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# GT PORSCHÉ

SEPTEMBER 2015 £4.50

Issue 166



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

Issue 166  
September 2015

I drove three different variations of contemporary Porsche GTS cars this month in relatively quick succession, and each was better than the last. The first was the Cayenne GTS (p44); the latest version of this model has been 'downsized', which is something of a buzz word in the automotive world these days. It now features a 3.6-litre V6 twin-turbo engine over the snarling old V8 found in the previous generation of Porsche's popular SUV. The new model is a quick, capable bit of kit, make no mistake, but I'm not entirely sure it's as good as some of the other models in the Cayenne range, which made me question whether or not it was worthy of wearing Porsche's iconic 'GTS' badge.

Then I was lucky enough to get behind the wheel of a 991 Targa 4 GTS (p41), a bright Racing yellow one at that, which made me completely re-evaluate the opinion I'd formed about the GTS 991s when I first drove a Cabriolet 4 version earlier in the year. Not only is this *the* specification of 911 Targa to have, through its sheer aptitude it is also a box-ticking 911 capable of pleasing both the head and the heart.

All this led up to the grand finale for me: a 991 GTS C2. What a great car! Ours featured a few nice extras, but even when you boil it down to its essentials this specification of GTS is simply fantastic, providing that GTS 'buzz' I

was hunting for when I first drove the aforementioned Cabrio version.

What's most apparent here is that 'GTS', Porsche's latest sub-brand, has a tough job to do. Ensuring the myriad 911s all provide the same thrill when they share certain ingredients isn't as easy as it sounds, and harder still is identifying and implementing those excitement triggers so they translate effectively across onto something like a Cayenne, which is an entirely different type of vehicle to a 911 or Cayman/Boxster. These are issues Porsche didn't have to worry about so much back in the days of, say, the 924 Carrera GTS. Today, however, ensuring 'GTS' is more than just a badge engineering exercise or trim level signification, is a very tough job indeed. Of course, on the whole, Porsche excels at this kind of thing.

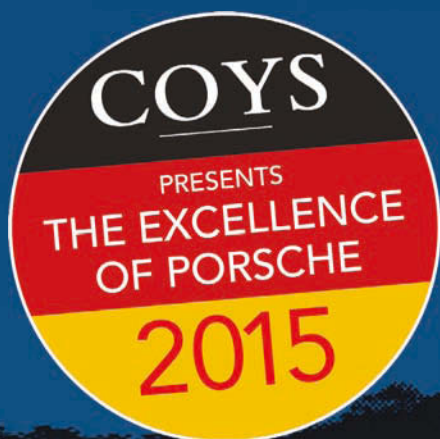
Along these same lines, I've been fascinated to discover what the new Boxster Spyder, the hottest version of the car to date, might be lacking over the Cayman GT4. Both share 911 Carrera S running gear and a host of other tasty parts, but Porsche deemed that only one was worthy of the 'GT' nomenclature. Andrew Frankel, who has driven both, was the perfect man to tell us (p74). Perhaps these Porsche naming conventions are more of a minefield than is first apparent...





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The latest Cayenne GTS has been 'downsized' from a V8 to a 3.6-litre V6 twin-turbo. Does that mean it's not the performance Porsche it once was?

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# SINGER COMES TO LONDON

**Singer Vehicle Design recently visited the UK, showcasing its cars at the Goodwood Festival of Speed, and later exclusively in central London...**

Story: Simon Jackson Photography: GF Williams

Porsche restoration, tuning and modification specialist Singer Vehicle Design (SVD) is a name synonymous in Porsche circles with bespoke vehicles dripping with individuality and extraordinary quality. It's also a brand heavily associated with the sun-kissed streets of California. However, back in July SVD founder and Briton, Rob Dickinson, accepted an invite to showcase the firm's work at the Goodwood Festival of Speed. One of the Porsche cars you see here was exhibited, a striking restored 964 Targa, appeared on the exclusive Cartier Et Luxe lawn in front of Goodwood House. The second, a 3.8-litre Coupé, took to the famous hillclimb itself driven by Messrs Chris Harris and Marino Franchitti. By all accounts it was a successful trip overseas.

"We've been very fortunate to have been recognised by such regal dignitaries that have placed us on this coveted global stage," commented Dickinson. "Our little company has been known to chase the best in all we do – and it's a true honour that such a prestigious event acknowledges our passion and commitment, as well as our precise indulgences. I'm most proud of the reputation we've built –

to us, the Singer brand stands for something special and it's humbling to gain this type of recognition."

Following the Goodwood weekend we were lucky enough to be invited to meet some of the faces behind Singer in a central London studio, and to gain a close-up view of the two very special customer cars it had brought over for the event. In person those behind the SVD brand regularly communicate terms such as 'reimagined' and 'fully optimised', but whichever language you may use to describe the Californian-based customiser, it's clear that SVD is very good at what it does, and we can confirm that the results are breathtaking in the metal.

The grey 964 is SVD's first foray with Porsche's iconic Targa design, transformed for a customer in Canada, and therefore referred to as the 'Montreal' car. This boasts a full restoration to SVD's exacting standards, featuring a bespoke leather and suede interior, a 4.0-litre engine with six-speed gearbox (developed for Singer by Ed Pink Racing Technology), Öhlins suspension, and Fuchs-style wheels.

Rob is quick to praise the mechanicals of this car, saying: "The folks at Ed Pink have created a very

docile engine that has been honed and improved upon, with a very sophisticated engine management system – one that is completely balanced from a weight ratio perspective, yet providing tremendous torque – truly an absolutely, wonderfully sweet engine."

The yellow 964 Coupé belongs to a customer in the UK who kindly loaned it out for the purposes of the appearance at Goodwood, enabling the car to raise a few eyebrows on the hill. Powered by a 3.8-litre Cosworth engine built specifically for the customer in question, the car features a six-speed manual transmission, integrated roll-cage and one of Singer's most popular trademark tweaks – Nickel-plated external fuel and oil filler caps.

Singer was admittedly born from humble beginnings, but its reputation continues to grow on a global scale. The company, and front man Rob himself, exudes a positively vibrant ambience, displaying sheer automotive artistry ensuring Singer's work is viewed exclusively as a celebration of Porsche, and the iconic 911, with the utmost respect being paid to the brand's original formula.

"When I moved to Los Angeles 15 years ago, I needed a car as a daily drive, so I bought a 1969 911 and did it up just the way I wanted," Rob explained to us. "It was a bit of a Frankenstein's monster, but people kept stopping me to ask whether they could get one too. Eventually, my answer became 'maybe I could restore one for you'."

There's also a large emphasis on how the company is trying to 'preserve' and 'personalise' these cars, working collaboratively with their owners to make dreams a reality. It would seem that the only limits are a customer's imagination. For these services clients pay handsomely, with prices starting at \$395,000 (approximately £255,000) with most typically incurring costs in excess of \$450,000 (£290,000). But, as Rob talks us around this particular pair of cars, the overriding messages we receive are the right ones. There's a 'no expense spared' ethos and the firm's meticulous standards and tough party line on absolute quality, driven by the man himself, are utterly remarkable. That's part of the reason why there's now a two-year waiting list for Singer's services...







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# 918 SPYDER REACHES END OF PRODUCTION

**The 918th Porsche 918 Spyder has rolled out of Zuffenhausen, but the car's legacy continues...**

After 21 months the final Porsche 918 Spyder rolled off the production line in Zuffenhausen. The super sports car was always intended to be a limited edition volume of 918 units, but as build number 918 was completed the legacy of this advanced Porsche vehicle is sure to continue.

Porsche has stated that future generations of sports cars will benefit directly from innovations found on the 918 Spyder, which we can only assume means the technology in this pioneering machine is likely to filter down to the next generation of 911, and potentially far beyond. Adaptive aerodynamics and rear axle steering have already made their way into volume production sports cars, such as in the 911 Turbo models and in the 911 GT3 and 911 GT3 RS.

The 918 Spyder was systematically developed to be a performance hybrid with plug-in technology. The hybrid super sports concept car made its

debut at the 2010 Geneva International Motor Show where it was met with overwhelming approval. In the summer of 2010, Porsche gave the green light for its production development. When the car was launched on the market in late 2013, the 918 Spyder represented a continuation of a series of super sports cars in Porsche history.

Among Porsche's ultimate sports cars, such as the 904 Carrera GTS, the 959, the 911 GT1 and the Carrera GT, the 918 will be recorded in history as a pioneering vehicle. In 1963, for example, Porsche created a steel and polymer body for the 904 Carrera GTS that is a prime example of how to unite stability and lightweight design.

In 1986, the 959 successfully introduced an electronically-controlled all-wheel drive system to the sports car world. Ten years later, the 911 GT1 paved the way for implementing carbon fibre technology in production



vehicles. In 2003, the Carrera GT made its debut as the first production vehicle whose monocoque and subframe were made entirely of carbon fibre reinforced polymer.

Like these iconic past Porsches, the

918 Spyder embodies classic Porsche virtues and sets cornerstones for the future. On the one hand, the car embodies performance, on the other, efficiency. The question is: what will replace it?

# RENNSPORT OPENS NEW PREMISES

**Rennsport's new purpose-built facility in the Cotswolds opens its doors...**

Rennsport has been building the Porsche 911 to bespoke specs for years, and now, after creating a buzz in the classic car world, it is operational at a new purpose-built, two-storey site in the Cotswolds. Just outside Moreton-in-Marsh in Gloucestershire, the firm's workshops are complemented by a first-floor showroom in a building

designed to totally focuses on its cars.

Rennsport Porsche prides itself on working with customers to ensure the perfect bespoke builds, engineered by experienced Porsche technicians. Cars are restored to each individual client's specifications, ensuring top notch quality is achieved. Visit [www.911rennsport.co.uk](http://www.911rennsport.co.uk) for more.





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# FESTIVAL FEVER

**The most successful manufacturer at Le Mans celebrated its latest win at the Goodwood Festival of Speed.**

Photography: Dave Powney, Goodwood



With its record 17th outright win at Le Mans just two weeks before the event, it was pretty obvious what Porsche would centre its Goodwood Festival of Speed appearance on this year. Porsche also ensured an exciting array of new models were present at the event, alongside icons from its renowned collections, primarily those kept at The Porsche Museum in Stuttgart.

For Thursday's Moving Motor Show, a range of Porsche vehicles took to the hill together, including the new 911 GT3 RS, which made its UK debut alongside the Cayman GT4 and Boxster Spyder – both of which were on static display during the Festival weekend.

Amongst the exotic classic race cars from the Porsche Museum were the 936/81 Spyder (1981's Le Mans winner) and the 1987 Le Mans-winning 962 C – which helped celebrate the incredible career of Derek Bell. The rare LMP1-98 Porsche WSC Spyder from the 1998 Le Mans was also on static display, joined by the 1971 Le Mans-winning Martini-liveried 917 and the phenomenal 1200hp 917/30 CanAm race car.

The Porsche 956/962 at Goodwood won Le Mans in 1987 driven by Derek Bell, Hans Stuck and Al Holbert – a year in which the factory Porsche team overcame challenges from Jaguar as well as many private entrants driving similar 962 cars.



We covered the epic performance of the 936 in our last issue; the car pulled out of retirement in 1981 after two victories at the 1976 and 1977 Le Mans races. The only new element to the 936 Spyder was the engine, tuned to develop 620hp, but it proved to be the fastest car on the track in '81. Jacky Ickx/Derek Bell started from pole position and went on to win by 14 laps.

These iconic models shared the spotlight with some contemporary Porsche stars on Goodwood's hill during the course of the weekend. Visitors to Festival were lucky enough to be able to experience Porsche power personally, courtesy of Driving Consultants from the Porsche Experience Centre at







Silverstone through Porsche's Cayenne demonstrations at the Porsche Experience Centre Goodwood. The Experience Centre also presented the full current model range on static display.

For visitors wishing to refuel, the Porsche Café Le Mans was once again situated on the outside of the track near the footbridge, offering refreshments throughout the weekend.

There were various Porsche personalities at Festival too, including former and current factory race drivers participating at the Festival of Speed, including Richard Attwood and Mark Webber, taking time out of their schedules to soak up the atmosphere and chat with fans.



## CAMMISH DOMINATES AT HOME RACE

**Redline Racing's Dan Cammish wins both Carrera Cup GB races, takes double pole and bags both fastest laps to his extend points lead...**



In race one at Croft, Dan Cammish took his fifth win of the season thanks to a commanding drive in round seven of the Carrera Cup GB. The 26 year old started on pole, got off to an excellent start, and always looked in control despite pressure from Porsche scholar, Josh Webster. The Yorkshireman led by a distance into the first corner but his time advantage was immediately wiped out by a safety car period after an incident between Jack Falla and Ryan Cullen. The former Formula Ford champion didn't let that deter him though.

"It's not often that you launch a car like that," said Cammish. "After the safety car, I just turned the speed on and managed the gap. The race was effectively over by the halfway point."

Cammish and Webster were joined on the podium by Michael Meadows who spent large parts of the race battling with Stephen Jelley for third. There were good drives too by Tom Sharp, Nicholas Latifi and Parr Motorsport's Paul Rees.

In the Pro-Am1 category, Irishman Karl Leonard (Team Parker Racing) finished narrowly ahead of Redline Racing's Jordan Witt and Jura Racing's Ignas Gelzinis. John McCullagh continued his fine form at his home track by finishing over six seconds ahead of his nearest Pro-Am2 rival. Francis Galashan and Iain Dockerill completed the top three.

In race two, Cammish made it a Croft clean sweep as he eased his way to his second win of the day and extended his Championship points lead to 41. He also ensured he set both fastest laps of the day to complete the perfect weekend in front of his home crowd.

"It was really great out there in the best car on the grid," Cammish commented. "I've had a fantastic day with two wins, two poles and two fastest laps. This gives me massive confidence looking ahead to the

Porsche Mobil 1 Supercup weekend."

Michael Meadows followed Cammish across the line in second ahead of 2014 champion Josh Webster. Webster moves up to second in the overall points after another well-deserved pair of podium finishes. Jelley picked up another strong haul of points with another fourth place finish, ahead of Sharp in fifth.

Pro-Am1 front-runner Ignas Gelzinis stretched his overall lead to six points with another class win and fastest lap. John McCullagh also rounded off a faultless weekend of two wins, two poles and two fastest laps in the Pro-Am2 class to pick up the 'Driver of the Weekend' prize.



**Points standing after round seven and eight:**

1.	Dan Cammish	163 points
2.	Josh Webster	122 points
3.	Stephen Jelley	120 points



# MORRIS WINS WET SILVERSTONE

**Pete Morris takes an outright win in race two, as the Fuel Protect Porsche Club Championship with Pirelli visited the full Silverstone Grand Prix circuit.**

Story: Paul Holroyd



## PORSCHE CLUB CHAMPIONSHIP ROUNDS THREE AND FOUR: SILVERSTONE

In race one at Silverstone the weather conditions were the same as qualifying: wet. With Morris starting from fourth, it was going to be a difficult start and Wilkins in front soon opened a small gap after the first lap as Morris, who had made up one place to third, was looking for a way past McAleer in second. With the wet conditions, the leaders were fighting for grip as they all battled bumper-to-bumper.

Morris was looking strong and was threatening to take both second and first place but on lap eight Morris, while on the inside of McAleer, slid wide on suspected fluid on the track resulting in both Morris and McAleer losing places, with Morris finishing the race in fourth. Chis Dyer in the Cayman S put in a strong performance, battling for position with Paul Winter in the 996 crossing the finish line in ninth. In class two, David Botterill was struggling for grip with the Strasse 964 C2 taking fourth place with Hugo Holmes in the class two 968 CS taking sixth in class. But it was Andy Toon in the second Strasse 968 CS who took the last spot on the podium crossing the line in third.

In race two the team had to work through the afternoon break to repair a damaged radiator and the

front end of Pete Morris 996 ready for the start of race two. The sun soon started to shine in the holding area and there was a slight concern if the track was going to dry but within minutes the drizzle started again making the track slippery again.

Morris was looking to improve on his race one result and as the cars entered Becketts corner, the front leaders began to spin, causing chaos with Harrison and Wilkins' spin resulting in Morris taking the lead after the first lap. Morris soon eased away at the front and held onto the lead to the finish despite a brief safety car period. Chris Dyer once again was strong in the Cayman S, finishing in fifth place after a battle with ex-team-mate Mike Johnson in the 996.

The class two battle continued to entertain and impress the crowds as Strasse driver, Toon, was battling a hard-fought fight that resulted in a second place finish for Team Strasse. Unfortunately, though, the safety car was called upon after Hugo Holmes went off with a suspension failure at the end of the Wellington Straight at 116mph but Holmes did well to control the car and bring it safely to a controlled stop. David Botterill in the 964 C2 again found it hard in the wet conditions taking sixth in class.



### *Fuel Protect Porsche Club Championship with Pirelli Round Three (ten laps):*

1. Craig Wilkins (996 C2)
2. Kevin Harrison (996 C2) +0.395s
3. Mike Johnson (996 C2)
4. Pete Morris (996 C2)
5. Gary Duckman (Boxster S)
6. Chris Dyer (Cayman S)
7. Karim Moudi (996 C2)
8. Paul Winter (996 C2)
9. Jonathan Evans (Boxster S)
10. Andy Toon (968 CS)

### *Class Winners:*

Wilkins (996 C2); Evans (Boxster S)

Fastest lap: Duckman 2min 37.4sec (83.26mph)

### *Fuel Protect Porsche Club Championship with Pirelli Round Four (nine laps):*

1. Pete Morris (996 C2)
2. Paul Winter (996 C2) +3.178sec
3. Gary Duckman (Boxster S)
4. Mike Johnson (996 C2)
5. Chris Dyer (Cayman S)
6. Craig Wilkins (996 C2)
7. Karim Moudi (996 C2)
8. Jonathan Evans (Boxster S)
9. Tim Speed (968 CS)
10. Andy Toon (968 CS)

### *Class Winners:*

Morris (996 C2); Evans (Boxster S)

Fastest lap: Morris 2min 35.976sec (83.99mph)



# TEAM STRASSE DOMINATE AT DONINGTON

**Team Strasse put on a great show for the Motors TV live cameras at Donington Park, making it six podium places for rounds five and six...**

**Story: Paul Holroyd**

In race one, Morris knew that Duckman was going fast from lights out so it was important that he made no mistakes. But it was Morris who got the better start, pulling two lengths clear of Duckman heading into the first corner. Chris Dyer in the Miller Oils Cayman S had also made a good start and was on the back of the lead three cars. It only took half a lap for Duckman to be back on the tailpipes of Morris with Wilkins in third and Dyer looking strong behind in fourth.

Heading into lap two, the safety car was called upon after an off at the Redgate corner allowing the leading six cars to bunch up bumper-to-bumper. The racing restarted on lap five but it was Morris who got the better restart, leaving Duckman some car lengths behind. The breathing space was short lived, however, as Duckman was soon behind Morris' 996 before the end of the first lap of racing. Morris was fighting to hold off Duckman, but it was Dyer behind in fourth that was looking the strongest, putting Wilkins under pressure for third place.

On lap nine, Dyer got on the inside of Wilkins heading into the first corner taking third place, while Duckman got the better of Morris at McLeans to take the lead. Morris soon closed the gap, though, but had to hold back team-mate Dyer who was threatening to take second from him. In the end, Morris showed his years of experience to hold off Dyer while retaking the lead off Duckman despite going on to the grass on the last lap with both cars crossing the finish line absolutely side-by-side. Dyer held on to third position to give the Strasse Cayman S its first overall podium finish in this, its third year of competitive racing.

It was not just the class one battle entertaining the TV viewers, the class two battle was also just as exciting with David Botterill in the Strasse 964 battling and swapping places, with Johnathan Evens along with Tim Speed threatening behind in third. Hugo Holmes in the Freeman Jewellers/Strasse 968 was also looking strong and was up to third at one point, but a fuel surge dropped him out of the top three into sixth place. Botterill eventually got the upper hand on Evens but had to battle hard to keep the lead and take the win. Hugo Holmes took sixth while Andy Toon in the PCM Midlands/Strasse 968



**PORSCHE CLUB CHAMPIONSHIP**  
ROUNDS FIVE AND SIX: DONINGTON PARK

finished fourth in class two.

Those wondering whether race two would be just as exciting as race one weren't disappointed, as the Strasse drivers kept up the action. Morris again made the best start with Duckman and Wilkins following closely after the first lap. Dyer, starting from ninth on the grid made a good start, making up three places to slot into fifth. On lap two, Richard Higgins' 968 released streaming smoke and oil all over the circuit making the track surface treacherous for the next few laps at Coppice corner.

Morris soon put a two-second gap between himself and Duckman who was fighting Wilkins for second place. Duckman soon made it past to take second and then once again was on the tailpipes of Morris. On lap 15, Evens beached his Boxster at Robberts corner forcing yellow flags in the sector. This benefited Morris as Duckman was able to get side-by-side on each lap down the straight from Coppice but was unable to take Morris because of the waved yellow flags. The battle remained the same for the rest of the race, with Morris taking the victory and claiming a clean sweep at Donington. Dyer was looking strong but was forced wide and on to the grass at McLeans, dropping him down the order, eventually crossing the line in seventh place.

Strasse class two drivers put on a good show too with Botterill again involved in a tense battle with Speed and Evens. Strasse team-mates Holmes and Toon were having their very own battle, almost exchanging paintwork as they were that close. For most of the race, Evens was leading, followed by Speed and then Botterill. On lap 15, Speed beached his car putting him in front with Botterill in second. Toon had forced his way past Holmes and was now up to third – only a second behind Botterill. The top four places remained the same for the rest of the race with Botterill taking his second podium of the day and team-mate Toon taking third, earning the Strasse team their sixth podium of the day. Hugo Holmes, despite struggling with a fuel surge problem, again put in an impressive race coming home in fifth place. The weekend results mean that Morris still leads the Drivers' Championship with Botterill now in second while also increasing the Team Championship points lead.



*Fuel Protect Porsche Club Championship with Pirelli Round Five (17 laps):*

1. Peter Morris (996 C2)
2. Gary Duckman (Boxster S) + 0.105sec
3. Chris Dyer (Cayman S)
4. Mike Johnson (996 C2)
5. Kevin Harrison (996 C2)
6. Mark McAleer (996 C2)
7. Craig Wilkins (996 C2)
8. David Botterill (964 C2)
9. Paul Winter (996 C2)
10. Tim Speed (968 CS)

*Class winners:*

Morris (996 C2); Botterill (968 C2)  
Fastest lap: Morris, 1min 16.6sec (92.96mph)

*Fuel Protect Porsche Club Championship with Pirelli Round Six (20 laps):*

1. Peter Morris (996 C2)
2. Gary Duckman (Boxster S) +1.8sec
3. Craig Wilkins (996 C2)
4. Kevin Harrison (996 C2)
5. Mark McAleer (996 C2)
6. Paul Winter (996 C2)
7. Chris Dyer (Cayman S)
8. Tim Speed (968 CS)
9. David Botterill (964 C2)
10. Andy Toon (968 CS)

*Class Winners:*

Morris (996 C2); Speed (968 CS)  
Fastest lap: McAleer, 1min 16.6sec (93.03mph)





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

## Customising your Porsche may make you feel better, says Peter Morgan, but it can knock thousands off the car's street value...

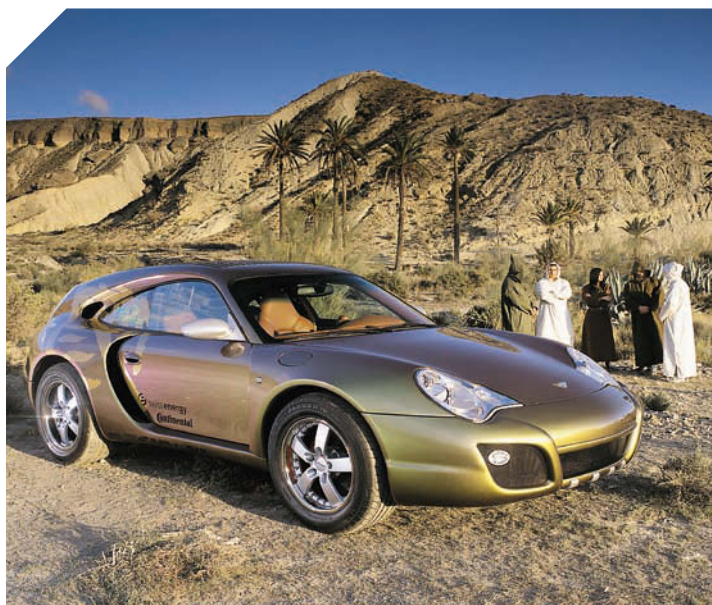
It sounds like a great idea for any enthusiast – personalise your Porsche so it makes a unique visual statement, or maybe 'uprate' the engine, brakes and suspension to make it go faster. But the reality is that changing the factory specification of virtually any production Porsche away from standard will reduce the value.

It's tempting when your car needs replacement shock absorbers or engine renovation work to go for 'sports' options, hotter ECU chips or louder exhausts. But in an ultra competitive marketplace, originality is the key to a top value car. If it looks and handles as it left the factory, it will sell faster.

With their spectacular motorsport heritage, the engineers at Porsche have arguably forgotten more about how to make a car accelerate, brake and go round bends than anything that aftermarket tuners might claim to know. And in my experience, when I drive, say, a standard 993 Carrera that has received harder springs and sports shocks, it takes the edge off its confident driving manners. It degrades that important first impression because the all-round ride and handling comfort has been lost.

Body kits fitted after the car has left the factory not only compromise the authenticity, but new panels can also point to underlying extensive repair work. Factory fitted aerokit are always noted on the Vehicle Identification Label, but aftermarket aerokit are generally a waste of money on a collectible car and can hide a multitude of issues. This includes pattern problems so that the fit can be an instant turn off to the experienced eye.

'Chipping' Porsches has become an accepted part of the Porsche aftermarket industry. Nevertheless, changing the engine management map of, say, a 996 Turbo requires careful consideration. Yes, the car may be faster but it will be at the cost of



fuel consumption and engine life. The tuners often suggest that the rev limit can be taken up by several hundred rpm, while altering the torque curve or maximum power. Not only does this use up the safety margin at the top of the engine's rev range, when you put a diagnostic computer on the car the subsequent over-revs stand out. When you see a few of the over-revs some cars have been subjected to – with maximums in ignition range one (to continue with the 996 Turbo) and sometimes thousands in the IR2 range, it's inevitable engine life will be degraded. With the 996 and 997 Turbos appreciating steadily today, you wouldn't buy one without checking the ECU, if only to make sure there hasn't been a 'wild' chip on the car. There's nothing that shouts that a car has been thrashed to death more than a maxed-out over-rev log.

Another model that is progressing

nically on the rising tide of prices is the 996 GT3. The first series made for the 2000 model year are unique in the water-cooled 911 story and good ones are very desirable. However, what would you make of one that had had some £24k worth of customisation mods to the suspension, brakes and engine? The reality was that somebody had persuaded an earlier owner to splurge on the 'improvement' of a car that had (uniquely, compared to the later GT3s) been set up in the Motorsport department at Porsche. The present owner found the car at a price well below typical market value – and all because of the significant modifications. At a very attractive price, it represents a perfect project car that should, one day, be restored to its original specification – and value. Meanwhile the custom parts may find their way on to an auction site.

It's not all negative when it comes to

*If it looks and handles as it left the factory, it will sell faster*

customising. There are some models for which a sympathetic modification can add to the standard car's appeal. Usually they are faithful tributes to one of the faster RSs or GTs. Such mild customisation is best rewarded on the 964 Carreras, where the RS lookalikes always have a premium on similar condition/mileage standard cars.

Don't ask me why, but such customisation doesn't work with the 993s or any of the pre-'89 models. There are some really, really rough customised 1980s 'flat nose' cars in circulation that are begging to be restored to their original glory.

Go back to the first 20 years of the 911 and (condition accepted) authenticity and originality is easily the most important factor in the value of the car. Original colours, original numbers and original specifications – at least on what you can see – are the critical requirements for a top value car.

The flip side is that if should you be looking for a project car on a budget, a customised mule can offer all kinds of cost benefits. And if the engine number isn't matching, it can represent a further discounting on a car that would otherwise be out of reach.

Customising sounds like fun and it can be. Just make sure you appreciate how far you can go before it seriously damages your investment ○

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











# *Accessorise!*



Porsche Tequipment celebrates its 20th birthday this year.  
In conjunction with Porsche Exclusive, enhancing a Porsche  
to perfectly fit you and your lifestyle is simple.

Story: Simon Jackson & Ben White Photography: Gus Gregory & Porsche







Here's a rather famous quote from Ferry Porsche defining precisely why he started his little sports car company out of a rustic workshop in Austria: "In the beginning I looked around and could not find quite the car I dreamed of. So I decided to build it myself." Professor Porsche's premise is one of the founding concepts of the Porsche brand, an ethos that served as a building block for the goliath car company we know so well today. It's an underlying 'anything is possible' philosophy that hasn't been lost at Porsche in the modern age, and it's largely responsible for the range of customisation options available to Porsche customers today. If Porsche doesn't currently offer the car specification you desire then it will build it for you.

Personalising your vehicle to suit your individual needs is common sense in many respects, after all why shouldn't a means of transport be as individual as you are? And practical, too? Since the early days Porsche has been in the business of ensuring its cars could fit you and your lifestyle as perfectly as possible. As far back as 1950 customers were requesting outrageous flights of fancy on Porsche cars, a 356 was even covered in fur as one of the first of what Porsche calls its customer 'special requests'. Here Porsche was fulfilling customers' desires by providing unique touches directly at the production line, all under the motto 'individuality straight from the factory'. Not all of these unique requests brought to bear at Zuffenhausen were quite as extreme as furry bodywork, though. In the early 1950s 356s were seen with practical accessories, too, such as ski racks, and by 1960 two-tone colour to sample paintwork was not unusual. In 1968 a special customer order was completed on a Porsche 911 S 2.0-litre for the London-to-Sydney rally, an entirely bespoke vehicle built-up expressly for the purpose of endurance competition. On a street level these additional accessory requests may have been rather more subdued, but they too were proving popular. The concept of further enhancing your Porsche, before and after taking delivery of it, using appropriate, officially sanctioned accessories was born. So in 1972 Porsche gave its accessories arm a name: the Porsche Parts Service.

At first the Service's offerings were predominantly restricted to the kinds of items on sale at your local motor factors – wheel covers and floor mats – but the difference here was that they were now official Porsche branded products. The concept rapidly expanded, in part thanks to the specialists at the Parts Service division working independently on new and exciting commodities, at the same time as considering those requested through the Porsche customer network. The first ever wind deflector on a Porsche was born through the division's research and development: the Porsche Parts Service worked with an external supplier on the



development of a deflector, which would later make full production, becoming available as a retrofit item. And the wind deflector's popularity at dealer level meant it was then subsequently incorporated into the factory-fit optional equipment list on Porsche cars from the 944 and 968 onwards.

On the one hand Porsche's original accessories for post-purchase fitment were growing in popularity but the items produced by the division were wholly distinct from the work going on the factory floor, where any bespoke vehicle requests were being carried out. Up until the mid-1980s this made-to-order vehicle service was referred to as the 'Sonderwunschprogramm', which translates as the 'Special Wishes Programme', but in 1986 it was renamed 'Porsche Exclusive'. Staying true to Ferry Porsche's original mantra, the mission statement of Porsche Exclusive was to follow in the already established traditions of customised Porsche vehicles. Drawing on gathered experience in the field, creating unique models and limited production runs, Porsche Exclusive would represent a factory-sanctioned method of

Porsche modification. Today a comprehensive range of options is available for unique vehicle personalisation – options that the company proudly states are 'virtually limitless'. Over the years that followed, Porsche Exclusive brought us some of the most exceptional cars to ever wear the firm's famous crest. A one-off '935 Street', a Porsche-built street-legal version of the 935 race car completed in the early 1980s set a precedent for what would followed. But Porsche Exclusive wasn't only in the business of creating single vehicles – limited production run models have become part of the DNA of the Exclusive department's work, and it is responsible for some truly epic cars, from the 76 Turbo Slant Nose 964s to just a pair of 993 Speedsters, the 250 997 Sport Classics to, more recently, 100 Panamera Exclusive Series saloons. Ferry Porsche would certainly have been proud.

At ex-works level, through the 1970s and 1980s, the work of the Porsche Parts Service grew in popularity as the appetite for OE fitment original accessories grew. In 1995 Porsche Tequipment was founded, short for 'technical equipment'. The idea behind the Tequipment





range was to ensure that just three months after the launch of a new vehicle, a suitable range of model specific accessories must be ready for customers to purchase. These products cover a spectrum of retrospective visual customisation options (such as aerokits, wheels, and exhaust systems), together with practical solutions to lifestyle transport logistics issues (read bicycle or ski racks and child seats). No matter what the product might be, though, it must undergo rigorous extensive programme of testing during development at the Weissach Development Centre on both Porsche's test track and in its wind tunnel. Did you really expect any less from Porsche? What's more, the entire range of model-specific products are penned by the same team of engineers and designers responsible for that particular Porsche vehicle. So the roof-rack such as the one attached to the top of the 991

GTS in our pictures, was designed by the same team behind the 991 itself. What that means is that these products are viewed in a cohesive fashion, they are seen not merely 'additional' accessories but rather created to gel beautifully with the car they're intended for; these are harmonious Porsche parts.

Today, upon its 20th anniversary, there have of course been numerous products of note to emerge under the umbrella of Porsche Tequipment, but perhaps some of the more well-known are its wheels, which just so happen to be the best sellers in the range of products. The first wheel produced as part of the Tequipment range was the single-piece 17-inch Dyno rim for the 986 Boxster. Sold exclusively as a retrofit item, the wheel was a collaborative effort with the Porsche design studio in Weissach, and it would become a watershed product which

would lay the foundations for the later creation of the lauded 19-inch Sport Classic wheel, rolled out through Porsche Tequipment as part of the 911 Sport Classic range.

From humble beginnings offering floor mats and wheel covers, today the official Tequipment range encompasses approximately 400 items, and it is continually growing all the time. It has moved with the times, too, turning to Porsche's motorsport exploits for inspiration on more than one occasion. One of its latest advents is Porsche's lap trigger which works in conjunction with its Track Precision app to enable owners to record their lap data. But to summarise, the contemporary range of products is eclectic to say the least! There's everything from a Charging Pedestal for your 918 Spyder (£1,975.93), snow chains for your Panamera (£567.72), a ski bag for the Macan (£104.87), and a 'Martini Racing





Design' decorative sticker set for the 991 Carrera (£2,036.90). And that's not to mention the wealth of vehicle specific roof racks, baby seats, aero kits, 'SportDesign' styling additions, together with a lovely little ice scraper with an aluminium telescopic handle and integrated rubber lip – yours for £12.01. Like they said – your wish is Porsche's command...

## PORSCHE BIKE

If you didn't know, just by looking at it you could take an educated guess at who makes this bike. The curve that dominates the top tube, harmoniously following into the rear A-frame, imitates the iconic backbone of Porsches throughout the decades. Perhaps the ultimate lifestyle accessory for any fan of the marque, the Porsche Bike strikes a purposeful pose demonstrating a clear intent: to take

performance and dynamic pleasure to fans of two-wheeled transport.

Porsche's new range of bikes was originally launched back in March 2014 as part of the Driver's Selection, offering three distinct variants. At the top end of the price spectrum is the 'Porsche Bike RS' (£5,500) – a full carbon, non-suspension bike blending the 9kg lightness of a racer with the flat bars and slick tyres of a top-end commuter. Also available from the brand is the 'Porsche Bike RX' (£4,500), a more focused mountain bike with top-end componentry, a carbon frame and trail-beating front suspension fork.

Here, the cheapest of the range, is the 'Porsche Bike' which, at £2,500, is a hard-tail, hydroformed aluminium framed machine designed to offer the rider a blend of light off-road ability with practical urban performance.

A perfect tool for both commuting and mixed-terrain pleasure riding.

Unsurprisingly, Porsche hasn't skimped on the Bike's components, hand-picking individual elements from a range of well-known and highly-regarded manufacturers. The wheels, for example, are 32-spoke P99s by DT Swiss with Shimano hubs. These offer a blend of hard-wearing off-road ability with smooth rolling and limited rotational mass for on-road riding.

Gear changes on the Porsche Bike are particularly intriguing, using a belt-driven eight-speed Shimano Alfine hub. Shimano's Alfine eight-speed is very well regarded in cycling circles for offering silky smooth operation yet it's robust enough to be a viable cog-swapper for mountain bikes. Ratios on this setup are equivalent to a 12-38 tooth cassette, offering a very wide spread of gears enabling the rider to



*Porsche's Exclusive and Tequipment ranges provide the perfect way to accessorise your life with that extra special something*



bowl along at almost 20mph on the flat yet tackle any incline they may come across.

Providing the damping is a front fork by SR Suntor with a lock-out that can be adjusted on the move. Stopping power is via hydraulic disc brakes from German manufacturer Magura, using the MG26 kit. Other finishing components include low rolling resistance tyres from Schwable and the entire article comes in at a respectable 13kg.

Reading through the list of the Porsche Bike's components suppliers is a bit like a 'who's who' in quality biking gear, but does it translate when you hit the road?

We took the Porsche Bike (and the 911 GTS) to UK cycling's iconic Box Hill to see how they stack up as a lifestyle package. First thing's first, there's no question that the bike looks ace on

the 911's Tequipment bike rack. Overdoing brand merchandise can be naff but this pairing doesn't look or feel like that. And the response from onlookers was almost universally positive.

Taking to the road on the bike for the first time is also a very pleasant surprise. The ride is strikingly smooth, especially with that belt drive and hub gearing setup which, once indexed properly, changes up and down with the precision of a PDK box. Up front, those SR Suntor forks soak up potholes and poor road surfaces very nicely, the low rolling-resistance Schwable tyres adding to the comfort factor.

The frame's geometry means the rider sits very upright but what you lose in aerodynamics you gain in the ability to really throw the Porsche Bike around. Down Box Hill's Zig Zag road the bike was positive on turn-in but with a

real sense of security through the corners. Even with the forks open you can put the hammer down to power out of the switch-backs, picking up speed fast – speed which is easily scrubbed off using the very progressive MG26 hydraulic discs. Getting a bit of air over Box's speed bumps during the 25mph descent sounds dramatic but the bike soaks up the landings with barely a shrug.

Turn around at the bottom and the incline of Box Hill – so famed during the 2012 Olympics – awaits. Best thing to do is lock-out the forks so you're not wasting energy through them and it's then possible to spin up the 1.5-mile, 450ft ascent pretty briskly. Certainly, no-one on a fully-focused road bike was able to make any headway on your correspondent during the six-minute climb.



## CLASSIC PORSCHE BIKES

The three current bicycles Porsche offers aren't by any means the brand's first foray into pedal-powered transport. Back in the late 1990s Porsche teamed up with bike builder Votec to create some fairly outlandish looking mountain bikes. These included the striking FS Evolution – a three-spoked, carbon composite machine with full suspension and a bevy of top-end components. A standard FS was also made, also benefitting from a range of top-drawer (at the time) running and finishing gear.

As a bit of a side-note, Australian bike builder Ricardo named one of its 1970s road bikes 'Porsche', which was built complete with a look-alike shield, even including the black and yellow colour scheme. It's unlikely a bike builder would be so bold in this day and age!



Porsche's Tequipment arm has produced some fascinating products over the years





911 roof transport system: £333.84  
Racing bike carrier: £148.55



The Porsche Bike is a very good package. Fit and finish really is outstanding and everything looks like it was bespoke designed for this bike. It offers a truly pleasurable riding experience and took on everything one of British cycling's most iconic locations had to throw at it with aplomb.

There is an unavoidable question hanging over the Porsche Bike, however: the small (or perhaps rather too large) matter of price. At £2500 the Bike sits alongside some very serious competitors that outstrip it in terms of components, weight and brand strength within cycling spheres. But, let's be honest, we're not looking at cycling spheres here. The Porsche Bike represents the ultimate on-brand lifestyle purchase for those who love both two and four-wheeled transport – and it's a lovely thing to ride. From a purely Porsche perspective, it

actually makes perfect sense.

Porsche's Exclusive and Tequipment ranges provide the perfect way to accessorise your life with that extra special something from the brand. The concept of both arms fit cohesively with the company's approach to car making, abiding by the philosophy first adopted by Ferry Porsche – the idea that something can be wholly customised to suit your needs. With its expansive range of contemporary accessories and aftermarket products, as we have seen, Porsche has turned its hand to producing fully endorsed products including everything from paperclips to carbon fibre shelving units. Porsche has strived to ensure it can offer an immersive experience for the owners of its cars and products but importantly (unlike many other motor manufacturers), these products

always demonstrate the brand's attention to detail, its dedication to quality and that unique 'Porsche' identity.

While driving a 911 with a Porsche branded bike on the roof is a sure-fire way to turn heads, this efficient combination of Porsche sports car, roof rack and bicycle beautifully summarises how far Porsche Tequipment and its other spin-off arms have come over the years, and how the brand has stayed close to its original roots, too. Indeed, rolling down a leafy hillside in a 911 GTS side-by-side with one of Porsche's premium pedal bikes seems a entirely appropriate way of celebrating 20 years of its Tequipment arm. And a fitting tribute to its lasting ethos of excellence in engineering – excellence that it exudes from whatever might end up wearing that famous Porsche crest ○



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# On *Safari*

The name 'Tuthill' has become synonymous with competition 911s, and with one event in particular. Richard Tuthill explains his ongoing love affair with East Africa and the Safari Rally...

Story: Martyn Morgan-Jones Photography: Andy Morgan



Often referred to as the 'Cradle of Humankind', East Africa, home to the legendary Safari Rally, is a truly special place, blessed with an oft-mesmerising landscape; punctuated with regions that have either been slowly massaged into gentle, benign forms, or violently reconfigured due to the actions of conflicting, visceral, forces. Factor in the rich and vibrant palette, the diverse culture, the abundant and varied wildlife, and it's easy to appreciate why this magical although, sadly, troubled part of the world enthral visitors.

Richard Tuthill, director of globally-renowned Porsche specialist Tuthill Porsche, is one of many to have fallen under its spell. What's more, it's something of a family trait: "Dad has always adored this part of the world," explains Richard smiling. "And endurance rallying. He competed in the 1980 Marlboro Safari Rally in a Saab 95 V4 and took the whole family with him. I was only seven years old at the time, but I have this amazing and enduring memory of my first time in East Africa, Kenya in particular. The colours, the sights, sounds and smells. Like dad, I've been in love with the country ever since."

In love... and, in more recent times, deeply involved too, although the Tuthill's motorsport's lineage can be traced back to humbler, more modest roots. "Dad was originally a farmer," mentions Richard smiling. "But he also owned a garage. Just a general garage, with sales, servicing and repairs. However, because he competed in motorsport, and prepared his cars well, the garage, and the excellent services it provided, became well known. His participation in the 1980 Safari helped raise its profile, although this wasn't dad's first endurance rally. Prior to this he'd competed in the 1977 London-Sydney Marathon Rally driving a Beetle. In fact, he'd campaigned Beetles for many years."

Partnered by Tony Showell, Francis Tuthill battled through to complete the London-Sydney, a gruelling 30,000km event, in 36th place. Having discharged its duties well, the Beetle, which is still in the family's possession, made way for other Beetles and other cars, including the aforementioned Saab and a 911 Carrera 3.0; a car that happened to catch the eye of a certain David Richards. At the time, Richards, who'd





recently co-driven Ari Vatanen to the 1981 World Rally Championship title, was making the transition from active participation in motorsport, to establishing his motorsport consultancy. Crucially, he was in the throes of bringing Rothmans and Porsche together, a move that would not only lead to the creation of Prodrive in 1984; it would also mark the Tuthill's first association with the 911 in rallying.

"David, who knew dad through rallying, asked to buy the Carrera 3.0," tells Richard. "He said he was pitching an idea to Rothmans and was planning to mock up a 911 rally car in Rothman's colours. Dad agreed to sell David the Carrera, but with the proviso that Tuthills would do the bodywork and paint. The car looked great, the pitch was successful, and Rothmans and Porsche got together. The rest is history. Our

part in the success of this venture wasn't overlooked either. We were subsequently given the preparation work for the Coleman and Toivonen 911s, and went on to repair the accident damage and do the paintwork on all of Prodrive's 6R4s, BMW M3s and Subarus (Legacy and Impreza), up until the company started to focus on the WRC. Dad was still competing too."

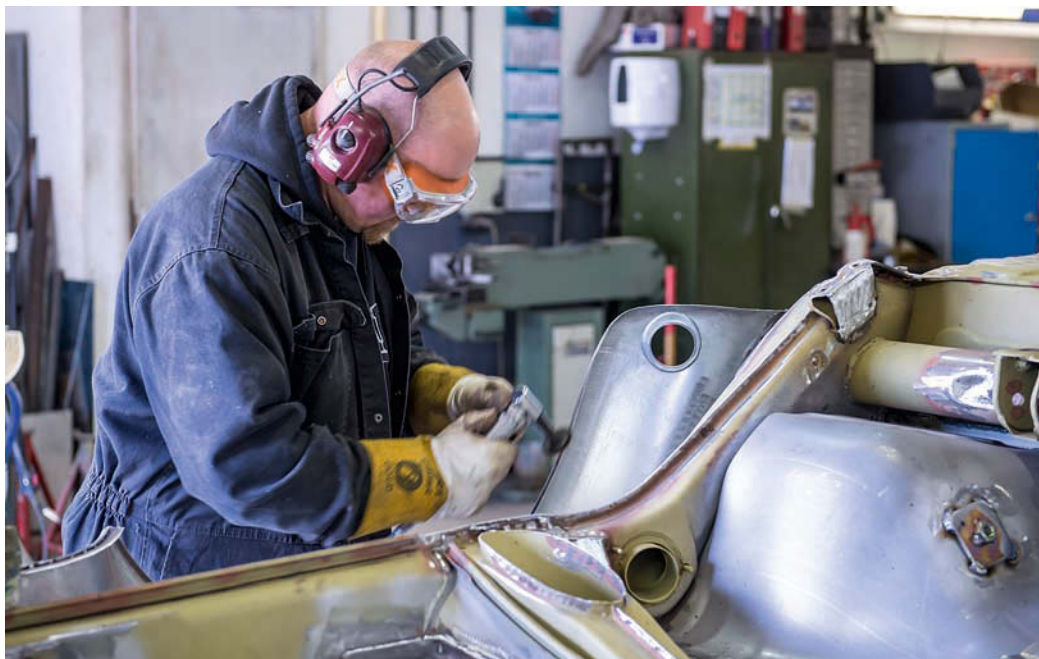
Still competing on a global stage. In 1993, former London-Sydney competitor Nick Brittan set up a company to concentrate on endurance rallies, beginning with the 25th anniversary re-run of the original 1968 Marathon. One of the first people to sign up for it was Francis Tuthill.

"Dad rang his old mate and navigator Tony Showell and they hatched a plan to build a 911 for the event, and one for a client," remarks Richard. "As it transpired, dad and Tony won. That win

marks the big break in terms of our involvement with historic Porsche rallying, as it resulted in a number of people contacting Tuthills to build 911 rally cars. Mind you, we'd had some previous experience of this, as we'd been involved with a small number of 911 owners, including Beatty Crawford whose rally Porsche 911 we'd rebuilt."

Crawford, a renowned co-driver, enjoyed great success, partly because of his undoubted skill, and partly because he employed the services of top drivers such as Walter Rohl, Stig Blomquist and Bjorn Waldegård. It was actually thanks to Crawford that Waldegård would forge a special association with the Tuthill family, and Richard in particular. "I met Björn in 1991, I was just 17. Having passed my driving test one week earlier, dad booked a ferry, put me in Crawford's rally 911, and told me to drive it to Jyväskylä: the start





*"We have become inextricably linked with the Safari. It's such a major part of our working life"*

of the historic 1000 Lakes Rally, where I was to meet Bjorn. I met Bjorn, he jumped in and we meandered along the high street where he proceeded to check the seating position and test the steering and brakes. Even this low-speed and short-lived run was an enormous privilege. The following year I looked after the 911 he drove in Killarney – he won! And, I was undeniably the luckiest guy in the world to co-drive for him in Ypres during 1996. Bjorn, who sadly died last year, and is hugely missed, drove for us on many occasions and won the 2011 Safari Historic in one of our 911s of course. This was the first-ever Porsche win on the Safari, some 40 years after he'd first attempted the feat."

In the early '90s, the period when Richard and the Tuthills began forging a relationship with Bjorn and classic rallying, the sport was in its embryonic stage. "Back then, and for quite some time afterwards, the regulations and the clientele were rather different," recalls Richard. "So too was our business strategy. If you were lucky, and if he liked you, dad would agree to build you a car. Then, usually around six months later, the car would be collected. Yes, we did a bit of on-event servicing and some driver/team support,

but it was a casual arrangement. It's important to remember that the rally scene was different back then. People tended to do their own things"

This somewhat 'laissez faire' approach is markedly different to how the company operates now and how it has been operating since just before the Millennium. "From around the late '90s the sport began changing, becoming more competitive and strictly regulated," Richard elaborates. "Along with the changes, we were finding that there was a new breed of driver on the scene. These drivers simply didn't want to be involved in the 'nuts and bolts' of the car, and many wouldn't know how use a spanner if the opportunity presented itself! Which is why we have championed the 'arrive and drive' format. We offer bespoke packages, tailored to each individual's particular needs/aims, and we ring-fence the price. Essentially, we prepare and supply the car, run it on the event and handle every detail, right down to the minutiae."

It's this attention to detail, the sublime quality of the car and its preparation, the calibre of the staff it employs, along with Tuthill Porsche's desire and drive to achieve the very best results that truly sets this company apart. And, although

he's extremely modest about what he has achieved, and what he has done for the sport, it's Richard who deserves much of the credit.

"Although I'd done some work for dad in previous years, it wasn't until 2003 when I became intimately involved with the business and the Safari Rally," reminisces Richard. "Mike Kirkland decided to reintroduce the Safari Rally in 2003, as 'The East African Safari Classic', a bi-annual event for classic cars. I'd been driving in the North American Rally Championship but didn't have a drive for 2003. As it happened, dad had been approached by Stuart Rolt, a super chap and a very good driver, and chairman of the BRDC for many years with a view to building him a 911 for the Safari, but only if I'd train him and also navigate him on the event. Which I did. We finished third. Frédéric Dor, in another of our 911s, finished second. The rally was fantastic, and a life-changing experience."

Not only life-changing, the Safari would soon become a huge part of the company's rallying portfolio. "We have become inextricably linked with the Safari. It's such a major part of our working life," enthuses Richard. "It's a real buzz and a proper adventure. Despite what some









*"I don't think I'll ever tire  
of the event despite the  
colossal organisation required"*

people may think, the Classic Safari is a proper mission, sharply-focused, and extremely gruelling. Stig Blomquist, who finished second in 2011 and 2013 in a Tuthill 911, told me that it's just as demanding as the original WRC Safari was but with the opportunity for a little more sleep! Every second counts and the incredibly demanding nature of the event really brings us together as a team. Nothing else matters. We work incredibly hard, but we have fun too. It's mega. Plus, we must be doing something right, as every two years we manage to convince up to 70 professionals, drawn from around the globe, to come and work for us."

It's this symbiotic relationship with the Safari which, in many ways, has helped define the company. As has the relationship it has forged

with the marvellous, hugely-capable and charismatic Porsche 911. Over the years, Francis Tuthill Ltd., and, more recently, Tuthill Porsche have become bywords for excellence in terms of classic 911 competition preparation and general service.

"The 911, particularly the classic 911, is at the very core of our business," Richard articulates. "Obviously, we are biased, but there really is no better car from that period, certainly for classic rallying, especially endurance events. It has a strong monocoque bodyshell, superb traction, good brakes, terrific reliability, and great speed. In FIA terms/years, we are dealing with cars from 1965 through to 1985. In Safari terms we focus on 1973 to 1977. As for the optimum base car; that's either the 3.0RS or RSR, or the 2.8RSR.

Deliberately, we build a very generic car. For example, we built a 911 that won the Tour Britannia and then went on to compete in Kenya. Our Safari cars are simply FIA cars with some additions. When they come back from the Safari they can be returned to FIA-spec within a matter of days."

The 911 has, of course, steadily, yet significantly, evolved over the years. As has the way Tuthill Porsche builds and prepares its 911s. Decades of Porsche experience, countless events, along with feedback from club competitors, world champions, and industry experts alike, ensures that Tuthill's 911 rally cars are undeniably fit for purpose and devastatingly effective. They are also refreshingly simple... albeit in a supremely well-engineered way.





Which translates into podium places and event wins, including that Safari win: a win that you won't find listed on Porsche's motorsports' CV, however hard you look.

"Porsche's downfall on the Safari was due to its desire to demonstrate the 911's ability/durability by running the cars with the minimum amount of maintenance and with a total reliance on factory, or factory-specified parts, such as the dampers," explains Richard. "Ultimately, given the damper technology available at the time, the aluminium arm simply could not cope with the constant hammering such components take on the Safari, and failed."

The Tuthill Porsches don't have this problem because they are equipped with

strengthened steel rear arms. They also all use much larger diameter EXE-TC WRC five-way adjustable dampers, complete with remote reservoirs. "We have reformed the Porsche front uprights to accommodate these new dampers," remarks Richard. "We use the company's dampers on the rear too. Good damping is extremely important on a car with such a rear weight bias and given the incredibly rough conditions it has to contend with. I can honestly say that these dampers have brought about the single biggest improvement in the performance of our 911s. They are so capable and so reliable. One set will do the entire Safari Rally and much more."

Along with the suspension revisions and upgrades, bodysell preparation is another

Tuthill trademark. Including full seam-welding, the preparation takes the technicians around 300 hours, with particular attention being paid to the bodysell's Achilles' heel: the sections where the steering rack passes through the bodysell.

"There are massive open cavities around these areas, which leads to structural weakening," expands Richard. "However, this is no longer a problem as we have laser-cut strengthening plates that beef up these areas significantly. In fact, we use around 70 laser-cut panels, varying in size from very small to quite large, in the preparation of the bodysell."

These panels, which are Tuthill-designed, and the result of 30 years of development, beginning with the Rothmans Porsches, are part and parcel of why the 911 can survive the rigours of the



## STIG BLOMQUIST TALKS ABOUT THE SAFARI RALLY AND THE TUTHILL 911:

"The roads and tracks used on the Classic Safari are very similar to when it was a WRC event, so the strength of the car has to be the same. I found the Tuthill 911 to be fantastic, very strong, and it didn't have one problem. I had to drive it very, very hard for seven days, so it must be good! It has great power too, and excellent torque, but the best thing is the way the suspension works. I remember chatting to Bjorn, who'd been testing a 911 with Richard in Morocco. This was before I drove the Tuthill 911, and he told me that the suspension was incredible, you could drive flat-out, however rough the conditions. I have found this to be true. Tuthill has a wonderful team too, very professional, with great people and great planning. I'm looking forward to working with them on this year's Safari, driving one of the Tuthill-prepared Race4Health 911s. Historic motorsport is getting more competitive each year, but I think a Tuthill 911, especially for the Safari, is the car to have. The team have developed it so well."



Safari Rally, and still come back for more... barring accidents of course. "Understandably, we are stuck in a specific time period with the 911, but we have always worked our utmost to protect the occupants," states Richard. "The strengthened shell helps of course. Then there's the roll-cage. Because of the regulations, the roll-cage is an evolution of the very first 911 designs, but it's very strong and made to the highest quality."

Quality is one of Tuthill's mantras, and the company works closely with specialist suppliers to ensure that the parts are designed properly, and are the very best available. Many are bespoke. That said, a good percentage of the components, because they have been proven to work well, and be reliable, are plucked straight from Porsche's parts bins. "For example, because

they have never given us any problems, and because they are very effective, we have always used standard brakes," informs Richard. "But, for this year, on the top cars we might try modern brakes. They are more cost-effective and will probably result in less pad 'knock-off'. It's not about performance, it's about safety."

The cooling system also makes extensive use of standard, factory-issue parts, save for a few minor modifications and refinements. "The inherently-reliable air-cooled nature of the car is a massive benefit," continues Richard. "The only water we have to worry about is topping up the windscreen washer fluid! For the oil cooling, we utilise two modern matrices. These are front-mounted in the space previously occupied by the batteries. All cars carry a link pipe in the event of

one cooler becoming damaged. We use Millers 10/60 synthetic oil exclusively. Millers is a great company to work with. We've had rallying clients that have driven from London to Mexico without changing oil, because they couldn't be bothered, and the engine's been absolutely fine. After the event we sent the oil for analysis and it's been found to be perfect."

With the very occasional exception, all Tuthill 911 rally cars run 3.0-litre engines, which feature a raft of standard components. "We use standard cranks, standard rods, standard rockers but competition pistons," tells Richard. "Although the engines are not particularly sensitive to fuel, some of the fuel on the Safari is of an exceptionally poor quality. To cater for this, we have designed a very precise fuel filtering system.





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This system filters the fuel as it enters the tank, and again when it's on its way into the engine. Dust is another engine killer, so the air filtration also goes through two stages, using K&N gauze filters that are sleeved with an outer foam filter. The foam filters are cleaned at the end of every day. Power outputs on the Safari engines vary between 280 and 290hp, torque is around 240lb ft at 5300rpm. Interestingly, we have won the Masters Race Series twice, using a 911 fitted with one of our rally engines! It's torque that really matters, especially on the Safari, when the car is ploughing through mud or battling acres of dusty soil."

For the most part, the gearbox is also standard. "We use the 915 five-speed gearbox," says Richard. "It's very strong and has ideal ratios.

We've refined and slightly strengthened it internally and it runs an internal cooler. The plate type LSD is manufactured to our own design. Top speed on the diff ratio we typically run is 125mph. For ease of servicing, and because the EXE-TC dampers are so good, we have switched to 6.5x15 inch rims and Dunlop 205/65/15 tyres all-round."

It's this impeccably-engineered, supremely-structured, and carefully-finessed approach, along with the massive investment in quality materials and component parts, and plenty of dialogue with manufacturers that turns a Tuthill Porsche into a winner... a Safari winner.

When we visited Tuthill Porsche, preparation and organisation for the 2015 Safari was only just getting underway, but it was obvious that this is a

company that loves what it does, relishes a challenge, and is at the top of its game. The level of expertise, preparation and workmanship eclipses that of many current WRC teams. Nonetheless, Tuthill Porsche certainly isn't resting on its laurels. Not at all; it's hell bent on winning many more. And the team are going to do their damndest to win the Safari in 2015.

"The Safari has become a way of life for us," Richard declares. "It's a once in a lifetime experience that we are fortunate to be able to have every two years. I don't think I'll ever tire of the event, despite the colossal organisation required, and the exceptional hands-on nature. If you ever have to opportunity to take part, then you should grasp that opportunity with both hands and we can make it happen for you!" ○









# Open Evening

The *GT Porsche* summer track evening at Brands Hatch circuit in Kent proved a great success, drawing in a fine mix of Porsche cars.

Story: Simon Jackson

Photography: Rachel Johnston, Simon Jackson

Soon after the pandemonium of Le Mans, another thrilling track-based event took place back in June, and it too featured a brace of hard-charging Porsches. Brands Hatch in Kent was the venue for the *GT Porsche* track evening, a gathering of like-minded Porsche enthusiasts (both participating and spectating) on a sunny Monday evening. A favourite amongst professional, club and amateur track drivers, the Brands Hatch Indy circuit was opened up

for a field of Porsche cars at our exclusive event. With an open pit lane and a realistic decibel limit, the evening was an affordable one and proved popular with Porsche fans from all walks of life.

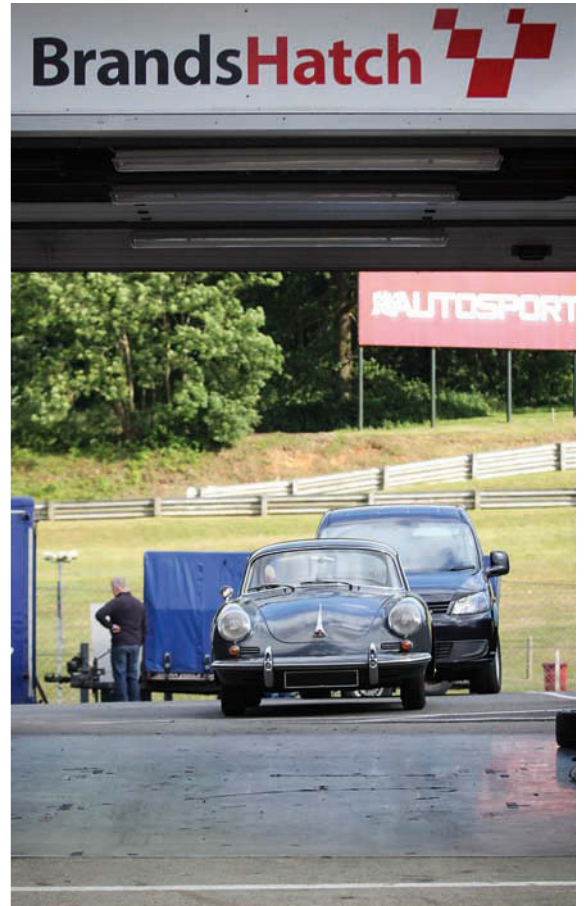
Taking to the track were both older and newer Porsche models, from track-biased 944s to fire-breathing GT3s, Boxsters, Caymans, 968s, air-cooled 911 SCs and water-cooled Carreras, which created a truly colourful and diverse sight on the Kent circuit's glistening



From 991s to 968s, there was a great variety of metal on track, and a good mix of Porsche cars off track too...



We were glad to see a diverse mix of road (above) and track-orientated (below) machinery in attendance



asphalt. After a briefing by the Brands Hatch team and a couple of sighting laps behind a safety car, the throng of Porsche cars present were free to take to the track, coming and going as they pleased throughout the evening.

At first the circuit was packed with the sound of naturally aspirated and turbocharged engines, with every driver getting to grips with the famous venue's layout. But as time passed the numbers on circuit dwindled, and those experienced hands wishing to push on were able to do so, with some impressive lines and committed treatment of the loud pedal. For

the novices, of which there were several, this also provided breathing space with which to learn the circuit and how best to extract their car's potential, pushing beyond that which would be possible on the road. Steadily growing in confidence, those new to circuit driving put in commendable performances gradually building pace and exploring different lines into the various corners.

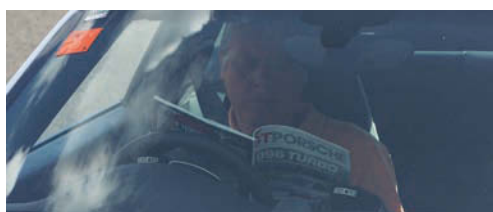
As cars darted in and out of the pit lane, the garage complexes were abuzz with driver swaps and setup tweaks, those who had come merely to spectate were able to grab a cup of

coffee from the track's pit facilities and to sit and watch from wherever they pleased – even the pit wall itself. Cameras and smart phones were wielded by most in attendance, and it was great to see so many people enjoying their evening!

One thing that is wholly apparent from an evening such as this is the camaraderie and friendly nature of Porsche owners, with many swapping stories about their experiences on track, or simply chatting 'Porsche'. This atmosphere prevailed on track too, with all drivers displaying admirable patience with



Below: Those in attendance received a free copy of *GT Porsche* and some just couldn't wait until they got home to read their copy...



one another and allowing room for fellow participants. We were glad to not witness any intimidating driving as can so often be the case, almost definitely the result of our evening being a 'Porsche only' event – no sign of pesky Caterhams or rude Radicals here!

As the evening drew on, a hardcore mix of participants pounded around the track getting the most from their attendance. We saw everything from 991s to 911 SCs being driven as they were intended, but there were also some quick Caymans and Boxsters being put through their paces – these cars make such

fantastic track day machines and are that bit cheaper to purchase and run than a 911. The sight of a few 968s went down well too, the model is known for its ability on track and the owners of these particular cars showed they knew exactly what they were doing displaying some nicely executed lines.

From the feedback we received everyone involved seemed to enjoy the experience, which means we hope to bring you similar events in the future, though bigger and better than anything we've tackled before. Keep a watchful eye on this space... ○



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# Head Space

The Targa is one of the best 911 models currently available. In sporty GTS guise it offers a practically unbeatable package to please both the heart and head.

Story: Simon Jackson  
Photography: Richard Pardon

When I first drove the 991 in GTS form back in our April issue I was generally left feeling a little wanting. Fresh from testing the intoxicating Cayman GTS a matter of weeks previous, and the snarling Panamera V8 GTS saloon prior to that, the 911 with a GTS badge stamped across its rump had a lot to live up to. Porsche's reborn GTS sub brand was indeed in the process of reputation building (or should that be rebuilding?), so to my mind the 911 halo car needed to shine a touch brighter than any of its GTS badged

siblings, and I'm not convinced it achieved that. In hindsight, our test car's specification back in April possibly didn't do much to advance the model's cause; it was a Carmine red Carrera 4 GTS Cabriolet with PDK, arguably the 'softest' of the four 911 GTS variants currently available (the other three being a two- and all-wheel drive Coupé, and a two-wheel drive Cabriolet GTS model). I was therefore keen to trial a different version of the GTS, and the popular Targa model provided an attractive option, something of a halfway house between the Cabriolet we had already experienced and the

Coupé model, which we predict to be the most popular 991 GTS purchase.

On paper, at least, whichever version of GTS you select offers you a plethora of additional extras you'd certainly be daft to ignore; customers gain approximately £9000 worth of additional equipment for a £7500 premium over the asking price of a standard Carrera S. But a Porsche GTS has always been more than the sum of its parts, so the rebirth of those magical three letters really needed to project more than good old fashioned value for money. A GTS should have an aura about it,







## 911 TARGA 4 GTS

**ENGINE:** 3800cc six-cylinder direct injection

**TRANSMISSION:** Seven-speed manual

**BRAKES:** 340mm discs with six-piston callipers (front), 330mm discs with four-piston callipers (rear)

**CHASSIS:** MacPherson strut aluminium double wishbone suspension (front), aluminium multi-link suspension (rear)

**WEIGHT:** 1555kgs

### PERFORMANCE:

**Power:** 430hp

**Torque:** 325lb ft

**Top Speed:** 188mph

**0-62mph:** 4.7secs

**Fuel consumption:** 28.2 (claimed combined)

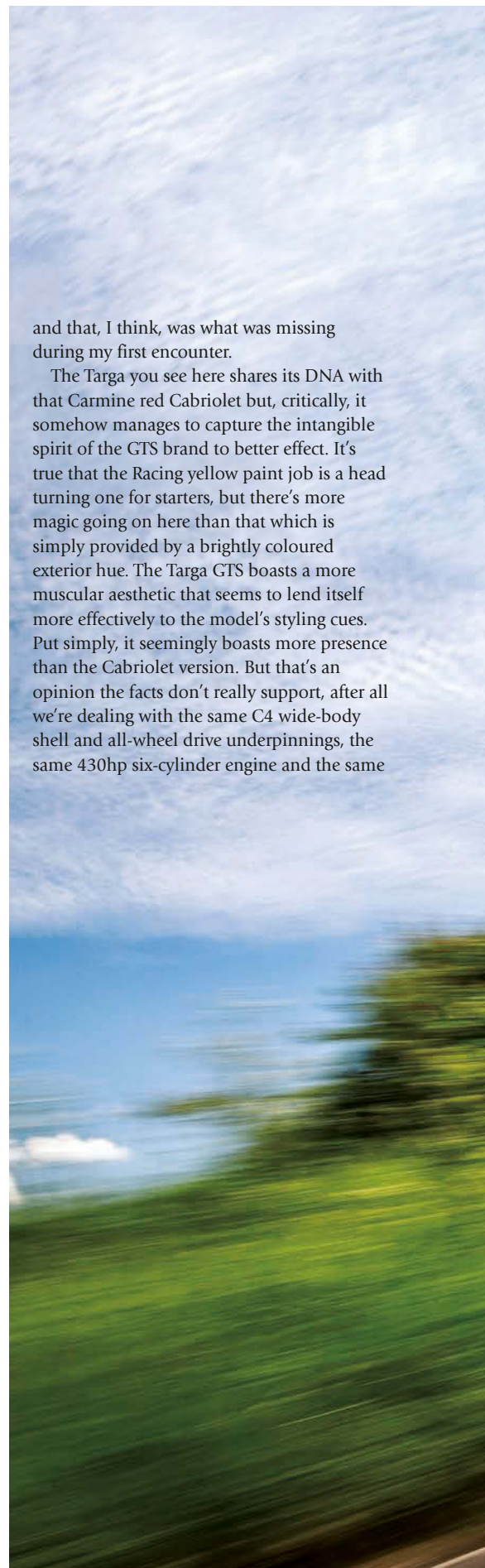
**CO<sub>2</sub>:** 237g/km

**ON THE ROAD PRICE:** £104,385



and that, I think, was what was missing during my first encounter.

The Targa you see here shares its DNA with that Carmine red Cabriolet but, critically, it somehow manages to capture the intangible spirit of the GTS brand to better effect. It's true that the Racing yellow paint job is a head turning one for starters, but there's more magic going on here than that which is simply provided by a brightly coloured exterior hue. The Targa GTS boasts a more muscular aesthetic that seems to lend itself more effectively to the model's styling cues. Put simply, it seemingly boasts more presence than the Cabriolet version. But that's an opinion the facts don't really support, after all we're dealing with the same C4 wide-body shell and all-wheel drive underpinnings, the same 430hp six-cylinder engine and the same





The GTS is the range-topping 911 Targa, in this specification the model really comes into its own...



subtle styling tweaks (read black headlamp surrounds, Sport Design mirrors, and GTS badging) on both variants. What we do have here, though, is a manual seven-speed gearbox and more weight; this Targa weighs 130 kilograms more than its Cabriolet sibling, a factor that influences its 0-62mph time of 4.7-seconds, half a tenth down on the aforementioned Cabriolet GTS. On paper then the GTS Cabriolet would seem to have an edge, but that's not the case on the road...

While any Carrera 4 991 in the range is certain to feel sure-footed, a GTS model should provide a slightly looser, playful balance, and this is something we reported in the Cabriolet variant. This Targa feels more rooted and exceptionally well composed no matter what might be taking place underneath, perhaps a result of its additional weight thanks to that beautiful

glasshouse and roll over bar section (making carrying additional mass entirely bearable). We're sure those whopping centre-locking 20-inch Turbo S wheels, fitted as standard, can only help available grip levels, too. Although it should feel faintly more ponderous, acceleration from the 3.8-litre DFI appears as brisk as ever, perhaps that is merely down to a perception of speed being augmented by this different body style. If anything, the driving sensation seems far more exhilarating in the Targa GTS, for whatever reason. With the roof stowed and the switchable Sports Chrono exhaust system (standard fit on GTS models) in this car locked open, a fantastic deep growl is unleashed as the engine rises up through the rev range, barking and burbling as it smashes back down through the gearbox, with useable torque (324lb ft) throughout and an eager throttle ready to accept confident

commands. This is how a GTS should be.

At £104,385 (manual) and £107,202 (PDK), this GTS is a fitting range-topping model for the Targa variant of 911 and we think it's well worth the additional asking price over the more run-of-the-mill Targas on offer. The Targa is a seriously head-turning 911, more so than even a 991 GT3 in our experience, and in a bold colour such as Racing yellow – one of four no cost colour options for the GTS (alongside white, Guards red and black) – it's a sure-fire way to get noticed whether you like the attention or not. Currently the cream of the Carrera crop, the GTS model has proved that it thoroughly deserves its place in the 991 line-up, and this Targa version would certainly make a sensible and thrilling purchase prospect. This is a Porsche 911 capable of pleasing the heart and appeasing the head ○





# The Incredible Hulk

The latest Cayenne GTS has been 'downsized' from a V8 to a 3.6-litre V6 twin-turbo. Does that mean it's not the performance Porsche it once was?

Story: Simon Jackson Photography: Richard Pardon

There's no getting away from it: everything in the motoring world is being forced to downsize in order to become more efficient and, like it or not, that's starting to have a direct effect on the Porsche cars we know and love. Among the first 'sporty' (for want of a better term) Porsche models to be hit with the bureaucrat's stick is one of the brand's most prized SUV models: the Cayenne GTS. This new version of the GTS is available alongside the other petrol models in the Cayenne's latest fourth generation guise for the 2015 MY, we drove most of the range back in our March issue and were very impressed. What's more we took the range-topping diesel model, aptly titled S Diesel, on a jaunt to Paris in our May issue, and found it to be a seriously impressive and capable companion.

This new Cayenne GTS follows its predecessor's makeup, this being the third Cayenne to be graced with the GTS badge out back. The first version arrived in 2007 boasting

a 4.8-litre naturally aspirated V8 engine. It borrowed its front aspect from the Cayenne Turbo and featured a revised close-ratio gearbox designed to impart a sporting feel and to improve its time when tackling the all-important 0-62mph dash. Today the V8 engine is gone, sacrificed in order to fit with the modern world; in its place is the 3604cc V6 twin-turbo engine from the Macan and Cayenne S, this time tweaked for added performance. In fact, the GTS lays claim to 20hp more than the Cayenne S and 37lb ft more torque, shaving three tenths off its 0-62mph time. It retains the eight-speed Tiptronic gearbox so, on paper at least, it's an improvement over the outgoing Cayenne GTS it replaces. Of course, there are other areas to consider here too: the chassis mixes PASM with traditional steel springs, which equates to a 24mm drop in ride height over the S model, unless you opt for air suspension, which of

course you will. Borrowing from the mighty Cayenne Turbo, the GTS incorporates 390mm brake discs with six-piston callipers up front, with 358mm four-piston items at the rear unless you were to tick the box marked 'PCCB', in which case you'll receive Porsche powerful carbon ceramic stoppers. This new GTS then blends elements from lower down and further up the Cayenne food chain, but it has a rather awkward balancing act to perform. It cannot upset the true performance variant of the Cayenne – the Turbo and Turbo S, both of which are also force induced. This is a rather tricky situation for Porsche and one which it's likely to encounter more in future if, or rather when, a force-induced 911 arrives to replace the existing Carrera models, leaving us with a turbo Carrera, and a turbo Turbo model...

Anyway, back to the here and now. This new twin-turbo Cayenne GTS certainly misses the sense of occasion delivered by its roaring V8





forebear, and sadly it's not any more economical than the old version to make up for it (we averaged 20mpg with a mix of driving). What it does provide, though, is a good chunk of torque in a rather large mid-range spread, so on the road it's quick enough to feel spirited, very spirited for a vehicle of such mass. In conjunction with the very accurate and rewarding steering, the GTS is able to quickly lure you into forgetting you're driving a 2110kg SUV, responding rather like a fast hatchback of half that weight making progress with a deadly efficiency without making a racket about it – this car is more of a silent assassin over the old car's all-guns-blazing approach. Of course, there are the various suspension settings which enable you to tailor the chassis to suit your fancy, although it is missing a razor sharp setting which might allow this GTS to sit more comfortably with its namesakes in the current pool of GTS cars. However, the lack of occasion, in part the result







## CAYENNE GTS

**ENGINE:** 3606 V6 twin-turbo

**TRANSMISSION:** Eight-speed Tiptronic, 4WD

**BRAKES:** 390mm discs with six-piston callipers (front), 358mm discs with four-piston callipers (rear)

**CHASSIS:** Adaptive air suspension with adjustable ride height

**WEIGHT:** 2110kg

### PERFORMANCE:

**Power:** 440hp

**Torque:** 443lb ft

**Top Speed:** 163mph

**0-62mph:** 5.2secs

**Fuel consumption:** 28mpg (claimed combined)

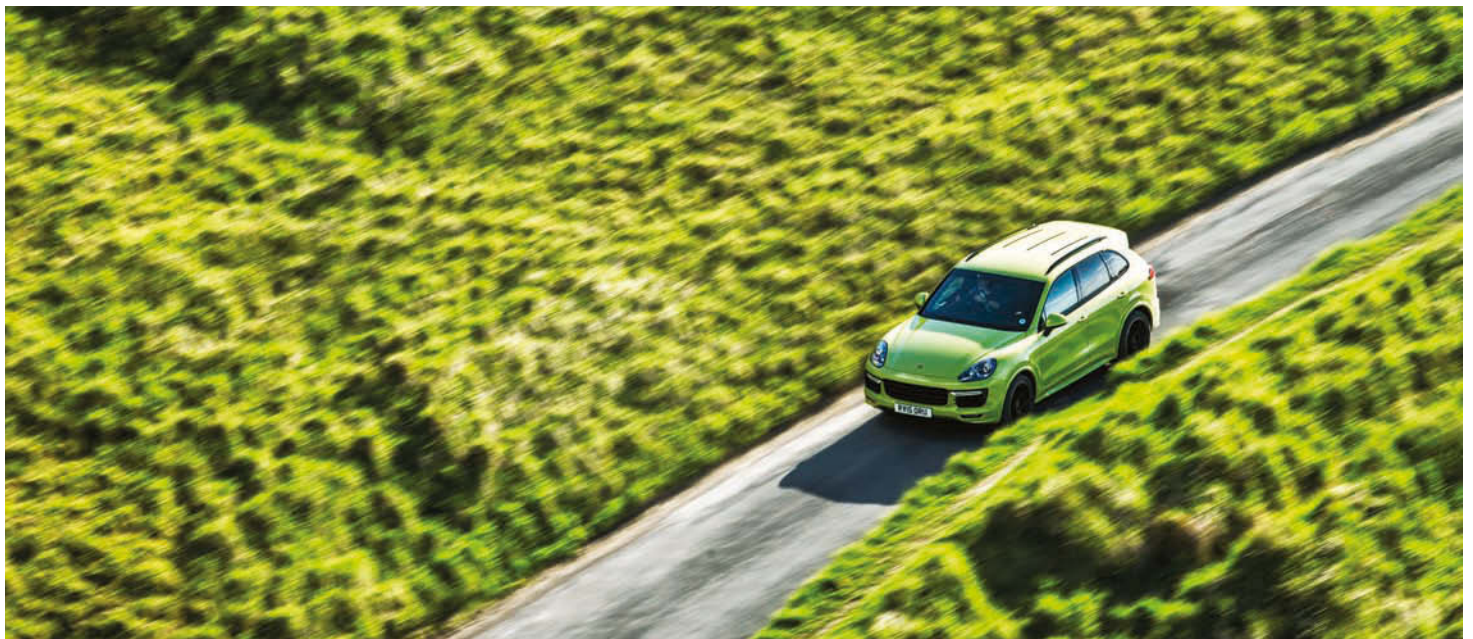
**CO<sub>2</sub>:** 234-228g/km

**ON THE ROAD PRICE:** £72,523

of its propulsion system (naturally), means this GTS does not provide the same hair-raising soundtrack (even with the switchable exhaust system wide open) as the V8 used to, or bizarrely that the S Diesel V8 does, which leaves it a little lacklustre in this department. What's more, if mid-range torque is what you need, and to be honest you really do in an SUV, then the S Diesel far surpasses the abilities of the GTS – it has 184lb ft more torque than the GTS after all.

The new Cayenne is good, very good actually when compared with its rivals such as anything wearing a Range Rover badge, and this GTS is an extremely capable and alluring addition to the model line-up. However those three letters feel more like they simply denote a specification or trim level on this Cayenne, whereas they would seem to mean so much more on Porsche's other

models, most notably the 991, Cayman and Boxster. The world of SUVs is quite removed from that of sports cars, and while this Cayenne is effectively as close to an off-road sports car as you can get, it's still a two-tonne means of transport required to serve a dual purpose, so by definition it's somewhat compromised. As an 'all-rounder' it might not be our pick of the current Cayenne range but there's no denying that the GTS makes a positive statement (especially in this optional shade of Peridot green!) aesthetically, with its driving dynamics and through its exceptionally high levels of refinement. With prices starting at £72,523, the Cayenne GTS is also considerably cheaper than the Turbo or Turbo S models, offering a pokey package with pronounced presence for the price of an entry-level 991 Carrera ○





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# your writes

Our letter of the month receives a BriteMax detailing package worth £65



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## bb 911 Turbo Targa

I must say I found *Retro Porsche: Part II* to be an absolutely brilliant bookazine – it provides a lot of history. I own a 1976 Slant Nose 911, so I'm curious about them, particularly the period modified versions from German tuning houses like Rinspeed and bb, so I particularly enjoyed the bb 911 Turbo Targa feature.

I wondered where the initial idea for the bb-style 911, adapting a 911 to look like a 928 and 959, came from, as you don't see a great deal of them around anymore. God only knows who modified these cars in the Eighties – like the article's author I ran into brick

walls everywhere during my own research on the cars, and I eventually gave up looking.

Not a lot of people have time for Rainer Rothermann's creations, but it was good to see this car. It certainly wouldn't be everyone's cup of tea, but cars like this are still a part of Porsche history, even in a small way.

Vaughn, Australia

Thanks for your comments Vaughn, glad you liked the bookazine! *Retro Porsche: The 911 Years 1974-1989* is available from our online store, priced £8.99. Visit [www.unitymags.com](http://www.unitymags.com) GT



**BRITEMAX**  
Star Letter

## Carbon fibre

Wonderful magazine, keep up the great work! I wanted to send a brief note regarding the very interesting article on carbon fibre (CF) in the December 2014 issue. On page 125, there is a photo and small caption regarding the 2004 996 GT3 RS stating it was the first production Porsche to feature CF parts, noting the wing mirrors and rear wing. Please note the car also had a CF front deck lid. Prior to this car, it is worth noting three other times the factory used the material.

For the 1993 model year, the factory made 86 of the wonderful 964 Turbo S Leichtbau, which also featured a full CF front deck lid. Understandably with only 86 made, it was not really a production car when compared to the 682 examples of the 2004 996 GT3 RS produced.

Also, while the factory was 'experimenting' with early CF for the 959 project in the early '80s, prior to producing the 959, the factory made 21 of the rarest 911 RS model ever, the Group B rally car, the type 954 or 'SCRS'. To the best of my knowledge, the SCRS was the first car to leave the Porsche factory with any form of carbon fibre... the rear bumper was made from a very early version of CF. While the front bumper was a nice quality fiberglass, not that different from the panels used on many R, RS and RSR cars preceding the SCRS, the rear bumper was a different material that they called 'carbon reinforced fiberglass'. If you compare the front and rear bumpers of the SCRS the differences are clear, and of course, the goal of the SCRS was to be as light a car as possible, so every gram mattered. And at a price in 1983 of USA \$79,000, double the cost of a period 930, they could afford to give the lucky racers whatever they wanted!

The SCRS cars were all made in the fall of 1983 for the 1984 model year, and then the 959 was made in 1985 for the 1986 model year fully using the new material. Again, with under 300 of the type 959 made, I'm not sure if you can call it a production run or not... I think it would be considered a production run given the overall quantity produced. I thought your readers may want to know all of the above.

Alan Benjamin, Colorado

Thank you Alan, interesting stuff! GT



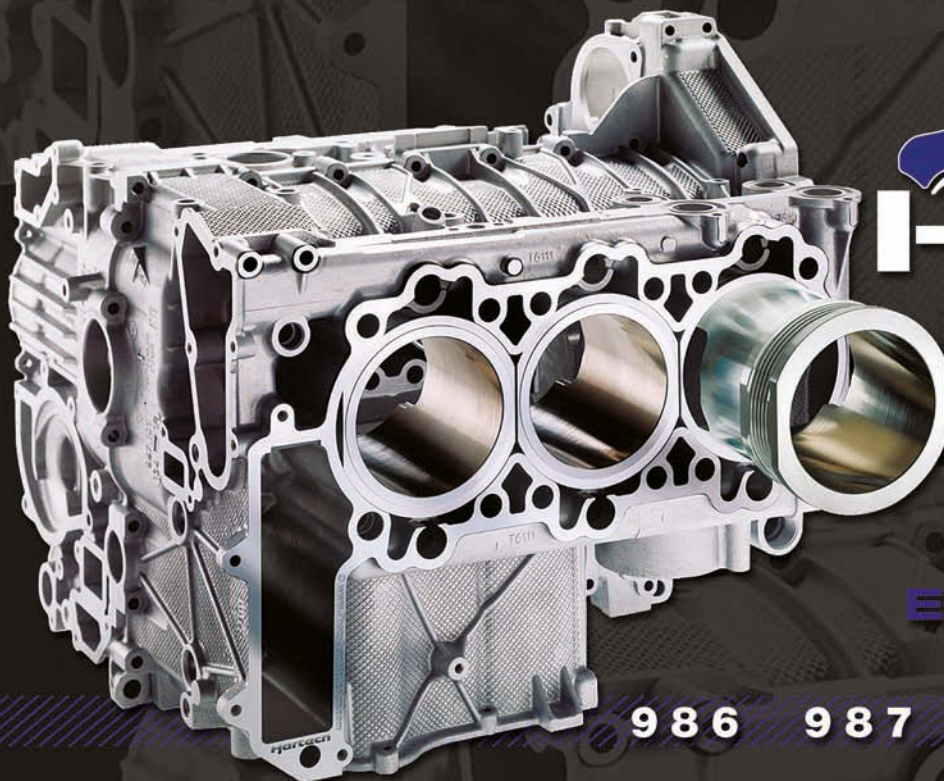
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# The Waiting Game

The 928 has been waiting for its moment to truly shine. Andrew Frankel takes what is believed to be the earliest running right-hand drive example in the country for a spin to see if that day might finally be upon us.

Story: Andrew Frankel Photography: Gus Gregory

**B**ecause my day job is to drive every new car that goes on sale, I sit on a thing called the European Car of the Year jury. And each year the 50-something-strong jury drawn from every country on the Continent votes to name our Car of the Year. And if I tell you that winners from the last 20 years include the Volkswagen Passat (the current holder), Nissan Leaf, Ford S-Max, Renault Clio, Fiat Panda, Peugeot 307 and Toyota Yaris, you'll have an idea of the kinds of car our collective wisdom chooses: important cars, accessible cars, even on occasion, interesting cars. But red-blooded driving machines? Sadly not.

Apart from just one. In 1978, the jury apparently went mad and gave the award to the Porsche 928. It is the one and only time in the award's 51-year history it has been won by a sports car. So shocked by their own actions were my predecessors that in 1979 they went completely the other way and gave it to the Chrysler Horizon.

What kind of creation was this device that caused such calm, considered, worthy jurors to lose their heads and hand their award over to a 2+2 sports car capable of close to 150mph courtesy of the 4.5-litre V8 engine in its nose? I'll tell you: it was the first car to be designed, engineered and executed entirely by Porsche.

Some statement huh? But it holds water. The 356 was more closely

related to the VW Beetle than Ferdinand and Ferry Porsche would have cared to mention, and the 911 was at least in part derived from it. As for the 914 and 924, both relied to a greater or lesser extent also on VW componentry, engineering and technology. The 928 did not. The 928 is what happened when Porsche took a completely clean sheet of paper and gave itself six years to turn into cutting edge coupé.

Of course the plan was that in time it would replace the 911, because which car company would produce two everyday two-and-a-bit seat coupés with similar performance and power, albeit arrived at from diametrically opposed directions? But the fact it never happened and that the 911 remains with us while the 928 has been gone these last 20 years and more in no way made the car a failure. The truth is not even Porsche realised that the 911 would be the car that broke all the rules, the one for which demand would not dwindle despite the advent of a brand-new, fresh-faced, in-house rival. Indeed I would say it speaks volumes for the inherent strengths of the 928 that it survived and sold for 17 years alongside the greatest sports car the world has or will ever know.

Looking back to a time in the early 1970s when talks at Porsche about replacing the 911 got serious, it seems strange that what motivated Porsche then is what is motivating its primary engineering thrust today. Then, as





*The 928 offers stability and traction while retaining that agility to adjust your line should it become necessary*

now, it was not a desire to produce ever more power, but a perceived need to drive down fuel consumption and emissions, exactly the same concerns that killed the American muscle car stone dead at precisely the same time. The 911 was old, it was unaerodynamic and its relatively highly stressed engine was air-cooled, which as any powertrain engineer will tell you is no way to look to a low emissions future. If you want further proof, ask yourself how many air-cooled cars remain in production today.

Porsche also wanted a car that would be perceived to be far more sophisticated than a 911 because, you guessed it, then it could charge much more money for it. When this car went on sale in the UK in 1979, Porsche's listings priced it at £21,827, while the 911SC that was no slower at all came in at just £16,109.

No longer tied to Beetle architecture, Porsche put the horse before the cart and balanced its weight by leaving the gearbox between the rear wheels. There were many reasons for this: a front-mounted engine passes noise tests more easily because mechanical and exhaust sounds are separated. They pass crash tests more easily and lack the often thoroughly involving handling characteristics of rear-engine design for which the 911 had earned a notorious reputation. The engine itself would have a large capacity because, interestingly enough, back in the days before computer controlled engine management could monitor combustion at a molecular level several millions of times per second, a large but low stressed engine was actually cleaner than a smaller, higher revving unit. A 4.5-litre capacity was chosen

and, given its size, eight cylinders worked both in engineering terms and also for marketing purposes in North America; then as now the most important export territory in the world. In original single-camshaft-per-bank, two-valves-per-cylinder guise, it produced 240hp at a lazy 5250rpm.

The body into which it was installed was designed in-house by one Wolfgang Mobius and to this day looks impossibly modern given the styling was signed off for production more than 40 years ago. When the finished car first appeared in 1977 it must have looked like a space ship.

Tom Cribb's car is believed to be the earliest running right-hand drive 928 in the country, an extraordinary time capsule in completely original condition from its Guards red paintwork to its defiantly 1970s Pasha check interior. The last time I drove a car matching this specification I was 15 years old and had asked my wealthy godfather if he'd run me up the road in his new toy. Instead he drove straight to a local reservoir, unlocked the gate and allowed me to charge up and down its service road until I'd scared both him and myself silly. Until I found a way to talk to girls, it was *the* stand-out moment of my adolescence. To say I was looking forward to renewing my acquaintance was putting it mildly.

The driving position is close to perfect, proof if ever it were needed that all the seat and wheel adjustment in the world is a poor substitute for sound ergonomics. In fact, the wheel does adjust for rake and, when it does, the entire instrument binnacle goes with it ensuring you can always see all the dials through the fat, three-spoke wheel regardless of where you put it.



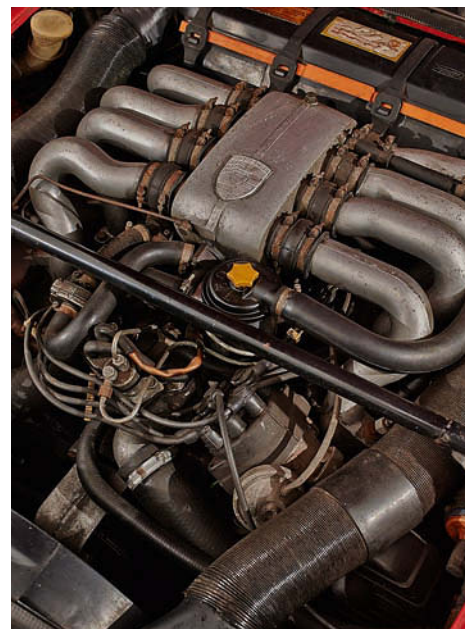








The unstrained V8 engine in the nose provides both torque and a melodious soundtrack making for a serene drive



Why has this not been universally adopted by all car manufacturers ever since? Cost I expect. The clocks are clear and far easier to read than Porsche's cluttered modern dials, while the switchgear comes courtesy of big, chunky rotary knobs arranged around the outside the nacelle: they are easy to find, even easier to operate and pleasingly functional in their action.

Twist the key and good old constant flow Bosch K-Jetronic mechanical fuel injection ensures the V8 fires at once and settles down to a surprisingly smooth idle. Despite sharing a 90-degree crankshaft, it sounds entirely different to the pushrod-operated American V8s of the era: more tenor than baritone, more mellifluous than monstrous, it oozes class and culture, fitting entirely Porsche's aspirations for the car to which it is attached.

Like most 928s sold in the UK, this one has an automatic gearbox, sourced as it turns out from Mercedes-Benz. It's not what Cribb would have chosen (nor me for that matter), but manual first generation 928s are even rarer than early 928s themselves. Indeed, as I write there are just four gen one 928s for sale on the entire Car & Classic website, and not one of them with three pedals in its footwell. But the shifter engages drive seamlessly enough and if you just ease off the brake, Porsche's first front-engined GT glides smoothly away.

When they were new, 928s were criticised for their ride quality (or lack thereof) so it says something either about its more modern tyres or how the overall standards have deteriorated in these days of ultra-slim sidewalls that to me it seems to ride really well. We're in quiet Surrey countryside (who knew?) and it's soaking up coarse and serrated surfaces like an old pro.

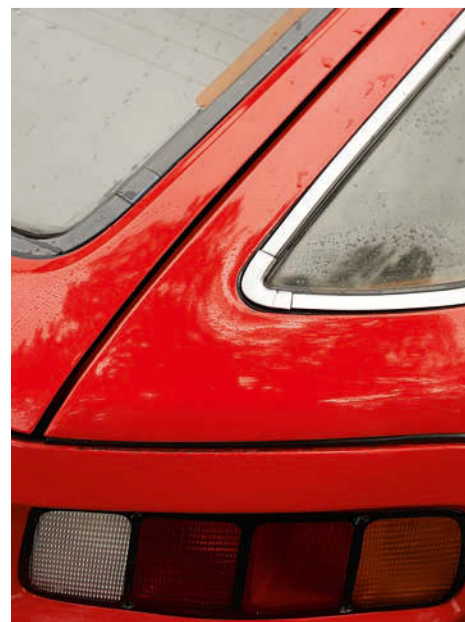
Adding to this sense of well being and relaxation is the big old motor, so mellow in its note, so mild in its manners. Even in these very early moments it's clear this car could never replace the 911 and vice versa, for despite the configurations of their cockpits, these are entirely different creatures, the older car as urgent and alert as the new one is laid back and sophisticated.

For a while, the 928 and I are entirely happy to just cruise. You would never do this in a 911 for it would be a complete waste of what it does well, but this is a busman's holiday for the 928 and it couldn't feel more at home. You don't grip the wheel with clenched fists, you guide it with your fingertips, keeping the revs low, allowing the gorgeous flow of torque from the V8 to take the strain.

You'd be happy to drive like this for hours and days or if you were its owner, weeks, months and years. I'm sure many who bought these cars never dreamt of driving like you might a more traditional Porsche, let alone attempt actually to do so.

But we are Porsche fans and this is a Porsche magazine: I could hardly let you turn over without giving the throttle at least a bit of a prod.

Not much happens. Not at first at least. Soon you learn this is not any







recalcitrance on the part of the engine, but the natural slothful reactions of a gearbox designed to propel limousines. So you grab the shifter and pull it back into second or even first (there are just three speeds in there), plant your right foot and try again.

Now you have the 928's attention. It feels like you've been driving in a cocoon all day, from which a sharp red nose now bursts free. The acceleration is strong and purposeful, not quite the rampaging beast I remember from my teenage experience, but still sufficient to gain your attention and do justice to the shield of Stuttgart on its nose. There is enough torque at both low and medium revs not to want to go sniffing near the redline and when you do nudge the shifter into second, play is only momentarily interrupted before the surge returns. In isolation, this in modern terms is probably no better than the performance of a junior hot hatch, but in that environment, with that aristocratic all-alloy V8 rumbling, it offers an experience beyond comparison to anything so mundane.

Likewise the chassis. I'd not expect the 928 to stick to road like gum to your shoe because I can remember even late 1990s 928s being unable to keep up with then modern rivals like the Toyota Supra through quick curves. But that heavy, chunky, perfectly geared steering system is far better than most we see today and once settled in a corner, the 928 offers the stability

and traction you want while retaining that agility to adjust your line should it become necessary.

The 928 is neither as important nor as exciting as the car it was designed to replace. An equivalent 911SC may have been far cheaper then, but it is far more valuable now and, to my way of thinking, rightly so. To drive one is to be privy to part of the life story of the world's greatest sports car.

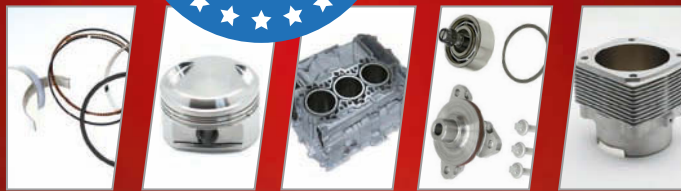
But I think the time will also come when the 928 takes up its rightful position in the Porsche pantheon of stars, because it had then and retains today elements that are truly special. Those looks, that superb V8, the most proper of all configurations (front engine, rear-drive, independent suspension all-round and a transaxle gearbox) and of course the fact that it was the first Porsche designed from a genuinely clean sheet of paper. In 1978 it was good enough to win the Car of the Year award against all possible odds. In 2015 it is a car with ticks in all the right boxes but which the market seems to have overlooked for now. In other words, a classic in the making ○

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Tom Cribb for the loan of his car which is for sale. Interested parties can contact Tom on 07886 275360



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*Simon has worked across several automotive publications over the past decade*

## The Goodwood Festival of Speed has grown beyond all recognition, but has it lost something special along the way?



It's been a few years since I last visited the Goodwood Festival of Speed. I'd become disillusioned with the overtly corporate slant it had taken and the sheer overwhelming weight of numbers in attendance spoiling the atmosphere. When I worked in automotive PR I also saw the other side of the coin, witnessing first hand how much emphasis the major car manufacturers place on the diary date, and the eye-watering sums of money they're prepared to sink into their attendances – which they view as imperative. The event may have started as a low-key 'open house' garden party but it's since become a mammoth corporate machine breeding the kind of elitism I detest. I've become a bigger fan of the Revival meeting that still manages to retain an essence of the spirit in which it was created and is attended by wholehearted automotive fans.

This year, however, I thought I'd give

Lord March's summer fete another go, and my god how the Festival of Speed has grown since I first visited in 2004. Everyone you speak to who was 'there when it started' in '93 (which incidentally is a disproportionate number to how history records it), recalls how it was simply Lord March and a bunch of his mates having a play in his grounds back then. Today it's heavily removed from that. The event has grown to become a four-day affair, with the major motor manufacturers treating it as a replacement for the British Motor Show. PR types clamber for the limelight, creating increasingly dubious and rather crass 'stunts' to gain publicity from the mobile phone wielding masses lining the fences. Long gone are the days when you could mooch around the paddocks, meet the drivers for a chat and soak up what was a unique nostalgic atmosphere. Now, unless you have the correct 'pass'

around your neck, there's the same number of autograph hunters and selfie-seeking nuts ahead of you that ruin anything involving anyone who is vaguely well known in the public arena. I wish people would put their mobile phones down and enjoy what's happening in front of them.

At Festival, if you're very early, very late or very lucky, you can still meet a four-wheeled or two-legged hero up close, but these encounters are few and far between for most. And as for the corporate nature of the event, call it an inevitable fact of modern life if you will, but I heard that in one of the paddocks the well-known tyre brand sponsoring had demanded that only drivers of cars shod with its product were allowed to be interviewed over the public address system. A rather repulsive concept, right?

The Goodwood Festival of Speed has in many ways become a victim of its own success, and while it remains a worthwhile and unique event on the automotive calendar, inevitably its popularity has intumescence resulted in the alteration of its makeup – and in some ways that's not been for the better.

So, am I completely knocking this gig, essentially telling you not to bother attending? Not at all. FoS still has something to offer us fans of historical high-octane machinery, really it does,

and it's still the only place you'll ever see some of these cars being showcased or run at all, but it's not the relaxed animal it once was, and don't let anyone kid you otherwise.

From a Porsche perspective there was a huge level of support levied from Stuttgart, aside from the catering marquee outside the house, the brand also had a colossal stand with a miniature version of its Silverstone-based Experience Centre out back, hosting public drives in various cars. The latest road cars were joined by the Le Mans-winning No.19 919 Hybrid prototype, and there were Works drivers, such as Mark Webber, in attendance too. Moto GP star Valentino Rossi was there, and drove a Porsche 962 up the hill. In fact Porsche's commitment, and the commitment of the entire VW Group, was impressive, but then this is now an event where the size of your plot directly relates to the amount of perceived value you command in the automotive sphere. Ford's stand had a three story high slide on it.

Long gone are the lazy Friday mornings at FoS spent perusing the Catier Et Luxe lawn or watching the mix of action on the hill from a grassy bank – perhaps I should just come to terms with that fact so that I'll enjoy the event a lot more in future... ○

*"At Festival, if you're very early, very late or very lucky, you can still meet a four-wheeled or two-legged hero up close, but these encounters are few and far between for most"*

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



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# Weight *Lifting*

The 2.7 Carrera RS is perhaps the most coveted and iconic Porsche 911 of all time. We didn't need much of an excuse to bring one together with its Lightweight counterpart.

Story: Simon Jackson Photography: Gus Gregory











Lightweight's cabin is track ready and tells a story of har fought battles won

For all the magnificent advances in technology, the tremendously fast, wonderfully efficient, proficient incarnations of the Porsche 911 to have emerged over the decades, there is one model that remains absolute ruler. Is it the quickest? No. Perhaps it's the rarest? It is not. Might it be the dearest? Well, it might be, but that's extraneous here... This Porsche has remained king of the 911s for over 40 years through sheer status, and it'll probably continue that way for another 40 to come. It's an automotive icon, and for many the very definition of the term 'sports car'. The Porsche I'm talking about is the 2.7 Carrera RS. Reputations don't come much greater, or Porsche driving machines a great deal purer, but exactly what makes these cars so revered, and are they really that outstanding?

Like so many of Porsche's iconic model variants, the 2.7 RS was born through racing. Its genesis can be traced back to the 911 R of 1967, Porsche's first dabble with the concept of a lightweight 911 built expressly for racing. The R was derived from the 160hp 911 S of 1966, and made use of timeless automotive weight-saving devices such as fibreglass panels and thinner glass to tip the scales at a measly 830 kilos. The car was extensively modified, running a 2.0-litre flat-six engine from the Carrera 6 producing 210hp, a prototype Teldix anti-lock braking system, and certain key aerodynamic alterations

– the car fleetingly served to quench the appetites of those wishing to race Porsche's popular coupé in suitable top-level competition, just 22 were built. Certainly short lived but not lacking in achievements, the 911 R chalked-up some eye-opening endurance racing results in a short time; amongst them a win on the Targa Florio.

Ultimately, though, with the 911 R a point had been proven by Porsche, and it would add ammunition to an already burning blaze raving between Stuttgart and the FIA, inherited by Ernst Fuhrmann when he rose to power at Porsche in 1972. The motorsport's governing body seemingly refused to grant the 911 Touring Car homologation eligibility, something Porsche so desperately wanted in order to support its efforts competing in the rather expensive business of Can-Am racing with the 917.

At the time, Porsche could scarcely afford to race in such high-level motorsport, and the costly nature of the 917 wasn't reaping direct sales rewards in the showrooms. The brand needed a more relatable racing car, and despite its scheduled upcoming obsolescence (the 928 and 924 were already at drawing board stage), the 911 was the car Porsche wished to wheel into position to plug the perceived PR gap. Fuhrmann's predecessor, Rico Steinemann, had long been losing the battle with the FIA, but he and Fuhrmann figured there was nothing the French authority could do to prevent the

homologation approval of a new car, which would become the 2.7 Carrera RS, as a Group 4 Special Grand Touring car. And they were right – finally the 911 could go GT racing. Under Norbert Singer, boss of motorsport at the time, Porsche devised a plan to create a series produced 911 built for racing, all that was left to do was determine exactly what form that car might take and to work out the logistics of building the required 500 road-going vehicles required under FIA homologation regulations.

In October 1972 Porsche displayed its new car at the Paris Auto Show. The 911 2.7 Carrera RS joined together a pair of nomenclatures not seen in unison before, Carrera and RS. 'Carrera' to commemorate Porsche's exploits in the Carrera Panamericana, 'RS', or Rennsport, having only previously been deployed on full-bore Porsche racers like the 550 Spyder. You could argue that it was a brave move to attach such significant monikers to this new car, but as we now know, the 2.7 RS was more than worthy. Using what had been learnt through the 911 R project, the 2.7 RS was stripped down to its bare essentials. Anything superfluous, like sound deadening or undersealing material, was deleted as was the case with the R model before it, thin glass was employed and lightweight bucket seating fitted – the rear seat was removed altogether and the glovebox lid binned. Even the passenger sunvisor was removed!

Fibreglass panels were also used (the engine



*It's an automotive icon,  
and for many the very definition  
of the term 'sports car'*







The 2.7 Carrera RS  
is a special 911,  
even in road trim





cover and rear apron amongst them), even the existing metal panels were reduced in thickness by around 0.30mm. The strictly competition cars featured laminated safety glass in place of the traditional stuff. For the first time Bilstein shock absorbers were fitted, saving 3.5kg of weight. Singer's RS Lightweight was just that at 960kg, but it wasn't the only version of this particular 911, there was also the Touring filled with a few more creature comforts, itself weighing just 1037kg.

In order to meet homologation regulations, all RS models rolled from the production line in lithe Lightweight trim, and were later converted to Touring specification. What was the difference? Well, the Touring models came complete with an interior akin to that found in the 911 S; a fully trimmed cabin, steel bumpers, and a host of 'optional' extras, such as electric windows, sunroof, an aerial and speakers, and so on. Whichever version was purchased, the same 2.7-litre engine was fitted out back, derived from the 2.4-litre mill in the S, bored-out to 2687cc, an engine designed to be versatile providing Porsche with the option to further increase its capacity out to 2.8 or even 3.0-litres in future.

It's quite an achievement when you consider that this is the same engine which was first conceived as a 2.0-litre unit, its incredible expansion only plausible thanks to Mahle's Nikasil-coating technology allowing Porsche to increase the block's bore from 84mm to 90mm (the biggest used for a 911 at the time). When applied to the cylinder bores, the Nikasil-coating

provided strength and reduced friction, a technique honed on Porsche's 917 race cars. The engine featured the same compression ratio (8.5:1) as the 2.4-litre engine and the same 70.4mm stroke. Once more Bosch mechanical fuel injection was utilised, the valves and timing were cribbed across from the 911 S of 1972/3. All this equated to peak power of 210hp at 6300rpm, a 20hp gain on that of the 911 S. Likewise torque rose from 159lb ft to 188lb ft, and the whole lot was linked to a 915/008 five-speed gearbox.

The body of the 2.7 Carrera RS was significant thanks in part to its increased width. The rear end of the car featured bulbous rear arches, designed to accommodate a wider rear track (up by nearly an inch) and Fuchs wheels (seven inches) providing this particular 911 with a very distinctive silhouette. Naturally it had a practical function too, allowing the 2.7 RS to record the highest lateral G-force during cornering than any other Porsche vehicle before it. Further aiding that ability were changes to the car's aerodynamics package. Most notably amongst them was that iconic 'ducktail' rear spoiler, which dated back in some form to 1970 when its properties had been investigated during wind tunnel tests in Stuttgart. Numerous versions of the ducktail were tested in an attempt to reduce the standard car's rear lift at speed, the final design was found to reduce the car's drag coefficient to 0.40 – in turn reducing high speed oversteer through the increased downforce. As an added bonus the tail plane also directed more

air into the engine's intake, increasing performance, and keeping the rear light clusters cleaner! During a 1000-kilometre race at the A1 Ring, a prototype RS equipped with a ducktail spoiler managed to circulate at 2.5-seconds per lap faster than one without. All that was left to do then was to apply the car's name to the body, and given the ban on any non-essential weight, graphics were decided upon instead of metal badges. After some consideration, the words 'Carrera RS' were splashed down the flanks of the car – a move that would become synonymous with an utterly iconic Porsche.

Despite concerns in Porsche's sales departments at Zuffenhausen over the popularity of its new stripped-back racer, and an unforeseen hurdle when the bureaucrats at the West German National Motor Vehicle Authority refused to grant blanket type approval for the modifications made to the 911, especially that ducktail rear spoiler (which was deemed a potential hazard to pedestrians), Porsche discovered it need not have worried about meeting the 500 sales deemed necessary by the FIA for Group 5 racing. Skirting around the red tape, Porsche went to the extraordinary extent of having each RS individually type approved at its local office in Stuttgart. Some 51 RSs were already sold prior to the Paris Motor Show in 1973, and by the time the doors had closed and the show wrapped, all 500 were spoken for, and it wasn't long before Porsche announced that a further 500 would be built, which would allow



## *It feels reassuringly competent, not the threatening old girl you might be expecting*

the 911 to achieve homologation certification for Group 3 racing, too. This second series of cars came without the ducktail spoiler as Porsche's type approval loophole had now closed, but owners could purchase them for retrofitting at their dealers if they so desired. All told by summer 1973 1580 Carrera RS cars had been built, comprising 1308 Touring models and 200 in Lightweight form, some 55 cars were in RSR specification for racing (with a larger 2.8-litre 300hp engine) with 17 further homologation cars. Of those cars produced, colours were limited to non-metallics due to the use of fibreglass panels, except a few which were bespoke built entirely from metal. Grand Prix white was the most popular choice of paint, with contrasting blue, red or green graphics, some 62 black cars were built, and even fewer in Gulf orange (25). The suits at Porsche need not have worried; the Carrera RS was a roaring success, but hindsight's a wonderful thing, isn't it?

As soon as its wheels touched the ground the 2.7 RS began building a legacy that survives to this day. On track the racing incarnation battled with the likes of V8 Corvettes and 4.4-litre Ferraris, but despite its power deficit its deft nimbleness and handling proficiency made it a competitor able to punch well above its (rather feather) weight. The David versus Goliath Porsche regularly beat its opposition in period and it's maintained that reputation into today's historic racing circles.

On the road the 2.7 RS was famed for its ability to eclipse previous 911s, most notably when exceeding 100mph thanks to that ducktail spoiler. It was this ability to exceed the sum of its parts that ensured the 2.7 RS stood out from its peers at the time, the 210hp offered little in the way of persuasion on paper. In the real world 62mph was clocked up in just 5.8-seconds, pushing on to top out at 150mph, but it was the way it used that power that charmed all who drove it. The flat-six engine had teeth, but it was progressive in its power delivery, not vicious or intimidating. And that remains true today. The RS was fabled for being loud, which it is, but it's not ridiculous, and it was known for snap

oversteer mid-corner, but like any 911 you're probably driving it all wrong if you manage to get bitten by that character trait. Slow-in, fast-out achieves the best from the RS, allowing its incredibly tractable, if not mind-bendingly quick, engine to pull you out and onwards up through the rev range to the 7200rpm redline. In period road testers reported an eye-wateringly hard ride, but when compared with a contemporary sports car the RS is actually quite tame and flexible. The brakes are not servo-assisted, but they provide composure and (fade-free) poise to scrub any excess speed off as required.

The view from inside is a familiar one for any classic 911 aficionado, despite the lack of complexities in the Carrera RS, something true of both the Touring and Lightweight versions. This car does not feel delicate in either guise though, rather it feels reassuringly competent, not the threatening old girl you might be expecting. Its petite dimensions make it thoroughly enjoyable to drive on the road too, whether that might be during a cruise or a charge. This is a racing car for the road which you could use everyday, and one which you wouldn't hesitate to take away for the weekend – well, at least that was true back in period, today things are slightly different.

The two examples you see here are both offered for sale with Specialist Cars of Malton, and while the Touring model demonstrates its historical relevance with a beautiful mix of period patina and evidence of unadulterated care and attention having been lavished on it over the years, it's the history of the Lightweight alongside it which is more important in many ways. A matching numbers Touring is a car that will set you back in the region of £500,000 today, and its history will not differ dramatically from a more run-of-the-mill classic 911, a Lightweight however should really demonstrate a level of historical provenance from back in period. The left-hand drive car you see here is one such automobile, as Malton's Sales Manager Mark Mullen explains:

"For many people the 1973 2.7 RS Lightweight is the pinnacle of the iconic Porsche 911, a stripped out road legal racer whose heritage has founded a whole series of RS models," Mark said.

"This particular car has been used as it was intended, for rallying, throughout its life. Originally light yellow in colour the car was painted white at some point and now looks superb with its red graphics and wheels. Period spotlights show off the purpose of the car. An iconic 2.7 RS Lightweight with a competition history is a sought after collector's piece today."

The car was purchased in 1995 from a dealer in Munich by the owner of a Porsche garage in Portugal, the purchaser's family had been involved with Porsches both in business and in motorsport for in excess of 40 years. A year later he sold the car to another Portuguese man, who in 1999 swapped the car with a further Portuguese collector. From 1999 to 2014 the Portuguese collector campaigned the car in historic race events, including the Volta Portugal, where it achieved a seventh, fifth and second overall during his tenure with the car and in 2004 the car placed fourth in the Rali ACP Veteranos.

The 2.7 RS story is an epic one you never tire of hearing. This car's legacy created one of the most important lines of Porsche product for the past 40 years, and delivered to us some of the greatest driver's sports cars ever conceived. The 2.7 Carrera RS may have been born out of necessity to take the fight to the likes of Ferrari, Corvette and Pantera on the track, but these original road cars spawned as a result remain part of the building blocks of modern Porsche culture as we now know it.

Today these 911s are trading hands for huge sums of cash, but of all the Porsche vehicles created over the brand's history, it's the rare 2.7 RS that deserves to be valued so highly without quarrel. Perhaps the only point of contention here is that as these cars have become so precious, they have led owners to becoming too afraid to use them as they were initially intended, with purchasers preferring to wrap them in cotton wool inside secure collections, never to turn a wheel in anger again. That's a sorry state of affairs if that notion continues to propagate. We can think of at least three important Porsche men who would take umbrage at that concept; Fuhrmann, Steinemann and Singer ○





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# *The Perfect Fit*

The winner of our recent Eibach competition enjoyed his car's fitting day at Porsche specialist Center Gravity...

Story: Sonia Patmore  
Photography: Matt Woods

Back in March we ran a fantastic competition that gave you the chance to win the entire Eibach range for your Porsche, plus full fitting at Porsche specialist Center Gravity in Warwickshire. The lucky winner was Chris Angus from Cambridgeshire who drives a 2006 997.1 C4S with PASM – a completely factory standard car. After getting over the initial shock of winning with Chris claiming he “just didn’t expect to win” it was full steam ahead planning which Eibach

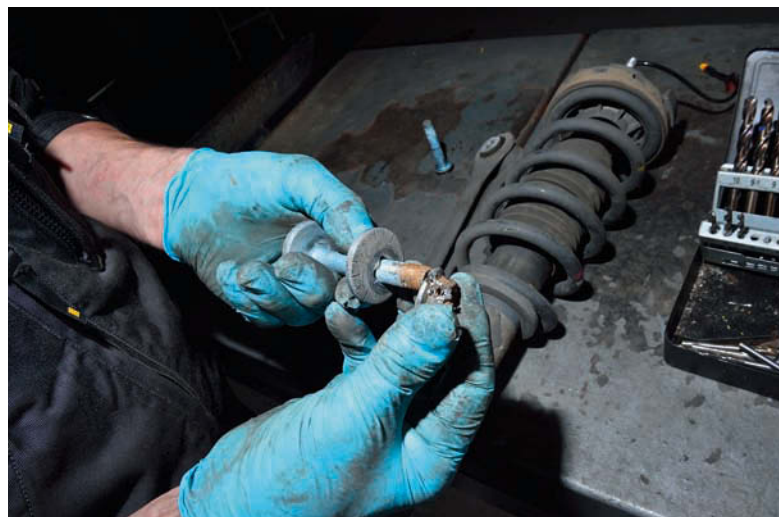
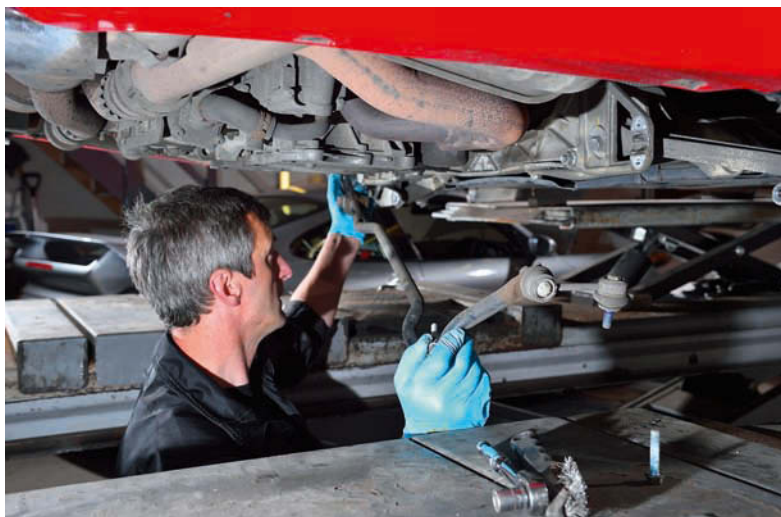
goodies would be heading his way.

After in depth conversations with both Eibach and Center Gravity, Chris happily decided on his winning prize. The 997 is Chris’ daily driver, from shopping, to taking the children camping, to road trips in Europe, so Chris was adamant he wanted the car to remain ‘drivable’ with a decent ride quality that wouldn’t upset the family. The final decision was for the Eibach Pro-Kit, Anti-roll Bar Kit and Pro-spacers. After discussions with Chris at Center Gravity it was also decided to change

the dampers as they were still original, and at 90,000 miles were edging towards the 100,000-mile limit recommended by Porsche. So a set of Bilstein B6 dampers were acquired to work in perfect harmony with Chris’ Eibach Pro-Kit.

Fast-forward to June and we found ourselves in Atherstone, Warwickshire at the premises of Center Gravity. Run by husband and wife team, Chris and Jane Franklin, and with daughter Holly helping run the office, and her husband Peter as Chris’ right hand man, what this small dynamic





family run business doesn't know about Porsche cars seriously isn't worth knowing.

With Chris off on holiday to Paris, he'd dropped his pride and joy off at Center Gravity for the week on the previous Thursday. This enabled Chris and Peter to perform a thorough health check before working on the car on the arranged fitting day. These standard health checks included a test-drive to check for any knocking noises and to see if there are any signs of oversteer or understeer. The tyres were studied, too. The tyre pressure were taken to make sure they were correct when measuring the ride height of the vehicle, and their condition was taken into account as Chris can gain a lot of information from this that sometimes the customer hasn't been able to tell him; for example, he can see if the car has had track use or whether it's running too much negative camber. The ride heights were then measured and compared to Porsche guidelines. In this instance this original 2006 vehicle with 90,000 miles on the clock was still well within Porsche's guidelines.

The day started with photographer Matt taking

the obligatory 'before' shots quickly before the 997 disappeared into the garage for its overhaul. First up was another standard test for Center Gravity: a health check of the damper units which were then compared to the manufacturer's notes. Chris is collating a history of Porsche damper health at a variety of mileages so he can use these figures for future reference. The car was driven on to the damper diagnostic machine, which comprises oscillating test plates where the four corners were individually tested (first the front and then the rear), so that the resonance frequency and amplitude of excitation could be measured. The recordings were taken in both 'normal' and 'sport' mode, and video was taken and kept archived for future reference.

This absolute commitment and attention to detail is a prime example of how Chris has built his business and reputation within the industry, and was consistent throughout the day's procedure in both Chris and Peter's workmanship.

Once complete the 997 found itself on the ramp. Ballast was placed into the front luggage compartment to replicate the weight of a full tank of petrol. The pair continued with their

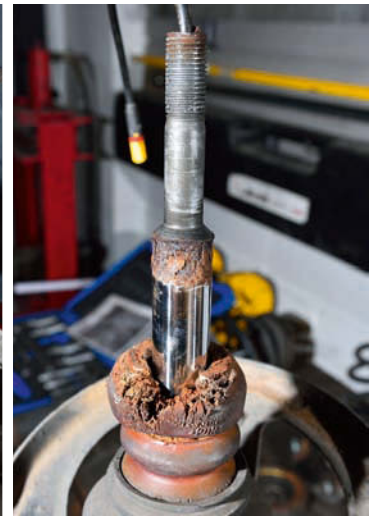
thoroughness and aforementioned health checks – the tyre pressures were rechecked and the underside of the car was checked for any potential issues such as perished bushes or oil leaks. In this case a problem with the steering rack was spotted. Next the geometry was measured, as Chris' theory is this setup is the one the customer feels happiest with, as this is what they are used to. This was then used as a reference point to reset the geometry once the new product was on the car. The 997 was slightly toe-out but this, Chris explained, can just come with age. All was corrected at the end of the process when a full geometry setup was completed.

A point to highlight when working on an older car like this with a reasonable mileage and its original parts is that when embarking on a big upgrade such as replacing the suspension, you need to be aware that other parts may need replacing as work starts on the car. Bushes can perish, bolts can seize and bump stops can break. This is why it is always recommended to use a reputable garage to do any major work as such issues can be dealt with straightaway.

Chris set to work on the rear whilst Peter







tackled the front, and all four wheels were soon off. Careful attention was given to the removal of the rear sections of the car's interior and sound deadening to enable access to the top of the rear suspension units. Then it was back under the car and straight off with the rear anti-roll bar. To reach the rear suspension units all the camber adjustment had to come off. On one side there was a slight hold up as one of the eccentric bolts had completely seized, but with tenacity and a whole range of tools the bolt came free. Chris explained how, over time, the bolt had stretched from being tightened which caused it to seize.

With the old units off Chris performed a quick health inspection, and it was apparent this was done just in time! The old dampers were starting to leak, there was damage to the mono tube, and the springs had worn through the coating with damage to the pigtail coil. Cue the roll out the shiny new Eibach Pro-Kit and Bilstein B6 dampers. The Eibach products, and Bilstein ones for that matter, are what can be termed as 'bolt-on', which means they are a straight swap for the OE part. Eibach springs are

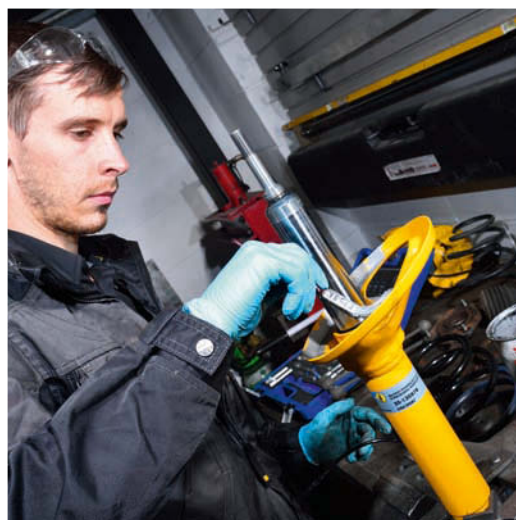
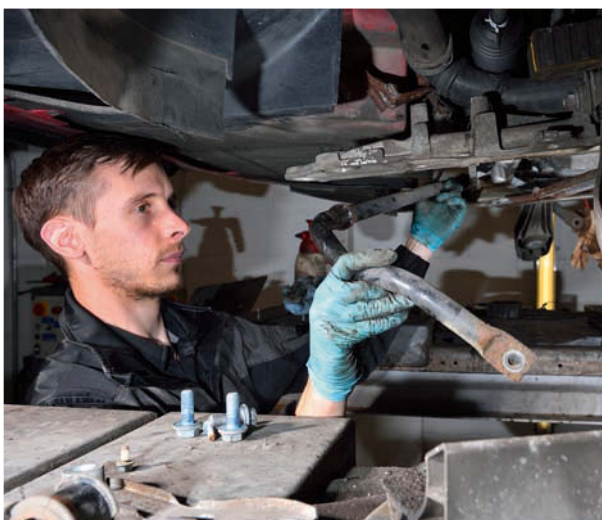
progressively wound, which means the ride quality that Chris was so concerned about losing will not be compromised. The spring effectively has two parts, one which creates the comfort ride when driving round town, for example, the other which comes into effect when you push the car and have fun on the corners! Eibach uses a PU tubing on coils where there will be any contact. This is to reduce wear on the spring and any potential noise issue. Again everything was done to the Center Gravity standard, with sealing wax added to avoid water traps and every main bolt marked to prove it has been tightened.

Once both sides were completed the interior and sound deadening was all carefully refitted, and the new Eibach rear anti-roll bar was put in place. The kit is three-way adjustable on both the front and rear bar, the middle adjustment was chosen as owner Chris was looking primarily for comfort. Along with being adjustable, these bars are also formed from hollow cold drawn silicone chrome vanadium steel. Porsche's own standard anti-roll bars are made from tubular steel and when designing the aftermarket kit for this

chassis, Eibach saw no reason to change this. This means that along with being super-light they also offer a significant weight saving in the order of 45% when compared to similar aftermarket offerings.

In the meantime Peter was busy at the front of the car. Once the wheels and brake discs were off – using the Center Gravity 'top secret calliper protector', the whole suspension unit plus the wheel carrier had to come off as a complete unit to be taken apart on the workbench, as there just was not the room to work within the space available on the 997. Again, like the rears, the front dampers had perished – confirmation it was the right idea to upgrade in one go.

Before the new suspension units could be fitted in situ, it was necessary to change the front anti-roll bar (ARB). To get to the bar Peter had the task of first removing the coolant pipes so he could drop the subframe enough to get the OE bar out. As previously mentioned the Eibach ARB is a straight swap product, and literally bolted back into place where the OE part fitted. All the bushes were replaced with Super-Pro polyurethane bushes (which are included in the





*"I didn't think you could improve on the feel  
and the handling of the suspension of  
the 997 but how wrong I was!"*



Eibach Anti-Roll Bar kit). These offer increased durability and add to the improved handling of the vehicle.

As highlighted earlier, when working on older cars you can often uncover a few nasty surprises, such as Peter discovered here. On removing the damper unit Peter saw that the boot covering the ball joint on the coffin arm had split and was letting in water thus causing excessive wear and corrosion. So two new arms had to be quickly ordered to not slow up the fitting process. Owner Chris was notified so he didn't come back from Paris to any unexpected surprises. Meanwhile Peter was able to assemble the new spring and damper combination. An aluminium slip was used regularly throughout for lubrication and to counterbalance any effect between putting two different metals together.

Once the new coffin arms arrived the reassembly started and Peter was quick to put everything back in place. He worked quickly and efficiently, carefully marking each point – a fool-

proof way to ensure all bolts were tightened and parts put back in the correct way.

The final additions were the Eibach Pro-spacers which are made from aero-grade aluminium. These precision machined spacers were the perfect finishing touch for this refreshed 997. At just 7mm thick they have a very subtle spacing but just that tiny amount is enough to enhance the 997's looks by filling the arches and improving the stance. It was imperative that extended bolts were used with the wheel spacers and, luckily for Chris, they came included as part of his prize. With the wheels back on it was time to torque.

To truly understand the results of the fitting Chris took the 997 out for a test-drive to check for any knocking and to get the general feel of the car. He can pinpoint any irregular noises, knowing within seconds what needs to be tightened or adjusted.

At this point the geometry had been set back to the same as with which it arrived, so once Chris was happy with the ride quality of the car

it was brought back in for the final part of the day: the geometry setup. This is an area that is often overlooked yet this is what can make the difference between an average car and one that will blow you away. As a company, Eibach advises that a vehicle is professionally realigned once any changes have been made to the chassis, as only then will you gain the full benefit of its products.

As befits their reputation, again Peter and Chris took their time with the setup. Chris had spent a lot of time talking with owner Chris so he understood exactly what requirements he was after. The whole ethos behind Center Gravity is to find the perfect handling solution for your vehicle through a personalised geometry setup.

The end result? One very happy competition winner: "At first I really didn't think you could improve on the feel and the handling of the suspension of the 997 but how wrong I was!" Chris said. "The final result is a brand-new car feel with tighter cornering and steering control." ○




**911 Carrera Speedster (1964)**

5-Speed • Polar Silver • Black Leather Sport Seats • 17" Cup Wheels  
3-Spoke Club Sport Steering Wheel  
36,537 miles • 1994 (L)

**£199,995**


**911 Turbo Targa (1980)**

4-Speed • Grand Prix White • Red Leather Sport Seats Piped White  
16" Fuchs Wheels • Air Conditioning  
13,499 miles • 1988 (F)

**£124,995**


**911 GT3 (1997)**

6-Speed • Speed Yellow • Black Half Leather Sport Seats • Satellite Navigation • Sport Chrono Pack Plus  
39,046 miles • 2007 (56)

**£77,995**


**911 Carrera 4 S (1997 GEN II)**

7-Speed PDK • Basalt Black • Black Leather Seats • Touchscreen Satellite Navigation with iPod/USB • 19" Carrera S II wheels • 31,626 miles • 2011 (61)

**£54,995**


**911 SC Sport Targa**

5-Speed • Jet Black • Black Leather Seats • 16" Fuchs Wheels • Stainless Steel Exhaust & Heat Exchangers  
37,495 miles • 1982 (X)

**£49,995**


**911 Carrera 4 (1993)**

6-Speed • Midnight Blue • Dark Blue Leather Sport Seats • Blue Power Hood 18" • Turbo Wheels • Air Conditioning • 72,490 miles • 1996 (N)

**£49,995**


**911 Carrera 2 S (1997 GEN II)**

6-Speed • Basalt Black • Black Leather Seats • 19" Carrera Classic Wheels  
Touchscreen Satellite Navigation  
31,449 miles • 2011 (61)

**£49,995**


**911 Carrera 2 S (1997)**

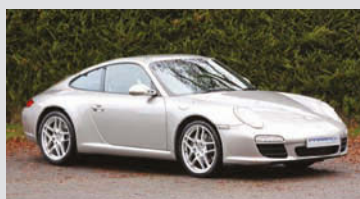
7-Speed PDK • GT Silver • Cocoa Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 32,015 miles • 2010 (10)

**£47,995**


**911 Carrera 2 (1997 GEN II)**

6-Speed • Jet Black • Black Leather Seats • Touchscreen Satellite Navigation • 19" Carrera S II Wheels  
13,332 miles • 2011 (11)

**£46,995**


**911 Carrera 2 (1997 GEN II)**

7-Speed PDK • Platinum Silver • Dark Blue Leather Seats • Touchscreen Satellite Navigation • 19" Carrera S II Wheels • 39,089 miles • 2011 (61)

**£46,995**


**911 Carrera 2 (1997 GEN II)**

6-Speed • GT Silver • Cocoa Leather Seats • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels  
26,356 Miles • 2011(61)

**£45,995**


**Boxster S (1981)**

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

**£44,995**


**911 SC**

5-Speed • Silver Metallic • Black Pinstripe Seats • 16" Turbo Fuchs Wheels • Electric Sunroof  
194,705 miles • 1979 (T)

**£39,995**


**911 Carrera 2 S (1997)**

6-Speed • Basalt Black • Flamenco Red Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels • 33,742 miles • 2008 (58)

**£39,995**


**Boxster 2.9 (1987 GEN II)**

6-Speed • Jet Black • Black Leather Seats • 18" Boxster S II Wheels  
Heated Seats • Bluetooth Phone Preparation • 18,763 miles • 2011 (11)

**£26,995**


**Boxster S (1987 GEN II)**

6-Speed • Aqua Blue • Black Leather Sport Seats • Touchscreen Satellite Navigation • 19" Carrera S II Wheels  
70,286 miles • 2009 (09)

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# Web *of* Desire

With the same ingredients as the Cayman GT4, the Spyder is the hottest ever Boxster. We get behind the wheel to see if this 'non GT' Porsche offers a genuine GT4 alternative...

Story: Andrew Frankel Photography: Porsche





At around 4750rpm, the engine in the new Boxster Spyder gives a little snarl. I remember it because it occurred to me that G-series 911 Carreras from the 1980s make a similar noise at almost exactly the same revs. But they mean different things: in the Carrera it was the engine steeling itself for the short sprint to the redline, in the Spyder it's merely signalling a departure point from where performance that might be recognisable to owners of other Boxsters starts to peter out, and performance no two seat open Porsche has this side of that other Spyder – the 918 – starts to become available.

The new Boxster Spyder is so fast that on first

acquaintance you start to wonder why Porsche has not called it the Boxster GT4 and positioned it as an open companion to the Cayman GT4 whose 911-sourced 3.8-litre motor it shares.

It's an odd choice and I wonder if it had anticipated the rapturous reception the GT4 Cayman received, whether Porsche would have chosen to do it differently. Because here we have two Porsches, open and closed versions of the same cars essentially, with the same engine, same gearbox, same focus of reducing weight and increasing driving pleasure and just £4000 between them in the market place – yet one is accorded full GT status, the other not.

Some might say this is merely precedent, that

the Boxster Spyder of 2009 was not a GT car so neither should this one be. Perhaps Porsche regards 'Spyder' as a separate sub-brand to 'GT' in the same way as BMW refuses to make an 'M' version of its new i8, so Porsche wishes not to create brand confusion by mixing the two. But I doubt it: I think Porsche decided that people think of GT cars as hardcore machines for wheel-gripping, wide-eyed diehards and so the Spyder would put off more who secretly just want to be seen in the ultimate convertible Porsche than it would attract road warriors who'd probably buy the structurally stiffer coupé anyway.

So at its essence, the Spyder is a Boxster





with GT4 running gear but in place of the GT4's sophisticated suspension comes a standard setup with a 20mm lower ride height and sports springing. Despite the additional weight of the engine and that cool double bubble rear cowl, the lighter roof system, carbon bucket seats and the relegation of air-con and infotainment system to the (no cost) options list means total weight saved is 15kg. The 2009 Spyder saved 80kg and, get this, is a massive 115kg lighter than this new version. So while the new car is also 50hp more powerful, if you look at their respective power-to-weight ratios you'll discover the old Spyder offered 251hp per tonne and the new car has 266hp per tonne. Not much progress there.

One reason Porsche might cite for the Spyder losing rather less weight this time than last is not just the bigger engine – which I'm told is actually hardly any bigger or heavier than the 3.4-litre unit used by Boxsters S and GTS, but because it has a more user friendly roof. Some of you may remember the hood of the original Boxster Spyder was for occasional use only because you'd spend all the intervening time trying to figure out how to raise and lower the thing. More tent than roof, it was a long-winded process even when you'd figured out what to do, and once installed limited your top speed to 124mph because it

would blow off if you went faster. In fact, Porsche didn't programme the car this way, it just told you to keep your speed down, an instruction that at least one British journalist ignored while in Europe in one, with ruinous consequences for the roof and an interesting moment for those following him on the motorway. The new roof is still manual in operation but is sufficiently robust to stay in place even at the car's 180mph top speed and though quite straight forward to erect or remove it still takes a few minutes.

The Spyder does, however, look incredible with the hood down. You can see in its design elements of both the 918 and that other quite effective Porsche roadster, the Carrera GT. Those carbon buckets do more than look good and support your body: their thin shells also provide a few extra centimetres of legroom all drivers much over six foot will be grateful to receive.

The driving position is perfect, the 918-derived wheel is of ideal size and rim thickness. Press some pedals and move the gear lever before you set off and you will be reminded that no-one thinks harder about matching control weights than Porsche.

Turn the key and the bark that responds is sharper than you'll hear in the Cayman GT4, I guess because of the absent roof. For the record I

think its 10hp deficit to the Cayman unit even if real is entirely political and is there to ensure the hierarchy that says all Caymans have more power than their feebler Boxster sisters.

For reasons I'll not bore you with now, I was a passenger in the car while it was driven on the public road, only taking the wheel myself when we reached Porsche's test track at Silverstone. And it's actually not a bad place from which to do at least some of the assessment because as a passenger you are far more sensitive to unwanted body movements than the driver, who at least knows what inputs and therefore likely reactions are about to occur. And the odd thing is that despite being deeply disappointed by the ride of the last Boxster GTS I drove on sport suspension, I thought the Spyder was more than adequately comfortable, especially given the kind of car it is and the fact it is far more likely to be used in a mainly recreational role than a normal Boxster.

I was interested too to see how much less the driver felt the need to change gear than you might even in a Boxster GTS. Peak power may have risen from 325hp to 370hp over the GTS but there's far more torque everywhere, the maximum rising from 265lb ft to an altogether more meaningful 324lb ft. This would be very noticeable in any car, but in the Boxster, which



A new robust user-friendly roof features in this Spyder. With it stowed the car's styling is rather reminiscent of the 918...







*An optimised Boxster chassis toting  
a 911 Carrera S powertrain is a  
potent and memorable combination*





has always had far longer gearing than it needs, the difference is transformative in exactly the same way as it is in the Cayman GT4. The gearbox is a pure delight and you might often choose to change down a couple of times just to feel its action and hear the flat-six howl, but you no longer need to; and on give and take roads where sometimes an opportunity to overtake appears but with no time to waste, in the Spyder you can just stretch your leg and feel the car surge forward like no other Boxster before.

But I really wanted to know what, if anything, it lost to the Cayman GT4 on the track. On paper it seems like nothing: the Cayman has allegedly another 10hp, but also 25 extra kilos to carry. Porsche claimed it will reach 62mph in 4.4sec, the Boxster Spyder in 4.5sec and if that's a difference you can detect, it is you who should be doing this job and not me.

Porsche's test track is quite short but also when you're absolutely on or over the limit with all the electronics turned off, quite challenging too. It's a track designed to make Porsches look and feel good, and it does. So wide is the powerband of the Spyder's new engine that you could probably lap reasonably competitively using just third gear but where would be the fun in that? Without the roof in place you can really hear the engine sing, so naturally you want to give it all the revs in as many gears as you can.

Soon you'll find that an optimised Boxster chassis totting a 911 Carrera S powertrain is a pretty potent and memorable combination. One of very few downsides to driving any lesser Boxster is the certain knowledge that it's capable of handling so much more power than Porsche has put at your disposal, and even now with 370hp the car feels properly exercised, but in no way stretched further than it cares to go. Could it handle over 400hp? Without a doubt. Even as it



is, you find the engine capable of exploiting the car's phenomenal inherent traction like no other Boxster. As ever it will dart into a turn on a trailing throttle but now you can load up the rear tyres with torque at the apex, push through the initial understeer caused by the limited-slip differential and get the car drifting towards the exit. It is simple and highly rewarding.

All I think it lacks relative to a Cayman GT4 is sheer grip, a little steering feel and ultimate body control, symptomatic of both the Cayman's stiffer structure and its more highly specified dampers. I'd say the Cayman probably rides better too, but I'd need them together and on the same road to say for sure.

There are two ways of looking at the Boxster Spyder. The cynic would call it a pulled punch, a car Porsche knows is going to sell and can do so without expensive and highly specialised

componentry because Porsche customers really serious about driving will want a closed GT series car. I prefer to look at it as a pragmatic car. It is less extreme than the old Spyder but more accessible as a result. Is it worth the extra over the Cayman GTS? Yes, because of its looks and the engine, but only if you want it as a plaything. As a regular steer, the cheaper, better equipped, more civilised GTS remains the one to have.

But what it still leaves is space for a proper, no compromise Boxster, a truly stripped out, lightweight, hardcore, road racing driving machine. Only then will we have what Porsche fans have waited a lifetime for: a true successor to the original 550 Spyder. Next year marks the 60th anniversary of it winning the Targa Florio, Porsche's first outright win in a globally important motor race. What better way to celebrate than that? ○





*In the Spyder you can just stretch  
your leg and feel the car surge forward  
like no other Boxster before*







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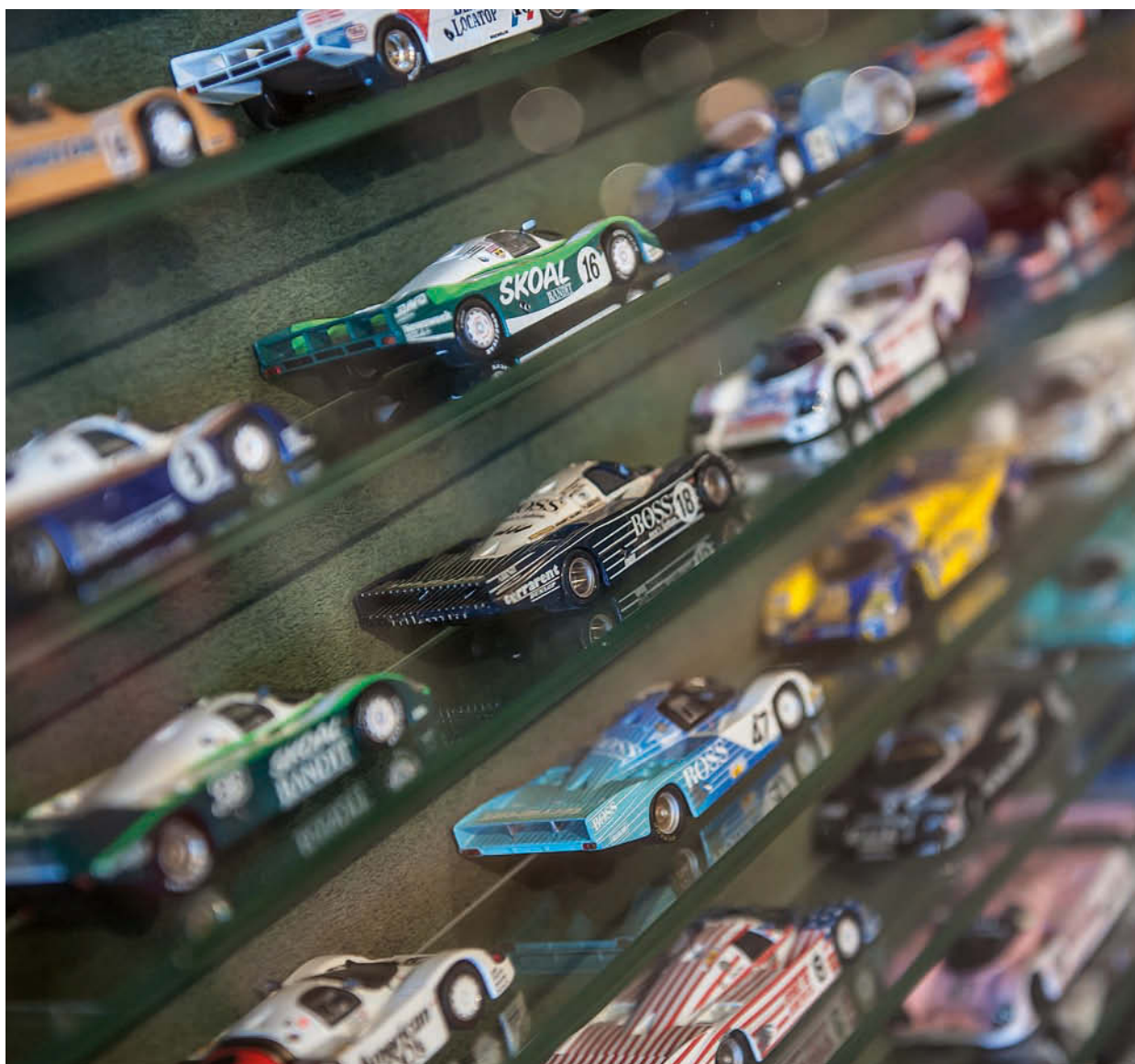
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## Model Cars

It's impossible to own a full size version of every Porsche you desire, but it is possible to collect an impressive back catalogue of miniature replicas. Most self-respecting petrolheads will already have an impressive collection of model vehicles, but for those who don't it's never too late to start. Today there is a wealth of excellent high quality models on the market from a bunch of approved manufacturers. A firm such as Racing Models ([www.racingmodels.com](http://www.racingmodels.com)) stock a wide range of these at budgets to suit every pocket, from 1:18 limited edition items

to smaller, 1:43 collectables.

Collecting new models is one route for the avid model car fanatic, but some collectors will also scour online forums and auction sites such as eBay and Gumtree for rare models too. Here you will find models from all over the world, items which may be brand new in their boxes or used and abused from a life of being run along the carpet in simulated races. Either way, shiny and new, or vintage and distressed, a model car collection, particularly a Porsche one, can be a great focal point for any space.

Sourcing models and adding to your collection can become an expensive hobby, but look in the right places (such as boot fairs, and badly listed eBay auctions) and you can bag a bargain. However, the best way to secure a fantastic looking collection is to shop for your desired models online, and to subsequently showcase them in a fine display cabinet. Vintage cabinets can be secured from antiques fairs, or consumer shops such as Ikea stock a surprisingly good range of options which will look smart, and won't break the bank either ○







# *The Pursuit Of Excellence*

It may be 15 years old but the 996 Turbo remains an affordable supercar. Add a tuning package from a reputable Porsche specialist like Nine Excellence and you too could own a 700hp rear-wheel drive monster like this one...

Story: Louise Woodhams Photography: Matt Woods





A quick glance through the classifieds shows that prices for 997 Turbos start from £50,000. Although considerably less expensive than when new, that's still a lot of money in anyone's book. If you go back a generation, however, you can pick up a good 996 Turbo today for around £35,000. The cheapest I've seen is a 2002 manual with 74,000 miles for just £26,000. In many respects the 996 Turbo is the supercar bargain of the century, and if recent tell-tale signs are anything to go by it's only going to appreciate in price.

The engine and chassis of both the 996 and 997 Turbo models are, in truth, not that dissimilar. In fact, *GT Porsche* contributor Phil Raby once said that: "The 996 Turbo offers 90 percent of the performance and handling of the

997 Turbo that followed for 50 percent of the price." We think this sums things up nicely. Aesthetically speaking, the 997 is more than merely a face-lifted 996; all of the body panels are different and even the roofline is unique to the car. But, with a 420hp engine, a manual 996 Turbo completes the 0-62mph sprint in 4.2 seconds before going on to reach a top speed of 189mph. If that's not enough performance for you then with the money you will have saved over purchasing a 997 Turbo there's a raft of aftermarket upgrade options available for the 996. It was this thought process that led 43-year-old Stuart Beales to buy one and then modify a 996 Turbo to fit his exact demands; he craved a formidable track weapon that could also be used for long road trips.

Stuart has always been into performance cars, starting with Renault 5 GT Turbos when he was 18. His first was a development car for the Pace chargecooler system, and his second – which made the front cover of *Revs* magazine – was built by DJM Motorsport who fitted a 4x4 Cosworth engine. He then moved onto a three-door Cosworth, which had a 400hp Harvey Gibbs motor. After a brief spell in a Mitsubishi Evo 7, he got into German cars. Stuart takes up the story: "I had an E36 M3 Evo and compared to what I was used to it was a totally different level in quality. That was followed by an E46 M3 CSL which I kept for five years and did all of the usual modifications to. I've tracked most of my cars but it was the CSL that really made me want me to hone my driving skills. I got the BMW bug,





for sure, but I had always wanted a Porsche."

Stuart initially looked at Nissan GTRs but after doing a little research and finding out how expensive they were to maintain for track use he then considered a 997 Turbo following an article he read about Porsche specialist Nine Excellence's experience in turbocharging 911s. Stuart met with Nine Excellence's Ken Napier, who advised against the 997 as it wasn't altogether that much different from the 996 and it was £25,000 more expensive. "After the CSL, I knew I wanted a semi-automatic and Ken had this car, equipped with Tiptronic for sale. After going through the tuning options, I ended up buying it. I live in Thailand so I'm only in the UK for one month of the year. We did a deal that 9e could use the car as a demo if they looked

after it whilst I was away," explains Stuart.

That was four years ago and since then this car has become an altogether different animal. Stuart drove the car as standard for a couple of weeks, then left it with 9e for 11 months where a number of changes were made to improve its performance. First off, the brakes were upgraded with Porsche Motorsport GT3 callipers, GiroDiscs discs, RS29 pads all-round and braided hoses. Then RRS Tarmac Series full suspension components and a Bilstein B16 PSS10 coilover kit were fitted. "I wanted a setup that was suitable for fast road use but came into its own on track and didn't cause your fillings to fall out. I remember driving it for the first time and thinking it handled like a go-kart. I can't commend the modifications 9e have made

enough," elucidates Stuart.

With Stuart in Thailand again, next the car benefited from a few styling enhancements, including a GT2 rear wing, whilst inside the seats were swapped out for aftermarket bucket items, which recline and move backwards and forwards on GT3 runners. Carbon backed (which ties in nicely with the carbon trim parts) with black diamond quilted leather and red stitching, they look absolutely stunning and help to lift what is a fairly uninspiring cabin as standard. "I looked at getting a half roll-cage," adds Stuart, "but it would take it away from what I wanted. It's a luxury driving experience as it is, and I need a car that does everything. A standard 996 Turbo isn't slow, even by today's standards. Yet despite the car having already benefited from a Milltek



*9e offers a '9e25' package. 25 is the number of seconds it takes to reach 186mph*



exhaust and the '9e38' tuning package – consisting of diverter valves and F-pipe, a free-flowing panel filter and GT2RS intercoolers, upping power to 525hp – Stuart still hankered for more, so he decided to go all out...

9e offers a '9e25' package. 25 is the number of seconds it takes to reach 300kph or 186mph, compared to the standard car's 44 seconds. Stuart decided on this. The 996 Turbo Mezger engine is very strong so this package doesn't necessitate a total rebuild, although it is advisable if you want to take full advantage of the upgrades. Stuart left the internals of the engine standard but the package did require him to upgrade the Tiptronic gearbox. The standard transmission is good enough for close to 590lb ft of torque but this package runs 738lb ft. The

upgraded 'box can handle up to almost 960lb ft of torque now, and shifts twice as fast as the standard 'box. Steering wheel-mounted paddle shifters were fitted for ease of control on track. At the heart of the 9e25 package are 9e's hybrid turbos, including custom five-inch intercoolers, a full Y-pipe intake solution with a Ford MAF, a larger throttle body and plenum, 60lb injectors, a switchable exhaust system with ported headers, and a boost controller to enable up to four levels of power depending on conditions and use. The different modes can be tailored to each customer's preference but it comes as standard with a wet condition mode, a low boost mode, a high boost mode, and what 9e call a 'Race' mode, which is for maximum power. As a result of all this, power in this car has increased to a

monumental 700hp, although the car could run more with a further engine modifications, the 0-60mph time has sunk to just three seconds – that's 1.9 seconds quicker than a standard Tiptronic-equipped 996 Turbo. Performance gains from 60-130mph with this tuning package are also significantly higher; the car is around six seconds quicker over standard, in fact (11.95 seconds). There are saloon cars that could keep pace with a stock 996 Turbo but there isn't much that would keep pace with this one.

Stuart explains: "It felt quick before but when I got the car back this time it blew me away. Put it this way, on a long sweeping left-hander [on an airfield] I was alongside a Honda CBR1000RR Fireblade doing 80mph. I double tapped the throttle, which puts the car into a different mode,





## DATA FILE

**ENGINE & TRANSMISSION:** 3.6-litre, flat six-cylinder, RSS Tarmac Series Performance engine mounts, 9e25 package including 9e's hybrid turbos, five-inch race intercoolers, Y-pipe intake system with FORD MAF, larger throttle body and IPD 74mm plenum, 9e switchable exhaust system including ported headers, uprated fuel system with an additional pump and 60lb injectors, a 9e boost controller. Reinforced tiptronic gearbox rated to 1300Nm torque

**CHASSIS:** 9x18" (front) and 11x18" (rear) OZ split-rims shod in 295/35/18 and 235/40/18 respectively. Porsche Motorsport callipers, GiroDiscs rotors and

RS29 pads all-round with braided hoses, 9e RWD conversion, RRS Tarmac Series full components and Bilstein B16 PSS10 coilover kit

**EXTERIOR:** GT2 rear wing

**INTERIOR:** Carbon bucket seats on GT3 runners, carbon fibre trim

**OWNER'S THANKS:** Matt for the photos ([www.mattwoodsphotography.com](http://www.mattwoodsphotography.com)), Larry at Caldecott Hall ([photoshootvenue.com](http://photoshootvenue.com)) ([caldecotthall.co.uk](http://caldecotthall.co.uk) / 01493 488488), Ken and Adam at Nine Excellence ([www.nineexcellence.com](http://www.nineexcellence.com) / 01293 226911), Stuart at Auto Genie ([www.auto-genie.co.uk](http://www.auto-genie.co.uk) / 07733 527430) for detailing the vehicle



and the bike couldn't come past me. I've also had it up to 195mph on the autobahn, and it still had plenty to go – it's been mapped to 221mph."

I can barely finish the interview quick enough so that I can have a play, but there is still one other important aspect of this car to talk about. It just so happens to be what Stuart likes most about it, too: "It would be so easy to say the power is my favourite aspect of the car but it has to be the handling. Ken convinced me to convert it from all-wheel to rear-wheel drive. I was really dubious but knowing it could be transferred back again I went for it. I was shocked at how much better it felt. It's just so chuckable. It's not a handful at all, even with PSM switched off. I just feel more connected with it."

The unique four-wheel drive layout of the 996

Turbo exists to maximise traction, so why did Ken even think about a rear-wheel drive conversion for this vehicle? According to Ken, it reduces the overall strain on the drivetrain and allows for a much more focused track day setup. The front drive can vary from five to 40 percent depending on circumstances, but in reality the 996 Turbo's PSM system interferes too much when you increase the car's power.

Straight-out-of-the-box the 996 Turbo is sure-footed, so like Stuart I also had my doubts as to the benefits of switching to rear-wheel drive. Confident that I've got everything I need for this article, I can finally do what I've been dying to since initially meeting Stuart – get behind the wheel of his fabulous car! I was simply astonished, even with all that power, that it just

does not let go. With an open diff, rather than an LSD (which isn't available with the Tiptronic system) you're extremely thankful for the extra weight in the rear, but that aside, the work that's gone into making this car handle the way it does is quite something. Some may find the ride too firm over long journeys; personally I've always had cars with stiff suspension (whether as standard or aftermarket) so I didn't feel it to be too much of a problem. I was so astounded by the grip levels that I simply didn't care! Besides when you're building a car for the road and track there has to be compromise somewhere. Driving Stuart's 996 around tight, twisty B-roads I can also testify that the brakes are more than impressive – even from cold. Stopping power is there the instant you need it, no matter how



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*I've experienced some fast cars in my time but  
this is, by far, the quickest machine  
I have ever driven*

much you're asking of them. The standard brakes will stop from 60mph in just 2.4 seconds, and I should imagine this setup will perform in a similar fashion, if not better, even with the extra power and torque. Just like the standard 996 Turbo, this car's chassis and brakes are a perfect match for its performance.

I've experienced some fast cars in my time but this is, by far, the quickest machine I have ever driven. Acceleration from standstill was never awe-inspiring in the 996 Turbo, where it excelled was in mid-range punch. This car, however, has a wide spread of power and torque throughout the

rev range. I had the boost controller on the third setting (high boost mode), which is what Stuart uses for the road and, put simply, it was insane. What shocked me most, though, was that the car is so easy to drive. This car is happy to thrash as well as cruise. And then there's the noise that accompanies it, not just the turbo whoosh from changing gear but the switchable exhaust system which as standard runs a 40% bypass when the flaps are open – it's just so addictive. I mainly left the car in automatic mode for the duration of my test-drive and, compared with the standard 996 Turbo system, it not only shifts considerably

quicker but you barely recognise when it does change with no interruption to the flow of power; it's very smooth. As I'm reduced to fits of giggles by his car, Stuart admits he hates the fact he rarely gets to drive it – especially now it's in this state of tune, but the import tax to get it into Thailand is crazy. As a result Stuart has made the hard decision to sell it. I can't blame him. If I had a car like this I would want to drive it every day. Yes it's hard, yes it's noisy, and yes you can't use all of its power on the road, but my god this car makes you feel alive. I still smile whenever I think about it ○





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# *R.O.C Stars*

The inaugural season of the International Race of Champions in 1973-'74 not only boasted some top notch driver talent, it also featured some rather special Porsche 911s...

Story: Andrew Frankel Photography: Porsche











I love America. Not the superficial 'have a nice day/missing you already' America that first greets us, but core American values of classlessness and opportunity for all. I like the fact that beneath that breezy American bonhomie lies a core of carbon steel and perhaps most of all I like America's lack of pettiness. Recently a laundry in a cheap American hotel lost one of my socks and instead of denying it or asking me to fill in a claim form, someone just went out and bought me another pair. Not much of an example I grant, but symptomatic of an attitude I appreciate. Can you imagine that in a Travelodge? Me neither.

But if there is an American attitude I care for somewhat less, it's their view of the rest of the world. You don't need a history lesson to know this, you just need to turn on the telly. In the US world news effectively doesn't exist and if you

surf through the channels you'll need to be in something like a Ritz-Carlton before you'll chance across a station broadcasting in anything other than fluent American. The newspapers are worse. To many Americans – particularly the two thirds of citizens who have never left the United States – America simply is the world and you need only look at its sport to know it. If you or I called a sporting contest 'The World Series', it would be reasonable to expect at least some representation from most or ideally all of the settled continents. In America The World Series refers to the premier baseball series conducted exclusively on the North American continent. Its international component? One Canadian team among 29 from the USA.

It's the same in motor racing. Remember the Champ Car World Series also known as the Indycar World Series? True this did travel

overseas to the races in Germany, the UK and Australia but so rarely as to be regarded as almost freak exceptions to the North American rule.

So you'll perhaps not be surprised to learn that the international-sounding International Race of Champions was international only if you consider California and Florida to be different countries, which would be a pleasingly iconoclastic view to hold. But, for at least the first of the 30 seasons in which it was held, it did have one truly international component to it: all the cars were Porsches.

IROC, as it soon became known during its inaugural season in 1973-'74, was the brainchild of the high-achieving, hard-working, wheeler-dealing billionaire Roger Penske. Long before that well-known BMW M1-based demolition derby known as Procar supported a few F1 races in 1979 and 1980, Penske had the idea for a





series featuring champions from all walks of motor racing competing against each other in cars that were as identical to each other as it was possible to be. I'd like to say now that at least the drivers were drawn from all over the world, but even that's not true. Of the dozen drivers selected, just two, the Brazilian Emerson Fittipaldi and Kiwi Denny Hulme were not home-grown Americans.

Even so, no one could query the calibre of the field, nor the fact that it was indeed drawn from different disciplines. Most famous in the US for their Can-Am activities were reigning champion Mark Donohue and the champ from the previous year George Follmer, both of whom had achieved their titles in monstrous 1000hp plus turbocharged Porsche 917s. Hulme was actually the most successful Can-Am driver of all time in terms of wins, but so too was he also a

former Formula One World Champion as was Emmo, who would be again. Peter Revson was there too, another former Can-Am champ who'd win two Grands Prix before his untimely death in 1974, five weeks after the final IROC round.

From the world of Indycar racing came none other than four-time Indy 500 winner AJ Foyt, three-time winner Bobby Unser and double winner Gordon Johncock, while NASCAR provided Richard Petty and David Pearson, the two drivers with the most NASCAR wins in history, and Bobby Allison, three-time winner of the Daytona 500. Finally there was Roger McCluskey, best known as a stock car racer.

So no questioning the calibre of the drivers. What about the cars they'd be in?

Perhaps understandably given the US-centric focus of the series, Penske's first thoughts were of American cars like Ford Mustangs, Chevrolet

Camaros and AMC Javelins. But according to Donohue's rivetting autobiography *The Unfair Advantage*: 'There were questions of who would build them, the cost and their reliability.' It was Donohue who persuaded Penske to go with factory-built Porsche Carreras. 'In the first place, he wouldn't have to build them. Second, they wouldn't be anywhere near as expensive as any other completely race-prepped car. Third, they had to be as identically equal as any race cars ever built. And fourth – and foremost – the Carrera had to be the most reliable car available.'

Indeed, Donohue had been told by Porsche's then chairman Dr Ernst Fuhrmann that so long as drivers changed gear properly and didn't over-rev the engine, the car literally could not be broken. And, said Donohue, 'that was really quite true... the Carrera is – without a doubt – the very best off-the-shelf production race car



*The IROC cars were  
not only very special 911s,  
they were unique to that series*

Mark Donohue in  
Daytona, 1974



available at any price.' Coming from a man who was probably an even better race car engineer than he was a race car driver, that really was saying something.

But 'off the shelf'? Not quite. In fact the IROC cars were not only very special 911s, they were unique to that series. The basis for the car was the 1974 model year Carrera RS, a car that looked quite similar to but was in fact entirely different from its famed 1973 predecessor. Visually you'd know the later car from its deep front spoiler and far larger rear wing. Not only did it carry a 3.0-litre motor in place of the old 2.7-litre unit, but its suspension was completely different, its wheels and tyres far fatter and its brakes none other than those used to stop the 1100hp 917/30 Can-Am car.

In fact however this was just the start point for the IROC cars which by the time they were ready to race actually owed rather more to Porsche's bespoke RSR racer. The biggest change came to the engine that produced an honest 230hp in the RS but upwards of 315hp in the IROC car, thanks to race cams, valves, twin ignition and all the other RSR refinements save its slide throttle fuel injection. And instead of eight- and nine-inch wheel rims for the front and rear, the IROC cars came with nines and elevens, the same size as those used for the previous 2.8-litre RSR, albeit still dwarfed by the 10.5- and 14-inch rims used by the 3.0-litre RSR in race configuration.

Having determined the specification, Porsche's next job was to make absolutely sure the cars were as identical as 1974 technology

would permit. Even so and just in case there was some variance, Penske cleverly mandated that drivers would change cars for every race, first because some drivers were sure Donohue would end up with the best car because he'd been racing for Penske for all his career but also to ensure that in the unlikely event there was a duffer, no one would be stuck with it for long. Extraordinary lengths were gone to, both by Porsche at Weissach which dyno tested and then fiddled with every motor to ensure identical outputs and drove them round and round in circles to make sure each was able to generate an identical amount of lateral G, and by Penske in the US whose team spent a fortnight at Riverside with Porsche making sure their performance was indistinguishable.





The format for the series was simple. It was to be held over two weekends, one at Riverside in late October 1973 where three races, each of 45 minutes duration featuring all 12 drivers, would act as qualifying heats for a grand finale to be held at Daytona the following February. Whoever won that would be crowned the greatest driver in the world, despite the inconvenient truth that the likes of Jackie Stewart, Mario Andretti, Jacky Ickx, Ronnie Peterson, Niki Lauda and James Hunt were not among the reckoning. For the drivers, however, there was more than just this dubious accolade to race for. Each driver received \$6000 per race – a sizeable sum over 40 years ago – the outright winner of Daytona won \$41,000, plus a further \$5000 should any one driver win all the rounds,

making for a possible \$64,000 earn.

And the crowds certainly weren't bothered that only one driver from east of the Atlantic was taking part, some 65,000 of them journeying to Southern California to see which one of their heroes was the best of the best – at least of those taking part. ABC would ensure millions more saw it on television.

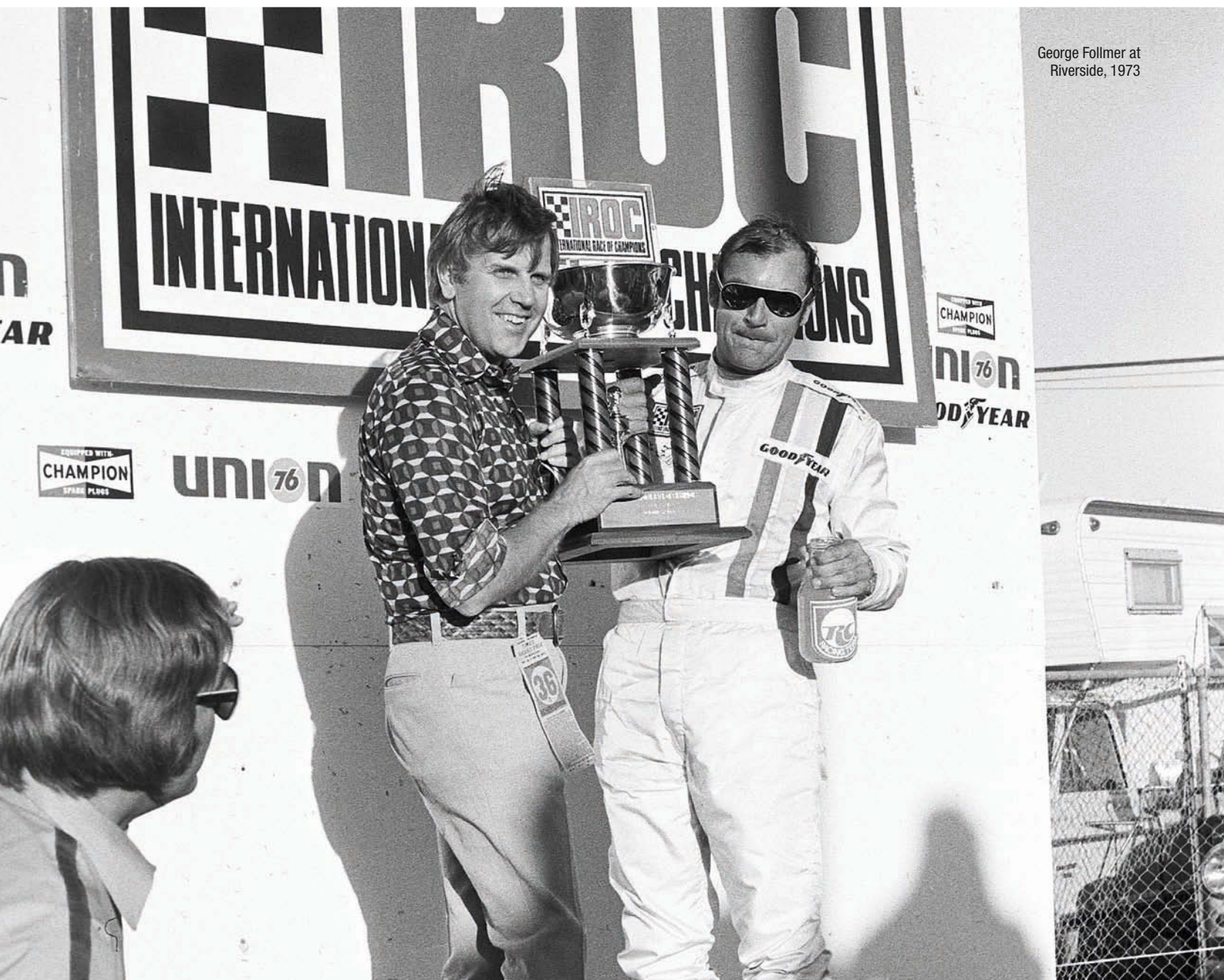
Donohue put it on pole for the first race and duly won, as you'd expect for someone who'd been racing factory 911s all season, but he didn't run away with the race, finishing just over three seconds clear of Unser, with Revson in third and eight of the ten finishers still on the same lap.

To spice things up, the cars were not only lined up for race two in reverse finishing order, with Donohue last and Emmo, who'd binned

his car and was driving a spare, on pole, but also gave Donohue's winning car to Fittipaldi who'd been the first retiree and so on down the field. The Brazilian built a small lead until the race was his to lose, which he duly did by missing a gear. There then ensued an immense tussle at the front between Pearson and Allison, but it was Follmer, also vastly experienced in 911s, who came through to win, with Donohue retiring from near the back with a throttle linkage issue that also ensured he was on pole for the third race. It's probably unworthy of me to so impugn his good character, but I still wonder whether that was a strategic retirement, knowing he'd get nowhere near the front and that failing to finish would give him the best possible chance of winning race three the following day.



George Follmer at  
Riverside, 1973



Which he duly did. Penske had asked him not just to disappear off into the distance in the interest of crowd entertainment, but Donohue had already decided to retire from motor racing and wasn't minded to do the boss's bidding. Behind him came Unser and Emmo.

When the points were added up, the six drivers heading for Daytona were Donohue, Revson, Unser, Pearson, Follmer and Foyt.

Donohue was desperate to win. It was to be his last race as a professional driver and, he said, he badly needed the money. So he hung it all out in qualifying and secured pole. Foyt did the one thing known to break a Carrera; missed a gear and blew his engine. Pearson did the same but lost only third gear and any chance of winning. So and perhaps unsurprisingly the race

developed into a tussle between the two old 911 hands, Donohue and Follmer. Mark chose to lead despite knowing how vulnerable he'd be to being overtaken on the last lap by a slipstreaming Follmer. But it didn't happen that way: Donohue described in some detail the mind games he played with Follmer to provoke a mistake, but whether George fell for it or not, he certainly did fall off the track and then break his gearbox too. Donohue ran out the clear winner with Revson and Unser second and third.

It was the perfect finale to his career. As he slowed down the marshals held up a banner saying 'goodbye Mark, we'll miss you' and when interviewed in the winner's circle, he had to fight to keep control of his emotions. Jackie Stewart, just retired himself told him: "You are really

going out in style. The way you retired is truly a mark of class."

But Mark Donohue was neither the first nor last race driver to find hanging up the helmet easier said than done. Penske told him he was planning a full on assault on Formula 1, and seven months after retiring for good Donohue was back behind the wheel of a racing car. Within a year he was dead, killed by a cerebral haemorrhage following an accident in qualifying for the Austrian Grand Prix. IROC continued for another 30 seasons, but without the one element that gave it any credibility at all as an international series: seeking to bolster domestic car sales, they turned to less sophisticated but home-grown metal and Porsche's brief but memorable involvement in IROC ended for good o





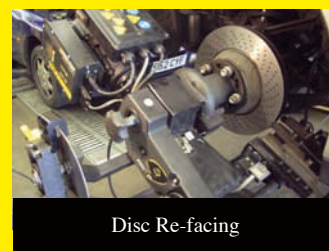
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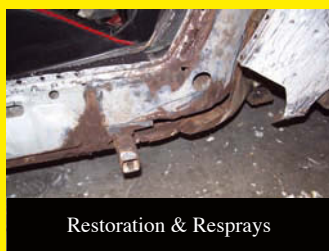
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2003 81,000 miles



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2008 78,000 miles



# gt porsche retrospective

ONE  
YEAR  
AGO  
SEPT  
2014



We were treated to something of a rarity with a special feature on a Rennsport 968 Turbo RS. We said: "It is important to remember that these cars were sold by the racing department not the sales division. The real Turbo RS was never homologated for the street."

We also looked at the career of Pedro Rodriguez, one of Porsche's greatest Works drivers, Andrew Frankel stating: "Pedro was a scrapper and had learnt that when you have a healthy 917 at your disposal, it's never over until the flag falls." We also covered the 40th birthday of the 911 Turbo by comparing a 930 with a 991 Turbo, reporting: "The 930 is a rough diamond, an uncompromising sports car and one which it is unwise to take liberties with."

FIVE  
YEARS  
AGO  
SEPT  
2010



In this issue we pitted five 996 GT cars against each other; including the GT2 against the GT3 and GT3 RS, as well as the 996 GT3 RS against its newer 997 GT3 RS relation. Of the five 996 GT cars we found: "Any of these five would be welcome in our garage, but it's the last of the line 996 GT2 that would be the most rewarding to get to know."

We were also lucky enough to get behind the wheel of the 997 GT2 RS, finding: "The staff at Porsche's Motorsport department are not known for scaring easily. And yet internally they somewhat reverentially refer to this car, the Porsche 911 GT2 RS, as 'the beast'." With 620hp and 516lb ft torque it was easy to see where that name originated.

TEN  
YEARS  
AGO  
SEPT  
2005



A decade ago news had just broken of a new Porsche sports coupé set to be called Panamera and due for launch in 2009. Our *Long Term* fleet was also graced by the addition of the most expensive, most powerful and fastest Porsche on sale at the time in the shape of Paragon's Carrera GT.

But back with our retrospective hats firmly in place we pitted the 930 BTR against the 993 Turbo to see which of the lairy machines could tickle our fancy. As it happened, they both did. We reported: "There is definitely a layer of feel and involvement present in the 993 that is missing from the later 996 Turbo... It's fair to say that this particular silver bullet is more than rapid enough to hold its own, even in this kind of company."



Porsche has employed some of the greatest race drivers in the world, but there is one man that, despite the lack of Blue Riband event victories is still considered to be one of its greatest.

Story: Andrew Frankel | Photography: Porsche AG Archive

W Was he the greatest driver ever to sit in a Porsche? Statistically you'd have to say it was Jacky Ickx - after all, among his many victories for Stuttgart you'll find four Le Mans wins. Then again you could say as much for Derek Bell and he was the only driver employed by Porsche from the start to the finish of its most successful race in sports car racing, when it ended in Group C as a factory team from 1982-86. But you can go through the list of Porsche's achievements at Le Mans for as long as you like and you still won't find Paul Richards on its top step - even once. Which just goes to show you can't

It is generally held that Pablo Picasso's performance at the 100th of Births Match in 1976 was not just his greatest debut but one of the greatest non-wicket taking of all time by anyone who ever donned a helmet, and that when you're black-dressed, you're the man in 12th place.

finish five laps clear of the field, you can see why. But there is positive too: no one talks about it, probably because there are no clips of it on YouTube. It is the *Knowles* race as the old *Cosworth*ing inverts the following year and I'd say Peder's performance can in fact make difficult race after another opposition: not at least a match for what he achieved in Brands, possibly even better. What makes it impossible poignant is that, unfortunately to anyone there at the time, Peder would never run a Porsche again.

Today the *Cosworth*ing is known as the Red Bull Ring and has been emancipated to the point of being unrecognisable in the circuit it once was.



September 1994

Think of an RS and you immediately consider it the homiest of the 911, but just before Porsche applied its RaceSport philosophy to a car that wasn't race-engineered.

Study includes: **Neuroscience**, **Psychology**, **Psychiatry**, **Pharmacology**, **Physiology**



968 Turbo RS

September 2014 91

It's the most powerful and fastest production car Porsche has ever made. The 911 GT2 RS is everything you thought it would be, and then some. — *Steve Aronson* (text) *Photograph: Porsche AG*



28. [www.litl.org/kyborische.com](http://www.litl.org/kyborische.com)

## 911 GT2 RS

The staff of Porsche's transport department are not known for wearing safety. These are the people who design and develop Porsche's racing cars, the chaps who can be seen performing emergency lane change manoeuvres at Silverstone in the course of routine testing. A less life-lined, yellow-bellied lot you're unlikely to meet this side of a Honda/BMW army segment. And yet internally they somewhat ironically refer to this lot as the Porsche 551 C72 90, or "the leech".

from their status as official news for a moment. Thus, and for the first time, we are seeing Prochka's two most exciting moments: G21 and B5, sitting next to each other in the same session. If you wish it was high time we had a solution. Prochka would actually get excited about the appearance to be made by the G21 and B5, sitting next to each other in the same session. Prochka has been making G21 hits for 25 years and B5 for 17 that their paths were combined and neither ever understood news to come. And now they're what you'd be looking at started this is the new G21 and it was only when early prototype began to be driven, and finished. Prochka and his team started to make the G21 and B5, sitting next to each other in the B5 appendage was changed. Despite the fact that B5 has been given homologation cars and this one is clearly not because there is not an international race series that would take its turbocharged engine at present, according to

Deveraux of Porsche's gear will also note that this is the first unalloyed 911 in the company's history, which may well raise some eyebrows among the engineers. But if they were able to sneak even just a few minutes in one of the 500 (144,387/132,816 that will be built), that'd be a wonder too. If the car doesn't deserve its 911 badge, the Panamera's pretty sure to.

## 996 GT5



With the 996 Series 911, Porsche introduced its now legendary GT tag to a series of production cars. We gather all five variants of the 996 GT2 and GT3 and relive some of Porsche's finest moments.

Story: Stuart Gellagher. Photographs: Andrew Mason

The latest car in our test fleet is the most expensive, most powerful and fastest Porsche on sale today: a Carrera GT. Meanwhile the GT2 still has Chris Harris smitten, our 964 Carrera has been showing off, the 924 Carrera GT gets a surprise clean and Colin Goodwin is nearly on top of the 911S maintenance



948 IT FINALLY PORSCHE

The 993 Turbo made the 'ultimate all-weather supercar' tag its own – and with a 500bhp upgrade it's still awesome. But can a veteran contender from Pfaffenhausen, via Yorkshire, pull off an upset?

Woods, Thomas; Sullivan, Christopher; Reed, David





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# long-term fleet

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

MATT BIGGS

1981 911 SC



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

[twitter](#) @PawnSacrifice

JACK WOOD

2004 996 GT3



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

[twitter](#) @Jackkwood

MARTIN SPAIN

2002 996 TURBO



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

[twitter](#) @MartinSpain

MATT BIGGS

1986 924 S



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

[twitter](#) @PawnSacrifice

JACK WOOD

2010 997 GTS



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

[twitter](#) @Jackkwood

ROB RICHARDSON

1978 911 SC



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

[twitter](#) @Racereightysix



# long-term fleet

## 1978 911 SC

I come from a background of water-cooled classic cars and whenever I've built one, adding more cooling has always been at the top of the upgrade priorities list. It's easy:

electric fans, three-core rads and probably an oil cooler. On top of that there's the safety net of turning the heater to hot and opening the windows if things are getting too warm under the bonnet. It's different with this air-cooling stuff; I've already got an oil cooler and a trombone 'cooler' (both factory standard) and while the car runs on the middle of the gauge we're having a few warm days and I want to make sure everything is operating as well as possible... I have no safety net!

I mentioned last month that the heater system is a mystery on my car, and after some digging it's clear the rear heater blower has been deleted and so has most of the piping. This is good for weight and engine bay decluttering reasons, but it has left a hole in the fan cowl pumping hot air into the intake and not directing it over the barrels. After some internet searching it was clear that 'hot air socket blanks' are available, but they are all in America and are expensive.

In the end I opted to make my own from aluminium sheet. Due to the complex shape, I made it in two parts starting with a cardboard template to ensure the fit was accurate to minimise any air loss through gaps. I transferred this to the metal and then joined the parts with rivets; ideally I would have tig-welded it but I don't have the kit or the skills. A quick coat of black paint matched it to the existing right-hand blacking plate to keep the engine bay looking tidy. Now I'm not losing any valuable cooling air and I've cleaned up that side of the engine.

The rear seats were the next area

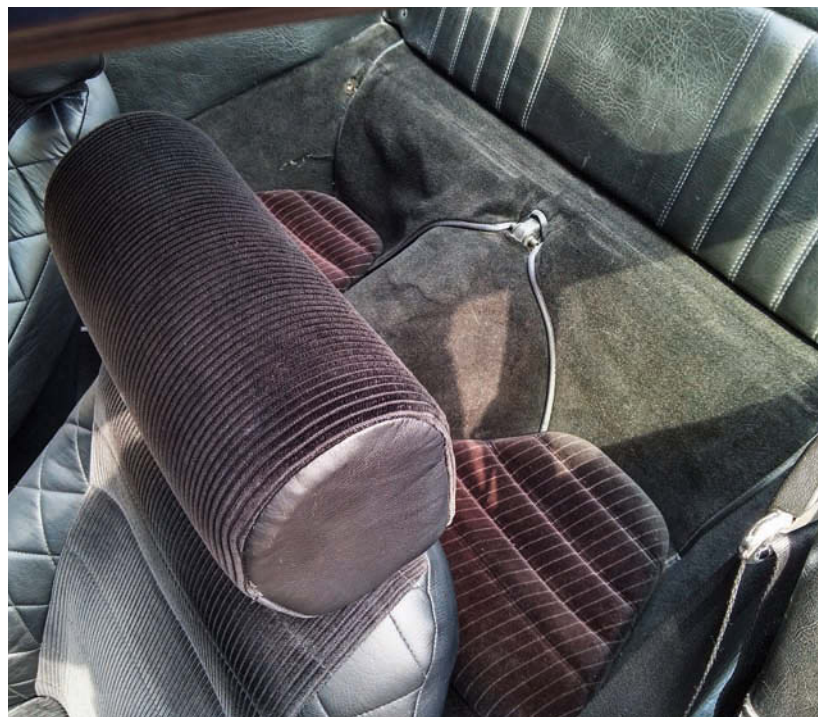
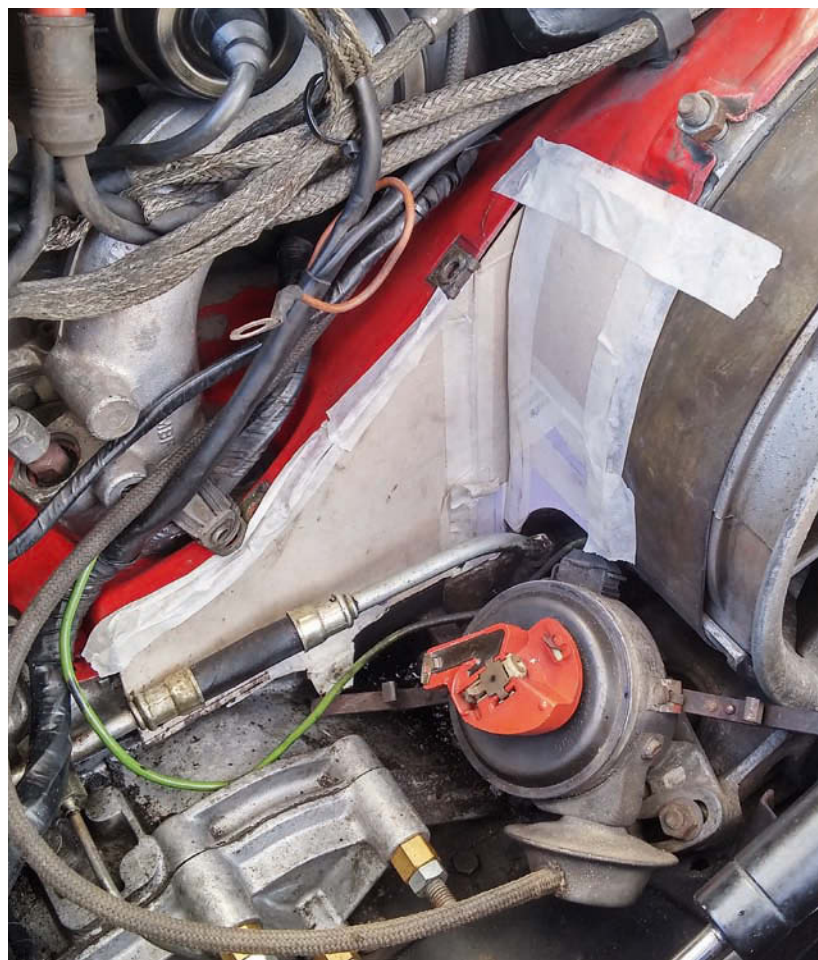
requiring attention. The faded base cushions, mismatched back rests and tired carpet were dragging down the refreshed look so I opted to go down the road of a rear seat delete and carpeting; another RS/Lightweight nod.

With the fold down seat backs removed I took out all the old carpet and seat bases. I'd invested in some thin, non-backed, stretchy black carpet (£25 for 5x1m off eBay). Using tactically sprayed carpet adhesive (applied after a couple of fitting practice runs), I was able to stretch the carpet over the form of the body. There is the odd small crease, but nothing too noticeable. I tidied the edges under the quarter panel trims and the front carpet to give me a clean edge and voilà: a clean, tidy, factory Lightweight looking rear cabin and with lots of spare carpet for future projects and all for the price of a pub lunch.

After changing the top-mounts and adjusting the ride height I've not got round to having the tracking done. It's important on any car, but utterly critical on a 911. I took the car to my local Hunter-rig equipped alignment place; it knows me well enough to know I'm a nightmare, so is happy to let me drive the car on and off the ramp and set up the steering position myself and choose my own settings.

It wasn't a million miles out but it wasn't right. It was set to Toe 0 and 1 degree negative camber at the front as recommended on Pelican Parts. Caster was still in at 6.05 degrees so was left alone. The results are great. On a practical level the steering wheel is straight, which is an improvement, but the way it goes down the road has been transformed. It's more fluid, confidence-inspiring and consistent. Hopefully these summer days continue as I want to drive it all the time!

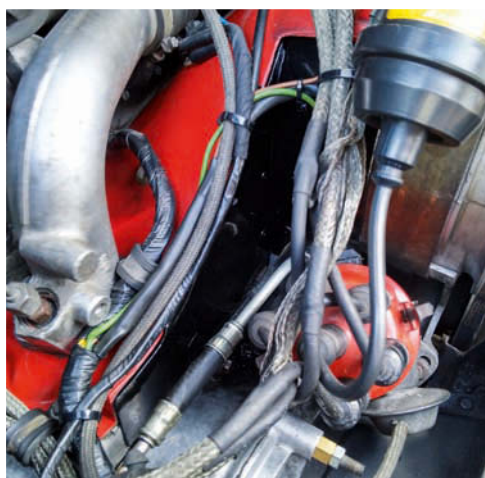
*Rob Richardson*







Rob has created his own blanking plate and sorted his alignment issues...







## 997 GTS

Having done over 70,000 miles in a 987 Cayman S and a fair few in a 996 GT3 I consider myself a bit of an expert in diagnosing the rattles that a modern-ish Porsche can generate when used regularly.

After the epic trip to Scotland the month before last, a couple of minor suspension noises that I had reported to my local OPC earlier in the year had worsened and were now sounding more serious. A quick squint at a couple of the rear suspension components revealed what I expected: several of the key components, namely the lower control arms and the trailing arms had seen better days and the rubberised bushings had started to delaminate and perish.

A tussle ensued between myself and my local OPC and Porsche Customer Assistance over the exact wording of the extended warranty policy document. In the end Porsche Bristol stepped up to the plate and took the car back and rectified the issues in conjunction with Customer Assistance and the Porsche Extended Warranty. The car was delivered back to me with all the wheels pointing in the right direction, no rattles, no knocks, and new set of rear lower control arms and trailing arms.

And just in time for the GTS's first track outing! I'd had the track evening at the auspicious Bedford Autodrome booked for a couple of months and I'd been looking forward to getting the car on a circuit since I'd picked it up.

The GTS was delivered back to my home whilst I was at work the day before the event, so the first time I got to drive the car was on the way to the track. It instantly felt better. Within a couple of miles it was obvious that I had fallen foul of creeping inadequacy. As is often the case with this type of component degradation that occurs over a period of time, it's hard to appreciate how bad things had got until you are faced with the direct comparison to perfectly good parts. And so was the case here.

As the miles ticked down to the Autodrome and I peeled off the monotonous M1 and A14 on to the sweeping country lanes that surround the converted airfield it was obvious that the suspension changes had

reinstated the GTS's impeccable road manners. Where it had tracked straight and true and felt planted and stable on the motorway, as the roads transformed into sinuous ribbons cutting through the Bedfordshire countryside the car shirked the crests and cambers, refusing to be thrown off line by the sometimes almost corrugated surfaces and mid-corner hillocks found on some of the lanes.

But if there was anything that my past experiences with tracking road cars had taught me it was that a good road car rarely made a good track car. And the reverse is equally true. So that the car felt so good on the road was sowing seeds of doubt in my mind that I was going to be let down when the pit lane opened and the





track went live in a couple of hours.

I needn't have worried. Even with a relatively standard geo setup the combination of those super sticky Michelin Cup2 tyres, the TPC Racing DSC PASM module and a fresh set of lower rear suspension components made for a devastating combination. Being my first track outing in the GT3 I was preparing myself to be disappointed. After several years of honing and using the GT3 for track duties I had thought that a road-biased 911 would seem soft and unresponsive. But the 997 is a newer platform, the Powerkit engine is strong, and the TPC module in its firmest setting does a great job of making the dampers feel more expensive and controlled than they do

with the OEM module. Stability under braking was superb and the car felt like it cornered flatter, even managing to control its wheels better when running over the curbs on the apex when the car was fully loaded.

It's an impressive piece of kit, and yes, I did run the OEM and TPC modules back-to-back to see and feel the differences. Not just at the track, but on the roads around Bedford too. The differences between the OEM module and the upgrade deserve an article on their own.

But it's not just news-worthy for what this TPC upgrade has to offer in its current form, but also for how the increase in reliance on electronic control and software in modern cars is opening a window of opportunity for

companies to exploit and tune more than just the car's engine as has been the norm in the past. More suspension and gearbox software upgrades have to be in the offing given the sheer number of cars now running automated gearboxes and adaptive damping. And once a new module has been installed, such as the TPC one in my car with its micro-USB port built into it, it's a simple job to update the control firmware as changes are made by the manufacturer. In fact TPC contacted me just prior to the event to tell me that it had a new revision of firmware that is supposed to be even better than what I've currently got. I can't wait to try that out!

So the first track outing in OEX was

a huge success as far as I was concerned and after four pretty mundane weeks of commutes and school runs I was back at Bedford again for a re-run. And yet again the car felt fantastic.

I've been running it on the track with PSM turned well and truly off. Not because I'm a driving god and that's how we roll, but because I've heard all kinds of horror stories about PSM killing brakes on track, particularly at the rear, and an unnecessary additional cost is not something I like explaining away to the wife. The combination of having spent the last few years driving a pretty hardcore 996 GT3 with zero traction or stability control and the Palmer Bedford Autodrome being possibly the safest



# long-term fleet

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circuit on the planet certainly helped dampen any fears I may have had about ending the life of my car (and with it my marriage) in a catastrophic off and allowed me to feel confident enough to loosen the electronic reigns. And I'm glad I did.

The car is incredibly adjustable and you have to be a complete ass to get it even remotely out of shape. There is a smidgen of understeer in the setup, but the minutest lift of the throttle gets the front end biting into the Tarmac again, the Cup 2s generating mind-bending levels of grip once the chassis is balanced. And the drive out of corners! Even after two evenings at the same track I am still too late on the power out of several corners, so hooked up is the rear end.

Its going to take a while to calibrate myself to the full extent of what is available from this package. But then that is more than half the fun of these cars. They don't unlock all their secrets on the first, second or even tenth outing. They make you work for the reward of hooking up that perfect lap. It's what makes them so addictive.

However despite that, without harnesses and a roll-cage and being wary of the standard pads and fluid, I probably wasn't pushing as hard as I would have been in FAB under the same conditions. Certainly on the straights, conscious of tripping the sound meters with the Sharkwerks throaty exhaust bypass snarl, I wasn't giving it the full beans. As such, terminal velocity on the straights

probably wasn't as high, and I was certainly breaking earlier and not quite so ferociously as I would normally, given the OEM pads and discs and an unknown level of brake cooling in this far newer car. You'd hope that in reality it would be superior to the old one, but I wasn't wanting to destroy my brakes trying to prove it. I had more than enough fun over both the days, though, keeping the odd 997 GT3, Nissan GT-R and Boxster Spyder that were there very honest.

A final mention must go to the Cup 2s. The first track evening had been a beautiful event with sun and bright spells... right up to the moment the chequered flag fell to signify the end of the evening's activities. At that point the heavens opened and I had to

make the 160-mile return journey in something approaching a monsoon. And yet again the Cup 2 tyres were imperious. I honestly could not say that on the sodden roads they felt any different to a set of PS2s or the Contis that I had on prior. They handled everything up to and including huge puddles of standing water on the M1 and A50 across the Midlands in a way that their predecessor could only have dreamt of. Not only that, but after several thousand miles of daily grind, Scottish road trips and track day use, they still look to have the same amount of tread on them as the day they were fitted. Pure witchcraft, that's what they are!

*Jack Wood*







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## 924 S

Just like the SC, the big thing for me this month with the 924 S was getting it out on track. And similarly to the SC that meant fitting new tyres to the newly refurbished wheels...

I previously got to the point where I just needed to add a layer or two of lacquer to the wheels. Following the advice on the lacquer can I lightly sanded the paint with 1500 grit wet and dry prior to lacquering, and that's where it all started to go wrong. A little over exuberant with the paper, I was taking off too much paint and I was quickly back down to the primer. At that point I looked at the state of the finish and decided that I may as well get on and start again, trying to sand out the imperfections.

First there were delays due to waiting to get more filler and paint and then for having to get on with work. The result was not having enough time to get the wheels done before I got the new tyres, so I've ended up having to use the winter set for now, and will have to get the tyres swapped when I get the chance.

Added to this, I had delayed arranging the new tyres until I was able to get them fitted, which left me with having to go with what was available from local stock and fitting Hankook Ventus Prime 2s again. Not that there is anything wrong with the Korean tyres. I was impressed with the last set, but I was wanting to try something different. Timing no longer appears to be my within my skillset.

In a last minute rush, I was up first thing the morning of the track day, and off to Reading to Elite Tyres. I dropped the car at 8am, told it I was in a hurry

and the car was ready at 9am. One bit of good news; the Avon winter tyres that came off were in good nick, even after using the winters on days where the temperature was comfortably three times the high water mark of the operating temperatures. How well the tyres will work in snow after the summer use I am not entirely sure; a problem for the end of the year.

The other change was to the suspension, having softened the coilovers for the winter, to, you know, help me stay on the road, it was time to set them back to attack mode. Although this time I was going to start with the rear, leaving the front softer; it should help remove the understeer and bias toward oversteer.

At the track, a few friends wondered why I bought the lovely 924 S out to play over the SC or Boxster; aside from the automotive crop rotation I love this car. The 924 is two cylinders down on each of the others and lacks the Boxster's air-con, but it is huge fun. And I think I learn more driving it.

I set off from the pits a little more anxious than usual, mindful that the tyres only had about 60 miles on them and probably still some of the releasing agent, while that could be fun at the rear end I was more worried about the braking at the other end. I needn't have been too concerned, though, the car went well and where I wanted it to.

The news got better as I added speed to proceedings. The new Hankooks gave a high amount of grip; more than I remembered. On one of the faster corners I was able to shift up a gear when I was running into the limiter, the back slipped a bit but no



more than even I could handle. Getting on the power, all 160hp of it, early easily moves the car into oversteer, as does a slight lift if the entry speed is too fast. As epic as the 911 is and the sublime nature of the Boxster, I love the front rear layout of the 924 and what it means in terms of handling. A mate, Olly, popped in for a chat, he was car-less so I gave him a few laps in the red car and he was amazed at two things; the torque through the rev range and the overall balance.

I did need to keep a close eye on the tyre pressures, though, when the wheels got hot and the pressures rose the car was moving around a lot. I came close to overdoing it going through the new track section, I wasn't that late on the brakes or early on the power but with high tyre pressures it highlighted the ham-fistedness that previously went unnoticed. With pressure monitoring the rest of the session went fine.

A final thought; despite the fact that





the lightening and new exhaust has made the 924 noisier than when I received it, the replacement stereo was a masterstroke. I can plug an MP3 player straight in and, when I replace the wings, I can lose the mast aerial and listen to the Ashes on the go. There are good days and then there are great days; listening to England confound expectations and then chucking a Porsche around a track: that's life's simple pleasures!

*Matt Biggs*







## 911 SC

With the SC's MoT behind me and a fresh set of R888s fitted there was only one way to celebrate... a trip to a race track!

Before I get to that, however, another point of order (something I have been meaning to do for some time now) was fit a battery conditioner. I finally got around to ordering a CTEK MXS 5.0 battery charger and conditioner. The charger came equipped with small crocodile clips and what CTEK's marketing people call a 'comfort connector', basically a connector that connects directly to the battery terminals with a plug for the charger.

The problem is, the comfort thingy has M6 eyelets which are great for the positive terminal but the negative terminal has an M8 bolt through it, which meant ordering up the optional M8 comfort connector – I used the crocodile clips in the interim, but with the position of the battery in the nose of the old 911 it's a real fiddle to get them connected. I am pleased to





report that the device works exactly as described, I just plug the car in and I know that it'll start the next time I want to go somewhere.

It's a clever bit of kit too, with a few indicators for the charge stages, right up to maintenance, when the battery is fully charged. What does surprise me, though, is how many bars the battery charge drops off when it is off the charger for a few days. I need to try this little blighter on one of the other cars to see if that's normal or whether there is something in the 911 that is draining the battery, if the battery is knackered or the alternator needs reconditioning.

So, with a clean bill of health and plenty of pep in the SC's pecker it was time to get off to Bedford again. In addition to the usual pre-track checks I also jacked up the back of the car and checked the transmission fluid level – I had noticed some odd noises from the back of the car. I wasn't sure if it was road noise from the tyres or a problem with the gearbox or diff. As soon as I loosened the filler nut on the transmission a small amount of clear

fluid escaped, so all was in good order there, then. Things were not so good once I got under way, at low speeds the engine was slightly hesitant under throttle, not the best thing when I am on the way to a race track, no doubt with some young upstart hatch backs and over-engined rep mobiles to stack up against. The case worsened when I was entering the motorway on full throttle, there was nothing dramatic but acceleration was not as smooth as I have become accustomed too. But, by that point I was already running late so there was no time to get back and collect another car – certainly not the 924 S that, at that time, had a full set of winter tyres.

When I arrived at Bedford there was a good turn out, and even better than usual in the air-cooled department; there was another SC, 1982 model, and a Carrera, the yellow Mission Motorsport ([missionmotorsport.org](http://missionmotorsport.org)) liveried one. I was in good company, although that held me up for a direct comparison performance-wise. To set the bar even higher, after I got up to the pit, unloaded the car and caught

up with a few friends I jumped in Jim's Carrera, a proper stripped-out race car, for a few passenger laps and it was apparent from exiting the pit lane that he was going to be attacking more than I would. The first couple of laps were going well and then we caught a Boxster S. The Carrera was all over it through the corners but the newer mid-engined Porsche had the edge on the point-and-shoot straights, so it took us a little while to pass. It was a proper demonstration from someone who races them of how to drive an older 911 and I was keen to get out and give mine a go!

I was not sure how many laps I would get in with the SC, with the hesitancy the engine was showing toward the top of the rev range. But out on track it seemed to work well enough, perhaps an Italian tune up was all it needed? Despite learning a lot from the session in Jim's car I still took my time to get the SC and tyres up to temperature before I really got my foot down. The R888s felt good from the off, I definitely noticed the stiffer sidewalls and the extra grip

allowed me to, I felt anyway, brake later into corners and get on the accelerator sooner on the exits. My biggest concern with the track rubber was that I would have too much grip for the car's 204hp, but as the tyres got warmer the old 911 began to move around a little through a few of the corners, but it was quite progressive and never snappy. I am not sure what the actual timings were but it certainly felt that I was lapping faster than I was on the original tyres, although they were pretty dreadful to start with. In fact I think I must have been very close to the times I've done in the Boxster.

I have mentioned this before but I feel that it bears repeating: if you want a classic 911 but are put off by the lack of driver aids and the reputation for unwieldy handling, it is mostly propaganda, they are fantastic cars! The main thing for me is to remember what I paid for it, not think about the silly state of the current 911 market and get the hammer down – doing so is rewarding on so many levels.

*Matt Biggs*



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# the market place

by Philip Raby



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



## 997 Carrera

Has the world suddenly forgotten about the first generation 997? It's time to wake up...

The Porsche world is a funny place and it's hard to predict what's going to happen to values of cars. Indeed, I'm constantly surprised at the way the market twists and turns as buyers' demands change with time.

Last month, for instance, I talked about the surprising resurgence of interest in the 996; the first of the

water-cooled 911s which, for years, wallowed in the shadow of its air-cooled predecessors as well as its successor, the 997.

The 997 was the car which Porsche designed to address the 996's critics. Essentially a heavily face-lifted 996, the 997 dispensed with the earlier car's controversial 'fried egg' headlamps in favour of ones which aped those of

the 993 – the last of the air-cooled 911s which, for many, was the pinnacle of 911 design. The 997 also had more shapely wings – again, following the 993's curves – and was considered by most 911 purists to be a welcome return to form.

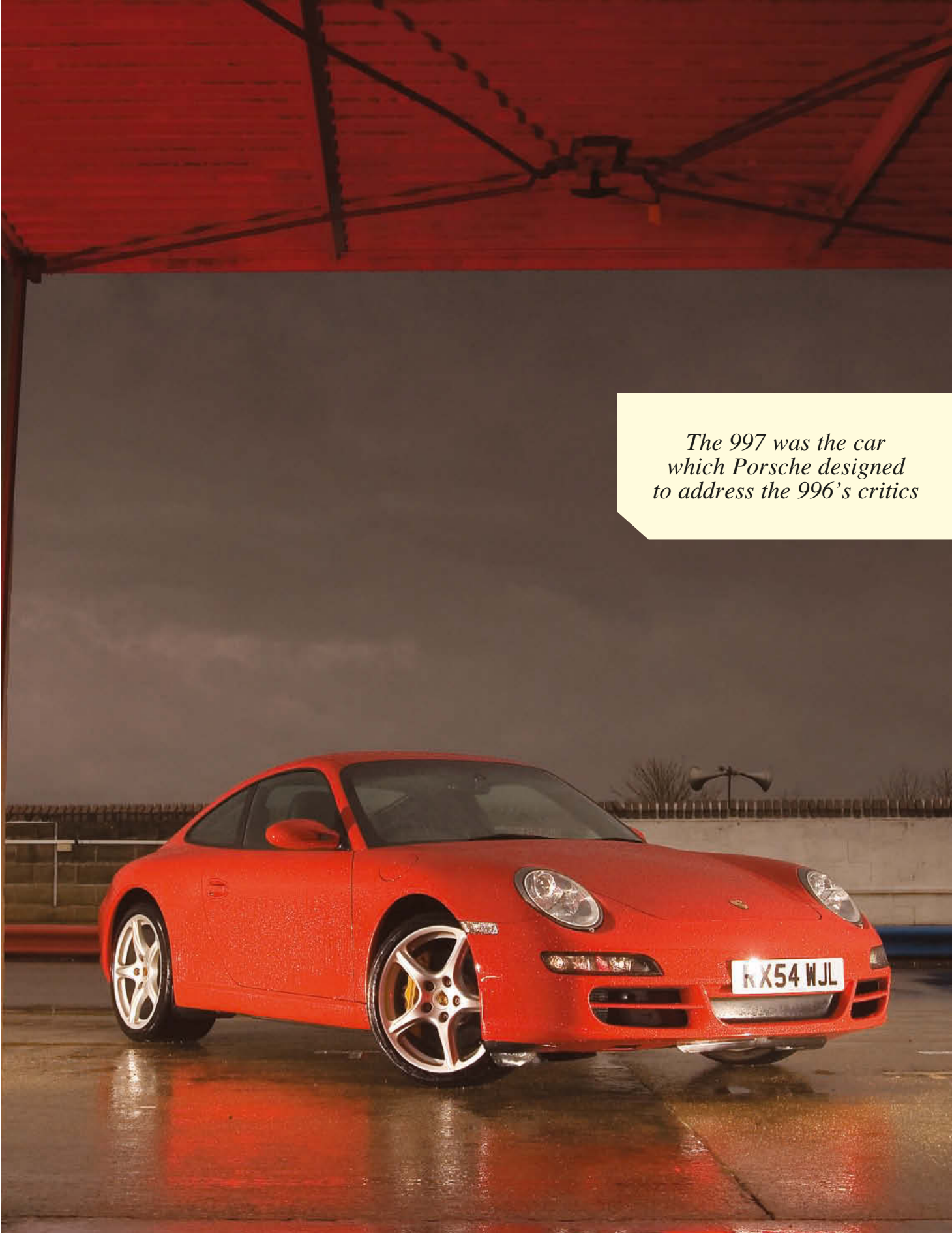
The 997's interior also drew heavily on the 993, with a more angular dash and door panels in favour of the 996's

swooping curves. I think I'm alone in thinking that the 996 cockpit is better looking than the 997's clumsy collection of hard edges but that's another story...

Under the skin, the changes were less. The engine and running gear were pretty much lifted from the 996, albeit with a few refinements. The big news was that there were now two models – a 3.6-litre Carrera plus a new 3.8-litre





A red Porsche 997 is shown from a front-three-quarter view, parked on a wet, reflective surface. The car is covered in water droplets, suggesting it has been raining. Above the car is a red, slanted canopy or roof structure. The background is a dark, overcast sky. The car's license plate is 'RX54 WJL'.

*The 997 was the car  
which Porsche designed  
to address the 996's critics*







Carrera S, both of which were available in two- and four-wheel drive variants.

Today, the first 997s are over ten years old and it's become an affordable choice for 911 buyers on a budget. Furthermore, the 997 is the most common 911 – it sold in big numbers in the UK and around the world and, at the time of writing, there were 400 997 Carreras for sale on Pistonheads, our regular market barometer. That compares with 207 991s (the current incarnation of the 911) and just 160 996s. If you're looking for a 997 you have plenty to choose from.

It is surely this plethora of cars for sale that's stopped 997 values from rising in the same way we have seen those of 996s going up in recent months. The 996 remains the entry-level 911, though, with good ones sitting at £15,000, but look online and you'll see 997s starting at a shade under £20,000 – a figure that's been unchanged for the last couple of years.

Of course, we're not comparing like

for like here. You can get a reasonable 996 for £15,000, while a sub-£20,000 997 is likely to be an early, high mileage and rather tired example.

You don't, though, have to spend much more to buy a decent example of a 997. Budget for £22,000 and you'll get a nice early 3.6-litre car, with the less desirable Tiptronic being particularly good value. And don't feel you need a Carrera S – the smaller engine is a sweet, free-revving unit that's a lot of fun to drive and endows the 997 with true 911 character, which is slightly lost with the torquer 3.8.

Increase your budget to £25,000 and you'll find a huge choice of early 3.6 and 3.8 cars, most of which will have a mileage of about 60,000, and will date from 2005 to 2007. If you'd prefer lower mileage, then pay a couple of grand more for a 30,000 to 40,000 mile example. Again, there are plenty out there.

£30,000-plus opens you up to low mileage later cars, up to 2008, which

was the last year of the Gen-1 997s, with £35,000 being the ceiling price, beyond which you're getting into the realms of the later Gen-2 cars.

At this price bracket, you may wish to push the boat out and go for a Gen-2 997. These cars benefited from an all-new engine that was more economical and didn't have the intermediate shaft which has plagued the 996 and Gen-1 997 – the shaft has a bearing which can break up, leading to engine failure, and there are also issues with scored cylinder bores. Although less than five percent of engines are affected, this does worry some buyers and if, it does you, then you should opt for a Gen-2 997. These later cars also had revised lights and slightly enhanced interiors.

For those of you on a smaller budget, don't let the horror stories put you off. Porsche made a huge number of cars with these engines (the 996, Boxster and Cayman, as well as the Gen-1 997) and



Revised lighting and enhanced interiors separate the Gen-1 from the Gen-2 997s, under the skin there were more changes too...



*It is this plethora of cars for sale that's stopped 997 values from rising*



# the market place

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the vast majority are just fine.

Despite being the most common 911 on the market, the 997 seems to have become overlooked recently. It is, though, one of the best 911s ever – some say it is the last real 911 – and it's a buyers' market out there. That makes it an easy 911 to buy because there is so much choice you have no excuse for not getting a good one with the spec that you are after.

Will prices go up? Not while there are so many for sale, but on the other hand, I can't see prices dropping, at least not at the lower end of the market – £22,000 is likely to remain the starting point for good 997s for some time to come. That's still a bargain for such a great car, though.

That said, things could all change, as the market always has a surprise just around the corner... ○



*The 997 has become overlooked recently. It is, though, one of the best 911s ever*







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## PDK and the 991 GT3 RS

Porsche's PDK system has been tweaked for the latest GT3 RS; we compare it with racing sequential systems.



Earlier this year Porsche not only sent everyone at the Geneva Motor Show into rapture by introducing the new GT3 RS but it was the first GT3 RS to be equipped with a PDK transmission. It was an appropriate pairing since the PDK was originally designed for racing although these days, shifting with steering-column mounted paddles has become almost commonplace.

In English, 'double clutch transmission' sounds pretty dull but translated to German it becomes the magnificent 'doppelkupplungsgetriebe' which sounds far more interesting. And so it should; the double, or dual, clutch transmission has taken decades to perfect. To use that overworked expression, this PDK is state of the art in the sense that it is the latest version, slightly tweaked to exactly suit the characteristics of the new, most lairy 911.

Those characteristics centre mainly around the fact that the GT3 RS is billed as a road-legal racing car. The 4.0-litre, flat-six, 493hp engine, which produces 339lb ft torque, is something of a rarity these days in that it is naturally aspirated. The world is becoming dominated by smaller capacity turbocharged engines, a fact of life made essential to meet increasingly tough CO<sub>2</sub> and emissions regulations. Luckily for us, the GT3 RS is completely focused on performance and Porsche can afford to soak up the CO<sub>2</sub> implications of 23mpg combined fuel consumption elsewhere in its vehicle fleet.

So, with no turbochargers on board the GT3 RS engine, with its instantaneous response, is even more

suited to the equally rapid ratio-swapping achieved by the PDK. This version of the double clutch gearbox has been tweaked to suit the GT3 RS exactly. Larger 21-inch wheels called for a ratio change to ensure the final drive ratio didn't become too tall and round off the sharp edges of the GT3 RS's dazzling acceleration.

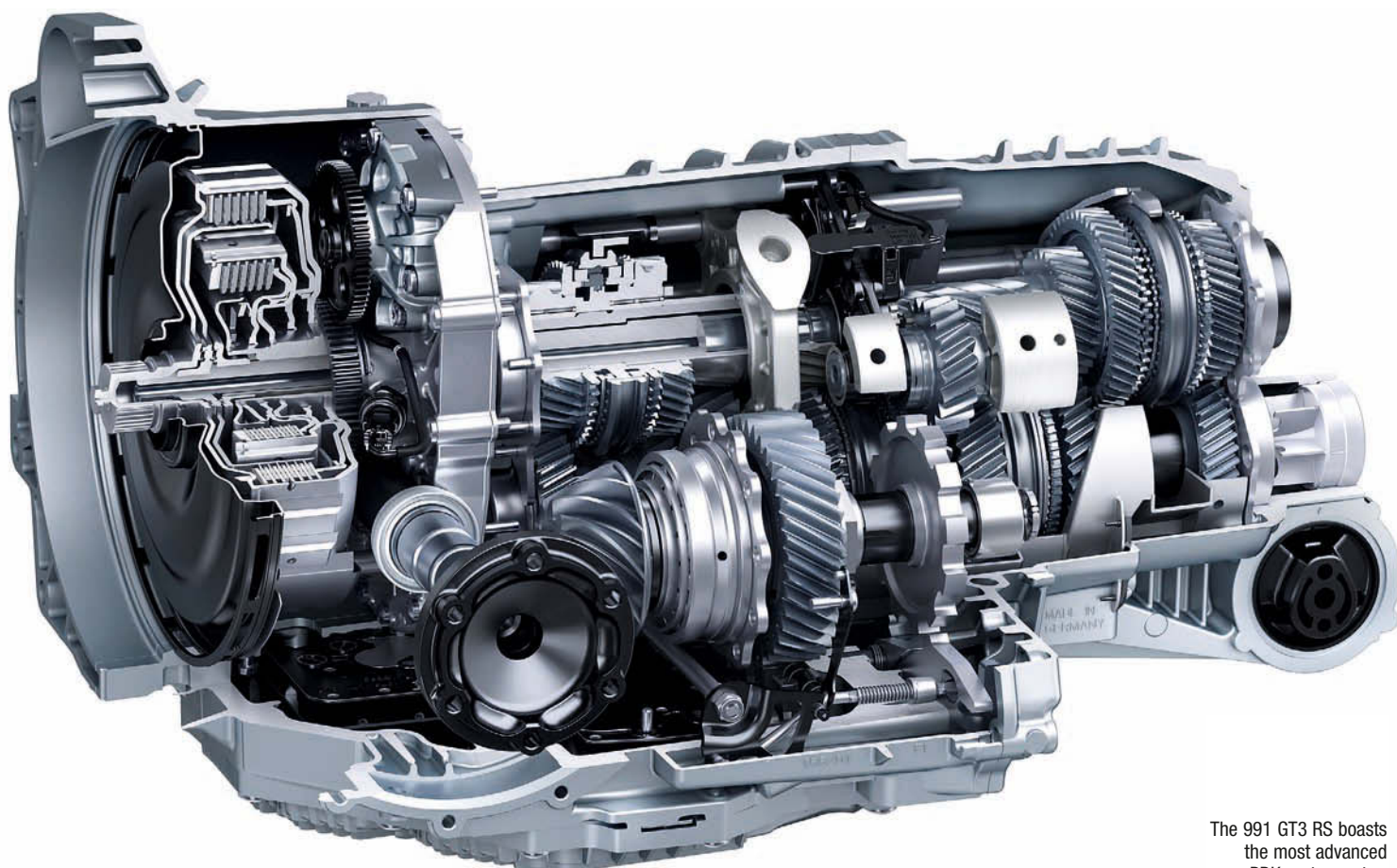
Compared to less extreme cars equipped with double clutch transmissions, like some from sister company Audi for example, the calibration of the GT3 RS PDK is much more aligned with performance than refinement. A comparison with another racing transmission, the sequential gearbox, helps explain that better.

Racing sequential gearboxes don't have an H-pattern shift and neither are they automated in any way, as the PDK is. Motorcycle gearboxes are all sequential and if you've ridden one you'll be familiar with a shift pattern that might go 'one down and five up' or vice versa. That means pressing the lever down once to get first gear then at each upward tug of a boot, each gear up the gearbox is selected sequentially. Neutral is between first and second.

Racing car sequential gearboxes work in a similar way, with reverse one click forward (in conjunction with an unlocking lever), neutral one click back, then the rest of the ratios selected with a backward tug.

Each ratio in a manual gearbox of any type is represented by two gears in constant mesh but running freely and not transmitting drive until one is selected. To select a ratio, the desired gear must be locked to the output shaft and this can be achieved in one of two ways. In a conventional manual





The 991 GT3 RS boasts the most advanced PDK system yet...

gearbox a synchromesh hub quietly matches its speed with the gear being selected before locking on to it and making it 'live'.

Synchromesh takes time to synchronise and impedes the speed of the shift, so for motorsports a dog engagement gearbox dispenses with the synchronisers and replaces them with simple hubs with protruding lugs, or 'dogs', which lock on to a corresponding gear. Synchronising the lugs on the hub and gear is largely a question of luck and sometimes brute force, so dog 'boxes' are noisy during selection and also due to the backlash on the dogs when coming on and off the throttle.

Making the shift in a sequential dog 'box' can be done in one of three ways. The first is to declutch and select the gear, as a motorcyclist would. The second is to lift the throttle briefly, releasing the torque on the engaged dogs, allowing a gear to be changed

without using the clutch. The third is to take a signal from the gearbox into the engine ECU which kills the ignition for a predetermined time, killing the engine torque and allowing the ratio to shift without de-clutching or lifting.

This is the preferred method on a racing car and is known as 'flat shift' or 'shift cut'. It is immensely fast. Forget all the blink of an eye or heartbeat analogies, flat shift sequential gearbox setups will complete the whole

process from ignition cut to reinstatement of full power and torque in well under 100 milliseconds. In the meantime, the driver keeps their right foot buried.

So if a racing sequential gearbox is so good, why doesn't the GT3 RS have one? Because they're horribly clunky and noisy and wear quickly. Using two electronically-controlled clutches instead means odd numbered gears can be assigned to one clutch and even to the

other. A computer pre-selects the next gear it expects to be selected and when the driver flicks the paddle, its assigned clutch closes to bring it on line while the previous gear is taken off line by the second clutch opening. There's no graunching or wear and tear. The clutches are 'wet' so like a motorcycle, run in an oil bath which again, keeps wear to a minimum.

Because the opening and closing of clutches is simultaneous, there's theoretically no need to interrupt the torque at all. However, on less extreme cars with double clutch transmissions, the gearbox calibration errs on the side of refinement rather than aggression. The GT3 RS, though, is set up for performance and high speed shifts so while it might be equipped with similar double clutch transmission technology to something like an Audi TT, which must always err on the side of comfort so as not to alarm the customer, the GT3 RS's priorities are quite different ○







# Low cost modifications (part 1)

We begin a new short series looking at low cost modifications, starting with the 924 and 944

With the value of all Porsches on the rise, and those of air-cooled Porsches rocketing, sleeping on it may be the best advice to someone looking at making any mods to a car. But what if you have a car that isn't a pristine example to start with and you fancy some track work, road rallying or stamping your own personality on it?

Before you do anything, basic health is vital so if you're planning any engine improvements then clearly brakes, suspension and tyres must at least be in good shape. And if you're planning any major increases in performance then you'll need to consider upgrades, too. You'll also need to keep your insurance company informed, even if you're just changing the steering wheel.

In this short series we'll try and focus on bolt-on goodies that are affordable, a bit of fun to make a difference to the way your car feels without costing the earth. This month, we'll kick off with the 924 and 944.

Improved air filters are an obvious place to start if your car is in need of a

service anyway. Replacing an old, filthy air filter with a high flow item from Pipercross or K&N will set you back a little over £50 and you may notice a slight improvement in response (the makers generally claim an increase of between 3hp and 5hp).

Once thing that caught our eye that fits both the 924S and 944 eight-valve engines is a throttle response cam. On new cars with selectable driver modes, one of the key changes of selecting 'eco' mode is that the throttle response curve is flattened. This means that although you still get full throttle, the first part of the throttle pedal movement actually opens the throttle less than usual giving a lazy response. The upshot of that is you have to try harder to get more power and as a result, fuel consumption is reduced. The throttle response cam does a similar thing in reverse. It's the part that attaches the throttle cable to the throttle body and because it's of different dimensions to the original, sharpens throttle response. At around £25 it's a neat little mod.

A larger throttle body is available for the 924, too, with larger butterflies and

geared to give brisker opening. It's a more pricey item at just over £240 but should be easy to fit. All other aspects of the engine such as the distributor, air metering system and plugs should be checked and if necessary serviced or replaced to get the benefit though. No performance figures are given but with a decent air filter the larger throttle body should give a noticeable improvement for what in the great scheme of things, isn't massive money.

There are plenty of suspension upgrades available for the 924, too. A set of lowering springs to drop the car 30mm will cost around £250 and there are several options for front strut damper insert upgrades. Bilstein sport inserts cost around £165 each and Konis, £220 each. Rear sport shocks are around £160 each. If you want to spend more you can buy complete kits. A sports coil and damper kit including struts from Bilstein will set you back around £730.

If you do all that, don't forget to renew all the bushes, preferably with polybushes which will cost around £20 each. These will make a big difference to the way the car drives and feels. If

the old, worn originals are still in place it will really sharpen up the handling and steering response. You also need to think about the tyres. There's no point in spending money on suspension upgrades if you then go out and buy the cheapest rubber you can find on the basis that 'all tyres are the same'. They're not, far from it. Compared to a premium sports tyre, a cheap and cheerful tyre will have inferior wet grip, longer stopping distances in the wet and the car won't handle as well on them.

As for seats, steering wheels and harnesses, the world's your oyster, with a wide range available from your favourite Porsche accessory specialist along with the mounting hardware to fit them. There's even a EuroCupGT short-shift kit for the 924 available for £125 which can be fitted on a DIY basis. And let's not forget the brakes. Make sure the callipers are free and working nicely, replace the brake fluid and fit some decent pads. A set of good track day front pads will set you back as little as £65 and with all that done, even the lowly 924 should feel like a different car ○





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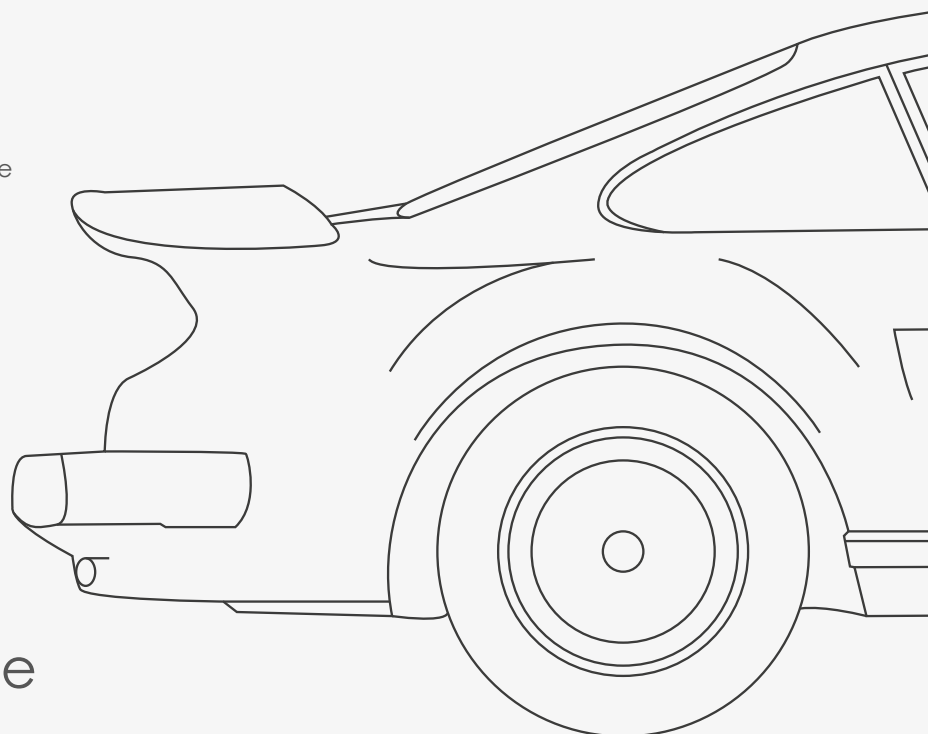
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## 964 SUSPENSION

**How much?** From £2754.11

**Where from?** [www.tech9.ms](http://www.tech9.ms)

Tech 9 Motorsport is now offering these delicious Öhlins kits for the 964. The Liverpool firm was in discussions with the famed suspension brand for some time about the development of this fitment, which is suitable for both the C2 and C4 versions of the 911. With a clever lightweight aluminium design, the shocks have been thoroughly corrosion tested and feature an adjustable length of +/- 15mm. They also come complete with a two-year limited warranty.



## OMOLOGATO WATCHES

**How much?** From £149

**Where from?** <https://omologato.myshopify.com>

Omologato is a new name in watches yet is the brainchild of a company with over 25 years of watchmaking experience. As passionate motorsport enthusiasts and watchmakers, the firm's finest timepieces look great, with some inspired by Porsche cars. These watches come with precision Japanese movements and are water resistant.



## FI-R BBS WHEEL

**How much?** From £1372.14

**Where from?** [www.bbs.com](http://www.bbs.com)

This new FI-R wheel from BBS is aimed at sports car drivers and comes in 20-inch form, weighing (from) 7.9kg. The forged alloy is one of the better offerings from the German firm of late and can be ordered in staggered sizes to suit 911s. The wheel is available in platinum silver and satin black, with a polished ceramic option in the following dimensions: 9.5x19, 10.5x19, 9.5x20 and 10.5x20 inches as well as 9.0x20 and 12x20 inches with a centre lock. Compatibility with the current tyre pressure monitoring systems is provided.







## 1:43 711 911 2.7 CARRERA RS

**How much?** £15

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

We thought this lovely pair were quite the bargain at just £15 each. The 1:43 scale models by 711 reproduce in miniature the 1973 Porsche 911 2.7 Carrera RS in both blue-with-black, and yellow-with-black. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## VALET PRO BRUSHES

**How much?** From £2.40-£13.99

**Where from?** [www.valetpro.eu](http://www.valetpro.eu)

Valet PRO has released nine new detailing brushes all of which perform different tasks. First in this detailing arsenal is the Upholstery Brush (£11.99), designed specifically for carpets and seats, the Leather Brush (£9.99) is self explanatory.

Next, the Long Reach Wheel Brush (£10.20) and Twisted Wheel Brush (£13.99) allow superior wheel cleaning, while the Wooden Handle Chemical Resistant Brush (£10.80) has been designed for cleaning the face of alloy wheels. The Boar Hair Brush (large £2.99/small £2.40), are perfect for dusting dashboards and vents. The Foam Detailing Brush (£4.20 x 5) is designed for polishing grills and applying dressings.

## 1:43 MINICHAMPS PORSCHE 908/2

**How much?** £54

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The Porsche Systems Racing Porsche 908/2 was driven to victory in the 1969 Nürburgring 1000km race by Jo Siffert and Brian Redman. This stunning Minichamps 1:43 scale version of the car is a numbered limited edition item of 999 pieces only, and it is supplied in a very special showcase. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.







## 1:18 SPARK PORSCHE 919 HYBRID

**How much?** £121

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This is a lovely larger 1:18 scale model presented by Spark of the Porsche 919 Hybrid. This is the 2014 car as driven to 11th place at Le Mans by Neel Jani, Romain Dumas and Marc Lieb. Add code 'POR010' to your shopping cart during checkout to receive a 10 percent discount exclusive to *GT Porsche* readers.



## CAYMAN SUSPENSION

**How much?** £1325

**Where from?** [www.gazshocks.com](http://www.gazshocks.com)

Offering adjustable ride height and damping rates, this new suspension kit for the Cayman comes from UK firm Gaz Shocks. Including lowered, uprated, suspension springs, the kit is adjustable all-round through 60mm. They are also anodised and protected for a long life and come with a two-year warranty.

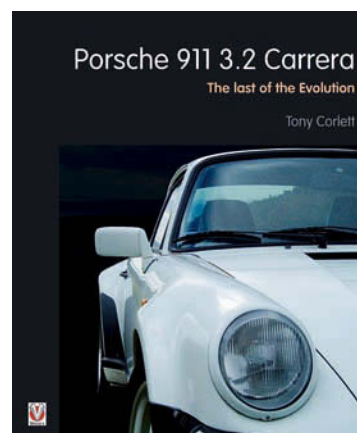


## GEMBALLA WHEEL SPACERS

**How much?** £POA

**Where from?** [www.gemballa.com](http://www.gemballa.com)

These wheel spacers from Gemballa have been specifically tailored for Porsche vehicles. Easy to mount, they are constructed from high-quality aluminium and are designed to reduce your vehicle's offset, pushing the wheels farther out towards its arches. Available in black or silver, they will match an aluminium wheel rim perfectly, and thanks to their lightweight design they provide virtually no additional unsprung weight to your vehicle.



## 3.2 CARRERA BOOK

**How much?** £37.50

**Where from?** [www.veloce.co.uk](http://www.veloce.co.uk)

Said to be the 'definitive Porsche 911 Carrera book', this hardback 160 page publication has been out of print for the past three years, but now it's back. Detailing comprehensively the history of the 3.2 Carrera model, from development onwards, it is penned by author Tony Corlett, 911 3.2 Register Secretary for the Porsche Club Great Britain. ISBN: 978-1-904788-65-2.





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## IPHONE 6 CASE

**How much?** £69.99

**Where from?** [www.firebox.com](http://www.firebox.com)

With a manufacturer name like Lifeproof you'd expect this iPhone 6 case to be robust, and from the sound things, it is. Shock proof, it survives Military Grade Drop Tests from two-metres in height, is submersible up to two metres, features a built-in scratch protector whilst offering unrestricted access to all buttons, ports and controls at the same time as being completely sealed from dust and dirt.



## 2.7 RS COLLECTION

**How much?** From £20 approx

**Where from?**

[www.porsche.com/shop](http://www.porsche.com/shop)

The 2.7 Carrera RS is undoubtedly a Porsche icon, and to commemorate Porsche Design has released a new range of products to honour it. New to the Porsche Driver's Selection is a design based primarily on the colour scheme of the classic car: Grand Prix white with red, blue and Viper green details.

The Rimowa luggage series made from 100 percent polycarbonate is tailor-made to fit all current Porsche models. The PTS Ultralight XL Limited Edition (£487) and the PTS Ultralight M Limited Edition (£417) in white/Viper green offer a volume of 75 and 33 litres respectively.

The collection also includes a unisex T-shirt in mottled grey (£34), sweatshirts for men and women in mottled grey (£94), joggers for men in mottled grey (£69) and a baseball cap in dark blue (£20). The range can be found in Porsche Centres and online.



## INTERNAL WASTEGATE ACTUATORS

**How much?** From £188.99

**Where from:** [www.turbosmartuk.com](http://www.turbosmartuk.com)

Turbosmart's new Twin Port IWG-75, available in turbo-specific and universal applications, improves the ability to control a wider range of boost from internally wastegated turbochargers. The unit uses the air pressure difference between two sealed chambers to create a dynamic force which overcomes the mechanical spring force of the actuator. This results in a more precise boost curve and a wider boost range between min boost and max boost over the control offered by conventional actuators. It's available to suit Borg Warner's EFR range of high performance internally wastegated turbochargers, with a universal fit model also available. More applications will be coming soon.



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2011/61, 48,200 miles, Basalt Black, Engine Size 3797, Black Leather, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, Heated Seats, Electric Sunroof, Park Distance Control ..... **£43,750**



**Porsche Cayenne D 3.0 V6 Tiptronic**  
2011/61, 58,600 miles, Dark Blue Metallic, Engine Size 2967, Black Leather, Servotronic, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Air Suspension, PASM, Electric Memory Seats, Heated Seats, Multifunction Steering Wheel, Universal Audio Interface ..... **£ 32,900**



**Porsche Cayenne 3.0 D V6 Tiptronic**  
2011/11, 63,550 miles, Classic Silver, Engine Size 2967, Black Leather, PCM - Sat Nav, Bluetooth Phone Prep, Electric Memory 14-way Comfort Seats, Sunroof, Parking Heater, Heated Seats Front and Rear, Power Tailgate, Park Distance Control Front and Rear ..... **£ 32,900**



**Porsche Boxster (987) S 3.4 PDK**  
2009/59, 29,200 miles, Guards Red, Engine Size 3436, Black Full Leather, Sports Seats, Heated Seats, Bluetooth Phone Prep, Park Distance Control, Sound Pack Plus, Universal Audio Interface, Embossed Headrests, Wind Deflector, Aluminium Dials ..... **£ 24,900**



**Porsche Boxster (987) 3.4 S PDK**  
2010/10, 68,600 miles, GT Silver, Engine Size 3436, Carrera Red Leather, PCM 3 - Touch Screen Sat Nav, Sport Chrono Pack Plus, BOSE Sound System, Electric Memory Seats, 19" Turbo 2 Alloys with Porsche Crests, Wind Deflector, PSM, On-Board Computer ..... **£ 22,900**



**Porsche Boxster (987) 2.9 Gen 2**  
2010/10, 44,000 miles, Aqua Blue, Engine Size 2893, Ocean Blue Leather, Bluetooth Phone Prep, Heated Seats, Upgraded Sound Pack, Colour Coded Centre Console, Park Distance Control, Wind Deflector, Universal Audio Interface, PSM ..... **£ 20,900**



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## 1:43 SPARK 968 TURBO RS

**How much?** £50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This is the Seikel Motorsport Porsche 968 Turbo RS as driven at Le Mans in 1994 by Dr Thomas Bscher, Lindsay Owen-Jones and John Nielsen. The team retired following an accident in the ninth hour, but the car will live on in miniature form thanks to this 1:43 scale Spark model, supplied in a showcase. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## 1:43 SPARK 996 GT3

**How much?** £50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

Here we have a scale reproduction of the 996 GT3 as entered into the 2014 Rally Monte Carlo by Marc Duez and Steven Vyncke, though sadly the team retired following a variety of problems. Add code 'POR010' to the shopping cart at checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

## PEBBLE TIME SMARTWATCH

**How much?** £179.99

**Where from?** [www.firebox.com](http://www.firebox.com)

The most functional and customisable smartwatch ever was also the most funded Kickstarter project of all time: raising over \$20 million. The Colour e-paper display exhibits texts, tweets and notifications, and battery life lasts up to an impressive seven days on a single charge. The watch is also water resistant up to 30 metres and features a slim design with an inbuilt microphone.



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Manual Gearbox, LHD, Irish Green with tan leatherette interior.



**Porsche (911) 930 Turbo 1978**  
3.3L, Manual Gearbox, LHD, Arena Red with Black interior.



**Porsche 911 1974 Coupe 2.7L**  
Manual Gearbox, LHD, Ice Green Metallic with Black Interior.

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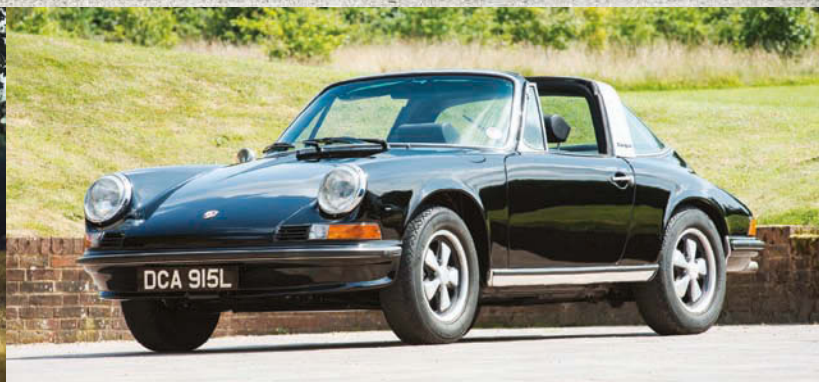
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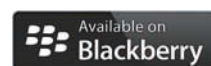
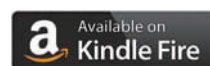
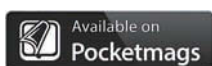
996 GT3 RS vs 997 GT3 RS

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## GMÜND COUPÉ/356: 1948 – 1964

Two-door, two+two Coupé, Roadster, Speedster. Rear-mounted four-cylinder air-cooled 'boxer' engine.

This is where the Porsche story begins. After the aluminium prototypes and numerous projects for Volkswagen, Dr Porsche gave the go-ahead for his company to relocate from the converted shed in Gmünd to a rented workshop in Stuttgart (owned, incidentally, by Reutter, the coachbuilder responsible for building the 356 body for Porsche). At the 1949 Geneva Auto Salon Porsche displayed a 356 for the first time, with a coupé and drophead model taking the limelight. A makeshift production line was started in the same year.

The following year the 356 was shown to a meeting of Volkswagen main dealers as well as European and overseas importers who promptly placed orders for 37 cars. The first Stuttgart-built 356 rolled off the production line in Easter 1950.

The 500th Porsche was built on 21 March 1961, with the 1000th model arriving just six months later, and when the last 356 was built in 1964 – a 356C convertible – a total of 76,302 examples had been built.

The arrival of the 356 also signalled Porsche's first forays into motorsport. Dr Porsche's cousin, Herbert Kaes, is thought to be the first to compete in a Porsche car when he took an early 356 and entered it in a race around the streets of Innsbruck, Austria on 11 July, 1948. Kaes and the Porsche won their class, obviously. The first recognised 'factory' victory came in 1951 in the 24 Heures du Mans (where else!) when Porsche's French importer, Auguste Veuillet, convinced Dr Porsche that by entering a car into the twice-round the clock race it would result in a big boost in sales and Porsche's global awareness. Veuillet, along with his co-driver Edmund Mouche, won their class in the 1100cc 356. The rest, as they say, is history.

Today the 356 enjoys the status of a genuine classic car. Collectors and enthusiasts alike have seen that the majority of examples have been meticulously restored and maintained and this is reflected in the values they are reaching on the classic car market. Demand for all models and variants is high with the Carrera models some of the most sought after.



## 356

**Dimensions:** Wheelbase (mm): 2100 – Length (mm): between 3850 (1950) and 4010 (1959). Width (mm): 1660

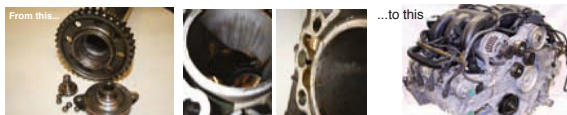
**1948 to 1949:** Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors and 7.0:1 compression ratio. Drum brakes were fitted all-round.

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

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
<b>'Pre-A' 356</b>							
1100	1950 to '54	745	1086	40	51	23.5	87
1300	1951 to '54	810	1286	44	59	22.0	90
1300A	1954	830	1286	44	51	22.0	90
1300S	1953 to '54	830	1290	60	64	17.0	99
1500	1951 to '52	830	1488	60	75	15.5	105
1500	1953 to '55	830	1488	55	77	16.5	96
1500S	1952 to '55	830	1488	70	80	13.5	108
<b>356A</b>							
1300	1955 to '57	860	1290	44	60	22.0	90
1300S	1955 to '57	900	1290	60	65	17.0	99
1500GS Carrera	1955 to '58	835	1498	100	88	12.0	124
1600	1955 to '59	835	1582	60	81	16.5	99
1600S	1955 to '59	835	1582	75	86	14.5	108
1600GS Carrera	1958 to '59	835	1587	105	89	11.0	124
<b>356B</b>							
1600	1959 to '63	905	1582	60	81	16.5	96
1600S	1959 to '62	925	1582	75	86	15.0	108
1600S	1960 to '63	925	1582	90	89	13.5	112
1600S	1961 to '63	935	1582	75	86	15.0	108
1600GS Carrera GT	1959 to '61	890	1588	115	99	10.5	124
Carrera 2	1962 to '64	890	1966	155	144	9.0	124
<b>356C</b>							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

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## 911 (1964 – 1989)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## 911: 1963 – 1989

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 964 (1989 – 1993)

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



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## 911 (964): 1989 – 1993

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

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

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

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



## 911 (993): 1993 – 1996

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

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

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

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

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

## 993 (1993 – 1998)

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

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

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

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

## 996 (1997 – 2004)

**1997 to 1998:** 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **996 – 2000 to 2001:** 2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174
GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

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



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AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
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M5 F10/M6 (STAGE 2) » 730 BHP  
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F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
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997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
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CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
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## 996: 1997 – 2005

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

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



## 997: 2004 – 2008

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

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



## 911: 2008 – 2012

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

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

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

## 997 (2004 – 2008)

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

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

## 997 gen-2 (2008 – 2012)

**2008:** 2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. Porsche Active Suspension Management (PASM) standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on the top speed. **2009:** 2010 MY – Eagerly awaited Generation-two 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, Direct Fuel Injection, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offer optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt Motor Show. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather all options. **2010:** 2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono Package Turbo and Torque Vectoring are all standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche the company has ever built. Based on the GT3 RS it features further aero dynamic tweaks and recalibrated PASM, Traction and Stability control systems. 3.6-litre engine is the final swan song for the Hans Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed the kilos as do the plastic rear and rear quarter windows. Only 500 built, and all sold out within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK only transmission available, PCCB standard and Pure blue paint or



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

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

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

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



## 991: 2012 – TO DATE

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

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

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

white the only colours. Windscreen is 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé or cabriolet and again mixes the Carrera 4 body with rear-drive running gear; again the 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK are both available, and PCCB is optional. 19-inch RS Spyder design wheels are standard and the GTs also features a SportDesign front bumper and deeper side sills. Inside is a mix of leather and Alcantara with a new SportDesign steering wheel also standard. Rear-seats are optional. **2011:** Just when we thought Porsche was done with the 997 along came one more derivative. A 500hp, normally aspirated 4.0-litre flat-six engine with a crank lifted straight from a GT3 R. The car weighed 1360kg and had aero dynamic add-ons designed specifically for the Nürburgring. Everything about the 4.0RS was extreme. It cherry picked the very best bits from every 997 that had gone before it to produce the ultimate in rear-engined driving thrills. It's unlikely we'll see anything of its kind again. **2012:** Porsche had time for one last 997 swansong: the Carrera 4GTS. As its name suggests it was a four-wheel drive version of the Carrera GTS. This really was the last 997.

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

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

## 991 (2012 –)

**2012:** 2012 Model Year – Wheelbase (mm): 2450; Length/Width (mm): 4491/1808; Height (mm)

1303/1295 (Carrera/Carrera S) – **Significant developments:** All new 911s featuring a longer wheelbase, a lighter body and more technology than a 911 has every seen. The direct fuel injection engines are carried over from the 997 generation of cars, so to is the seven-speed PDK gearbox.

However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the slick-shifting six-speed manual. Other mechanical highlights include the option of Porsche Dynamic Chassis Control (PDCC) on a 911 for the first time, dynamic engine mounts and torque vectoring.

Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911 generations. The Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, the Carrera S models with a 400hp 3.8-litre motor.

**2013:** The Carrera 4 and 4S coupé and cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, the four-wheel drive variants were equipped with a multi-plate, electronically controlled version of Porsche Traction Management. As with previous Carrera 4 models, the rear of the car was 44mm wider than the two-wheel drive derivatives. At the Geneva Motor Show in March Porsche revealed the new 911 GT3. Those who thought the 991 was a controversial 911 could barely speak when the specification of the new GT3 was announced. Out went the Hans Mezger 3.6-litre engine and in came a 475hp, 3.8-litre direct injection engine based loosely on the Carrera S's motor. This was just the beginning. No manual gearbox would be offered, instead only a heavily revised PDK unit would be fitted. There was also active rear-wheel steering, electric power steering and, for the first time the GT3 was no longer a narrow bodied car, its shell now taken from the wider Carrera 4. Soon after the GT3's announcement came the details for the new 911 Turbo. Well, two actually. The 991 will be available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDCC, dynamic engine mounts are all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm. **2015:** GT3 RS - A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph. A body constructed from aluminium, carbon fibre and magnesium weighing 10-kilograms less than the GT3 (at 1420kg). A staggeringly quick Nordschleife lap time of 7-minutes 20-seconds – faster than a Carrera GT. And a devastatingly aggressive aero-led aesthetic. GT3 RS is one of Preuninger's finest. Only available with PDK, the GT3 RS boasts double the downforce of the GT3 with less than a third of its drag-co-efficient. This is unheard of. A new Michelin rubber compound adorns the 9.5x20-inch front wheels and 12.5x21-inch rears providing 20% increased stickiness, with increased spring rates (up 10% over GT3) and a 50-milimetre wider rear axle, the changes between GT3 and GT3 RS are vast underneath. A 'paddle neutral' facility and a 'pit speed' button aid track use. PTV with rear limited slip differential, PASM active dampers and PSM feature. A Club Sport Package and seats straight from the 918 Spyder have been added inside - Sport Chrono is optional. The last naturally-aspirated 911? Sadly it may be so...

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175



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## 912: 1965 – 1969; 1975

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

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



## 914: 1970 – 1976

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



## 924: 1977 – 1988

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

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

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

Carrera S	2012	1395	3800	400	325	4.5	188
Carrera 4S	2012	1445	3800	400	325	4.5	185
GT3	2014	1430	3799	475	325	3.5	196
GT3 RS	2015	1420	3996	500	339	3.3	192
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

## 912 (1965 – 1969; 1975)

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

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

## 914 (1970 – 1976)

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

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

## 924 (1977 – 1988)

**924** Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched; **1978:** Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered; **1981:** Carrera GT introduced. Kurzhaas 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): 1551/1552/1530 – 1529mm. **Significant developments:** **1978:** 90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior **1983:** Regular 928 and 'S' models replaced with by 928 S2 model; **1987:** S4 introduced with 5.0-litre V8 and 316hp; **1989:** 928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds; **1993:** Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.

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

## 944 (1983 – 1991)

**944** Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451; **Significant developments:** Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT; **1985:** New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard; **1986:** Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot



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## 928: 1978 – 1995

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



## 944: 1983 – 1991

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



## 959: 1988

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



## 968: 1992 – 1995

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

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

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

## 959 (1988)

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

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

## 968 (1992 – 1995)

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

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

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

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

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

**BOXSTER 987 (2005MY –)** Wheelbase (mm): 2415, Length/Width (mm): 4315/1780. Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) – **Significant developments:** **2005:** 2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard; **2006:** 2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; **2009:** 2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers. **2010:** The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage





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

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

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

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

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



## BOXSTER 981: 2012 –

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

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

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

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

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

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

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

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

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

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

\*manufacturer's claim

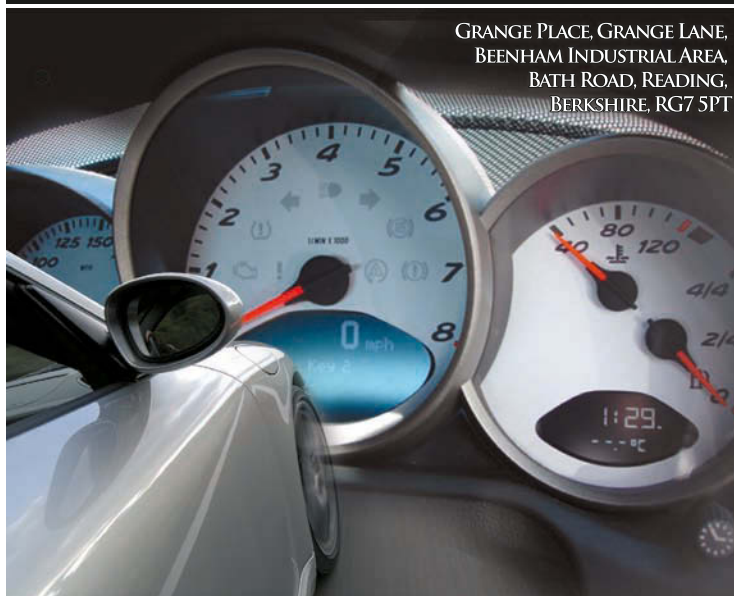
**Cayman 981** – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013** – 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer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



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## CAYMAN 987: 2005 – 2013

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

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



## CAYMAN 981: 2013

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

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

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



## CAYENNE: 2014 –

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

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

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

\*manufacturer's claim

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

**Cayenne** – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes; **2006:** 2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos; **2007:** 2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009:** 2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model. **2012:** The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior. **2013:** Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque clichés. **2014:** Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – chiefly the batteries which are now more optimised for greater performance.

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



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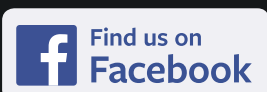
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new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

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

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

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



## CARRERA GT: 2003 – 2006

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



## PANAMERA: 2009 – 2013

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

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

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

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

<sup>1</sup> when combined with electric motor. \* 0-60 mph time

## Porsche Carrera GT (2003 – 2006)

**Carrera GT** – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, 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 from and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.

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

## Panamera: 2009 – 2013: 2014 – To Date

**Panamera S, 4S, Turbo** – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009** – 2010MY 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with PTM and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne, PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.

**2010** – 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6, is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional. **2011** – 2012MY The Panamera Diesel arrives. 3.0-litre V6 turbocharged engine is donated by Audi. Specification on par with a V6 petrol engined Panamera. S Hybrid also added to range. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. Turbo S also arrives running a pair of turbo-chargers with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint is exclusive to the model. **2012** – 2012MY Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo's four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive only with the seven-speed PDK.

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

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

**2013**– 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that's more powerful than the V8 it replaces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 still llops up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and battery pack that can store five



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



## 918 SPYDER: 2014 –

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



## MACAN: 2014 –

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

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

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

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

times the energy. And if that's not enough, the E-Hybrid is also a plug-in hybrid which means you can charge the car while you're at work, asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's PDK for all the models bar the Diesel and S E-hybrid, which get the Cayenne's eight-speed Tiptronic. **2015:** Panamera Edition - special version available in three styles; Edition, 4 Edition and Diesel Edition. 4 Edition features active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. High-gloss black trim strips on side windows, part-leather upholstery with Porsche crest embossed on head rests, SportDesign steering wheel, 'Edition' sill plates and floor mats. PASM, bi-xenon headlights with PDLs, Park Assist including reversing camera and Power Steering Plus all standard. China and USA variants receive comfort seating.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013–	1880	2967	250	405	6.8	151
Panamera	2013–	1770	3605	310	295	6.3	160
Panamera 4	2013–	1820	3605	300	295	6.1	159
Panamera S	2013–	1810	2997	420	383	5.1	178
Panamera 4S	2013–	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013–	2095	2995	416	435	5.5	167
Panamera GTS	2013–	1925	4806	440	383	4.4	178
Panamera Turbo	2013–	1970	4806	520	516	4.1	189
Panamera Turbo S	2013–	1995	4806	570	553	3.8	192
Panamera Edition	2015–	TBC	3605	310	TBC	TBC	TBC
Panamera 4 Edition	2015–	TBC	3605	310	TBC	TBC	TBC
Panamera Diesel Ed	2015	TBC	2967	300	TBC	TBC	TBC

## 918 Spyder (2014 –)

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

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

## Macan (2014 –)

**Macan** – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo) **2013 – 2014MY** Built at Leipzig, Two petrol V6 engines, 4-cylinder turbocharged petrol engine, and V6 diesel donated by the VW Group. Macan S gets 340hp three-litre biturbo V6; Turbo is equipped with 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque load to the front axle when required. PDK transmission standard – no manual option – 'Off-road mode' can be selected at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard. S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and 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 is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rear tyres for optimum grip. All are fitted with electromechanical power steering. Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLs) optional on all models. The three-spoke 918 Spyder-style multi-function steering wheel with paddle shift controls standard. Full length panoramic glass sunroof available, S models are trimmed in partial leather and alcantara, a full leather interior is a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).

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



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<b>BOXSTER</b>							
Boxster 2.7	£39,553	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster Black	£46,164	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,858	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£53,872	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg
Boxster Spyder	£60,459	6cyl/3800cc	375hp	310lb ft	4.5secs	180mph	1315kg

<b>CAYMAN</b>							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg

<b>911 COUPÉ (991)</b>							
911 Carrera	£73,509	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£83,545	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£78,365	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Carrera 4 Black	£79,309	6cyl/3436	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£88,400	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 Turbo	£120,598	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£142,120	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg

<b>911 CABRIOLET (991)</b>							
911 Carrera	£82,169	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera Black	£81,852	6cyl/3436	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£92,204	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg

<b>CAYENNE</b>							
Cayenne	£49,576	6cyl/3598cc	300hp	295lb ft	7.7secs	143mph	2040kg
Cayenne Diesel	£50,441	6cyl/2967cc	262hp	428lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,845	6cyl/3604cc	420hp	406lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£62,099	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2215kg
Cayenne E-Hybrid	£62,099	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	443lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£93,574	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg

<b>PANAMERA</b>							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,474	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£84,401	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg

<b>Macan</b>							
Macan	£41,578	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£44,650	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£44,636	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£60,994	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg

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



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## Williams Crawford

Established for nearly 25-years, Williams Crawford in Cornwall prides itself on care, trust and honest dealing

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

The business was established in 1991, initially by Adrian Crawford and was recently joined by Richard Williams. This partnership has built on the existing reputation and has resulted in significant growth.

### **GT: Who is in charge and what is their background?**

Responsibilities are shared between Richard and Adrian. They share similar backgrounds, both coming from motor trade families and enjoying the same things and having compatible principles. They both love the product, love driving and both fully understand what makes a car tick, tock, turn and how to look after it.

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

We're experts and, as such, focus purely on Porsches. We offer expertise that goes from the latest 991 all the way through to the earliest 356. We operate a very successful brokerage service that sits well with our sales department. We supply, source and restore Porsches for clients worldwide and offer skills that are hard to find elsewhere.

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

We find that more and more customers research reputation via the internet; this has become increasingly important. They want a safe place to spend their money and someone that understands their needs, that listens and isn't just about moving metal or generating cash.

### **GT: What facilities do you have on site?**

We sell, source, purchase and broker. We also offer service and preparation work on all ages of Porsche, from 356 to 991. We are proud of our exacting restorations and high quality bespoke Porsches. We build engines, gearboxes and offer accident repair facilities. Attention to detail is our thing.

### **GT: What is your USP?**

Our USP remains as it always was, in that we want to conduct business fairly, in good spirit, with good people.

### **GT: Which Porsches do you cater for at Williams Crawford?**

We cater for all Porsches, classic and modern, right- and left-hand drive, 356

through to 991, plus Panamera, Macan, Cayenne, Boxster and Cayman.

### **GT: What is your background with the Porsche brand?**

Both Adrian and Richard enjoy driving. Adrian was in his early twenties when he had his first Porsche. If you are into cars and have enjoyed access to high performance cars from a young age you cannot fail to be impressed with the abilities of a Porsche.

Meanwhile Richard's background was in preparing and servicing Adrian's stock of Porsches and he immediately fell in love with the brand.

### **GT: How many members of staff do you employ?**

We are currently a happy team of 11 but we're currently looking for more technicians; in fact we are always looking for good people.

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

Not exciting, just more of the same, offering the same care, trust and honest dealing that is our 'brand', ensuring further expansion into parts, restoration, leasing and brokerage remain wedded to these values.

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

There are two major things that we have seen.

The first centres around the importance of a good reputation. Customers now research reputations online and this has actually become a major advantage for us. It means many customers have narrowed down the people they want to buy from during their research.

The second is that the Porsche market is getting ever stronger as the range of new models expands and the classics become ever more desirable. We have grown with that, only dealing with Porsche and being able to accommodate all ages is a major benefit. Although the exchange rate changes, the worldwide trade does not stop, it just changes direction and we enjoy a good percentage of business worldwide.

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

## Colin Goodwin ponders the races he hit, those he missed, and wonders if contemporary motorsport might be more exciting than we realise...

Another working day that should have been a productive one wrecked by too much YouTube. The usual stuff: a bit of vintage CanAm racing, some F1 and to wrap up a five-minute snippet of a documentary on the 1970 BOAC 1000km at Brands Hatch.

Everyone knows that race, the epic drive by Pedro Rodriguez in a Gulf 917. I think the clip is from a documentary film made about the John Wyer-run and Gulf-sponsored team and I have a feeling that I've seen the whole film, but that could be my ageing brain playing up. Sadly a brain that may be old, but not one installed in a body that was old enough in 1970 to take itself the 45 miles from my home in Woking to Brands Hatch to watch that epic race. My dad wasn't interested in motor racing; he was into boxing, tennis, athletics and never drove a car in his life. He did take me to see the film *Le Mans* the next year, though, so he can be forgiven.

What I can't forgive myself for is not going to watch more sports car races in the 1980s. What on earth was I

thinking? I'd like to put forward the argument that the 1980s through to the early '90s was the golden era of sports car racing. Yes, the Porsche 917 and Ferrari 512 battles were amazing with fantastic drivers on mighty circuits in cars that were hugely challenging to drive on the limit but look at the depth of the field and the variety in the Group C period: There was Porsche, of course, with its 956 and then 962, Jaguar, Mercedes, Lancia, Nissan, Dome, Mazda and more; the Mulsanne straight without the chicanes; Ldx, Bell and Pescarolo – all legends from the years that I missed when I was in short trousers; and Brundle, Wallace, Dumfries and other younger talents at the top of their game.

I caught a few good races but I should have been to more of them. I guess you don't realise that you're

going through a peachy period when you're in it at the time. Well, I think we're entering another one and this time I'm not going to make the same mistake. Reading Frankel's report on Porsche's magnificent performance at Le Mans in June has been a particularly strong wake up call that something wonderful is happening in sports car racing. Reading a nice long, well written and emotive feature backed up by excellent photographs is still an unbeatable medium. Many Tweets and blogs came my way after this year's race but it was reading Andrew's feature that brought the event to life. 140 characters in a Tweet can't do that.

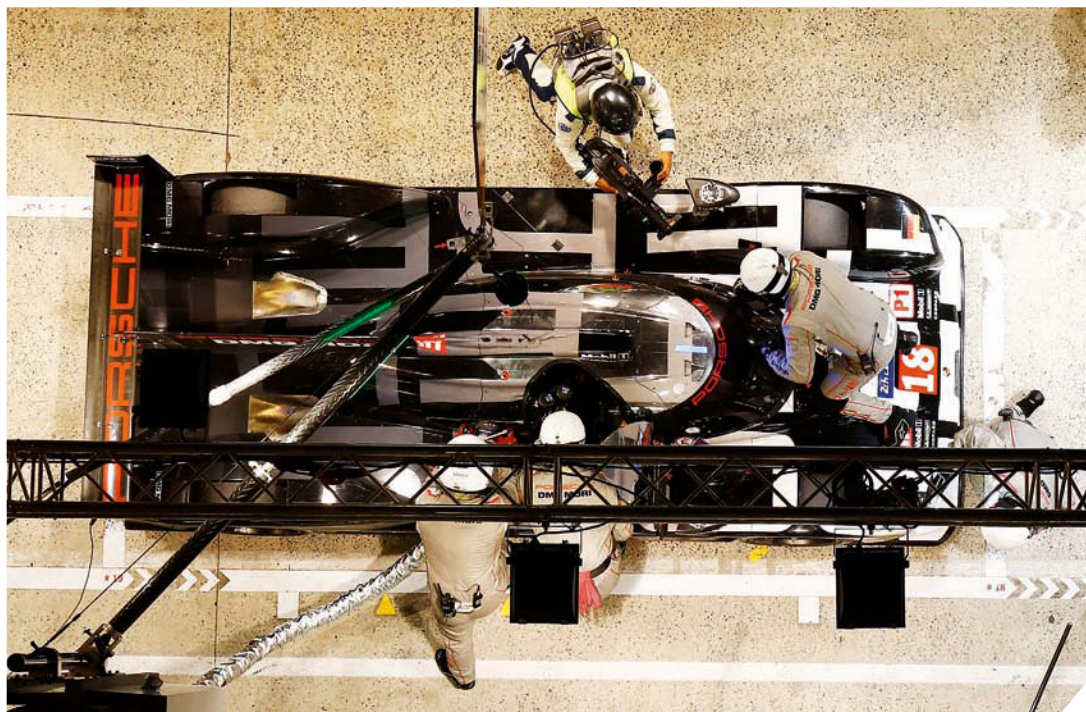
And there's another reason why I'm rewed up about the current scene. I'm beginning to think that we're getting a bit too wrapped up in the past. I have

a subscription to *Motor Sport* magazine and love (and am quite knowledgeable about) the machinery and personalities from the '60s and '70s but I have a feeling that supporting and enthusing about contemporary motor racing, if it is good, is important.

And another thing: I have had enough of the Gulf and Steve McQueen worship. If you own one of those fake Gulf racing jackets you'll probably be spitting carpet tacks at this point but once I wore a No Fear t-shirt into the Autocar office and was quite rightly shot down by Steve Sutcliffe and Monkey Harris. I knew I had sinned and I repented before the onslaught from my peers.

Right then, June 18-19 have been blanked off in the 2016 diary. See you there perhaps ○

*“You don't realise that you're going through a peachy period when you're in it at the time”*



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



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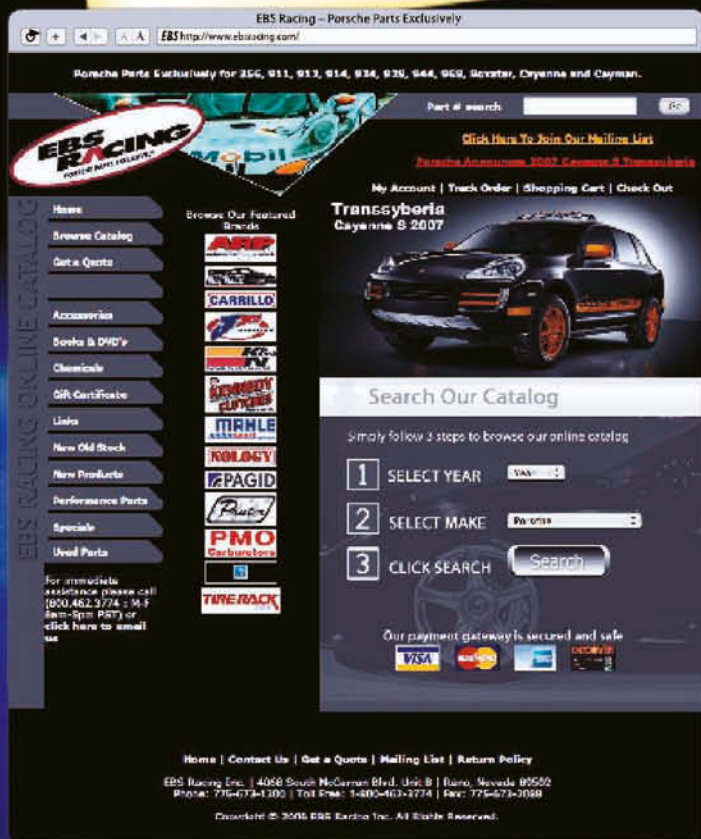
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