Spoke Clubsport Steering Wheel
36,537 miles • 1994 (L)
£199,995



911 Turbo Targa (930, 4-Speed)
Grand Prix White • Red Leather Sport Seats Piped White • 16" Fuchs Wheels • Air Conditioning
13,499 miles • 1988 (F)
£124,995



911 Carrera 2 GTS (997 GEN II, PDK)
Basalt Black • Black Leather Sports Seats
Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 26,934 miles • 2011 (11)
£59,995



911 Carrera 2 S (997 GEN II, PDK)
Platinum Silver • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 18,841 miles • 2011 (11)
£53,995



Cayman S (981, PDK)
Basalt Black • Black Leather Sport Seats Plus
Touchscreen Satellite Navigation • 20" Carrera III
Wheels • 7,310 miles • 2013 (63)
£48,995



911 Carrera 4 (993, 6-Speed)
Midnight Blue • Dark Blue Leather Sport
Seats • Air Conditioning • 18" Turbo Wheels
72,490 miles • 1996 (N)
£49,995



911 Carrera 4 S (997 GEN II, PDK)
Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
37,869 miles • 2010 (10)
£48,995



911 Carrera 2 S (997, 6-Speed)
Seal Grey • Black Leather Adaptive Sports Seats
Satellite Navigation • 19" Carrera S Wheels
42,012 miles • 2005 (05)
£29,995



Cayman 2.9 (7-Speed PDK)
Basalt Black • Black Seats with Alcantara Inserts
18" Cayman S Wheels • Air Conditioning
27,887 miles • 2011 (61)
£27,995



911 Carrera 2 S (997, 6-Speed)
Speed Yellow • Black Leather Seats • 19" Carrera S
Wheels • Satellite Navigation • Sport Chrono Pack
Plus • 55,741 miles • 2005 (05)
£26,995



Boxster 2.9 (987 GEN II, 6-Speed)
Meteor Grey • Black Leather Seats • Black Power
Hood • 18" Boxster S II Wheels • Wind Deflector
38,698 miles • 2009 (09)
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If there is any unfinished business in the Porsche racing world, it can only be the conquest of Formula One. Porsche has, of course, built world-beating Formula 2 cars and provided the engines for World Championship-winning F1 cars. But the sole highlight as a fully-fledged constructor of Grand Prix cars in its own right is one single, and even Porsche would agree, rather fluky win in the 1962 French Grand Prix, claimed by Dan Gurney when all the other faster cars fell out.

But here's the thing. Porsche did once design a Grand Prix car that at the time was the fastest racing car the world had known. It won multiple Grands Prix and made its driver a champion at the top level of motorsport in the world. And there is but one reason it is not now regarded with the 917 and 962 as among the greatest of all Porsche racing cars: it wasn't called a Porsche.

In 1932, Porsche was a small engineering company doing consultancy work for whomsoever wanted to use its resources. Professor Ferdinand Porsche had previously worked for many people including Daimler-Benz, Steyr and Austro-Daimler before setting up his own shop with his son, Ferry.

This was also the year that the governing body of motorsport did something quite extraordinary. With Grand Prix racing in disarray, it announced a new formula for 1934, the sole salient rule of which was a maximum weight limit of 750kg.

Professor Porsche's Auto Unions of the 1930s were featherweight and insanely powerful, even by today's standards. Had they been called Porsches, they would be celebrated alongside the 917 and 962...

Story: Andrew Frankel
Photography: Porsche

The Perfect Union

And no, that is no typographical error: the thinking was that cars weighing 750kg or less would effectively self-limit engine power, because the more powerful the engine, the bigger and heavier it would be. The view was that no constructor would be able to get a car under the limit with much more than 200hp. There has probably never been a bigger miscalculation in racing history: the formula lasted four crazy seasons, by the end of which the outputs of the front running cars exceeded 600hp, a figure that would not be seen in Grand Prix racing again until the 1980s turbo-era.

Back in the 1930s and to Professor Porsche, the new formula represented carte blanche to let his impossibly fertile mind run riot. So while normal people chugged Austin Sevens around, he had an idea for a mid-engined racing car with fully independent suspension at all four corners, a five-speed gearbox and, most preposterous of

all, a 16-cylinder, supercharged engine.

Now another character must briefly join the stage and for the genocidal stench that comes with him, I can only apologise. Adolf Hitler's appearance here can be brief but it is unavoidable. For it was the newly appointed chancellor of Germany who for reasons of pure propaganda, offered 600,000 Reichmarks to the manufacturer able to produce a truly world beating German racing car. It was presumed that Mercedes-Benz would claim the prize but Porsche had other ideas. He took his design to Auto Union who agreed to make it so long as he could secure the backing from Hitler. Porsche met the chancellor, explained the concept behind the car and startled him so much by the audacity of the design that, much to Merc's chagrin, Hitler agreed to split the lolly between the two teams. Psychotic maniac he may have been, fool he was not, and Hitler could see that by pitching

Mercedes and Auto Union against each other, the likely result would be German racing cars far faster than had either simply gone it alone.

The two cars met at the start of the 1934 season and I'm not going to dwell on the Mercedes-Benz W25 for long save to mention that, while less revolutionary than the Auto Union it was still a wildly advanced design, and that its layout was heavily influenced by its most recent racing model, an eight cylinder, 2.0-litre car designed in 1924 for the company by, you guessed it, Ferdinand Porsche. So whoever would win the battle to come, neither would do it without Porsche's influence.

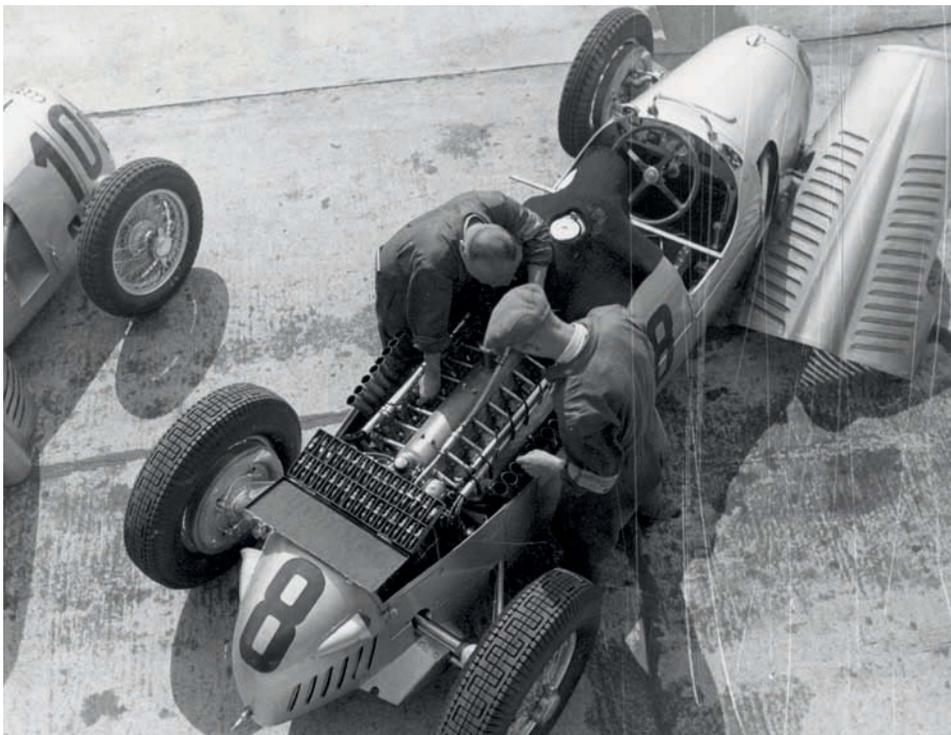
The most dramatic design decision for what became known as the Auto Union Type A was not its 16-cylinder engine but the decision to mount it behind the driver, rather than conventionally in front. It was originally suggested by Porsche's business partner Adolf Rosenberger, who had



Above: July 1937 – Five Type C Auto Union cars practice for the German Grand Prix at the Nürburgring

Below: The Type C with its 16-cylinder engine in 1937

Right: Ferdinand Porsche (right) and Hans Stuck observe preparations for the Schauinsland race of 1934



enjoyed some success racing a mid-engined Benz Tropfenwagen in the mid-1920s. Porsche thought the design fitted the new formula for several reasons: without the need to link an engine in the front to driven wheels at the back, considerable weight would be saved, allowing a bigger and more powerful engine. The rear-biased weight distribution that would result would then also help provide the traction requirements of this more powerful engine. Its polar moment of inertia would be lower making the car more agile, its frontal area would be reduced making it more aerodynamic and by placing the fuel cell between the engine and the driver and therefore right in the middle of the car, its weight distribution would not alter during the course of a race despite a 230-litre fuel tank that would increase the weight of the entire car by 15 per cent when filled.

When it first appeared, the V16 engine displaced 4.4-litres and produced 295hp, already making a mockery of the rule-maker's plan to keep speeds down. It made its first public

appearance on 6 March, 1934 at the AVUS track where, with Hans Stuck driving, it promptly broke three world speed records. That year Stuck won the German, Swiss and Czechoslovakian Grands Prix and came second in Italy. Had there been a driver's championship he would have won it.

Auto Union probably didn't think it had dropped the ball in 1935, returning as it did with an engine with power upped to 375hp, but the Mercedes had not only more power but the better driver line-up, the best of whom, Rudolf Caracciola, became European Champion at the season's end, the equivalent of being World Champion today.

But when Auto Union returned in 1936, it was with two trump cards up its sleeve, and for once Mercedes-Benz had no answer to either. The first was the car, the so-called Type C Auto Union. Its engine now displaced over six litres and produced a knee-trembling 520hp, a figure that would rise to over 600hp through this and the

following season. It's top speed was 205mph, which is hilarious given that when the authorities came up with the formula, they genuinely thought it would restrict top speeds to 140mph.

So just before we get to that other trump, let's just consider Auto Union's offering almost 80 years ago. It was a car that weighed less than a modern Smart car yet offered the same power as a new 911 Turbo. This it would transmit to the road through two tyres offering contact patches no more than six inches wide. The driver sat almost between the front wheels, unbelted, with no crash structure, roll structure, helmet nor any other safety device. And he'd drive it at a track like the Nürburgring before they ironed out its bumps and put up safety barriers, at speeds of up to 200mph. And if it rained or was foggy, as it often is in that part of the world, tough.

And then there was that mid-engined layout, a configuration that required a completely different driving style and lightning reactions if you were to cope with handling that had huge

potential if you could exploit it but lethal characteristics if you couldn't. The issue was not simply the engine location but the way it combined with the swing axle rear suspension, a design that for all its theoretical benefits would impose positive camber on the rear tyres under braking which, should you be so rash as to attempt on the way into a corner, could result in uncontrollable oversteer.

One of Auto Union's drivers was a 25-year-old called Ernst von Delius who was perhaps more keen to show he could master the beast than he was wise. At the Nürburgring in 1937 he tried to pass Dick Seaman's Mercedes at better than 150mph and lost control. He was alive when they found him but he had travelled so far off the track he was actually on the main road outside the circuit. He died in the night.

But there was one person who did master Prof Porsche's Auto Union. Bernd Rosemeyer may no longer be a household name but among those who know his story, what he achieved in three seasons of racing in the 1930s places him among the all-time greats. Talent-spotted racing motorcycles at the end of 1934, his first ever motor-race was in a V16 Auto Union. His second, the 1935 German Grand Prix at the Nürburgring, he damn near won, conceding the lead to Caracciola on the last corner of the last lap. In 1936, however, he was untouchable: he crashed out of the first round of the European Championship at Monaco but won every other, humbling the might of Mercedes-Benz. He also won many non-championship events, including the Eifel Grand Prix, lapping the Nürburgring in thick fog 20 seconds faster than any other competitor. If he had an advantage over those who struggled and failed to master the Auto Union, it was his very lack of experience driving cars. With no technique to unlearn, he simply accepted it for what it was, and developed his

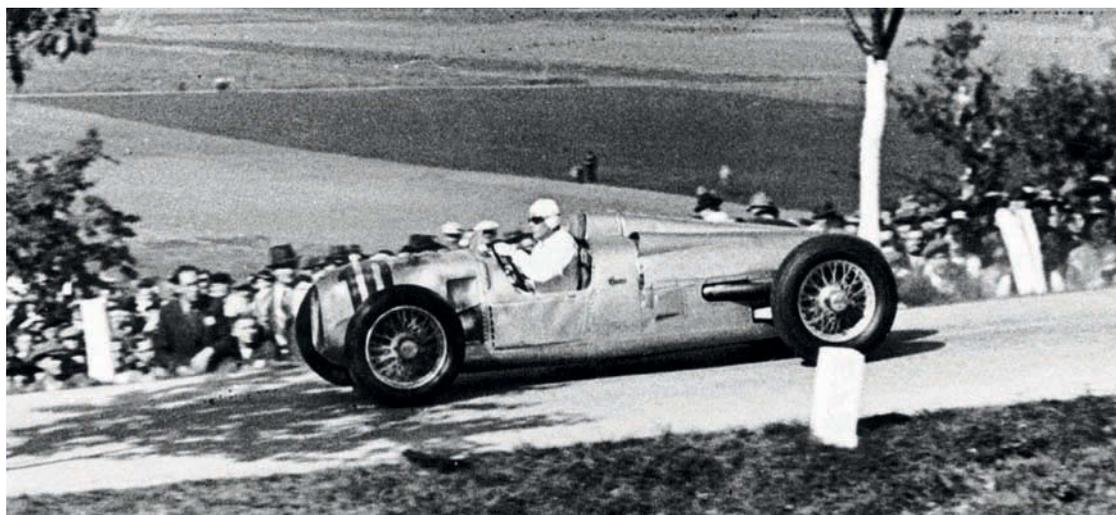


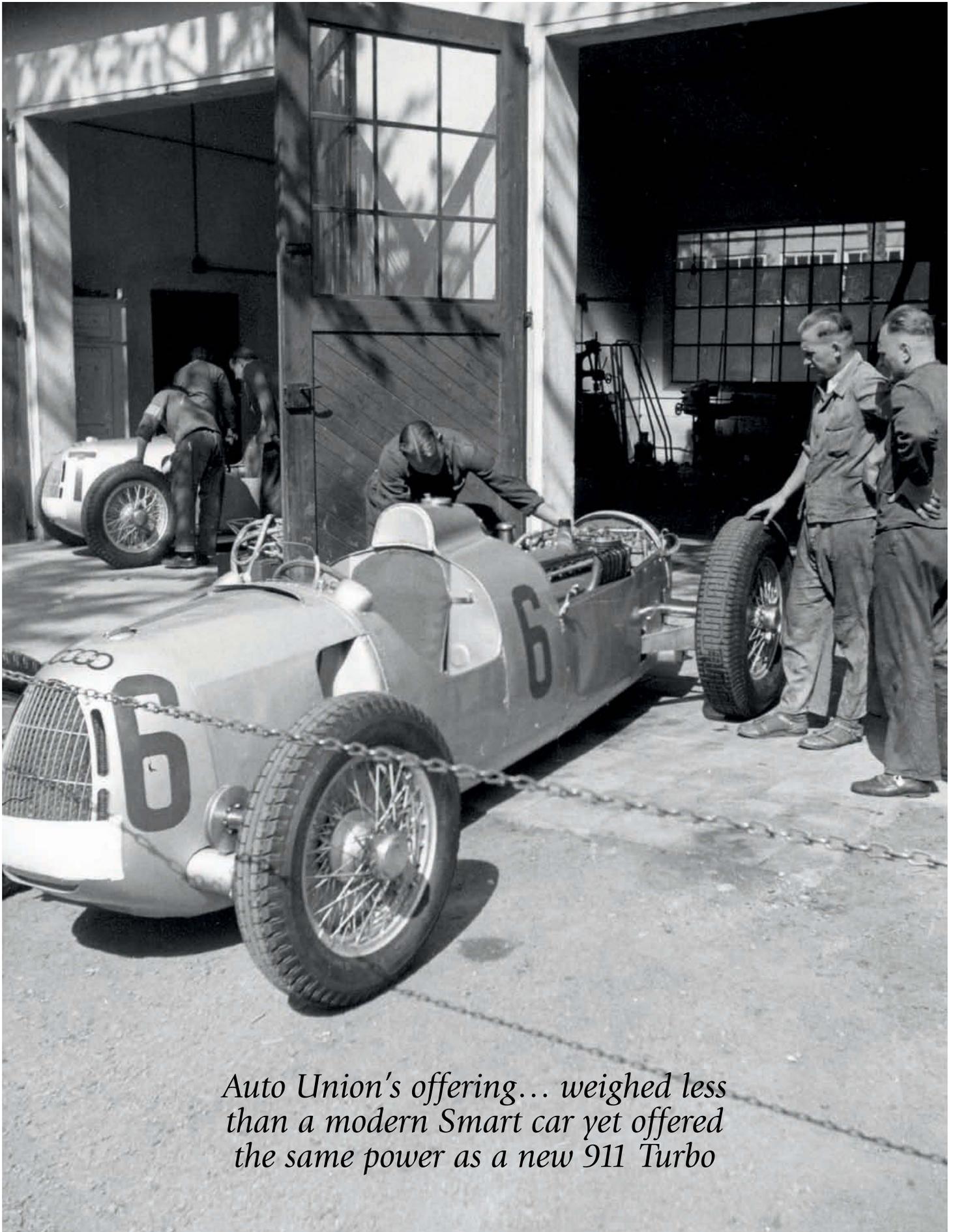
Above: Driver Bernd Rosemeyer at Roosevelt Raceway, New York, July 1937

Left: Masaryk Circuit in Brno, 1933 – Ferdinand Porsche with Hans Stuck

Below: Brno's 'Masaryk Ring', 1934, Stuck in a Type A

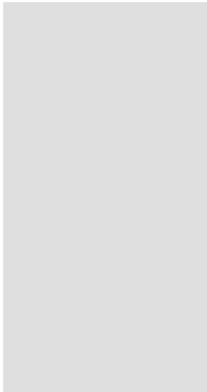
Right: Nürburgring, 1937, the Auto Union Type C





Auto Union's offering... weighed less than a modern Smart car yet offered the same power as a new 911 Turbo

Below: Ferdinand Porsche with the Type C Auto Union's 16-cylinder supercharged engine in 1936



driving style to deal with it.

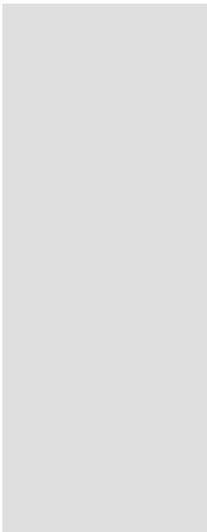
Stung by such defeat, Mercedes replied in 1937 with its W125, a car with 646hp and not even Rosemeyer had a reply to that. He still won three times, including his final victory at the Donington Grand Prix, but none was a championship round. He died early in 1938, trying to set a speed record on the Frankfurt-Darmstadt autobahn. Driving a streamlined Auto Union, a freak gust of wind blew him off the road at 270mph and not even his supernatural skills could save him.

It is said that the legendary Tazio Nuvolari who joined the team Auto Union after the death of Rosemeyer was the only other person who truly got the most from the car. And while there is some truth in that, it should also be said that rule makers, by now quite terrified by the escalation in power, imposed a 3.0-litre limit

and an 800kg minimum weight for 1938. In the meantime, Auto Union designed a new car with a V12 engine and early De Dion rear suspension. The designer was not Dr Porsche but Robert Eberan von Eberhorst, whose eclectic CV would go on to include the Aston Martin DB3, Jowett Jupiter, the Porsche 356 and V1 flying bomb.

The new Type D car was far easier to manage than the ferocious V16 Type C but Mercedes' W154 was better and while Nuvolari won the Italian Grand Prix at Monza and repeated Rosemeyer's win at Donington, Mercedes drivers took the first four places in the final pre-war European Championship. Nor was there to be any reversal of fortune in 1939: although Nuvolari actually won the final race of the year, held in Yugoslavia on the day Britain declared war on Germany, there had been no consistent challenge to Mercedes's dominance.

It is rightly held that during this extraordinary era of racing, Mercedes broadly did a better job than Auto Union, and it would have been staggering were this not the case: Benz had been racing since the dawn of the sport, the company was vast and able to afford the best drivers and facilities. Auto Union was new, small and financially entirely outgunned by its rival. Even so it was the Porsche-designed Auto Union that was the more advanced car and its radical mid-mounted engine foresaw the way all Grand Prix cars would become, even if it took until the 1960s for them all to get that way. What it lacked was simply the tyre and suspension technology to make the most of its potential. There can't be very many racing cars whose most significant limiting factor was to be simply too far ahead of its time but for Professor Porsche's Auto Unions, this was undoubtedly the case ○



Ferdinand Porsche talks with Bernd Rosemeyer, who sits in the streamlined version of the Auto Union of 1937

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

The 912 has long been considered the 'Tail-end Charlie' of early 911 ownership, but being related to the headline-grabbing models has meant significant gains for the four-cylinder 911.

As we mentioned in these pages last month, the classic Porsche market continues to fizz along at record breaking levels. It is no exaggeration to suggest that any air-cooled 911 has gained at least 50 percent more value in just two years. Regular production cars that until perhaps three years ago had always maintained zero depreciation or perhaps a slight value growth have soared.

The general price growth has pulled up every Porsche in the 911 family and there are now very few models indeed that genuine enthusiasts can realistically expect to own without taking on a large loan or ploughing all one's savings into one asset – a path any wealth manager would suggest is very risky. But there remains one prospect out there that offers value (well, in 911 terms), shouldn't disappoint in the long term and, though not many buyers think of this today, is a real blast to drive. It is the 1965-'69 912.

Always the Cinderella compared to its celebrity big brother, the 912 was offered as a rather nervous reaction to the prospect of the new 911 being 25 percent more expensive than the outgoing 356. The 912 was powered by the 356SC's 90hp, 1600cc pushrod four-cylinder engine and matched the 356 in terms of price.

It may sound like a breathless combination, but aside from less horsepower, the reality was that the 912 did most things the 911 could do... and some things better. Also, initially at least, it outsold the 911.

What really made the 912 popular was that it handled far better than the 911. It didn't have two extra cylinders hanging out the back of the car and so the feared lift-off oversteer that

affects just about every classic 911 was far milder.

Porsche even tried to reprise the idea in the 1970s, but the moment had passed. The USA-only effort didn't fit in the rapidly changing 1970s auto market. That couldn't be said about the early cars and today they are worth a look if you want the fun of a 1960s classic car drive in a bodystyle that everybody will recognise.

Like Sportomatics, 912s are pretty rare now but they each are unique interpretations of the early 911 theme.

It was with those thoughts in mind – and after a steady diet of Ts, Es and Ss over the past few months – that I jumped at the chance in March to look at a 1968 912 at Revival Cars – next to Heathrow's Terminal 5 and surely the UK's centre of the 912 universe.

As with any early 911, it's the bodysheet that should get your attention, particularly if the car is a

What really made the 912 popular was that it handled far better than the 911

northern European car, but this example was a real SoCal example in lovely Polo red – and it was gorgeous.

It's unusual to find good histories with mainstream production cars that have been imported to the UK, but this one did. Supplied new by Belgian



importer D'Ieteren Frères in Brussels, it was shipped immediately by its US owner to the San Diego area and the history file showed continuous ownership with that gentleman until 1989. The car came to the UK in 2012 following recommissioning after what appeared to be a long lay-up. Revival Cars had looked after it since.

The car's Karmann bodysheet appeared sound, save for a light panel repair on a door and a new coat of budget paint. Most importantly the numbers and stamps were correct and all the trim was present and in good condition. There were details that needed attention, like the bonnet and engine lid fits, but the interior – almost identical to the regular 911 of the time – was in great condition. The electrics and other pipework usually suffer in the hot climate cars, but this one had received a recent engine rebuild and its fuel and electrical wiring had been worked through.

Worn Solex carbs usually spit and cough with wear, but on start up this engine ran like a dream and the

optional five-speed gearbox shifted well. The 1600cc engine may not sound like a flat-six, and the power curve doesn't have the six's torque surge above 4000rpm, but progress is fun and 50-60mph feels like 70, judging on the frenetic clamour from behind. The handling is a revelation after an early 911. The 912 corners on rails, even on slightly worn shocks. But as with the six-cylinder, you have to keep your right foot in there when you reach the apex of any corner. This isn't to avoid the lift off oversteer, but because the throttle response requires astrological levels of foresight. And as with spirited 356 driving, you don't worry about the brakes too much either because pressing on in a 912 is all about maintaining momentum and enjoying the undoubted agility. This car isn't about speed – it's all about driving enjoyment. For a flavour of the 1960s, it's unbeatable.

With any worthwhile early 911 now asking at least £50k, an equivalent condition 912 at 30 percent less has compelling appeal ○

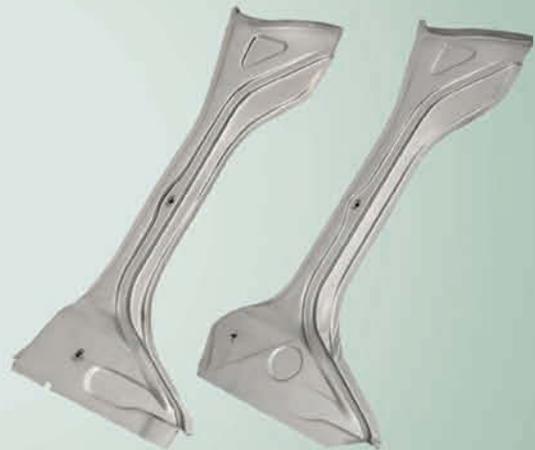
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Germany's Techno Classica claims to be the world's largest classic vehicle fair. All we can confirm is that it featured hundreds of Porsches this year...

Photography: Dave Smith

It's a bold claim, but whichever way you slice it, Germany's Techno Classica could indeed be the world's largest gathering of classic vehicles. The numbers do much of the talking: 1250 exhibitors from 30 different countries, 2500 cars offered for sale, 220 individual car clubs in attendance, and a footfall of nearly 200,000 visitors over five days. Obviously this event welcomes everyone, so there's a staggering mix of marques of all vintages present during the annual gig's April show dates, all filling 120,000 square meters of the Messe Essen exhibition space.

Present on Porsche's stand was a display paying homage to 30 years of the 959,

represented by a rather special example from Porsche Exclusive. Worked on for a Qatar sheikh, this example was one of seven 959s all of which received custom paint jobs in shades such as Sahara beige, Royal blue and Silk green with equally eye popping buffalo hide interiors. These cars were notable for being delivered without Porsche crests in situ. Alongside this stunning 959 sat a Carrera GT, a 918 Spyder and a display focusing on the work of Porsche Classic – vital when you consider that 70 percent of all Porsche cars ever sold remain on the road today.

But away from the official Porsche presence at the show, there was a wealth of other Stuttgart metal to admire... ○





Asking prices at Techno Classica seemed higher this year. One of the 15 924 Carrera GTS Clubsports could have been yours for €285,000 (around £203,000)



This is a 1961 APAL Porsche Coupé. Just 150 were made between '61-'65, 30 of which (including this one) used 1600cc (95hp) Porsche 356 (Type 616/7) engines, gearboxes, wheels, brakes and instruments



This 1973 911 2.4S Targa was restored in 2010. It was the only example delivered to Germany in this green hue (Lindgrum) and was for sale for €235,000 (£168,000)



This 1967 911S was an ex-Jochen Rindt car with the associated competition history you would expect from that connection



This original 1988 930 Turbo slantnose had covered just 25,000 kilometres from new



The DP Motorsport stand was a highlight – the Gulf orange 1976 RSR was for sale at €125,000 (£90,000)



The Serge Heitz stand had been a highlight for us at Retromobile in Paris and it didn't disappoint in Essen, with a selection of stunning period Porsches





This 3.0-litre 911 RSR motor was shown with dyno print-outs confirming a power output of 332hp and 248lb ft torque – it was for sale priced at £28,500



This German specialist boasted a pair of original unrestored 356A Speedsters, both 1957 vintage. Our particular favourite was the orange example with a glorious level of patina



Brought to Essen from the State of Art classic Porsche collection, this 1959 356A was prepared for rallying and sported Koni Classic suspension



German specialist PS Automobile's stand showcased some brightly coloured Porsche offerings, including this 1974 911 2.7 Carrera MFI, a stunning 1969 908 complete with its eight-cylinder Boxer mill (for sale with 'price on application'), and a rather beautiful 1971 911 ST – asking price €149,000 (around £106k)



We liked these tasteful backdated 911s (below) that had been rebuilt from the ground up. The silver 911 'ST R' ran a 325hp 3.4-litre engine and the white Carrera 'RS T' had a 3.8-litre 335hp engine



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Born *To Be* Wild

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

Story: Simon Jackson Photography: Andy Morgan



On the road the 991 GT3 is an animal, yet its composure is quickly confidence-inspiring



991 GT3

ENGINE: 3800cc direct injection
TRANSMISSION: Seven-speed PDK
CHASSIS: PTV Plus, PASM, PTM, Dynamic engine mounts, rear-wheel steering
BRAKES: Six-piston (front) and four-piston (rear) callipers with 380mm discs
WEIGHT: 1430kg
TOP SPEED: 196mph (claimed)
0-62mph: 3.5-seconds (claimed)
FUEL CONSUMPTION: 23mpg (combined, claimed)
CO₂: 289g/km
ON THE ROAD PRICE: £100,540
OPTIONS FITTED TO TEST CAR:
Club Sport (no cost option)
PCCB Ceramic brakes £6248
Sport Chrono £1085
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LED headlights with PDLs £1926
PCM £2141
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TOTAL COST OF TEST CAR: £115,796



‘I’ll be honest, it’s the first time I’ve got behind the controls of a 911 GT3 and this isn’t just any old example. This 2014 car is the pride of Porsche GB’s press fleet. As a result it wears the inimitable ‘911 GB’ number plate and, putting things bluntly, it looks monumental and menacing finished in its crisp bright white paintwork. “We know you will be, but just be careful – we need it for an event in two days,” comes word from the Press Office as I head out the door with the keys. Thankfully I’m crashing over (no pun intended) at a friend’s place in London so my first trip in the car shouldn’t be too taxing – OPC Reading to the Borough of Hillingdon, West London.

I immediately find the contrary as Calcot disappears in the rear view mirror and we nudge

into the outside lane of the motorway headed for the city. The heavens open and the eastbound carriageway of the M4 soon becomes better suited to powerboat racing than tranquil motoring. Understandably this isn’t my ideal initial scenario with £115,796 of road-going racing car underneath me, and a rapid 3800cc Weissach-tuned six-shooter with 475 eager horsepower out back under the command of my right foot. At this point I foolishly wonder how much of a livewire this rather daunting car can really be, and I drop it a few clicks down the seven-speed PDK gearbox while applying a jab of throttle to find out. There’s a split second delay, as if the car is questioning my sanity, before it lights-up the rear axle in fourth and delivers an auditory roar akin to having your

ears mauled by the Metro-Goldwyn-Mayer lion. Best I leave that pedal alone for a while...

The typically British weather combined with typically British rush hour traffic soon sees me turning to the back roads into town for solace, and it’s here where I initially imagine the GT3 may begin to struggle. I doubt Andreas Preuninger considers this kind of stop-start mundane usage when he’s developing 200mph Porsche GT weaponry day-to-day, or does he? To my surprise the GT3 makes relatively light work of the city traffic with only a few moments where I’m still getting used to Preuninger’s gearbox and its lack of a creep function which, rightly or wrongly, you tend to rely on when driving automatics through urban environments. Water vapour from the hot radiators up front rises



The GT3 feels quite at home at Silverstone thanks to its undisguised racing pedigree



This thing is so responsive it often feels like it knows what you want to achieve before you do



to Silverstone



through the bonnet's central vents and passes by the windscreen, a result of the cold climate and one red hot 911. It causes some casual stares from passers-by. Inside you hear some mechanical activity from the engine compartment, probably unfamiliar sounds to the average Carrera driver – but ultimately all is well. The next morning will be an early start and straight on to the M40 to escape the city – fast. We'll be heading to the 'home of British motorsport', Silverstone, to meet the GT3's race-ready sibling, and the journey should provide a chance to get better acquainted with this revered road-going GT car.

First light and the GT3 is soon up to optimum operating temperatures and making a speedy exit from suburban London. On standard settings this 911 is certainly loud; its engine note infectiously reverberates off shop facades and alerts any curtain twitching early risers in the flats above of its presence – especially with a few revs piled on. But Porsche's switchable exhaust system provides the ability to make it louder still, bringing the cacophony to a higher pitch from lower down the rev range. Make more progress still by employing the PDK 'Sport' function and the revolutions rise further before the next gear is adopted. The car boasts tailored GT3-specific gear ratios, and here, even at low speed, you're given a

taste of what this machine is capable of. This is where the GT3 feels most at home in town, making a hooligan's hullabaloo and collecting the scalps of anyone who dares turn to stare. In reality, though, in sedate mode this 911 is just as happy as any Carrera to pootle through the high streets and back routes, changing up a gear at its earliest convenience aiding what fuel economy it can lay claim to (23mpg combined). Of course, as the metropolitan streets are traded for faster A and M roads, then there's a chance to really unleash this beast. Pointing north on the M40 the traffic ahead parts and there's an opportunity to push the GT3 harder – it howls as the revs rise and our speed increases, munching miles and terrifying anyone out of its path. If they handed out Nectar points for on-road presence the GT3 would be collecting a free gravy boat and complimentary passes to Lego Land.

Turning off the major routes, we wind our way towards Silverstone on road networks more suited to one of Preuninger's finest. These slippery A and B roads is where the sheer capability and pure driveability of the GT3 comes to the fore – all the while communicating its intentions to chew you up and spit you out should you so much as consider not showing it the utmost respect and your undivided attention.

But ultimately everything works in harmony on the GT3; it is quickly confidence-inspiring and draws the driver to carry greater speeds through corners. Even when you don't think you're pushing on, you probably are – glance down at the speedometer and you're likely to be carrying about 20mph more than you thought you were through that last turn, such is the rock solid composure of this car.

Asking it to show any tangible yaw or horizontal movement for our pictures is like asking Jocelyn Widenstien to crack a smile. As a result the 991 GT3 feels planted at speed, but have a bit fun with it and it's possible to slide the car and steer it on the throttle even at relatively placid pace. There's oodles of grip on turn-in which means the GT3 goes exactly where you point it without catching you out; the fantastic rear-wheel steering means it'll circumnavigate a tuppence if you need it to and you never really feel wary of the 911's rear bias weight distribution – it's all so perfectly balanced. At no point though do you feel especially aware of that rear-steer system operating either, it's certainly not intrusive – rather it's constantly doing its thing in the background quietly and efficiently.

Launch this car from a standing start and it delivers masses of traction – in any mode – then proceeds to punch up through the seven-speed 'box at an incredible rate of knots, it's like being pummelled in the chest by Mayweather – popping gears into place in just one hundred milliseconds as you tug on the paddles. For this reason alone you don't really begrudge Porsche for snubbing the manual gearbox for the mega Doppelkupplung system. As a package this thing is so responsive it often feels like it knows what you want to achieve before you do – maybe it's a mind reader, or maybe it's just extraordinary...

Feedback through the 991's steering wheel has been a contentious point for enthusiasts thanks to the car's electronically assisted steering, but in my opinion it's nothing to feel too aggrieved about. Modern cars generally feel less communicative than those of old, it's a fact of life, and unless you're one of the 'dab of oppo' crowd chances are you'd struggle to find issue with the detail passed back through the rim on the road. I think what's more important is that this: a contemporary 911 GT car manages to retain a level of character and involvement that keeps the passion and allure of the 911 GT3 alive, and this

car does just that very, very well. Besides, if you're struggling to find a 991 GT3 exciting, drop it down a few gears and nail to the 9000rpm redline – that's sure to set your pants on fire. When you do, you'll be rewarded with ferocious torque right to the bitter end accompanied by a unique noise which is spine tingling and utterly addictive. Preuninger recently commented to me that he feels a GT Porsche should "explode up to the redline" and that's exactly what this car does. Delivering raw speed is one of its fortes.

Passing through Silverstone's main gates it's still relatively early. A thick layer of fog from neighbouring fields lies across the circuit. Navigating the infield's road network it's impossible to see from one side of its series of mini-roundabouts to the other, but the GT3's (optional) LED headlights do cut through some of the murky haze as we head towards the paddock. It's the first test session for the 2015 Carrera Cup GB cars, and as a result Silverstone is littered with Porsches, both road and race cars, of all kinds. 911 GB still manages to turn heads, as any 991 GT3 would, before eventually coming to rest out the back of the National pit buildings and switching off to cool. Having driven the 991



A weld-in roll-cage dominates and there's also an integrated system for fast driver extraction in the event of an accident



The Carrera Cup car's poise and presence is enough to give children nightmares



GT3 to the circuit it feels entirely at home here, and it's surely just as at home on track – a car capable of taking anything the road or track can throw its way – it's what it was designed for.

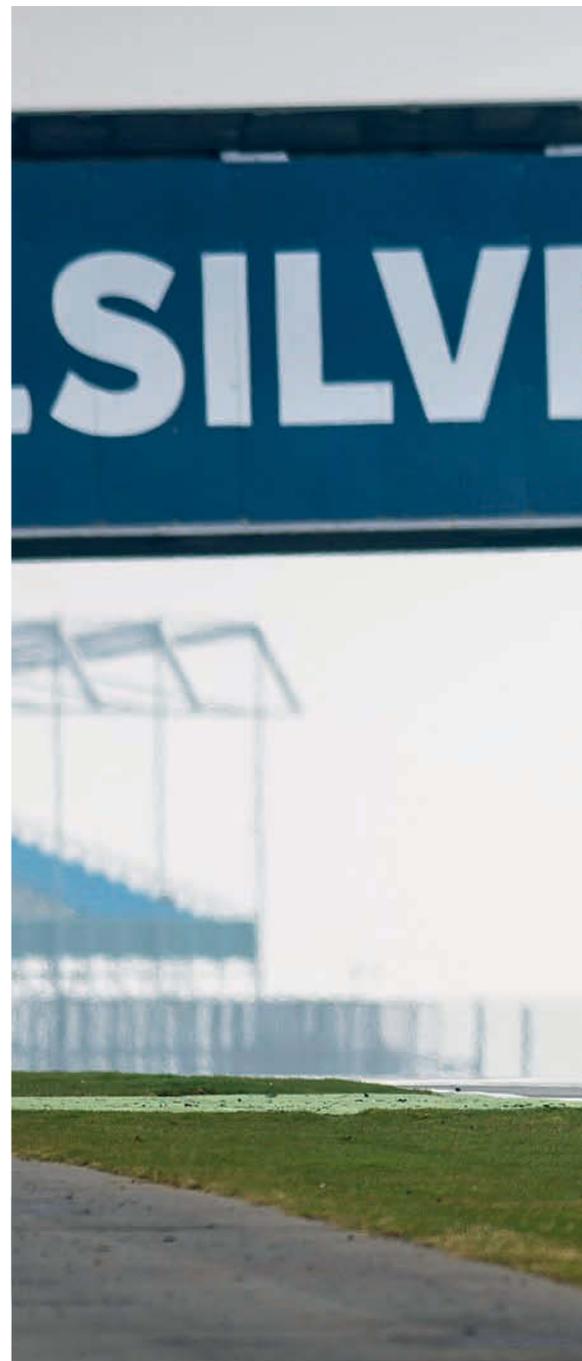
As any self-respecting press car should, 911 GB boasts a bunch of tasty options on its specification sheet, but none of these are especially flamboyant, rather they're probably all desirable, useful items you'd want on your 991 GT3 too. Of course it goes without saying that the factory equipment on the GT3 is nothing short of delicious without these, so either way you're on to a winner. The chassis is led by the usual Stuttgart specialities; Porsche Torque Vectoring Plus with electronically-controlled rear limited-slip differential, PSM, dynamic engine mounts and PASM with a reduced ride height (-30mm). Wide 9J and 12J 20-inch forged centre locking alloy wheels wrapped in 245/35 (front) and 305/30 (rear) tyres ensure the GT3's footprint is immense, matching its widened (by 44mm over Carrera) bodyshell. The GT3's suspension is adjustable for circuit use with changes to toe angle, camber and anti-roll bars possible.

The car you see here runs the Club Sport package (a no-cost option) so it's caged, it also has Porsche Ceramic Composite Brakes (£6248) and the Sport Chrono Package, including preparation for the Track Precision app (£1085). This particular car also runs Porsche's optional Sports bucket seats with carbon fibre hard backs (£2258), which is a delicious tactile point of contact that completes the feel of race-car-meets-road-car combined with the aforementioned Club Sport pack. The rear light clusters, with clear optics, costs £344 – it's £344 I personally would save.

But it is perhaps the motorsport department's work on the GT3 engine, not its list of standard

or optional equipment that serves to impress the most. And it's key to understand the differences between your average 911 Carrera engine and this one in the GT3, if you are then to understand how this road car differs from its racing brethren. The highlights showcase the levels of research and development Preuninger's team are willing to undertake in order to produce a car as exceptional as the GT3. The 3.8-litre direct injection mill has been equipped with new cylinder heads, larger intake and exhaust ports together with bigger valves. Forged titanium rods, forged aluminium pistons, and a fresh intake and exhaust system have also been offered up to this dry-sump powertrain. It equates to a refined engine fit for purpose and capable of so much more than the mere fast road use we've just put it through on the way to Northamptonshire. I'm talking hard use, the kind its relative, the GT3 Cup, is well acquainted with. We pull 911 GB around into Silverstone's National pit lane, and just ahead sits Josh Webster's Team Parker Carrera Cup GB car – for the first time the 991 GT3 road car meets the 991 GT3 Cup car – two 911s developed side-by-side yet separated at birth...

As the Team Parker Racing crew roll Josh Webster's number nine 911 from its pit garage, the first thing that strikes me is just how aesthetically aggressive it appears. Up until this point the car's road-going counterpart had proved pretty adept at scaring small children in the street, but the Carrera Cup car's poise and presence is enough to give them nightmares. Put it this way: you probably wouldn't start a fight with it. Naturally the width and length of Josh's car are practically identical to 911 GB, but with its gigantic wing and cambered wheels, it tricks the eye into believing there's a far wider footprint differentiating the two.



991 GT3 CUP

ENGINE: 3800cc direct injection

TRANSMISSION: Six-speed Porsche sequential dog-leg gearbox, LSD, triple-disc sintered metal race clutch, pneumatic paddle shift system.

CHASSIS: McPherson front struts, multi-link rear, non-adjustable racing shocks all-round, double-blade anti-roll bars front and rear

BRAKES: Six-piston (front) and four-piston (rear) callipers with 380mm steel discs, race brake pads

WEIGHT: 1175kg



JOSH WEBSTER

Josh Webster is a 21-year-old professional racing driver from Stowmarket in Suffolk. Josh had his first taste of go-karts aged 12 and within three years was crowned Junior European go-kart champion. Four years in single-seaters followed; in 2010 Josh was the fastest rookie in the Protyre Formula Renault BARC Championship, going on to claim fourth place overall as a result of four podium finishes. That winter he competed in the Formula Renault Winter Series and clinched overall victory with five wins, six fastest laps and one outright lap record.

Two further seasons in Formula Renault resulted in two second places overall in the championship, and Josh also clinched overall victory in the RTL F3 Masters Invitational Class that same year. In 2013 Josh graduated into GP3 with Status Grand Prix supporting the Formula One circus in Europe, where he endured his most testing season of racing. A disappointing year by his own admissions, devoid of impressive results.

Josh stepped across into tin-top racing in 2014, joining Carrera Cup GB as the Porsche Scholar (2014/5), where he impressed everyone claiming podium spots for all 19 rounds, five wins, three pole positions and four fastest laps, and clinching the 2014 championship. He is youngest ever winner of the Carrera Cup GB championship and the first Porsche Scholar to win the title in their scholarship year. Josh will be looking to repeat this success during 2015 with Team Parker Racing in his number nine 911...

"I'm very happy to confirm my return to the Porsche Carrera Cup GB Championship in 2015 to defend my championship title," Josh commented. "Thanks to Porsche Cars GB for its continued Scholarship support which makes this possible. My move to Team Parker Racing is really exciting and I'm looking forward to working with Stuart and the team, who have made me feel very welcome. It's going to be a fantastic season ahead!"



A lightweight full aluminium composite body makes up the shell of Josh's GT3 Cup, modified (wider) front fenders and flared rear arches aid the flat and low stance of the car versus that of its road-going counterpart. At the sharp end a modified GT3 splitter protrudes, used to aid aero performance on the track, while the colossal rear wing does the same job out back. The doors and deck lid are also constructed from CRP, the rear side and rear windows are made from polycarbonate – all adding lightness.

Of course the other obvious differences at first glance are the interior. The GT3 Cup boasts a modified 911 cockpit that comprises full roll-cage, bucket seat, six-point safety harnesses and controls with paddle shifters rigged-up to a Cosworth ICD colour display – it's a drive-by-wire system. A 100-litre fuel cell occupies the interior space, as does a fire extinguisher system – built-in three-piston pneumatic air jacks are rooted through the floor for speedy pit works. At each corner sit rims smaller in diameter than the road car's 9 and 12x20-inch jobs – but which look even more purposeful; 10.5 and 12x18-inch single piece centre lock Porsche Design alloy wheels shod in Michelin racing rubber. But it's really under the skin where the two GT3s differ most dramatically.

Fully variable forged McPherson front struts, adjustable in every way (height, camber and track) are mated to non-adjustable racing shock absorbers and a double-blade design anti-roll bar. Spherical bearings support throughout.

Suffice to say it's a meaty chassis setup that is mimicked at the car's rump: the rear is a multi-link affair, equally as adaptable to suit purpose. The brake system includes two independent brake circuits for the front and rear axle, which allows Josh to adjust his brake balance from inside the cockpit. When he's happy with the middle pedal underneath him, aluminium six-piston callipers (four-piston items take care of the rear) grip 380mm steel discs up front, vented and slotted – which so far match the specifications of those found on 911 GB – the difference comes in the form of race-spec brake pads and more industrial ventilation ducting.

The engine in Josh's race car is the same all-aluminium Boxer mill found in 'our' GT3. Capacity, bore and stroke are all consistent, yet the race car produces 460hp over the road car's 475hp with a 500rpm deficit in maximum revolutions in 911 GB's favour. The GT3's twin fuel pumps produce up to 200bar of pressure, resulting in more fuel being injected, sprayed finely. Six-hole injectors are capable of firing precise small and high dosages of fuel into proceedings for maximum engine performance. The track car benefits from a twin-branch race exhaust system (with a race catalytic converter) with centre-exit pipes. In place of the road car's seven-speed PDK system you'll find a Porsche six-speed sequential dog-leg gearbox in Josh's number nine machine – this is perhaps the biggest difference between the 997 Carrera Cup GB car and this road-going 991 machine. It works in conjunction with a

mechanical LSD, a triple-disc sintered metal race clutch and pneumatic paddle shift system.

Developed alongside each other at Porsche Motorsport, the 991 GT3 and GT3 Cup truthfully hail from the same bloodline, born a matter of feet apart from one another on the same production line. The innovation and transfer of technology between the two is clearly apparent even before you take a deep dive into the technical details. The road-going GT3 offers racing car performance with all the creature comforts of a highly-spec'd Carrera, and as a package it truly does represent the definitive road car for the track, wouldn't you agree? Ultimately 911 GB is a racing car with number plates and shares far more than looks with its competition sibling. As a result it doesn't take much imagination to envisage a driver using a GT3 to journey to this track, before exiting the pits at Silverstone into the Copse, Maggots and Becketts complex of curves on a charge in that same car.

I started this journey a little intimidated by the 991 GT3, but I shouldn't have been. While this car deserves its fearsome reputation and a driver's full attention, it's so complete, so accomplished and capable that it quickly inspires confidence, garners passionate adoration and relaxes its driver allowing one to feel in tune with it. It might sound like the Metro-Goldwyn-Mayer lion, but on some level it cossets its driver and flatters them into feeling like a big cat tamer. Just be cautious not to stick your head inside its open jaws – from time to time this one can still bite... ○

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Weapon Of Choice

The GT3 has become a 911 icon. But what separates the 996, 997 and latest 991 versions, both technically and through the unique driving experiences they each offer?

Story: Simon Jackson and Jethro Bovingdon Photography: Anthony Fraser

Homologation. The H word is responsible for some of the most electrifying road cars ever conceived, and when it comes to the Porsche marque that equates to a bunch of the most extreme 911s in the car's 50-year history. Amongst them, of course, is the GT3. Back in March 1999 Porsche gave the world its first taste of a GT3 when it whipped the silks off the 996 version at the Geneva Motorshow. This first embodiment of the car was born out of Porsche's wish to race in the GT3 category of motorsport and, as you're probably aware, in

order to qualify for racing in such a fashion Porsche was required to homologate its proposed track machine for road-going use. Zuffenhausen exploited a gap in its production schedule prior to the arrival of the 996 Turbo in 2000 and began work on around 1350 examples in 1999. Thus the road-going production version of the GT3 Cup car was created.

The 996 GT3 was an immediate hit; practically all cars were spoken for at launch and the first round of international road and track tests confirmed what we already had guessed: Porsche had created another sports car legend. The new

car's arrival also served to silence any critics (of which there were a few at the time) of the first water-cooled 996, and it was easy to see why. Sure the GT3 looked like a 996 Carrera but under the skin it was a very different animal.

The 996 GT3's modified 3.6-litre engine (M96/76) may have looked like a 964 powerplant thanks to its crankcase but it was based upon the fearsome Hans Mezger-designed 3.2-litre flat-six found in the GT1 – sharing its eight-bearing crankshaft, oil tank and running similar (yet larger and lighter) pistons. A dry sump lubrication system and titanium con rods



and rod bolts were among the other highlights. All told it produced 360hp at 7200rpm. Porsche's new VarioCam system appeared on the 996 GT3 for the first time, replacing the separate chain previously used to vary inlet valve timing by now utilising a hydraulic cylinder to vary timing. Like the engine, the GT3's gearbox also differed from that found in the Carrera model; the G96/60 six-speed was an updated version of the GT2's G50/53 transmission and talked to a ZF limited-slip differential with 40 percent locking function under load. Suspension-wise the 996 GT3 took much of its lead from its

standard Carrera counterpart, with certain areas modified and updated for use on the track. The car sat 30mm closer to the ground, wore adjustable anti-roll bars and height adjustable front and rear suspension. Steering and braking systems were a near match for the Carrera's, albeit beefed-up somewhat, and the GT3's 18-inch alloy wheels were special lightweight affairs.

From the outside the 996 GT3 utilised the standard Carrera's narrow bodyshell, so on the whole the basic silhouette of the GT3 machine varied subtly from its four-wheel drive counterpart. Under the surface, though, changes

were made to accommodate the GT3's mechanicals (namely its separate oil tank), while new mounting points for the drivetrain were engineered into the shell, too. The GT3's rear deck lid, front bumper and biplane rear spoiler were its unique identifiers at first glance.

Inside it was much the same story. In fact, any Carrera pilot would feel naturally at home in the GT3. The rear seating was deleted and the front chairs replaced with lightweight buckets, saving 28kg. Further sporting prowess could be suggested with the addition of the (no cost option) Clubsport package – mainly comprising



*“The GT3 feels truly special.
So cohesive, poised and focused
that it’s an icon in its own right”*

bolt-in roll-cage, bucket seats, six-point harnesses, fire suppression system and battery cut-off switch. The ‘standard’ GT3 used a dual-mass flywheel, the Clubsport version replaced that with a single-mass flywheel in order to reduce weight and improve responsiveness, as its accompanying racing clutch could be tricky to master.

In 2003 the GT3 was resurrected in the face-lifted Gen 2 996. It now boasted the most powerful naturally aspirated engine in its class thanks to a staggering power output of 381hp. The latest evolution of the M96 engine (M96/79) (again sporting parts lifted straight out of the firm’s Le Mans-winning GT1) once more used a forged eight bearing crankshaft for increased durability alongside titanium con rods, all specified to cope with the new car’s increased performance. Again a six-speed manual gearbox appeared, the G96/96 ‘box running with an oil

cooler on this occasion. A firm suspension setup crafted on track worked in conjunction with PCCB ceramic brakes (which were available as an option on the GT3 this time).

And Porsche’s engineers didn’t stop there. The new 996 GT3 looked different, too, but the changes were not merely aesthetic. A new aerodynamic front end had been tested in the wind tunnel while the vast rear wing helped keep the car pinned to the deck without any detrimental effect to the drag co-efficient (it recorded Cd 0.30). Engineers used air taken from the front intakes to cool both engine and brakes.

In 2006 Weissach ensured that the 997 GT3 carried on where the 996 version had left off. The basic premise was exactly the same as before and started with the base 997 Carrera shell. Increased stiffness was added; in fact, the new car benefited from a 40 percent increase in

flexing strength over the 996 version. But it was perhaps the power unit that served up the most delicious improvements. The same 3.6-litre engine with its roots in the GT1 was tweaked to produce 415hp largely through modifications to its induction system, which was able to supply optimum airflow to the cylinders through variable resonance flaps. This, combined with the use of Porsche’s VarioCam technology and an exhaust system engineered to provide only a small amount of back-pressure, directly enabled such headline-grabbing power gains over the previous generation model. With Nikasil-coated piston liners and forged components, the engine shared more with the Turbo cars than the Carrera models. The engine was highly tractable and came with the added bonus of a fantastic soundtrack.

Shorter gearbox ratios from the 997 GT3’s



ON THE ROAD: 996 GT3

Imagine if the GT3 began and ended with the original version. It never progressed to 3.8 or 4.0-litres. It never spawned an RS. It never became the 911 for driving enthusiasts the world over. In that context how would the first generation 996 GT3 be judged? It's a fun exercise because when you think of this early car you tend to think of all that's followed, too, its significance and maybe even its ability to grow in stature until it's almost difficult to be fully objective about the driving experience.

I always try to take this approach when I drive an early GT3 and it always lasts between 10 and 30 seconds. You see the GT3 feels truly special. So cohesive, poised and focused that it's an icon in its own right, but working to such a perfect formula that it was always going to be the start of something significant and life-changing both for those who've driven and owned them but also for the perception of the (then) new water-cooled 911s in general. Upon this car's launch in '99 the air-cooled purists had little choice but to pipe down. A proper 911? Oh yes!

You slump right down almost onto the

floor in a 996 GT3. Those gorgeous high-winged seats are superb and lock you in nice and tight. Immediately the car feels small and narrow. The steering column doesn't adjust for reach and so the wheel is a little far away for my liking but it's millimetres... nothing to really get in the way. The engine starts with a slender key and it sounds somewhere between a bag of nails and a load of loose ball bearings clattering around a washing machine at idle. This isn't a pretty noise but it isn't tuned for show, either. Just a sort of harsh, trebly thrashing. The whole car tingles, too.

It's that sense that the GT3 is completely alive that dominates. It feels instantly light and hyper-agile. The front-end has fantastic response and the rear is always on the cusp of oversteer, always in need of attention and technique. Yet despite the ride-height and the unmistakable influence of motorsport in the GT3's dynamic make-up, the ride quality is actually very supple. That makes it a hugely effective road car: You never shy away from nasty road surfaces or flinch through compressions, the GT3 just sucks up the road's challenges, relays them directly to your hands but never allows them to upset progress or get in the way of enjoying its real signature piece – that engine.

Clattery it may be at idle, but the 3.6-litre

dry-sumped Mezger is a thing of wonder, even here with 'just' 360hp. The way it piles on revs is addictive and the way it allows you to play the chassis any way you like is perhaps unique. This original GT3 simply doesn't have the mechanical grip of the newer cars but that makes it so malleable that you're completely immersed in how it flows down the road. The gearbox feels almost loose, the brakes aren't quite as strong as you might hope and expect but in terms of raw feedback and balance and mechanical fury it's something else.

The Gen 2 car had a little more budget and plenty of tasty upgrades – uprated brakes and unique wheels, strengthened gearbox with oil cooler, split rear wishbones for more precise camber adjustability and an effort to reduce internal friction in that engine. The result is more intense in every way. The ride is much stiffer, the engine revs with so much more vigour and the drive-by-wire programming gives razor-sharp response and grip takes a big leap forward. The bigger brakes have better feel, too. The whole car just has more tension. However, there's more built-in understeer, a little less playfulness and the ride means certain roads become a fight rather than a dance. It's still outrageously exciting, of course.

Jethro Bovingdon

G97/90 six-speed (and a reduced throw), combined with an upshift indicator, helped the driver to realise the official 0-62mph figure of 4.3 seconds. The 997 was naturally a more technically advanced car than the 996, so with that the new GT3 came with all of Porsche's latest advanced chassis tricks. Active suspension came in the form of adjustable dampers and PASM (more on that shortly), traction was aided with the inclusion of ABD (Automatic Brake Differential), ASR (Anti-Slip Regulation) and MSR (engine drag torque control). Braking was taken care of via either cast iron discs or,

following the 996 GT3's lead, PCCB ceramics.

The engineering tour-de-force continued. Improvements to that all-important drag coefficient figure were the result of a more slippery shape (Cd 0.29) yet downforce remained incredible thanks to a fixed rear wing producing 25kg of downforce at top speed. Three air intakes at the front fed a trio of radiators, the middle of which now flowed its processed air up and out of the bonnet and across the roof via the windscreen – an aide to downforce. Further cooling was provided by the vented rear deck lid and cut outs under the rear lenses designed to keep the

catalytic converters chilled. The interior followed the same specification as the 996 GT3, coming as standard in 'Comfort' specification, with the optional Clubsport package offering lightweight carbon fibre bucket seats, a roll-cage and a fire extinguisher system. Whichever way you went swathes of Alcantara afforded the interior a truly sporting feel but, ultimately, which way a customer opted to go wholly depended on what they intended to do with the car.

But how did all these advances under the skin translate to driving on the road? The addition of PASM was perhaps one of the biggest factors in



ON THE ROAD: 997 GT3

Just four short years separate the 996.2 GT3 and the 997 GT3 but such is the progression in every area that it could easily be ten.

Everything is ramped-up – engine, gearbox, grip, sophistication, braking performance – and yet the balance of all these elements remains perfectly judged. The star turn, initially at least, remains the 3.6-litre flat-six, now producing 415hp at 7600rpm and 298lb ft of torque at 5500rpm. Its response and

reach just never gets old. But, like the 996 GT3 before it, this car's real magic lies in how the drivetrain and chassis interact to create a platform for the driver to manipulate and tweak for every second of every journey.

It seems bizarre to think that the 997 GT3's PASM dampers and the addition of traction control brought about accusations that the GT3 had 'gone soft' back in 2007, but so they did. Is that borne out in the driving experience? Well, certainly the ride quality that makes an early 996 GT3 so effective on our crummy roads is rediscovered with the 997. After the slightly

combative approach displayed by the 996.2 the 997 GT3 is more supple, more fluid. However, with that less aggressive approach you get much better body control and so far more performance and grip that to suggest the GT3's core appeal had been somehow sanitised seems almost laughable. And the TC? Well, if you're such a hero you can always turn it off.

The little touches like the Alcantara trimmed steering wheel and gear lever gets things off to a good start. The engine starts with a more triumphant boom than before and although the single mass flywheel rattles a little it's mostly drowned out by

the step up from the 996 to 997 generation of GT3. As a result the system made the new GT3 a genuine option as a daily driver. Naturally the ride remained firm but it was also pliant enough to be comfortable when required. The real bonus was that in either suspension setting the 997 GT3 offered excellent ride quality, even on poor roads, while still cornering flat with very little roll. It seemed to offer the best of both worlds. Adding to this usability were the traction control systems, the first time they had appeared on the GT3, making it more foolproof than the outgoing 996 version. Of course, the effectiveness of these

systems could be lessened with Sport mode selected, which also opened the exhaust system up to flow freer providing 18lb ft of additional torque in the mid-range. The brakes were larger than its forebear. This meant the 997 stopped more effectively than the 996 GT3 and advances in tyre technology meant Porsche offered it with stickier rubber as standard – all factors in the new and improved driving experience.

In 2004 Porsche revised the 997 with the arrival of the 'Gen 2'. With the Gen 2 997 GT3 that followed in 2007 Porsche was refining an already highly accomplished machine but, as is seemingly

Stuttgart's forte, it managed to refine and enhance every area of the Gen 1 997 GT3 that it could – an almost impossible task. Perhaps significantly it was the first GT3 to be worked on by Andreas Preuninger, now fondly (and rightly) known as 'Mr GT3'. Differentiating the two at first glance requires something of a keen eye; the longer nose (the nose lift system was now introduced as an option, too), larger air intakes, colour-coded areas and LED running lights are the giveaways from the front aspect. The functional visual changes continued around the flanks with larger vents, while out back sat an even larger rear wing. The



exhaust noise now. Especially if you select Sport mode for a little more torque and a chunk more volume. The gearbox action is much heavier and tighter, the clutch requires more effort and even the steering feels weightier. There's no sludginess or stickiness, just a feeling that everything is locked-down and located with total rigidity. It feels serious.

The sheer grip available is huge, as you'd expect with 305-section rear tyres with such an extreme tread pattern, and so unlike the 996 GT3 you don't instantly feel you can dictate to the 997. But in hardly any time that confidence comes as the

quality of the feedback from the car is of such clarity. You feel every bit of grip available and with the big hit of mid-range torque you can even edge over it without fear... That old trick of giving the driver the means to exploit the GT3's huge ability remains intact. It's just everything is operating at a higher level. It's a really sweet car this, as fast as you could ever need and endlessly entertaining.

The 997.2 GT3 with the 3.8-litre engine just ups the intensity level again, just as the 996.2 did before it. The suspension is more aggressive, the car's edges feel sharper and a little more intimidating and the

performance is certainly more fiery still. Somehow the whole car feels lower and wider, hunkered right down into the surface and getting every last bit of grip from those Cup+ tyres. It's an extraordinarily focused car and in that sense it eclipses all that have gone before: faster, more agile, more stable under braking and with grip and traction you just wouldn't believe. But with 200cc extra and a heap more torque that crucial grip/power ratio remains in favour of the engine and the driver. It's simply one of the great driving experiences. Can it get better than this?

Jethro Bowington



Gen 2 GT3 debuted lightweight (3kg lighter than the Gen 1 versions) alloy wheels that, along with lighter springs, served to reduce the car's unsprung weight. Tweaks to the PASM system meant ride comfort was improved even further while changes to the car's roll bars resulted in a stiffened chassis capable of quicker turn-in and reduced understeer.

Power was increased from 415hp to 435hp and torque was hiked by 25Nm to 430Nm. This was achieved by increasing the Gen 1 engine's bore from 100mm to 102.7mm. That, in turn, increased displacement of the Gen 2 model to 3.8-litres and it now revved to 8500rpm! Porsche massaged the VarioCam system, too, to bring the Gen 2 GT3 in line with stricter Euro5 emissions standards that the Gen 1 cars simply could not meet. All this work equated to two-tenths of a second being shaved off the new GT3's 0-62mph time – now 4.1 seconds – while the car's top speed went up by a subtle 1mph to 194mph.

The interior of the Gen 2 997 GT3 featured a new steering wheel and greater use of Alcantara.

A new PCM system was an option over an equally new audio system with a five-inch display screen, and while customers were ticking options boxes the 'no cost option' Clubsport package could be specified once more and comprised the same additions over the 'standard' comfort specification, although this did require the fitment of the costly buckets seats.

The Gen 2 997 GT3 improved upon what the 996 GT3 and Gen 1 997 GT3 had delivered, which meant the new 991 GT3 unleashed in 2014 had some pretty big tyre tracks to follow in. The 991, the first all-new GT3 in 14 years, perhaps aptly arrived amid the 911's 50th birthday celebrations. In many ways it was the most radical GT3 to date. It utilised the wider (by 44mm) Carrera 4 shell. Weight was shaved, the 991 GT3 losing around 13 percent of its bulk through the use of aluminium. Likewise the roof, doors, wings, front bootlid were crafted from the lightweight metal. Despite all this, the new GT3 was 35kg heavier than the Gen 2 997 before it.

Meanwhile torsional rigidity was increased by 25 percent. Out went the old Mezger dry-sumped flat-six engine, in came a PDK-only GT3 – both points to cause much concern among the hardcore Porsche fraternity. Andreas Preuninger and his colleagues at the Motorsport Department weren't in the business of disappointing Porsche fans, though, and as such the 991 GT3 far exceeded the sum of its parts.

Beginning with the Carrera S's 3.8-litre mill, Preuninger set to work creating a beast of an engine to compliment a beast of a 911. Once more the power unit was dry-sumped with an integrated on-demand oil pump. It also featured a new crank, forged titanium con rods, and forged aluminium pistons. New cylinder heads developed exclusively for the GT3 featured larger ports, valves and a rocker arm control capable of individual valve control at exceptionally high engine speeds. They still allowed for a longer stroke and valve openings, too, for optimum torque. This setup was devised to work in

ON THE ROAD: 991 GT3

Better? Maybe not. More intense? Sharper? Faster? Even wilder to experience at something close to its maximum potential? Absolutely. The 991 GT3 might be a new chapter with a new engine and electric steering and even a PDK gearbox but just as the 997 was a great stride over the 996, the 991 takes a mighty leap to unprecedented and scarcely believable levels. There's never been a road-going 911 quite like this thing.

We'll get to the usability stuff in a moment and maybe discuss the finer points of that new 3.8-litre engine and the controversial PDK 'box. What's really important is how the 991 GT3 feels out on the sort of roads that we dream about. And the answer is 'simply incredible.' This car has so much performance, so much stability and composure, it seems to have the answer for everything. More than that, the 991 GT3 can also put you in that

rare place where the car is responding precisely to your inputs, teetering on the edge of grip but never threatening to plummet over the edge of oblivion. And all the while that engine rips up to 9000rpm over and over again and you fire in gearshifts so fast that, in simple point-to-point terms, the 997 is beaten, humiliated, almost irrelevant.

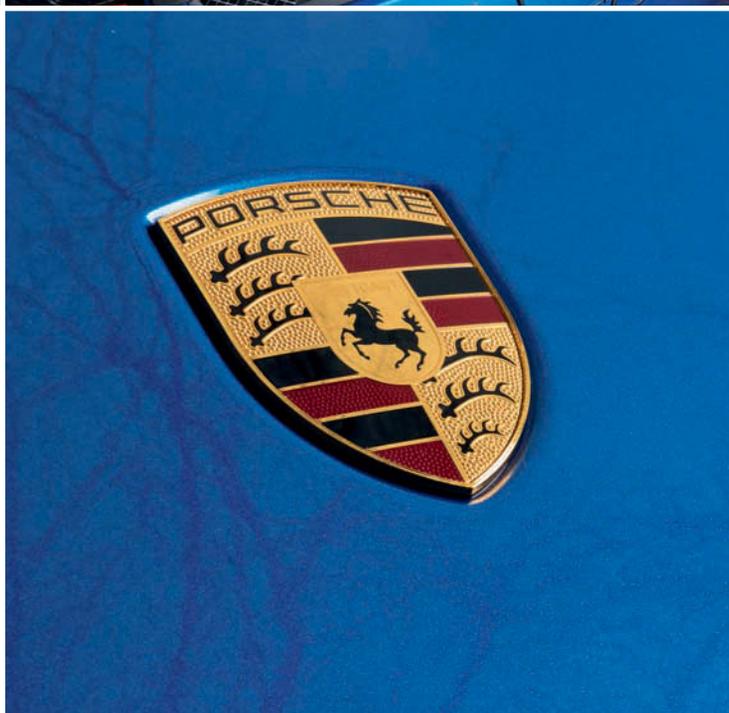
That's the short version. The longer version is more complicated. Judged purely as a highly focused road car with massive track ability the GT3 is outrageous and a complete bargain at its original list price (I realise they're trading above that now). It feels like a Ferrari 458 or McLaren 650S rival in many ways. However, judged by a die-hard GT3 and 911 man, the waters are rather muddier.

So that new engine. It's amazing and the way it revs, its sharpness and the relentless performance it offers are spine-tingling. Do I miss the fizzing, grating, chuntering old Mezger? Yes. Every second. The PDK is fantastically quick and unlocks so much

performance. Would I prefer a manual? Yep. The electric power steering is right up there with the best of its type but, guess what, it's nothing like as graphic or detailed as the 997's hydraulic setup. So this genuinely is a new sort of GT3 and I love its sheer intensity and dizzying ability but there's no question that the old car's feel, its insistence that the driver work for his rewards... well, that's been eroded.

Even so, I've had drives where the 991 GT3 has left me almost speechless. Where I've pushed it hard enough to bring the chassis to life and feel that amazing front-end precision, the agility aided by four-wheeled steering and the pure adjustability offered when you really start to find confidence. Driven at 10/10ths it is something else. A true GT3. The difference is that the old GT3s impart their specialness at anywhere from 1 to 180mph... the 991 GT3 is mesmerising at its best, but for much of the time its best is tantalisingly out of reach on the public road. It's a staggering car all the same.

Jethro Bovingdon



conjunction with Porsche's VarioCam technology to enable variable valve timing functionality. For the first time ever direct fuel injection was fitted to a GT3, boasting multi-hole injectors for more precise control of fuel.

Using the same premise as the 997 GT3, the 991 GT3 scooped air from a ram-air system located on the luggage lid, directing airflow to increase intake manifold pressure and flatten the engine's torque curve. Again a switchable exhaust system delivered increased torque – 18lb ft between 3000 and 4000rpm. Revving to a staggering 9000rpm the new engine had been sent on a crash diet and produced 475hp at 8250rpm – with 324lb ft of

torque. This enabled the car to hit 62mph in just 3.5 seconds before continuing onto 195mph – almost unbelievable when you think that this same car could return between 20-30mpg when driven carefully! The engine itself may have been impressive but some Porsche fans were up in arms about the lack of a manual gearbox. The PDK system was specially revised for the Gen 2 997. The GT3 offered different modes for different purposes but in 'Racetrack' mode the 'box shifted gears in less than 100 milliseconds, and Porsche incorporated a 'paddle neutral' system allowing drive to be cut by pulling back on both steering wheel-mounted levers.

The same eye-watering levels of

technology found in the 997 GT3 appeared in the 991 version of the car but there were also some new additions. Rear wheel steering featured for the first time, whereby at speeds up to 50km/h the rear wheels would turn in the opposite direction to the front wheels by 1.5 degrees; above 80km/h they would turn in the same direction as the front wheels, all designed to aid cornering ability and reduce turning circles. Porsche claimed this was a big part of the 991 GT3's 7-minute, 30-second Nürburgring time – astonishing when you think the 996 GT3 recorded a 7-minute, 56-second lap with Walter Rohrl at the wheel. There was, of course, no escaping that the 991 is a larger and thus potentially heavier car than the outgoing 997 and

Thanks:

Goodwood Motor Circuit
Richard Draper for the use of his 997 GT3



therefore the 991 GT3 demonstrated weight-saving wherever possible. Various aluminium parts could be found on the new car, even the rear axle used a new casting. The car's subframe was constructed from hollow aluminium, a 3.9 kilo saving over the Gen 2 997 GT3. Larger yet lighter wheels (9x20-inch front, 12x20-inch rear) hide steel discs or PCCB ceramics depending which way a customer wished to go.

Like its forebears the 991 GT3 boasted larger air intakes than its Carrera cousins, cut into redesigned bumpers. Both the aero spoilers at the front and the rear wing were functional items generating downforce rather than merely reducing lift. Equally the interior followed trends laid out by the 991

GT3's predecessors. Once more a Clubsport package could be specified but regardless of this the new GT3 benefited from perhaps the most lavish interior of any GT3 yet, with Alcantara and a PCM screen featuring as standard. The 991 GT3 was a brutally accomplished car.

Ignoring, as we have here, the GT3 RS models (the lightweight road-going, track-slaying 911s which truly sit at the top of many Porsche people's wish lists), the GT3 is in many ways the most accomplished all-rounder in the 911 line-up. When it first arrived on the scene back in 1999 it began an exciting sequence of cyclical 911 development that Porsche and the Motorsport Department has stayed true to

ever since – delivering us a new version of its mighty road-going racing car, and the definitive all-rounder, every four years or so. To date, out of these three it is perhaps the Gen 2 997 that benefits from the most enviable reputation, and it's a well-deserved reputation at that. Ultimately each incarnation of the GT3 has, in its own way, exceeded expectations and delivered a technological masterpiece worthy of being remembered as a true automotive icon. Each one is very much of its era and the true definition of a practical, functional, dependable yet astounding road-going racing car. There's absolutely no reason to assume the next 911 GT3 will be anything other than truly spectacular. ●







Story: Ben Koflach
Photography: Matthew Berenz

The GT3 Alternative

Has the true spirit of the 911 GT3 been lost with its latest incarnation being available only with a PDK gearbox? Pfaff Tuning decided it would create its own take on what a manual 991 GT3 could have been...

The 991 GT3 was one of 2014's big opinion dividers. GT3s of the past offered unrivalled driver involvement, staying faithful to the manual gearbox and driving controls that leave no part of the 911's chassis or drivetrain unfelt by whoever might be lucky enough to sit in the driver's seat.

So, what was Porsche thinking when it was announced that the latest incarnation would be available exclusively with PDK?

European car tuning specialist Pfaff Tuning, in Woodbridge, Ontario, took this as an immediate call to action. Extensive experience with the Porsche brand and the facilities and expertise to

cherry-pick the finest aftermarket components from around the world have led to the 991 you see before you, which Pfaff aptly titles its 'GT3 Alternative'.

The process involved in the creation of this spectacular 991 is a simple but thorough one. The brief was to make something that would capture



"It's one of those cars you park and look back at and trip over a curb as you walk away from it"



the spirit of the GT3s of the past, while encompassing the features of the latest 991 without losing the all-round abilities that contemporary non-GT 911s can offer. This is not a task easily completed, but Pfaff's effort is simply stunning. This 991 began life as a Carrera S, ordered from Stuttgart with the optional Power Pack (lifting output to 430hp), PASM, Sports exhaust, a full complement of interior goodies, and of course, the seven-speed manual gearbox. It is an utterly brilliant car in itself – however, the Pfaff team had a clear vision as to what it would become.

This transformation began underneath, with the choice addition of Bilstein PSS10 coilovers, chosen to not only sharpen the handling, but also because of their electronically variable damping function, which is operated via the factory controls. With a full alignment and corner weighting session under its belt at the Pfaff Motorsports division, this 991 promises to show some serious finesse at the track, while remaining entirely comfortable for the road. Forgeline GA1R wheels were chosen for their low weight, great

strength and good looks, and when shod in Pirelli's super-sticky P Zero Trofeo R tyres, you know that this 991 is planning to outgun a standard GT3 in the corners. It certainly looks the part too, with a full TechArt aero kit and centre-exit exhaust, which is neatly valve-controlled using the factory sport exhaust button in the centre console.

Inside, the presence of a body-coloured GMG roll-cage is what really associates this special 911 with its big brother GT3. The rear seats have been deleted, leaving the entire affair looking and feeling completely factory as you slide into the standard issue Sports seats. The fit and finish of this creation is seriously impressive – it feels far more like a Porsche special from Weissach than something dreamed up and developed on another corner of the planet.

"You get into the car knowing it was built for the purpose of reigniting the passion drivers had with the 997 GT3 and RS. It was built to be the best example of a manual 991 GT3 we could think up," commented Pfaff's



Matthew Berenz. "Immediately you are met with low seating and that Alcantara wheel. With the cage behind you, the interior definitely feels the part. Upon cold start, the valved exhaust is open, so it greets you with a growl I have simply never heard from a Porsche.

"While driving you are almost compelled to always leave the exhaust open, though it is nice to have the option to quieten the car. The suspension is stiff, and deliberate – handling is razor-sharp and is coupled with the Trofeo tyres. Our ride height and the race alignment give you a true race car feel.

"Driving the 997 RS just gives you this stupid ear-to-ear smile the entire time and this car also does that to you. In Sport Plus, the auto rev match kicks in and works flawlessly. On downshifts the throttle blips and the car gurgles and pops. I would say if anything it offers slightly more comfort than a 997 RS, especially with the clutch not being so heavy, but feel wise, they are right on par with each other. You drive this thing around knowing



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Bilstein PSS10 coilovers with variable ride control
GMG half roll-cage (colour-coded)

Price: \$159,985

Contact: www.pfafftuning.com



full well people are eyeing you up wondering what the hell it is.

"I have driven my fair share of Porsches, and my fair share of 991s too, including the GT3, and even with the other cars I've been behind the wheel of I have always said that the most fun I have had is in a 997 RS. I can say the same now about this car. For me, it appeals to all the senses:

it's low, sticky, fast, loud and stiff. It's one of those cars you park and look back at and trip over a curb as you walk away from it."

Porsche's magic has always revolved around the fact that you can drive comfortably all week, and then hit the race track at the weekend and have plenty of fun. The GT3 is an extreme way of doing that, with a bias certainly more towards the

weekend than the weekday commute. But this 991 from Pfaff is just something else. It strikes that balance perfectly. It's hardcore, but in a way quite different to the 991 GT3, and in some ways much more exciting. It oozes character, it pops and bangs – it's got that bit of flair that separates it from the bullish accuracy of the factory GT3. Is it a true GT3 alternative? Oh yes, and then some ○



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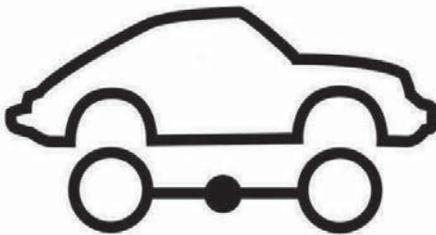


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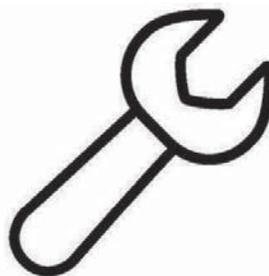
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A rear view of a light blue Porsche Carrera RS 911. The car features a black racing stripe along the rear bumper and a yellow license plate with the number '188M'. The 'Carrera RS' badge is visible on the rear fender. The car is parked in a garage setting.

Back

The fashion for backdating 911s has become big business, but few demonstrate the high level of detail evident on this 964, which mixes classic aesthetics with modern usability.

Beat

Story: Louise Woodhams Photography: Matt Woods





“I’ve been interested in Porsches ever since I can remember. One of my first memories was having a 959 toy car that I used to run around in the garden with pretending I was rallying. I also have vivid recollections as a schoolboy trying to poke my head up high enough to see out the window of my father’s 928 S4 and the roar of the big V8 up front,” recalls 32-year-old Greg Ellam with a smile.

Growing up with a father who was into really rare cars (including owning an ex-race Jaguar XJ220, a pair of Aston Martin Zagatos and various Lamborghinis, Ferraris and Porsches), it was inevitable that Greg would end up being loyal to a brand that represents the very pinnacle of engineering and design. He now collects cars alongside his father. Their current collection of metal comprises: an Escort Cosworth Group A rally car; an Aston Martin V8 Vantage GT2 race car; a Hummer H1 and H2; a Viper-engined Dodge Ram SRT/10; a Chevy SSR; a BMW E63 M6; and a Lotus Excel.

The star of the show, though, is the 911 you see here. But before we get into it we want to know what came before it from the Stuttgart stable? “At the age of 25 I had finally saved up enough money to get an 80,000-mile 2001 Boxster S,” Greg tells us. “It was manual, in Midnight blue with grey leather and GT3 wheels.

I loved it but it had a number of mechanical issues and not long after buying it, it got keyed parked outside a friend’s house.” Greg sold it shortly after and then bought a 2006 Boxster with Tiptronic transmission in Lapis blue. Although he loved the way that it drove, it lacked grunt so that went after a brief period, too.

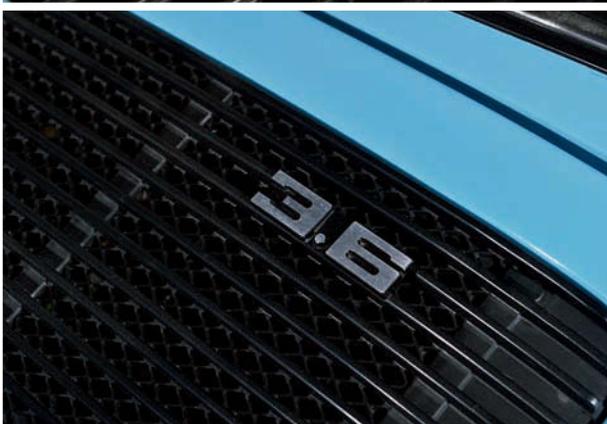
A couple of years later Greg was in the position to get his first 911. This wasn’t any normal version, though; it was a 1988 3.2 with a 964 Turbo body, an RSR spoiler, a 993 VarioRam (which boosts low end torque) and the running gear from a 930 Turbo. It might have been a real mishmash of parts but apparently looked great and was also pretty quick off the mark. Why did Greg buy it? Well, he was after something interesting for the 2015 European Modball Rally. The only criteria for entering the 2000-mile, seven-day road trip from London to Barcelona is that the car has to have at least two modifications, cosmetic or mechanical. The Rally sees a range of entries from movie cars to fire engines, tour buses to monster trucks so the backdated Porsche would have been perfect. Except that he’s subsequently decided it doesn’t have enough room for a week’s luggage so it’s been replaced by the M6... but we’ll gloss over that.

Backdated cars are a bit of a hot topic. You’ll

always get the purists that think everything about a backdated 911 is an abomination but there are a whole host of reasons, good reasons, why people buy or create such a car. It could be to remove weight and increase performance potential, to create a purer driving experience or simply an opportunity to restore a car and make it unique at the same time. For those that can’t afford a large investment upfront it also allows them to create their dream 911 over a longer period of time.

Greg relates how he became interested in backdated Porsches: “I have always loved classic 911s but would never trust a Seventies car to survive a hammering across Europe over the course of a week. I had settled on a newer model until I started to read up on backdated cars and thought that it would be the perfect solution.”

Greg began the detailed task of researching 1970s RSs and the way they should look so that when he went to look at cars he could check to see how period-correct they were. After looking at a number of 911s, some very nice and some a little disappointing, he spotted this car advertised for sale at a specialist race car auction. “I viewed the car and after doing a lot of investigation into its build I knew this was the car for me. I had never seen such a high level of workmanship put into a backdated car, the



"I would never trust a Seventies car to survive a hammering across Europe"

1990 964 C4

ENGINE & TRANSMISSION: K&N induction cone, 9ff engine chip and Fabspeed twin-exit custom exhaust in stainless steel

CHASSIS: 16-inch Fuchs wheels shod in 225/50 and 245/45 Toyo tyres; H&R lowering springs and Bilstein shocks, RSR power steering; full welded-in bespoke roll-cage from Custom Cages

EXTERIOR: RS-style fibreglass bonnet, ducktail, front and rear bumpers, steel RSR arches, period-correct front numberplate, rear numberplate with 1970's dealer details and phone number, lightweight numberplate lights, HID headlamp system, side

indicator delete, black headlamp surrounds and windscreen washers, front TOW strap, blacked-out oil lines and rear light units, 3.6 engine lid badging, rear Gulf Racing grille emblem

INTERIOR: RennSport bucket seats with Sparco harnesses, period-correct carbon-weave dash, lightweight Perlon carpet set, Alcantara trimmed door and dash tops, air vents relocated to footwells, HVAC unit relocated to glovebox, diff lock, central locking and computer reset buttons on toggle switches and relocated to dash, 1970s switchgear; race cut-off, a push-button start, 1976 tax disc



attention to detail was astonishing. I went along to the auction, bid, and to my delight won the car. The plan was to take the car straight home but I was having so much fun in it I decided to put an extra £30 worth of fuel in and take it over the Peak District which is about a 45-minute drive from my house in Eccleshall. It was a pretty special day."

Bar a few issues with the starter motor, which simply just needed replacing, the car required nothing but a full valet inside and out. The Fuchs wheels were also in need of some TLC so Greg spent another day, Autosol in hand, bringing them back up to their former glory.

The car was a 964 C4 with a full service history from 1990. An original non-sunroof Coupé, the date of the model was chosen so that it was eligible for the Targa Tasmania, a Tarmac rally that travels over 2000km with over 40 competitive stages on closed roads and, in a similar vein, the Panamericana, a border-to-border sports car racing event on open roads

in Mexico. After much deliberation the previous owner decided to entrust the car to independent specialist, Pro-9 Porsche of Redditch. Throughout 2012 and 2013 the body was stripped down completely and rebuilt with full photographic records to IROC RSR specification with steel RSR arches. The removal of sound deadening and thick glue alone took a whole two weeks. As was the case with Porsche's sporting efforts in the late '60s and early '70s, lightness would rule. To that end a fibreglass bonnet, ducktail and front and rear bumpers were fitted together with a full welded-in bespoke roll-cage from Custom Cages for safety.

Whilst it's been designed and built with gruelling road-rallies in mind, this 911 still has comfort and convenience features including central locking and air conditioning. For usability on the road it also has RSR power steering, ABS and four-wheel drive. The improved suspension setup, comprising H&R

lowering springs and Bilstein shocks, combine to deliver flatter cornering ability and better handling balance without compromising ride quality whether it's on the race track or road. A meticulous exercise in weight saving has taken place inside, too, with a lightweight dash, Perlon carpet set and Alcantara-trimmed door and dash tops. The cabin has been finished with real attention to detail. The air vents, for example, have been relocated from the period-correct carbon weave dash to the footwells and the HVAC unit was moved inside the glovebox. The diff lock, central locking, and computer reset buttons, now toggle switches, were moved to the dash whilst period switchgear, a push-button start, a race cut-off function and even a 1976 tax disc demonstrate that nothing has been overlooked. A Sparco black suede race steering wheel in the style of the same era and RennSport bucket seats on sliding 964 runners with Sparco harnesses make a previously terrible and uncomfortable driving position considerably



The backdating theme has been continued throughout with dedicated attention-to-detail – even a period correct ‘GB’ sticker and a box of Gulf branded tissues have been added...

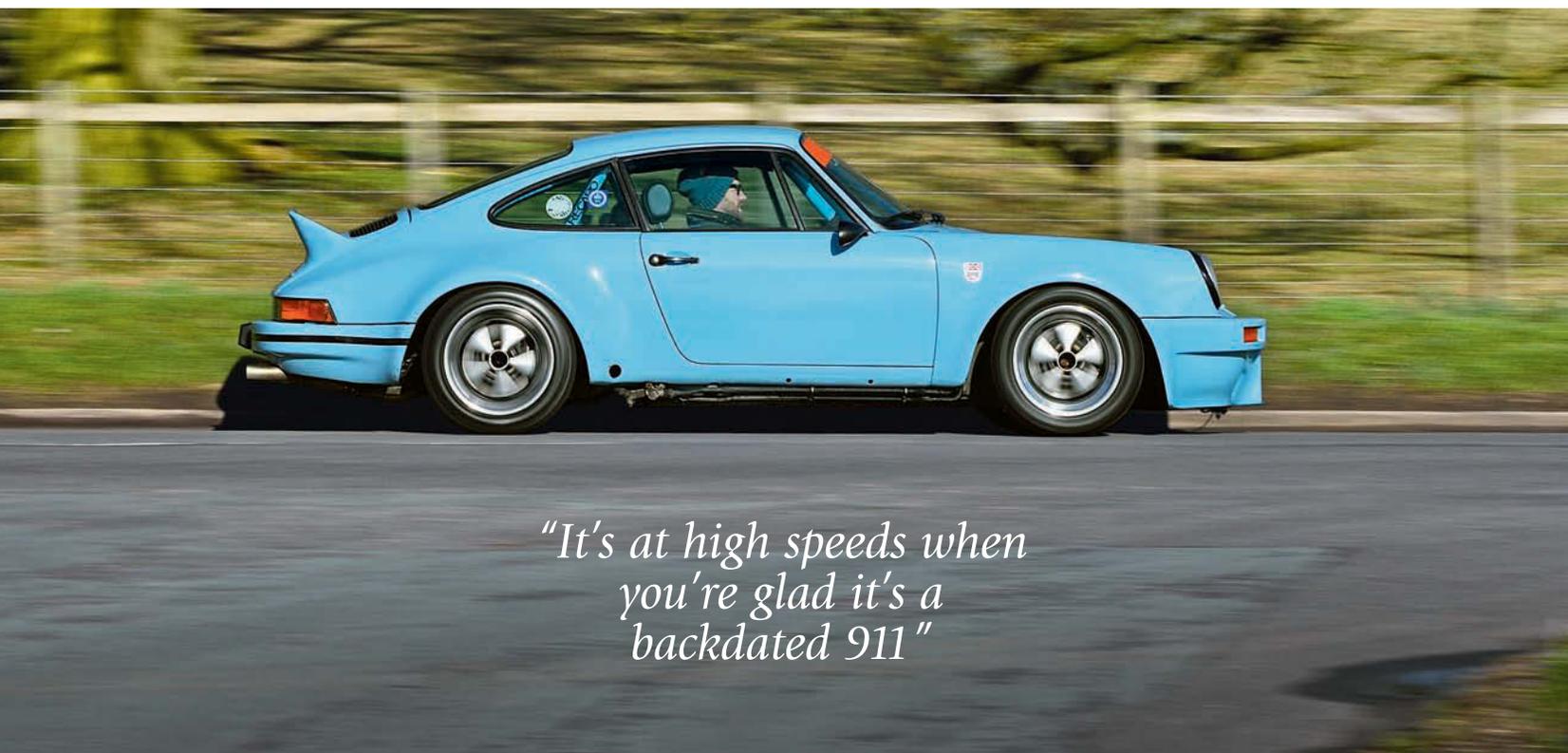


better, even when you're well over six-foot tall.

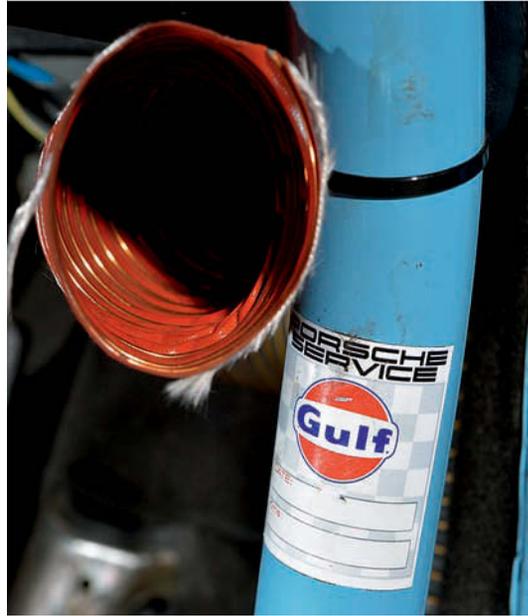
Outside, the keener-eyed amongst you will have spotted the period-correct front numberplate whilst the rear item features the correct period dealer details and phone number. The HID headlamp system is a welcome modern addition if this car was to ever embark on night rallies, whilst the numberplate lights were swapped out for lightweight items. Again, care has been taken to ensure that nothing about the car's aesthetics indicate its true vintage, including the side indicator delete, black headlamp surrounds, black windscreen washers, and front towing strap. Finally, original 16" Fuchs wheels with the correct spacers, blacked-out oil lines and rear light units, 3.6 engine lid badging, and a rear Gulf Racing grille emblem complete the look.

In November of last year the car apparently developed a rattle so the previous owner decided to fully rebuild the engine at a cost of £7500. The 3.6 also benefitted from a K&N induction cone, 9ff engine chip and Fabspeed twin-exit custom exhaust in stainless steel to enable the heater and cats to continue functioning correctly.

"The car doesn't really need much else," Greg says. "With the loss of few hundred kilos and an extra 50hp it really shifts. Without sound deadening it clatters and chunters on tickover but the sound of the air-cooled motor growling through the Fabspeed system is one of the greatest automotive sounds there is. It has a great gearshift with a short purposeful throw and performance is effortless. At 100mph the car's only just getting into its stride, and it's at high speeds when you're glad it's a backdated 911 and



*"It's at high speeds when
you're glad it's a
backdated 911"*



not a true Seventies car. The modified suspension, ABS and four-wheel-drive are useful! Despite that it's so alive and communicative you can feel everything. The connection to the road is spectacular – I haven't driven anything that feels more connected."

Almost £55,000 was lavished on this car by its previous owner to ensure that it maintained its traditional look and feel, and that it was robust enough to be used on rallies. Whatever your thoughts on originality there's no denying that it's not only fit for purpose but looks and sounds right, too, and Greg tells us that people respond to the car with genuine excitement. "My friends absolutely love the Porsche and when people come to the warehouse where we keep our collection of cars they're always drawn to the Porsche first. I don't know if it's the iconic shape or that gorgeous Gulf blue hue but this car has something very special about it," Greg concludes.

Sadly Greg has too many cars to justify keeping the Porsche and now that the M6 has been recruited for the ModBall it's up for sale. The asking price is £59,000 – a bargain when you think how much has been invested in it. If you're interested email gregellam@aol.com ○





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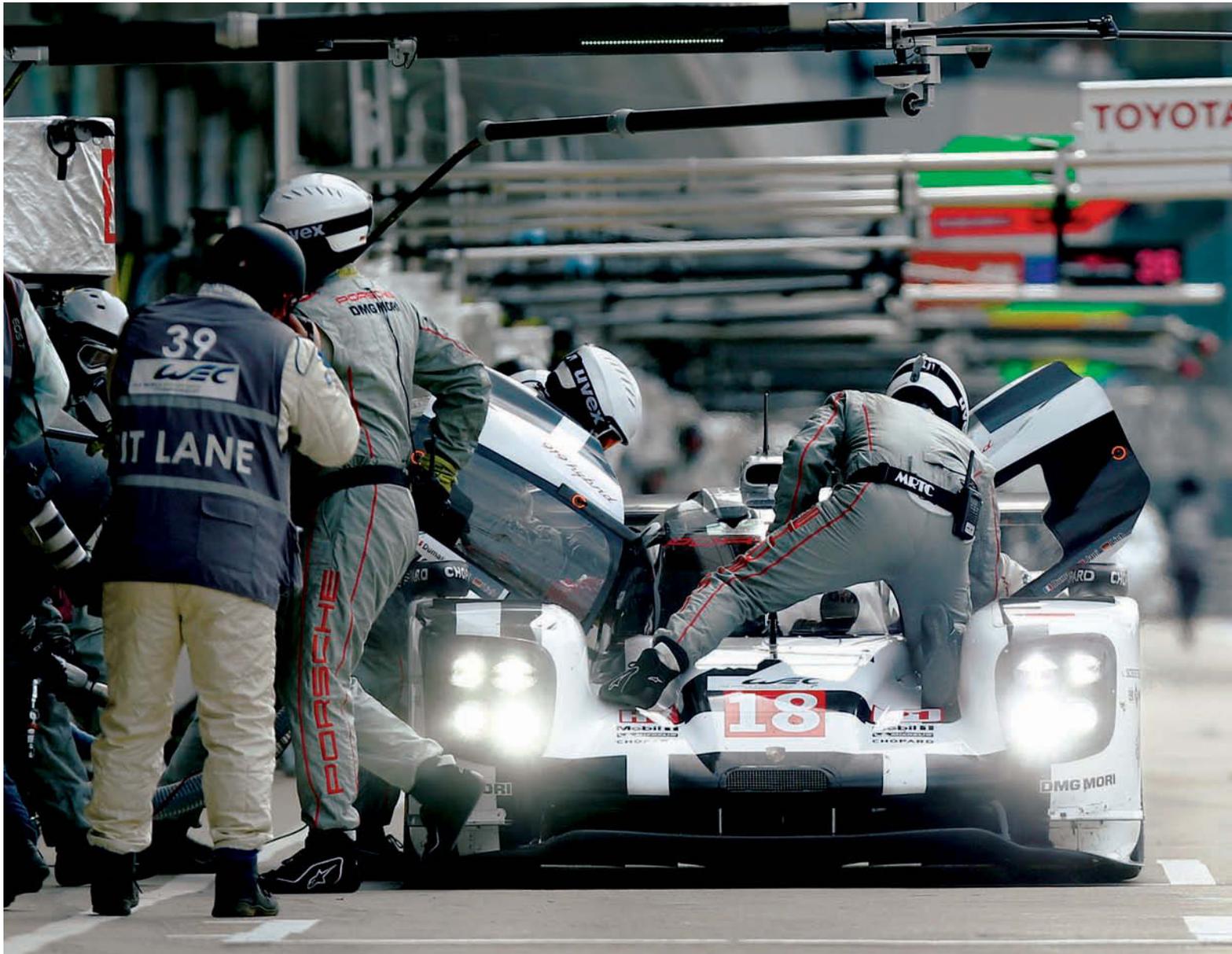


TOO CLOSE TO CALL?

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

Story Andrew Frankel Photography: Porsche





There's not much you can do with fewer than five seconds to play with. You might be able to do up a button, bend down and pick something up from the floor or get in your car and, if you're quick, do up your seat belt too. I mention this because that is the gap – it was 4.61sec to be precise – that existed between Porsche and victory in the opening round of the 2015 World Endurance Championship. Put another way, compared to the winning Audi, the 2015 Porsche 919 lost just two one hundredths of a second for each of the 201 laps they completed. It takes ten times that long to blink.

For those watching pre-season testing, where the Porsches were fastest in every session at Paul Ricard, or qualifying for Silverstone where the two 919s locked out the front row, the fact that the surviving Porsche of Neel Jani, Romain Dumas and Marc Lieb didn't simply streak off into the distance may have seemed a trifle perplexing, but here you must remember two

things. First, the pole sitting car of Mark Webber, Brendon Hartley and Timo Bernhard did indeed build up a healthy lead before being sidelined with transmission issues and second that this is long distance racing, where pace over a single lap rarely equates precisely to pace over six hours.

So let's rewind a few weeks and transfer to the Bahrain International Circuit where we find among others, Webber, Dumas and a cheesed-off Porsche racing team. This is part of the endless grind of pre-season testing and it's not going well. It's not that the car is slow, or that bits keep falling off it, or its drivers keep crashing. On the contrary, all the Porsche-supplied elements are working perfectly. What's not playing its part is the weather, which is ironic because it's guaranteed climatic conditions that brought Porsche to this part of the world to begin with. And yet out here in the desert it's not rain that's causing the problem, it's the wind.

All top flight racing cars are affected by the wind. I've driven an Indy car that had two top

gears, one for each of Brickyard's main straights. Even back in the early 1960s, the top F1 teams would turn up to Goodwood with different gear sets selected for whether the wind was blowing up or down the straight and at what speed. In Bahrain however, the wind is causing a different problem: it's blowing sand across the circuit which means there's no grip, the tyres are struggling to get up to working temperature yet to add injury to insult, are still being ruined because the car is sliding so much the tyres are graining. And for the purpose of this test, it all adds up to one thing: unreliable data.

Data. That is what it's all about. You and I may wonder at the speed the 919 can carry through any given corner because you and I need not concern ourselves for an instant how it got that way. Back in Bahrain duff data is causing Porsche's technical chief Alex Hitzinger all sorts of problems: "The sand affects the tyres, the tyres affect the car and the car has weird handling. This may be the tyres causing this, in fact we have no



“Last year we couldn’t afford to experiment but now we have the information to allow us to be more ambitious”



reason to think anything else, but we don’t know for sure. So we can’t rely on the data...”

He takes me over to where army of data analysts stare with increasingly furrowed brows at their computers. I count 75 computer screens and those are just those I can see, and everyone of them is displaying charts, graphs, graphics and readouts not one of which makes the slightest sense to me. But then the Porsche 919 is a staggeringly complex car and every single component on it, save obvious items like wheels and tyres, is designed by Porsche. If you want an idea of how complicated it is, consider that even as recently as ten years ago, a gearbox for this kind of car would have been supplied by a single manufacturer. Now while Porsche designs it, over 20 different hand-picked companies build the components that go into it.

So just how different is this car? Visually it seems to have hardly changed at all, so clearly Porsche has not felt the need to pander to those who rightly said the 919 had fallen out of the





ugly tree and hit every branch on the way down. But different it is.

“Compared to the 2014 car,” says Hitzinger, “it is new in every way that matters. Conceptually it is similar because we still have a 2.0-litre V4 engine and energy recovered to a battery pack, but in terms of the components, it is a new car.”

I ask why such a radical change was needed: “We had to be conservative with the 2014 car. Unlike our rivals, we have not been doing this for years and we also decided to design everything from the engine to the tub, the aero to the gearbox in-house. Last year we couldn’t afford to experiment and end up with an unreliable car that failed to finish races and give us the data we needed. But now thanks to that car we have the information to allow us to be more ambitious.”

It turns out that last year’s car had two significant problems, once easily foreseen, the other not. What Porsche knew from the start is that the 2014 919 was going to miss the 870kg

weight limit for the LMP1 category, and miss it by some margin. Hitzinger won’t say how overweight it was, but admits it is measurable in the tens of kilogrammes, which at this level is massive. The less predictable issue was understeer in slow corners that hurt lap times more than you might think simply because cars spend more time in slow corners than fast ones.

Needless to say, therefore, that the 2015 car is not one gram overweight. To get there, Porsche designed a brand-new monocoque for the car which is both lighter and, crucially, stiffer than the one it replaces. The engine was completely redesigned too, and for similar reasons: it needed to lose weight but also as a fully stressed chassis member, make its contribution to enhance overall chassis rigidity. This new platform then required new suspension and, thanks in large part to a brand-new state-of-the-art wind tunnel that came on stream earlier this year, the aerodynamics are constantly evolving too.

Indeed, the only major component of the 2014 car that would actually fit into the 2015 car is the battery pack. But it doesn’t: like everything else, the batteries are new too.

As for the mid-corner understeer, back in Bahrain, Romain Dumas was amazed at what had been achieved: “It was a big problem last year and really held us back. But now I’d not say it has gone completely, but in slow and medium speed turns you can commit to the corner in a way that was just not possible last year.”

And of course there is more power. No one at Porsche is saying how much more but Hitzinger says that moving from six to the maximum eight megajoules of recoverable energy is worth a second a lap all by itself at Le Mans. Someone else who asked to remain nameless said the car not only had at least 1000hp, but that it could be deployed for over half of any given lap.

Does that explain why the 919 was so much faster in a straight line than anything else at

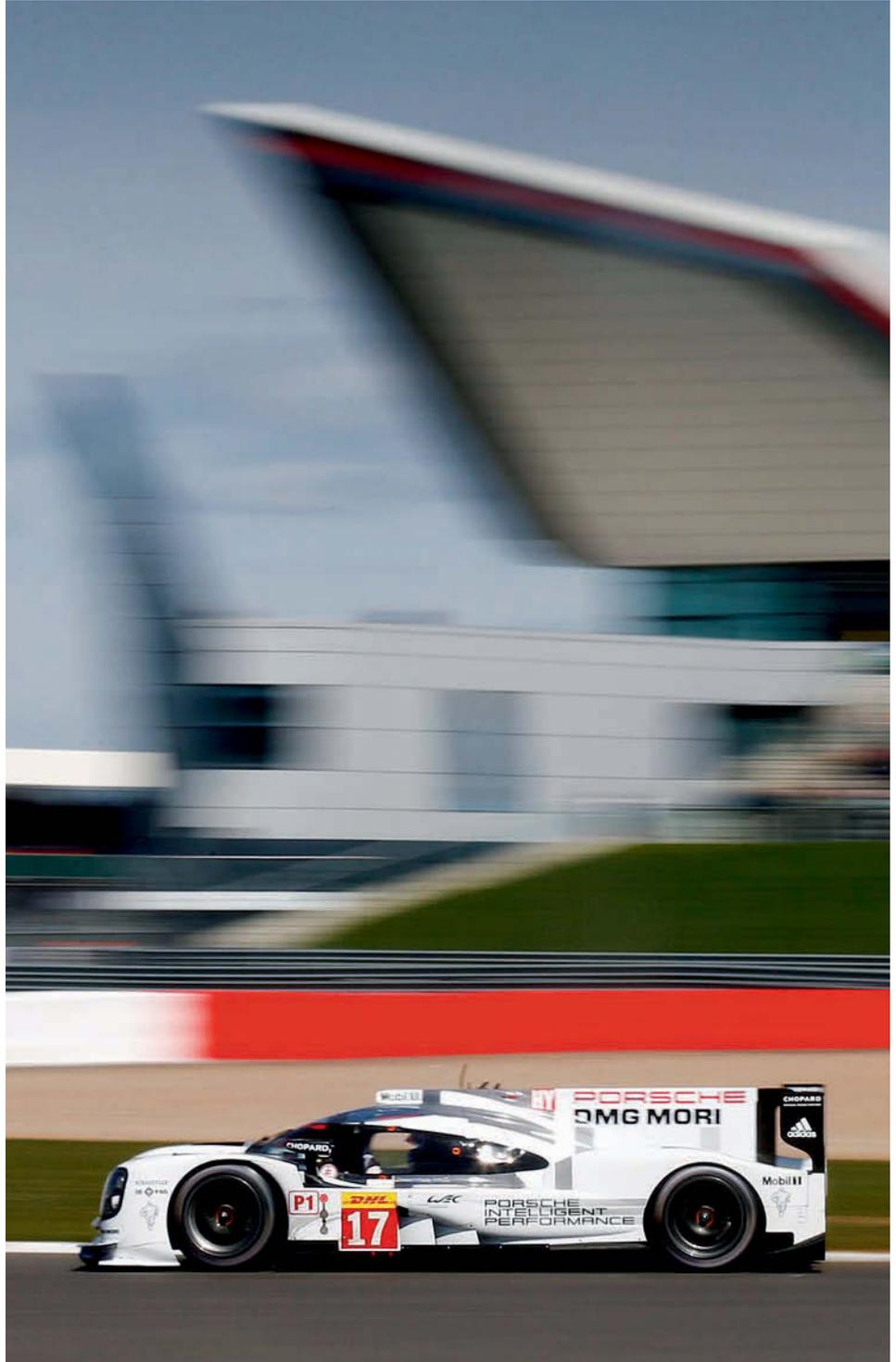


The 919s led into the first corner of the first 2015 WEC race, but can they repeat that at Le Mans this year?



Silverstone? It is far too simplistic to look at it in such binary terms. It's true the 919 looked to have a lot more power than the Audi, but then last year Porsche gained a straight line advantage by running the car in a low downforce configuration, and given how the Audi was able to swarm over the Porsche in quick curves at Silverstone, it would seem the same is true in 2015. As for the Toyota, it was known to have 1000hp last year and struggled to show its true pace at Silverstone because the peculiarities of the circuit – specifically its lack of extended braking zones – and its super capacitor hybrid system meant it had more trouble recuperating power than either the Porsche with its batteries or the Audi with its mechanical flywheel system.

So how much progress has Porsche made, and what does this likely mean for its chances at Le Mans in June? The first part of the question is easy to answer: at Silverstone in 2014 the fastest lap by a Porsche in qualifying took 1min 43.1sec.



The 919 is much improved for 2015, it's a completely new prospect from the ground-up



This year it took 1min 39.5sec, a quite staggering improvement of 3.6sec per lap. But we also know the opposition has not had its feet up by the fire over the winter and Audi's strength at Silverstone – where in the race both of its cars lapped 1.4sec quicker than anything else out there – was somewhat sobering. But in qualifying it was just 2.2sec quicker here than last year, while the Toyota had improved by just 1.9sec.

The truth is no-one knows what's going to happen at Le Mans and which team will hold the advantage in qualifying and then as the race progresses. On the evidence of Silverstone you might say Audi might be less competitive on a track like Le Mans requiring less downforce and more power, but then it appears to have some time up its sleeve. And don't forget it was usually the slowest hybrid LMP car at Le Mans last year and still won. Toyota should be far stronger too because the track will suit their car, and bearing

in mind how much faster it was than anything else in France last year, that's a fairly sobering thought. There's also the spectre of the new, weird, front-wheel drive Nissan LMP1 car which some reckon to have 1200hp, though as Le Mans will be its first race of any kind, victory must surely be a remote possibility.

And then there's Porsche. On the negative side, it might not have as much power as a Toyota, nor as much grip as an Audi. It failed to capitalise on its raw pace at Silverstone and over a race distance was merely competitive rather than in a class of its own. On the positive side, the 919 still appears to be the most improved car of them all and the new wind tunnel should only accelerate that rate of improvement. Le Mans will suit the Porsche better than Silverstone and there will be three cars out there fighting for victory, not just two as there were last year. Remember too that while the 919s were unclassified at Le Mans in 2014, Mark Webber was

actually leading the race with two hours to go and in a seriously sick car that even when healthy would not see which way the 2015 car went.

Put all that into the mix, then add the fact that the only thing that can be predicted about Le Mans is that it will be unpredictable and what emerges is a race that's too close to call. Porsche will be desperate to win – Mark Webber told me the team would gladly sacrifice every round of the WEC if it meant winning Le Mans – but every other team will feel the same. I do have a good feeling about the race but that's based on nothing other than having seen the extraordinary levels of dedication, passion and skill shown by the team in Bahrain. I've not hung out with Audi or Toyota at all.

So under such circumstances, the only thing we can do is get in our cars, drive to France and will the Porsches over the line in June. I'll be there for sure, and I hope to see you too ◊

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Evolution of the species

25 years on from the launch of the 944 S2, we look back at the final and best incarnation of the 944 and decide it's time to give it some much needed love...

Story: Philip Raby

Photography: Oli Tennant







Apple is good at introducing a great product and then, over the years, improving it to make it even better. Remember the first iPhone, for instance? It was undoubtedly revolutionary but it didn't fulfil its potential. Its processor was slow, it wouldn't accept a 3G signal and you couldn't get apps for it. Then, over the years, the iPhone became incrementally better with every new incarnation. Fast forward to today's iPhone 6 and it's immeasurably more advanced while retaining the same core values that made the original iPhone such a game changer. I'm looking forward to the Apple Watch evolving in the same way.

What's this got to do with Porsches, you may wonder. Well, Porsche did pretty much the same thing with the 944. Here's a car that started life back in 1976 as the slender but slightly underpowered 924 and morphed neatly into the rather more muscular 944 of 1982. By then, the

arches had been pumped out in the style of the 924 GT homologation special race car, and the original Audi-derived 2.0-engine had been replaced by Porsche's freshly made 2.5-litre lump that produced 163hp. Where the original 924 was sleek and feminine, the 944 was butch and aggressive – the car had effectively had a sex change and an injection of steroids, plus some much-needed extra power.

The power was thanks to a clever bit of design engineering from Porsche. As ever back then, funds were tight, so the Germans essentially (and we're speaking in the loosest of terms here) created a new four-cylinder engine from half a 928 V8 unit. To get around the lumpiness inherent in a large capacity four, the engine was fitted with a pair of balance shafts which ironed out the unevenness and made the engine run almost (but not quite) as smoothly as a V8. Smart stuff, indeed.

There was no doubt that the new 944 was a

good car and one worthy of the Porsche name. The combination of the front engine and rear-mounted transmission gave fantastic handling and the 944 had enough power to hold its head high in the heady world of '80s sports coupés.

Inside, though, the first 944 was little changed from the 924 that preceded it, which perhaps wasn't a bad thing – compared to a contemporary 911, the 944 cockpit was modern, functional and comfortable, even if the steering wheel sat a bit too low for tall drivers to fit under (and it wasn't adjustable). That changed in 1985, though, when an all-new interior was fitted, the so-called oval dash, which looked even more modern and luxurious, and the steering wheel was now higher.

Porsche tinkered with the 944 from year to year, adding power and refinement, with things such as power steering, until the final incarnation appeared in 1990 – 25 years ago this year. This was badged S2 and was the culmination of eight





years of 944 development – the iPhone 6 Plus if we return to our Apple analogy.

A bit like Apple, though, Porsche didn't really do anything new with the S2, but rather tweaked what was already a good design to make something even better.

The most obvious difference in terms of styling was a new integrated polyurethane front bumper in place of the previous separate bumper with rubber strakes. Did I say new? Actually, this design had already been around for five years but was previously only used on the 944 Turbo. Now all 944s had the same front end, which must have annoyed Turbo owners. What's more, it wasn't a new concept with the Turbo, as Porsche introduced the world to deflectable plastic bumpers when it launched the 928 back in the mid-1970s.

However, where the 928 had polyurethane bumpers front and rear, the 944 S2 (and, indeed, the Turbo) was only treated to one at the front.

The rear bumper remained the same separate and, it has to be said, rather dated item from the original 1982 car. It's a strange anomaly that jars when you move from one end of an S2 to another. In particular, the dated back bumper doesn't sit well with the S2's newly acquired colour-coded under-spoiler that was said to improve air-flow.

Also claimed to improve aerodynamics were the flat-faced 16-inch CS Design alloy wheels from the 928, which were soon changed for the similar-looking Design 90s as used on the 964.

It was, in some ways, a strange amalgam of styles with a mix of a curves and sharp edges but, remarkably, it worked well as a design. The 944 S2 was a car with real road presence; its long bonnet hinted at the power beneath, while the bulging arches stretched over the wheels gave the 944 a planted poise from every angle. The smoothed out front end, on the other hand, added modernity and sophistication.

There was, perhaps, only one 944 that was better looking than the S2. No, not the Turbo as that was visually almost identical, but rather the 944 S2 Cabriolet which debuted in 1990 and, therefore, is also 25 years old this year. The Cabriolet is that rare thing – an open top conversion that actually looks better than the coupé on which it is based. Think about its contemporaries such as the Golf GTi, Saab 900 or even the 911 of the day; while good looking in their original form, they all appeared a bit ungainly in open-top guise.

The 944 on the other hand looked as if it had been designed from scratch as a roadster. Gone was the by now dated side profile of the coupé and in came a 'chop top' with a more steeply raked windscreen and a long, low hood with a cheeky slit of a rear window. Meanwhile, the large glass rear hatch of the coupé made way for a long, smooth bootlid. The result was an outstanding success from all angles and with the



The S2 is the finest of the normally aspirated 944s. It evolved from something good to something great



roof up or down. Or rather, it was a success to look at; the American Sunroof Company (the contractor charged with creating the open-top conversion) adding significant reinforcement to the car's underbelly, the Cabriolet still wasn't as rigid as a 944 coupé. Drive one over bumpy roads or push hard through corners, and the scuttle shake is noticeable and distracts from the 944's usual rigidity and handling prowess. On the other hand, if you want a car to cruise along in the sunshine while looking a million dollars, a 944 S2 Cabriolet is hard to beat.

Back to the coupé; get in one today and you'll be pleasantly surprised at just how modern the 'oval' (it's actually not that shape at all but the name's stuck) dash and the rest of the interior still appears. It's a pleasant place to be, this oval office, and makes the 944 feel much more spacious than the original 924-derived cockpit. It also remains remarkably solid – the cliché 'honed from granite' was surely coined to

describe this over-engineered lump of steel, plastic and leather.

The big twin-cam 3.0-litre four churns slowly into life and settles to a steady idle. Pull away and you're not immediately aware that you have 211hp to play with – the car feels heavy (which it is at 1310kg; some 130kg more than the original 944) and bulky – a million miles from the original slender 924. However, with 280Nm of torque on tap, it's a car that let's you – maybe even encourages you – to drive lazily, slipping into a high gear and cruising along.

To do that is fine and illustrates just how versatile the 944 had become – the original 2.5 version didn't have that torque and you needed to play the gearbox to keep within the torque band. However, to really enjoy an S2 you also have to get the revs up and tap into the power that's there to be had. Do this with the help of the slick five-speed gearbox (avoid the rare auto 'box like the plague) and you'll discover a finely

honed sports car that's eager to delight you. The handling is balanced and predictable, lacking the cheeky oversteer of the original 944, and also missing that car's overly twitchy steering (the addition of power assistance could be responsible for this). Here's a car that you can, even today, use as a daily driver all year round, yet still have fun with on the race track.

The S2 is, without doubt, the finest of the normally aspirated 944s, just as the iPhone 6 is better than the first iPhone. It evolved from something good to something great. In our book, that makes it the best 944 to buy today if you're in the market for one. And why shouldn't you consider a 944? It's affordable (to buy and own), still looks great, is fun to drive, is surprisingly practical with its two-plus-two seating and lifting rear hatch (I remember throwing a mountain bike into the back of one), and has in recent years become a rare sight on the roads.

What do I mean by affordable? Well, you'll



struggle to pay as much as £10,000 for one, with most half-decent examples floating between £5000 and £8000. The majority of S2s have hefty mileages of well in excess of 100,000 – and why not, they are cars that are designed to be used – which isn't a problem if they have good service histories. It's the low mileage cars which carry a price premium and, if you are lucky enough to find a well-kept sub-60,000 mile example, then it's worth paying up to £10,000 for it. Cabriolets used to sell for more than coupés but that no longer seems to be the case, and I suspect that is because people seeking out an open-top Porsche in this price bracket are going to be tempted by a Boxster, the 944's eventual successor, which offers a more modern cabriolet for the same money. Today's 944 buyers, on the other hand, tend to be younger people entranced by the car's retro Eighties looks and pure grunt, and so favour the more macho coupé.

It is the fall in Boxster values (you can get a

respectable early car for £5000) that has held down 944 prices. The 944 S2 has become rare, with only a handful for sale in the UK at any one time. Yet despite this rarity there's no indication of prices rising. The truth is, as I've learnt from experience, not many people want 944s so the market for them is small. Which is a shame because the 944 is a great car – and a great Porsche – which deserves more recognition. What's more, and I'm loath to say it, a well maintained 944 is, to my mind, a better buy than a tired Boxster for the same money. It feels more solid, is more dependable, has the benefits of two extra seats and a hatchback, plus has muscle car looks that the Boxster can only dream of.

Some people will say that the 968, the heavily revised car that replaced the 944 for a short time until the Boxster arrived, is the better Porsche to buy. Returning to our Apple analogy, I have to say that of course the 968 is the better car as it's evolved even more, with more modern styling, a

bit more power, and a six-speed gearbox. If the marketing people hadn't stuck their oar in, it was to have been badged 944 S3 and, if that had been the case, then this article would have been very different, in that the S2 wouldn't have been the final incarnation of the 944 range. However, that didn't happen and today we have to consider the 968 as a separate model because the badge on the back tells us it is, which leaves the S2 as the last of the 944s.

Now it's 25 years old, surely it's time to reassess the 944 S2 – and its Cabriolet twin – and finally give it the recognition it deserves. Okay, I doubt we will see them shoot up in value, but it would be nice to at least embrace the few remaining good examples and lavish upon them the love and attention they deserve. It's here that our Apple analogy falls apart – old smartphones are discarded and forgotten, while old Porsches should live on and continue to be enjoyed ○



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PORSCHE WANTED (2003 TO 2008)



Simon has worked across several automotive publications over the past decade

Are today's Porsche customisers genuinely deserving of our praise? Or are some merely cashing in on a over-inflated sense of internet celebrity?

In a previous life I presided over a couple of automotive publications that covered the often misunderstood world of car customisation. This perhaps gives me a better insight than most into this realm. I'm well aware that the concept of modifying is an alien one to some folk, and especially some Porsche people, and I wholly understand why – truly I do. But of late it seems there is an uneasy shift in opinion occurring within some corners of the Porsche fraternity and, as a result, disproportionate recognition is being disseminated.

For some enthusiasts, altering their Porsche is the ultimate sacrilege, and there's certainly a valid argument for not tweaking a Stuttgart machine these days, not only through fear of messing it up, but also devaluing it in a frankly

buoyant market which craves originality and period features.

For other enthusiasts, making modifications to their pride and joy is par for the course: it's their car, they'll do with it as they please – fair play. If they believe they can improve upon it to better suit their needs, then that's exactly what they will do. And trust me, some utterly breathtaking automotive creations have been born off the back of this outlook over the years.

But where do you draw the line between what is popularly acknowledged as an 'acceptable' and respectable modification, and those changes that are widely deemed as dreadful and said to have completely ruined a Porsche?

There are plenty of examples I could cite here, but the two most obvious and divisive ones in my opinion are

RAUH-Welt BEGRIFF (RWB) and Magnus Walker – two names you deliberately won't see very often in the pages of *GT Porsche*.

For those who don't know, RWB is a Porsche tuning house founded by Akira Nakai in Tokyo, said to combine Japanese and European tuning styles. Magnus Walker is a Porsche collector and customiser originally from the UK, now based in LA. Both have created some unique modified 911s.

Having watched both of these parties rise through the ranks from online underground tuning notoriety to becoming media savvy internet celebrities inside five years, I'm personally a little uneasy with how

tuning world – someone arrives, does something radical and is heralded a god, only to disappear in a puff of hot air and zero substance soon afterwards. Only this time, because we are talking about Porsches, there seems to be a greater sense of gravitas.

Oddly, some of these internet celebrities seem to have become more famous than the cars they claim to produce, which is sad. I know of various individual modifiers and some truly talented engineering companies whose cars could blow the socks off the majority of these 'celebrity' creations – they are truly inspirational. And they're not at all interested in



If I drill a random hole in a 911 and call it 'art' I'll rightly be deemed an idiot, if Magnus Walker does it, he's some kind of hero...

they're currently being portrayed (even by Porsche itself in the case of Walker) as inspirational thought-leaders, in the vein of an automotive Andy Warhol. No impertinence to what Magnus or Nakai-san do, some people love it, but my big problem is this: if I drill a random hole in a 911 and call it 'art' I'll rightly be deemed an idiot, if Magnus Walker does it, he's some kind of hero... why?

I have seen all this before in the

flogging you a T-shirt off the back of their skills either.

Sadly you will probably never get to hear of them, because they're not 'edgy' or 'cool' enough, perhaps more importantly, they're not very good at blowing their own trumpets on social media... Modifying certainly has its place, I would just make sure (as I'm sure you will), that you're influenced by genuine quality and innovation, not contrived, substanceless hype ○



Photography: Mark Bass

Petrol Pumps

Period petrol pumps are the perfect addition to any collection of automobilia, and have become hot property for avid collectors of vintage garage equipment. Prices are very much dependant on variant and condition, which obviously means an item requiring restoration is effectively worth far less than one which has been fully restored. That said, for many purchasers half the fun of these items is to be found in the restoration work itself, so vintage garage paraphernalia such as these

pumps make for sought after DIY projects. Be cautious, some of these items have been over restored, resulting in them losing their original patina and therefore character.

For many, a vintage petrol pump is the perfect finishing touch to a garage build, man cave or office, with pumps being rewired to ensure their lighting works once more (sometimes with modern internals), and in some cases, being plumbed to pump fuel again as they were originally intended. It is 1920s style items that probably immediately spring to

mind here, but there is also a strong market for much later items, and in particular, the illuminated glass globes which sat atop many of these designs. Don't discount a far later pump as these can make equally rewarding ownership prospects.

Prices will range from £500 to upwards of £3000 dependant on exactly what you are after. There are a number of leading specialists in the UK, or alternatively, keep a keen eye on eBay or visit your local classic car autojumble – you never know what you might find ◊

GT PORSCHE

Track Evening 2015



GT Porsche magazine is holding a track evening at the Indy Circuit at Brands Hatch in Kent. With an open pit lane, allowing you to enjoy all the circuit time you can handle!

We will be on-hand throughout the evening to document the event for a forthcoming feature - so your car could appear in these very pages.

Participate or spectate with your Porsche!



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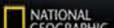
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Everyone wants to be better at driving, but what makes a good driver? Someone who possesses the ability to set a blistering lap time? Or gracefully power-slide around an airfield perhaps? Whilst both may be well and good, becoming a better driver starts with the obvious; driving on the road. It's where everyone does the bulk of their driving, so it makes sense to start here.

That's where Rob Colbourn steps in. Rob is an accomplished instructor and Advanced Driving Consultant with over 20 years of experience in his field. He offers tailored courses and one-on-

one tuition for those wanting to gain more from the art of driving. Rather than teaching you how to throw a car around with armfuls of oversteer and plumes of tyre smoke, Rob simply helps you to expand and develop your current driving style in order to get more out of road driving. In short, he teaches you how to read the road more efficiently, enjoy the road more effectively and, above all, drive safely – not only for you, but for those around you.

Rob actually started his career with rather humble beginnings working as a van courier, but it's that experience which has helped him shape

and develop his current approach: "We all form our own personal relationship with driving," explains Rob. "Within a year of passing my test I was racking up 80,000 miles a year driving white vans all across the country; admittedly, my skill didn't always match my enthusiasm! After several years of that I answered an advert to become a driving instructor – I certainly didn't set out on a quest to increase road safety. The people who trained me did a good enough job and helped me to qualify, but in all honesty, they didn't have any significant influence on my relationship with driving. It was two months into the job when I



Too Cool For School?

Regardless of how good a driver you think you are, there's always room for improvement. We explore the finer points of honing your driving skills during a day with Advanced Driving Consultant, Rob Colbourn.

Story: Simon Holmes Photography: Dave Smith

met Bernard Aubry, a man who quite simply revolutionised my view of driving and inspired me in a way that I hadn't conceived or experienced before. The details of the techniques are unimportant – in fact, I can hardly remember what they were! What matters is that he helped me discover a deeper sense of satisfaction in my driving."

Rob's main work varies between private clients, who drive their own high performance cars on the road and want to get the best from them, to training fleet drivers who spend hours on the road, perhaps involuntarily at times. A





"It's better to simply discuss the art of driving cars with the aim that you aspire to be the best driver you can be"

lot of what he teaches also lends itself to circuit driving, so it helps that he also happens to be a driving consultant for Porsche, working at its flagship venue, the Porsche Driving Experience Centre at Silverstone.

On the opposite end of the spectrum, Rob is also a senior trainer with All Road Training (www.allroadtraining.co.uk), a leading provider of driver training to businesses. The enthusiasm may differ between the two groups but Rob's goal is the same; to develop their skill levels, techniques and attitude.

Keen to experience Rob's approach first-hand, we arrange a day of advanced driving training for the road. We meet on a sunny Tuesday morning at a location that's convenient and we've brought a suitable car along for the day, the fabulous Macan S Diesel. Over a coffee, we have a chat about what we want to achieve from the day, before heading out into the mid-morning traffic.

At first, you can't help but feel as though you're on a driving test again, but whilst Rob is indeed gauging your driving style, it immediately becomes clear this is no driving exam. Instead, he engages you to discuss what's going on around you and it soon becomes easy to tune into his relaxed, yet professional approach.

It helps that Rob is very articulate and incorporates a friendly tone to his advice that doesn't ever feel condescending. He praises you when appropriate and it never feels as though he is poking holes in your driving or confidence. The information he dispenses is awe-inspiring at times in that it's often staring you right in the face, it's just you haven't thought to analyse it before. He points out the glaringly obvious, natural markers on the road to help you read ahead, such as the fact streetlights are nearly always placed on the outside of corners or telephone wires indicate built up areas. It's a little

like discovering there's a secret world of advanced driving that you never knew about. Informative hints and subtle changes to attitude may be small, but the process allows you to take every little thing around you on board, however small, to give you the advantage.

Rob's approach is refreshing and enlightening, but he's also realistic about how his attitude and advice can be utilised on the road. "I know perfectly well that every technique, idea or concept will have its limitations; speeding up may one day be your saviour and the next day be your ruin," he tells us. "If I tell you to 'always do this' or 'never do that' then I am doing you a disservice – exceptions to the rule are commonplace after all. In fact, just telling you to do anything at all would soon get very tedious for everyone involved. It's much better to simply discuss and explore the art of driving high performance motor cars with the aim that you



THE BUILDING BLOCKS

Rob explains to us the fundamental aspects of enhancing your own driving ability...

ATTITUDE

"I love the story Jackie Stewart writes in his book, about how he felt it was only when he entered the 1973 season that he had reached a 'fundamental grasp of the basics', even though he entered that season as double world champion. It strikes me as a comment based on reflection and wisdom that may not have been so easily conceived at a younger age.

"This is also the main reason that I reference my 'chequered' past in vans. It was primarily an attitude shift that changed my approach, which led to all the various physical changes in my driving style.

"I also highlight my own natural cynicism and encourage clients to question and challenge my advice to see where it works, where it is limited and what adaptations could be made with any technique to ensure its effectiveness. Incidentally, this is often lacking in my industry, which would seemingly prefer to demand we accept each piece of advice in its entirety. Remember being taught to apply the handbrake and select neutral each time you stop? How about leaving enough space ahead in a queue in case you get hit from behind, in order to protect the radiator instead? Or how about I focus more on protecting my children in the back seat?"

OBSERVATION

"As with so many things in life or work; the further ahead you can look, the more detail you can gather with which to make your plans and

the more time you can create in which to execute them, the more effective you will become. Many of the subtleties I look for are so visible and ordinary that we easily overlook their significance or existence.

"A brilliant realisation I have learnt to develop more over the years is how to utilise the human eye's natural functions of peripheral and focused vision, in order to see as much as is physically possible. Consider whether you pay primary attention to the road layout as you approach a junction or to the traffic movement. Looking firstly for the static information will still allow your peripheral vision to monitor the movement within your scope, whereas focusing on the traffic will likely make you miss helpful information about the environment in general.

"The natural tendency, of course, is to watch the vehicles and pedestrians as they are more likely to cause you a problem than a static kerb or signpost, and the art of developing this concept and the observation techniques is in how you balance both issues."

ANTICIPATION

"For me, good anticipation skills are based on asking yourself intelligent questions about the situations you face. Is that guy going to step out? Is that car going to change lanes? Is there a removal truck around the next blind corner? The obvious problem here is that you can pose the questions but not necessarily answer them. In fact, you positively have to wait to find out what they actually will do, but you can certainly anticipate what they could do; especially when you consider that there are only two possible options. Will he step out? He will or he won't.

Will that truck be there? It will or it won't.

"You simply need a plan A and a plan B. Anticipate the greater problem and then (in a statement that I wouldn't have understood at the age of 21) you actually want your anticipation to be wrong. By which I mean, of course, I may well be expecting the worst-case scenario and I certainly don't want to experience it, but if I must, then I will prevent it from catching me out. So I'm either wrong or pleasantly surprised."

SPACE

"In regard to the practical side of driving, space is the thing to be obsessive about; after all, every single collision in the history of the motorcar must involve at least one party running out of space. But to do so requires you to have made serious misjudgments in one of the other areas mentioned. Your observation, anticipation or planning has let you down first for the speed to then become a problem and, if those skills are used well, then you should simply realise that your speed is appropriate.

"One of the biggest problems is that people also think that slowing down will always be the safer option over speeding up. This does not apply in many situations; joining fast moving motorway traffic to name just one. Whether you speed up or slow down should be dictated by the space that is available.

"The key thing for me is how the relationship between your space, vision, speed and time is managed. Only when you put all these factors together are you really considering things in enough depth to truly judge the accuracy and effectiveness of your speed."



aspire to be the best, most accomplished driver that you can be, and hopefully benefit from the competencies I strive to impart to each and every one of my clients. My point is, if I can't genuinely inspire you to embrace and develop safe, smooth and swift driving skills then, quite frankly, who cares where I said to put your hands on the wheel or whether to select neutral at the traffic lights?"

As we venture out on to faster A- and B-roads, perhaps Rob's most interesting points revolve around driving psychology. It sounds strange, but once he persuades you to try certain techniques it's amazing to see it work in action. For instance,

controlling the traffic behind you by dropping back from a line of cars and, effectively starting your own 'pack', helps to control other road users' driving characteristics.

We leave Rob feeling rather good about ourselves. It's a lot of information to take in, but the things he points out are easy to introduce into your driving style, and like he says, attitude is perhaps most important. Reflecting on that, if there's one key lesson of the day it's that everyday is a school day. Driving is the kind of skill that never stops developing and you can always better yourself. Perhaps acknowledging that is what makes a truly great driver ○

Contact Information

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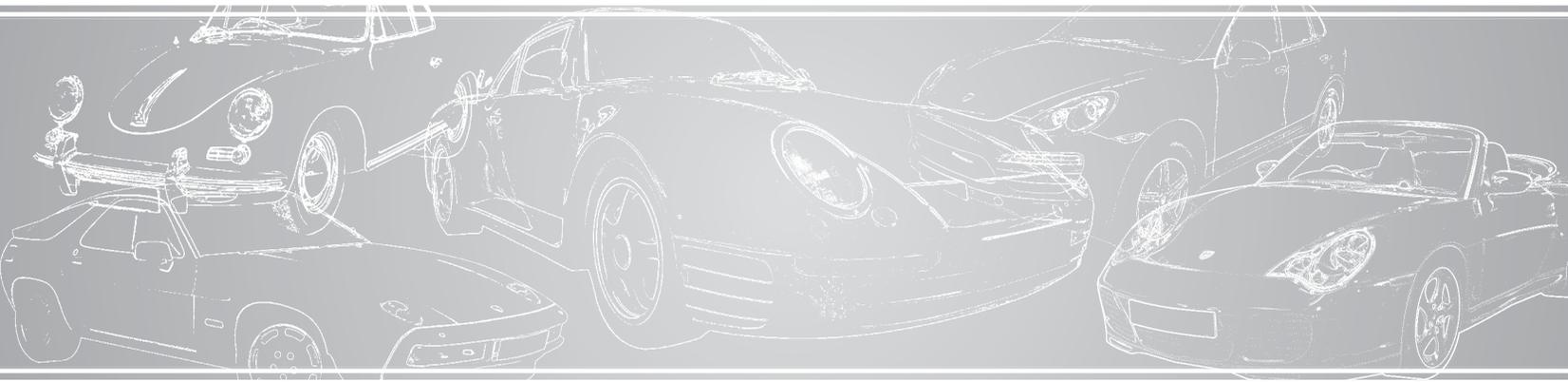
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GT PORSCHE

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GT Porsche magazine is holding a track evening at the Brands Hatch circuit in Kent. Participate or spectate with your Porsche!

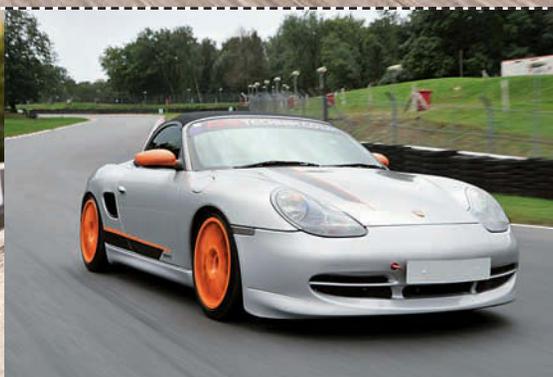
Brands Hatch Indy Circuit is one of the finest circuits in the UK, and a firm favourite amongst track drivers. Technical and surprisingly difficult to perfect, with double apexes and undulations adding to the excitement, it should be on the list of must-dos for every track driver in the country.

Our open pit lane policy gives you the flexibility to go on and off circuit as you please throughout the evening, allowing you to enjoy all the circuit time you can handle to push you and your Porsche to the limit.

We will be on-hand throughout the evening to document the event for a forthcoming feature - so your car could appear in these very pages.

Paddock spectators: Free

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ITSY BITSY SPYDER

Porsche's onslaught of new models continues with the new Boxster Spyder. Will this 911-powered version better its lightweight 987 predecessor? And is this a topless GT4?

Story: Simon Jackson Photography: Porsche

The previous Boxster Spyder, so named in reminiscent homage of the old 550, arrived in 2010 and was the lightest production Porsche money could buy at the time. Indeed the model took the existing 987 Boxster template and added lightness, and lots of it, wherever it could. Out went the roadster's electric folding roof, in came a manual fabric version that was distinctive mainly thanks to its rakish (tent-like) good looks. A new lightweight double bubble engine cover, aluminium doors and front luggage compartment lid were added, and Porsche even went to the trouble of designing new, lighter, doorcards, all in the name of shedding valuable kilos. Porsche went to the extent of deleting the radio, satellite navigation system and air conditioning too (although they could all be reinstated as options) – this was a car that bore all the hallmarks of a machine designed for the out-and-out purist. On each corner Porsche offered up a set of lighter alloy wheels, and blueprinted the ECU with a map originally created for its sibling with a metal roof, the Cayman S. This translated to an extra 10hp over the power output of the existing 3.4 Boxster S, despite the two cars sharing the same engine capacity. Driveability was also improved through a subtle increase in torque

As before, the roof is a manual affair, unlike its forebear though this Spyder boasts 911 power...



(272lb ft); 8lb ft up over the S, which helped to bring the car's 0-62mph figure down from 5.3 seconds (Boxster S) to 5.1 seconds (Boxster Spyder). With the optional PDK gearbox specified alongside Sport Chrono with Launch Control, Porsche claimed the car could achieve the time-honoured dash in 4.8 seconds – making it the fastest 987 platform car – quicker than the Cayman S and even the Cayman R.

Its major advantage was not its 320hp with peak power at 7200rpm, but rather its featherweight; the Spyder tipped the scales at 1275kg, which happened to make it the lightest 987 platform car – some 20kg lighter than the Boxster 2.7 and Cayman R (1295kg), and 80kg lighter than the Boxster S. The roof alone saved 21kg, the doors 15kg, 13kg was saved by binning the air conditioning system, and 7kg was found with the reduction in size of the fuel tank – it was 10-litres smaller. Lighter bucket seats, door pull cords and a lighter battery accounted for the rest of the savings. In fact the only deficiency displayed in the Spyder's specification was a reduced top speed, down from 170mph to 166mph – purely due to the maximum velocity that aforementioned fabric roof could withstand. Underneath, chassis improvements included lowering the ride height by one inch, and the stiffening of springs, damper units and anti-roll bars. At £44,643, the Spyder was £4255 more



2015 BOXSTER SPYDER

ENGINE: 3800cc flat-six direct injection**TRANSMISSION:** Six-speed manual only**BRAKES:** 380mm ventilated discs with six-piston callipers (front), four-piston callipers (rear)**CHASSIS:** MacPherson struts (front), multi-link rear suspension**WEIGHT:** 1315kg**PERFORMANCE:****Top speed:** 180mph**0-62mph:** 4.5 seconds**Fuel consumption:** 28.5mpg (combined, claimed)**ON THE ROAD PRICE:** £60,459

This new Boxster Spyder weighs 1315kg, making it the lightest 981 platform Porsche we've seen



expensive than the Boxster S... before you piled any options on top of course.

This new Spyder, then, which debuted at the recent New York International Auto Show, follows in the footsteps of its open-top forefather, and very much points towards Porsche's intention to do more with the Boxster model and its increasingly rewarding makeup, much as it has with the Cayman of late. As you might imagine, the new model takes its speciation cues from the 987 Spyder, but it also traces the path trodden by the Cayman GT4.

Unlike the GT4, this new Spyder has not been drafted by Porsche's Motorsport department, so it's not a true GT car, although Andreas Preuninger's team did lend a hand in consulting on this machine. Just like the Cayman GT4, however, the new Boxster Spyder does boast a 911 engine, the 3.8-litre flat-six Carrera mill to be precise, which produces 375hp. The gearbox in the Spyder is a manual only, the same as the GT4, which follows the rumour (subsequently squashed by Preuninger) that the PDK system wouldn't fit in Cayman chassis mated to the 3.8-litre engine. Weight was a big factor for the previous version, and this new Boxster Spyder weighs 1315kg, making it the lightest 981 platform Porsche we've seen – 15kg lighter than the 2.7 S and 30kg lighter than the GTS (DIN).

The parts robbed from the 911 production line

don't end there either; accompanying a 20mm reduction in ride height and a firmed-up sporting suspension setup, the chassis benefits from 911 Carrera brakes. All this equates to the most radical Boxster we've ever seen. That 911 powertrain enables the new Spyder to achieve 62mph in just 4.5 seconds, and it'll crack on to an impressive top speed of 180mph too. Porsche claims the combined miles per gallon figure to be 28.5mpg.

The Spyder's styling is not only reminiscent of its forebear, but also of legendary Porsche sports cars of the past. Two pronounced bulges that run the length of the rear lid are cited as styling tributes to the 718 Spyder of the 1960s. The lightweight manually-operated roof returns (although it is released electronically), as does its tent-like fins which stretch back to their anchoring points at the rear end, creating a silhouette near identical to the 987 Spyder. Interestingly, and as you might have already noticed, the front and rear ends are lifted directly

from the Cayman GT4, which draws inevitable comparisons between the two.

Inside the cabin, lightweight 918-inspired bucket seats encapsulate the driver and passenger, again akin to those fitted in the GT4, and the new model benefits from the smaller (360mm) 918-style steering wheel to fit in line with the rest of the nu-wave Porsche range. Just like the 987 version, this new Spyder is bereft of a radio or air conditioning system. These have instead been moved to the options list and can be reinstated as a no-cost option – which we'd imagine most customers may request. Alongside this, and as you'd expect, Porsche's Communication Management system and the entire range of audio options for the Boxster range can be selected as optional extras.

The new Boxster Spyder is available to order now with cars arriving in showrooms in July. And so to the price. If you were Porsche, what would you charge for this model? It's not a

Cayman that's been through the mill in Preuninger's hands, but it offers a far more impressive specification than the old 987 Spyder and is a considerable step-up to the existing range-topping Boxster S or GTS. Well, Porsche has priced the new Boxster Spyder at £60,459, some £15,000 more than the 2010-2012 Spyder model, yet only £4000 cheaper than the fantastic Cayman GT4 – which as we all know is a genuine GT car. But taking into account that getting your hands on a Cayman GT4 is akin to finding the proverbial needle in a haystack (in the UK at least), the 981 Spyder could make for an interesting alternative for some Porsche customers.

Judging by the rapturous reception the GT4 has received, though, and the positively glowing first drive reports, this car is going to have to seriously impress to come anywhere near the same ballpark. We'll have to wait until we've driven it to draw a conclusion ◊

The Spyder achieves 62mph in just 4.5 seconds, and it'll crack on to an impressive top speed of 180mph too





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ONE
YEAR
AGO
JUNE
2014



Twelve months ago we first drove the 991 Targa, Andrew Frankel reporting: “When the two-wheel drive Targa comes as it surely will, the last real reason to buy a fully convertible 911 will disappear.”

Elsewhere in the issue we investigated whether or not the entry-level 2.7-litre Cayman still delivered the buzz and excitement of its larger displacement siblings, finding that we’d prefer to purchase a second-hand Cayman R instead. We also drove a 997 Carrera to highlight how this generation of 911 represented one of the best second-hand purchases on the market.

Pertinent in these times of ‘barn find’ projects, we got under the skin of a 911 2.4S to see how to restore a classic 911 without erasing its history.

FIVE
YEARS
AGO
JUNE
2010



We got up close and personal with a 356A police car, delving into what they were used for and the typical kit they’d carry: “It wasn’t used as a regular patrol car,” we found. “They had Beetles for that sort of lowly task. This was used for when they had dignitaries visiting”.

Back in June 2010 we also took a look back at the excesses of the 1980s, and what better way to do that than with a 930 SE ‘flachbau’ – the flatnose. These 911s were all hand converted by Porsche’s Special Request Program headed by Rolf Sprenger back in period. We also took a look at the iconic ‘Moby Dick’ 935/78 and got our first taste of the 2010 Model Year Cayenne.

TEN
YEARS
AGO
JUNE
2005



Regular columnist Chris Harris talked about the ‘anti-Porsche’ crowd in the UK: a bunch of misguided souls who didn’t appreciate Stuttgart’s contribution to the automotive landscape. Chris’ story about people spitting on his car at the time was extreme, but it illustrates how attitudes have mellowed towards 911 drivers in the last decade.

A few pages later Harris was doing nothing for the image of 911 drivers by hooning the Gen 2 996 GT3 around the ‘Ring’: “With the GT3 you have to take a leap of faith that you didn’t in the 993 RS,” and, “the one unavoidable fact about the GT3 is that nothing in the marketplace ticks as many boxes as this car, and that’s why its relegation on the emotive list of great Porsches is a mistake.”

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

MATT BIGGS

1981 911 SC



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

[twitter](#) @PawnSacrifice

JACK WOOD

2004 996 GT3



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

[twitter](#) @Jackkwood

MARTIN SPAIN

2002 996 TURBO



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

[twitter](#) @MartinSpain

MATT BIGGS

1986 924 S



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

[twitter](#) @PawnSacrifice

JACK WOOD

2010 997 GTS



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

[twitter](#) @Jackkwood

ROB RICHARDSON

1978 911 SC



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

[twitter](#) @Racereightysix

long-term fleet

1978 911 SC

This month I've spent time on the soft furnishings and allowed my knuckles chance to grow the skin back away from the oily ends of the car.

The interior was the one weak area of this project – even though it was complete, it was tatty and tired. Interior stuff is an easy fix though and with it all pulled out I could assess the damage. One of the key scruffy areas was the doorcards – 'RS' style but more 'Require Surgery' than 'Renn Sport' so they were duly stripped out. The car was fitted with a Pioneer stereo system and it didn't quite work for me, it's full of lightweight touches then has all this extraneous wiring and big heavy speakers in the doors... and it wasn't like you could hear it anyway thanks to the Dasnk exhaust system. Decision made: it had to go and changing the doorcards provided just that opportunity.

I opted to make my own doorcards for both fiscal and creative reasons. It allowed me to keep them simple and all the materials only came to about £30! Vinyl and backing foam were sourced from eBay and two sheets of hardboard from B&Q; all high performance motorsport stuff.

I stripped one of the old doorcards and used it as a guide to draw out on to the hardboard, then cut a pair out with a jigsaw. A little 120 grit sand paper proved to be the ideal medium to add a fine finish and some finesse to my edges when they were all done. At this point I tried them in the car to make sure my measurements were correct and everything lined up, not wanting to discover something was awry having finished them. Happily, as the car was already fitted with the RS-style doorcards I had all the hardware I needed to transfer the door pull and door release over, so I

used these to measure up and place them where I wanted them.

The next stage was cutting the foam and vinyl to the approximate size. First the foam was applied using adequate quantities of contact adhesive (top tip: get something that can stand a bit of temperature, nobody wants saggy doorcards and melting glue on a hot day!) and pinched it over the edges.

Once allowed to dry I did the same with the vinyl, allowing a decent overlap so when screwed into the car it would have a good edge to trap against the door's metalwork for extra security. When it was thoroughly dry I used a small screwdriver to find the fixing holes and get them started so they didn't pull the vinyl. Then it was just a case of a few screws and they were in the car. I'm still short of glamorous reveal photos as there is still work to do on the rest of it, but

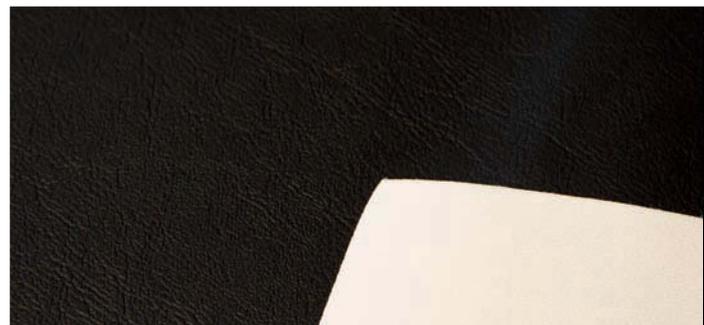
you hopefully get the idea!

Now it was just a case of stripping out all the stereo (and other spurious) wiring and fitting a blanking plate to the dash; Weissach would be proud.

As an extra little treat to myself I ordered a luggage compartment carpet set from Design 911. An extravagance I know, but I'm still clinging on to the summer road trip dream and I didn't much fancy my luggage getting squashed up and smelly on the fuel tank.

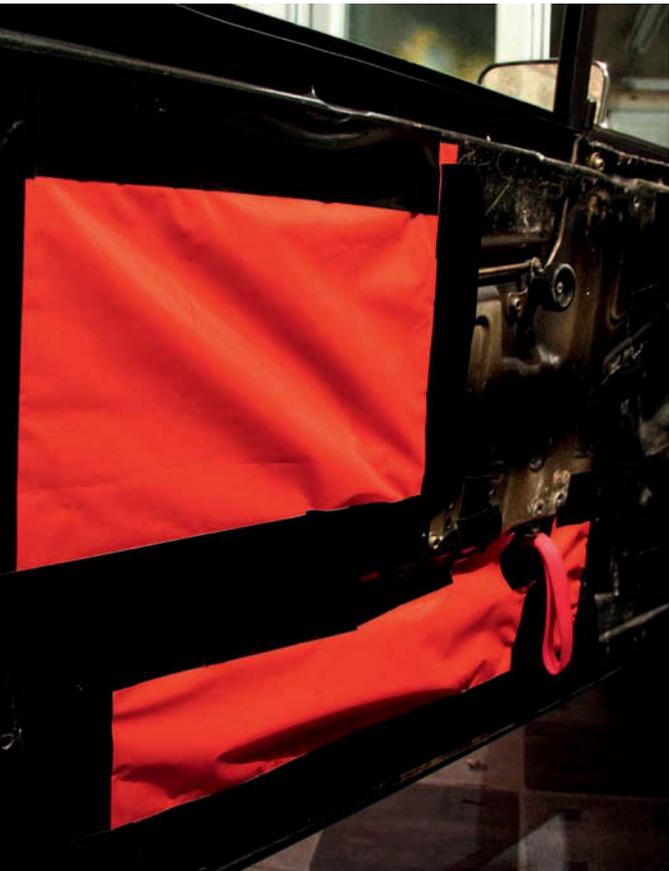
Ahead of installing it I stripped out the spare, repainted any damaged paint and rust-treated the battery tray. I also cleaned the jack and tools, but don't tell anyone, it's getting a bit obsessive. With that done I installed the trim. It is a great fit and of brilliant quality, but the main mojo-boosting it gave me was my first big tick in the 'something's finished' box!

Rob Richardson





Rob has been busy with the SC's interior, including fitting a new luggage carpet set from Design 911...



long-term fleet



2010 997 GTS & 2005 996 GT3

With winter slowly making way for spring, I've finally been able to use the GTS' performance more. With the temperature finally starting to creep into double digits the OEM Continentals are starting to work, the roads less frequently offering up that glazed sheen that signals treacherously low levels of grip. This means more opportunity to explore all of the performance that the X51-endowed 3.8 lump has to offer. Not that I needed much encouragement before.

But with the improving conditions I feel safer exploring the limits of the car more often without (so much) fear of careering backwards through a hedge. It's been great fun. The handling traits are exactly what you would expect. To a point. The rear end is endowed with massive amounts of grip, the traction

our of corners being the particular high point with all of the engine's power getting transferred to the Tarmac in a way that is just impossible in a car with any other chassis configuration. But what I'm finding most surprising is the apparent lack of understeer.

Having no real experience of a mainstream road-going 997 before this GTS I'm unsure whether this is normal for a 997.2, unique to the GTS platform (or even unique to a GTS on the Sports Suspension with LSD), a simply very well set up example or something that has been engineered into the PASM software of the TPC Racing module. I should be able to establish if it's the latter by simply slotting the OEM module back in and seeing if it becomes an understeering pig. Given half a day of free time I'm sure I could rule that in or out as a factor. All I know for now is that it feels

better tied down at the front end compared to my 996 GT3.

OEX has been piling on the miles; 5800 to be precise. And we've just rolled over 50,000 total on the odometer with the car being used for shopping trips, visits to the relatives, taking the kids to the park and even a couple of runs to the tip. It's not a car endowed with vast amounts of storage capacity but it has enough space to make it just about usable every day. With a bike rack on the roof it would do pretty much everything I'd need it to do. The children are still young enough that sitting in the back is fun as opposed to the chore it will become when they grow another foot or so and the heated seats go from frozen to nuclear hot in seconds, meaning the wife is happy to passenger in it. At least she is now that the sports exhaust is plugged back in and both

vacuum valves are fully functioning.

In my last update (*GT Porsche* 04/15) I covered the install of the Sharkwerks Bypass pipes but concluded that there may have been an issue with one of the valves that is used to switch the sports exhaust between loud and quiet. The default position is open, or loud, on these valves meaning that when one fails it falls to the open position. Closer inspection revealed one of the diaphragms had indeed failed and was leaving the exhaust fully open all the time. Not wanting to cause any pressure imbalance I had just unplugged the switch leaving both valves open and the exhaust permanently loud. Which was good if you wanted to annoy the neighbours when you left for work at 6am and have people craning to see what's making all the racket as you sidle



long-term fleet

through town but not so good if you want to make discreet progress or go anywhere with the wife who gives you that disapproving look as soon as you turn the engine over.

The repair was looking costly at one point. The PET system for the Gen 2 997 shows the valve as being part of the complete rear silencer. Not available or listed on its own, and at over £600 for the complete silencer, that's one expensive valve! Taking a risk, Mike at Sports and Classic ordered me up a 996 vacuum valve, of which he has replaced dozens, in the hope that Porsche was still using the same part but had just been too lazy to list it separately on the PET system. Luckily the gamble paid off and the 996 part fitted and functioned perfectly. The vacuum switch is plugged back in and everything is working just fine again. The difference between quiet and loud is now more noticeable than ever

which means we have all bases covered. Quiet as a pussycat with the wife on board, and howling like a banshee the rest of the time. Perfect!

Last month I took an impromptu run to North Wales with a friend in his 996 Mk1 996 GT3. Apart from being good fun on the deserted mountain roads it was good to finally run the new car next to one I'm familiar with. It was reassuring to see that my 'butt dyno' is still pretty well calibrated and a couple of runs through the lower gears confirmed my impression that the GT3 makes the least power Porsche claims.

Where it may not feel as special or as charismatic as the fabled Mezger motor in the GT3 it more than holds its own in terms of performance. And with the Sharkwerks pipes on it makes a convincing racket too! A true Porsche GT car it may not be. But in this guise there is no denying that the GT3 is still a very special little thing.

Moving on to the 996 GT3, it saddens me to admit that, up until last week, FAB hadn't turned a wheel since last October. No track days, the weather, the need for four seats on a daily basis (the GT3 does the school run five times a week) as well as the 997 proving to be as much fun on the roads as my trusty old companion means it hasn't had a look in. The fact that in the intervening months the prices of GT models appears to have made another upward jump is also proving a mental barrier to overcome.

Wrapped up, under cover and on a trickle charger I know no harm is going to become of it. No delicate washing and waxing required. No stone chips to fret over. A sad state of affairs. However a rare sunny day with no standing water or mud on the road meant I broke the old girl out for the day.

The first few hundred yards had me wondering if something had broken.

The steering was pulling me around and the cacophony of mechanical noises had my nerves tingling. But as the engine warmed the familiarity returned and with it the realisation of just how special these cars are even when compared to one of the best non-GT 997s produced.

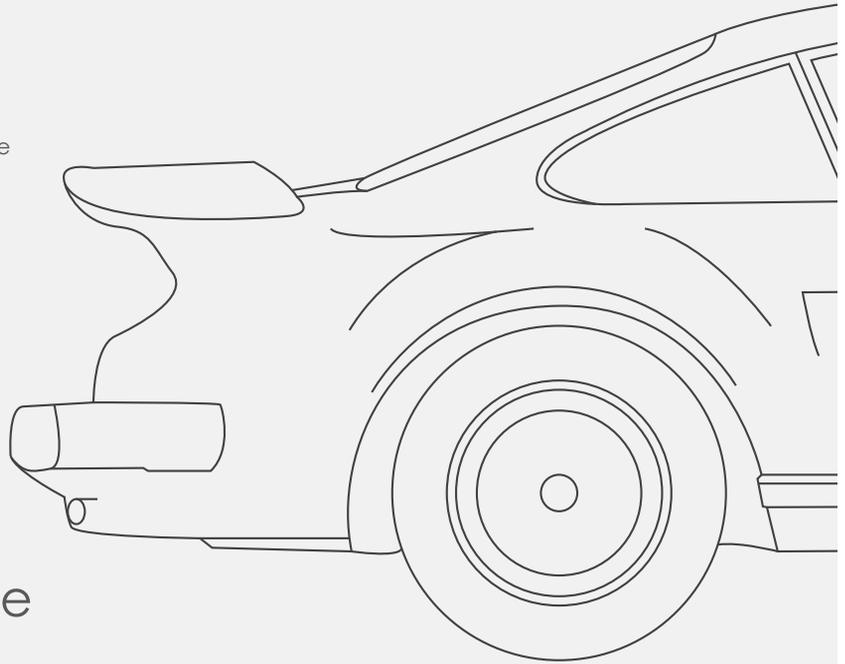
The engine, the feel from the seat and the wheel, the brakes and the gear change all feel electric and perfectly judged. And how the car thrives on being taken by the scruff and bullied down a road, the steering wheel jinking in your hand yet always returning to the straight-ahead and the engine screaming to its 8000rpm redline. It's a wonderful experience. Come the drier, warmer weather I may break it out for a blast to the track or the mountains. But for now it's tucked up back in its lair waiting for another perfect day to drive it.

Jack Wood



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1981 911 SC

Sadly, last month ended with the SC tucked up in the garage. With part of the fuel pump wiring taped directly to the fuse there was an increased risk of breakdown... or fire. At the first chance I had I was in the garage with my inspection lamp poking around in the boot. Boot? I have to confess to being confused as to what to call the front and rear lids, with the 911. The nose, I was in the nose.

Semantics aside this turned out to be an easy one to diagnose. The wire for the fuel pump was heavily corroded and had furred up slightly. Looking across the top of the fuse board, a number of the other wires had also succumbed to moisture in that front bit of the car. With the problems that the wiring had caused it was a rather simple fix, but I liked those. I decided that I would clean up a few other wires and connectors and began by spraying everything in contact cleaner.

I began with the fuel pump wire, removing it from the fuse – it was so corroded it felt solid. I had no choice but to strip the wire back to a clean section. The original end was still in the connector on the fuse board but when I tried to remove it the connector moved, more than the screw in it. Contact cleaner, a seeing to with a wire brush and when I tried the screw again I broke the connector clean off. Looking at it there was no way to repair the original board and keep it serviceable/safe so I was hoping it wouldn't be too difficult to find another.

There was nothing available on the used market, but given the way that the original board had become brittle, new was probably the way to go. I appreciate there can be a Porsche tax on some parts, although this does seem to vary randomly. I was expecting to have to pay a premium for a plastic block with 20 terminals and a Porsche part number, but I was shocked when it came in at over £100! I accept that expensive small parts are consistent with classic car ownership, but it still smarts.

The fuse board arrived quickly and much to my, and others, surprise it

came with a full rack of fuses in place, which saved me some effort. To make life easier I went over the top row of the board removing the wires from the old board and placing them in the new one, before moving on to the bottom row. Easy, yes? No. There are a lot of wires and some of them, the starter for instance, are a thick gauge and made it very difficult to get everything in place and what should have been a simple job turned out to be a major pain.

Once the new fuse board was in, the car started first time and I have not had any battery problems since – I wonder if this was part of the problem with it discharging from time to time. I have noticed that starting has been improved, and the engine feels stronger. This

could be down to the fuel pump getting the power it needs and more petrol going to the engine or, more likely, my brain believes the car is going better because it has a few new bits in it.

That is not to say that I have had it all my own way, though. A little while ago the windscreen blower decided that it would stop working. At this point I have no idea if this is a wiring problem or the blower is broken. Given that one morning I got in the car and the blower came on at full speed, I am inclined to believe it is the switch or wiring. I will find out more when I have time, thankfully as the weather is warming up this is less of a problem than a couple of months back. A solution I have found, on those crisp

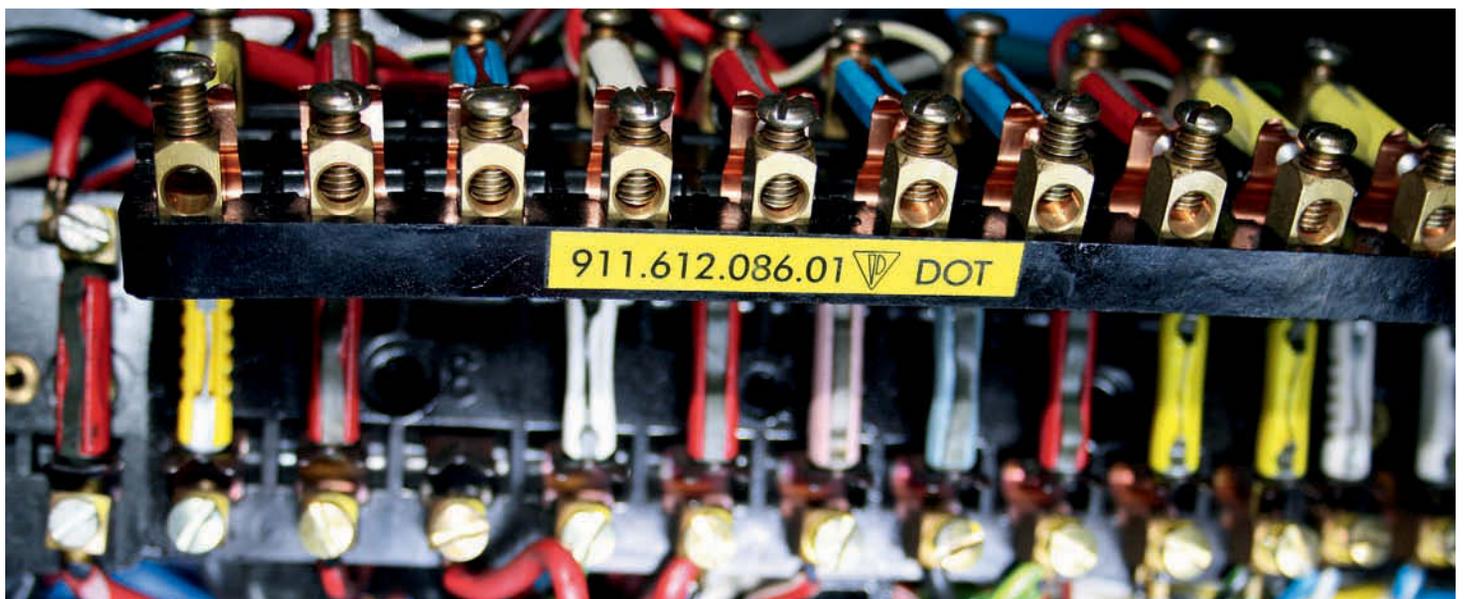
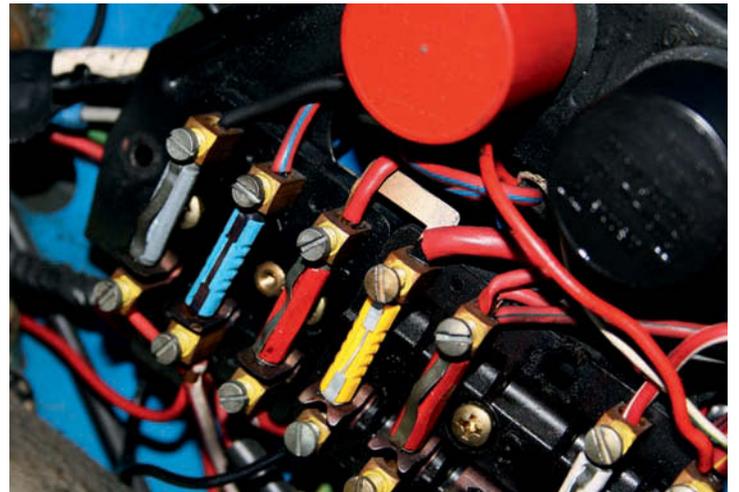
mornings where my breathing is causing the screen to fog up, is to run the AC blower. Now, the AC doesn't work, to think so would be crazy, but the fan does and pumping the fresh air into the cabin really seems to help neutralise the adverse affects of my being there.

I am again enjoying the more consistently dry roads, exiting corners, putting my foot down and feeling the rear dig right in, there really is little else to match it. Having said that, I do not know how much longer this is going to last. The MoT is due at the end of the month, as is the tax. I'm strongly considering taking the car off of the road so I can drop the engine and have a proper look at it and the

gearbox and see if I can fix a few of the oil leaks. I have a feeling (I don't know why) that the SC won't pass the MoT. I am not entirely sure, but I may pop it in for a quick test before I take it off the road to get a to-do list.

While cleaning the car recently, I noticed just how much it needs a respray. Despite that, I have had three compliments from strangers in the past two weeks. I picked my Boxster up from Northway and the friend who dropped me off did so in the SC, following along behind it. I was happy not only with the way it sounded, but how it looked too. I am biased, but it really is a treat to behold, even in its current condition.

Matt Biggs



long-term fleet

1986 924 S

Despite its general all-round brilliance, the 924 S has its future in the balance and sadly it is largely down to cost and possibly more so, space. A few weeks ago I was looking idly at 944 S2s contemplating the possibility of something newer and more comfortable... and quieter than the 924 S has become, or more to the point, than I have made it.

The 924 is a great experience on track, although I haven't tried it since the last few updates, and it is a lot of fun on the road, but I need something more passive for commutes and such. The other issue (which I've mentioned before) is that the project has reached a point whereby I could easily spend a lot more money for not too much gain, other than doing it right. So, there is that. I will definitely be needing a second car as the SC may well be SORN'd at the end of the month when the tax is due so it seems a good time to get on and fix some things. At least, that's the plan.

So is the 924 safe? Not exactly. There is now a more immediate threat to its future, and for this month's report you'll have to indulge me a slight digression. It began with my browsing the classifieds for the aforementioned 944 S2. When I found a slightly up on miles example with questionable provenance I accidentally found myself bidding on it. My rationale was this: it would make a good fixer-upper and run-around, or, if it turned out to be a pup, then a fine donor car, engine and gearbox for the 924 S. If this all sounds like it makes no rational sense at all, it does not.

I did not win the 944 S2, I was sensible enough to not get too carried away, but it did convert the idle

browsing into a reality. Shortly after, I saw a 944 Turbo based up north. Jack offered to give it the once over, but whilst the dealer told me it was a trade-in due into stock, I saw on a forum that the garage had actually had the car for over four months and it was best avoided. About this time I was beginning to question the logic of my actions and then I noticed how cheap Boxsters were getting.

Then I noticed a well priced 987 S. Too good to be true? The car was a 2005 3.2 and while up on miles (80k), it looked in good order and it was with a reputable specialist (Northway) located just outside Reading, so I popped over to view it. I didn't have time to drive it but it appeared to be in good order. Ray from Northway agreed to hold the car until I could get back for a drive. When I finally made it back for a test drive I didn't wind it up too far but the silver Boxster went very well indeed. A deposit went down but I didn't take the car straight away as it was due a spark plug service and fresh MoT, so I agreed to pick it up a week later.

On the drive home I took it easy... for a while. I let everything warm up properly (the car and me) before I started pushing on – the mid-engined car feels very different again to the 924 S and 911. When I felt it was time to speed up I realised how good the engine was, getting it up in the VarioCam range. It sounded good too, which surprised me – a Porsche 6 is never going to sound poor, but this exceeded expectations! And the interior was nicer than I expected too.

Into the second week of ownership I pulled up at home with the roof down and noticed a knocking noise from the passenger's side of the

engine. I called Northway the following day and was told to get the car in as soon as possible to be checked; I considered I was being paranoid.

The inspection suggested I wasn't being neurotic and there was a problem, it was odd though as it only happened when the car was hot. Suspecting it could be the cam tensioner I was advised it would be best to leave the car there. It wasn't the tensioner or the hydraulic lifters, so the head came off and the bores were inspected. The bores were spot on; the small end had ovalled. Everything has been replaced and, while the engine was out, the IMS has been upgraded for my trouble. I was offered the option of returning the car, but with everything that's been done I reckon it's not for the best. I thought the initial purchase experience was good, but that's the easy part. The service from Northway since the problem was found has been exceptional with no hesitation and everything was sorted at Northway's expense. These things happen, dealing with it is what sets companies apart and Northway has a customer for life. Or as long as I have a Porsche.

So I now have a 987 Boxster S and where I was meant to be selling the 924 S I have just had to renew the insurance. Money aside, I'm not sure that I have the space for three cars. I feel lucky to own any one of them but I'm finding it hard to part with the slowest, tattiest one of the trio. The Boxster is an excellent car but it's almost too faultless, the 924 S requires some effort and can be driven at 100%, some of the time, which is very rewarding. Fun is where it's at; speed (relatively speaking) is a by-product. So, what next?

Matt Biggs





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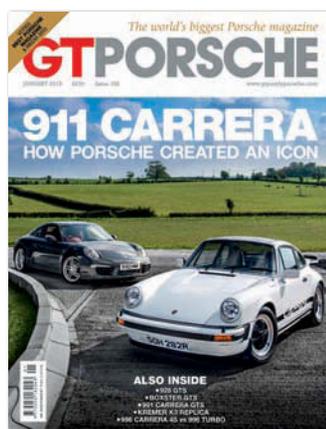
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the market place

by Philip Raby



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

964 Carrera 4 Anniversary

Built in limited numbers in 1993 to celebrate 30 years of the Porsche 911, the Anniversary is now hot property.



Part of me thought that air-cooled 911 values would calm down just a little in 2015 but, so far, that's showing no signs whatsoever of happening, with interest in anything pre-1998 remaining very strong, and I now can't see that changing for some time, if ever. Nowhere has this rise in prices been more apparent for me than with the rare 964 Carrera 4 Anniversary (also known as the Celebration or Jubi).

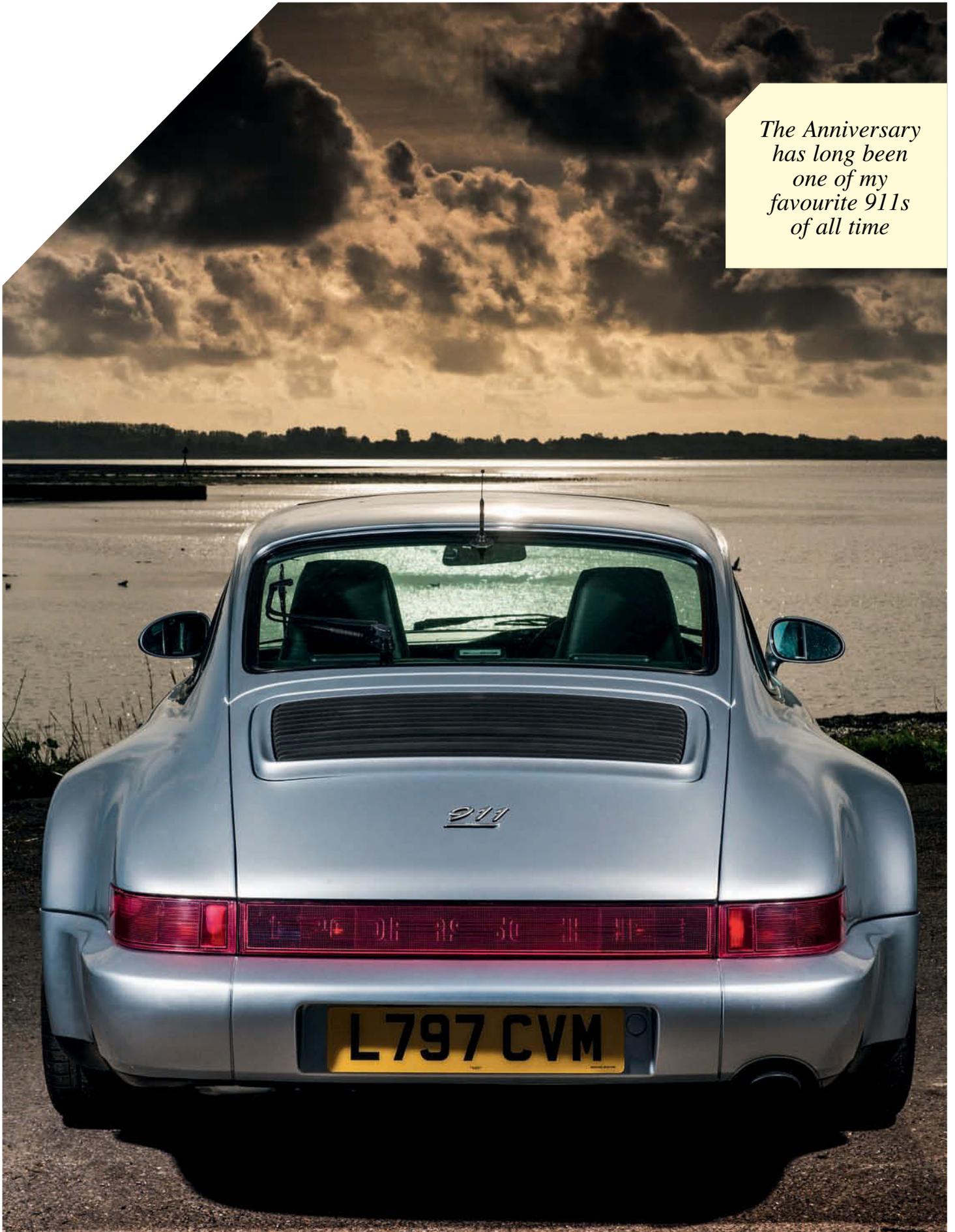
The Anniversary has long been one of my favourite 911s of all time. It was conceived in 1993 to celebrate the 911's 30th birthday, and offered a winning combination of the four-wheel drive running gear of the standard Carrera 4 with the wide arches from the 911 Turbo. The interior was finished to Turbo specification, with full leather covering, not only the seats but the dash and door panels as well, and there was special '30 Jahre' badging sprinkled around. Most (but not all)

examples were finished in a striking Viola Metallic with a complementing Rubicon grey leather cockpit. It's a great looking car with its bulging arches, while the lack of a fixed rear spoiler gives it a hunkered down look which is lacking from the stablemate Turbo. With a normally aspirated engine that produces 250hp, it may lack the outright grunt of the brutal 964 Turbo, but it's a rather more useable machine and, crucially, it's somewhat rarer, too.

Porsche planned to produce a total of 911 examples of the 964 Anniversary (each one had its own serial number) but today it is uncertain exactly how many were actually built; some say it was less than 911, while others believe the full quota was created, plus a handful that were simply badged as Carrera 4 (it's certainly true that there are some of these in existence). Today, some 500 cars are accounted for worldwide, which leaves almost half the



*The Anniversary
has long been
one of my
favourite 911s
of all time*

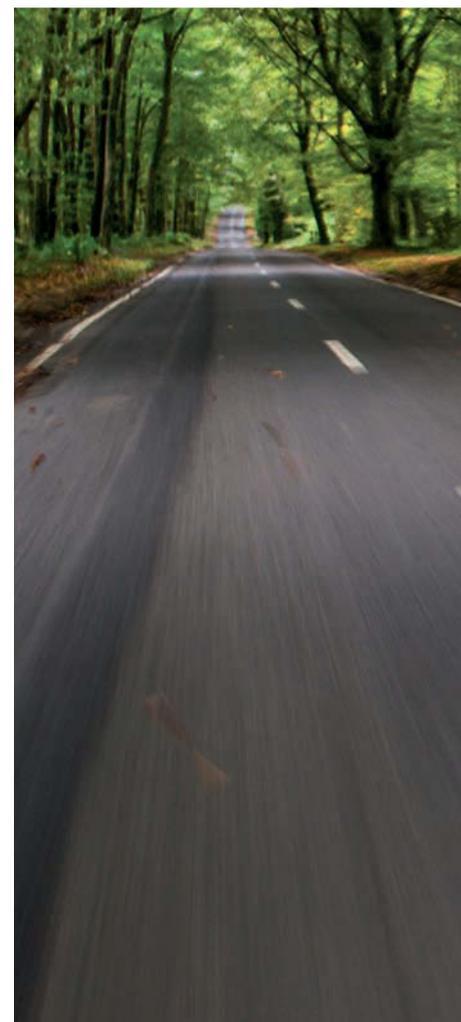


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production under the radar. What I do know from paperwork I've seen from Porsche is that just 41 right-hand drive examples of the Anniversary came to the UK, making it a rare beast indeed. Today, there is no sure way of knowing just how many of these right-hookers remain. I know of at least two that have sadly been written off, while several have been exported to other countries including Hong Kong and Thailand. Talking to owners and would-be owners, I reckon that there are only around 25 Anniversaries left in the UK.

That rarity, combined with the current enthusiasm for any sort of 964, means that every time an Anniversary comes on to the market



here in the UK, there's a clamour of people fighting to buy it. And, of course, that means they're prepared to pay for the privilege.

I've been lucky enough to have handled the sale of several Anniversaries over the years and have seen prices rocket. The first example I sold was back in 2010 for a then heady £24,000 – that was the time you could still get a respectable standard Carrera 2 or 4 for around £15,000, remember, and the 964 was still relatively unloved. Fast forward four years to 2014 and I sold a brace of Anniversaries for £35,000 each, plus a super-low mileage example for £60,000. All three cars generated an unprecedented number of enquiries

and I could have sold them many times over.

One of those £35,000 Anniversaries remained with me in storage while the new owner sorted out his new garage, and a number of people spotted it and offered to buy it for a premium. Indeed, the new owner could have turned an easy £10,000 profit within days of purchasing it, if he'd so wished, but he declined all offers.

As it turned out, he was wise to do so, because a year later he decided to sell and that same car has just fetched £55,000, while another one that came back into stock at the same time went for £60,000. Again, even at these prices there was massive interest in both Anniversaries and they were snapped



the market place

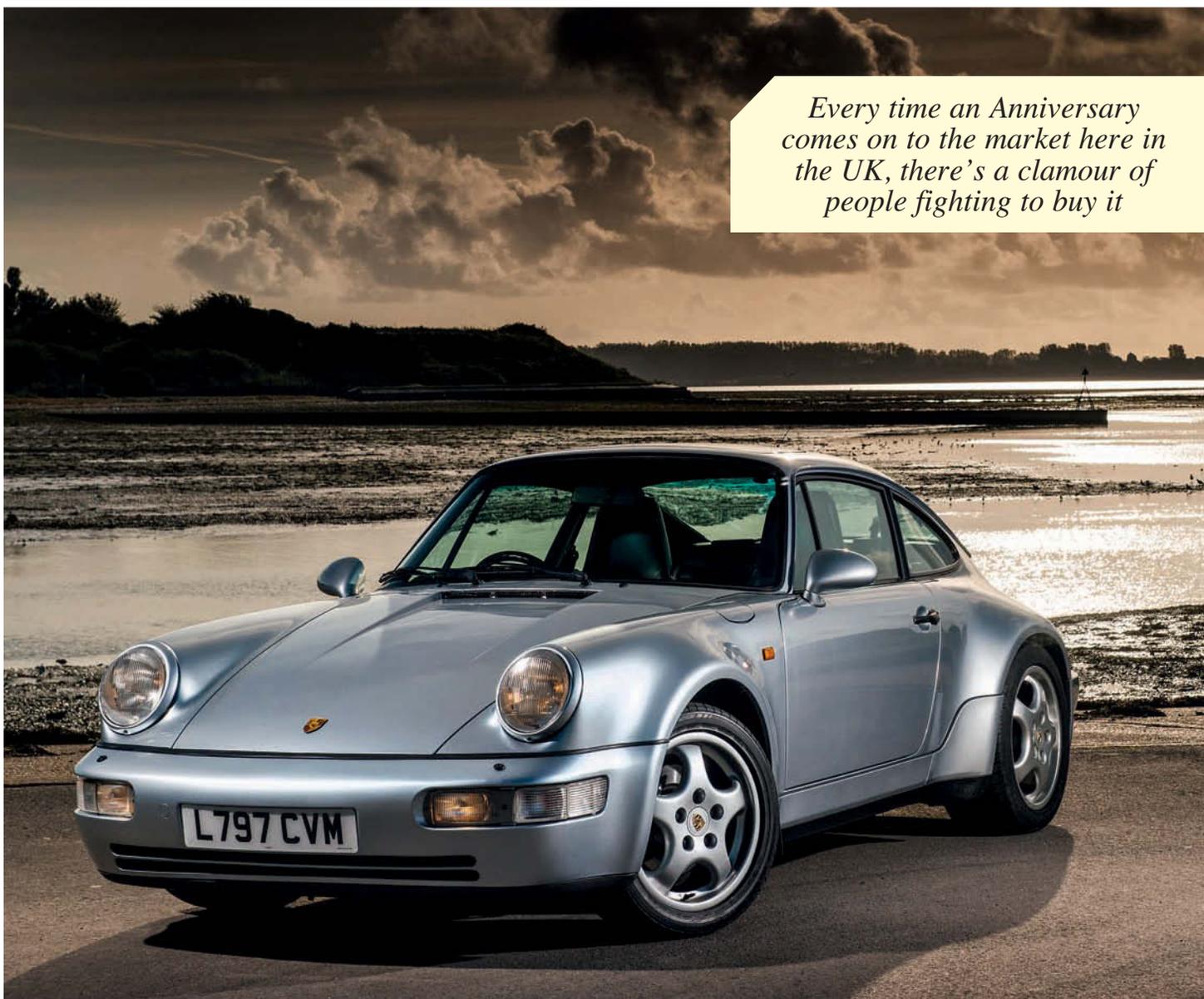


up as soon as they went on the market, with people pleading to have second dibs if the sale fell through.

What is bizarre about this, though, is that left-hand drive (of which there are many more) Anniversaries sell for much higher prices in their native Germany; a fact which Thomas Englert, who runs the register (www.jubi.pocg.de) is often at pains to tell me. The starting price in Germany is €100,000, with one spotted recently for a cheeky €200,000 (about £150,000 at the time of writing).

Furthermore, Anniversaries are still less expensive than the also wide-bodied but rather more common 964 Turbo, and substantially cheaper than the similarly rare and equally sought after Turbo 3.6.

With all that in mind, plus the continued interest in these rare limited edition 911s (not to mention 964s in general) there is undoubtedly room for further price increases for right-hand drive Anniversaries in the UK. And that, you have to agree, has to be cause for celebration! ○



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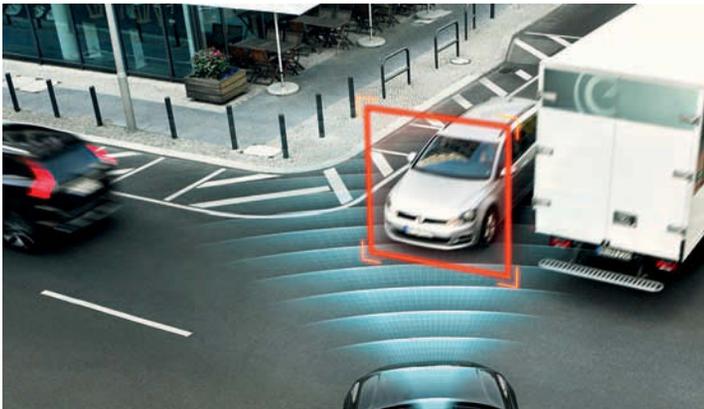
all you need to know...



Porsche ensures the structures of its cars promote maximum safety...

ADAS (part 1)

Advanced Driver Assistance systems – what are they and do we need them?



Autonomous emergency braking systems are being encouraged by European legislators

ADAS, or Advanced Driver Assistance Systems, are becoming a fact of life across the globe. Helping drivers to drive has become big business for technology providers like Bosch which develops many of the electronic wizardry on today's cars. As a Porsche enthusiast you're probably already set to flip the page at the prospect of anything that detracts from the purity of the driving experience but hang on, technology aimed at making driving easier has been around since the car was invented, so the more sophisticated aids today are just an evolution of that.

The automatic gearbox is a good example. A high proportion of Porsches sold today are equipped either with torque converter autos or PDK transmission and it would be interesting to see how much time the average PDK-equipped 911 driver actually drives in manual mode. Automatic gearboxes were invented to take the slog out of driving, no other reason.

Having said that, Porsche knocks on

the door of electronics suppliers less than most when it comes to assistance systems. In fact, by comparison with some other manufacturers, its list of ADAS systems looks backward. Where Park Assist on some of the latest models right down to the mass market Ford Focus can mean a system which parks the car for you, on a Porsche like the Panamera Executive, it still refers to those simple ultrasonic sensor systems which warn that you are about to reverse into something. Nothing wrong with that, and people who can drive confidently won't ever want for more.

Autonomous emergency braking, one of the more useful assistance systems to emerge in the last few years, is fast becoming either optional or standard equipment because European legislation encourages it. As of this year, cars without an autonomous emergency braking system (AEB) will struggle to qualify for a 5-Star Euro NCAP safety rating for occupant safety. Porsche Active Safe (PAS) is part of its radar-based adaptive



cruise control system rather than a separate and dedicated AEB system and warns if you're approaching the vehicle in front too fast, sounds an alarm and gives a visual signal as well as a brake jolt to alert the driver.

If the driver begins to brake, braking is intensified by the system all the way to full braking. This is a Forward Collision Warning (FCW) system with brake support rather than an autonomous braking system capable of performing an emergency stop without driver intervention. Full autonomous emergency braking is a separate system and is sometimes overlaid on top of FCW and taking precedence over adaptive cruise based systems. Euro NCAP gives credit to systems like PAS but not to those that warn but do not support braking.

Some of the latest AEB systems use a stereo camera developed by Bosch usually mounted between the windscreen and rear view mirror looking forwards. Coupled with the image processing software, the stereo camera can 'see' a horizontal view of

50 degrees and can provide accurate 3D measurement at over 50 metres. Using a camera gives higher resolution of the field ahead than radar or 'LIDAR' (laser based rather than radio-wave based sensing). The camera 'sees' the same light spectrum as a human too.

The advantage of camera-based AEB is that one low cost device can fulfil a lot of ADAS-related tasks. As well as AEB, the Bosch system can be used for traffic jam assist which follows the car in front in stop-go traffic, to lane guidance functions and even what Bosch calls 'evasive steering support'. The last one only exists at prototype stage but goes one step beyond AEB and steers the car around an obstacle via an electric power assisted steering system (EPAS).

Basic AEB systems can only detect objects, such as cars, but not humans. The latest wave of systems include pedestrian detection though, made possible by the use of cameras, the resolution of which can help the system tell the difference. In 2016, this will be a requirement of Euro NCAP too. A

reason why manufacturers are switching to electric power steering in their droves (apart from the fact it consumes less power reducing fuel consumption and CO₂) is that it enables active steering functions (like lane keeping) which aren't possible with an old fashioned hydraulic system.

So what can go wrong with an AEB system? Hopefully not much. Adaptive cruise control has been with us for 15 years without causing drama. Because they are optical, camera-driven AEB systems (and LIDAR) are limited by what they can see as humans are. In pea soup fog, they won't do the job properly if at all, but will warn the driver they are compromised.

Some premium cars have adopted the camera-based AEB but also have adaptive cruise control with the same kind of function as Porsche's PAS. This is arguably the best combination as radar is unaffected by fog and will continue to provide cover. Sensors (radar, LIDAR and cameras) can be used in 'arrays' too, building up complex pictures of what's ahead

using different types of data and drawing on their individual strengths. Given the technical differences between the systems, they are categorised differently as Urban (low speeds) and Interurban (high speeds). Euro NCAP tests these separately.

So of all the ADAS systems out there, autonomous emergency braking should be the one least likely to enrage purists on the grounds that it dilutes the driving experience. With any luck, a driver will never use it, but in one of those moments of distraction, sometimes taking only a split second in traffic when glancing the wrong way at the wrong time, it can save a lot of angst and expense. What could become expensive body damage or worse, could be avoided. More importantly, it can save lives to the tune of 8000 a year if widely used according to the European Commission. Arguably, AEB is one of, if not the most important, safety technology since the seat belt. Next month we'll look at more existing and future ADAS technology ○



Buying an older Porsche (part 1)

How to check the tech when buying an older car

Buying an older car can be a daunting prospect, especially if it's wearing a Porsche badge. You can hire a specialist to give it a thorough check and if you're buying a more expensive car like a 911, that's not a bad idea. You can hire a specialist to give it a thorough check and if you're buying a more expensive car like a 911, that's not a bad idea. But some models can still be bought seriously cheap and it may not be viable to hire a consultant to look at a car that's on the market for 1500 quid. 944s, 924s and 928s, are a good example, are often cheap but potential money pits to fix if they're really rough. That said, if you research an individual model and find out where the likely weaknesses are, checking for them isn't rocket science as long as you can get a proper look. Preferably, you want access to a full blown car hoist which is easy enough if the car is at a dealer but not so easy with a private sale.

The first thing is to be clear about how you intend to right any wrongs and that largely depends on your ability. We're going to assume that if you're in the market for that 1500 quid 944 then you're likely to be on a tight

budget, so be clear what the extent of your capabilities are and match those to the car. Don't kid yourself about what is DIY achievable or affordable. Dreams can end up on a driveway rotting under a piece of polythene sheet, we've all seen them.

On the bright side, if you're comfortable with whipping an engine or gearbox out or performing major bodywork repairs with air tools and a MIG welder, you will be looking at a car in a completely different way to the buyer who has no mechanical aptitude and will need to pay a pro to fix everything. We can't cover all the individual likely potential problems for each individual car because construction varies so much. But we can walk through some of the main generic areas and hopefully, most of those will be common sense.

The second stage, having sat yourself down and had a quiet word in your own ear on the subject of not biting off more than you can chew, is to break the car down into logical technical areas. Car manufacturers call

these CoCs or 'centres of competence'. Work through each category when you check a car and it's easier to get a clear picture of its technical state.

First there's what's known in the industry as the 'body in white,' the bare bodyshell itself. The second is the powertrain, the engine and transmission. Next there's the driveline from the gearbox to the road wheels. Then there's the chassis, suspension and steering, the braking system, electrical system and let's not forget the interior. Finally, there's any brightwork and trim and the condition of the paintwork itself. That last one is independent of any body rot, we're just talking about the finish.

Assuming the research is done on the model you're interested in as to which particular dodgy bits you are likely to encounter, you'll be ready to take the plunge and start looking at some cars. First of all, the obvious. If you live on the Kent coast and see a car for sale in North Wales, how much is it going to cost to get there and just take a look? Work out a realistic 'sphere

of operations'. You should plan to look at a few cars so decide how much your budget can stand and start the search in an organised way, close enough to home that it's doable. The next thing is to use common sense. Don't buy anything sight unseen, ever. Ignore what the seller says in terms of how sound the body is and especially how well it drives. People usually talk about cars for sale wearing rose tinted spectacles.

Finally, when the car is before you (outside, in daylight), stand back, calm down and take a walk around. The medical profession size up each patient at first sight and see how they 'present'. They look for overall impressions and tell-tale signs. Do the same with a car and gain an overall impression. Does it strike you as tatty, sad or knackered? On the other hand, does it look clean, cared for and happy? Talk to the owner and get the background on it before poking about. First impressions are very important. Next month, we'll start on the poking about into the technicalities ○

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GREAT ESCAPE TRACK DAY EXPERIENCE

How much? £89

Where from? www.greatescapecars.co.uk

Regular readers may recall Great Escape Cars, a self-drive classic car hire firm based in Redditch. The company has just launched a new track day experience that lets customers sample a classic 911 on circuit. The new concept is believed to be the only one of its type in the UK and is based at Prestwold Circuit in Leicestershire.

Track day customers can take their pick from a range of the firm's 'for hire' classic cars, including a Porsche 911T which is sure to be the favoured machine for *GT Porsche* readers. The experiences are bought as vouchers valid for one, two or three car experiences from just £89 and include tuition

from a Great Escape Cars driving instructor and four free laps of the circuit in each chosen car. Insurance is also included, subject to an excess. Great Escape Cars runs the track days each month from April to October during 2015, with all dates published on the company's website. Customers simply call up, book in for their preferred date and choose a car.

We were lucky enough to sample the experience this month, taking to the track in the 911T alongside contemporary supercars such as Lamborghinis, Ferraris and McLarens. The opportunity to drive a classic 911 on track is one not to be sniffed at, and with Great Escape's head honcho Graham Eason on hand to guide us around the Prestwold Circuit, we had a blast.



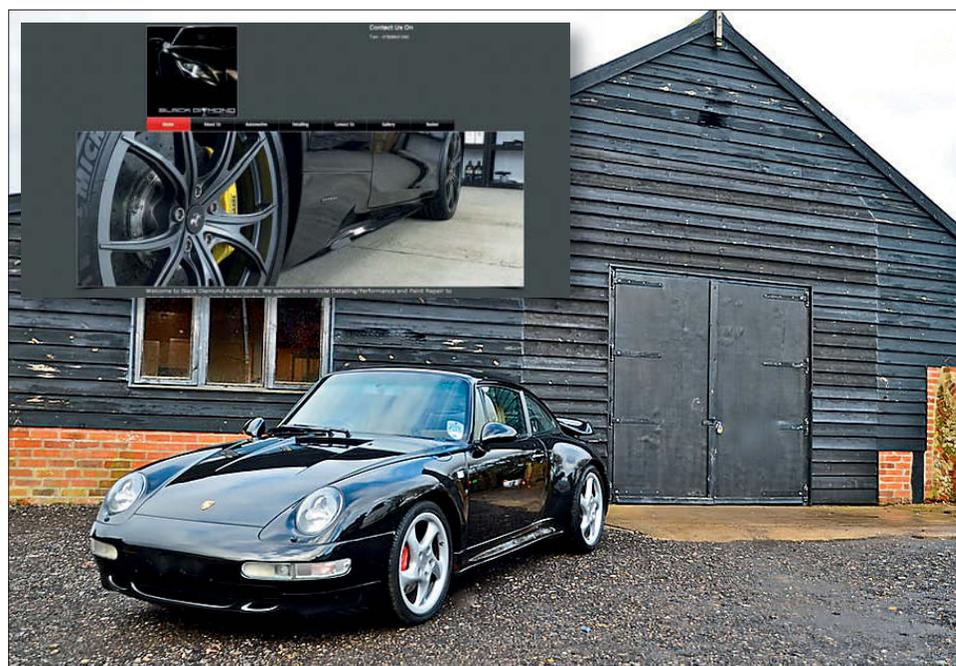
PORSCHE CAR CONNECT FOR APPLE WATCH

How much? Free

Where from? www.porsche.com/connect

Porsche has become one of the first car makers to connect its vehicles to the Apple Watch. Drivers can now access Porsche Car Connect functions without having to reach for their iPhones. The smartphone continues to manage communication with the vehicle and integrates the Apple Watch as an additional

display and control element. The Apple Watch provides information on the vehicle status and allows certain vehicle functions to be monitored and controlled by tap and gesture input. A brief glance at the wrist reveals charging status, range and residual charging time for Hybrid Porsche vehicles. In the 'Climate' menu, drivers can activate the preconditioning function with one tap of a finger.



BLACK DIAMOND AUTOMOTIVE DETAILING

How much? EPOA

Where from? www.blackdiamondautomotive.co.uk

Black Diamond Automotive was founded by two car enthusiasts with a passion for cars and attention to detail, looking to carry their passion through to their

clients to offer them the best automotive services available. The firm offers highly trained fully qualified Detailing services from a Posh Wash all the way up to their signature Diamond Detail and paint repair, through to all your performance upgrades.

"We've launched the track day packages to make driving a classic car more accessible to more people," explained Graham. "On a track there are no speed cameras, speed limits or Sunday drivers. Working with Prestwold Circuit enables us to combine their experience running track days with our experience of classic cars. We've created the track day packages to be as good value as our on-road hire experiences."

Sliding the 911 around the outside of Lamborginis and McLarens certainly put a smile on our faces, and we're sure this rare chance to experience driving a classic 911 far harder than you would be able to on the road is bound to appeal to many Porsche fans.

For more details on Great Escape's track day experiences visit the website or call 01527 893733.



PORSCHE REAR SEAT ENTERTAINMENT

How much? From £2150

Where from? www.porsche.co.uk

Porsche Exclusive has introduced several new customisation options for the Cayenne, Macan and Panamera models: a Rear Seat Entertainment system for all four-door sports cars, a sports exhaust system for the Macan S Diesel as well as the Sport Classic wheel including wheel arch extenders for the Cayenne. The Porsche Communication Management (PCM) system now comes as standard in the Panamera S, Panamera 4S and Panamera GTS models.

The system, which was fitted as standard in this limited edition, is available for all Panamera models as well as all Cayenne and Macan models. Comprising two high-resolution 10.1-inch colour touchscreen displays with a resolution of 1280x800 pixels integrated in the front seat backrests, it includes an integrated DVD player, two USB ports, an SD card slot and an HDMI. Both displays also boast a camera to permit video telephony. Mobile internet access and a special app lets you send and receive emails on the road, and more.

GTECHNIQ PAINT PROTECTION

How much? £POA

Where from? www.rpms Technik.co.uk

RPM Technik has become the first Gtechniq Certified Porsche Specialist, and is now offering Gtechniq Paint Protection on all pre-owned Porsche models. Gtechniq Platinum Crystal Coat forms a chemical bond with your car's paintwork – this provides a durable UV and dirt repellent, along with scratch resistant defence, and comes with a five-year guarantee.

Darren Anderson, commercial director at RPM Technik said: "Although there are many products on the market claiming to provide vehicle surface protection, we believe Gtechniq is a premium product that can add value to our used Porsche sales cars as well as a great add on to customers vehicles."

Gtechniq launched Gtechniq Platinum exclusively for dealerships last month, the range includes the first ever dealership applied antibacterial interior protection, along with durable protection for paint, glass and wheels. Customers also receive complimentary Gtechniq aftercare kit worth over £100.



WP PRO BRAKES

How much? From \$6200 per axle

Where from? www.wpprobrakes.com

Porsche Ceramic Composite Brakes are an expensive additional extra. However, when considering carbon ceramic braking, it's not just the initial purchase cost that buyers must think about – service parts like discs and pads often come with a considerable price tag, which has resulted in the aftermarket springing into action.

A now-popular solution to worn PCCB discs is to downgrade them to a steel equivalent due to a much lower cost. However WP Pro of North America and



UK firm Surface Transforms have partnered to develop a Carbon Ceramic brake kit available for Porsche applications in three formats. The first is as direct replacements for OE components, for greater strength and significantly higher thermal conductivity for improved driveability, and more consistent performance on the limit.

The second format is for those Porsches which didn't leave the factory with PCCB. These cars can benefit from all of the advantages of carbon ceramic braking without the cost of converting to a full PCCB setup. WP Pro Carbon Ceramic upgrade packages are

available as replacements for steel discs, coming supplied with Carbon Ceramic discs with alloy hats, Pagid RSC1 pads and any necessary calliper spacers and hardware. These come as front axle, rear axle or complete car packages.

The final format for fitting WP Pro Carbon Ceramic brakes to your Porsche is with a complete brake upgrade package. These are available in a number of disc sizes and with advanced calliper designs ranging all the way from four- to 12-pistons. Applications include all 996, 997, 991, Panamera and Cayenne models.

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1:18 SCHUCO VOLKSWAGEN T1 TRANSPORTER

How much? £160

Where from? www.racingmodels.com

This one is a bit different from other Racing Model offerings! It is the Volkswagen T1 Transporter as used by the Rennstall Bunker in the USA in the 1960s. A great collectible limited edition 1:18 scale model.



SPARK 1:43 991 GT3 RSR

How much? £50

Where from? www.racingmodels.com

This Spark model recreates the Proton Competition Porsche 911 GT3 RSR as driven to 21st place at Le Mans 2014 by Christian Ried, Klaus Bachler and Khaled Al Qubaisi. It is supplied in the regular Spark showcase.

RACE RAMPS

How much? From £102

Where from?

www.autosportproducts.co.uk

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1:43 AUTO ART PORSCHE 997 CARRERA S

How much? £32.50

Where from? www.racingmodels.com

This Auto Art 1:43 scale model is sure to appeal to any owners of red Carrera S 997s. The real car was launched in July 2004 with a 3.8-litre 360hp engine – a very nice Auto Art model.

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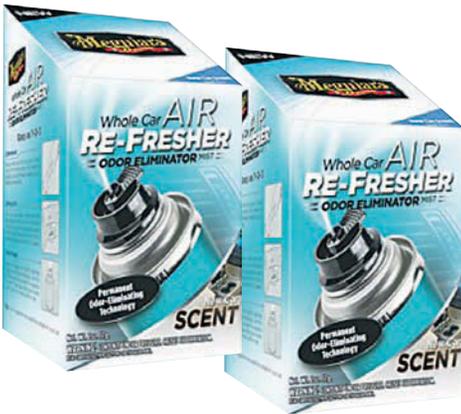


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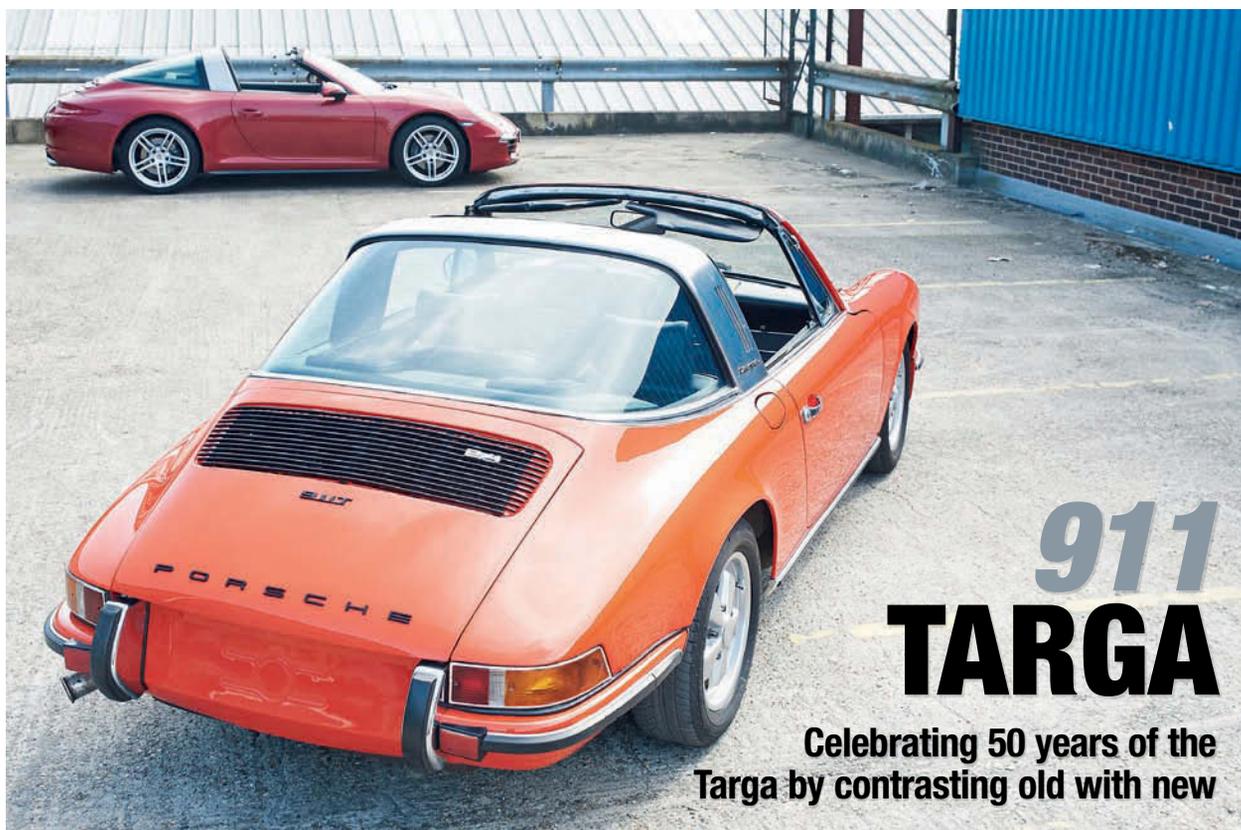
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GMÜND COUPÉ/356: 1948 – 1964

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 '0' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

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

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

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

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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*	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*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	188	188	7.0	141
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

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

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

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

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

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

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

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

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

964 (1989 – 1993)

1988 to 1989: 1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:** 1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50

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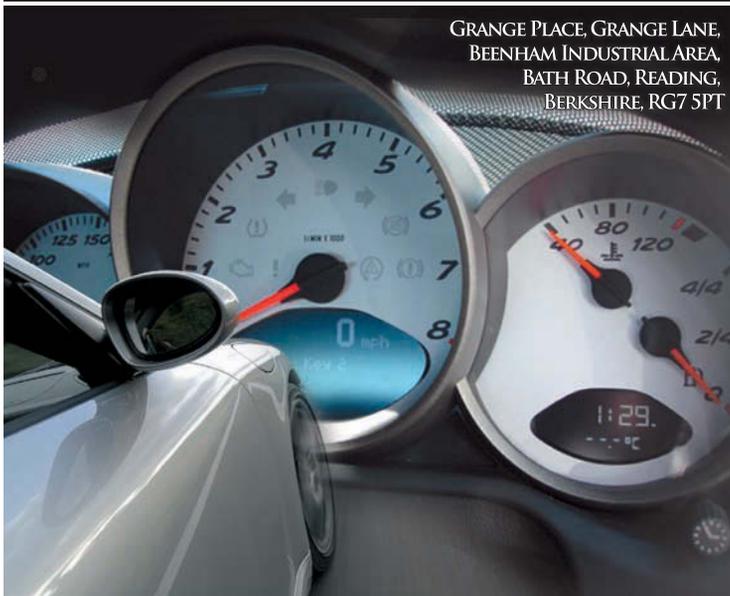
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911 (964): 1989 – 1993

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

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

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

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



911 (993): 1993 – 1996

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

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

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

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
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.



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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

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:** 2010 MY – 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 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

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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.

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. **2015:** GT3 RS - A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph. A body constructed from aluminium, carbon fibre and magnesium weighing 10-kilograms less than the GT3 (at 1420kg). A staggeringly quick Nordschleife lap time of 7-minutes 20-seconds – faster than a Carrera GT. And a devastatingly aggressive aero-led aesthetic. GT3 RS is one of Preuninger's finest. Only available with PDK, the GT3 RS boasts double the downforce of the GT3 with less than a third of its drag-co-efficient. This is unheard of. A new Michelin rubber compound adorns the 9.5x20-inch front wheels and 12.5x21-inch rears providing 20% increased stickiness, with increased spring rates (up 10% over GT3) and a 50-millimetre wider rear axle, the changes between GT3 and GT3 RS are vast underneath. A 'paddle neutral' facility and a 'pit speed' button aid track use. PTV with rear limited slip differential, PASM active dampers and PSM feature. A Club Sport Package and seats straight from the 918 Spyder have been added inside - Sport Chrono is optional. The last naturally-aspirated 911? Sadly it may be so...

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

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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.

MODEL	YEAR	WEIGHT (kg)	ENGINE (cc)	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
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
GT3 RS	2015	1420	3996	500	339	3.3	192
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

912 (1965 – 1969; 1975)

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

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

914 (1970 – 1976)

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

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

924 (1977 – 1988)

924 Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched; **1978:** Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered; **1981:** Carrera GT introduced. Kurzhals fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter 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	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



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928: 1978 – 1995

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



944: 1983 – 1991

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



959: 1988

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



968: 1992 – 1995

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

brakes. Power steering standard, redesigned interior; **1987:** LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo; **1988:** Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered; **1989:** 944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July; **1990:** S2 Cabrio launched (70kg heavier than Coupé); **1991:** Turbo Cab launched, airbags standard on European Turbo models.

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

959 (1988)

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

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

968 (1992 – 1995)

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

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

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

BOXSTER – Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-04) – **Significant developments:** Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags; **1999:** Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows 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



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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.

compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

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

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

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

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

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

*manufacturer's claim

Cayman 981 – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013 –** 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more. **2014:** Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by



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CAYMAN 987: 2005 – 2013

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

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



CAYMAN 981: 2013

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

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

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



CAYENNE: 2014 –

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

-20mm. The one to have. **2015:** The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft torque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175
Cayman GTS	2014 –	1345	3636	340	280	4.6	177
Cayman GT4	2015-	1340	3800	385	310	4.4	183

*manufacturer's claim

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

Cayenne – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox 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 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 cliches. **2014:** Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – chiefly the batteries which are now more optimised for greater performance.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 – '13	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 – '13	2100	2967	240	405	7.8	135
Cayenne S	2010 – '13	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 – '13	2240	2995	380 ¹	427 ¹	6.5	150
Cayenne Turbo	2010 – '13	2170	4806	500	516	4.7	172



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

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

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

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



CARRERA GT: 2003 – 2006

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



PANAMERA: 2009 – 2013

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

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

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

Cayenne GTS	2012 – ‘13	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 – ‘13	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 – ‘13	2195	4134	382	627	5.7	156
Cayenne	2014 -	2040	3598	300	295	7.7	143
Cayenne Diesel	2014 -	2110	2967	262	427	7.3	137
Cayenne S	2014 -	2085	3604	420	405	5.5	160
Cayenne S Diesel	2014 -	2215	4134	385	626	5.4	156
Cayenne S E-Hybrid	2014 -	2350	2995	416	324	5.9	150
Cayenne GTS	2014 -	2110	3604	440	442	5.2	163
Cayenne Turbo	2014 -	2185	4806	520	553	4.5	173
Cayenne Turbo S	2014 -	2235	4806	570	590	4.1	176

1 when combined with electric motor. * 0-60 mph time

Porsche Carrera GT (2003 – 2006)

Carrera GT – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, rewinding to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles front and rear, 19-inch magnesium 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, DFI and VarioCam Plus with adjustable valve lift; 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 PTM and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne, 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 PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM 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. PDCC and 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 interior. 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 Diesel arrives. 3.0-litre V6 turbocharged engine is donated by Audi. Specification on par with a V6 petrol engined Panamera. S Hybrid also added to range. Following the path of the Cayenne S Hybrid, it’s fitted with a 3.0-litre supercharged petrol V6 engine connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. Turbo S also arrives running a pair of turbo-chargers with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint is exclusive to the model. **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 only with the seven-speed PDK.

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

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

2013– 2014MY The gen-2 Panamera gets 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 still llops 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

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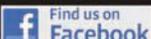
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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breathed on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly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



918 SPYDER: 2014 –

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.

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. **2015:** Panamera Edition - special version available in three styles; Edition, 4 Edition and Diesel Edition. 4 Edition features active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. High-gloss black trim strips on side windows, part-leather upholstery with Porsche crest embossed on head rests, SportDesign steering wheel, 'Edition' sill plates and floor mats. PASM, bi-xenon headlights with PDLs, Park Assist including reversing camera and Power Steering Plus all standard. China and USA variants receive comfort seating.

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
Panamera Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera 4 Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera Diesel Ed	2015	TBC	2967	300	TBC	TBC	TBC

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 mins 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) **2013 – 2014MY** Built at Leipzig. Two petrol V6 engines, 4-cylinder turbocharged petrol engine, and V6 diesel donated by the VW Group. Macan S gets 340hp three-litre biturbo V6; Turbo is equipped with 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque load to the front axle when required. PDK transmission standard – no manual option – 'Off-road mode' can be selected at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard. 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 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 th 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 is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rear tyres for optimum grip. All are fitted with electromechanical power steering. Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLs) optional on all models. The three-spoke 918 Spyder-style multi-function steering wheel with paddle shift controls standard. Full length panoramic glass sunroof available, S models are trimmed in partial leather and alcantara, a full leather interior is 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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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
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
Boxster Spyder	£60,459	6cyl/3800cc	375hp	TBC	4.5secs	TBC	1315kg

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
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg

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 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
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
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg

PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,454	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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Autofarm (1973) Ltd

Autofarm is a famous name in Porsche circles, but what is so unique about the specialist?

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

Since 1973 Josh Sadler and his team have been buying, selling, racing, restoring, servicing, storing and upgrading Porsches. The company started with a crash damaged 911 that was stripped for spares; this ultimately led to the realisation that there was an opening for a specialist parts and servicing business.

GT: Who is in charge and what is their relevant background?

In January 2015, Josh sold Autofarm to the existing management team of Mikey Wastie and Steve Wood. Mikey Wastie has worked at Autofarm for over 15 years and oversees the burgeoning Engines, Projects and Restoration divisions. Long-term supplier and former GT racer, Steve Wood, manages the Service and Storage divisions. Josh now focuses on the car sales and uses his 40 years of experience to also manage the Heritage division.

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

If it's to do with a Porsche, then we can do it. We offer everything from general service, repair, track preparation, body repair and restoration. The Projects

workshop is also capable of building custom Porsches crafted to customers' specifications, often blending modern Porsche technology with classic looks. Autofarm pioneered solutions for repairing early water-cooled engines and our busy engine shop can offer standard or upgraded engine builds for water or air-cooled cars.

Aside from the workshop, we buy and sell Porsches or, if we don't have what you are looking for, we will know where to locate a particular car. We also offer a free Saturday diagnostics surgery and a car storage service.

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

We think it's our intimate knowledge of all Porsches. This stretches back to knowing many of them from when they were new. This knowledge is backed up by a personal service not always found at larger garages.

GT: What facilities do you have on site?

We're well setup here with a fully equipped workshop with the latest diagnostics tools. We also have an engine room, a restoration workshop, a showroom and secure storage.

GT: What is your USP?

Autofarm is particularly renowned for its expertise and knowledge of older 911s. We have grown-up with the car and seen and worked on many of its iterations since they were new, so we know it really well.

Josh has an encyclopaedic knowledge of Porsches and can recite specifications, chassis numbers and model year changes, providing an easily accessible database long before the internet ever came into being!

GT: Which Porsches do you cater for there?

We're happy to say we welcome all Porsches, old and new!

GT: What is your background with the Porsche brand?

We have focused on Porsche as a marque for the last 40 years. During that time I'd say we have developed a great relationship with the Porsche factory and other key groups, such as Porsche Club GB.

GT: How many members of staff do you have?

We now employ 15 people. We have recently taken on a service manager and an apprentice to support growth in the main workshop.

GT: What exciting new products or services should we expect to see from you soon?

We have just built a 964 Turbo that features a range of modern conveniences including: auto lights; wipers; keyless entry; and push button start. We can offer these items individually or as part of a 'convenience pack' for older cars. It would now be good to use our new-found knowledge to offer these items to other cars.

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

I think that it has changed beyond all recognition. When we first started, Porsches were extremely rare and being a Porsche specialist was very niche! Today, though, owning a Porsche is far more attainable and we get to see more people who just use them as daily drivers and aren't enthusiasts. We've grown and adapted but hope that we still offer the intimate experience that customers seem to like.

Contact information
Autofarm (1973) Ltd
01865 331234
www.autofarm.co.uk

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

Driving and owning a Porsche are two very different things. Colin Goodwin can't wait to pay off his mortgage to try the latter...

Unless you work for a Porsche dealership or specialist, I have probably driven more new Porsches than you have. But what a great many of you will have done is gone to a dealership to collect your brand-new car. One-nil to the reader. There is a massive difference between driving a car and actually owning it from new.

A couple of weeks ago I bought a new Triumph Tiger 800 bike. I've been promising myself one since the model was introduced a couple of years ago and I have now finally bitten the bullet. I reckon I've owned around 30-40 bikes in my life but this Tiger is only the second one that I've bought new. I could hardly sleep for a couple of nights before collecting it and was on the doorstep of the dealership as the front door was unlocked when the day came.

What on earth does it feel like to collect your new 911? One in your chosen colour with your options selected? I'm not sure my ticker could handle it. However, one day I intend to test my cardiovascular system by joining you in the owning-from-new-experience. It'll have to be when the mortgage is paid off and that will be in about six years. I know what I want: a guards red Cayman (an S I think) with a manual gearbox. I'll want a nice audio system but no sat-nav. Satellite navigation is handy but this will be a car that we will keep until I drop, by which time (I rather hope) the sat-nav system will be totally out of date.

There's only one worry: that Porsche will mess up the Cayman between now and when I have the means to buy one. I was at the round table discussion with Andreas Preuninger at Geneva that the editor mentioned last month. I was desperate to ask Porsche's GT head-honcho if he could confirm that nothing iffy was on the cards for the Cayman in the near future. I'm not a great fan of these mass interviews. First, they remind me

of being in class at school and crapping myself at the thought of asking a question that would have the rest of the class rolling around in laughter. Second, in the unlikely event of me coming up with a scorchingly good question, and receiving an equally good answer, rival journalists would have it as well.

There's only one worry... that Porsche will mess up the Cayman between now and when I have the means to buy one

So I simply sat back and listened to what Preuninger had to say about the new GT3 RS and the Cayman GT4. Number one fear for my Cayman is that Porsche will abandon the manual gearbox entirely. Judging by Preuninger's tone and his answer to gearbox questions on the GT4, it's clear that he's in favour of keeping three pedals and, more crucially, so are a great many of Porsche's customers.

The other worry is that Porsche might mess with the powerplant. The most likely outcome is that turbocharging could be adopted across the entire engine families in the pursuit of low emissions and efficiency. I think downsizing to four cylinders is unlikely, which for me would ruin the car, but I'm not too keen on the idea of a turbocharged engine in the Cayman.

There's never been much wrong with Porsche's forced induction motors in the past, of course, I just prefer naturally aspirated powerplants.

There is a way of ensuring that I end up with exactly the right 'Cayman for life' that I'm aiming for and that's to buy it right now or rather, lease one on a PCP. It's an option, but I have my parents' fear of buying stuff on the never never. Also, I'm not sure if the experience of going to collect the car from a dealership would feel quite the same knowing that actually a bank owned the car and not me. Even if I did have the V5 in my back pocket. It's likely that most new Porsches are bought on finance but I'm sure that some of you will have done it both ways. What do you think? Is the excitement the same? ○



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

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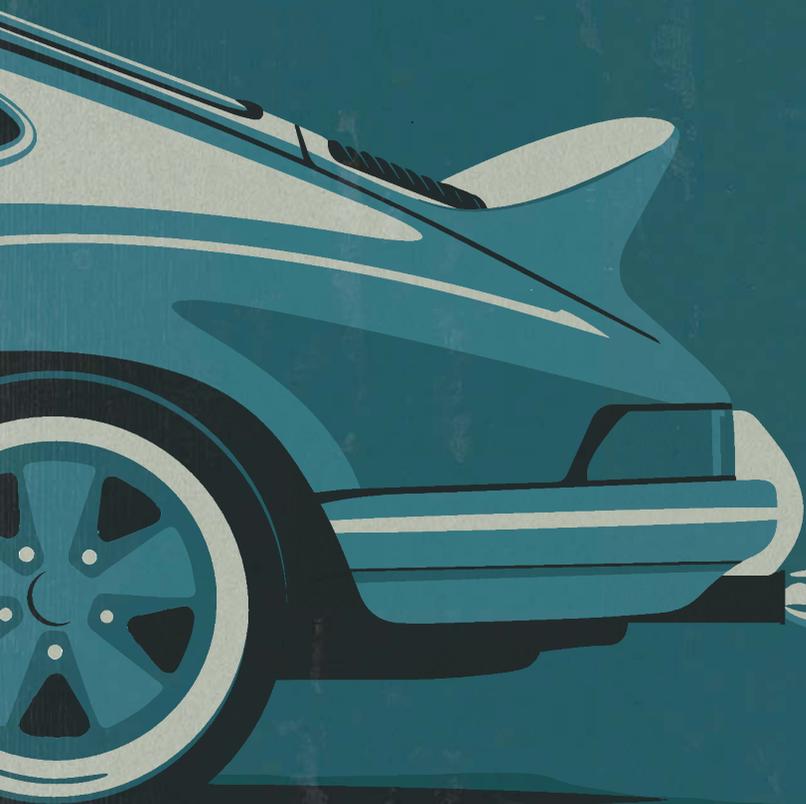
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