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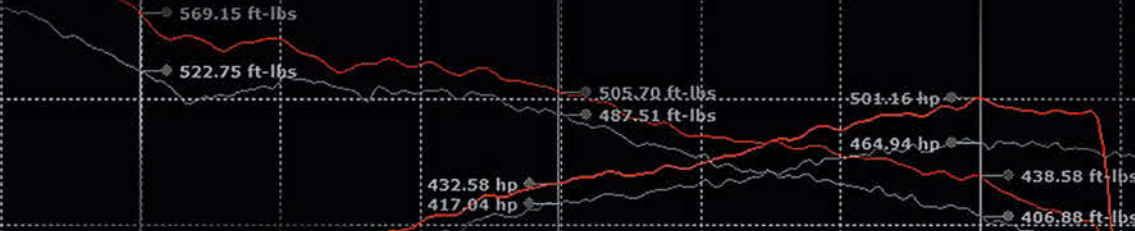
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Stuart Gallagher
Editor [@stuartg917](https://twitter.com/stuartg917)

Issue 156
November 2014

It probably hasn't escaped your attention that Porsche has launched a fair few new cars in 2014. The Macan was the big one at the beginning of the year and it was quickly followed by an all-new 911 Targa, a face-lifted Cayenne and the Boxster and Cayman GTS models. Oh, and the 918 Spyder deliveries started, too. All very different Porsches but still all very Porsche-like.

But you'll notice there's only one 911 derivative in that list and it made me wonder why all has gone quiet on the rear-engined Porsche front. The 991 is now two-and-a-half years old and after a flurry of activity with Carreras and Carrera 4 models, Coupés and Cabriolets, the GT3 and Turbo models and, of course, the Targa, the model offensive has come to a halt. A decade ago such an expansion of the model range in such a short time frame would have been described as rushed and not giving each derivative time to find its feet. In 2014 today's new model is tomorrow's used car as everyone wants the next new thing.

But the 991 hasn't had it easy. The well publicised engine issue with the GT3 has meant the launch of the RS derivative has been put back. Which means any GT2 also has to wait its turn. Porsche also took the unprecedented step of launching the 991 Turbo and Turbo S simultaneously thus denying itself two bites of the Turbo cherry. Four if you take into account that both Cabriolet variants of Turbo models were announced at the same time. So, after the flurry of 991 activity in 2012 and 2013 it, perhaps understandably, went a bit quiet on the 991 front in 2014.

There have been spy pictures of alleged Gen 2 991s doing the rounds on the internet, but that's at least 18 months away, and before then there's plenty of gen1 991 activity to be enjoyed, beginning with an announcement next month. And that's before Porsche gets ready to prepare its new two-seater, V8-mid engined coupé to slip into the range above the 911. So it looks like the fun is only just beginning for Porsche and its perennial sports car.



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The Cayenne continues to be an unprecedented success for Porsche, which must make it tricky come face-lift time. But Porsche's engineers have been busy and we've tested the results.
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TOP SECRET!

Porsche reveals secret prototypes in new exhibition

The latest special exhibition at the Porsche Museum in Zuffenhausen opened last month, and it focuses on the weird and wonderful prototypes the company builds when developing new cars.

Running until 17 January 2015 the exhibition features 16 unique vehicles, many which have never been seen before, and give an insight into the world of new car development and testing Porsche-style. Among the exhibits are mix of secret concept cars and design studies that never made the light of day, camouflaged prototype test cars and one-of-a-kind record, test and experimental vehicles

Among the exhibits include the FLA

sustainable car research project, a result of the 1973 world energy crisis, the world record setting Porsche 924 and the Type 995 experimental passenger car. Visitors will also be able to see the 959 test car built for aerodynamic work, a 928 Cabriolet and a Type 984 Roadster Concept car (which has never been shown before). Also within the exhibition is the 965 sports car, a rear-engined 911-based concept that was powered by a water-cooled V8 engine.

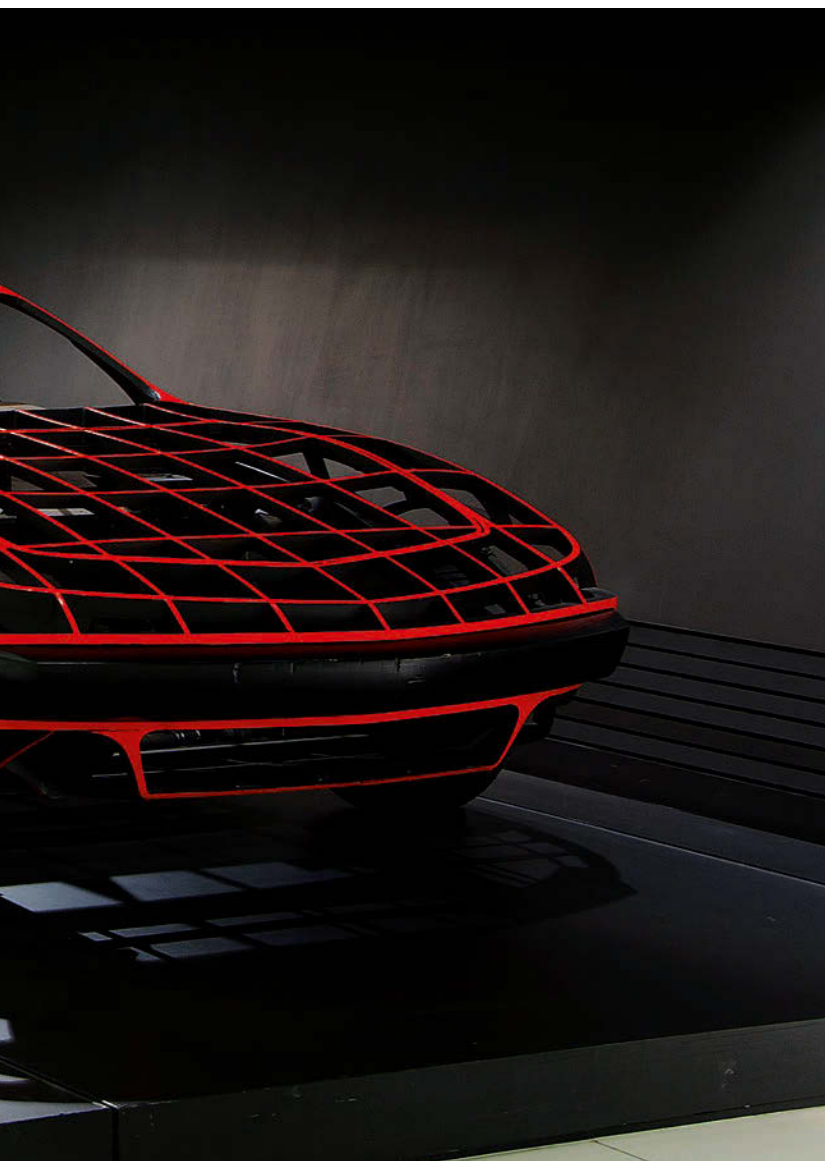
From the Nineties, Porsche is showing the 989 four-door family saloon which, while dropped from the product strategy, did provide a design direction for today's models. There is

also a 964 Targa that was used as a test bed for the original Boxster and more recent camouflaged test cars such as Panameras.

It is rare for manufacturers to be so open about their past, especially when it comes to models that never made it to fruition and highlighting the lengths a company will go when disguising all new model platforms, but like many of its competitors it has decided that an open door policy is a far better way of telling a story than denying it ever happened at all. And we're all for it.

The exhibition opened on 17 September and runs until 11 January 2015. The museum is open from 9am through to 6pm Tuesday to Sunday.





N-RATED TYRES FOR YESTERDAY'S HEROES

Over the summer, Porsche embarked on its most comprehensive tyre test programme to-date, which saw the company's engineers evaluate the very latest modern tyres that can be used with the company's oldest models, therefore providing Porsche's N-rating for even the oldest Porsche road cars.

The tests saw Porsche engage the services of a 356, 911 Carrera, 930 and an original 986 Boxster to evaluate the latest tyres and compounds and determine which were best suited to yesterday's Porsches. The results have led to 183 recommendations for summer tyres for models built between 1949 and 2005 and further 126 recommendations for cars built during the same period but requiring winter tyres. The full list of the new approved tyres can be downloaded via www.porsche.com/germany/accessoriesandservice/classic/galleryanddownloads/



GEMBALLA RETURNS TO THE UK



German Porsche tuning specialist, Gemballa, has returned to the UK after announcing that north-west of England-based OCD Porsche is to be its official importer.

OCD Porsche will sell, distribute, fit and maintain all of Gemballa's products and services within the UK. This will include everything from the sale of a set of wheels to full-blown Gemballa conversions.

OCD Porsche's engineers have over 20 years experience of working solely on Porsche models, and many also have past experience of modifying the latest models with the world's biggest tuning brands. To discuss all your needs contact OCD Porsche on 0151 6388 911.

100 NEW CLASSIC PORSCHE CENTRES TO OPEN THEIR DOORS

Porsche is expanding its international Porsche Classic dealer and service network, boosting the supply of around 52,000 original spare parts the company holds by opening 100 new Classic Porsche Centres.

The new Classic Porsche network will also offer repair and maintenance work as well as part and complete restorations. The Classic Porsche Network will be integrated into establish Official Porsche Centres around the world, from Germany and the United Kingdom to Japan, the US, South Africa, Colombia and the Netherlands to name a few.

Porsche Classic has also implemented a training programme for the technicians and engineers who will work within the Classic Network. Each Classic dealer will also have a designated area within the showroom for a classic display, up-to-date spare parts and the latest technical literature.



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COBRA FALCON OFFICE CHAIR

Behind every company there is also a great story, and Cobra seats is no exception. Headed today by Mark Dunsford after being started by his father Geoff, the company has just launched a limited range of 200 Falcon office chairs. But these are no ordinary seats.

Originally designed by Geoff in 1977 the seat design first appeared in... Hans Solo's Millennium Falcon! And now, Cobra Seats has dusted off the designs and fabrics used on the originals and recreated them into office chairs. Perfect for wannabe Solos and Chewbaccas to practice going into hyperspeed...

Where from? www.cobrarseats.com

How much? £690



VISTA PRO FLAT BLADES

Eurocar Parts has released a new range of Vista Pro flat blade windscreen wipers. With the majority of European manufacturers switching to flat-blade technology, the Vista Pro range offers a range of 13-28-inch length blades which come with a selection of universal adapters to fit most vehicles.

Where from? Eurocar Parts

How much? From £6.60



935 K4

TrueScale Miniatures has produced a stunning resin model of the number 00 935 K4 as raced by Interscope Racing. Built to 1:18 scale the model faithfully replicates this iconic racing Porsche that enjoyed so much success in the hands of private racings around the globe.

Where from? www.diecastlegends.com

How much? £199.99







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AIR-COOLED 911 LED HEADLIGHTS

RPM Technik has launched a brand-new range of LED headlights specifically for air-cooled 911s.

Named Lume-Technik, they are available for models from 1964 through to 1993. The new light unit replaces the existing light assembly, requires no additional transformers and plugs straight into the car's original loom.

Developed in-house, the Lume-Technik lights use German-sourced light units and provide high and dipped beam and side lights. They also meet all European vehicle regulations and are available for both left- and right-hand drive models.

Where from? RPM Technik (www.rpntechnik.co.uk)

How much? £870 + VAT



BRM V12-44-HSR CHRONOGRAPHS

Watch manufacturer BRM has released two new chronograph timepieces in collaboration with US race series HSR. The 12- and 24-hour timepieces feature a polished stainless steel case, sapphire glass screen, a black crown engraved with the HSR logo and racing inspired design details for the watches' face and hands.

Where from? www.brm-manufacture.com

How much? €6100 (12-hour); €7400 (24-hour)



PIPERCROSS 987 PANEL FILTER

Air-filter manufacturer Pipercross has released a brand-new panel filter for the 987 Boxster and Cayman models.

A direct replacement for the OEM filter, this Pipercross high-flow item features a triple form-layer construction and drops straight into the factory air box. The filter is designed to improve air-flow into the engine by 30 per cent, and filter the incoming air to offer greater protection to the engine.

Where from? Pipercross (01604 707750, www.pipercross.com)

How much? £49.99



1986 930 CABRIOLET

Smart has produced this 1:43 scale model of the iconic 930 Cabriolet in time for the 911 Turbo's 40th anniversary. Available in either black or white, the model features every last detail inside and out and will be a great addition to any collection.

Where from? www.racingmodels.com

How much? £85



1962 804 F1

Porsche has only ever won one Formula One World Championship race as a manufacturer and True Scale models has produced this stunning 1:43 replica of Dan Gurney's victorious Porsche 804 F1.

Driven to victory in the French Grand Prix in 1962, the model is limited to 750 units worldwide with each example hand-signed by Dan Gurney himself.

Where from? www.racingmodels.com

How much? £75



996/7 ECCENTRIC RUBBER BUSHINGS

US Porsche specialist, Elephant Racing, has announced new Eccentric rubber bushings of the rear toe links of the 996 and 997 Carreras and the Boxster/Cayman models.

Designed predominately for cars that have had their ride height reduced, the bushings allow for a more precise rear alignment setup. The bushings have a 6mm offset and can be installed in reverse for cars that wish to run a lot of negative camber.

Where from? Elephant Racing (www.elephantracing.com)

How much? \$200



EXIDE START/STOP BATTERY

Battery manufacturer Exide has released a fast-charging battery that has been designed specifically for cars with start/stop technology called Premium Carbon Boost.

Engineered for cars with high powered engines that run start/stop technology and complex electric systems (such as Porsche's Cayenne), the new range of batteries provide 30 per cent more starting power.

Where from? www.eurocarparts.co.uk

How much? TBA



1960 356B ABARTH GTL

Porsche and Le Mans are normally linked by race-winning prototypes, but in 1960 this delicate 356B Abarth GTL was raced to tenth place by Heini Walter and Herbert Linge.

Produced by Minichamps in 1:18th scale, the model is incredibly detailed as all products from the German specialist are, and comes mounted on a presentation base.

Where from? www.racingmodels.com

How much? £158



934 1980 LE MANS 24HR

Raced by Armando Gonzales, Diego Febles and Francisco Romero in the 1980 Le Mans 24 Hours, the 1:43 scale number 80 934 by Minichamps is produced to the highest detail and is a faithful replica to the original race car.

Where from?

www.diecastlegends.com

How much? £54.99

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RAIN POURS ON PORSCHE'S PARADE

After its headline return to Le Mans in June Porsche spent the summer undertaking an intensive test programme to further develop the 919 Hybrid. But has the hard work paid off?





motorsport month

Following a three-month break after the Le Mans 24 Heures in June the World Endurance championship got back under way last month when the teams rocked up at the Circuit of Americas in Texas. But the 12-week break was no summer holiday for Porsche, as it continued to work round the clock on the 919 Hybrid's development programme.

Porsche essentially used the first two rounds of the 2014 FIA World Endurance Championship at Silverstone and Spa Francorchamps as real-life test sessions for its LMP1 race cars in preparation for the team's return to Le Mans this summer. It resulted in a car that was very much designed for the high speed nature of the Le Sarthe circuit, with low downforce, minimal drag and a fighting

chance of being competitive out-of-the-box. As the team demonstrated, with a podium in its first race at Silverstone and pole position in race two at Spa. At Le Mans, despite neither car being classified as finishers, throughout the week building up to the race and during it the pair of 919s were on the pace of the Audis and Toyotas, quick enough to lead when the opportunities were there for the taking. For a car that had only celebrated its third birthday in the first half of 2014 it was quite an achievement. But it was after Le Mans that the real work began.

Drivers Mark Webber and Brendon Hartley, both hugely talented single-seater drivers, had taken to the closed cockpit racing with the professionalism you'd expect of factory drivers, but the





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919's lack of downforce – sacrificed for straight line speed – had meant that their ability hadn't been fully realised, but with Le Mans out of the way the team could start to develop the car to suit all six LMP1 drivers and allow the 919 to compete with the Audis and Toyotas, no matter the circuit.

Alongside the aero work Porsche also spent the summer evolving the 919's powertrain. Reliability had cost the car a Le Mans finish and the team weren't prepared to suffer that disappointment again. "The target is to systematically improve the 919 Hybrid's performance. That wasn't possible before the Le Mans 24 Hours as we had to focus on reliability and had to freeze the car's specification," explained Team Principal Andreas Seidl after the team's summer tests sessions held at the Eurospeedway Lausitz and Paul Ricard.

"We saw the car's potential and learnt a lot during the first three championship events. We have now worked our way through the job list and have successfully tested and seen improvements in all areas of the car.

"The introduction of our new aero update was important. It provides a higher downforce level and should help the 919's race performance for the remaining rounds of the championship." A third test was also conducted at Magny-Cours in France in early September prior to the Austin round of the WEC. On this occasion the three-day programme was left to GT drivers Michael Christensen and Frederic Makowiecki and regular LMP1 driver Marc Lieb.

As the team arrived in Austin, Texas the confidence was high. Mark Webber was confident that Porsche and the 919 would win a race before the season was over and that the car was evolving at a quicker than expected

pace. In practise the times certainly supported the confidence, with both 919's regularly topping the time sheets. When it came to qualifying both Porsches continued to lead the field, running one-two until late in the session when the Toyota of Anthony Davidson and Sebastian Buemi pipped them to pole. At the end of the session the number 14 car of Neel Jani, Romain Dumas and Marc Lieb was second, the number 20 car of Mark Webber, Brendon Hartley and Timo Bernhard qualified third.

The six-hour race started in glorious sunshine and despite the pair of 919s dropping a couple of places to the Audis in the early traffic, Webber found that "they were clearly more comfortable in traffic and could easily pick different lines (when passing slower cars)". According to Dumas the only reason they suffered was because of the high temperatures that caused the cars to understeer in traffic. By the first pit stops both cars were running nose to tail in fifth and sixth. And then it rained...

A hundred minutes into the race Texas enjoyed a storm of such ferocity that it flooded the track and sent cars into the gravel resulting in a 45-minute red flag period to retrieve the stranded cars and get the mop and bucket out. One of the cars caught out was Timo Bernhard in the number 20 919.

At the restart Jani took advantage of his slick tyres and claimed third and on lap 105 took the lead before handing over to Lieb on lap 133 with the 919 still in the lead. Was this to be Porsche's first LMP1 victory? Alas, no. A loss of power meant Lieb was defenceless when it came to holding off the pair of Audis and the Toyota and eventually the number 14 Porsche finished fourth, one lap down on the



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victorious Audi R18 e-tron.

Having been extracted from the gravel the number 20 919 with Timo Bernhard on board was able to continue and pitted for wets after the safety car, but a lap down. When Timo handed over to Hartley on lap 90 the car was still in fourth place and stayed that way until he handed over to Webber for the last 30-minute stint, the ex-Red Bull driver bringing the car home fifth, two laps down on the leaders. It was so close for Porsche, but in motor racing terms, so far.

"Until shortly before the end it was a very encouraging weekend for us in which we were fighting for the race win. The team did a great job – not just this weekend but throughout the summer – and it is a shame it has been unrewarded," said Wolfgang Hatz, Porsche's R&D chief. LMP1 team boss, Fritz Enzinger, was equally philosophical: "Unfortunately we did

not manage to turn the development work of the recent months and the good qualifying result into the amount of championship points we wanted.

"Similar to what happened in Le Mans, we had chances to get a podium, perhaps even a race win. We will carefully analyse what led to the loss of power in car 14 and get prepared for Fuji."

One of the key issues for the team was the fluctuation in temperatures during the race. In the early stages when the conditions were hot (30 degrees) and dry both 919s struggled, particularly with grip when in traffic. But in the cooler conditions and after the rain in drying conditions the 919s become a strong force, as quick as the Audis and Toyotas across the lap and, in some instances, quicker. But still the reliability gremlins are present and it's something Porsche will want extracted when the teams meet again in Fuji on 12 October.

Race result FIA World Endurance Championship 6 Hours of Austin

1	Fässler/Lotterer/Tréluyer	Audi R18 e-tron	157 laps
2	Di Grassi/Duval/Kristensen	Audi R18 e-tron	+54.016 secs
3	Davidson/Lapierre/Buemi	Toyota TS040 Hybrid	+1:03.045
4	Dumas/Jani/Lieb	Porsche 919 Hybrid	+ 1 lap
5	Bernhard/Hartley/Webber	Porsche 919 Hybrid	+ 2 laps
6	Wurz/Sarrazin/Conway	Toyota TSO40 Hybrid	+ 2 laps

FIA World Endurance Championship Driver Standings (after 4 of 8 rounds)

1	Davidson/Lapierre/Buemi	Toyota	96 points
2	Lotterer/Tréluyer/Fässler	Audi	85 points
3	Di Grassi/Kristensen	Toyota	71 points
4	Prost/Heidfeld/Beche	Rebellion	48 points
5	Dumas/Jani/Lieb	Porsche	45 points
6	Wurz/Sarrazin	Toyota	43 points
7	Duval	Audi	36 points
8	Gené	Audi	36 points
9	Nakajima	Toyota	35 points
10	Bernhard/Hartley/Webber	Porsche	25.5 points

Manufacturers' Standings

1	Audi	157 points
2	Toyota	139 points
3	Porsche	82 points



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- 997 CARRERA S » 376+ BHP
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The 620hp GT2 RS was like an RPG in the hands of a rebel fighter, deadly effective but with the potential to compromise your well-being



Even if you've only a passing interest in the used Porsche market, you'll know that all the talk has been about how the classic models have really taken off. But there's hot action in the most recent faster 911s as well.

Perhaps it's not so obvious that big money should be chasing the modern limited editions made over the past five years. For instance, today you won't find a 997 GT3 RS 4.0-litre for less than £200,000; it sold new in 2011 from £128,466. That it should turn into an instant collectible might have been predictable by its short production run of 600 worldwide and sparkling performance. But its other USP is the fact that this was the last 911 Porsche sold with the Mezger derived flat-six. This is also the only explanation as to why the other Gen 2 GT3s have also strengthened considerably since new. By stark comparison, I have driven two 2010 Gen 2 997 Turbos in the past month and while they were fantastic cars, both were struggling to hold around £60,000 in value (some £50,000 loss on the new price). The Gen 2 Turbo was the first Turbo to use the new DFI engine, turning the flagship's back on 50 years of heritage.

Many of the recent Mezger engined GTs are being chased by high net worth individuals seeking cash havens for significant sums of money and who are gambling on the fact that prices will continue to consolidate. The result is that they have generated their own market and prices are rising because supply isn't meeting demand.

The need for top calibre street Porsches to sell is shown by the turnaround in the fortunes of the over-produced Carrera GT. Without a race pedigree, this V10 supercar didn't do it for many a decade ago and only recently, with newer buyers desperate for somewhere to stash their cash, have values at last started to show investment potential. But they still lag behind a GT3 RS 4.0

For recent Porsches to appreciate is an experience we haven't seen for many years. It's a fact that almost all new cars depreciate in the first five to ten years and Porsches have not been excluded. But what started as a consolidation a few years back for the earlier (Mezger engined) 996 GT3 and Turbo, has now spread to all the Mezger engined 997s – highlighted by the spectacular RS 4.0-litre.

Past weeks have seen me behind

the wheels of a stunning selection of these recent faster Porsches, from a GT2 RS to two GT3 RSs – one a Gen 2 and the other a Gen 1. All of these cars are very challenging to appraise because, with the cheapest commanding a £140,000 price, I'm always acutely aware of the responsibility the prospective buyers have placed on me. Nobody considering this type of Porsche should buy without having a recognised expert check the car. You need to know the spec in detail and be able to spot the often tiny clues that can point to well concealed past adventures.

Without question, I have to say that the 450hp GT3 RS was far and away the most satisfying to drive. But maybe that is the result more of Porsche's efforts to broaden the appeal of the GT3 to a new kind of buyer than any effort on my part to break the Nürburgring lap record (in my dreams!). You cannot fail to love that huge surge of power from low revs the RS's 3.8-litre motor serves up.

It isn't inevitable that a GT has been on track, but many have. You can always tell once you get close up underneath – but to be fair, that's what this car is all about. The two I drove

both had signs but what wowed me, as always, was just the completeness of the driving package.

By stark comparison, the 620hp GT2 RS is like an RPG in the hands of a rebel fighter, deadly effective but with the potential to compromise your well-being. It was a minter by comparison to the GT3s, probably bought in the first place to be tucked away until its increasing value made selling it worthwhile. In that sense it was job done and the new owner will enjoy its continued desirability. Driving the GT2 actually reminded me of the first time I drove a 964 RS – I couldn't believe Porsche would build such a race-focused car for the street. It's the real hallmark of any RS.

There's been a lot of discussion that modern Porsches are not built as well as the older generations. I would say they are just built differently. The durability may not be as obvious, but there's little doubting the product quality has improved significantly in the past five years. Where the new cars really score is in their performance and technology. This gives them desirability in spades and their increasing value clearly illustrates what the market thinks about their quality ○

Björn Waldegård

1943-2014



It is with much sadness that I have to write about the passing of Björn Waldegård: a rallying hero who garnered incredible results throughout his career, and, above all, was the first driver to be crowned World Rally Champion.

I first met Björn in 1991, aged 17 and having just passed my driving test the previous week. I drove the Porsche rally car he was to drive to Jvaskyla for the start of the historic 1000 Lakes Rally. He jumped in and we drove the car along the high street so he could test the seat position. Even this was an enormous privilege.

I then looked after the car he drove the following year in Killarney – which he won!

I was undeniably the luckiest guy in the world to co-drive for him in Ypres during 1996. I was violently ill with travel sickness on the first stage. It was foggy and Björn, his lovely wife Anita and I had been in the middle of a Chinese dinner when we were called mid-meal from the table to the start, which had been brought forward an hour.

After gallantly trying to read the notes, which he had written and I had transcribed on the recce, between travel sickness episodes, he finally told me to shut up. At the first service he walked me to the back of the service van and ensured that I emptied anything else that was left in my stomach! We went on to win the rally comfortably, but as we started the final stage he turned to me and said: "Now I will show you how to drive a Porsche properly." He did, and it was the best few kilometres I had ever witnessed.

Following Ypres, our team was hugely privileged to provide the great man's cars on many fantastic events. I quickly learned that whatever he said was correct. One never had to question Björn: if he said there was a problem, there was one. His experience behind the wheel was unsurpassed and this was clear whenever and wherever he drove a car. He was a wonderful test driver and we remain indebted to him for his input on all things Porsche.

Björn's driving style was entirely unique. I have been lucky to sit alongside many world rally champions and WRC winners in our cars and none understood the front of a 911 better than Björn. He just knew where the front-end was and what it was going to do; the secret to an early 911. He didn't need to left-foot brake, so his driving style was

incredibly positive and efficient.

Safari 2011 bolstered Björn's reputation as the best European Safari Rally driver ever. Famous for his Safari exploits, he told me he had spent more than three years of his life driving there, all of which I am sure he cherished. I rather upset him the previous year when, en-route to the airport after a Moroccan event, I enquired whether he thought he could still win the Safari Rally. He was adamant that this was a question I should not have asked. He was right of course!

We arranged a pre-event suspension test in Marrakesh, six months prior to the rally, and I flew out for the second and third day of the test. My primary reason for attending was to evaluate Björn's assurances that he could win. I wanted to sit in a car with him, to make sure that nothing had changed.

Landing in Morocco at 10am, two hours later I was with him in our car, driving full speed down a 40-kilometre test stage. When we had finished the test stage, I got out of the car, drove straight to the airport and caught the first flight back home to England. I had no reason to stay: it was clear that Björn remained unbeatable down a blind road in Africa.

As the 2011 event approached, we were in Mombasa when I called Björn to catch up. He told me he had been ill but was fine: I later discovered he'd contracted septicemia, and had been in hospital in intensive care for the previous week.

A few days later, Björn arrived in Kenya. He was worryingly pale. Dad and I actually had conversations about finding a replacement driver. As I had already shaken the car down, we tested the following day. Björn did a 20-kilometre loop and pronounced the car perfect: nothing more needed. We went to the Vipingo Ridge Golf Club and, as was normal, Björn had a cold beer.

Björn and his son Mathias started the event and, day-by-day, Björn got stronger, always there or thereabouts in terms of stage time; occasionally setting a blisteringly fast time through a section where he felt it was safe. "Just to remind them the old man is still here," as he put it.

Wherever we would go in Kenya, Björn enjoyed extraordinary respect and reverence. He was very well-known throughout the country. On one occasion, a man appeared from a roadside bush and approached us bowing, with the words: "Is this the

boy that has turned into a man?" He referred to Björn as 'Simba', clearly remembering Björn from an earlier period, when he'd passed through on one of his many Safaris.

While Björn was leading the 2011 Safari Rally an uncharacteristic moment of indecision led to a nasty accident on a stage with an abandoned truck. When the car arrived into service, Björn was clearly very shocked, partly due to the loss of position, but principally for putting his son Mathias at risk.

An extraordinary turn of events meant that within an hour, the car was back together having had part of the roll-cage changed. Waldegård father and son promptly set the fastest time on the following section. By the end of the next day, they regained a lead that would not be relinquished, leading to the first-ever Porsche win on Safari, 40 years after Björn had first attempted the feat.

His hard-earned victory in one of our cars remains one of my career and personal highlights, and would not have occurred without the best European Safari Rally driver of all time at the wheel. Björn and Mathias were an incredibly strong combination, and I am so pleased they enjoyed many special times together in a rally car.

Björn returned to Kenya with us in 2013, but an early accident forced his retirement. We joked that he was still young and that the experience would only make him wiser for his future career; no doubt Björn had pencilled Safari Rally 2015 into his calendar!

Privately, I considered Björn as my rallying grandfather. Having taught me the secrets of pace notes in Ypres, we spent hours discussing the techniques for getting the best from a Porsche, a car once notorious for being tricky to drive. Björn's Porsche speed changed all of that. He knew more than anyone how to make the car work and I am convinced that he has passed a small amount of this on to me, for which I will ever be grateful.

He was a large, proud and extremely genuine man, an absolute gentleman. Quiet and reserved, as are many Swedes, a great public speaker and, as his record makes painfully obvious, one of the most gifted men ever to get behind the wheel of a rally car. I owe him more than I can express and the effect he has had on my life will continue forever.

Richard Tuthill



The Emperor's New Clothes

If it ain't broke, don't fix it. There was little wrong with the outgoing Cayenne, but has Porsche made one simple mistake with the face-lift of this second-generation model?

Story: Andrew Frankel Photography: Dean Smith for Porsche GB

If you're looking at this new Porsche Cayenne, squinting at its ever-so slightly modified front and rear and wondering if Porsche really has changed it in any significant way at all, Porsche will be very pleased.

Indeed, when you talk to Porsche people about the generation two version of the Cayenne, you might easily escape with the impression that the modestly restyled front wings, bonnet, front and rear lights and bumpers are only that way because it's what is expected. This Cayenne is now four years old – that's the age at which cars get their mid-life

refresh and that's what the Cayenne has received.

God knows, they didn't need to do it. While the Macan hogs the Porsche SUV agenda, the contribution of the temporarily sidelined Cayenne is well worth remembering. It goes like this: last year Porsche sold over 84,000 units of this ageing product. Put another way, despite being just one of six Porsche model lines, in 2013 the Cayenne alone sold over 30,000 units more than Porsche produced in total during 2001, the year before the Cayenne was launched. Put a third and final way, this old dear still outsells all five other Porsche models put together.

Add this information to what you already know from watching the 911 evolve at such a glacial rate over half a century, namely that Porsche is one of the world's leading exponents of the 'if it ain't broke, don't fix it' school of thought. Now ask yourself whether, if you were Porsche, you'd be thinking of a fresh approach for the Cayenne right now.

Thought not. And were the Cayenne really as unmodified as it appears, there this story might end which would be bad news for both of us. Happily, although Porsche never radically changes a winning formula, it can rarely resist



the urge to tinker just a little, here and there. Sometimes this is because new features have been developed that happen to fit – such as the 918-style steering wheel – but most of the time the engineers can't help fiddling with things to try to make them even just a tiny bit better.

This is why, for instance, despite the fact that three of the engines available in the last Cayenne have made the transition to the new one, all of them have a mite more power and use a touch less fuel. There's a fourth engine, too, that's never been seen in a Cayenne before; it powers the petrol S and we'll get to it in a minute. For

now, though, let's look briefly at those refinements common to all.

All Cayennes now benefit from a more sophisticated stop/start system that will actually cut the engine while the car is coasting to a halt from about walking pace, saving a few droplets of fuel. Like other Porsches, the Cayenne will now also drop the engine speed to idle when you lift off the throttle for an extended period of time. All models feature active air flaps behind the grille that open when additional cooling is needed and close to make the car more aerodynamic when it is not. Option in the Sport

Chrono pack and, for the first time, you can drive a Cayenne with launch control and knock 0.1sec off your 0-62mph time. On the suspension side, new mounts provide greater wheel control, allowing Porsche to claim improvements to both ride and handling. PASM-equipped cars have their buttons renamed from 'comfort', 'normal' and 'sport', to 'comfort', 'sport' and 'sport plus' while cars equipped with air springs (still only standard on the Turbo) have a little button in the boot that, when pressed, drops the back of the car by 52mm to make loading your shopping that tiny fraction



easier. Of course you'll have to put down your shopping in order to be able to press the button so perhaps its value is limited but maybe it's the thought that counts. New wheel designs, a revised rear seat and a fresh suite of colours complete the picture.

As for the engines, the Cayenne Diesel gets a slightly larger turbo to raise power from 242hp to 258hp (parity with the Macan S Diesel), knocks 0.3sec off the 0-62mph time (it now takes 7.3sec) while fuel consumption improves from 39.2mpg to 42.8mpg. The V8-powered Diesel S gains a miserly three additional horsepower yet still cuts its 0-62mph from 5.7sec to 5.4sec. It's also a single mile per hour slower now, but I can't see too many people complaining that their's will only reach 156mph rather than the 157mph of old. As for the Turbo, a remapped ECU raises power from 500hp to 520hp though it's to be remembered this is still a little distance from the 550hp of the old Turbo S whose replacement is not in the launch line-up.

Also missing at new model's launch was the Cayenne S E-Hybrid, which uses the same 420hp, 3.0-litre, V6 plug-in powertrain already seen in the Panamera S E-Hybrid. That car is announced and on the way. Unannounced but sure to join the line-up sooner or later is a Cayenne GTS and Turbo S.

All these new Cayennes went on sale on 11 October with prices ranging from £49,902 for a Cayenne Diesel to £93,763 for the Turbo. In between, the Cayenne S Diesel and S E-Hybrid are identically priced at £61,474 while the Cayenne S costs just a smidge less at £60,218.

Ah yes, the Cayenne S. This is the car I really came to drive because, absent hybrid aside, it's the only Cayenne you can buy right now that's substantially different. It's different because for the first time since the launch of the original Cayenne S back in 2002, when you open the bonnet, you won't find a thumping great normally aspirated petrol V8 staring back at you. You'll find instead a V6 of just three quarters of

the capacity of the old motor. It's the same engine you'll find in the Macan Turbo but with its output raised from 400hp to 420hp because, well, you can't have a Macan having the same power as a Cayenne with the same engine.

What is odd is that the Cayenne's extra power is offset by its additional weight so that the power-to-weight ratios of the Cayenne S and Macan Turbo actually vary by a single horsepower per tonne or, put another way, nothing. Yet while Porsche says the Cayenne S needs 5.5sec to his 62mph, the Macan needs just 4.8sec. Indeed, even the Macan S with a mere 340hp is quicker than this Cayenne. What's the explanation? The Macan's home-grown seven-speed double clutch PDK transmission is wildly more efficient than the Cayenne's conventional Aisin eight-speed automatic.

This is an odd engine. Much to Porsche's fury, people continue to confuse it with an Audi unit rather than the wholly Porsche-designed in-house motor it actually is; but that's Porsche's

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PRICE: £60,218

ON SALE: 11 October 2014



New Cayenne's makeover is mild to say the least. Externally it's just down to some new lights and bumpers. Inside there's a new rear seat, a renaming of the PASM settings and a 918-inspired steering wheel
Below: New 3.6-litre V6 petrol replaces old V8



fault for using another 3.6-litre petrol V6 motor that really was designed by Audi for the currently defunct base Cayenne model. The new powerplant is smooth, has a strong spread of torque for a petrol motor and works well with the automatic transmission. But there's no joy in its voice, no theatre in the way it presents its power. It just gets on and does the job much as you might expect an Audi engine to.

It suffers relative to the same engine in the Macan in three distinct ways. Most obviously its performance is less vivid for reasons already mentioned. But unlike the Macan engine, it's also a direct replacement for one of the most characterful engines ever fitted to a modern Porsche. That normally aspirated V8 (now available in the Panamera GTS alone and surely not long for this world) made a noise I'd happily have played at my funeral, far stronger and sharper than that of the Cayenne Turbo whose forced induction so muffles its voice. It seems Porsche has traded an engine that helped make





The new Cayenne has been the subject of the most subtle of nip and tuck exercises; the lights are new. There are also new wheel designs and body colours available. PCCB optional

the car inspiring to drive for one that's merely an effective tool for the job. Why might Porsche do this? The answer is the economy and emissions. But if you're the sort of person who spends over £60,000 on a two-tonne SUV you're unlikely to be persuaded by an improvement in fuel consumption of 2.8mpg. Or CO₂ emissions one category lower. Is that a fair price to pay for giving up your big V8 for a comparatively anodyne V6? Not to me it's not.

I mentioned three problems and the third is the most vexing of all. After I drove the Cayenne S, I did 100 miles or so in the Cayenne Diesel S whose (Audi) engine is the least changed of all. And there was not one thing about it I didn't prefer. It's not as loud as the old petrol V8, but at least it's a V8 and it makes a beautifully cultured sound. It may have 35 fewer horsepower but its

torque advantage is so enormous that just the extra it has over the petrol S would be enough to power an entire Cayman. On paper the V8 diesel is a little quicker than the V6 petrol, but having tried to pursue one up the Pyrenees for a while, I can report that in the real world the diesel's performance is of a different order. And it has lower emissions and a better than five mpg fuel consumption advantage. Of course you'd expect to pay a fairly mighty premium to place such a remarkable powerplant under your bonnet. But you don't. At £61,474 the Cayenne Diesel S is just £1256 more expensive than the petrol S – less than the price of a sunroof for either.

Irritatingly the Cayenne I wanted to drive and which most UK buyers will buy – the standard V6 diesel – was not at the launch. But with more power, better performance, economy and

emissions than before I think it likely to also be capable of embarrassing the petrol Cayenne S.

Perhaps I have been unfair to focus on what was actually the only version of the revised Cayenne I didn't much care for – after all the proportion of overall Cayenne sales that goes to the S will be small – unless governments get their way and start to price diesels off the road. But in the absence of the model that will be bought by the lion's share of customers and as the only one that's genuinely and substantially altered, it seemed the right thing to do.

In summary then, the Cayenne has received a modest but effective mid-life refresh and if you liked the old one, there's only one reason you might not like this one, and that's if you're considering swapping from the last Cayenne S to this new one. Otherwise, it should suit you fine ○





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PORSCHE



Now feel this

To some the 997 GT3 is pure automotive perfection, but for a few this remarkable 911 has much more to offer. As this 3.9-litre Parr Motorsport example demonstrates.

Story: Adam Towler Photography: David Smith





Nothing lasts forever, as the saying goes, and it seems obvious now that the golden era of the 911 GT3 will be remembered as 1999 to 2012. We've had 13 wonderful years of arguably the greatest lineage of race-influenced sports cars ever made and how fortunate were we to live through it first hand! Whether that was through owning them, driving them, or simply admiring from afar as Porsche enthusiasts. And if there's

one thread that unites all of them, it's the wonderful Hans Mezger-derived flat-six. From 360hp and 3.6-litres to 500hp and 4.0-litres, every one of those engines has scintillated and seduced from the very first turn of the key.

Of course, that doesn't mean the 991 GT3 isn't a brilliant car. It is, on paper, against the stopwatch and in the minds of some, even better than what came before. But it is also something different, a new breed of GT3, a car that's found

new customers, but that also, in the minds of some, has lost a certain appeal.

Let's not get into an is-it-or-isn't-it better argument now, as there've surely been enough debates raging around this car, and PDK, to last a lifetime. Some will think the 991 GT3 is a major step forward, and there are others that would rather drive the older car. This feature is for those in the latter camp.

The trouble with eras ending is what happens



We've had 13 years of the greatest lineage of race-influenced sports cars ever made

next. In this case, seeing as Porsche is never going to build any more old GT3s, the solution is less than clear. It's a conundrum that Parr Motorsport has been hearing regularly from its GT3 customers in recent months: do they spend a significant sum on a new 991 GT3 with the rather awkward knowledge that their Mezger car is currently accruing value at a significant rate – exaggerated perhaps by the 991's rather fiery introduction into the market? It's not a

particularly inviting deal even if the more modern drive appeals in the first place. Or do they reinvest in their 997 GT3? Then again, even the 997 generation of GT3s are advancing in years these days. Take the original 997 GT3: it arrived in the UK in the summer of 2006, and even a car as tough as the GT3 wears with use and miles over eight years.

All of which brings us neatly to the car in question here. A lovely, comfort-spec Gen 1 GT3

in fine condition despite having covered a substantial 70,000 miles. The owner fell into the latter camp and provided the simplest of briefs: inject some fresh life into the car.

Mezger engines, if used correctly and well maintained, can go on for far longer before a rebuild than the mileage of this example, but this engine wasn't rebuilt because it was worn out, it was rebuilt to produce a more contemporary level of performance.



It may sound like predictable journalistic waffling but there really is something special about this engine



Parr's suggestion to the owner was its 3.9-litre engine conversion. Understandably, the firm is reluctant to divulge everything about an engine build that it's spent considerable time and money developing, helped by its experience of running and racing GT3 and Cup cars.

The heart of the conversion is a new piston and liner set that increases the stroke by 4mm to 104mm. The bore is unchanged from the standard 3.6-litre engine at 76.4mm, but the



compression ratio rises from 12 to 13:1. Naturally, there's more to it than that, including plenty of bolts of various descriptions and a lot more besides on the parts list, not to mention the skill and tools required to build the engine up and the software to map it. The pistons and liners have a low-friction coating on them and use specific rings: they're made using Parr's own design of tooling, and its design allows for the use of wilder camshafts should it be desired

(although the latter hasn't been used in this particular conversion).

This build also retains the standard titanium con rods, but even lighter rods can be specified. In going down this route it's possible to enlarge the size of the engine still further, to 4.1-litres or beyond, but this becomes considerably more expensive as it requires machining of the block to fit everything in. As it is, the Parr 3.9 conversion can be completely reversed at a later

date as it only involves the use of different parts in the build; given the investment potential of these cars, that's comforting to know.

The build sheet also contains a host of other items, including the replacement of the timing chains (not essential, but as you'll be in there anyway, why not?), the ECU remap, and high-flow catalytic converters. The engine can even be run-in on Parr's dyno in a controlled fashion.

The raw numbers are as follows. A standard

3.6-litre GT3 has 415hp at 7600rpm and 299lb ft of torque at 5500rpm: the Parr 3.9 has 450hp and a formidable-looking 314lb ft of torque. That ultimate power figure is still a little way off that of the fabled GT3 RS 4.0, but then this is all achieved at just a fraction of the outlay required to purchase a 4.0 in the current marketplace.

The day of our test is cloudy but the rain seems to be holding off. The Agate grey GT3 looks fabulous parked up. There's a GT3 RS extractor vent installed in the nose, and a 997 Cup front splitter added below it. Furthermore, the GT3 alloy wheels have been painted black, with the instantly recognisable yellow callipers that signal carbon ceramic brakes peering out from behind the spokes.

Jumping inside and the immediacy of the 997-era cockpit comes flooding back; the way it's possible to stretch out from the driver's seat and touch the top of the passenger door trim, how near the windscreen is and the shallowness of the dash top compared with a 991. There are standard leather sports seats in this example too, not buckets, along with a leather steering wheel, which has worn shiny and turned a deeper black with years of palms grabbing hold of it. Suddenly I am feeling quite old – was it really 2006 this car was launched?

Any prevailing melancholy is banished with a turn of the ignition key. It may sound like predictable journalistic waffling but there really is something special about this engine: I adore the way it rumbles and rattles away at idle, it's the sort of engine you'll instantly recognise even if you'd been led to the car with a blindfold on. But there's clearly something more at work here: the tonality is the same, but the depth is deeper – so rich, the bass is almost visible in the air somehow. Cue a massive grin, followed by a selection of first gear with another instantly recognisable facet of the GT3; the stiff but deliciously mechanical action of the gear lever.

The brief for this car wasn't to create a raw racer, perhaps temperamental when asked to do anything other than go flat-out. So I'm not surprised it behaves like any other 997 GT3 as we shunt through the Crawley mid-morning traffic. Nevertheless, with the gauges showing good temperature in the engine even a small throttle opening at middling revs has the GT3 lunging forward: this car feels hugely potent.

The Mezger engine has always provided a constantly shifting soundscape depending on revs and load. This one is no different. The deep rumble at idle soon fades into a more athletic tone, but there's a segment above that, around 3000rpm where a *wah-wah* resonance washes through the car. It's just at the point where you'll be using the engine if you're stroking along making efficient progress, and listening to it becomes addictive. Push the throttle harder and the note hardens into a roar, and it's at this point that the extra capacity is really noticeable. The standard 3.6-litre engine has always needed plenty of revs to really give its best, but that was

only made patently obvious by the arrival of the factory 3.8-litre cars within the Gen 2 series of 997 GT3s. Once you've driven one of those, climbing back into a 3.6 feels as though a plug lead has fallen off in the mid-range.

However, this 3.9-litre is something else again. The crucial difference is that you can now drive it really quickly and never rev it over 6000rpm. That's not to say you might not want to, and on a circuit you surely would use all the revs available, but for fast road driving the engine now has more than enough pull to operate in a 3000-6000rpm rev band all day long. It also makes for relaxing driving when you're just cruising around.

Another aspect to having this change in character is that you find yourself using a higher gear for corners that would otherwise have had the engine primed at higher revs in a gear below. What were second gear corners can now be taken in third, with the driver relying on the greater torque at the curve's exit.

It's actually quite a shock to discover that the 3.9 revs as angrily at the top end – if anything, more so – than the 3.6-litre engine. Perhaps the sensation of an engine coming on-cam is diminished in the bigger lump because it's already been pulling hard for a while, but there isn't that sudden step up in keenness. Even so, it pulls right round to the limiter in a burst of acceleration that stuns with its ferocity. And what a noise too, a yelp that rips both sonically and physically through the car. Bliss.

The other key modification to this car is to be found with its suspension. This is completely unrelated to the engine conversion obviously, in that Parr doesn't insist you modify anything else if you do decide to upgrade the motor. The setup installed to this car is the choice of the owner, and is usually something that Parr fit to either dedicated track day cars or out-and-out racers. It's Bilstein's high-end MDS (Modular Damping System) setup, and it's not cheap at £5000 (plus the tax man's 20 per cent), although it does offer a multitude of setup options. In fact, talking of options, Parr would normally suggest either PSS10 or Clubsport dampers from Bilstein, or there's even the possibility of getting the original two stage dampers rebuilt.

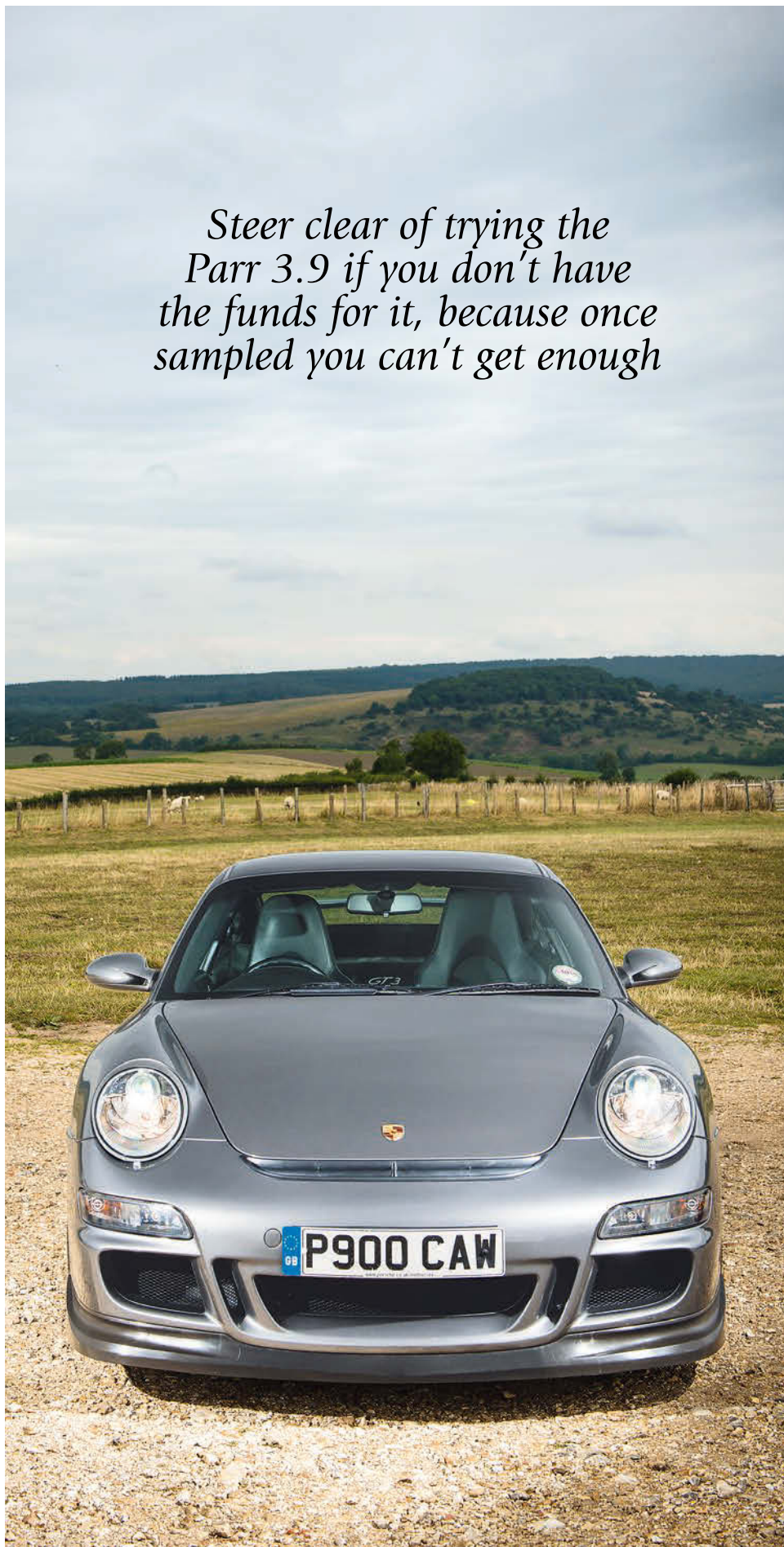
As an aside, Parr reckons many GT3 owners think the standard car is too soft in the regular setting and poor on track in Sport mode. My recollection is of Sport being very firm, but I did always like the regular setting on the road, enjoying the compliance it had. If anything, I'd look for an even more absorbent setting to maximise this car's potential on B roads. This MDS setup has some initial compliance, but soon firms up: it seems to work within a fairly small window of travel, which is fine when the road is smooth, but when there are a series of bumps it can really upset the balance of the car. If these occur in a straight line then the worst of it is a pronounced nodding sensation which is little more than uncomfortable, but it's more of



*What a noise; a yelp that rips
both sonically and physically
through the car. Bliss.*



Steer clear of trying the Parr 3.9 if you don't have the funds for it, because once sampled you can't get enough



a problem when the car strikes them mid-corner because it can feel like it's actually altering the GT3's trajectory. At speed, in the wet, that might not be so enjoyable.

Suspension tuning is a very personal thing, and what doesn't work for one person might be perfect in the eyes of another. Nevertheless, and with every respect to the owner, I'd be happier with the standard setup over this particular modification because for me, it leaves this car hamstrung exactly where it should be able to reap the biggest rewards from the new engine. It would be interesting to try a setup that Parr recommends expressly for the road, and indeed, to compare an example with eight-year-old dampers versus one with the OE examples newly rebuilt.

With the different damper setup on this car comes a new setting of suspension geometry, and that also has a pronounced effect on the feel of the car. The turn-in is now very positive, with a greater sense of the GT3 digging in at the front, which in turns seems to pivot the car into a more neutral state very quickly. It's obvious right from the start of the journey, given that there is a sequence of roundabouts to get through, that the car turns-in really well, but the neutrality takes just a few miles to get used to before it feels second nature.

The burning question at this point is probably the cost. The 3.9-litre conversion is listed at £12,500 + VAT. However, this is an approximation because Parr won't be aware of the exact condition of the candidate engine until it has been opened up in the engine builder's workshop, but the above price reflects an engine that's in good overall condition.

If your point of reference is running an early 944 then that surely looks like a very large sum of money, but at this end of the marketplace, and with GT3 values rising, it looks far more sensible. The additional power really gives the 3.9-litre Parr GT3 a shot in the arm, but just as with the 4.0 RS, it's the torque and, even more specifically, where the torque is delivered that makes the biggest difference. The result is a fundamental shift in how a driver approaches the car, as well as a GT3 that's significantly quicker point-to-point. Based on this experience, it would be worth steering clear of trying the Parr 3.9 if you don't have the funds to go ahead with it, because it's the sort of engine that once sampled you just can't get enough of.

Just as with the Parr Cargraphic 997 Turbo Gen 1 we tested recently, there's something very tempting about these modern-classic era 997s with added firepower, especially when the new alternative has become a slightly different sort of car. The 997 GT3 is a car patently worthy of worship, but with 3.9-litres in the tail, it's something even more special ○

*Thank you to the to the owner for allowing us to test his car and to Parr Motorsport for its assistance:
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TIMELESS *Perfection*

Backdating a 911 is nothing new but the lengths owners are now going to in order to create the perfect example and something truly bespoke are quite remarkable, as this timeless Targa demonstrates.

Story: Stuart Gallagher
Photography: Andrew Tipping







“I didn’t set out to build a copy of a Singer. I’ve never even seen one in the metal... well, carbon fibre,” and on meeting Gary Walters you have no reason to think otherwise. By his tone, the way he presents the car and the enthusiasm and passion he has for his 911, you just know that he wanted to build something unique and to his tastes, and not copy other’s ideas, which is exactly what he has done.

There is always a risk that anyone who backdates a 964 today is going to stand accused of copying the craftsmanship of Rob Dickinson and his talented LA-based crew. Indeed, we’ve seen enough home-brewed Singer lookalikes to know just how much of a cult brand the LA firm has become. So much so that people will try anything to bask in the glory of the West Coast’s finest 964s. But Gary’s project was different.

Gary is a Porsche man; 944s, Boxsters and 996s have come and gone but like so many of us it’s the older metal that holds the strongest attraction. But you don’t need telling that older Porsches are worth more than a footballer’s weekly wage, which is making them increasingly compromised machines if you want go out and enjoy them. It’s not a recent problem and it’s why the backdating game is nothing new, it’s just moved with the times. What started with unloved SCs being turned into 2.7 Carrera RS wannabes are now 964s being transformed into 911s that take their inspiration from the hot-rod era of the late 1970s when Porsche itself was

throwing all kinds of mechanical upgrades and bodywork modifications in the direction of the 911 in a bid to keep it competitive on track and alive in the showrooms. And that’s where Gary’s Porsche, a 964 Targa 4, comes in.

“Good coupés are becoming hard to find and expensive, too, so I didn’t want to spend too much on a car that I knew I was going to change so much,” Gary said. “I don’t like the early Cabriolets but always had a soft-spot for the Targa, especially the original pre-’73 cars with the stainless roll-hoop. And when I started this project you could still get a 964 Targa for sensible money.”

Before the project started Gary had a strong idea of what he wanted to achieve: “It had to be to the very highest standard and quality, I wasn’t prepared to compromise as I didn’t want to have a finished car that I wasn’t happy with.”

The idea for the build was to merge classic Porsche design queues from some of the company’s most iconic cars with the very latest technology. The work started with sourcing the main body components. The rear arches are exact copies of original RSR items manufactured in steel, while the fronts are from the ST. “There are plenty of fibreglass kits out there but I wanted steel, it was the only way I could get the quality I wanted,” Gary said. “It wasn’t only the wings but the bumpers and sills had to be correct, too. When I started the project I told the bodyshop that this wasn’t going to be a quick in and out job, that I wanted them to take their

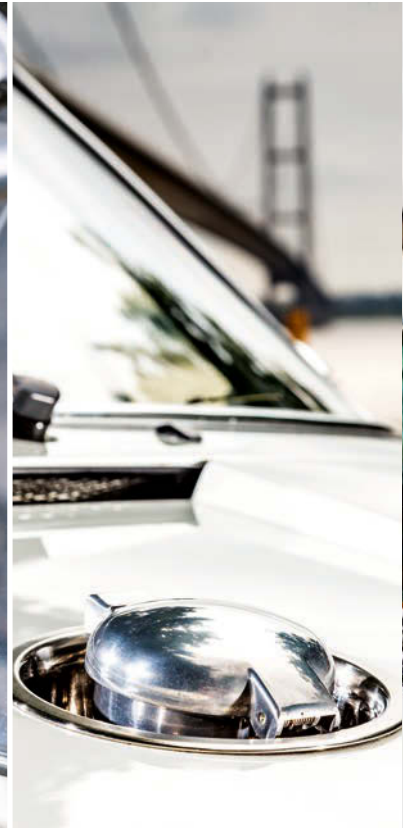
time to achieve the best result.”

The early part of the build process saw sections of old bodywork cut away as cleanly as possible in order for the wings to fit with millimetric precision. And then Gary’s methodical approach to the build took hold: “It became quickly apparent that the ride height of the 964 and the dimensions of the old panels we were fitting were going to give us a few problems when it came to being a cohesive design. The wings weren’t the issue, but if we had just fitted the bumpers and side sills as they were the car would look a mess.

“We needed the bumpers and sills to be deeper but no one made them that size so we produced them ourselves. For both the front and rear we bought a replica bumper, cut it up and made it to the size we needed, took a mould off that and then produced the finished article.

“For the side sills we had to have them made for the car so that they covered the exposed oil cooler pipes and folded under the body’s sill to lower the body line of the car. These then had to be blended into the new front and rear arches.”

Stepping back to observe the deeper bumper and stretched sills, if this work hadn’t been pointed out to us, we wouldn’t believe they were any different. Run your hand under the sill and all you can feel is a continuous line of body trim. Look at the how the wider arches blend seamlessly into the sills and you’d be convinced this was a factory build. The rear bumper not only had to pull off the same trick as the front



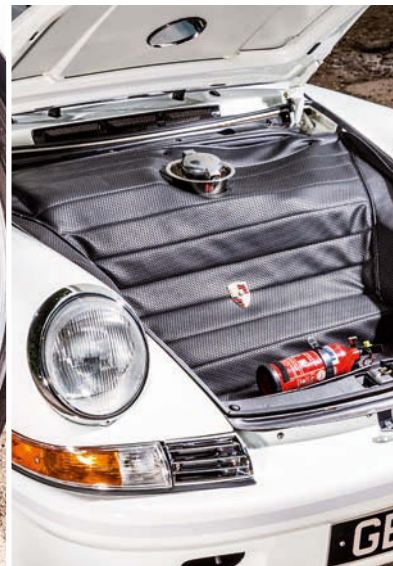
but it needed to house the exhaust, too. "Hayward and Scott made the system and sent it to us so we could fit it to the car and offer it up in situ with the new bumper. I then marked the tailpipes as to where I wanted them cut and sent the whole thing back to Hayward and Scott for them to cut to the final length, ceramic coat it and fit the chrome tips. Normally you'd have the exhaust made and finished to length and then you'd fit it to the car, but I wanted the tailpipe length just right which meant they couldn't finish the exhaust until we had the body ready to be fitted."

When backdating a 911, when it comes to the

bonnet and the car's nose there are two options open to you: either fudge the issue that later 911s have a short-bonnet and somehow make the front of a new car look older with some poorly-fitted side repeaters and cooling vents. Or, you can go the whole hog and replace the front slam panel and replace it with one from an older car and fit the correct period bonnet, lights, indicators and grilles. To be honest, the latter way is really the only way to do it. Unless, of course, you want to go to the trouble of extending a short bonnet by welding a hand-crafted extension to the end of it and modifying the front of the car by hand to enable a factory

tight shut line and period lighting and jewellery, which was Gary's approach: "It wasn't the straightforward approach but because we had to hand-finish the bumpers to get the right fit and finish we knew the preferred method of changing the nose of the car and the bonnet would no longer work. By doing this it allowed us to keep control of how the car looks as no off-the-shelf parts would have worked as well."

It is this level of detail that permeates around the 964. The bright work has a stunning depth of quality about – those wing mirrors are handmade from aluminium and the quarter lights are colour matched to the windscreen; the





opening for the centrally mounted fuel filler in the bonnet was painstakingly cut by hand and trimmed accordingly. The rear spoiler, still the retractable 964 item, is finished with a rubber lip that nods in the direction of a whaletail while having an element of ducktail design about it. Neat trick that.

And there's so much more. The roll over hoop and the rear glass are from a pre-'73, the latter having been treated to an all-new chrome work. And while you'd like to think that the roll hoop and window should fit with ease due to this generation of 911 being from the glacial development stage of the model's life, Gary will

confirm it was a bit of a nail-biter when it came to the final fitting stage. Not least because tracking down a new rear window can't be solved with a call to Autoglass.

Inside the detail continues. So much detail. The seats are new but period trimmed and offer the precision of the latest slide and tilt functions rather than the lottery of the original. The doorcards, rear seats and rear shelf have been retrimmed to Gary's specification and the dash has been trimmed with matching basket weave vinyl and a period headunit fitted. The trim up the A-pillars, across the header rail and under the roll hoop blend brilliantly with the new

Targa panel. Even the front boot is finished to a standard much higher than most new cars. The fit and finish throughout is second to none.

Mechanically the 3.6-litre 'six remains stock but that Hayward and Scott system gives it a raucous voice, enhancing the model's natural vocal talent. The chassis is lowered on H&R springs and adjustable dampers, but not too much to be either impractical or suggest it's an all go and no show machine. "I built this car to use, it's not a trailer queen," Gary told us, which is reassuring to hear.

The wheels are bespoke. The centres are original Fuchs items painted Porsche Seal grey



and the barrels are hand-finished in aluminium and measure nine and eleven inches front and rear respectively. The dish on the wheels is on the right side of rude.

The decal set is to Gary's own design, made to fit the car's new bespoke dimensions: "With the RSR rear wings and the work we did to the bumpers we couldn't use the same size graphics that Porsche supplies. I wanted them placed on the car so everything was in proportion and took in the car's new dimensions. An anorak might say they are too high or too low compared to

where Porsche would have fitted them but to me it was more important that they looked right." Which they do, down to the very last millimetre.

Like everything on this 911 there isn't a piece of trim that looks out of place or a section of bodywork that looks out of proportion. Nothing at all jars and makes you think, 'ooh, that's not right'. Perhaps the biggest compliment, however, was from Singer itself. "I had a call on my mobile from a US number and thought it was a colleague. I didn't expect it to be Rob Dickenson on the other end!" The

man behind Singer had seen pictures of Rob's car online and, like all Porsche enthusiasts wanted to talk about it. "I thought he was going to say I couldn't do it and that I was ripping him off, but he's just a great bloke who just wanted to know about the car. I reassured him that I wasn't doing it as a business and that there wasn't a Singer badge anywhere near it and he was cool. In fact, he said if Singer was to do a Targa this is exactly how they would go about it. I was pretty chuffed with that!" And who wouldn't be ○

*"I built this car to use,
it's not a trailer queen"*



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28 YEARS LATER

In 1986 the 944 Turbo and 3.2 Carrera were closely matched on paper and on the road, but how do they stack up 28 years later?

Story: Adam Towler
Photography: Gus Gregory

It's 1986, and in Porsche showrooms across the country a battle is simmering away. Since its launch in 1982 the 944 has successfully filled the role of the junior Porsche, striking a chord in the market through its box arch muscular presence and at last, a 'proper' Porsche engine derived from half of the 928's V8.

The 944 was part of an eminently rational three-car range under 1970s boss Ernst Fuhrmann, but by the mid-'80s the outlook was rather different. The 924 had struggled to gain traction as an entry-level Porsche, suffering from a similar kind of market resistance that befell its predecessor, the 914. At the top end, Fuhrmann's masterpiece, the enigmatic 928, was clearly never going to be the 911 replacement it was designed to be, and settled into the role of the niche grand tourer.

Most of all, it was personalities that had shifted the picture. It's not fair to say that Fuhrmann disliked the 911 – he was happy to fund its extensive competition career, after all – but he was only prepared to keep the run-out 911,







the SC, alive as long as customers still bought it. He believed that situation would terminate around 1981.

The trouble for Fuhrmann was that Porsche's customers did indeed continue to buy the SC, starved as it was of any major development budget. Moreover, it became a pawn in an increasingly bitter battle between Fuhrmann and the Porsche family. By late 1980, Fuhrmann was gone, and a new CEO sat in the chair. His name was Peter Schutz.

Schutz had a very different approach, and realised that the 911 lay at the heart of the brand's appeal – and was also a key profit centre. He immediately reassigned development budget to the car.

That led to the 3.2 Carrera for the 1984 model year, the car we have with us today. Although visibly very similar to the SC, the new Carrera chiefly benefited from an enlarged flat-six, taken out to 3164cc (over the SC's 3.0-litre unit) thanks to the use of the Turbo's 74.4mm stroke crankshaft. This 930/20 engine features a higher compression ratio of 10.3:1 thanks in part to new forged pistons, but the really key news was the adoption of the Bosch Motronic 2 (DME) engine management system alongside LE-Jetronic fuel injection, which contributed to a 10

per cent reduction in fuel economy as well as a new power output of 231hp at 5900rpm and 209lb ft of torque peaking at 4800rpm. Pressurised timing chain tensioners finally solved that particular Achilles heel, while the braking system was upgraded at the same time.

A pair of foglamps integrated into the front air dam is one visual difference, and if so equipped, a slightly restyled whale tail wing adopting a flat vented top similar to the Turbo 'tea tray' but without the turned-up sides. Clearly, the cash was spent on the engine: aerodynamic improvements would arrive via a much bigger project already in its infancy, the 964.

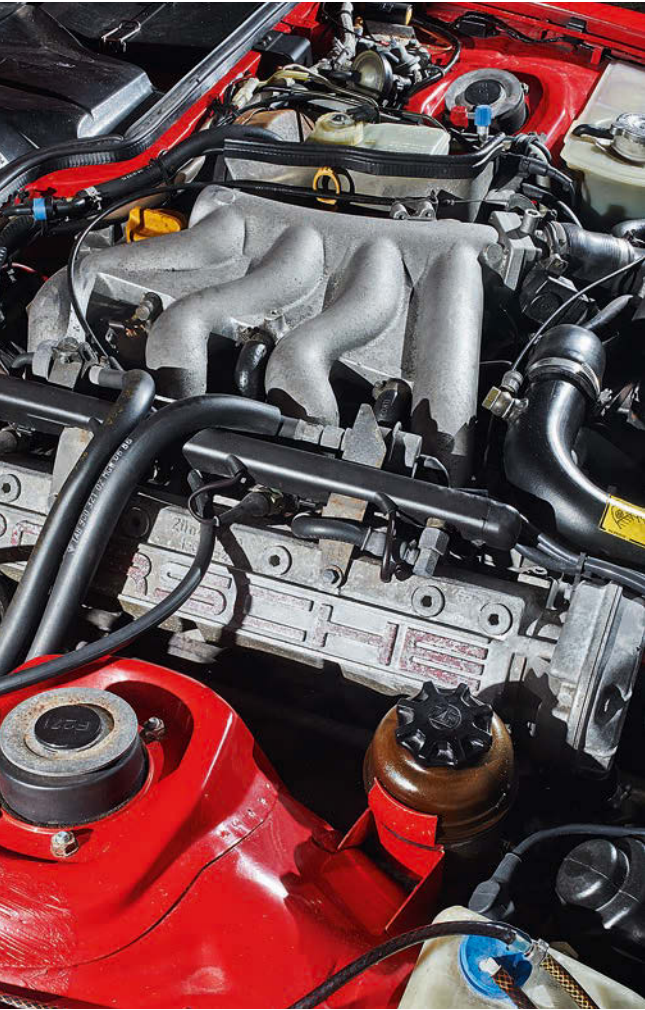
The 3.2 Carrera was the right car at the right time. The 911 suddenly became the 911 to own, keenly received by press and customers alike. In the United Kingdom, after the 1986 'Big Bang' deregulation of the financial markets, a Guards red Carrera was the defacto choice for a generation of City Boys spending money nearly as quickly as they were making it.

What, then, of this aforementioned showroom battle? What was this new internal enemy, probing at the Carrera's notable weaknesses, exposing areas where the old stager really did show its age? The protagonist was the 944 Turbo, appearing in 1985.

Given the handling proficiency of the regular 944, it was inevitable that the car would receive more power. It just begged for it. The 944 was a brilliant basis for a high performance variant, thanks to the perfect 50:50 weight distribution of its front-mid engine, transaxle layout.

One of the biggest challenges was making a 200hp+ turbocharged four-cylinder car reliable, so to that end a special KKK K26 turbo was designed with a water-cooled central bearing housing that reduced temperatures after the engine shut down via a small electric pump. The block was strengthened, with forged pistons and a completely redeveloped cylinder head also included. Much thought was put into packaging, with the turbo mounted on the induction side of the engine and an air/air intercooler slipped into the nose. Like the Carrera, the Turbo adopted Bosch's Motronic system, but on a more advanced level with full knock control and an electronically controlled wastegate. The car was also designed to work from the outset with a catalytic converter, thereby making it one of Porsche's first 'global' engines.

The result was 220hp at 5800rpm and a very purposeful 243lb ft of torque at 3500rpm, but there was more to the Turbo than just its engine: the whole car was substantially upgraded in



Original 220hp turbocharged engine was less laggy than the later 250hp and was easier to drive than its 911 contemporary





Drive these two icons back-to-back today and both still feel unique in character, their appeal not diluted in nearly three decades since they were launched



time-served Porsche fashion. It featured a stronger clutch and gearbox, larger Brembo braking system, stiffer anti-roll bars and spring/damper units, and the debut of the second-generation dashboard and interior that was to roll out across the 944 range. From the outside, the Turbo was unmistakable: a beautifully integrated and much more aggressive nose section; sill extensions, and a new rear bumper, with the car riding on Teledial alloys.

In 1986, it must have looked very appealing indeed. And that was just as well, because Porsche's new front-engined charger went on sale in the UK for £25,312, just £10 less than a new Carrera. Soon the Turbo's price had risen by £2235; incidentally, by 1987 it was £34,168, albeit including ABS, and by 1988 it was £36,000. The 250hp 944 Turbo S of that same year cost £41,250...

A Carrera required the Sport Package to bring it up to the specification of the Grand Prix white car here, consisting of front air dam, whale tail rear wing, Bilstein shocks and 16-inch Fuchs forged alloys. Price-wise there was nothing between them.

They were also incredibly close on performance. Both are six seconds to sixty and 150mph-plus cars, with mere tenths here and there separating them. Even when one car seemingly has an advantage, the other finds a way to strike back: the Turbo is significantly heavier at 1350kg to the Carrera's 1160kg, but 243lb ft versus 209lb ft is no contest even before you look at what peaks those figures are realised at. What seems obvious is that the 911 driver will need to change gear a lot to stay in touch, but then as we will discover, gear choice can be vital in the Turbo as well, though for different reasons.

I drive the Carrera first. Of course, driving any air-cooled 911 is always an event in itself, and a 3.2 Carrera is certainly no different. I should know C115 ULY rather well as it's mine. Having said that, I've only had it for a couple of months and to be honest, we're still in the getting-to-know-each-other phase. That's the thing with an old 911, they take time to learn, whether it be getting the best out of them on the road or understanding the blunderbuss approach to interior ergonomics.

They also make demands on the driver. You have to really drive a Carrera in a way that must have become a bind if you were only going to flit between the Stock Exchange and a wine bar in 1986. The much-maligned 915 gearbox is fine if set up well – ULY's could use a little adjustment to be fair – but isn't the easiest of shifts to make perfect, while the steering is unremittingly heavy at slow speeds. There is plenty of engine noise in the cabin at all times, which must have made hearing anything on your brick-sized mobile phone impossible, and for those not inclined to read an operating manual, the ventilation system is perplexing to say the least. In short, if the only reason you were buying this car was for the badge on the nose and the wing on its tail, I suspect it might have felt a little bit too much like hard work when you took delivery in the spring of 1986 – not that any City Boy would ever have admitted that.

You would, naturally, have already stocked up on magazine reviews and (more) wine bar hearsay about the Carrera's penchant for dumping you tail first into the nearest hedge you could find. Of course, the Carrera is much more liable to understeer off into the nearest hedge...

I jest, but the Carrera's grip is actually superb (especially on modern rubber), traction is predictably immense, and when the level of grip is exceeded it simply tends to run wide at the front. However, it will oversteer at some point of

SPECIFICATION

944 TURBO**Engine:** Four-cylinders in-line, turbocharger**Max power:** 220hp @ 5800rpm**Peak Torque:** 243lb ft @ 3500rpm**HP-per-litre:** 88.7hp/L**Weight:** 1350kg**Gearbox:** Five-speed transaxle**Suspension:** Independents wishbones, McPherson struts, coil springs, hydraulic dampers, anti-roll bar (**front**); torsion bars, hydraulic dampers, anti-roll bar (**rear**)**Brakes:** Ventiladed discs, four-piston callipers**Top speed:** 152mph**0-62mph (1988):** 6.3 seconds**Cost new:** £25,312**911 3.2 CARRERA****Engine:** Six-cylinders, horizontally opposed**Max power:** 231hp @ 5900rpm**Peak Torque:** 209lb ft @ 4800rpm**HP-per-litre:** 73hp/L**Weight:** 1160kg**Gearbox:** Five-speed**Suspension:** Independent wishbones, McPherson struts, gas, dampers, anti-roll bar (**front**); Semi-trailing arms, torsion bars, gas, dampers, anti-roll bar (**rear**)**Brakes:** Ventiladed discs, two-piston callipers**Top speed:** 152mph**0-62mph (1988):** 6.1 seconds**Cost new:** £25,322

Many thanks to Frank for the loan of his 944 Turbo for this feature. The car is currently for sale, for any enquiries call 07501 883881. Thanks also to RPM Technik for their assistance (www.rpmtechnik.co.uk)

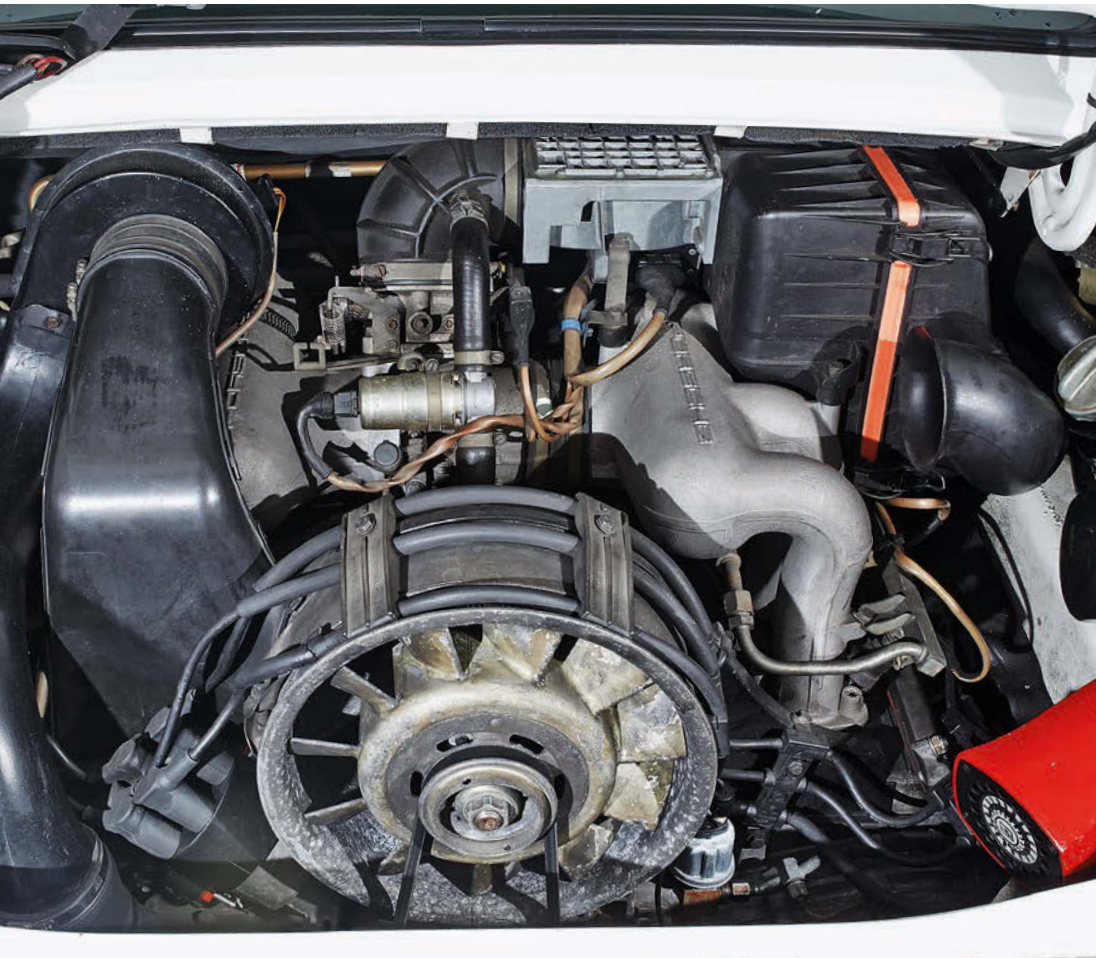




course, but particularly if one lifts off the throttle in a corner when the car is under significant cornering force. And just as obviously, with all the weight in the tail, when momentum does take hold, it can be hard to resist. It's this misreported chassis drama that gave the Carrera a 'can you tame the dark side' appeal that wasn't irrelevant in the showroom.

For now, my task is to keep ULY firmly in the slipstream of the Turbo. Once the red coupé's blower is puffing it takes off, visibly squatting on its rear suspension and squirting forwards with a punch the Carrera struggles to contain. In the 911, and despite the longer stroke of the revised flat-six, you really need 3500rpm on the dial before it pulls hard, and the meat of the performance is delivered over 4500rpm, accompanied by an urgent howl. Keeping it on the boil is the challenge, and then having the confidence to trust it in the corners is the next hurdle to be overcome. Driven hard it'll stay with the 944, but the gap between them is like a piece of elastic, growing and contracting as the road throws up different challenges along our route.

But the 911 is such an invigorating experience. By the end of our run I am completely captivated by keeping the 911 pointing in the right direction at speed. The sound and smell of the car consumes my senses, and all I can think



The 911 was given a stay of execution under Peter Schutz. The 3.2 Carrera was the result of the first serious investment for many years



about is the car, the way it bobs and pitches around, stops hard; the way it feels alive.

The 944 Turbo is the absolute opposite. This particular example is just about standard, and incredibly has over 200,000 miles on the clock. Owner Frank had a R32 Nissan Skyline GTR before it, so he's used to big boost machines, and he's been amazed by the Turbo's malleable character: "The Porsche says 'any driver I'll give a fun time to, whether that's just to the shops or to burn up the tyres'. I reckon anyone could drive this car and be happy. It took me a long time to really understand it, it's hard to suss it out because it has no vices, but I can relax in this car like no other. It's a car that looks out for you." But he's clear on the car's ultimate performance, too: "There was a time when I wondered if it really had anything for me, but then I took it on a track day (laughs) and realised it was me that didn't have the beans for it!"

Frank is right. If the Carrera is the '80s wide boy flaunting its big wing and oozing machismo, then the Turbo is a mild-mannered Kraftwerk reject, hiding at the back of the room, getting ahead through the use of technology in a fast-changing world. I've always thought these cars were the ultimate in Teutonic rational thinking. It's a feeling you get from them the moment you drop into the seat and start the big four-cylinder engine. There's no romance to

them: it's all about cold, hard effectiveness, beautifully delivered.

And oh boy is the Turbo effective. I've had the good fortune to drive a few 250hp Turbos over the years, but never before an original 220hp, and it feels like a subtly but nevertheless importantly different car.

There's less lag than with the bigger turbo in the later car, and the suspension setup and grip from the smaller tyres is softer and milder. It's a less aggressive machine than a 250hp, but that also makes it a more pleasant car at times, and it certainly comes on the boil quicker.

Just as the Carrera needs a good stoking to come alive, so does the 944, but it's all about whether the turbo is spinning or not. Without it, it's not just subdued like a low-revving Carrera, it's positively non-existent in terms of forward motion. Once 3500rpm arrives the Turbo really does kick forward, maintaining that boost all the way to the upper reaches of the rev range, and overlaying the gruff four-cylinder note with plenty of turbo whistle. As such, your whole gear selection strategy revolves around making sure the turbo is spinning: every corner, every twisting section of road needs to be viewed as an exercise in being on boost.

Its ace card, however, is that famous chassis balance. This car is incredibly benign, and never intimidating. The easy power steering is lovely,

pointing the car exactly where you intend it to go without any second inputs. Corners are strung together in flowing arcs, the ride is more settled than the Carrera, naturally, and very quickly it's a car you feel you can do just about anything with. When the weather is bad, it's the 944 that inspires much more confidence.

Of course, history tells us the 911 won this particular dust up, even if sales went into decline of the later G50 gearbox variant as the recession really bit hard. It was the 911 that has lived on through various incarnations to the present day, not the 944-idea, and the former also now

commands values many times that of the Turbo.

The real irony of this comparison is that many of those non-enthusiast Carrera buyers in 1986 would have been much better off with the 944 Turbo. It's so much easier to drive, its personality more adaptable, and it's almost absurdly tolerant of mistakes and general ham-fistedness for a 150mph car. In many ways it's the perfect sports coupé for every occasion.

And yet... I think this is a classic case of moth-to-a-flame mentality. We don't buy cars like these because they're the best practical solution. I know that if I had walked into a Porsche Centre

in 1986 and seen these two for the same price I couldn't have resisted the 911. Just one look at the Carrera today and my palms itch, and I begin to salivate. I know it has its foibles but just to be in its company for a few minutes is to feel the drama.

The 944 Turbo is a brilliant car, and personally, I'd really like to own one – more than ever having driven this nice 220hp-spec example. It's a landmark car in many respects, even outside the Porsche world. But I don't like the Carrera, I love the Carrera, and I suppose that's at the heart of the difference ○

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has an advantage, the other
finds a way to strike back*





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The One & Only

Porsche and motorsport success go hand-in-hand, but its F1 career as a constructor was both short-lived and short on success.

Story: Andrew Frankel
Photography: Porsche Archive

*Miracles can happen
and that day in France,
one did...*

As with many good car stories, the story of the Porsche 804 and how it became the company's first and, to date, only World Championship Grand Prix winner, starts with an engine.

The year is 1959 and Porsche is already aware that the little flat-four motor used by all its racing cars is running out of puff, even in its brilliant but fearsomely complex four-cam form. Moreover, it is also now public knowledge that in an attempt to reduce the number of fatalities, from 1961 Formula 1 cars would compete to current Formula 2 rules, which meant unsupercharged engines of no more than 1.5 litres. Unlike Formula 1, Formula 2 is a code about which Porsche knows a very great deal having turned its RSK sports car into the 718/2 F2 car, a car that would, in 1960, meet with considerable success, even with the old engine.

But Porsche knew Ferrari had a V6 for the new rules and suspects others wouldn't be happy for long with just four cylinders either. It was right: both BRM and Coventry Climax were working on V8 motors for the new regulations.

Porsche's decision to build its engine in an unprecedented air-cooled flat-eight configuration may seem perverse and overly ambitious. In fact, it was quite the reverse: an engine born of pure pragmatism. Porsche knew air-cooling and it worked, and it also knew flat-

formation engines and the very low centres of gravity they brought. The number of cylinders is based on pure maths: any fewer and the engine would lack power, any more would make it needlessly heavy and complex. Porsche being Porsche also had its eyes set on a world beyond F1, and needed an engine that would be powerful and reliable in sports car racing and, it at least envisioned, possibly in a road car too.

So the Type 753 engine was designed, built, put on a test bed and fired up. The engineers could barely believe what the dyno was telling them: their state of the art, flat-eight could scarcely pull the skin off a cup of cold custard. Its power was so far below what was needed to compete even in the early days of the new Formula that some have said the only reason Ferry Porsche didn't kill it there and then was that the motor's existence was already public knowledge and the loss of face would have been unacceptable. Certainly there was no chance of greeting the dawn of the new formula and racing in 1961.

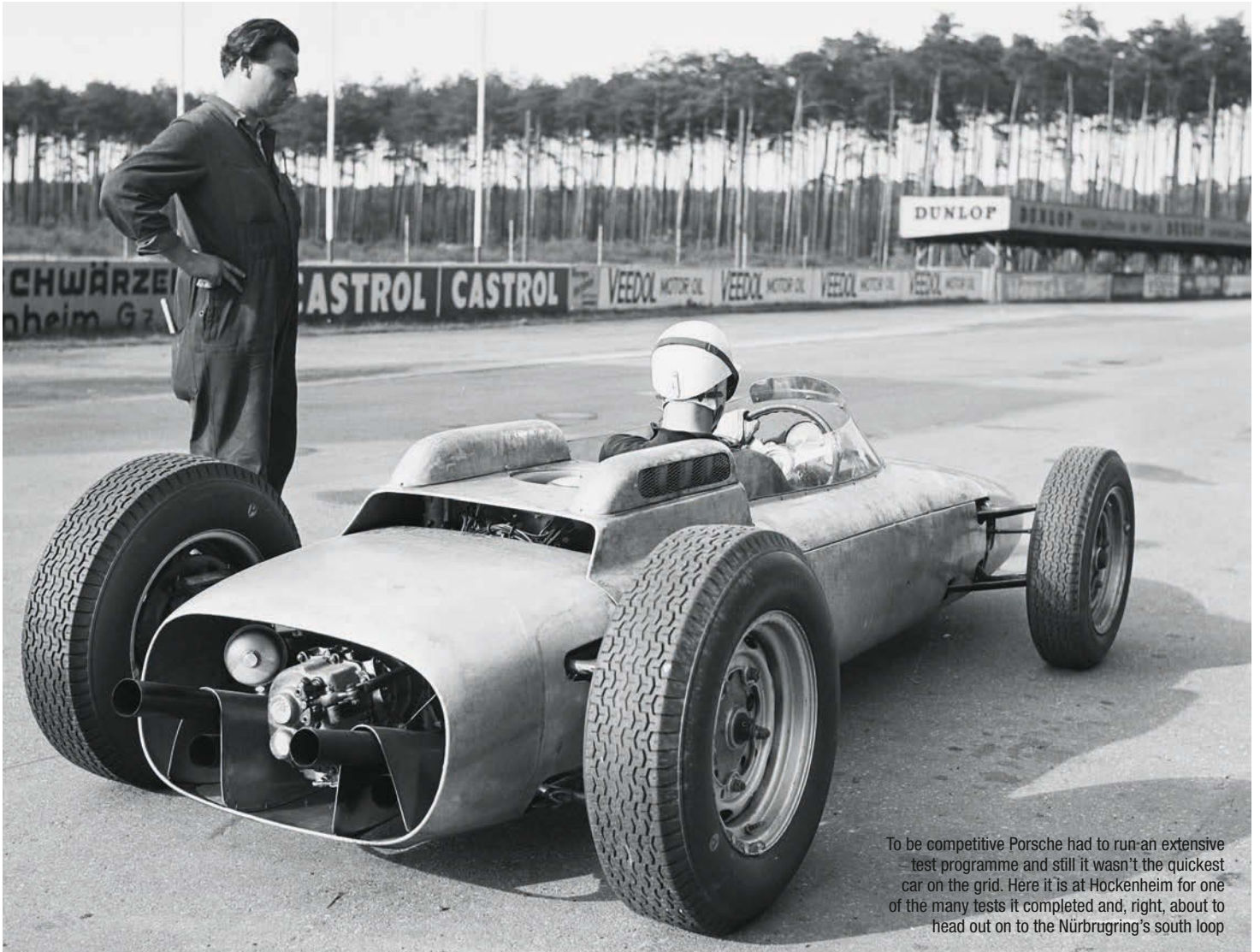
Instead the 718 was kept in service and as others struggled to debug new cars, the tried and tested old soldier did rather well. Dan Gurney scored three second-place finishes, at Reims being beaten by Giancarlo Baghetti's brand-new Ferrari by 0.1sec. By the end of the season Porsche lay third in the constructors



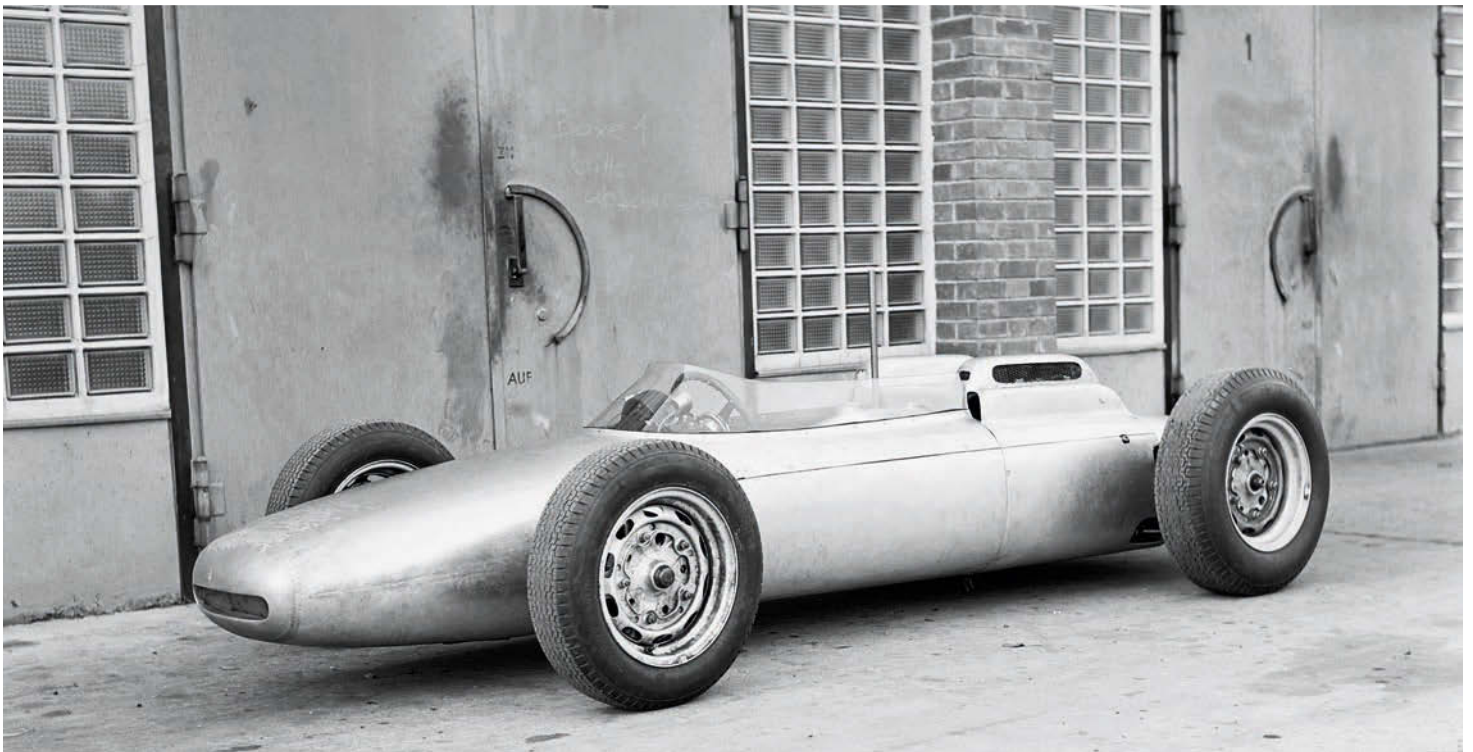


Jo Bonnier finished seventh at Zandvort in 1962
Below: Dan Gurney on his way to victory in the French Grand Prix





To be competitive Porsche had to run an extensive test programme and still it wasn't the quickest car on the grid. Here it is at Hockenheim for one of the many tests it completed and, right, about to head out on to the Nürbrüging's south loop





championship, as did Gurney in the driver's title race. Not a bad effort for an old car with an underpowered, four-cylinder engine.

But Porsche knew neither car nor engine would cut the mustard in 1962. Climax already had its V8 in a Cooper and for the next year would supply both Lola and, most ominously, Lotus. BRM's V8 was looking rather good too. Indeed, of all the major teams, Ferrari alone stuck with six cylinders and having walked to both titles in 1961, were run off the road all season as a result. Porsche's choice was simply to make the flat-eight work and design an entirely new car to run it in, or withdraw.

Plan B never looked a likely option and so work on the car that would become known as the 804 began. Engine aside, it was traditional in design – too traditional by the standards of what it would face as it turns out. The chassis was a simple spaceframe no different in concept to that used by every Porsche racing car since the 550A had delivered Porsche's first serious competition success in winning the 1956 Targa Florio. The suspension abandoned the 718's weird trailing arm configuration in favour of a

proper double wishbone layout at each corner, though even now Porsche could not quite bring itself to give up on a torsion bar springing medium. Also Porsche finally entered the modern era in the braking department, using its own design of disc brake for the first time on a brand-new racing car. The body would follow conventional wisdom and was made of as light a grade of aluminium as Porsche thought it could survive.

Engine aside, it seemed a good job. The car was light – just a few pounds over the minimum weight limit straight out-of-the-box – and had a notably low frontal area too. Better still, in Jo Bonnier, Porsche had a proven race winner who'd already provided BRM with its maiden race win. As for Gurney, he was the only driver Jim Clark ever feared, which tells you all you need to know.

Finally there was even good news emanating from the dyno rigs where the engine had been tickled, cajoled and kicked into producing if not world-beating power, then at least enough to hope the car would not be disgraced on its debut. As the cars went out to qualify for the

season-opening Dutch Grand Prix at Zandvoort in May 1962, Gurney and Bonnier did so with a little less than 180hp behind their backs, compared to perhaps 190hp offered by the best Climax engine; a deficit but not an unbridgeable one. Or so Porsche must have hoped.

But if Porsche had also hoped that the first proper F1 race contested by its first proper F1 car would continue the exceptional work of the F2-based 718/2, it was in for a rude awakening. In qualifying, the brilliant Gurney qualified a full second faster than the pole time for the previous year, but such was the pace of progress under still new regulations this placed him a yawning 2.2-seconds off the fastest lap of the wildly improved field. He ended up eighth, with every car ahead powered by a BRM or Climax V8. Poor Jo Bonnier couldn't get within 4.5-seconds of John Surtees' pole time in his Lola.

The race hardly went any better, with Gurney failing to trouble the front-runners and retiring shortly after halfway when the linkage to his six-speed gearbox failed, Bonnier trailing around to finish dead last, five laps behind the winner Graham Hill and, humiliatingly, a lap down on



Gurney's victory at Rouen may have come about because others failed to finish, but a win is a win. And to date, it's Porsche's only F1 World Championship victory

the Dutch nobleman Carel Godin de Beaufort in his privately entered 718/2.

If anything, Monaco was worse. Reputedly against Ferry Porsche's better judgement, a single 804 was entered for Gurney. Once again, had the car been available the year before, he'd have been in a class of one, his qualifying lap of 1min 36.4sec being 2.7-seconds faster than Stirling Moss had managed in 1961. But in 1962 it was merely good enough for fifth, an improvement over Zandvoort for sure, especially as he was now just one second off Jim Clark's pole time, but even at that rate, he'd still be over a lap down by the end of the 100-lap race.

In fact he didn't make it past the pits even once, as Ritchie Ginther's BRM, its throttles stuck wide open, went piling into the back of the Porsche at the very first corner.

Ferry Porsche had seen enough. He withdrew the team from the next race at Spa where the

circuit's massively high speeds would not have suited the slightly underpowered flat-eight (Clark won averaging a barely imaginable 132mph for the duration of the entire race in a spindly-tyred car with a 1.5-litre engine and not a turbo or supercharger in sight), and told them not to return until the 804 was right.

No stone was left unturned. The chassis frames were modified to allow Gurney and Bonnier a more reclined driving position, both to lower the centre of gravity and improve aerodynamics, while a removable steering wheel was fitted to facilitate a quicker exit should it be needed. The upper wishbones were now braced with radius rods from their centres to their mounting points on the chassis frame and a rear anti-roll bar was fitted. Mindful of Gurney's failure at Zandvoort, there was a new gear linkage too. As for the engine, it had spent hours on the bench looking not just for more power

but also a less spiky torque delivery.

Finally the cars went to the Nürburgring and tested, tested, and tested. Eventually Gurney completed a trouble-free full race distance on the fearsome old circuit, smashing the lap record in the process. It seemed that, at last, the 804 was ready.

And so to Rouen for the French Grand Prix which, thanks to the Monaco disaster, was effectively the 804's second-ever run in anger.

It is commonly held that, so far as scary Grand Prix circuits go, none can compare to the unholy trinity of the Spa, the Nürburgring and Monza as they were in those days. But that's only because everyone has forgotten about Rouen. For sure it wasn't a very long lap compared to the monsters above, but it did contain the most frightening section of road ever considered for use in racing. The curves after the pits leading steeply downhill to the cobbled Nouveau



Monde hairpin were so frightening that even in an F2 car, the only way David Purley could keep his foot down through there was literally to scream into his helmet on every lap. That's the same David Purley of the Parachute Regiment who was awarded the George Medal for walking into a fire to try and save Roger Williamson's life at Zandvoort in 1973.

In first practice on Thursday morning the improvements to the 804 were clear to see; Gurney lapping just 0.6-seconds slower than the fastest car. But perhaps because he thereafter spent valuable track time driving Bonnier's car as Porsche tried to figure out why it was so much slower, he failed to improve on Friday, leaving him sixth on the grid, now fully 1.7-seconds off the pace. This would suggest the team had actually made little or no progress, but Gurney was confident the car would show better in the race itself.

But the essential truth was that between Gurney and any chance of victory lay Graham Hill, Jim Clark, John Surtees, Jack Brabham and Bruce McLaren, all bar one of whom (Surtees) had already won in F1 and all bar another (McLaren) was an extant or future world champion. Gurney, by contrast, had yet to win a single race in F1.

Even so, miracles can happen and that day in France, one did. For ten laps these six followed each other line astern around Rouen with Gurney at the back, breaking themselves away from the chasing pack. Then McLaren pulled up at his pits suffering from gear selection problems as did Jack Brabham whose rear suspension had broken. McLaren would rejoin and eventually recover to finish fourth, Brabham would not. Two down, three to go.

Surtees was next to pit with a sick car – fuel starvation it was thought – and while he too

would make the finish, he was also out of the running. So now Gurney lay third, with Graham Hill's BRM waltzing off into the distance being chased in vain by Jim Clark's ill-handling Lotus. But on only lap 12 of a 54-lap race, Gurney was already over half a minute behind the leader. More worrying was the fact that, as the race wore on, Bonnier was having trouble selecting gears, an issue that would eventually put him out of the race as it had for Gurney at Zandvoort.

At half distance nothing but the gaps between the front three had changed, save the fact that they'd all now lapped every other car in the race.

Then the entire complexion of the race changed. Hill tangled with a back marker and while his BRM survived the encounter, it let Clark through into the lead. But by this stage Clark's car was handling so badly Hill was able to catch and pass him without trouble, prompting Clark to realise there really must be something



seriously wrong with his car. On a track where lives had been lost in perfectly healthy cars, it was no a place to be racing a Lotus with, as it turned out, broken front suspension.

This left Gurney in second place, rocketing around Rouen in a reliable Porsche but powerless to do anything about Hill who had only to cruise around until the end of the race to win. But that's not what happened. With 12 laps to go, Hill stopped at the hairpin, a broken bolt in his fuel injection system having shut the engine down. Gurney now led the French Grand Prix.

And that was that, with an unassailable lead, the pit held out a board telling Dan to cool his pace, which the dutiful American did. Twelve laps later, both he and Porsche had won their first Grand Prix. One week later they did it again, at the beautiful Solitude circuit outside Stuttgart where Gurney beat opposition including Jim Clark to win in front of an estimated 350,000

adoring local fans. Sadly for the record books, however, the race was not accorded World Championship status.

After that the light of the 804 slowly faded. Any chance of a decent result in the British Grand Prix was lost to mechanical maladies, but at the Nürburgring where the 804 had done so well in testing, hopes were high. They were higher still when Gurney recorded the one and only pole position of the 804's career but in the actual race, third was the best he could manage, albeit a scant four seconds off the lead. At Monza more unreliability slowed good early pace for both cars while at Watkins Glen Gurney's car was good enough only for fifth, Bonnier no better than 12th out of 13 finishers.

And that was that. Porsche elected not to go to South Africa to contest the final race of the season and so the company's career as an Formula 1 race car constructor was over, even if

no-one was actually saying so at the time.

It is true that Porsche never had the fastest car in F1 – even that Nürburgring pole time being surely more due to the guts and determination of Gurney than the inherent speed of his car.

Indeed, relative to how Porsche usually performs when it tackles a new Formula (witness CanAm or Group C), to call the project a failure would be more unkind than unfair. Fact is, that while a Porsche did indeed win a World Championship Formula 1 race, it did so without overtaking a single car.

Does that make it any less of a win? Not to me. It's a hoary old racing adage to say that to finish first, first you must finish. But it got that way because it's true. What no-one will ever be able to take away from either Porsche or Dan Gurney is that day, 8 July 1962, was their day – the day in which at the very highest level you can reach in racing, they beat the best in the world ○

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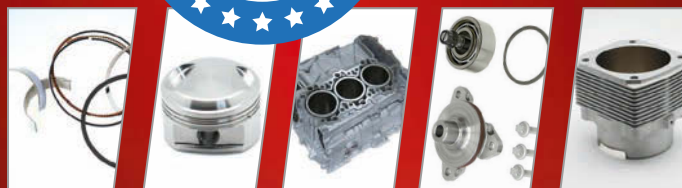


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Third Time Lucky

Porsche's last and 16th Le Mans winner, the 911 GT1, had a tricky birth before it became a dominant force on the track.

Story: Brian Laban Photography: Gus Gregory





The secret of winning a race begins a long time before the flag finally drops. Way before any race is run, well before qualifying, way before practice, even before roll-out and testing. Before the car is built and even before the first line appears on a CAD screen or the back of a napkin. It starts when someone first dissects the rules. Preferably somebody even more cunning than whoever wrote them in the first place. Because that's where the secret often lurks, staring you in the face from deep in the small print.

Think F1 'fan-car', F-duct, flexi-wings and blown diffusers. All pushing the spirit but all legal by the letter, and each providing an edge. At least until everybody else copies it.

It's the same in endurance racing, too. Think Ferrari 250 GTO, Shelby's Cobra Daytona Coupé, or the Porsche 917. And of course, the 911 GT1.

As in F1, sports cars have stretched technical regulations until they twang. All the above did; but the underlying link is the 'O' in Ferrari's GTO. For Omologato, homologation – motorsport's most arcane word, a mystery to many, a minefield for the rule-writers themselves, but an open door to free-thinkers like Porsche. Because a key

factor in 'homologation' is generally a requirement to build a minimum number of cars, occasionally with the added proviso that there must be a road-legal version – all, in theory, giving an element of a 'production' car. But one manufacturer's straightjacket is another manufacturer's window, like the 911 GT1.

From 1962 to 1964 the 250 GTO steamrolled the GT World Championship. It was unequivocally a racing car, but it was also usable on the road. All of Ferrari's previous 250s led double lives. What was different now was how Ferrari interpreted the latest regulations. Or twisted them.

The FIA required a minimum 100 cars – imagining that would necessitate road cars as well as racing customers, beyond the factory's own needs. But they unwittingly left a loophole, allowing 'evolution' of an existing car that already satisfied the volume requirements. The FIA intended evolution to mean a modest degree of bodywork or engine modification; Ferrari's interpretation went rather further.

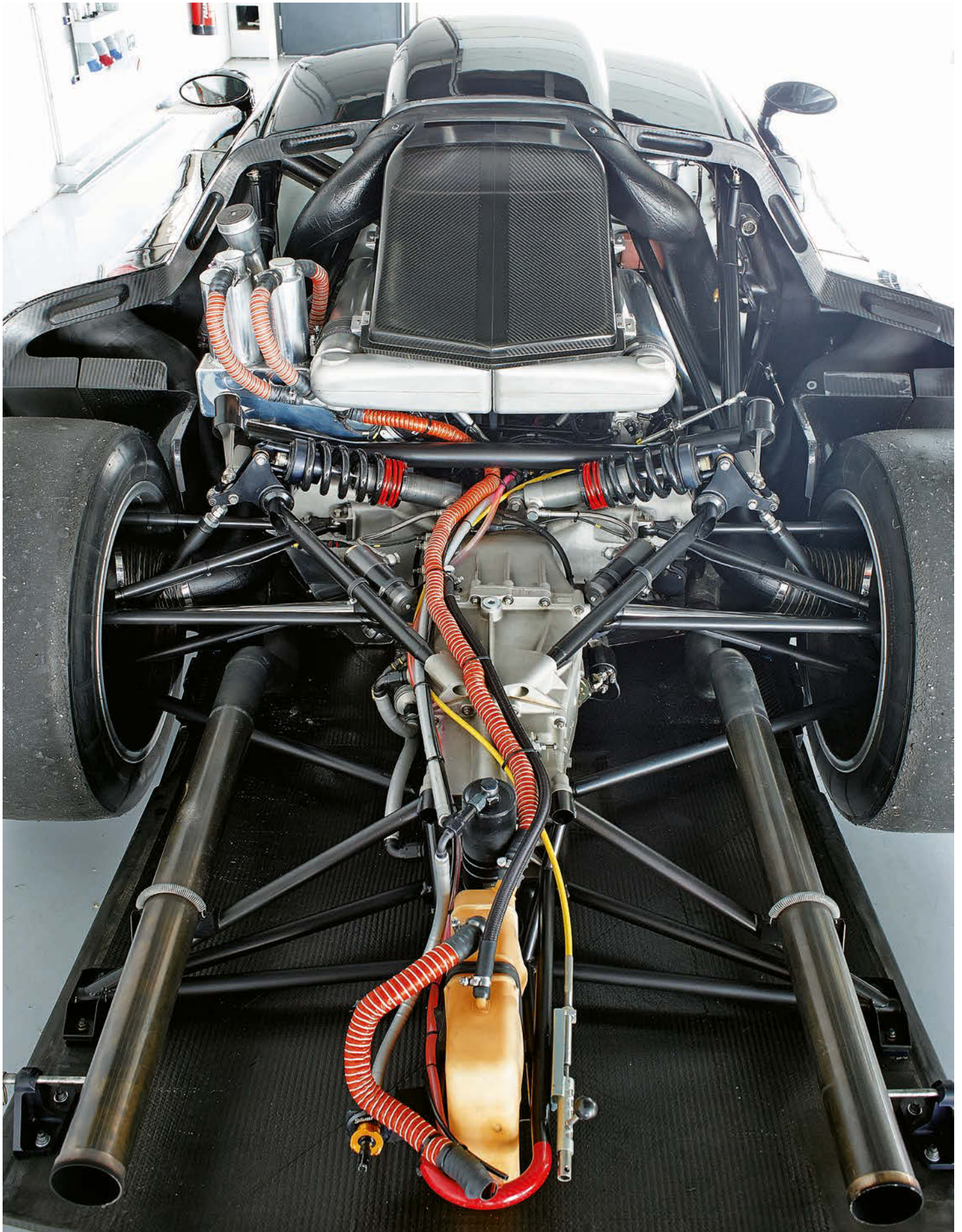
So the existing 250GT SWB notionally satisfied the numbers while the GTO 'evolved' with radical aerodynamic bodywork with multi-tubular framework to support it (not a spaceframe, honest guv), new suspension layout, a six-carburettor, dry-sump V12, set further back

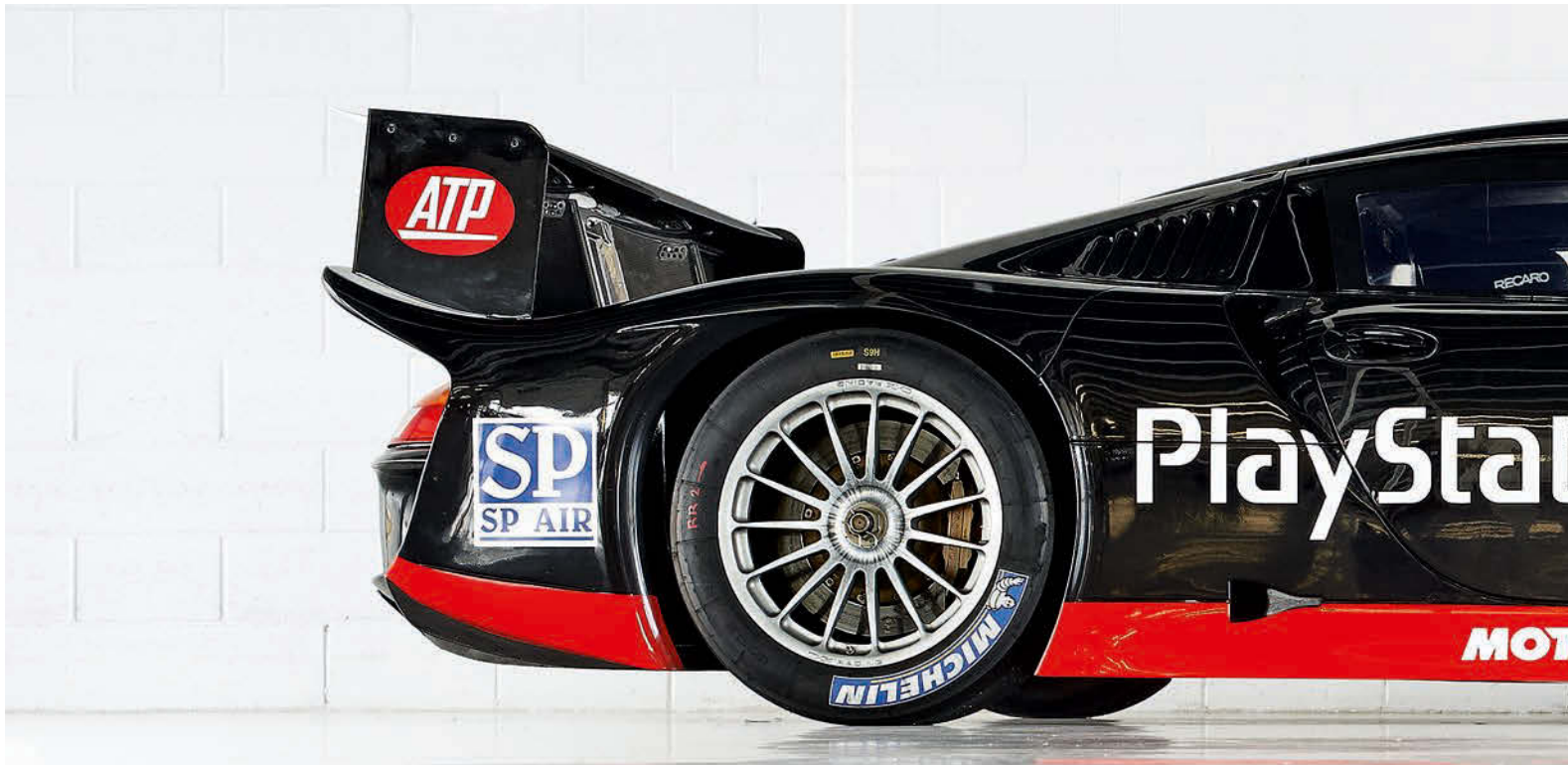
and lower in the chassis, and a new five-speed transmission. It had vestigial trim, plastic windows, no speedometer, but it was road legal (just). Ferrari built only 39, but the FIA said that was near enough. The backdoor had opened...

In 1965, Shelby matched Ferrari at its own game, producing an aerodynamic coupé, the Daytona, with underbody changes worthy of anything Ferrari might offer, but which the FIA duly accepted as a coachwork variant on the Cobra roadster. And it beat Ferrari to the Manufacturer's World Championship.

In 1951, Porsche's first ever Le Mans entry set the tone: a lightweight version of one of the first Gmünd-built 356 coupés comfortably won its class. In 1969 Porsche unveiled Ferdinand Piech's 917 – created specifically to win Le Mans outright. A 4.5-litre 585hp air-cooled flat-12 in a spaceframe chassis was, let's face it, a prototype. But by dramatically lining up 25 identical examples for FIA inspection at the Stuttgart factory, it qualified as a production car, side-stepping the 3.0-litre prototype cap while nudging their minimum weight limit – even being allowed moveable, rather than fixed, aerodynamic elements.

In 1996 the 911 GT1 was launched (27





years after the 917) when opportunity knocked again for Porsche, which was eyeing a 14th outright Le Mans win. The 917 had notched the first in 1970; the rest included six in a row during the iconic Group C era. But no Porsche had won since 1994, when the controversial Dauer Porsche found a loophole of its own – defined as a GT, but actually a thinly-disguised 962, based on one example rendered ‘road-legal’ by Jochen Dauer. This epitomised strange days at Le Mans, which remained the one race to win even when it periodically opted out of the FIA championships.

Notwithstanding multiple private efforts, Porsche hadn’t had a works entry at Le Mans

in the 1990s. In spite of high-level involvement from Mercedes, Jaguar, Mazda, Nissan, Toyota and Peugeot, sports car racing saw a relatively flat spell. But in or out of the FIA fold, Le Mans organisers, the ACO, had never been afraid of framing rules to entice new blood, and in the mid-1990s they did it again, and clearly triggered Porsche’s radar.

Essentially, the rules aimed to bring prototypes and GTs (initially Group C, older ‘Category II’ Group C prototypes, recategorised GT and IMSA-based GTS cars) closer together – in overall, if not outright, performance. By juggling elements like power, weight and (critically) fuel capacities, over 24 hours there was now more than one alternative.

The gist of the ‘equivalency’ rules was that the bigger and more exotic the engine, the smaller the mandatory intake restrictor – aiming to allow the upper GT category around 600hp, and a lower category around 450hp. Now, 600hp was about 100hp more than the prevailing prototype norm, while the ‘450hp’ class was offered a weight advantage over its big cousins. There were other balancing factors, but crucially, the GTs were also allowed up to 50 per cent more fuel capacity than the faster prototypes – so in theory they could run further between stops, and at the end of the day it would be a close-run thing.

While it wasn’t an instant fix, it did attract ‘proper’ GTs, such as the F40, XJ220C, NSX, RX7, Bugatti EB110S, Viper, Pantera, oddballs like





Venturi and Lister, the Esprit, 348, and of course new variants of the 911, reviving a real 'production car' battle.

But it was the resurgence of the GTs as possible outright winners that tipped Porsche's attention. In 1995, McLaren showed it could be done, with the F1 GTR race version of the world's fastest (genuine) production car. With a restrictor, its 6.1-litre BMW V12 was actually less powerful than the road car, and a wet race helped mitigate worries about transmission durability, but it was a proper win by a proper GT.

With a revived FIA GT championship to contest alongside Le Mans, Porsche was on the hook. Cue the ultimate 911. They'd had a false start in 1995 with what was supposed to be a

radical, rear-engined GT1 upgrade of a 911 GT2; cynics said they'd only managed a GT1.5. There would be no argument about the 911 GT1's credentials, though.

The programme was overseen by Herbert Ampferer and engineered by Norbert Singer. In finest tradition, it was really a prototype rendered into a GT by the offer of a road-legal version and a customer run. The front and centre sheet-metal was adapted from the 993-generation 911, giving a recognisable 911 profile on a stretched 2650mm wheelbase – although there wasn't much else production 911. Again echoing tradition, the integral roll-cage was fully structural, while the bodywork was carbon fibre and Kevlar composite. The rear structure was

962-based, as was the mid- rather than rear-engined layout, for better balance and to help the vital flat-floor aero package.

The 911 GT1 was long-nosed and long-tailed, with a deep front splitter, flipped-up tail under the huge pillar-mounted rear wing, and ground-hugging flared sills. There was no rear window – the engine sat where the rear seats/shelf would have been, behind a truncated cabin and a solid bulkhead. The distinctive roof-scoop (cutting into the top of the windscreen) fed the engine and intercoolers, and many other ducts and apertures sorted out airflow to brakes and front-mounted radiators.

The M96/80 B6 engine was a short-stroke



(74.4x95.5mm) 3.2-litre, water-cooled, dry-sump four-cam, four-valve, twin-turbo, fuel-injected flat-six – a far cry from the air-cooled, two-valve motor in the 993 GT2. Its intercooled KKK turbochargers were permitted 1.2bar of boost, and the mandatory intake restrictors allowed it to deliver around 592hp – pretty close to the intended 600hp GT1 ceiling.

Initially it had a conventional manual gearbox, wishbones and coil springs all-round (with pushrods at the back), eight-pot front and four-pot rear brakes and (unusually for racing) ABS and power-assisted steering. For Le Mans it weighed 950kg and was allowed 100 litres of fuel.

Before it could race there, though, Porsche had to verify the road-car notion, and presented one 'road-spec' car to the German authorities for compliance testing, which it passed. And they opened the order books, eventually to encompass both customer race cars (for the following year) and the road version, below the statutory \$1million price.

The GT1 raced once before Le Mans 1996, at a four-hour BPR Global GT Series round at Brands Hatch, which Hans Stuck and Thierry Boutsen 'won' quite easily – without scoring points as they were only there by invitation. But its real debut would be Le Mans in June, with two works cars in Mobil 1 livery, for Stuck, Boutsen and Bob Wollek, and Yannick Dalmas, Karl Wendlinger and Scott Goodyear.

Could they have won? Should they have won? They came so close, but ironically were beaten by another opportunist, wearing a WSC prototype hat. And a Porsche one, too. The winning prototype that year had almost

been an official Porsche project before the GT1 programme got off the ground. Outgoing motor sport manager Max Welti had revived the project for Joest: built by TWR around a chassis designed by Ross Brawn for the 1991 Jaguar XJ14, with its own version of the inevitable 962 power.

The oversubscribed 1996 Le Mans entry necessitated pre-qualifying. Ampferer's happy acceptance of McLaren being faster than the GT1 led to mutterings of 'sandbagging' and, come qualifying (when the GT1 found two seconds a lap), of 'told you so'.

The two GT1s faced seven McLarens, but the smart money said a dry race would reveal the weaknesses the previous year's deluge had glossed over and backed the Porsches. Which were, it must be said, rather closer to all-out race cars than the ACO had intended. McLaren, among others, suggested that some production-based GTs were more production-based than others. Oddly, nobody much rated the Joest Porsche – if anyone fancied a prototype it was the resurgent Ferrari 333SP, but that didn't last the distance.

The GT1s were the only cars to challenge (even briefly lead) the Joest. But it won because remarkable fuel efficiency let it match the GT1s' fuel stints and it ran fault-free, while both GT1s had delays – not from mechanical glitches but off-road moments. Stuck, Boutsen and Wollek finished only a lap down, with the other GT1 third. But it was a disappointment for the factory – softened by winning every subsequent FIA outing, including Spa and Zuhai.

For 1997, customers could buy the '96-spec car while the factory revealed the GT1 Evo. Revised (1996-style) bodywork headlined an improved aero package, the drivetrain was

essentially unchanged, but the front suspension was significantly revamped, dramatically improving both drivability and stability under braking.

But it wasn't Porsche's year. As an FIA championship replaced the BPR series, the new AMG Mercedes-Benz CLK-GTR joined the 'production' GT ranks and cleaned up – the big naturally aspirated V8 was better suited to shorter circuits than Porsche's turbos, and Mercedes' Bridgestone tyres worked better than Porsche's Pirellis. The only car to beat Mercedes was the Schnitzer McLaren. The GT1 Evo didn't win a race.

It didn't win Le Mans, either, even though Mercedes wasn't ready. Nissan was, though, with the (TWR-built) R390 GT1, another interesting 'production' interpretation. Again, Porsche could have, should have, almost did, reign supreme. Seven customer GT1s joined two works Evos, and gave the McLarens a hard time but it was déjà vu. The GT1 Evo led almost throughout, but both failed, the second one tantalisingly close to the end, after catching fire. Rubbing salt in the wound, the Dauer Porsche won again. Best of the customer GT1s, from Schubel Engineering, was fifth and only third in GT1, behind two not-so-fragile McLarens.

Autosport's view was worrying: "Given the pace of development in GT racing... and the likely arrival of Mercedes and Toyota next year, it's possible that even the Porsche 911 GT1 has had its chance to win the 24 Hours. It's unlikely to get such an easy run again..."

You could see its point; Porsche would face both CLK-GTR and the Le Mans-focused Toyota GT-One in 1998 – but the company





RIDING IN THE GT1

As we came past the pits for the second time I heard the laughter over the sound of the engine roar, whine from the gearbox and the rush of the wind over the bodywork. It had a slightly unhinged, maniacal quality to it, as though someone on drugs was in the middle of a particularly vivid trip. And then I realised it was me.

I'm still not sure if the laughter was an involuntary expression of amazement at what I was experiencing, or a slightly more primeval thing uttered at some basic mortal level. Maybe it was both. Either way it neatly summed up the experience of the GT1: Brutal, slightly otherworldly, and mind-bendingly fast. Suspend any notion of true speed until you've been in a Le Mans race car – even one that is approaching its 20th anniversary, every road car is simply slow in a straight line and pretending to be quick round corners.

I've been in some quick cars in my time but I've never quite felt such a sense of raw speed. I've no idea what we saw on the Hanger Straight and past Silverstone's impressive Wing Complex, but it can't have been far off the double ton, but it was the corners that blew me away. In some cases Mark Sumpter, the owner and hugely talented driver of this GT1, didn't even lift. Being someone brought up on cars with limited mechanical grip and zero downforce I simply couldn't get my mind around the entry speeds or cornering forces the GT1 could exert on the soft, spongy component lying prone in the passenger seat.

Trussed up like a turkey in the harness and with my Hans device stopping my chin smashing my sternum under braking I still found myself grunting involuntarily when Mark hit the brakes. Hit is an apt expression too. Brutal seems a crude and unfair term but this isn't a car that you can be gentle with. Every input is measured and precise but talking to Mark out of the car the driver has to take control. Some of us may consider racers such as the GT1 as Porsche's recent Le Mans winner, but it still requires the brutal confidence the drivers of yesterday were pumped with to get it to dance from apex-to-apex. It's even more amazing that this is how the car was treated for every single competitive mile it covered as a race car, sprinting its way round endurance races such as the Le Mans for 24 hours. It speaks volumes about how fit you've got

to be as a driver, but also reinforces the comment made by Baron Von Hanshuck in answer to the company bringing spare parts to the race track, his reply was succinct and brilliant: "Porsches don't break".

There's one moment that will stay with me for a long time from those laps at Silverstone. We were catching a 1920 Bentley. The Bentley was doing about 60mph as we came upon it mid-corner. Our closing speed was probably another 100mph on top of Blower. The Bentley driver was committed to his line on three-inch wide crossplys and there was no way he was going to be able to change direction to make room for us. The GT1 was about to occupy the same bit of Tarmac and at our speed and with the G-forces already loaded on the car I was sure the GT1 was on the limit of its adhesion – a huge shunt was an inevitability, with bits of carbon fibre and magnesium getting mixed with oak and steel. Except Mark simply twitched the wheel and our line tightened, taking the space inside of the Bentley. I glanced over as we went past, looking under the Bentley at the opposite side of the track. There can't be many instances where you get to look under another race car as you pass them!

All racing is about trusting your machinery and those that have screwed it together, but with the GT1 you're also trusting the dark and mysterious science of aerodynamics. It's one thing to get it at an intellectual level, but as all race car drivers will tell you, every corner is a fight between that bit of your brain reserved for preservation and that competitive element determined to go faster. In the case of the GT1 you've also got to trust the unseen science of downforce, only at work when sufficient speed and airflow create more pressure over a surface than under it, pushing the car into the Tarmac and thus increasing its grip level. Trusting you've enough speed to achieve a level of downforce to overcome the normally too high an entry speed must be a real mind bender the first time you race one of these things. Certainly they require a unique kind of individual, a proper racer, to punt one of these things around a circuit day and night. And a special kind of constructor to build one that will not only last that distance but vanquish the competition too. What a car.

Steve Wright

“Driving the GT1 for the first time I could tell the engine was gorgeous... it’s just a beautiful car”



brought what was essentially an all-new car, eyeing only one acceptable outcome. So the 911 GT1 '98 had mainly new high-downforce aero (sacrificing a little maximum speed for overall lap time), a full carbon fibre monocoque, six-speed sequential transmission and carbon brakes. It was increasingly difficult to look at the three prime contenders as 'production' models, but they were wonderful race cars.

Debutant BMW upped the prototype pressure, but GT1 was still seen as the way to go, although Mercedes' record to date and Toyota's obvious speed meant Porsche was maybe only third favourite – all three clearly pushing definitions to the limits.

Porsche built just six 911 GT1 '98s, two Mobil 1-liveried team cars, a team spare, two Zakspeed customer cars, and another 'road-car', because the '98 was different enough from the original car to justify another homologated road car. The spare became a race car after Dalmas had a terrifying back-flip accident while leading the inaugural Petit Le Mans race at Road Atlanta, probably also vindicating the Le Mans high-downforce call.

At Le Mans, McNish, Ortelli and Dalmas set the pre-qualifying pace from Toyota and Mercedes, but Mercedes and Toyota, both opting for banzai laps, headed Porsche on the

grid, all of them ahead of the new-generation BMW prototype. By the first lap, Toyota led, on pure, jaw-dropping speed, but both Mercedes were out inside two hours, the Toyotas took turns at the front as rain threatened, the 911 GT1 '98s were there when they faltered – and McNish probably sealed the end-game with a mighty stint on slicks in the wet in the dark, building a Porsche one-two. Toyota got back into the fight while both Porsches had minor issues, but so did the Japanese car. So in the 65th Le Mans, 50 years after the first Porsche was built, the 911 GT1 '98 took first and second places in the world's greatest endurance race, with McNish, Ortelli and Dalmas ahead of Müller, Alzen and Wollek. Again, they struggled to beat the Mercedes in the very different FIA races, but Porsche's 16th outright win where it really mattered had surely justified the whole GT1 adventure.

It was the end of the GT1's works career, though, as the focus shifted back to the prototypes and the less controversial (and far less expensive) GT2 category. While Porsche could have returned in 1999, it chose not to, as the new prototype era eclipsed the GTs with a win for BMW and a tentative debut for Audi. And so it has remained.

In classic Porsche fashion, the 911 GT1 was a commercially viable customer car, run by teams including Schübel, BMS Scuderia Italia, JB

Racing, Konrad and Rook at Le Mans in 1997 alone. A particularly significant customer was Florida-based Champion Racing, which took the 911 GT1 Evo into the American Le Mans Series in 1999 but had to run as a prototype rather than a GT and couldn't live with the BMW V12 LMR.

Porsche did sell around 20 'first generation' road cars, the Straßenversion, the first mid-engined, water-cooled 911 road car. Detuned to around 536hp and limited to 192mph, it was still pretty quick, quite well-equipped, with leather trim and a more or less standard 911 dash layout, and for what it's worth you stand more chance of seeing one in your Waitrose car park than you do its Mercedes, Toyota or Nissan rivals.

The fitting last words have to come from 2014 Porsche 919 Hybrid driver Mark Webber, who drove the Le Mans winning 911 GT1 '98 at this year's Goodwood Festival, and drove the Mercedes at Le Mans in 1998: "They were both extremely aggressive cars at the time. The 7.2-litre Mercedes gave huge torque but it was difficult to drive quickly. Driving the GT1 for the first time I could tell the engine was gorgeous, and so were the brakes, the traction, and the handling. The Mercedes was quicker, but the Porsche is the better overall package... it's just a beautiful car." ●

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How To *Buy Your Dream* Porsche

Buying a Porsche is a great moment but it's all too easy for the experience to turn sour if you drop your guard. So here's your guide to adding a piece of Stuttgart metal to your garage without getting your fingers burnt.

Story: Peter Morgan



You want to buy a Porsche. You've decided it's time for the big jump away from those humdrum fast Audis, BMWs, Mercedes and Nissans. Or maybe you just want some sanity after a bad experience with an Italian exotic. Perhaps you're returning to the brand you once enjoyed but had to leave for reasons of practicality, logistics or finance. The problem today is, which Porsche to buy and how to go about buying one?

A sports psychologist would advise that while you know what the end result needs to be, it's the process of getting there that decides how successful you'll be. Buying a Porsche is no different. If you adopt a methodical approach, you'll get there without too much hassle. If you just see a car and buy it one Saturday morning without any prior research, you're playing Russian roulette with your money. The process is vital!

There are two basic rules you should always remember. First, there is no such thing as a cheap Porsche, you get what you pay for. Second, there's always a Porsche more expensive than the one you can afford, so stick to your budget.

Over the coming pages we'll be examining the

buying process, but don't worry it's very easy to follow. In tidy steps it can be summarised as: fix your budget, know your needs, understand the variables, sift through the ads and making that first contact and, finally, inspect the car and decide if it's the one for you.

Fix your budget

It's very important to stick to your budget. Mainstream Porsches depreciate at around the same rate as any premium saloon, so in most cases you'll come out of the ownership in a few years with less money than you started. That fact should govern any finance you're considering.

If you are looking for a Porsche that could have a stable value going forward, don't be intimidated by models that seem to just keep rising out of your reach. Forget them and look for the cars that are rising into your budget. It's likely they will continue to gain in desirability throughout your ownership.

To get a feel for what your budget can afford, check online resources such as Pistonheads and Auto Trader. There are other more specialised websites that cater for the classic markets (for instance ddk-online.com and carandclassic.co.uk).

The value of sifting through these is that you'll also get an idea of what the asking prices are for the model you want.

You might consider buying through an online auction, but misrepresentation and poor quality are real risks here. Salesroom auctions levy a fee on the buyer, so what you bid isn't what you'll end up paying. And in the heat of an auction, it's very easy to blow your budget.

There are many independent Porsche dealers around the country and many more non-specialist dealers selling Porsches. While OPCs work to a common quality of service, the indies set their own standards – in many cases level to an OPC, but also higher; and an independent will in the most part be staffed by enthusiasts who know far more than an OPC will when it comes to older models. Not all traders know their Porsches, however, so a second opinion on the seller is as crucial as inspecting the car. Buying a car from any trader does offer a level of protection, though, through consumer protection laws.

As with buying a house, the prudent always hold back some budget to allow an independent inspection. Such checks give peace of mind and very often save the buyer money in the long run.



OPCs work to a common quality of service, the indies set their own standard, in many cases level to an OPC, but also higher

Know your needs

Think about what kind of Porsche driver you are likely to be. It won't take you a moment because deep down you'll know this already. You'll know whether you want a relatively recent model or an older classic. Think about whether you need it for the daily commute or as a weekend driver, if you are looking for something slightly older that may need work or if you want the very best to add the car to a collection. This focuses where you need to look for the right car.

Most Porsche drivers can class themselves as successful, achieving individuals and either don't have the time, inclination or facilities to work on the cars. If you are handy in the workshop, you'll save money on the running costs, but it's another step on to consider what we would term as a project car – a car needing major investment of money, time and skill. These latter cars appear to be bargains but you'll need all the resources above – and a lot of self-motivation – to realise the full potential – and value – of the car.

Part of your needs assessment is to establish what professional resources are in your locality. Having an Official Porsche Centre within, say, 30

miles has all kinds of knock-on benefits, such as being a source of service, parts and knowledge of the newer cars.

At the same time, there is a flourishing network of independent Porsche specialists throughout the UK. The independents can offer more specific expertise on certain models both new and old as well as all the necessary tools and diagnostic equipment to maintain the modern generations. EU regulation changes have meant that as long as original Porsche parts are used, a non-franchised operation can maintain your car without necessarily compromising the manufacturer's warranty (although conditions do apply). The downside is that the flash website and glass coffee table doesn't tell you anything about the quality of service on offer, so again canvas user opinion before handing over your keys.

If you want a project car, do your research to find out where the specialised professional skills are located and whether it's a practical proposition. As a rule of thumb, restorations will always cost double what you thought, take twice as long and towing a Porsche bodyshell across the country can wear thin.

Understand the variables

Is there any other model the aspiring Porsche driver can look at besides the 911? Of course there is. And with your budget established, you'll quickly realise that for the same money you can get, for instance, a much younger Boxster or Cayman than an older top-spec 911. The first two may offer you everything you need for your Porsche experience, while also being younger and having covered less miles. Many consider Porsche ownership to only involve a 911 but don't dismiss the later mid-engined cars, they're just as thrilling in the right conditions.

The same value choice applies to older models too. Take a look at a 968 Sport or 928 GTS – they'll be perhaps half the price of a good 964 Carrera 2 and can be in better condition, too. The latter could prove costly to run, if you don't do your research, but then again a poor 964 will put you off 911 ownership for life.

The 911 has been subject to continuous development throughout its 50 years. There are countless different models and variations of models and deciding which era you want to enjoy comes down to emotion and the purpose for which you need the car. A cheap SC looks great





on paper for your cross-country station commute but if the market continues the way it is it will soon become a valuable classic car that you'll think twice about leaving in a public car park all day. But that's not to say a classic Porsche shouldn't be dismissed, even if it will be your only car. Superb, non-depreciating 944s start from a few thousand pounds while the best Porsche value is to be found in the Cinderella models – the ones others overlook. Among these we would include the 2.5-litre 944s and Turbos, the early 3.4-litre 996 and the 3.6-litre 997 Carrera. If you really want an early 911, look towards the impact bumper 2.7 911s and the aforementioned 911SC. Both are cracking 911s that will deliver a classic experience that won't break the bank.

Sifting through the ads and making that first contact

Once you've understood your budget and decided on a particular model, your first pass over the classifieds will demonstrate that the pricing spread on your chosen model is huge. This is because mileage and, more importantly, condition have a major effect on a Porsche's value.

On most cars, the mileage directly drives the value. For a ten-year-old 997, the rule of thumb is

to take or add a £1000 for every 10,000 miles (up or down). High mileage cars can appear good value but take into account that you could be just a few thousand miles away from a major service or a necessary big component change such as a new clutch or brakes. This level of maintenance can easily negate any saving you make when purchasing the car.

Unless you are seeking a limited edition, condition is the other principal driver of value. When talking of condition, we are referring to deterioration and wear and tear. In the UK, the general market doesn't like any form of aftermarket modifications. It is very difficult to gauge the real condition of a car from photos and descriptions, so you are looking for cars that seem reasonable to you in terms of price, specification, mileage and service history before you commit to a viewing.

The other variable on later cars is colour. While Porsches built from 1990s onwards seem to sell better in the conservative dark metallics and silvers, the solid colours look great on the earlier cars and can be an opportunity to bag a bargain on the later models. Colour isn't important on the pre-'89 cars but it can be a bonus – but the principle should still be a focus on condition, no matter the age.

You can't visit every car that takes your fancy. But if you are new to Porsche visit a couple of local independents or OPCs and start the discussion about what you are looking for and how much you want to spend. The current market means a lot of stock is selling before it reaches dealer's websites so a physical visit will give you a better picture as to what the market has to offer. The more open you are in your needs, the faster you'll find your car. You'll quickly realise that no amount of impressive photos or patter from the seller matches seeing the car in the metal. Some cars you'll know immediately are not for you, including some you thought you'd buy the second you saw them.

The basic data you'll want to know includes what kind of documentation file is available to view. There should be an original red fronted V5C (registration document), current VOSA, original Guarantee & Maintenance (service) book and ideally a history file with bills and receipts for work that's been carried out. Be suspicious if there are no receipts for any servicing if the service book is full of stamps, the majority of Porsche owners are fastidious and document every piece of expenditure. We'd rather see a car with a thorough maintenance record than one where the owner claims nothing has gone wrong or needed



replacing in 50,000 miles. No car is that reliable.

Check the description of the car in the ad matches the description the seller gives of it – don't be fooled by an ad for a 997 Carrera S thinking it's the more powerful, 355hp model when in fact it's a regular 325hp Carrera fitted with a Tiptronic S gearbox (the latter has two tailpipes as opposed to the former's quad arrangement). How the seller answers these questions will give you an early understanding of the car's condition. Not everybody will be expert enthusiasts but an owner's basic routine in looking after the car is important.

Dealer prices will always be more expensive than a private sale but that's because you are paying a premium for their experience in being able to offer the best cars and many offer an inclusive warranty. Warranties are outside the scope of this feature but generally, you are looking for a no-quibble guarantee for at least the first three months of ownership with the option to extend cover from there. Third party warranties require care, because many won't insure the very issues you might want covered. Many of the leading Porsche specialists provide comprehensive warranties with all used Porsches they sell, so make sure you ask what is and isn't covered.

The presentation of dealers' cars is usually

good, with minimal stone chips on show and vacuum'd tramlines on the upholstery. Many dealers take great pride in the lengths they go to when preparing car so make sure you ask what they do. The real story will be told underneath and in the car's mechanical condition. Most private sellers don't go to extreme cosmetic presentation but enthusiasts' cars will stand out for their overall good condition and maintenance. Cleanliness is a major contributor to the all-important first impression but don't be blinded by shiny paintwork and ignore any mechanical anomalies.

The wealth warning at this point is not to be pressured by any seller who asks for a significant non-refundable deposit either at this early stage or before you have completed your own due diligence. It is essential that you or your appointed expert see the car and see the evidence it is the seller's to sell. We've heard of one seller who was asking for a £10,000 non-refundable deposit on a high-value collectible Porsche, even before the buyer had seen the car. This is how scams are run, by putting pressure on buyers who want highly sought-after cars. And it's so easy to be drawn into that criminal net when you're focused on a car that ticks all your boxes but ultimately might not actually exist.

Checking the car

The first part of seeing a car is to check the key documents mentioned above. Private sellers should be shown on the V5C at the address you have visited to view the car; some sellers of high-value vehicles may be reluctant to show strangers around their car at their home so if they ask to meet you elsewhere either suggest the local specialist they use or perhaps their place of work. Don't meet them in a car park on an industrial estate, you're asking to be scammed. It sounds obvious but do check that the registration mark on the V5C matches the one on the car and tax disc (don't forget from October the DVLA will no longer be issuing tax discs). Check the VIN number on the V5C is the same as the one on the car (the VIN can be found at the base of the windscreen on modern Porsches). The service stamps on more recent models (any car up to five years old) should follow the manufacturer's recommendations, from then on you'll need to look more closely at what work has (or hasn't) been carried out.

Needless to say a complete service history is the first step in understanding if the car has been well cared for. A vehicle data check is the other essential requirement to check the car isn't stolen, doesn't have active finance or has been subject to an insurance 'damaged but repairable' category

Owners quickly become familiar with faults and put them down as quirks of the car

(C or D). The best plain language explanation we've found on this is at www.honestjohn.co.uk. A Cat C or D can knock up to 30 per cent off the retail value of an otherwise attractive car. If the car has finance owing on it ask the seller how and when they intend to settle the finance. Ask to see a settlement figure so you can make part of the agreed price out to the finance house.

Even if you intend to have the car inspected prior to making an offer still take a small torch and if necessary, a magnet to check for filler in the bodywork. And wear old clothes so you can get down on the ground and look underneath. A few quick checks by you could save on a wasted inspection. All you can realistically look for is poorly repaired panels and fluid leaks from the engine but it will save your time and the seller's.

It's important to be realistic about reasonable wear and tear. There can be stone chips, marking in the interior and perhaps the odd small oil leak. The sort of defect that should turn you off is obvious bodywork corrosion or damage, paint mismatches, a dirty, very worn or wet interior, corroded or kerb-scraped wheels and, looking under the engine, heavily oiled or rusty parts. These can all point to a neglected car.

Carry a checklist with you to give method to your walk around. Note down any issues you see as potential bargaining points. Unless you are confident and proficient, we would caution against jacking a car up to look underneath or any

kind of dismantling. Many driveways either have loose surfaces or gradients and you will be liable for any damage to the car or the seller's property.

It is important you drive the car, so make sure your insurance allows this and ask the seller if they are happy for you to do so before you arrive to save a wasted journey. There are no secrets to the test-drive – you should be able to feel comfortable in the driving seat and the car should not have you wondering whether it should be making strange noises, steering oddly, have a difficult clutch or gear selection, a misfire or smoke from the engine. If it's the first time you've driven a Porsche bring someone with you who has experience of the model. You need to know what you are buying. Porsches, in the main, are easy cars for everybody to drive. That is their secret. On the test-drive don't try to show the seller you can drive the car fast, it's not a performance test. Have respect for somebody else's property and that the seller is allowing you to drive their car.

Some Porsches can be a little quirky in their user interfaces. The earlier cars (pre-'97) don't drive at all like a modern car, particularly in terms of steering weight and braking effort. But if anything stands out as odd, difficult to use or gives you cause for concern, it probably needs fixing. Don't forget owners quickly become familiar with faults and put them down as quirks of the car, another reason why it's good to have someone along with you if you're new to the car.

Don't be rushed and get expert help if you feel a proper check is outside your abilities. You'll find that only those sellers with something to hide will put up barriers when an inspection by a marque specialist is suggested.

If you want a dealer to hold the car for you, expect to be asked for a returnable deposit of perhaps £500, subject to satisfactory completion of your own due diligence. It's reasonable for a dealer to request a deposit to confirm that you are a serious buyer. From your viewpoint, the deposit should ensure the car is taken off sale while you complete your side of the buying process. If you are buying the car privately don't leave a cash deposit, but offer a cheque and an agreement to settle the balance subject to conditions you both agree on – for example, what is and isn't included in the sale, any remedial work that is to be carried out and if the seller intends to still use the car before you collect it. If they are not, make a note of mileage. Don't expect dealers or private sellers to wait indefinitely for you to arrange full payment. If it's going to take you longer than seven days discuss it with the seller and make sure they're happy with this.

When it comes to collection day make sure everything that was agreed to previously has been done – a service, MoT, new tyres, a paint or trim repair, for example – before you finalise payment. Complete the paperwork, get a receipt from the seller and enjoy your first drive home in your new Porsche ○



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(997) "2S" 3.8 "Gen 2" pdk
46,000 miles, (08 - 2008), Silver with black leather, sat nav£ 40,000



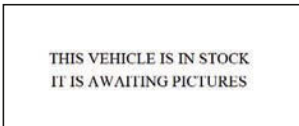
(997) Turbo 3.6 tip
43,000 miles, (08 - 2008), Basalt black with black leather, sat nav£ 47,000



(997) Turbo 3.6 tip
31,000 miles, (07 - 2007), Basalt black with black leather, sat nav£ 47,000



(997) "4S" 3.8
37,000 miles, (08 - 2009), Basalt black with black leather, sat nav£ 38,000



(997) "4S" 3.8
45,000 miles, (08 - 2008), Midnight blue with black leather, sat nav£ 36,000



(997) "2S" 3.8
35,000 miles, (08 - 2008), Basalt black with black leather, sat nav£ 35,000



(997) "4S" 3.8
39,000 miles, (07 - 2007), Basalt black with grey leather, sat nav£ 35,000



(997) "4S" 3.8 cab
38,000 miles, (06 - 2006), Silver with ocean blue leather, sat nav£ 33,000



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The devil's



in the detail

Restoring your Porsche goes further than a new coat of paint and an engine service.

We take a look at what's involved in restoring the very best classic Porsches.

Story: Stuart Gallagher
Photography: Gus Gregory



You've seen the headlines, read the hyperbole, digested the stories of the unstoppable rise of classic Porsche values and now you want a slice of the cake. But there's a problem. The cherished Porsche you've cared for, looked after and spent more on than you care to admit to the other half isn't actually the fittest and healthiest it could be. It's not what anyone would call neglected but those lots of small little jobs now mount up to quite a few big jobs, and if you are to rectify them you'll also need to take a look at a few other areas that, until now, you've put off doing so because, well, you already know what lies beneath and it's not likely to be pretty. Or cheap. There's no escaping from it, it's restoration time.

When it comes to restoring Porsches, be it a 356 or a 911 (let's be honest, the front-engined cars are a way off from having the kid's trust fund thrown at them to restore back to their former glory), the market is very well catered for. We're fortunate to be served by a very strong network of Porsche specialists who can turn their hands to breathing new life into what many would consider no-hopers. And as increasing numbers of old Porsches are being given a new lease of life, the specialists tasked with renovating them are still learning how to make old Porsches the very best they can. Remember, Porsche was a fast-paced company during its infancy, an engineer-led organisation that couldn't abide complacency or inferior solutions to problems. It's what made Porsche stand out from the crowd and, more importantly, has allowed the products of yesteryear stand the test of time so well. It also means that the pace of change in how the early cars were put together was unlike any other. With very low production cars from the likes of Ferrari, Aston Martin and Bentley you might expect them

to vary as each car was completed by hand to specific orders. By comparison the general consensus has been that Porsche always built its cars, the 911 specifically, in relatively high numbers using a production line process resulting in a car that varies only by the specification dictated by the available trim level. However, that's far from the case.

As values of classic Porsches have risen so to the fastidiousness and knowledge of the owners and specialists has grown. Even those with decades of 911 oil and paint under their fingernails continue to learn as owners – and Porsche – reveal more of the idiosyncrasies than went into building these cars as far back as 50 years ago.

What, then, are the levels now being taken should you want your 911 restored? "A bare metal respray, an engine rebuild and some new trim just won't do it these days," says Alan Drayson of Canford Classics. "No, that's wrong, that will do for some but the level of detail that is now being put into a restored car would be unimaginable even five years ago. The level of expectation is higher than it's ever been."

This increasing level of detail restoration is a consequence of a rising classic car market that expects the very best and uses a car's quality as a barometer of its value. It is also being driven by restorers using the opportunity to learn with every strip-down and rebuild and implement the new-found knowledge with every restoration. "I wouldn't say every car is different but we've come across cars that have never been restored before where the screws used on one side of the car to secure the trim are different to those used on the other. I can only put it down to the fact that two different people hand-finished the original build of the car," says Alan. "Previously it was common to work on cars that had already been restored

once in their life but now there are a lot of original cars coming in to the restoration market that are providing even greater detail as to how these cars were put together at the factory."

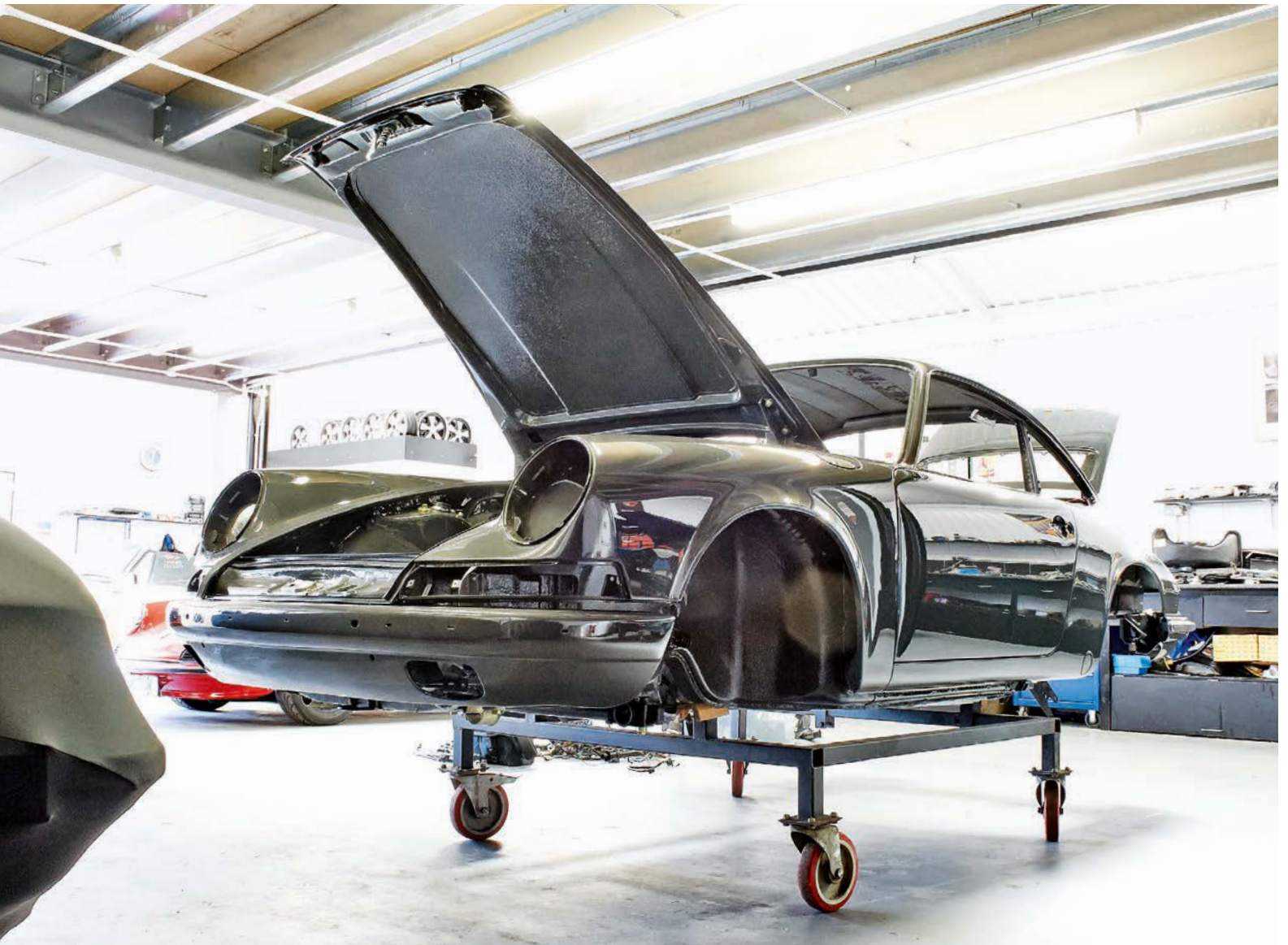
The level of work going into the restorations of Porsches is phenomenal. Alan started Canford Classic six years ago after successfully setting up Early 911, which is still run today by Nick Moss. Alan has recently moved to a new site just outside Dorchester in Dorset in order to bring the whole business under one roof and one site. "I've been repairing, restoring and breaking 911s long enough that the amount of spares I'd built up got a bit out of hand and, combined with the market going the way it has and customers expecting a higher level of detail, craftsmanship and originality than ever before, the time came to take stock (literally!) and bring everything we had as a business together," explains Alan. "A good specialist will want to do everything themselves or, if not, at least have access to every process to hand so the quality of the work can be monitored. That's why we needed to invest in a new purpose-built site. It also allows the customer to drop by and see every process of the restoration and be involved in the process."

The paint on the new workshop floor may still be tacky but inside and in the stores the approach is very much of old-school craftsmanship with a mix of modern ingenuity.

What then, is involved in restoring a 911 to the very best possible condition? The process starts in a simple and straightforward manner with a strip down that focuses on preserving every component that is removed from the car. "You could just rip it to pieces with the intention of adding to Porsche's profits and re-ordering all brand-new bits but you'll soon come unstuck as Porsche doesn't have a spare



The level of detail that is now being put into a restored car would be unimaginable even five years ago





for every part every model needs. Its spares supply is good but not inexhaustible," Alan explains. "It's only when a piece of trim or part is off the car that you can properly assess if it needs replacing or if it can be restored. People are often surprised at what can be rechromed, repaired or restored. Keeping original parts is always preferable. Some of the mechanicals may wear a couple of decades of grease and oil but we've got a vaporiser tank that will clean anything so its condition can be assessed to decide if it's reusable or not."

A walk around the stores upstairs at Canford gives you an idea as to the level of strip-down that occurs. Like many of the specialists who know their Porsches, Alan can identify parts without having to read the labels attached to them. Chrome trim for a 2.7 Carrera RS? Third shelf down, on the left. Glass for a 911 TR? Bottom shelf, on the left. Suspension for a 2.2 S? In the crate ready to be stripped and rebuilt. There's a psychedelic row of naked front wings neatly racked on the far side, accompanying bonnets stacked behind them. On the wall an aluminium door hangs like a work of art.

"We've found that over the years the more time you spend stripping a car the more you learn about it and the more time you save when you put it back together," explains Alan. "We've got to a level now where we've started to make replicas of original tools to help us strip the cars more carefully and with more precision." These include the door pin removal tool that was made on-site and allows them to remove and fit the pins without damaging them or the door hinge. Then there are the different sized 'keys' that are required to undo the bolts that hold components



in place that were never really designed to be removed in the first place. And then there's the countless nuts, bolts, fuel line hoses, brackets and pulleys that are either no longer available or prohibitively expensive to buy but make the difference between a restored car and a properly restored car. Canford makes them all on-site. "The only reason Porsche doesn't make some of these parts is because it needs to make a business case for everything it sells. Ultimately an accountant will say it's not economical for Porsche to remake and market everything that is needed to restore a 911 properly, so we have to make it ourselves in-house."

With the car stripped the shell then needs inspecting. "The outer sills are always removed, they're not worth saving, and then it's a case of inspecting every panel and area of the car. Porsche was quite logical in how it built up the shells but on any car that's 20, 30, or maybe 50 years old, no matter how good the engineering was back then it's old now."

Repairing a shell for restoration can be a contentious issue; if you re-shell a car is it a restored car or a new car? And what about new panels? Where do they sit in the scheme of a restoration project? "The first thing we do with a naked car is look for any previous repairs – the rear corners are the first place you look, unsurprisingly," says Alan. "After that you're looking at the condition of the chassis rails, the bulkheads and pillars and the floors. Everything basically. Fitting new outer panels is very common so don't be surprised if that's what's needed but what you do need to ask, and be shown, is the quality of the body those new panels are going to be fixed to. Customers are



People are often surprised at what can be rechromed, repaired or restored



often amazed at what is possible to repair and replace. An experienced Porsche restorer shouldn't be held back by anything they find."

The level of detail has moved on from spotting the rot and weak points and rectifying these issues, however. "As we started to go further and further with preparing the bodywork we noticed that each original Porsche paint sprayer would sign the car with a signature in the left corner of the dash panel. Now, if you've got a screen that's leaked and the scuttle needs replacing – which many do – what happens if the section of the panel with the signature on it is salvageable? Do we cut it out and weld it into the new panel or discard it? It's a conversion the customer needs to have with the restorer. If it was down to me, I'd want to keep it if at all possible. It's an original part of the car's identity."

Away from the body there are the mechanicals to think about. The ever-present conversation in classic car circles is regarding matching numbers, be it for a Ferrari fetching eight figures at auction or a 911 being sold through a specialist. But the 911 has a trick up its sleeve here, mainly thanks to its flat-six case being able to be retained while the barrels inside can be replaced. It may not be original but the numbers match, right?

"When it comes to the engine, just as it does with the rest of car, the important factor is getting everything right and not just focusing on the engine number," says Alan. "We're fortunate that Bob Watson has joined us to build the engines,

but the level of detail that is expected on the outside has to be repeated inside, too, even with the engine and underneath the car. We've had to start remaking the engine shrouds and the bits of trim, brackets, clips and connectors to get everything just right. The fuel line connectors can easily break so we have to make them. As with most parts, we could order them in but we'll only be waiting for someone else to make them, which adds to the build time, so it's quicker to make them on-site.

"Whether or not we change the specification of the engine to get a little more performance from it is down to the customer. However, if you speak to a good engine builder, they should explain the crucial spec changes that can make a big difference rather than simply sell you an expensive race-spec motor."

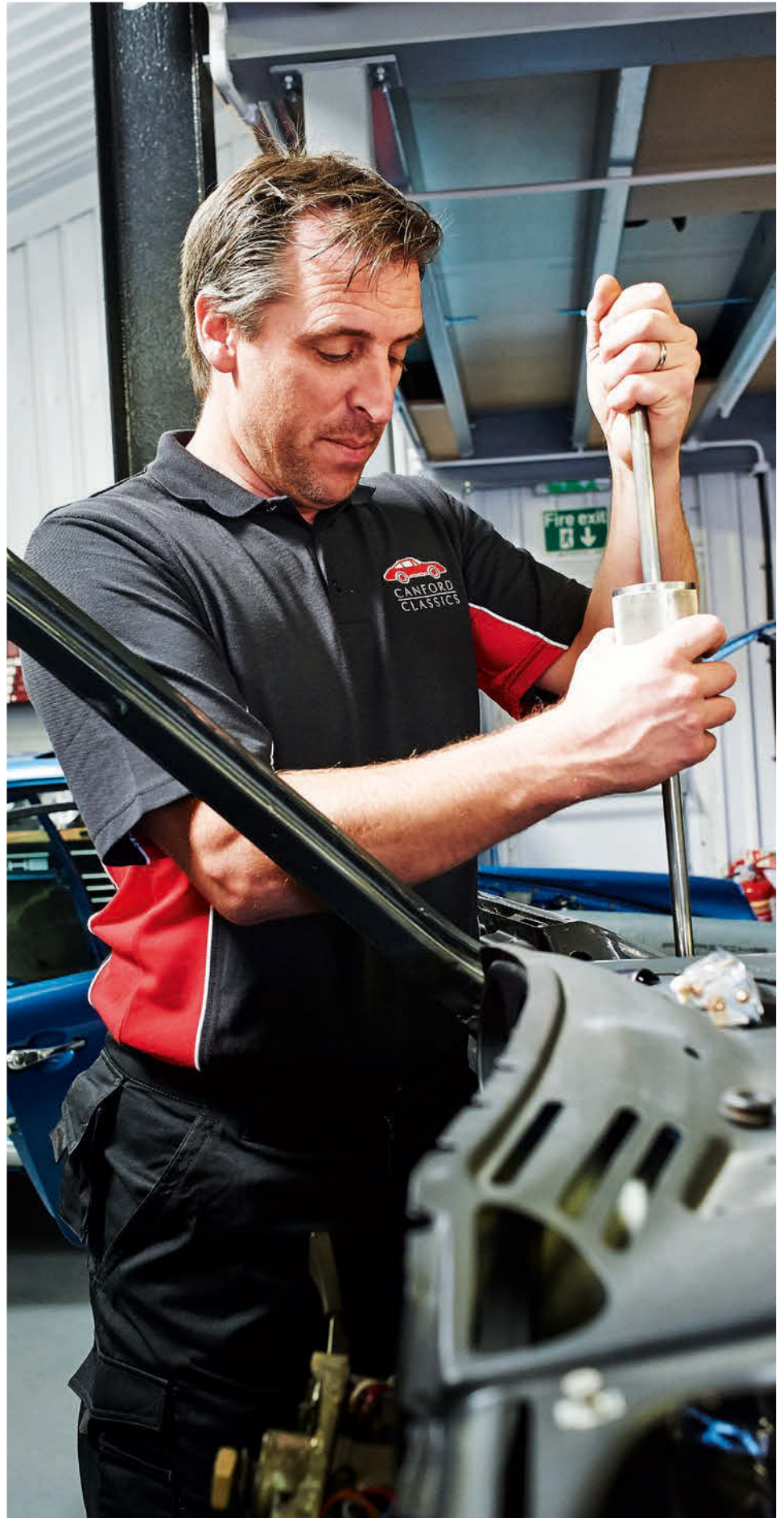
With a freshly built motor waiting in the wings and a newly-painted shell out of the paint booth the rebuild can take place. Well, it can, although any restorer worth their reputation will inspect the shell before the rebuild can start. "We've noticed there's a significant difference in how some cars are painted for a restoration, what some customers expect, and what the factory actually did in period. For example, a customer may want every surface to be freshly painted and finished to a deep shine and lustre but that's at odds with how the factory painted its cars. Walk around a shell that's been stripped for the first time and you can see how the car was painted,

where the base colour was applied on every surface and the lacquer stopped at the door shuts. To me that's authentic, but there's a trend for people to want every piece of metal that can be seen to be lacquered and polished to a bright sheen. It's not period correct, but it's a detail the market accepts."

Like a piece of flat-pack furniture the hardest part is assembling it and when it comes to putting a restored car back together this is where specialists earn their money. "We learn with every car we restore: how much underseal in the arches is the correct amount, that no matter how good a loom looks it will need new connectors, that every wire needs testing, and that the grain in the vinyl trim on the seats, the backrests and dash doesn't always run in the same direction for every model year. It's still nice when you discover a little idiosyncrasy because it means we can offer another layer of detail to the customer.

"This level of detail used to be the preserve of pre-war cars entered into the Pebble Beach Concours d'Elegance but today it's expected of a humble 911 2.4S."

The attention-to-detail the likes of Alan and his team demonstrate is truly outstanding, but is it really unexpected? The classic Porsche market has been in a rapid ascent for at least two years now, with traditional Porsche buyers joined by speculators, collectors and general classic car enthusiasts alike. And with each new group entering the market it brings with it a higher



expectation of the craftsmanship expected, presenting those working in the specialist Porsche market new challenges. "The clients coming in to this market aren't your traditional Porsche enthusiasts, although they still make up the bulk of our customer base," says Allan. "We always have one or two going through the workshop that we are restoring, not for a private owner but for a classic car specialist that perhaps deals with more exotic metal but has moved in to the classic Porsche market and wants – needs – to be able to market the very best cars. Naturally they turn to the Porsche specialists to have the work carried out for them, as they should, but they also bring with them experiences of other marque specialists and expect the same level of detail. It means extra work but it's all good for the industry.

"You always keep an eye on your competition, admire their work and pick up what they bring to each car, but ultimately you are only as good as the last car you restore so everything has to be at the highest level. And, of course, it means there are some wonderful cars out there that, perhaps in the past would have been hacked about for backdate projects or cannibalised for other projects but today they get to live on, which has to be good for everyone." ○

Thanks to all at Canford Classics for its help with this feature. And for the much needed coffee.
Tel: +44 (0)1929 472221; www.canfordclassics.co.uk

Classics at the Castle

Another year, another superb gathering of the finest Porsches in the land as Classics at the Castle puts on another show to remember.

Photography: Andrew Tipping



Is there a better classic Porsche event than Classics at the Castle? We've thought long and hard and can't think of one that is organised with such enthusiasm and passion than the day of celebration put together by Fred Hampton and his tireless team within the grounds of Castle Hedingham on the Essex/Suffolk border.

This year's event once again presented a jaw-dropping display of old and new road and race cars that fuel so many of our passions. The rare

and exotic were in full supply, with 356 Speedsters sharing ground space with such luminaries as the 365 Abarth and luscious 904 Carrera GTS. Amongst the rarities were line-ups of no less important Porsches; 356s coupés and cabriolets, along with 912s and pre-'73 911s drawing you in with their delightful patina. To the uneducated a line-up of 911s is just that – some see rear-engined air-cooled coupés and cabriolets with close relations to the VW Beetle. But to the rest of us it's a physical demonstration

of the breadth of Porsche's offerings.

Race cars are always a highlight at the Castle, and once again the RSRs lined up alongside the STs and TRs, 2.0-litre ice racers and Le Mans-winning 917s. And with race cars you're never normally far away from the person involved in creating these wonderful machines so many years ago. This year the great Jurgen Barth and Porsche's original Le Mans winner Richard Attwood were on hand, not only at the evening before at the Gala dinner, but throughout the





day signing autographs and posing for pictures. The personalities are as legendary as the cars they worked on and raced, and quite rightly so.

With every passing year there's always a Porsche anniversary to celebrate and this year Classics paid homage to the 911 Turbo – 40 years young in 1974. The line-up was extensive, and the range and breadth of machinery was faultless as this remarkable and most famous 911 was honoured in superb style. Tea trays, whale tails

and flachbaus were all represented, so too the later generations from the bad boy 964 to the latest 991. Age is no barrier at the Castle.

Carrera RSs and impact-bumper Targas lined up mirror-to-mirror, rat-look 356s joined the parade behind concourse-winning coupés and a Carrera GT blasted down the drive... then was outdone by a flat-12. Only at Hedingham.

Classics at the Castle has developed so much in such a short time and is a real meeting of

genuine enthusiasts who have an appreciation for all things Porsche. 911s are poured over with equal desire as 924 Carrera GTs and the 911 Carrera Club Sport. Displays from the passionate specialists provide an invaluable source of information and advice, while for others they provide the inspiration for their next Porsche journey, wherever it may take them. A great event, with great cars and great people. See you all next year! ○

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The 911 is back to rude health after nearly 12 months sidelined by a cold start problem. Steve Wright explains all.

Seeing an old friend after a long absence is a joyous occasion. You pick up where you last left the conversation and there's that instant familiarity and ease that comes from having known each other for so long.

So it was great to pick up my 2.2 S last week, not having driven it any distance since June last year when I took it to the old Formula One circuit at Chimay, Belgium to watch friends drag racing. We had had a tremendous drive, leaving at 4am for a 600-mile day trip that saw the hairs on my neck stand on end more often than they do watching a good horror movie.

But the S's cold starting wasn't good and it took an age for it to 'clear its throat' and sing. It got worse throughout last summer when I occasionally drove it, and then in September, with a road trip to Italy via the Porsche Museum, the Alps and a return via the Route Napoleon planned, it flatly refused to start, resulting in a last minute change of plan. I took my 50-year-old Karmann Ghia with a detuned drag racing motor because I knew it would be reliable!

The 2.2S sat in disgrace in the

corner of the garage until May of this year when I got around to getting it looked at.

A 2.3 litre twin plug ST-spec engine is not something you just fiddle with, so I sent it back to its original engine builder, Nick Fulljames at Redtek. Aside from knowing the lump intimately there are less than a handful of people to trust with this sort of engine.

The initial suspicion of a worn cold start mechanism proved wrong and a first pass didn't throw up any causes. The mechanical fuel injection pump was the only component not rebuilt when Nick completed the ST engine a decade earlier. So that was shipped off to Germany and came back looking magnificent, with two cracked plunger stops replaced. Unfortunately this didn't fix the cold-start issue but it did eliminate one major variable and I've now got piece of mind that every component in the engine has been rebuilt.

Suspicion was mounting that the MSD box was playing up, but Nick checked everything and that too was given a clean bill of health. The engine was then serviced and inspected, the fuel delivery and line pressure tested

but they were all as per the factory setting, so the only variable left before the spark in the combustion chamber was the injectors themselves. Nick replaced all six and the engine instantly burst into life as sharp as a razor blade. Seems 45 years of pressure had fatigued the spring that regulates the fuel from the injector nozzle into the combustion chamber. It's one of those things that degrades over time that isn't obvious if you regularly drive a car until a tipping point is reached. It's not a common problem and it's not easy to check so it was always going to be a case of eliminating the obvious factors first.

Despite the number of hours Nick spent doing diagnostics and having to ship the MFI pump to Germany I was pleasantly surprised with the bill. I haven't told Nick but I expected it to be twice what it turned out to be!

I drove the 911 back from Nick's workshop to Salon Prive, the international concours de elegance held at Syon Park in London.

Who needs drugs when an electrifying car just got better? I admit I've got used to the 356 race car with virtually no flywheel and

spins up like a motorbike engine, but you can't beat raw horsepower and revs. Fourth is the most impressive gear at 5000rpm – yes do the maths. I'm not going to put in print what speed this equates to but let's just say there were plenty of modern diesel cars in the right hand lane that were left as rapidly diminishing dots in the rear view mirror, wondering how an old car can pull up a hill that quickly! I spent most of the journey alternating between sweaty palms and laughing out loud.

Salon Prive was the usual mix of superb cars, lovely surroundings, champagne and great atmosphere. It also happened to be ladies day so that provided another twist on a lovely day. Asked if I enjoyed the day my reply was that if you can't have a good day there, you can't have a good time anywhere! There weren't many Porsches in the concours but there were a few in the auction. I drove home more carefully given the auction estimates – 911s are getting too expensive to drive like you've stolen them! Still, I always know with the 2.2s that it's like that old friend where you know the night is always going to be a bit wild ☺





The 911 S was sent to the corner of the garage to have a long hard think about what it had done last September. And then when Steve finally got around to having it fixed he took it to Ladies Day at Salon Privé. Some punishment that was!

long-term fleet

With gearbox oil and clutch fluids changed, track sessions attended, second opinions sought and thoughts of parking up the GT3 and leaving it to appreciate considered, it's been an interesting month for the fleet.

Should it stay or should it go? Jack's worried his GT3 is turning into a garage queen and will no longer be used as it was originally intended to be





2004 996 GT3

These are strange times. FAB is spotlessly clean. It lives under a car cover in a garage. It's not getting driven if it's raining. I'm watching the mileage and avoiding following cars too closely. I've even bought detailing products, for goodness sake! These are strange times indeed.

Anyone that knows me, knows I use my cars often and always try to enjoy them to their fullest potential. Mechanically I have always ensured they are in the very best condition possible, but things like mileage, paintwork, and cleaning have never concerned me... until now.

My little gem of a 996 GT3 is the first and only car I've ever owned that has become an appreciating asset. Yep, it's now worth considerably more than what I paid for it back in April 2012. Okay, so I'm probably still in the red a little given the amount of work I've done to the car during that period, the excess on the insurance claim probably just nudging it over; but still, considering how many miles I've added and how much enjoyment I've had out of it, it still works out as the cheapest car I've run in the last 15 years. In terms of performance per pound spent it's obliterated everything I've had before.

So the question is, has its recent rise in value tempered my use of the car? The answer has to be yes, without a doubt. But I would have to place a caveat on that. Had I not given the car a full glass-out respray at the start of the year then I think I would still be using it in pretty much the same way I did prior to that. I'd still keep it garaged, just to keep it out of the worst of the elements, but it wouldn't be cleaned to within an inch of its life prior to each time it was put away. And it wouldn't be living under a cover. But I'd be using it a heck of a lot more than I am right now.

No, unfortunately the car is just too good. It's still sitting at under 50,000 miles and the paintwork, tip to tail, is immaculate. It would be such a shame

to let the bodywork slide back into the same kind of used look it displayed before it had all that work done. As a result I now ensure the car is kept in A1 condition. I'd even dare to say it's become a bit of a garage queen!

So now the conundrum is this: do I keep it or do I sell it? If I keep it, it just wouldn't get used to justify its place on the Wood fleet. I'd become one of 'those' forum people whose only concern is whether the value of their car has gone up in the last 24 hours and by how much. I could use it, but then if I was keeping it as an investment I would feel the need to keep it under its current mileage, purely as a psychological barrier. And that would mean shorter trips and probably no more track days. Certainly no more European road trips to Spa. And that would be a real shame, these cars should be driven. Used for what they were designed for. They should be enjoyed as more than just a static asset.

If I decided to sell it, when? Now? Or next spring – the supposed high tide mark of the year for this kind of car? This is genuinely vexing me.

All the talk about the current used Porsche market is that what we are experiencing now is a bubble. That, like the housing market in 2008, the rises will soon become unsustainable and prices will crash as investors pull out. But knowing when, or even if, that will come is impossible to say. All I can say with certainty is that whenever I do chose to sell it, it will be the wrong time.

In the meantime, with the weather starting to turn to autumn I don't feel so bad about leaving it cooped up in a shed. It's booked in for a major service and its MoT is in a week or so from now. Regardless of how few miles I've been adding lately I want to make sure the service book is full of all the right stamps. Got to keep thinking about those future values.

*Jack Wood
@jackkwood*

long-term fleet

1986 924S

For about as many months as I can remember now I keep writing about how I need to fix this or that on the 924S. 'Fixing' in the sense of making it stop quicker and go round corners faster. So, not really fixing anything at all... until this month.

Driving to Blyton Park the night before the MotorPunk track day, I was a couple of miles from the hotel when I noticed the indicators were blinking too fast, meaning one of the bulbs was out. Not having a spare the job was put on hold until I returned home. Sadly, though, the following morning on the way to the track, the indicator began working again. No, that's not a good thing: a suspected dead bulb became an electric problem and car electrics are the devil's own work.

Once home I removed the rear light cluster and tested it with a

multimeter, the damned thing appeared to be working perfectly. I refitted the bulb and it worked. Blast. I refitted the light cluster and it kept on blinking. I bolted the cluster in place and clipped in the carpet and, well, you can see where this is going: the light ceased.

Systematically I checked the wires to the light cluster, working back from the top and giving it a little wiggle every inch until normal service was resumed. It transpired there was a problem with the live wire at the connector block. After cleaning the connector pins there was no improvement. I assumed that there was a problem where the cables went into the pins so, for want of something better to do, I cut into the insulated cover on the wire and the resoldered the connection. I am not entirely sure that this is a permanent

fix but it has me indicating clearly in both directions!

Soon after I encountered a second fault, although this was partly of my doing. Since I have been driving the car on track I have been dutifully changing the oil, engine and transmission, and brake fluid regularly but have neglected the clutch fluid. The clutch operation felt normal most of the time but at the end of a long track session there was a light graunching sensation through the pedal, not present under normal use. After fixing the indicator I checked the clutch fluid, it looked well past its best. Instead of being clear it was a sort of a vending machine coffee colour. I syringed the old fluid from the reservoir in order to check the true condition in a glass jar.

I part filled the reservoir with new fluid and then attached my bleed tool.

With the car on stands I removed the starter motor and clutch slave. I attached a bleed hose to the clutch cylinder, which ran into an old pickle jar. I loosened the bleed nipple and waited for the fluid to flow. Nothing. I checked all components underneath and in the engine bay but all appeared to be in order. Back under the car I pushed the slave piston in the hope that I would get the flow going, to no avail.

Once out from under the car I was looking for one tool or another when I heard a dripping noise. Victory. I checked my pickle jar but it was empty. From the middle of the car I happened to notice a high volume jet of clutch fluid being expelled from the front of the slave cylinder. I de-pressurised the bleed tool, which hadn't been holding a high PSI, and popped a bowl underneath in a half-



hearted attempt to save the garage floor from becoming completely soaked. When the geyser had subsided, and the mopping up had finished, I checked the slave and found most of the assembly, by design the internals, hanging on the outside.

Checking a few online stores it was possible to buy a reseat kit for the slave cylinder, however the price difference between it and a replacement part was minimal and the latter far less likely to end in tears. The order went in and I bought another bottle of DOT4.

Fitting the new slave cylinder was easy. Bleeding it was a pain; every time I thought I'd extracted the unwanted air, a few more tiny bubbles presented in the hose. Eventually it appeared the air was out. I bolted the clutch slave and starter motor back onto the car and tested by hand: a smooth action. I dropped the car and took it for a short drive. There was a marked improvement in operation, in a technical sense. For me, though, the clutch felt a little too light, the hydraulics operating a little too well. At low speeds I do find it a little harder to sense the bite point.

In true *Long-term Fleet* fashion

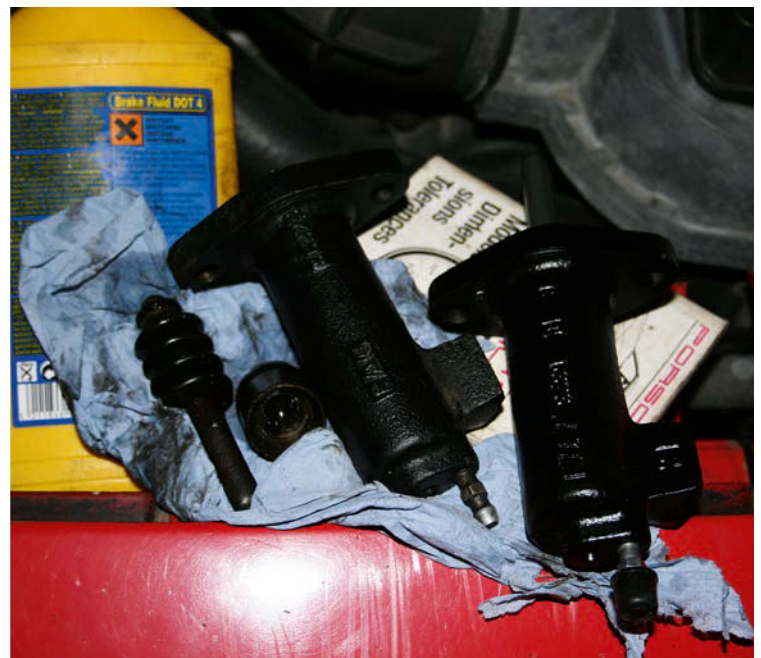
there was only one place to fully test my work: the race track. This time, Brands Hatch for the *GT Porsche* evening, where there was a great turnout from the 924's bloodline, mine being the eldest, up to and including three 968s. The event itself was great, with some really interesting cars. A special mention has to go to the 997 GT3 RS4.0, a remarkable machine and a car that one would be very fortunate to see on the road, let alone out on track – ironically, where it excels. In performance terms I was obliterated by many of the cars/drivers there, but I take a great deal of satisfaction from being out there with the cars I admire so much. I digress.

The clutch operated as I had expected and there was no gaunching toward the end of the evening, a point at which I was frankly amazed to still be on track: the tyre compound has reached the stage where the back is constantly moving around and the excessive noise called for an element of restraint through some of the corners. As for being overtaken, the indicators worked perfectly.

Matt Biggs
@pawnsacrifice



A change of clutch fluid has breathed new life into the 924's transmission this month





London, Brands Hatch, Tring it's been a month of contrasts for the 964, which will soon have a new MoT



1993 964 CARRERA 2

The *GT Porsche* track evening was a bit of an eye-opener for me, not just in the 'hmmm, this is interesting' way but more in the 'oh, that's not really the right line to be taking through Paddock Hill!' sense. Not wanting to miss an opportunity to get out on track at Brands Hatch I drove the 964 into central London for work then pushed off into the general melee at the end of the day heading for Kent. It was great fun bombing between the lights in the man-made canyons around Marble Arch and cruising past Buckingham Palace, the 964's small dimensions and torquey motor making threading between crazy cyclists and black cabs a doddle. The long slog down the A2 was a bit more laborious but it was worth it to grab an hour on track. There was a great crowd of Porsche enthusiasts and *GT Porsche* contributors, with lots of interesting cars, including the ultimate 997, a GT3 RS4.0.

But back to the eye-widening. As you'd expect, the first few corners on uncompromising rubber like Michelin Pilot Cups can be a little bit wayward



until they have built up a bit of temperature, but even after half a dozen laps they were not settling down, so I came into the pits. The pressures needed some minor adjustments but nothing seemed out of the ordinary so we headed back out for a few more laps. The grip slowly returned so all I can think is that after being stood for a while there was an element of degradation due to UV light or they've been past the ideal number of heat cycles from previous track days. Nevertheless, we had a few good laps of the tricky Indy circuit and it was an enjoyable evening.

Due to not having a current MoT I didn't take the 964 to the next track day at Bedford Autodrome as I had planned, but went along anyway to chew the fat and experience a few friend's cars, not something you necessarily get to do when you're enjoying your own car. Very generously I was handed the keys to a very healthy and well-prepared 968 Club Sport. This was an interesting comparison with the 964 as they were contemporaries when new.

Having just stepped from a BMW M3 saloon the 968 felt very much like a sports car, the interior and, in particular, the dash very driver-centric. The three-litre, four-cylinder engine was unlike any four-cylinder motor I'd experienced before. If I hadn't know the configuration I would have thought it a six-cylinder at least, particularly with the noise it made. This particular car was running on KW suspension and Toyo R888 tyres so it was the cornering speed that dominated the lap experience. The chassis was very balanced, as you'd expect from a F/R layout with a transaxle, but in spite of the grippy tyres it was still adjustable around the limit. I found it wasn't as stable under braking as the 964 but that could be used to your advantage at the point of turn-in. I can see why it has gained its reputation as a driver's car. I came away thinking it was all the sports car you'd ever need: driver-focused and pared back to the bare essentials and a formula that rarely gets repeated in modern cars.

I reported last month that the MoT

was due on the 964 but I hadn't booked the car in as the windscreen washer wasn't working. I didn't have time to physically check what the issue was but it seems typical for the main washer pump to fail at this age. So I booked the car in with RPM Technik to diagnose and fix the problem and then put it through an MoT. Before taking it over to RPM I swapped the Cup tyres for the standard road tyres – Goodyear Efficient Grip – not because the Cups weren't legal but they were showing signs of wear and I didn't want to give the MoT assessor any excuses for not passing it.

The first thing that struck me about the tyre change was how much quieter normal road tyres were and how driving round town the ride over small ridges and potholes was much smoother. Across the twisting roads over the Chiltern Hills there was far less grip but it actually made the drive very entertaining, the car moved around in the corners at quite modest speeds.

It's always fun rocking up to RPM's premises as there always seems to be

something interesting in the yard or showroom. It seems to be a good time to be Porsche specialist and in a relatively short space of time RPM has developed an enviable reputation. Outside was the latest CSR, RPM's upgrade project, this time a 996 3.4, just back from a shakedown at Spa. It certainly looked purposeful with its colour-coordinated HRE wheels, carbon ducktail spoiler and side graphics. Inside, the showroom had not one but two Guards red 964 C2s, both in obviously great condition, but with price tags to match. Darren Anderson kindly showed me round some of the projects they have in the workshop where several other 964s were also being treated to some love and attention, in particular a client car being given a thorough restoration to a very nice spec with backdated mods and a modern twist to a very high standard. Hopefully I'll have my car back in a couple of weeks, ready to bring home a new arrival to the Bradley family.

Ben Bradley
@BenB_7

long-term fleet

1981 911 SC

This car is making me look somewhat dim-witted. I filed my first monthly report outlining the problems with the SC but also praising it for its engine and character. Since that time I have been discovering an increasing number of niggles and after fixing each one I see exactly how far off the mark I was with my original assessment.

One problem I was convinced of from the off was that the gearbox was in poor form. At least, I hoped to hell it was! The SC has the oft-maligned 915 gearbox and cable-operated clutch and I have no frame of reference as to how a good one should feel.

First order of business was to change the gearbox oil. This is a job I undertake more often than recommended in the service manual and one I carry out on an older car upon delivery due to two factors: I don't know when the oil was last changed and, even if it is marked in the service manual, I cannot be certain that the correct oil has been used. The correct gear oil for the 915 is another contentious issue in the classic 911 world but my '101 Projects' book recommended

Swepco 201, so that was decided. The gear oil was £45 for 3.8-litres direct from the UK Swepco distributor; I couldn't find it in any of the usual outlets.

On paper, changing the gear oil on 911 is an easy job: there are only two plugs to remove, one to drain and the other to fill. Always remove the filler plug first as removing the drain plug, and oil, only to find that the filler won't budge means the car is going nowhere; far better to discover a problem with the filler and have the car drivable. Draining the gearbox was not an issue and the oil appeared to be relatively new but the colour informed me it was certainly not Swepco. When the gearbox was fully drained I refitted the plug and began the arduous process of refilling, which is made very difficult by the limited access, even when using a smaller bottle with a funnel. Next time I will use a pump as I lost a fair amount of oil to the garage floor, and money to the swear box; I'll soon have enough for a respray!

I had read many owner reports of Swepco 201 making the 915 box feel



like new. Sadly that was not the case for me. In fact, it didn't feel much different at all: a little smoother but with much vagueness and the car not wanting to change between certain gears, at times. On our trip to Wales at the start of the summer, Jack Wood observed that I would appear poised to overtake a slower car and even pull out slightly before delaying, and the car even slowing slightly before shooting off. Quite simply, I was not able to get the car from third down to second. I had similar problems changing in the opposite direction, being part way

through overtaking then not being able to locate the next gear to complete the manoeuvre.

The amount of play in the shifter when the car was in gear was comical; at times I had to push the lever against the reverse lockout to check if the car was in neutral. The SC shifter linkage contains four bushes, which wear through use and with wear comes additional movement in the gearshift. Replacing the bushes, which cost around £40 for the quartet, is more fiddly than it is difficult.

One thing I will say for the classic 911 against a modern variant is that the carpets may be a little thin but they are easy to remove. The first stage of this job is to remove the carpet from the transmission tunnel and from the rear seats to in front of the shifter. My car has the Sport Pack so I had to remove the centre console that houses the air-con controls.

Removing the access panel between the rear of the seats revealed the shifter coupler, on which I marked up the location and orientation of before removing. The trickiest part of



the refresh was removing the centre pin from the coupler. I don't have a press so the job required a home-made tool comprising sockets, wood and a hammer. It wasn't pretty but it worked. Installing the new bushes took seconds and the pin knocked back in with far greater ease than its removal.

Next I moved to the front and removed the shifter itself. There are a few bolts around the base to remove and then it pulls out. The bushing, a plastic cup on the bottom of the shift rod, popped off with a little force and likewise for the new one going on. Finally, there is a bracket that unbolts with the shifter. This housed the final bushing, which was actually the most worn and had hardened badly. The new parts were greased lightly and then the shifter reassembled in reverse order.

With the car back together I was rather excited to seat myself in front of the wheel and try my renewed shifter action. Instead I was quite deflated as I sat there going through the 'box and feeling it offered much of the same. Putting the car in gear there was marginally less play than when I started but it was still there. Driving the car, however, the difference was far more pronounced. Until warm there remained some troublesome shifts, mostly getting into first gear, but it is now far more positive than before.

I was at an AutoTweeup at Historit when a familiar white 3.2 pulled up, that of *GT Porsche's* Adam Towler. To take advantage of his experience of other SCs I got Adam to take my 911 for a quick trip around the block, for a more informed assessment, which was: the car needs tidying but the engine feels strong and the gearbox and shift were surprisingly good. It hardly needs saying, but I was very happy with that... if only my car looked as good as Adam's. To my mind, the gearbox and shifter refresh has vastly improved performance and driving experience. Time and money well spent.

Matt Biggs
@PawnSacrifice



The 915's shift action is infamous for its slackness and even after new bushes the improvement isn't exactly what you'd call life changing



2002 996 Turbo

I've spent the last three months gushing about the Turbo and how much I'm enjoying the ownership experience, but in the interests of balance I've decided that in this month's report I'll mention some of the aspects of the 996 Turbo that I'm less fond of.

In the October 2012 issue of this magazine, as part of his excellent *Turbo Files* series, Andrew Frankel wrote the following sentence which has remained lodged in my head since purchasing the Turbo: "You can see evidence far more clearly today than you would have in period of where Porsche systematically took money out

of the car." I think of this phrase every time I indicate for a turn or activate the wipers; the stalks in the 996 are unforgivably flimsy items in a car that cost £86,000 when new. In fact, the 996's interior in general doesn't have the build quality you'd expect of Porsche, with cheap-feeling and oddly-shaped buttons scattered around the dash. The steering wheel doesn't adjust for rake, which is a minor quibble on a car this age but in combination with a driver's seat which doesn't drop quite low enough, it leaves me feeling a little like I'm sat on top of the car rather than in it.

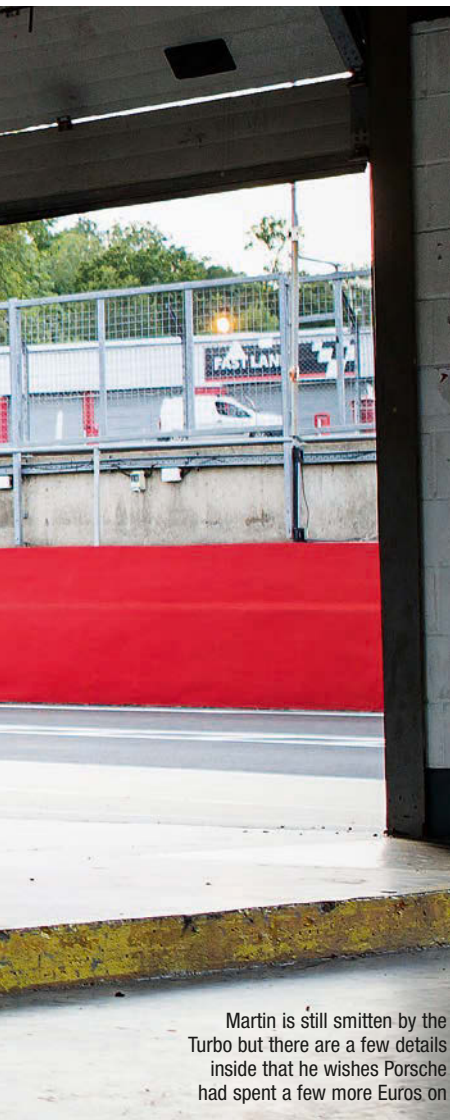
Looks-wise, those sharper face-lifted

headlamps are an acquired taste for me; I much preferred the old 'fried-egg' units fitted to my old Boxster. In fact, the whole front end of the car with its three gaping radiator inlets is probably best described as 'purposeful' rather than attractive, which probably explains why virtually all of my photographs of the car are from the rear three-quarters.

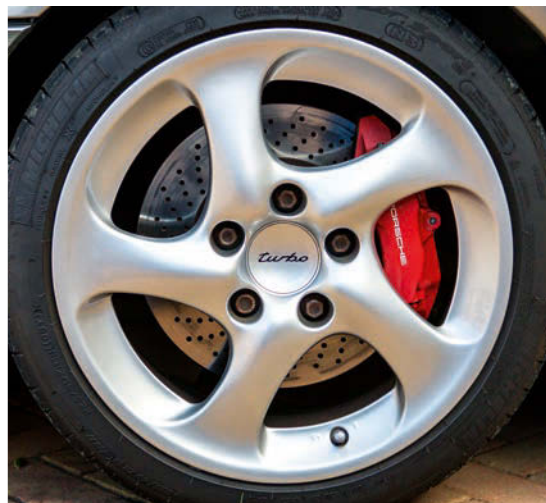
I've already mentioned my lack of confidence in the brakes in a previous report, despite them having been renewed all-round with new OEM discs and pads shortly before I purchased the car. They just don't feel up to the job of slowing down a car

capable of hitting 190mph. I'd hoped that the braking performance might improve after a couple of heat cycles but there's been no appreciable difference in braking feel or power, even after a couple of punishing sessions on track.

While I was at the recent *GT Porsche* track evening at Brands Hatch, I offered Perfection Detailing's Richard Tipper the chance to take the Turbo out for a few laps. As well as being an ace detailer, Richard is pretty handy behind the wheel and has a lot of experience with 996 Turbos, so I was interested to hear his thoughts on my car's braking performance.



Martin is still smitten by the Turbo but there are a few details inside that he wishes Porsche had spent a few more Euros on



After a number of maximum attack laps, Richard brought the car back into the pits and delivered an assessment that wasn't far off my own thoughts: "The braking power is there, but you have to push the pedal an awful long way – much more so than normal – and it's hard to trust the brakes as a result." The braking system on the 996 Turbo was lauded in contemporary road tests for its power, but I'm just not confident in the braking system as it stands.

That's enough moaning for now. The truth is, braking issues aside, there's very little about the car that doesn't make me smile, and for every

cheap-feeling indicator stalk there's something else about the Turbo that more than makes up for it. A couple of my favourite things about the 996 at the moment are the slow rise of the rear spoiler in the rear view mirror as you gain speed and the cooling grills at the rear of the car that remind me so much of the 959. Oh, and then there's the acceleration...

I've not written much about the performance of the Turbo so far, largely because the initial shock of the thrust it generates at full boost wears off surprisingly quickly and you find yourself able to deploy almost all of the power in anything other than

torrential rain. Familiarity breeds confidence very quickly in this car.

With this in mind, I recently took a good friend out for a ride in the car, just to gauge his reaction to full-bore second gear acceleration. After several track days I felt I'd almost become immune to the feeling of boost, to the point where a small part of my brain wondered if I'd left some power somewhere around Bedford Autodrome. I needn't have worried; the expletives that came out of my mate's mouth are unprintable in a family magazine, but suffice to say his reaction confirmed that the car isn't lacking in performance.

That said, I do want to get it onto a rolling road at some point soon, largely out of curiosity to see if the engine is actually making the quoted 450hp that the DMS remap is supposed to give. I have two excellent Porsche independents reasonably close by (JZM and RPM Technik), but in this instance I'm tempted to take the car to Nine Excellence – a garage that has a lot of experience in working with the 911 Turbo. It also offers brake upgrades, so I'm keen to find out potential options for improving the braking system on my car.

Martin Spain
@martinspain

long-term fleet

1986 3.2 CARRERA

The relationship between the Carrera and I is now sizzling along nicely. Just having a 911 in my world makes a positive contribution to my well-being.

I was able to get a second opinion on the car by taking it to a new Porsche specialist near J17 of the M25, Heritage Autowerks (www.heritageautowerks.com). Greg Cranmer, an American, runs the firm. He worked at another well-known marque specialist garage, Tognola, for many years, but has now started up on his own. People who really know their Porsches speak highly of Greg's knowledge and approach, and having met him previously and enjoyed his obvious passion for 911s, I arranged to take the Carrera down to see him.

Greg has an obvious affection for 3.2 Carreras, describing them as 'virtually unbreakable', and I think in a funny way it was his enthusiasm for C115ULY that really lit the flame for my own obsession with the car. It was almost as if I needed someone of Greg's mechanical knowledge to look over the car and drive it, then approve of it, to validate my own thoughts, given I wasn't talking about someone else's car for once.

Within a mile of Greg taking it for a test-drive something changed. Greg certainly wasn't sparing the horses, and it was interesting to experience the car from the second seat. The bottom line was it felt faster than I'd ever thought it was and even before we returned to the workshop I felt as though I wanted to push Greg out of the driver's seat and get back behind the wheel!

The first point of feedback was one I'd been expecting: the gear change. It has always been a little reluctant but I fear it's developing into something more akin to obstinate now at times. Both Greg and I think it's the linkage rather than the gearbox itself – there's nothing in the feel of the gears meshing (or anything audible) that suggests it's the latter. Nevertheless, I think it'll be the first job I attend to, as it's the only thing that currently impacts upon the enjoyment of driving the car. Beyond that there are some other areas to tidy, one of which will be a

suspension overhaul at some point with a view to freshening up the car's responses. I also must get around to removing the bulky mobile phone holder next to the centre console (there is no longer a handset there so I can't play at being an '80s Yuppie), and getting rid of the aerial wiring and glue patch on the rear window.

At one point talk did turn to fitting SSIs and a re-chip to really unleash the potential – and noise – of the 930/20 engine, but I've tried desperately to not think such thoughts since given the financial considerations. Perhaps that won't be effective for too long.

After Greg tidied a few bits on the car, and we discussed the cars currently in his workshop, I left inevitably late for my next meeting with a decent plan of attack in mind for what to work on next.

Around the same time ULY headed to Silverstone for a media event at the Porsche experience centre. The centre actually has a white 3.2 Carrera as part of its historic fleet based there permanently, and a number of other 3.2s arrived in both Coupé and Targa forms, as well as fellow *GT Porsche* contributor Jesse Crosse and his awesome black 930. I had a brief opportunity to take my Carrera out onto the circuit, and chose to head straight for the low grip track in the childish ambition to see how much sliding around I could do. Surprisingly, and rather meekly, the answer was somewhere near zero, as the Carrera exhibited massive understeer and little more than a wriggle and a single rear wheel leaving a black line on the ground. The tight track isn't as slippery as some facilities, and the lack of a diff played a part, but it's clear that at low speeds it actually takes a huge amount of provocation to get the car to do anything untoward.

I've also been following the precise instructions for checking and topping up the oil, the consumption of which seems to be within limits. It's another aspect to get into sync with, and all the more interesting for that. Like I said: 911 ownership is good for the soul.

Adam Towler
@AdamTowler



A quick go on Porsche's Silverstone test track highlighted that Adam's 3.2 Carrera needs a diff if he's to play out his tyre-slayer fantasies





Parr

They say that motorsport improves the breed, which goes a long way to explain Parr's standing in the Porsche community.

Porsche and motorsport go hand-in-hand, which is why you will find it common to spot a race car or two in any of the workshops or showrooms of the Porsche specialists up and down the country. If they don't race the cars themselves, they'll be preparing and running them for a customer or two, or even handling the sale of a former racer. After all, motorsport improves the breed, not just the cars but the people too.

One such specialist is Parr, the Crawley-based specialist headed by Paul Robe, that has been celebrating its 30th anniversary throughout 2014. Three decades in the business means the company has a vast level of experience covering every aspect of Porsche ownership.

Some of you may know Parr through its motorsport success, of

which there are many and would take a great deal of space to run through here. The highlights include 24-Hour experience at Daytona and Le Mans, championships in the British and victories in the FIA GT series. Then there is the Porsche Club Championships and victories that have been claimed by drivers who have all turned to Parr to build and run their cars and the Porsche Carrera Cup GB Championship, a series the company has been involved with since its inception in 2003.

Before Porsche GB took over the technical side of the series, it was Parr who was the designated engine builder and the official technical support team. It also ran the VIP and guest cars for the series alongside its regular championships drivers. These days the company is still active in the championship, running drivers in all

three categories and it was their driver Ben Barker who won the Carrera Cup race at Le Mans this year.

But you only need to look around the car park to see Parr is more than a globally successful race team and counts itself as one of the leading Porsche specialist, too. 944s, Boxsters, Cayennes and 911s of every vintage await the attention of the technicians and engineers inside. Leaving aside the motorsport side of the business for a moment, the regular car side is no less impressive. As with all Porsche specialists, Parr is able to turn its hand to every aspect of the business. Restorations of 2.7 Carrera RSs and Carrera 906s share workshop space with Cayennes in for differential repairs, Boxsters and 997s in for a service and GT3 road cars receiving a bespoke tailoring job to suit their owners' track day requirements.

Upstairs engines and gearboxes are meticulously stripped down and rebuilt, a fair few being rebuilt to a higher specification than when they left the factory. Alongside all of this, the company is also the UK distributor for Cargraphic, the German specialist that also enjoys strong motorsport links.

Porsche's on track success is one of the many reasons why so many of us buy into the company – that knowledge that the Porsches we buy are designed to the same fastidious standards as those that win on track. And it's that attention to detail that filters through to the Porsche specialists such as Parr that deliver the racing DNA to their road car operations.

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Cayman R (2011-2013)

The Cayman R was not only the most extreme 987 Cayman Porsche built, but it was also the best. But is this enough to make it a future investment classic?

If you want a Porsche that will hold its value, or even appreciate, buy an air-cooled 911. It's that simple. However, what if you don't like older rear-engined cars? A strange concept for some, perhaps, but there are many of us who prefer our transport a little more 21st century and some of the conveniences this brings. The problem,

however, is that most newer Porsches depreciate. It's all down to supply and demand – and there's a good supply of 997s, Boxsters and Caymans out there. To be fair, a current Porsche performs better than most new cars when it comes to depreciation but you can still expect to take a hit.

Is there, then, a way of having your

Porsche cake and eating it? As we reported in the September 2014 issue, a 997 GT3 RS now costs in the region of £120,000 – some £15,000 more than it cost new in 2010, which is great if you're selling and a tough one to stomach if you're buying. But what if you're looking to spend less than six-figures but still want a low volume,

unique modern Porsche sports car? This is where the Cayman R comes in.

The Cayman R was the coupé equivalent of the Boxster Spyder. It was 55kg lighter and produced 9hp more than the 3.4S. It was also equipped with a limited-slip differential and the chassis was lowered 22mm and used firmer springs and re-rated dampers. It





The Cayman R was available for the last two years of the 987 production run and followed a similar path as the Boxster Spyder when it came to weight saving



"They are holding their value well and command a worthwhile premium over the S"



Cayman R was equipped with a box of unique equipment including a bespoke rear wing and lightweight alloy wheels. Six-speed manual would be our choice, PDK would need paddles





was less RS and more S-Plus. The R was a series production model topping the Cayman line-up and cost £4124 more than an S. The weight-saving came via aluminium panels for the doors, lighter wheels, bucket seats and a host of small items consigned to the factory floor such as cup holders, instrument shroud, radio and air-conditioning (the latter two items were wisely spec'd by most new customers). Coming as it did towards the end of 987 production, relatively few Rs were sold which goes some way to explain the demand it still commands today. Is this enough to make the R the ideal investment opportunity, then?

In basic form, the Cayman R cost £51,728 (£53,731 with PDK) when new. Today, you can expect to pay from £37,000 to £43,000 for a used example depending on mileage and spec (many opted to have the climate and radio reinstalled). A Cayman S of the same age, on the other hand, can be yours for between £30,000 and £37,000, which is slightly more of a differential than the £4000 when the cars were new. It's not a massive difference, and if you bought an R new in 2011 you would be looking at a worse case depreciation of £5000 per year, only a slight improvement over an S of the same age.

It's also worth mentioning that, for the same price as the youngest 987 Cayman R, you can buy a nearly-new 981-model Cayman (£39,694), albeit the entry-level 2.7 and not an S. For some people, the lure of the new model is going to be very appealing. Others, though, will be drawn to the older R for its extra power, its lightweight philosophy and more dynamic approach, not to mention the thrill of owning and driving something just a little bit different. And a new 981 will also enjoy a depreciation journey all of its own, too.

Porsche specialist RSJ Sports Cars in Slough (www.rsjsportscars.co.uk) has

just sold a rather nice yellow Cayman R and has a white one on the way. Sales manager Darren Street agrees that the R is a good buy: "They are holding their value very well and command a worthwhile premium over the S," he says.

Apart from the odd scruffy 996 GT3, the R is the only track-orientated modern Porsche you can buy for under £45,000. For us, that is justification enough for owning one. It's also a reason for choosing a manual over PDK. As good as Porsche's dual clutch transmission is, there's no getting away from the fact that on track the Cayman's six-speed manual is the

gearbox of choice. Darren Street agrees: "PDK Cayman Rs seem to hang around, whereas we're seeing strong demand for manuals. Buyers also like to have climate control."

So it's looking good for Cayman R values, but will it suffer the same fate as other track day Porsches, such as the 964 Carrera RS and 996 GT3 RS and go up in value to the extent that owners will be too scared to use them in anger? With apologies to those of

you who already own an R, we really hope that they don't suddenly soar in value. And, to be honest, we're not entirely sure they will in the foreseeable future; nor does Darren Street: "I can't see them going up in value like an RS any time soon," he confesses. It's an understandable statement when you take into account the kudos a Porsche carries, but the Cayman R should perhaps be considered as a modern Porsche that

allows a greater number of us to enjoy one of the company's lightweight driver focused products.

Short term the Cayman R looks to be a steady performer, with values dropping according to age and condition while the very best examples will become more desirable and command stronger asking prices.

Longer term the R has the makings of a future classic; it was built in relatively small numbers, its

specification was unique to the car (the R featured bespoke elements that weren't available on the S, think 968 Club Sport compared to a 968) and it was the best of its kind – all the elements that make today's desirable cars so valuable.

For now, we'd pick up an R and enjoy its sublime performance and delicious handling and revel in the fact that Porsche is unlikely to repeat this unique concept again ○

"PDK Cayman Rs seem to hang around, whereas we're seeing strong demand for manuals"





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all you need to know...



Weight

The bane of engineers the world over, Jesse Crosse explains why weight – or rather lack of it – is so important in a car.

Weight. Men don't want it around their middles, woman don't want it anywhere. No car maker wants it in their cars either but the trouble is, weight is a fact of life that, like us, automotive engineers have to live with. Weight makes it harder to accelerate quickly, more difficult to stop in a shorter distance, hampers good handling and for a given level of speed and performance, burns more fuel.

When it comes to lightweight construction, motorsport leads the way. The ultimate potential performance can never be achieved if a car is carrying excess weight. However much power and torque it has, performance could always be better if it weighed less.

If we want to be really pedantic then what's really bad for cars is mass not weight. Mass is the amount of matter in an object, weight is a force exerted by gravity on a mass. Now this may sound like a school physics lesson but stick with it for a line or two more because all will become clear very quickly.

The difference is quite simple. Put a

Porsche Macan Turbo anywhere on the earth and its kerb weight will still be 1925kg, but fly it to the moon and it will weigh a lot less – and not because there are no kerbs on the moon, because the gravity on the moon is less. The mass, however, will be exactly the same.

So on the earth, weight and mass are effectively the same thing when it comes to plonking something on a set of scales. But thinking about mass rather than weight helps to understand things like the effect of inertia on cars. Mass has an effect horizontally as well as vertically and that is nothing to do with gravity. The 911, famously, has a 'high moment of inertia' because the greatest mass (the engine) is a long way from the point at which the car wants to rotate creating a pendulum effect. Having got that out of the way, we'll stick with calling it 'weight' from now on.

Inertia is like a stropky teenager or an elderly person set in their ways, it resists change. When you try and move an object, which could be a cup, a mobile phone or a car, it tries to resist

being moved faster or slower. So accelerate a car or hit the brakes and its reluctance to speed up or slow down is due to inertia. The same applies to making it change direction, it really wants to plough straight on.

It's pretty obvious then, that weight is a fairly hefty spanner in the works of just about every dynamic aspect of the car's performance, from handling to acceleration and braking to road holding. Steering is affected, too, both in terms of response and the car's ability to corner fast. It's easier to make all those things good with less weight.

That's not to say that heavier cars can't be made to behave properly, they can. A 991 still excels from a handling point of view, the Panamera is very handy on a closed circuit and the Cayenne and Macan both exude Porsche DNA despite their bulk. Then there's the Cayman, the handling of which is, well, sublime. That is mostly because its mass is concentrated in the middle rather than at one end, due to its mid-engine configuration.

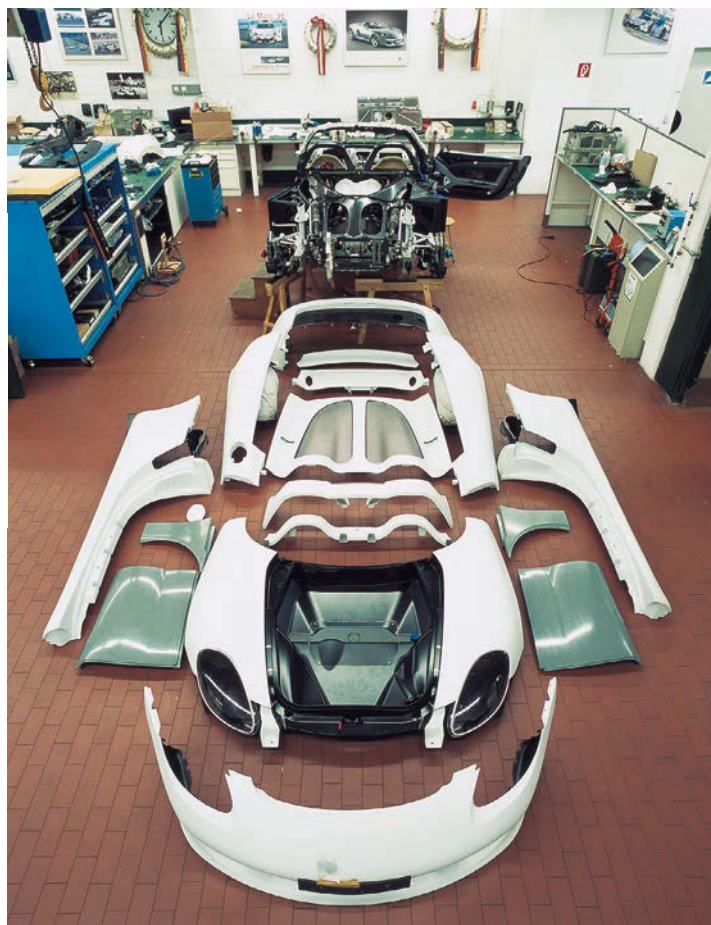
The Porsche that probably best demonstrates how the challenge of

weight versus dynamics can be overcome is the 918 Spyder. It weighs in at a relatively hefty 1674kg for the standard version, that figure dropping to 1634kg with the stripped-out Weissach package. The weight is due to the technology associated with hybrids, such as two electric motors, battery pack, power controller and cabling. Porsche has done its best to offset the extra weight with carbon fibre doors, polyurethane bumpers, thinner windscreen glass and at the core of all these things is a carbon fibre tub.

The Weissach package sheds more weight with ceramic ball bearings replacing steel in the wheel bearings, magnesium wheels, carbon fibre rear view mirror and windscreen frames, and the use of Alcantara trim in place of leather. The 918 clearly goes and handles well, as its Nürburgring lap record shows, but Porsche's assertion that the extra weight is a benefit at those speeds, keeping it planted, is a little lame as that's the job of aerodynamic downforce.

Less radical measures are taken on all new cars these days. The use of

The 918 Spyder (below) is an engineer's nightmare when it comes to weight. As well as packaging the conventional petrol engine drivetrain they had to place the electric motors within the car and maintain an optimum weight distribution. The Carrera GT (right) used carbon fibre to keep the weight down and production models such as the 991 (below, right) use different lightweight materials depending on where they are used in the car and if they have a role to play in the car's safety



lightweight materials from magnesium to sound deadening materials helps, but a major weapon in the battle of the bulge is the amount of work that's done using computer aided engineering (CAE) to optimise the design of structures for weight, stiffness and strength before metal is even cut for a prototype.

The need to 'reverse the weight spiral' caused by increased safety systems, growing vehicle size and customer demand for gadgets and features has almost become overused these days. Porsche managed to keep the 991's weight to 40kg below that of the smaller 997, which although not a huge amount, is substantial when measured against the extra equipment and performance it has. Porsche says were it not for all the incremental weight-saving measures throughout the car the 991 would have weighed 51.3kg more, not less, so it's an approach that works.

The Macan has also been weight-optimised as far as possible, although perhaps not to the same extent. The bodyshell is said to be a lightweight

design and aluminium components are used in the axles. The Panamera has aluminium axle components, too, along with bonnet, wings and rear hatch. There's also the small matter of the engine, which in the current Gen 2 cars is downsized from a V8 to a V6. This is not only more efficient but it weighs 30kg less than the V8.

Cars are a puzzle and weight-saving is something that's achieved by attention to individual details rather than any single major feature. The weight of the Porsche 908/3 racer of 1970 was paired down to 545kg, with steel accounting for just two per cent of the materials used to make it. Bolts were cut to the exact length and each one drilled hollow and electrical ignition ballast resistors (coils of wire) were cored with balsa wood to save a couple of grams. So not much has changed in that respect although in modern road cars, safety isn't as compromised as it was on the 908 and the techniques used for shedding weight are much more sophisticated ○





Bodywork repairs

If you run your Porsche on a budget there are few skills you could learn to help keep the running costs sensible.

Rust. It can be there right from the start, or it might creep up on you insidiously, first with the odd bubble and then a hole. The only way to deal with full-blown rot is to cut it out and weld a plate in, or even replace a whole panel in extreme cases. Once steel has become iron oxide there's no reversing it.

If you're practically-minded and can get your hands on some air tools and a MIG welder you might be surprised at what you can achieve with a bit of practise. If you do have a go at the following, remember, safety first and always use protective goggles and gloves when cutting or grinding steel.

So what options are open to you when it comes to repairing a well rotted piece of bodywork? One way is to replace a panel and the other is to cut a section of panel out and weld in a fresh piece of steel, tailor made to fit the hole. 'Butt' welding a patch in like this is perfectly okay as long as you don't turn an individual panel into a patchwork quilt. But there's a limit,

both in terms of quality and safety.

The neatest way of patching requires a few special tools. First, the hole needs to be cut out and if the area is relatively flat it's fairly straightforward. Draw a square big enough to leave only rust-free steel and cut it out using an angle grinder with 1.5mm thick disc, a body cutter (a small air tool fitted with wafer thin three-inch discs) or a body saw (an air-powered pad saw). Before rushing out and buying air tools, be warned, you need a big compressor capable of shifting a big volume of air.

Next job is to make a pattern for the new section. One way of doing that is to hold a sheet of A4 over the hole and make a kind of brass rubbing of the edges. You can use a pencil but dirty fingers work just as well. Cut out the shape and use it as a template to cut out a fresh piece of mild steel (correct thickness, buy online or from the local blacksmiths) and file it to the exact shape. It takes time and patience to get right and needs to be a snug fit in the hole as electric MIG welders don't take too well to large gaps. A tiny gap is okay,

as it lets the hot patch expand during welding without buckling the panel.

The patch can then be held flush in place using body magnets (a variety are made by various tool suppliers) or there are special temporary clamps to do the job called blind fasteners. Once the patch is in position it can be welded in bursts, one side and then the other, taking care not to overheat the steel otherwise it will distort. The technique is to weld a small bead then let it cool. An air line is useful for speeding this up.

Can't weld? MIG welding is fairly straightforward once you know how. You can take courses or read up on it, then it's just a question of practising on test pieces to see how you get on. It's probably wise not to make a Porsche your first project, though. MIG welders feed a filler wire from a spool into the job which is earthed to the welder with a clamp. An electric arc strikes up between the wire and the power must be set according to the thickness of the steel. The welder shrouds the wire and molten pool with a mixture of CO₂ and Argon, or just CO₂, fed from a bottle.

Small hobby-sized bottles are readily available and hobby welders from the likes of SIP can be bought from any retail tool supplier. It's important to get the hang of making strong, flowing welds that penetrate right through the joint and if working on structural areas your welding really does need to be top-notch.

Once the welding is done, the weld can be 'linished' flat on the outside with a linisher (like a kind of sander for steel) ready for final finishing. The other method of inserting repair pieces is to use a 'Joggler' to crimp a step along the edge of the metal that overlaps the edge of the hole rather than butting up to it. It makes a strong repair but is unsightly and can cause more distortion if it gets too hot during welding.

This kind of work isn't for the unskilled, but practice can make perfect and learning such a skill could be the difference between keeping your budget Porsche on the road, track or rally stage and having to spend big money asking the professionals to restore it for you. o

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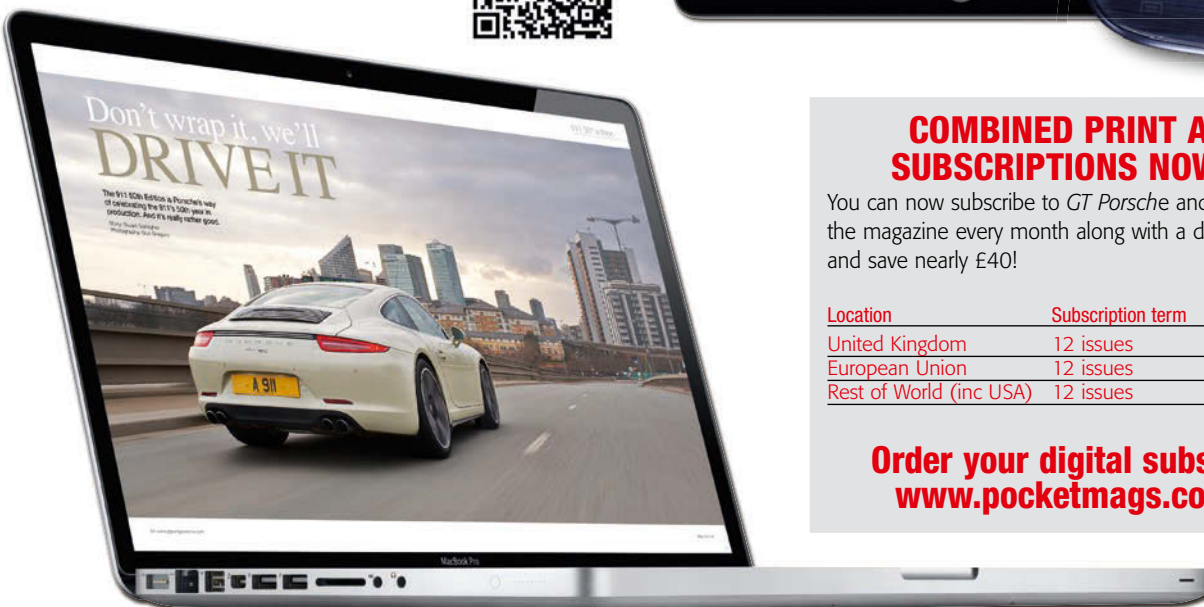
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GMÜND COUPÉ/356: 1948 – 1964

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 carburetors and 7.0:1 compression ratio. Drum brakes were fitted all-round.

1950: 'Pre-A' 356: – Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced. **1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range. **1955:** 356A: – New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day. **1959:** 356B: – 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details. **1961:** Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes. **1963:** 356C: – Reworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details. **1964:** Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.

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



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911 (964): 1989 – 1993

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

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

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

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



911 (993): 1993 – 1996

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

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

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

and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50 kilos heavier than coupé equivalents. **1990 to 1991:** 1991MY – **Significant developments:** Rear drive, 3.3-litre 320hp 964 Turbo introduced complete with 'Cup' design mirrors. **1991 to 1992:** 1992MY – **Significant developments:** Stripped-out Carrera 2 RS launched – the first RS since 2.7 Carrera RS in 1973 – and proves a hit for those who like their 911s raw. 381hp Turbo S model available to order (80 built). **1992 to 1993:** 1993MY – **Significant developments:** Speedster introduced, rear-wheel drive only and based on Cabriolet for US market. 3.6 Turbo production begins in Jan 1993.

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

993 (1993 – 1998)

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

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

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

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

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

996 (1997 – 2004)

1997 to 1998: 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2.

Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **996 – 2000 to 2001:** 2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174

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997

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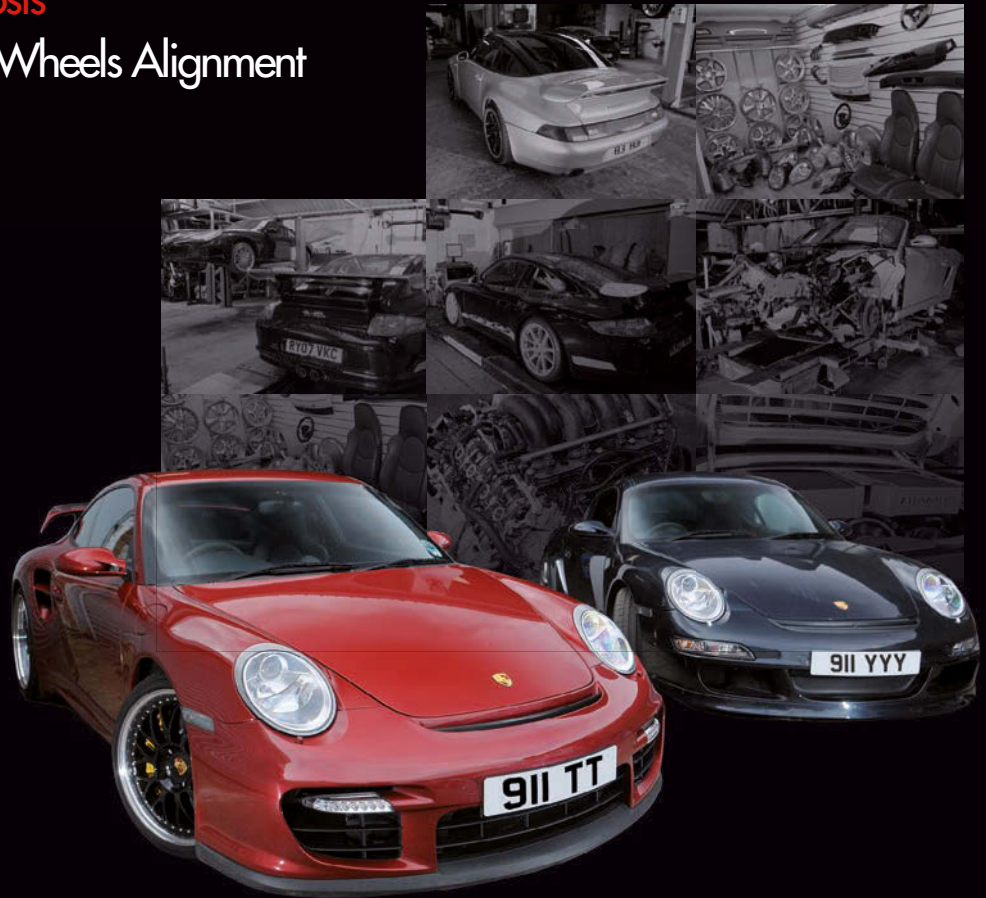
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996: 1997 – 2005

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

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



997: 2004 – 2008

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

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



911: 2008 – 2012

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

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

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

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

997 (2004 – 2008)

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

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-60	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204

997 gen-2 (2008 – 2012)

2008: 2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. Porsche Active Suspension Management (PASM) standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on the top speed. **2009:** 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 VTC 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



911 Carrera RS (993, LHD, 6-Speed)
Jet Black • Black & Grey Leather Sport Seats
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£69,995



911 Carrera 2 S (991, PDK)
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20" Carrera 'S' III Wheels • Sport Chrono Pack
7,507 miles • 2012 (12)
£69,995



911 Carrera 2 GTS (997 GEN II, PDK)
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Touchscreen Satellite Navigation • 19" Centre Lock
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£63,995



911 GT3 (997, 6-Speed)
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Satellite Navigation • 19" GT3 wheels • 38,422
miles • 2007 (56)
£62,995



911 Carrera 2 GTS (997, 6-Speed)
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£59,995



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

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

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

The second-generation 997 Series was Porsche's most expansive line-up of the 911 in the car's history with 22 'basic' models having been introduced. Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, GT2 RS and GT3 RS4.0) and two models are only available with the seven-speed double-clutch unit (Turbo S and Speedster). Only five models are offered with a narrow body (Carrera and Carrera S – coupé and cabriolets – and the GT3) with the rest of the range all use the wider body first introduced with the four-wheel drive models. 12 coupés, seven cabriolets, two Targas and a Speedster body are available. Three different size of brakes are fitted, one of which is made from ceramic composite material, two suspension systems are available (passive and active – PASM), with five different front and rear track widths also used. Four different engines are offered.



991: 2012 – TO DATE

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry over parts were very few, the changes made were like nothing seen in the last 17 years. The 911 has always innovated and the 991 was no different. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering. The latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

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

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

and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed the kilos as do the plastic rear and rear quarter windows. Only 500 built, and all sold out within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK only transmission available, PCCB standard and Pure blue paint or white the only colours. Windscreen is 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé or cabriolet and again mixes the Carrera 4 body with rear-drive running gear; again the 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK are both available, and PCCB is optional. 19-inch RS Spyder design wheels are standard and the GT3 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 ever seen. The direct fuel injection engines are carried over from the 997 generation of cars, so to is the seven-speed PDK gearbox. However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the slick-shifting six-speed manual. Other mechanical highlights include the option of Porsche Dynamic Chassis Control (PDCC) on a 911 for the first time, dynamic engine mounts and torque vectoring. Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911 generations. The Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, the Carrera S models with a 400hp 3.8-litre motor. **2013:** The Carrera 4 and 4S coupé and cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, the four-wheel drive variants were equipped with a multi-plate, electronically controlled version of Porsche Traction Management. As with previous Carrera 4 models, the rear of the car was 44mm wider than the two-wheel drive derivatives. At the Geneva Motor Show in March Porsche revealed the new 911 GT3. Those who thought the 991 was a controversial 911 could barely speak when the specification of the new GT3 was announced. Out went the Hans Mezger 3.6-litre engine and in came a 475hp, 3.8-litre direct injection engine based loosely on the Carrera S's motor. This was just the beginning. No manual gearbox would be offered, instead only a heavily revised PDK unit would be fitted. There was also active rear-wheel steering, electric power steering and, for the first time the GT3 was no longer a narrow bodied car, its shell now taken from the wider Carrera 4. Soon after the GT3's announcement came the details for the new 911 Turbo. Well, two actually. The 991 will be available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDCC, dynamic engine mounts are all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175
Carrera S	2012	1395	3800	400	325	4.5	188
Carrera 4S	2012	1445	3800	400	325	4.5	185
GT3	2014	1430	3799	475	325	3.5	196
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

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912: 1965 – 1969; 1975

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

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



914: 1970 – 1976

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



924: 1977 – 1988

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

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

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

912 (1965 – 1969; 1975)

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

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

914 (1970 – 1976)

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

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

924 (1977 – 1988)

924 Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. **Martini 924 SE** launched; **1978:** Bodysell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. **Le Mans SE** model offered; **1981:** Carrera GT introduced. 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 brakes. Power steering standard, redesigned interior; **1987:** LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo; **1988:** Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered; **1989:** 944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2

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924, 944, 968, 928



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.

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

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

959 (1988)

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

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

968 (1992 – 1995)

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

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

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

2009 – 2013); 981 (2013 –)

BOXSTER – Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-04) – **Significant developments:** Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags; **1999:** Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows and twin-centre exit exhaust pipes and larger 17-inch alloy wheels only exterior change to distinguish 'S' from standard model. Entry-level Boxster's engine capacity raised from 2.5- to 2.7-litres. resulting in healthy power hike to 220hp. Both models available with five-speed Tiptronic gearbox; **2003:** Boxster's first face-lift. Both 2.7 and 3.2S models gain extra 8hp, raising power to 228hp and 252 respectively. S's torque also up by 3lb ft. Front and rear bumpers are new, and the air intakes are improved for both aerodynamics and cooling. New retractable rear spoiler also fitted. Clear indicators, upgraded interiors (cup holders), sportier exhaust note and lighter alloy wheels help differentiate the new from the old.

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

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

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

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

Eight years after the first car's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

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

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



BOXSTER 981: 2012 –

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven-speed PDK double-clutch gearbox available as an option. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and in the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports car packages you can buy.

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

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

BOXSTER 981 (2012MY –) Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) – **Significant developments: 2012:** Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engine Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991.

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

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

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

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

*manufacturer's claim

Cayman 981 – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013 –** 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175

*manufacturer's claim

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

Cayenne – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air



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1993 964 C4 Cab, Amethyst Red, 59k miles, Cup alloys and mirrors, £34,995

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CAYMAN 987: 2005 – 2013

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

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



CAYMAN 981: 2013

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

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

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



CAYENNE: 2003 – 2010; 2010 – TO DATE

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

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

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

¹ when combined with electric motor, 333bhp and 324lb ft without. * 0-60 mph time

Porsche Carrera GT (2003 – 2006)

Carrera GT – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicon 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.

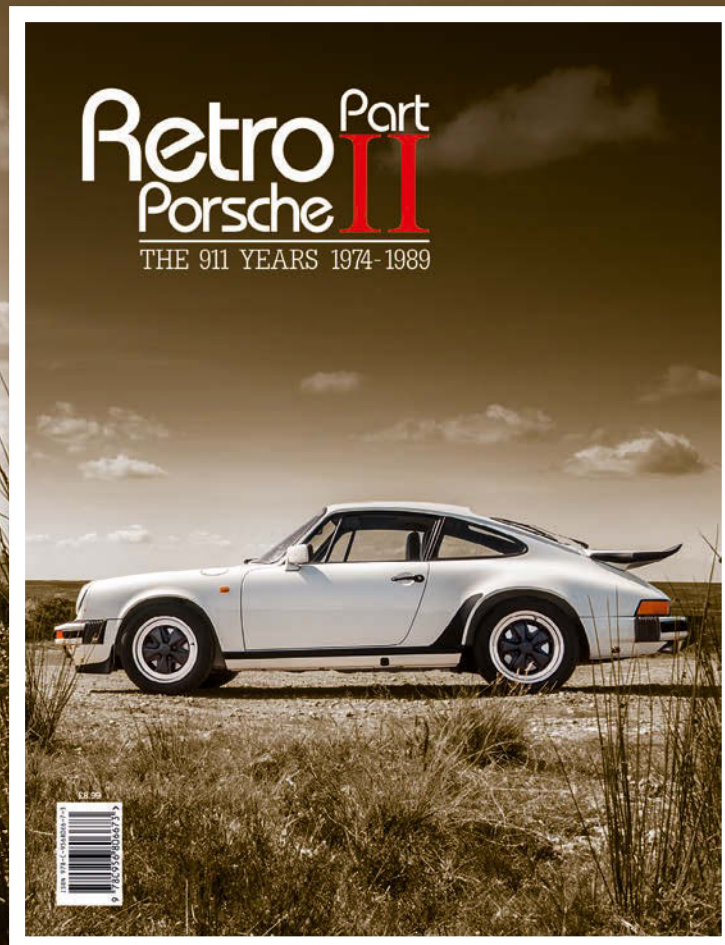
MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Carrera GT	2003 to '06	1380	5733	612	435	3.9	205

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, both engines feature Direct Fuel Injection (DFI) and VarioCam Plus one-sided variable camshaft management with adjustable valve lift, both engines meet EuroV emissions; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with Porsche Traction Management and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne SUV, but PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with Porsche Active Suspension Management (PASM) standard on all models, self-levelling adaptive air-suspension standard on Turbo. Porsche

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

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

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

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



CARRERA GT: 2003 – 2006

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



PANAMERA: 2009 – 2013

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

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

Panamera range is extended further with the cracking diesel model in 2011, along with the S Hybrid and slightly bonkers Turbo S. The former two are rear-wheel drive only and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breathed on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly two-tons.

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

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

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

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

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

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918 SPYDER: 2014 –

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



MACAN 2014 –

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

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

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

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

918 Spyder (2014 –)

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

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

Macan (2014 –)

Macan – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo) **Significant developments: 2013 – 2014**MY Built at Leipzig, the Macan is Porsche's first attempt at a Compact SUV and shares much of its running gear with Audi's Q5 on which it is loosely based and slots in below the Cayenne in Porsche's SUV line-up. The two petrol V6 engines are donated by the VW Group, as is the 4-cylinder, turbocharged petrol engine, so to is the V6 diesel although we've seen this before as it's the same unit that is used in the Cayenne. Macan S gets 340hp three-litre biturbo V6, 157mph top speed and 5.4-seconds 0-62mph time; Turbo is equipped with 400hp, 3.6-litre biturbo V6, reaches 165mph and cracks 0-62mph in 4.8 seconds. S Diesel fitted with 3.0-litre single turbo V6 diesel engine reaches a 142mph maximum and 0-62mph in 6.3 seconds. All Macans feature the latest Porsche Traction Management (PTM) four wheel drive running gear, and the drivetrain is essentially rear-wheel drive, sending the required torque load to the front axle when it's required, which is similar to how the 991 Carrera 4's PTM system works. Porsche's seven-speed PDK transmission is standard across the range – there is no manual option – and an 'Off-road mode' can be selected from the cockpit at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard on all models. The S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with an optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and the S Diesel 44.8 – 46.3mpg. Emissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are available with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus (Porsche Torque Vectoring Plus) is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. Porsche Ceramic Composite Brakes were not offered at the time of the Macan's launch. All Macan models are fitted with different size tyres front-to-rear. The S models are fitted with 8x18s on the front axle with a 235/60R tyre and 9x18s on the rear with a 255/55R tyre; the Turbo has the same width wheel and tyre but a larger 19-inch diameter and runs a 55R and 50R profile front-to-rear. The narrower front tyres are to provide greater steering feel, the wider rear tyres for optimum grip. Six wheel designs measuring up to 21 inches are available. All Macans are fitted with electromechanical power steering. Porsche Communication Management is fitted as standard (sat-nav is standard on UK models) and the three-dial instrument layout includes a TFT display. Bose and Birmesther sounds systems are optional and your Macan can be monitored using Aha Radio App. Porsche Car Connect (PCC) is also available and allows you to access vehicle information and control certain functions via a smartphone. Other features available include a lane departure warning and Automatic Cruise Control (ACC). Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models, PDLS Plus offers high beam assist and a wider light spread at junctions. Interior is a further evolution of the design first seen in the Panamera with a transmission tunnel rising up to meet the centre console. The three-spoke multi-function steering wheel, which comes as standard with paddle shift controls for the gearbox, is a variation on the design used in the 918 Spyder. Full length panoramic glass sunroof available at extra cost and S models are trimmed in partial leather and alcantara, with a full leather interior a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).

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

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964 Speedster

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NOVEMBER 2013

Cover Story: The launch of the 918.
Inside: 991 Turbo S first drive. 997 Turbo S European road trip. 911 Turbo: The first 40 years. 930 SE Cabriolet driven. Classics at the Castle report. *The Market Place:* 996 Turbo. *How Does That Work?* Four-wheel drive. Tech Guide: Polybushes.



DECEMBER 2013

Cover Story: 911 S/T drive story.
Inside: 2.0-litre SWB 911 driven. 991 suspension test. How to hire a classic 911. Spa Six Hour report. 991 Turbo first drive. *The Market Place:* 993 Carrera and Carrera 4. *Me & My Porsche:* Martin Stretton's 2.7 Carrera RS Replica.



JANUARY 2014

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



FEBRUARY 2014

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



MARCH 2014

Cover Story: PS Bespoke Speedster.
Inside: 981 Boxster v Cayman S. 911 3.0 RSR replica. 964 Carrera 'RS'. 997.2 GT3 v 997.3 GT3 RS track test. 964 Carrera 3.8. 911 SC Lightweight. 991 Targa first details. Porsche & I: Rolf Nilsson. *Market Place:* 997 Turbo Coupé. Buying a Porsche for £30,000.



APRIL 2014

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



MAY 2014

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



JUNE 2014

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



JULY 2014

Cover Story: *Ultimate Guide:* 987 Boxster
Inside: 997 Speedster v 991 Turbo Cabriolet. First drive: Boxster & Cayman GTS. UK first drive: Macan Turbo. 996 Carrera 4S. Front-engined Porsches: the V8s. 956 1982 WEC debut.



AUGUST 2014

Cover Story: 964 25th Anniversary
Inside: Porsche at Le Mans, its return. 987 Cayman *Ultimate Guide.* 911 2.4 S Targa. 991 Carrera 4 25th Anniversary. Derek Bell and the 962. *The Market Place:* 996 GT3 RS. *Tech Guide:* Strut braces.



SEPTEMBER 2014

Cover Story: 911 Turbo 40th Anniversary: 930 & 991 Turbo S. **Inside:** Road Test: 991 Targa 4. First drive: 991 Turbo S. 914 2.0-litre versus 981 Boxster 2.7. 968 Turbo 'RS'. Pedro Rodriguez. *Market Place:* 997.3 GT3 RS. *Tech Guide:* Roll-cages.



OCTOBER 2014

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

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

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

911 COUPÉ (991)							
911 Carrera	£71,449	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£81,242	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera 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 Targa 4S	£96,413	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 Turbo	£118,349	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£140,852	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg

911 CABRIOLET (991)							
911 Carrera	£79,947	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£89,740	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera 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 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	£44,397	6cyl/3598cc	290hp	283lb ft	8.1secs	141mph	1995kg
Cayenne Diesel	£47,390	6cyl/2967cc	240hp	405lb ft	8.3secs	133mph	2100kg
Cayenne S	£57,515	8cyl/4806cc	400hp	369lb ft	5.9secs	160mph	2065kg
Cayenne S Diesel	£59,053	8cyl/4134cc	382hp	627lb ft	5.7secs	156mph	2195kg
Cayenne S Hybrid	£61,882	6cyl/2995cc	380hp	427lb ft	6.5secs	150mph	2240kg
Cayenne GTS	£68,117	8cyl/4806cc	420hp	379lb ft	5.7secs	162mph	2085kg
Cayenne Turbo	£89,324	8cyl/4806cc	500hp	516lb ft	5.1secs	171mph	2170kg
Cayenne Turbo S	£107,784	8cyl/4806cc	550hp	553lb ft	4.5secs	175mph	2215kg

PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,454	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£89,377	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg

Macan							
Macan	£40,276	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£43,300	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£43,300	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£59,300	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg

918 Spyder							
918 Spyder	€781,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1674kg
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg



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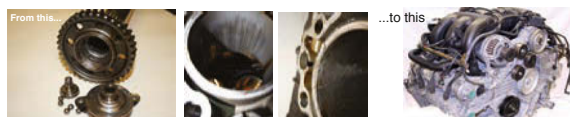


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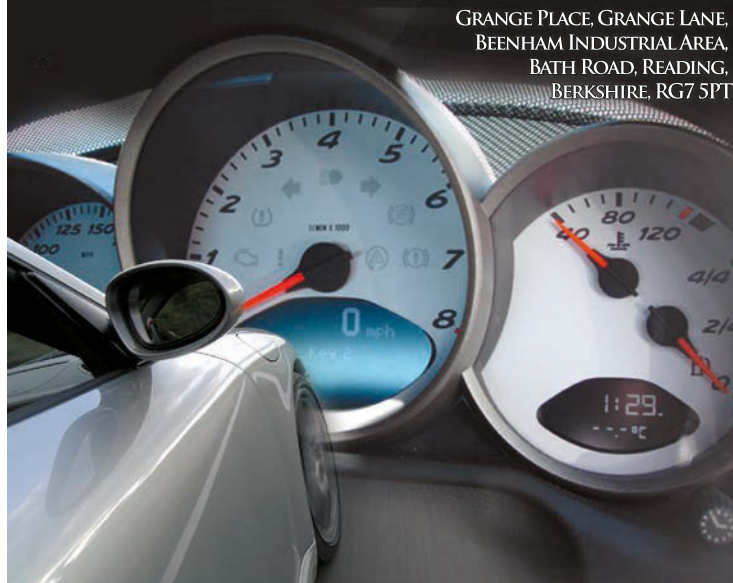
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*It's the best car that he's ever
driven from any era, ever*



Recently I flew to Nantes in France for the launch of the new Renault Twingo. No Porsche connection, apart from the Twingo having its engine in the rear. It's usual on car launches to buddy-up with another hack because manufacturers hardly ever bring enough test cars for us to have one each. It's best this way because you get company and someone to navigate and keep an eye out for the fuzz.

The teaming up is usually done at the airport on the way out to the launch, but when the car in question has serious horsepower the experienced among us will have made a few calls weeks earlier to find someone safe to sit next to. So with the Twingo I figured I'd just find a partner at the airport... who turned out to be David Vivian.

If you've been reading car mags over the last 30 years you'll know the name. A young David won the Sir

William Lyons award for aspiring motoring journalists in 1974 and it is about the only award that I have any time for because many talented bods have won it. Vivian worked on *Motor* in the early 1980s and has some fantastic anecdotes from that time. But what has got the Vivmeister bouncing off the limiter at the moment is the new Porsche 918. Viv says that it's the best car that he's ever driven from any era, ever. Relentless acceleration, a divine naturally-aspirated engine and fantastic chassis.

Supercars (or should that be hypercars?) tend not to do much for me. And it was all the Bugatti Veyron's fault: too heavy, too complicated and unnecessarily powerful. I've had a downer on the breed ever since and am not bothered to have not driven the McLaren P1, La Ferrari or Porsche's 918. A couple of hours of listening to Vivian on the 918 has made getting behind its wheel job number one for the remainder of 2014 and, since it is

not going to be an easy task, for the start of 2015. David said try and drive a car with the Weissach pack and in Martini colours, but I doubt that I'll be able to be that fussy.

So what other Porsches have I missed out on over the years? The Carrera GT is in my logbook, which is great because it puts the 918 into perspective or at least provides background. The most important early Porsche to have driven is the 2.7 RS and, fortunately, I have that in the bag thanks to my dentist. Fillings might hurt but it's bearable if your tooth doctor has excellent taste in cars and a signed photo of Barry Sheene on the wall.

Missing out on any RS would be a disaster and fortunately all of them are accounted for (except the RSRs, which are really racing cars). The 964 RS was the first new Porsche that I ever drove; and the 993 RS the individual 911, apart from my own, that I have covered the most miles in. Modern RSs tend to be quite easy to get hold of as

there's usually one on Porsche Reading's test fleet. *evo* just voted the Gen 2 GT3 RS (1997) the best car it has driven in 200 issues. I drove that car once and I agree with them.

The glaring omission is the GT2 RS. Why I didn't grab a go in this monster while it was a current model I don't know, but I really regret it. I just took a break to read an old test of the car and now I regret it even more. I did have a drive to Epemay and back in the ordinary GT2 and that was a somewhat memorable trip, especially when it rained.

Chris 'Monkey' Harris is quite good at buying exotic cars that I would like to borrow but I'm not sure the GT2 RS is on his radar. Still, you never know. I write for a flying magazine and once wrote a feature on the ten aircraft that I would like to fly. Much to my joy a couple of readers wrote in offering rides. History could repeat itself, perhaps. Meanwhile, Project Blag 918 is in full swing ◊

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