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# GT PORSCHÉ

AUGUST 2016

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Issue 177



BOXSTER AT 20: ORIGINAL 986 MEETS 718



## 918 Spyder

Would you buy a 968 in order to drive a Porsche supercar?  
Meet the man who did just that...



## 997 vs 911S

Should your first Porsche 911  
be air- or water-cooled?

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# Ignition



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

This month's cover story is pretty unusual, but it certainly is a fine tale, hence its inclusion in these pages. So desperate was contributor Andrew Frankel to drive a 918 Spyder that he bought himself a 968 in order to do so. Quite why he had to do that you'll discover on page 72 but, just to reassure you, it certainly isn't a case of a spoilt man with too much money on his hands! Andrew's passion for Porsche is ultimately what drove the decision, and it's commendable, especially as it gave us the opportunity to get Porsche's modern supercar (or hypercar if you don't mind the expression) into this issue. It's probable that, like Andrew, the majority of you are more likely to be able to afford the 968 than 918, but that doesn't extinguish the aspiration to own, or at least drive, such a car.

Andrew's connection with the Porsche brand is nothing new, but for John Carter, the owner of not one but two yellow 911s in this issue, it's a far newer passion. Like Andrew, John invested in a Porsche because the bug very much bit him, but he was unsure if his first foray into 911 ownership should feature air- or water-cooling. John initially bought himself a classic 911S, but soon afterwards added a 997 Carrera S to his fleet. Even so he's still unsure which he prefers, or which he should keep, and I imagine

he's not alone. Deciding if your first 911 should be air-cooled or water-cooled is a dilemma for many new to Porsche ownership and, aside from the obvious financial aspects, deciphering which is best for you will shape your Porsche experience. Read John's story on page 20.

The Boxster celebrates its 20th birthday this year so we've brought together an original 2.5-litre 986 and the latest 718 variant to see how they compare (p88). In some respects it's hard to imagine a time without the Boxster being around, but what it has become is a mainstay in the Porsche line-up and one wholly worthy of a Porsche badge. At two decades old it has now evolved into a different kind of car, but irrespective of what engine sits underneath it, the roadster continues to offer a great thrill. And let's not forget that this is a car that largely saved Porsche from financial ruin, so as enthusiasts we owe it much.

Lastly, I wanted to mention the dramatic Le Mans 24 Hours. You'll know the result, but it was how gracious Porsche was in its last minute victory over Toyota that I found as equally impressive as its win. Porsche went beyond sportsmanship in tipping a hat to the Japanese firm in its communications; I'm not sure its rivals would've been so sincere and virtuous.



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## Contributors



**Andrew Frankel**  
[@Andrew\\_Frankel](#)

One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

**This month:** Andrew buys a 968 just so he can drive a 918 Spyder, and he challenges the legacy of Steve McQueen.



**Phillip Bingham**  
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An automotive and motorsport writer for decades, Phil has worked on titles like Motor Trend, Performance Car and Motor Sport.

**This month:** Steve McQueen: the man and the myth. Phil looks at McQueen's love of fast cars and motor racing.



**Dino Zamparelli**  
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Former GP3 come Carrera Cup GB driver, Dino provides us with a fascinating insight into racing Porsches at a professional level.

**This month:** 2016 Carrera Cup GB title contender Dino introduces himself and details his racing career to date.

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# NEW PANAMERA EMERGES

The second generation of Porsche's four-door saloon has emerged following its final hot weather tests in South Africa...

Porsche gave the world its first glimpse of the new Panamera in late June at an event in Berlin. At the time of going to press Porsche had only released a few teaser assets (a video and a sketch) of the new car that promises to move Porsche's executive saloon in line with the rest of its updated model range.

Porsche has been putting the finishing touches to its latest GT car using heavily camouflaged mules put through their paces in South Africa. The extreme weather testing programme was one of the final parts of Porsche's development process for the new model, which saw a convoy of cars descend into Cape Town, past Franschoek at the foot of the Drakenstein Mountains, to Hermanus in the Western Cape to the Little Karoo, one of the most popular travel routes in the area. The desert landscape and mountainous terrain give Porsche's development engineers a clearer picture of the stresses the car's engines, transmission, and chassis can cope with.

The second generation four-door Porsche takes significant design cues from the latest 718 Boxster and second generation 991. Based on the new 'MSB' platform (which Porsche shares with Bentley) it will feature both rear- and four-wheel drive specifications. Power will be delivered by a new generation of V6 and V8 petrol engines, with a hybrid version certain to remain in the model line-up.

The Panamera has divided opinion amongst Porsche enthusiasts since its inception. The five-door, front-engined, rear- and four-wheel drive saloon has to-date run a mixture of normally aspirated, turbocharged and supercharged petrol and diesel engines. It has also been a pioneer of hybrid technology for Porsche alongside the Cayenne. Porsche's



fourth model line was heralded by the company as a car that created a new class, and it certainly delivered on luxury.

The four-seater showcased new levels of luxury and refinement for the Porsche brand, but it also delivered performance too. Away from the Hybrid model powerful diesel and petrol models (in particular the Turbo S) translated the capability of a 911 into a saloon car package. This latest variant of the Panamera will look to convert those who remain unsure

about it as a proposition, and to silence critics of its styling.

You can find out more about the how the Panamera came about in the first part of our story on its development, starting on page 36. We will, of course, bring you further information on the new car as soon as possible, and we'll deliver a full verdict as soon as we get behind its steering wheel in the coming months.

Further details on the new Panamera are available on our website: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)







# START OF 718 CAYMAN PRODUCTION

**Porsche has begun production line assembly of the first 718 Cayman cars, construction of which will soon be absorbed into its plant at Zuffenhausen...**



The third iteration of Cayman, the 718, has successfully negotiated Porsche's start of production procedures (SoP) ahead of its first deliveries expected in September this year. Up until now the Cayman has been built at Volkswagen's Osnabruck plant, but from August Porsche will build all of its two-door sports cars, including the 911 and 718, solely in Stuttgart. Porsche heralds the move as a milestone in its 75-year history with the Zuffenhausen area, where it says workmanship is

impeccable and proof that 'our employees work with perfection and passion on a daily basis'.

Porsche has long questioned the standard of workmanship at VW's factories, mostly during its construction of the 924 at its Neckarsulm plant in the 1970s. The move to absorb Cayman production could innocently be based on a scale of economies, but it could also be born out of new concerns over the build quality of its cars constructed away from Zuffenhausen.

It's more likely to be politically motivated though, designed to distance Porsche cars both psychically and publicly from the recent VW emissions scandal.

Ramping up production at Zuffenhausen will see Porsche producing 240 cars per day by August, up from the 220 it currently makes daily. In 2015 Porsche delivered 22,663 Boxster and Cayman vehicles, 993 less units than during 2014 representing a natural decline as the 981 model's life cycle draws to a

close. With the introduction of the 718 Cayman and Boxster cars with newly-developed turbocharged four-cylinder engines, the two cars share the same levels of engine power for the first time; 300hp from the 2.0-litre and 350hp from the 2.5-litre S version.

We'll bring you a full report on the new 718 Cayman as soon as we can, in the meantime it is possible to glean an idea of what it will be like through our review of its roadster sibling, the 718 Boxster, in this issue (p88).





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**911 Carrera RS (993 LHD)**

Grand Prix White • Black/Grey Dual Tone  
Leather Bucket Seats • Manual Gearbox  
18" Split Rim Wheels • 58,240 km  
(36,400 miles) • 1995 (N)

**£229,995**



**911 Carrera RS (964 LHD)**

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

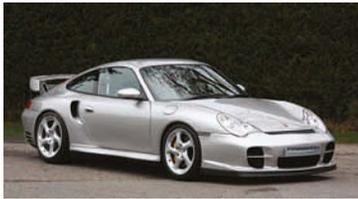
**£209,995**



**911 GT3 RS**

Jet Black • Black Nomex Bucket Seats  
Manual Gearbox • Satellite Navigation  
Porsche Ceramic Composite Brakes  
22,012 miles • 2008 (57)

**£149,995**



**911 GT2 (996)**

Arctic Silver • Black Leather Bucket Seats  
Manual Gearbox • Porsche Ceramic  
Composite Brakes • Rear Roll Cage  
48,992 miles • 2002 (02)

**£119,995**



**911 Carrera 2 S (991)**

Basalt Black • Black Leather Sport Seats  
Plus • PDK Gearbox • Touchscreen  
Satellite Navigation • 20" Carrera III  
Wheels • 2,995 miles • 2012 (62)

**£69,995**



**Cayman S (981)**

Basalt Black • Black Leather Seats  
PDK Gearbox • 20" Sport Techno Wheels  
Touchscreen Satellite Navigation • 5,511  
miles • 2015 (15)

**£52,995**



**911 Carrera 4 (997)**

Basalt Black • Black Leather Seats  
Manual Gearbox • Touchscreen Satellite  
Navigation • 19" Carrera 'S' II Wheels  
20,128 miles • 2010 (59)

**£44,995**



**911 Carrera 2 (997)**

Meteor Grey • Black Leather Seats •  
PDK Gearbox • 19" Carrera 'S' II Wheels  
Touchscreen Satellite Navigation • 12,171  
miles • 2009 (09)

**£44,995**



**911 Carrera 2 S (997)**

Basalt Black • Black Leather Seats  
Manual Gearbox • 19" Sport Design  
Wheels • Touchscreen Satellite  
Navigation • 44,249 miles • 2009 (59)

**£42,995**



**911 Carrera 4 S (997)**

Basalt Black • Black Leather Seats  
Tiptronic Gearbox • Satellite Navigation  
19" Carrera 'S' Wheels • 39,592 miles  
2000 (07)

**£34,995**



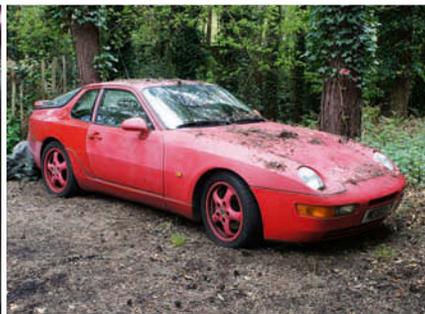
**Boxster S (987)**

Meteor Grey • Black Leather Seats  
Manual Gearbox • 18" Boxster 'S' II  
Wheels • Extended Leather Package  
48,389 miles • 2009 (59)

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# 968 RESTORATION PROJECT

**Porsche Centre Guildford in conjunction with Porsche Recommended Repairer, Premier Panel Skills, have restored a rare 968 Club Sport...**

As part of the Porsche Classic Restoration Competition 2016, Porsche Centre Guildford and Premier Panel Skills has restored this 1994 968 Club Sport. The competition is designed to encourage UK OPCs to revive an old Porsche. Last year the Guildford site transformed a 911 Carrera 2 Targa with Premier Panel Skills that clinched the Body and Paint Restoration award. For this year the competition is focused on the 40th anniversary of the transaxle cars and is entitled '40 years at the front'.

Porsche Centre Guildford's team of experienced Porsche-trained technicians has worked hard on the car, and it has also used the opportunity to give technician apprentice, Jake Ferguson, the experience of working on an older Porsche. Jake dismantled the car and performed a full engine rebuild on it, learning Porsche best practice and his way around the front-engined machine for the first time as he went. The car itself was known to both OPC Guildford and Premier Panel Skills who each worked on the car for its previous owner.

Neglected and exposed to outdoor conditions for years, the 968 was suffering from extensive corrosion. Stripped, sandblasted and subsequently restored to its original condition with its fully-rebuilt engine, the car has even had its original Stuttgart numberplates reapplied from when it was first registered in Germany over 20 years ago. The 968 will now join the other front-engine classic restoration entries for a parade lap around the legendary Nürburgring Nordschleife circuit in Germany.

To find out more about this 968 restoration project visit the dedicated classic restoration page at [www.porscheguildford.co.uk](http://www.porscheguildford.co.uk)

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# PORSCHE WINS DRAMATIC LE MANS 24-HOURS

The 84th running of the world endurance classic was a turbulent one for Porsche, which became locked in a battle with Toyota and came out on top clinching overall victory from the jaws of defeat in the final five minutes of the race...

## WORLD ENDURANCE CHAMPIONSHIP ROUND THREE: LE MANS



If the Le Mans 24-Hours did nothing else this year, it served as a clear reminder of just how intense and close modern endurance racing has become. Porsche fielded two 919 Hybrid prototype cars in the LMP1 category, not the three it ran 12 months ago at the circuit Le Sarthe. Meanwhile, a pair of 911 RSRs were also entered by the factory into the GTE-Pro category. However, between the two very distinct racing categories Porsche's race was marred by reliability problems but benefitted from a dramatic end to the 24-Hour race, sweeping through to clinch victory.

Porsche qualified its LMP1 919 Hybrids on the front row and the start of the race looked promising. For the first time in living memory the great race began under the safety car due to wet conditions, and both Porsches, the No.1 entry of Timo Bernhard/Brendon Hartley/Mark Webber and the No.2 car of Romain Dumas/Neel Jani/Mark Lieb ran at the front for the first four hours. It quickly emerged that the Toyotas would be the biggest rivals for Porsche this year as they pushed the pace, but the Porsche duo remained in touch largely until darkness fell.

In a race that ebbed and flowed as cars pitted for fuel and driver changes, come early evening the No.1 Porsche was leading the race with the No.2 entry sitting in fourth. However, this was set to

change. The gap between the Porsches and Toyotas grew and shrank as the two teams ran their respective strategies and worked their way through slow zones and traffic. The Toyotas typically completed 14-lap stints, while the Porsche cars did 13 laps, and it looked to be that single lap difference that might have proved the deciding factor between them over the course of the race.

Just after 11pm local time the No.1 Porsche was brought into the pits for high water temperature, and there it largely stayed for the best part of three hours as the Porsche mechanics changed the car's water pump and fought to get it back on track. This finished its chances of a good result. Meanwhile the sister car, No.2, charged onwards. When morning broke the No.1 car was buried down the running order but the No.2 machine was still performing well, running in the top three and battling the Toyotas for victory. That battle developed as the clock ticked down and the final three hours were signalled. Porsche kept Mark Lieb in the car for a set of long stints in a bid to save time in the pit lane. Toyota's ability to run longer stints, though, allowed it to make less pit stops in the final hours, handing it a tactical advantage.

Meanwhile the No.1 919 Hybrid fought back up through the order, chasing points in the all-important





World Endurance Championship (WEC), for which Le Mans counts and offers double championship points. The No.1 car crossed the line in sixth position but all eyes were on the sister car, No.2. It decided its battle with the Toyotas, ending the race in first place with Neel Jani completing the final stint behind the car's wheel. It all came down to the final five minutes of the race when the leading Toyota slowed with technical issues. As the Toyota team looked on in utter horror, Jani swept through to win the race.

During the course of the Le Mans weekend a controversial argument ensued surrounding the hotly contested GTE-Pro class. Certain performance penalties applied to the faster cars, referred to as the 'Balance of Performance' (BoP) were deemed somewhat unfair, even causing Porsche's Dr. Frank-Steffen Walliser to reportedly break down in tears during a press conference, such was his emotion surrounding the subject. Two 911 RSRs were fielded: No.91 – driven by Patrick Pilet, Kévin Estre and Nick Tandy – and the No.92 car – driven by Frédéric Makowiecki, Earl Bamber and Jörg Bergmeister. Whether or not Porsche's speed deficit to the Fords in the class was genuine or caused by the BoP, both 911s looked to struggle during qualifying.

During the early stages of the race, however, both

factory RSRs performed well, moving to the front of the class. But things did not stay that way. The No.91 lost time when its radiator was holed by a stone and had to be changed. The sister car, No.92, lost several positions when a sheered drive peg forced the team to fit a new wheel hub, and to fix the car's power steering system. It seemed as if 2016 was not the Porsche 911's year, and that was confirmed during the night when both cars were retired due to further technical dramas. This left the customer RSR, No.77 of Dempsey Proton Racing, as Porsche's best hope in GTE-Pro. It made it through the night and come morning sat in the top ten, finally crossing the line in eighth position.

Porsche, like sister marque Audi, suffered during the 2016 Le Mans race but, thanks to Toyota's failures, the brand took its 18th Le Mans victory. It's worth remembering, though, just how competitive modern endurance racing has become and how big a challenge a race like the Le Mans 24-Hours is. *GT Porsche* contributor Andrew Frankel perhaps put it best with this tweet: '@Andrew\_Frankel 2200 miles into @24hoursoflemans, the gap between first and third is 2.2sec'. All eyes will now be on the remaining races in the WEC series, where Porsche will hope it can clinch victory over its rivals.

### RACE RESULT

1. Dumas/Jani/Lieb Porsche 919 Hybrid, 384 laps
2. Kobayashi/Sarrazin/Conway Toyota Gazoo TS040, -3 laps
3. Jarvis/Duval/di Grassi Audi R18, -12 laps

### DRIVERS' WORLD CHAMPIONSHIP AFTER THREE OUT OF NINE ROUNDS

1. Dumas/Jani/Lieb, Porsche, 94 points
2. Jarvis/Duval/di Grassi, Audi, 55 points
3. Kobayashi/Sarrazin/Conway, Toyota, 54 points

### CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Porsche 127
2. Audi 95
3. Toyota 79



## ZAMPARELLI FIGHTS BACK AT CAMMISH

**Defending champion Dan Cammish and Dino Zamparelli reignited their fascinating championship battle at Oulton Park and Croft...**

The Carrera Cup GB returned to action at Oulton Park after a break, and it was business as usual for defending champion Dan Cammish with a clean sweep for the weekend of two pole positions, two fastest laps and two race wins.

In race one Cammish found himself following series stalwart Stephen Jelley, after a bold move by Jelley into turn one. The pair soon began trading fastest laps at the front of the pack. Right behind them Charlie Eastwood and Tom Oliphant occupied third and fourth spots respectively, while new *GT Porsche* contributor and championship hopeful, Dino Zamparelli, ran in fifth. Jonas Gelzinis and Lewis Plato were not far behind Zamparelli.

As Cammish chased Jelley there didn't appear to be much between them. While lapping slower traffic Jelley was wrong-footed and ended up on the grass to avoid an accident; this was the invitation Cammish

needed to sweep into first position. The championship leader immediately set the fastest lap of the race. Jelley pegged the gap at 0.5 seconds but further changes of position were halted when Pro-Am2 driver Peter Parsons crashed, bringing out the red flag. Parsons was unscathed but the race was halted given that just five minutes were left to run.

Further back in Pro-Am1, Euan McKay led the category to the flag with his brother Dan McKay far enough behind not to threaten him. In Pro-Am2 Mark Raddcliffe, Peter Kyle-Henney and Adrian Barwick could barely be separated and crossed the line in that order.

For race two Jelley started alongside Cammish once more, with a chance to make amends for what happened in race one. Cammish made a great start, though, and never looked back, building up a staggering eight-second lead from the pursuing Jelley come the end of the race. For really close racing,

though, you didn't have to look too far back. Dino Zamparelli put the disappointments of qualifying behind him to advance through the pack, challenging Lewis Plato for the final podium spot. Zamparelli made his move at the end of lap 14, getting a run on Plato and clinching third place.

Further back Rookie Euan McKay claimed the Pro-Am1 category honours, keeping Sean Hudspeth behind him for the duration of the race. An early spin had relegated Dan McKay to the back of the pack but he charged back through to take third place. In the Pro-Am2 category Shamus Jennings was on form but Jennings was passed during some exciting racing by Tautvydas Barštys, who took the class victory.

In race one at Croft Zamparelli made the perfect getaway from pole and continued with a lights-to-flag victory. Behind him Tom Sharp and championship rival Dan Cammish were trying to avoid Jonas Gelzinis –

### CARRERA CUP GB

ROUNDS FIVE,  
SIX, SEVEN AND EIGHT,  
OULTON PARK AND CROFT



New *GT Porsche* contributor, Dino Zamparelli (right) now sits just three points behind championship rival (and 2015 champ) Dan Cammish



both slipping back into the pack as a result. Gelzinis, now second, was trailed by Stephen Jelley with Porsche GB Scholar Charlie Eastwood in fourth spot... and that's largely how things stayed. Cammish secured sixth-place from Bradley Ellis with a move at the Hairpin while Oliphant kept ahead to take fifth place when Cammish made an uncharacteristic error and spun.

In Pro-Am1 Euan McKay converted his pole position into a win. His brother, Dan McKay, collided with John McCullagh and the accident put Dan out of race two. Justin Sherwood and Sean Hudspeth enjoyed a race-long dice but Justin crossed the line first. In Pro-Am2 Peter Kyle-Henney took his first victory of 2016, keeping Tautvydas Barštys behind him. Mark Raddcliffe took the final podium spot.

For race two at Croft, Zamparelli was dominant once more but he was chased all the way by rival Cammish, who had started in fifth and made his way

to the front. A heated battle for third between Sharp and Jelley was eventually won by Sharp, who kept ahead to secure the final podium position.

In the Pro-Am1 both McKay and Hudspeth ran amongst the Pro category drivers. Hudspeth was spun out of the lead by Bradley Ellis, which gave McKay the chance to take his fourth Pro-Am1 win in a row. Justin Sherwood was second with McCullagh in third. In Pro-Am2 Peter Kyle-Henney spun, gifting a fourth win of the season to Raddcliffe. Kyle-Henney was second and Barštys finished third, so the Pro-Am2 title fight remains wide open.

With Zamparelli doing the double at Croft his championship challenge is now back on track and he now sits just three points behind Cammish with half the season complete. The next meeting at Snetterton takes place on 30-31 July and is sure to prove interesting.

### Points Standings

1. Dan Cammish	Redline Racing	152
2. Dino Zamparelli	GT Marques	149
3. Stephen Jelley	Team Parker Racing	110

### Pro-Am 1

1. Euan McKay	IN2 Racing	74
2. Sean Hudspeth	Parr Motorsport	61
3. John McCullagh	Redline Racing	60

### Pro-Am 2

1. Tautvydas Barštys	Juta Racing	68
2. Mark Raddcliffe	Intersport Racing	67
3. Peter Kyle-Henney	Parr Motorsport	63



With half the season completed, all three driver's championships remain wide open – it's all to play for...



## SUPERCUP THRILLS IN SPAIN AND MONACO

### PORSCHE SUPERCUP ROUNDS ONE AND TWO



#### POINTS STANDINGS

1. Sven Müller	141 points
2. Christian Engelhart	133 points
3. Dennis Olsen	118 points



### The first two rounds of the 2016 Porsche Mobil 1 Supercup season included the series' historic 250th meeting...

In the opening race of the Porsche Supercup season, Porsche Junior driver Matteo Cairoli led away from pole position pulling away from the chasing Sven Müller, himself a Junior graduate to the series, who had moved up from third spot on the grid. The safety car was deployed early into the race shrinking Italian Cairoli's lead but it wasn't enough to halt his convincing lights-to-flag victory. Behind Cairoli and German Müller was yet another Porsche Junior, Frenchman Mathieu Jaminet, ensuring the podium was strictly the preserve of young talent selected by Porsche for its Junior programme.

Behind the trio of Porsche Juniors a clash on lap three between Christian Engelhart and Jeffrey Schmidt put Engelhart in the gravel and out of the race. But it was Britain's Ben Barker, a former Carrera Cup GB driver, who put in a spirited drive through the field to finish fourth on his Supercup debut. Barker has raced in the Porsche Carrera Cup GB and Carrera

Cup Australia; he now contests the 2016 Supercup series with the Momo-Megatron Team Partrax squad. His team-mate Paul Rees is also an ex-Carrera Cup GB driver, he came home in tenth place overall. Further back 2015 Supercup race winner, Michael Ammermüller, finished fifth ahead of Jeffrey Schmidt. Robert Lukas took seventh ahead of Zaid Ashkanani.

Torrential rain hit Monaco for the second round of the series, the 250th Supercup race in the championship's history, resulting in exceptionally challenging conditions for the 25 participants. The safety car led the field over the first couple of laps until the race was green-flagged for a rolling start. Cairoli, pulled clear from pole position of guest driver, Klaus Bachler, in increasingly heavy rain.

The safety car made a second appearance in the early stages of the race in order to allow the recovery of two stranded cars. Upon the restart

Briton Ben Barker closed the gap to Michael Ammermüller in third. On the penultimate lap, Bachler, slid into the barriers whilst he was in second spot, bringing out the red flags. On count back Bachler retained his second position, and had to hurry from his damaged 911 to reach the podium ceremony in time. Cairoli, Bachler and Ammermüller occupied the three podium places. It marked Cairoli's second victory this season in just two rounds following his success in Spain.

Barker claimed fourth, Porsche Junior Mathieu Jaminet was fifth, while Christian Engelhart took sixth. Another pair of Porsche Junior drivers, Dennis Olsen and Sven Müller, were happy. Olsen finished in eleventh place while Müller fought from last place on the grid following a crash during qualifying to finish an impressive 31th.

Cairoli's cool, calm and collected drive marks him out as a man to watch during the 2016 season.





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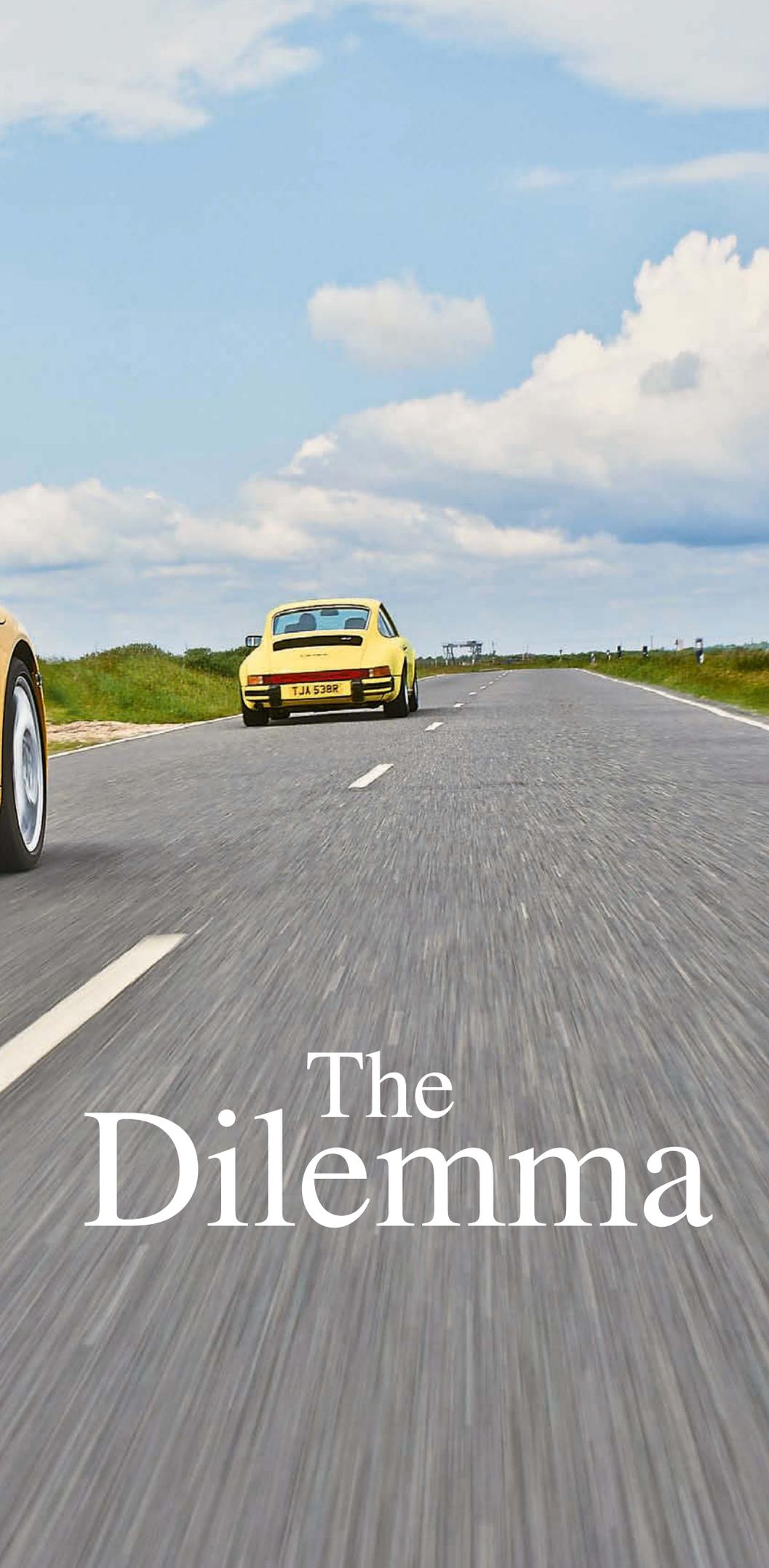
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*Carrera S*

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# The Dilemma

Deciding if your first 911 should be cooled by air or water can be a tricky prospect. John Carver owns both this classic 2.7 911S and its modern 997 counterpart, the C2S. Even so he's still struggling with the quandary...

Story: Simon Jackson  
Photography: Gus Gregory



Investing in your first Porsche is not always a case of simply fitting budget with availability and desire. There are a number of questions a prospective purchaser should seriously ask him or herself to ensure they get the best from their Porsche purchase. A few months ago we compared the 996 with 987 Cayman, both exciting contemporary Porsches available for similar money, yet choosing between them, like much in life, is a quandary that boils down to preferences and priorities. Similarly, deciding if your first 911 should be cooled by air or water is not necessarily the straightforward query you might first presume. Naturally, budget is an important factor, but it's not the definitive one. Besides, today there is a point where the values of some air-cooled classic 911s converge with their later water-cooled counterparts in a comparable fashion, and if you find yourself

occupying this agreeable zone (or are the sort of person for whom cost is not an important factor), then you have a serious decision to make: air or water?

There's little point in buying an air-cooled 911 if it doesn't suit your lifestyle, or for that matter a water-cooled variant if it doesn't make your heart skip a beat like older 911s can. It's a dilemma John Carver from East Sussex has been wrestling with for some time, which would be perfectly normal if he didn't already own an example of each car: an air-cooled 2.7 911S, and its later water-cooled equivalent, a 997 Carrera 2S. And to make choosing a favourite even harder for him, they're both the same colour.

"I bought the 2.7 S at the end of last summer. It was my first Porsche," John explained. "Years ago I had black '82 SC on my company fleet, and one of our chaps had a 944, too, but I'd

never actually owned a Porsche myself. My ex-partner bought a brand-new Boxster when they first came out and I thought that was really nice, but ownership for me is a recent thing – I've got the Porsche bug!"

John admits he's unsure how or why it took him so long to get into Porsches; he's certainly no stranger to car ownership, having seen his name on the logbook of in excess of 100 classic cars over the years. His self-confessed eclectic automotive tastes range from Series One Land Rovers (he's owned quite a few), to the Mercedes 220SE Cabriolet he owned in the late 1980s – the subject of a bare metal restoration. And then there was the Hawk 289 AC Cobra replica... These days the filmmaker has escaped the big smoke and lives in Rye, home to some fast open roads – perfect for something slightly quicker than a classic Land Rover.



*"It sounds stupid...  
but I just couldn't  
bring myself to use  
it that much"*



### 1977 911S

Inspired by the recent Outlaw Porsche movement, John began weighing-up his Porsche purchase options and got swept up in the energy of the current scene last summer, as he recalled: "I was really close to buying a 912 for £40,000, a left-looker, slate grey – that Steve McQueen colour – but last summer you had to buy a 911, it was the thing to do, and prices were going mad! I bought the 2.7 from a Porsche enthusiast, Paul Lodey, down in Penzance who has been collecting Porsches for the past 35 years. He's owned about 30. He's currently got one of two Viper green metallic 930 Turbos, one of only 28 right-hand drive 1978 UK cars. I was going to buy this yellow 2.7 from him over the phone but I flew down and met him at the airport in the end."

Stopping short of buying the car blind, something we would never recommend, John did a bit of research into this particular car by speaking with Devon Racing, the specialist tasked with looking after Paul's fleet of Porsches. Its workshop, near Honiton, had serviced the 1977 2.7 S and recently rebuilt its gearbox with all-new synchromesh. Devon Racing made all the right noises about the car and John soon felt confident about purchasing it.

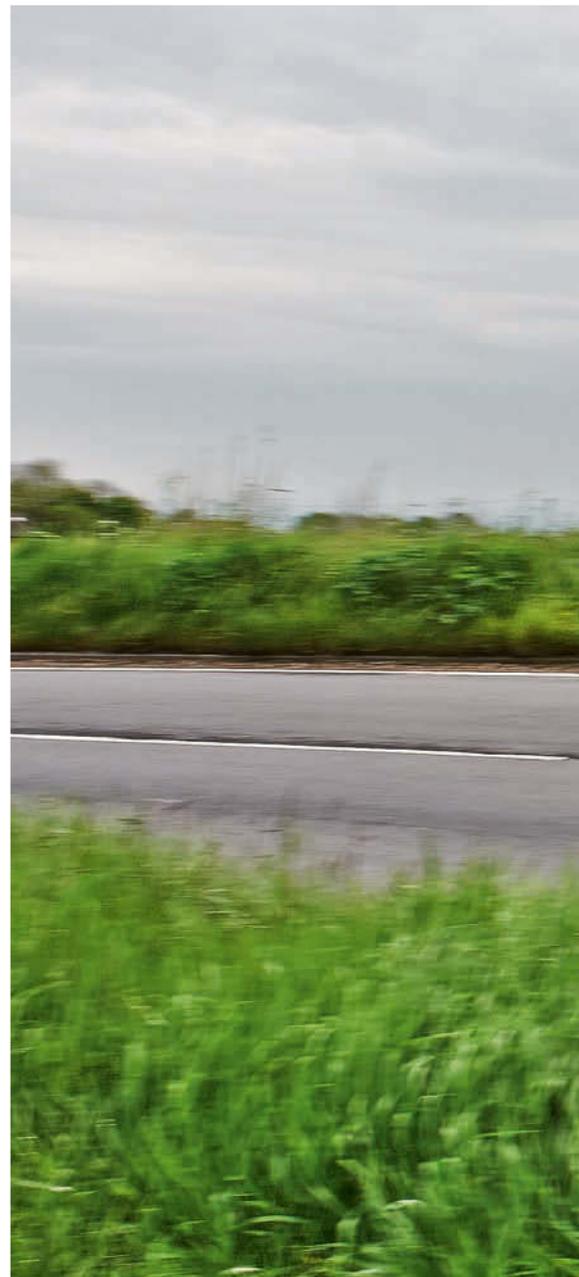
John's 2.7 has quite an unusual specification. It was originally a Californian car, spending 35 years in that most ideal of dry climates before being imported to Europe in 2012. But perhaps the most interesting element here is this car's exterior. It is fitted with genuine Carrera rear arches that serve to make it visually identical to a US-specification 2.7 Carrera in appearance. The flared rear-end looks great, and is set off by genuine staggered 7x15 and 8x15-inch Fuchs wheels. Its light yellow paintwork contrasts neatly with what remains of its factory black interior, the subsequently fitted tartan trim on the front seats delivers a welcome splash of retro to the cabin. The last model with opening rear

quarter windows, this car benefits from chrome trim surrounding its glass, which is operated electrically and complemented with a sunroof. There are other nice touches here, too, such as the patina'd original Californian factory window stickers and the factory-fitted original Blaupunkt Coberg radio. Since starting its new life in Europe the car has been treated to a few tweaks. The 2.7-litre mill has been fitted with European heat exchangers and hydraulic tensioners, while the suspension has been corner weighted to ensure that it is properly balanced with new bushes and rear shocks. As a package it's every inch the perfect classic 911 in terms of not being overtly mint yet pristine enough to be proud of. In many ways that is what attracted John to the car: it's a useable classic Porsche that still looks the part.

"I had it trailered back to East Sussex. Devon Racing talked to me about uprating the car with Mechanical Fuel Injection which would cost about £10,000," John told us. He didn't get the work done, though, because John encountered a confusing problem: an attack of the automotive conscience. "I started using the car but then I thought 'I just can't drive this amazing car around every day'. And that was that!" he laughed.

John freely admits that despite being a seasoned classic car owner, he's "mechanically useless" and that undoubtedly had an impact on his relationship with his '77 S. Some of you will identify with John's predicament: not wanting to get a car wet, suffering anxiety about leaving it parked in public, fretting about something going mechanically awry... John had not foreseen these problems when he purchased the car but, as much as he loved it, these considerations dominated his relationship with it.

"I know it sounds stupid because it's not a half-a-million-quid car, but I just couldn't bring myself to use it that much," he said, "so then I bought the 997..."



## 2005 997 CARRERA S

Some Porsche aficionados will snub water-cooled cars as a matter of course, sticking instead to the air-cooled classics like glue, but there are plenty of enthusiasts who are far more open-minded.

For all the benefits of an air-cooled 911, predisposition to increase in value considerably included, in many respects you can't beat their water-cooled descendants for ease of use. As John puts it, the option to simple 'jump in and drive' them with any concerns about reliability or precipitation banished, appeals. So, in search of a 911 he could simply use everyday without his conscience playing tricks on him, John located the 2005 first-generation 997 Carrera 2 you see here. This particular car came from independent specialist, Paragon Porsche in Five Ashes, and John instantly gelled with its practicality and usability. You can pick up a 997 Carrera S from around £25,000 these days, which is probably approximately two thirds of the value of John's air-cooled 2.7 911. Now in purchasing from a specialist we'd presume John paid a bit more than

that, but he is more than comfortable with that being the case as it provided total peace of mind. "When you look at what you can pay for cars these days, these 997s are really the price of a saloon – twenty-odd-grand isn't a ridiculous amount of money. I think it's great value," he enthused. "And if you're getting one from a good dealer and paying a few grand more than buying privately, then that's worth it for me – it's peace of mind."

Of the contemporary water-cooled 911s, the 997 Carrera S is a tough act to beat. Right now prices are not far north of its more elderly Carrera predecessor: the 996. For that money, in theory, you're getting a Porsche that's not too aged to cause masses of headaches, a competent performer and a car that some say is the last 'true' 911. There are, as with all automotive purchases, key things to look out for with these cars. IMS, RMS and bore scoring problems should certainly be on your radar, but they are not as prevalent as some would have you believe. And, if like John, you buy from a specialist you'll be reducing your

exposure to these issues in the first instance, you would hope. We can't pretend there's anything especially unique about John's 997, but in Carrera 2S specification with a manual gearbox and finished in an eye-catching shade, he's bought himself a very nice 911. Drive any 997 and you'll instantly feel comfortable behind the wheel of what remains a modern yet involving Porsche bearing all the hallmarks of a future classic.

Despite having been replaced by the 991 in 2012, the 997 Carrera manages still to feel taut and together, providing plenty of power (this S produced 355hp from its Powerkitted 3824cc engine), and a chassis that is surely a high point in the 911's evolution. Its styling and interior is a marked improvement over that of the 996, and not a million miles apart from the subsequent 991-generation either. But for all its competences and usability, what a 997 may not do is feel quite as special as a classic iteration of 911 – and therein lies the problem. Does the 997 S feel like a truly special Porsche? For some perhaps not.

*"When you look at what you can pay for cars these days, these 997s are really the price of a saloon"*



## RUNNING COSTS

To get a representative idea of running costs between an air-cooled 911 and a water-cooled variant, we turned to independent Porsche specialist RPM Technik ([www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)), who carries out its servicing to Porsche factory schedules.

It states that a 6000-mile service for a 2.7-litre air-cooled 911 would cost in the region of £213. That includes thorough checks on all sorts of components and problem areas including electrical and mechanical parts, mechanisms, and fluid levels.

A 12,000-mile service would include those elements, too, but in addition the car's spark plugs and filter would be changed, the valve clearances checked and adjusted as required, and other elements such as emissions, levels of lubrication and brake wear all checked and tweaked where necessary. That 12k service is priced at £507.

By way of comparison, RPM Technik can perform the 20,000-mile service on a first-generation 997 Carrera S for £274.08 (manual). In return for that your car would receive a modern version of the 911 S service, starting with the reading of fault codes to identify any areas of concern. Checking fluid levels and component wear, the checking of oil and pollen filters, and the removal of debris from radiator ducts (while checking their operation) is also included here.

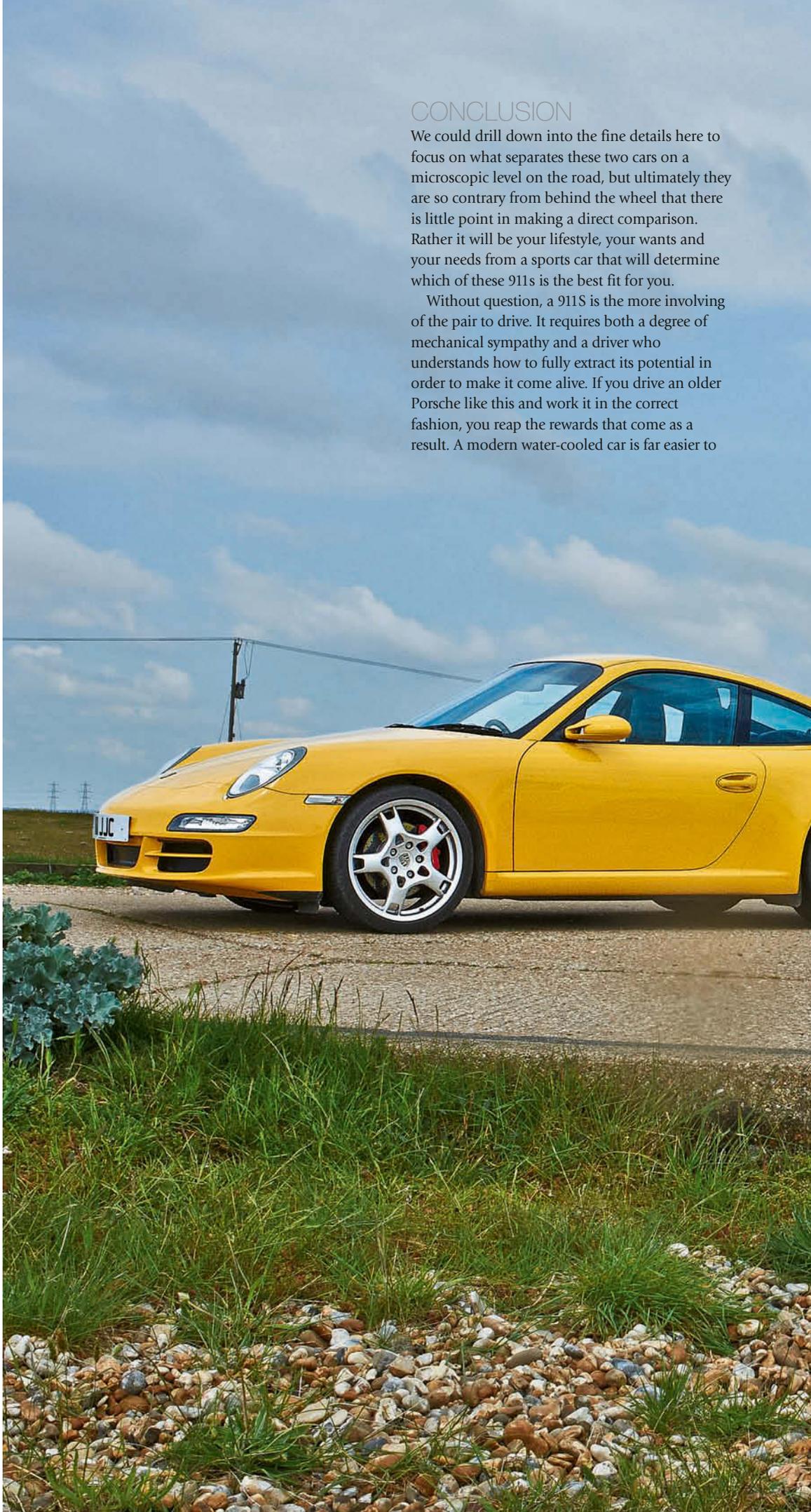
RPM's 40,000-mile 997 service also includes those aforementioned checks but commands the changing of the car's air filter, too, the lubrication of its hubs and any handbrake adjustments required. That 40,000-mile service is priced at £369.14. A 997's service at 60,000 miles adds to that new spark plugs and a drive belt for £484.24. And, lastly, at 120,000-miles your 997 would receive all of the aforementioned points together with fresh transmission oil (£626.06).

As far as brakes go, new discs and pads all-round (using genuine Porsche parts) would cost £890.84 on the 911 S or £1150.42 on the 997, while RPM states clutch kits are priced at £820 (911 S) and £900 (997). These costs are before VAT but inclusive of labour, and serve to give you an idea of what separates the financial costs of running these two cars. There's really not a great deal in it between this pair.

## CONCLUSION

We could drill down into the fine details here to focus on what separates these two cars on a microscopic level on the road, but ultimately they are so contrary from behind the wheel that there is little point in making a direct comparison. Rather it will be your lifestyle, your wants and your needs from a sports car that will determine which of these 911s is the best fit for you.

Without question, a 911S is the more involving of the pair to drive. It requires both a degree of mechanical sympathy and a driver who understands how to fully extract its potential in order to make it come alive. If you drive an older Porsche like this and work it in the correct fashion, you reap the rewards that come as a result. A modern water-cooled car is far easier to



pilot. As John puts it himself, you can simply 'jump in and drive' a 997 like you would any modern hatchback. It's an awful lot quicker than the S and as a result it would be far easier to presume it was the more exciting of the two here. In reality, though, speed and excitement are not mutually dependant – you can have one without the other – but the 997 does a good job of offering both in balance. Often hailed as the last 'analogue' 911, the 997 is a car that is happy to potter about town in pussycat mode, but it's always ready to roar if your inner lion is calling out on the more open roads. In many respects that makes it an ideal starter 911: a car that will help you learn the inherent character traits of these popular vehicles, but one with a more fiery side, too, which will

evolve and adapt as your Porsche driving skills develop. That's not to say that a 1970's S won't do the same for you, because it will, it'll just do it all in a more tempered fashion.

At the end of the day, the 997 is a car that is the ideal companion for chasing apexes and for modern day ease of use; eating motorway miles and popping to the supermarket are taken in its stride. This 2.7, on the other hand, is all about those sweeping back routes, fair weather cruising and weekends away. Its power output is insignificant, its fuel economy and largely its gearbox type, too. This is a 911 that is about making you feel a certain way. It doesn't just sensibly tick boxes like the 997. You could easily use the older of these two Porsches every day for

shopping trips or motorway jaunts but if you're anything like John, you probably won't despite beginning with the best of intentions. You see, there's something about an older 911 that requires special treatment so using it every day is probably not a realistic option.

John's personal foray into owning his first (and second) 911 has led him on a journey, but it's one that now sees him on the brink of selling both of the cars you see here. Next he has his sights set on a 996 Turbo, Porsche's water-cooled 911 supercar, although he's also partial to its air-cooled ancestor, too: the 930 Turbo. And guess what? He's a little undecided on which car he might choose. Perhaps this air- versus water-cooled 911 debate isn't quite over yet ◯



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- 123D » 252 BHP

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- 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
- X6 X5.0i 4.4 » 500+BHP
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- 997 CARRERA S PDK » 400+ BHP
- 997 CARRERA S » 376+ BHP
- 997 CARRERA PDK » 368 BHP
- 997 CARRERA GTS » 435 BHP
- 997 GT3 UP » 436 BHP
- BOXSTER 3.4S » 336+ BHP
- 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
- CAYENNE 4.2 DIESEL » 450+ BHP
- CAYENNE DIESEL » 315+ BHP
- PANAMERA TURBO » 600+ BHP
- PANAMERA DIESEL » 315+ BHP

**EXOTIC / MISC**

- FERRARI CALIFORNIA » 487 BHP
- FERRARI 599 » 647 BHP
- FERRARI 430 » 525 BHP
- GALLARDO » 546 BHP
- LP560 » 608+BHP
- LP640 » 707 BHP
- HURACAN » 640+ BHP
- AVENTADOR » CALL FOR DETAILS
- MCLAREN MP4-12C » 700 BHP
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- MURCIELAGO LP640 » 707 BHP
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- MASERATI GHIBLI 3.0 PETROL » 400 BHP
- MASERATI GHIBLI 3.0 DIESEL » 312 BHP
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Author of 25 Porsche books, Peter has been involved with the brand for 35 years

## Peter Morgan wonders how many buyers will know what the 718 designation means on the new Boxster or Cayman...

A 20-year-old contestant on a recent TV game show was unable to answer the question: 'What is the Flying Scotsman?'. Surely, I thought, he must know that – but no. He thought it was some kind of aircraft. Surely any Brit with blood in their veins knows it was arguably our greatest steam locomotive? I wondered whether he knew what a Spitfire was or had heard of Bobby Moore...

It's scary to see the lack of wider general knowledge (and current affairs) that is endemic in the generation that has grown up glued to games consoles. So when it comes to the next generation of Porsche drivers – and particularly those for the new 718 branded Boxsters and Caymans – I wonder how many could make an unprompted connection between the fourth generation two-seater and the



### *The shining beacon preserving the marque's heritage is the Porsche Museum in Stuttgart*

1950s 718 RSK Spyderys? I suspect the answer is few. Some might even suggest it could refer to a possible seven-cylinder 1.8 engine.

Nevertheless, that doesn't stop manufacturers using icons from the past to sell a new product – but it's important that punters can make the connection. Using heritage just by hijacking famous names from the past isn't enough to sell anything – does anybody remember the BRM-branded Rover of the 1990s and its Marilyn pout?

For Porsche people – new and old – the shining beacon preserving the marque's heritage is the Porsche Museum in Stuttgart. As the editor noted in the last issue, the museum goes from

strength-to-strength in its objective of educating us in what Porsche is all about and enthusing all ages into the fascination behind the famous bonnet badge. Since opening in January 2009, it has become the go-to destination in Stuttgart for any motorhead visiting the area, and is arguably the best motor museum in the world.

The display of cars that have made Porsche what it is today cannot fail to stir emotions in anybody who has even the slightest interest in engineering and high performance vehicle design. But perhaps the best aspect of all is that you can find yourself being guided round the cars by veterans who actually had a hand in driving, engineering or keeping the cars in one piece. And herein lays the secret to interesting history. There is nothing like actual experience to bring something to life – anecdotes put colour into the grainy black and white photos. And direct contact with history in this way not only inspires and motivates people, it also prevents history from just slipping away.

For a car manufacturer, an illustrious history is a priceless asset and something to be manipulated to

boost current product appeal. But it needs to be used carefully or it can become meaningless.

Few would dispute that any Porsche carrying the designation 'RS' is going to be a model worth looking at. I'm sure somebody will correct me if I'm wrong, but I think Porsche was the first manufacturer to use the RS designation back in 1954 to identify the 550 Spyder's four-cam race engine. The 718 RSK that followed was the first Porsche to use the RS designation to describe the car itself. Today, that long family lineage ensures that any new Porsche carrying the RennSport designation is likely to be an instant sell-out. The marketing guys are hoping the 718 type number association will do the same for the new Boxsters and Caymans.

But will it have any effect on those walking into Porsche showrooms around the world? Looking past any discussion about the spec – and it needs to be given a chance – there are many who'll only be interested in the key fob and the badge. To them, the 718 subtitle won't mean a thing.

It would be nice if every prospective buyer could take a trip to the Porsche

Museum as part of their new car package. They might come face-to-face with the likes of Hans Mezger. He would stand beside a 718 RSK and tell you how difficult it was to redesign the camshaft geometry of the four-cylinder Fuhrmann four-cam engine with just a slide rule and a drawing board. But he did it, and the little 718 RSKs nearly beat the far more powerful and dominant Ferraris and Aston Martins to come within a shout of the 1959 World Sports Car Championship. That's the heritage that the 718 brings to the new Boxster and Cayman and what should have a new generation of drivers enthused at the association.

The trouble is, I suspect few really care about the history – not the 20-year-old gameshow contestant and probably not many who walk into a Porsche showroom. But for those who have been around Porsches for a while, walking into that showroom to see a grainy photo of Herrmann or Frère hurling a 718 RSK around the 'Ring will draw a respectful stare.

We shouldn't forget history and hats off to Porsche for the 718 connection and to the Porsche Museum for reminding us what it all means ○

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

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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his second season racing Porsches

## Dino Zamparelli, former GP3 driver turned Carrera Cup GB title contender, joins *GT Porsche* as a regular columnist...

My first column comes at a very convenient time indeed: we've just had a fantastic weekend of Porsche racing with its dramatic 18th Le Mans 24-Hour win, and I took two victories in the Carrera Cup GB at Croft (p16).

Let me introduce myself. My name is Dino Zamparelli. I'm 23-years-old. I grew up in Bristol. My dad is Italian. My mum is English. I started racing in single seaters at the age of 15. I climbed the ladder racing in Ginetta Juniors, Formula Renault 2.0, F3, F2 and GP3. And I've managed to drive some awesome equipment over the years, too, including GP2, World Series by Renault, and DTM cars.

I'm a member of the exclusive British Racing Drivers' Club and I once got fined £500 for overtaking under yellow flags to avoid a crash at Spa. I took the video footage from Spa, put it on YouTube, and made the £500 back when the video received over 1.4 million views!

Racing is my full time job. When I'm not racing on the weekends, I'm actively trying to promote myself and my sponsors, searching for new partners, as well as organising racing events and doing all of the PR and marketing that comes with a racing season. It's full-on but I love it!

This year I'm racing in the Carrera Cup GB with a team called GT Marques. As I write this, I'm happy to report that I've just come off the back of a very successful weekend at Croft, one of my favourite circuits, where I picked up maximum points over the weekend. I kept my head in all sorts of tricky conditions, got two pretty nifty starts, and picked up the points for fastest laps as well. This year the title fight looks very much like a tough battle between myself and last year's champion, Dan Cammish. Dan is a



class act. Last year I wasn't in the right car to battle with him. But when I switched to the GT Marques team with two rounds to spare last year I instantly took two wins at Silverstone, and a further two podium places at Brands Hatch. We carried that momentum into this year and we're right there at the halfway point in the season with three wins, three second places and a third place in eight races. Every point is important so Dan and I are constantly battling it out to pick up points for pole positions or fastest laps.

What would winning this year mean to me? Well, the whole reason I entered into racing sports cars, and specifically the Carrera Cup GB, was to move up the sports car ladder with the ultimate aim of winning Le Mans. The thrill, adrenaline, exhaustion, the fight, the competition, the ups and the downs – everything about it is

amazing. You're battling against so many elements over a 24-hour period, and to come out on top is the ultimate achievement for both drivers and teams. Despite getting in the zone for my 24-minute race over the weekend, I was able to catch the closing moments of Le Mans on TV and saw Toyota break down on the final lap. Motor racing can be cruel.

Race wins can come in many different ways and I know Porsche would have wanted to win it differently but Toyota paid the harshest price of all. I've had wins taken away from me in unfair circumstances but I've also inherited wins in such a way. However you look at it, the history books will say Porsche took its 18th win at Le Mans in 2016. Consistency, speed and reliability – it was all there and it is simply an incredible achievement.

*“The whole reason I entered into racing sports cars was to move up the ladder with the ultimate aim of winning Le Mans”*

I look forward to giving you an insight into the Porsche racing world here in *GT Porsche* as I continue to pursue more wins and to climb the sports car ladder. For now, hopefully, this has given you an insight into who I am, what I race, and where I'd like to be racing in the future! This is a journey, and I'm inviting you to come along... ○

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

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Simon has worked across several automotive publications over the past decade

## Simon Jackson questions how useable some of Porsche's modern performance cars really are on UK roads...

I spent some time this month in two pretty fast Porsche 911s; the second generation 991 Turbo S (p42) and a 997 GT3 RS that Porsche GB kindly lent me for our stand at the Players Classic show (p35). Both are quick cars, faster than most of the mundane traffic you come across on the average commute, and make no mistake: both are a riot on the right day and in the right conditions. Driving something that capable, certainly in the south east of England though, can be frustrating at times. The UK's choked road network is not entirely conducive to pushing on in a performance-orientated car, and believe it or not I'm not referring to breaking laws or speed limits here.

Any red-blooded petrolhead would be lying if they said they didn't feel the need to squeeze the throttle pedal every once in a while (when circumstances allow) in cars such as these, but exploiting even a percentage of the power of a Porsche with 400hp or 500hp is nigh-on impossible on the road, even if you're being sensible and acting within the law. Some will say that these cars belong on a track, and that is where they should have their capabilities tested, and they'd be right, to a point. The problem for me is that none of us drive on a track on a daily basis, and both of these cars are designed for both road and track use. Whichever

way you slice it though, the road is largely where they'll spend the majority of their time, and that's where the problem lies.

As thrilling as a fast Porsche 911, or any modern performance car is, if you barely ever get to exploit the visceral nature of a car like this then its advantages become null and void, which can be exasperating. Instead of settling into the rhythm of the open road, chasing the throttle pedal, playing with the transfer of weight through the corners and perfecting braking techniques, you're left with a car that is only as exciting and quick as the diesel hatchback languishing in front of you. Yes there are plenty of roads that allow

a driver to escape this monotony, but in my experience they seem few and far between in the UK. This could be part of the reason that people increasingly use modern track-orientated cars solely for just that: track use, shying away from using them too often for more ordinary trips, and not just because they might be devaluing them in the process as some presume.

All this might be why, in part, classic cars (and particularly Porsches) appeal so much these days. While they may be lacking in the power stakes when compared with more modern machinery, they offer plenty of driving pleasure without having to be balanced on the knife-edge of adhesion and at risk of breaking any laws of the road. In many respects the competency of contemporary cars is a double-edged sword: yes these cars are exceptionally thrilling to drive when you can extract that thrill, but an older car, driven the right way, is often the more usable and compliant companion in the real world. It doesn't require break-neck speeds in order to deliver excitement either. I'm not trying to tell you that either the 997 GT3 RS or latest 911 Turbo S are anything other than fantastic to drive, but what I will say is that you certainly need the right environment within which to enjoy them to their optimum potential.

The latest generation of turbocharged 911s and 718s are quick bits of kit, and they'll have you travelling way faster than you realise in a heartbeat. But if, and here's the rub, you need to be going at light speed to get a thrill from them, perhaps they have moved too far away from their true Porsche roots? I'd counter that maybe I just need to move out of the south east corner of England, but I hear most of the roads that made Wales such a driving nirvana have also lost their edge of late through a combination of heavy traffic and low speed limits, so it sounds like it's not a geographical problem at all... ○



*If you need to be going at light speed to get a thrill from them, then perhaps they have moved too far away from their true Porsche roots?*

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

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# Playtime



Now in its fourth year, Players Classic at Goodwood Motor Circuit is where the cream of the UK's modified car community goes to show off its wares. Many attendees are from the Porsche stable...

Story: Simon Jackson Photography: Sam Preston



Rather deliberately in *GT Porsche* we don't often showcase the UK's modified car community, for we're aware it is more likely to be a turn-off than a turn-on for many of you. However, there is a delegation of Porsche fans that manage to successfully (and heavily) modify their cars in good taste using premium parts and a sympathetic eye. These fellows visit various top line modified car shows throughout the year, but one in particular stands out; Players Classic.

Now in its fourth consecutive year, the Players Classic show is organised and run by a collective group of car enthusiasts who all hail from the water-cooled VW scene. Since their early days showing modified Golfs, Polos and Audis, the group has expanded and as a direct result of its eclectic tastes now embraces all marques of car – so long as it's altered from standard. With

an already well-established static show taking place in Essex during the latter part of the year, Players introduced an event at the iconic Goodwood Motor Circuit four years ago, and it hasn't looked back. Today, Players Classic attracts around 800 modified cars, the vast majority of which are very tastefully and thoughtfully tweaked from their factory specifications. Amongst them is a strong contingent of Porsche cars.

The historic Goodwood circuit, home to the annual Revival gig, provides the perfect setting for this relaxed event which incorporates both a static show 'n' shine element and track action around Lord March's famous 2.3-mile track first opened in 1948. Cars of all shapes and sizes descend on the venue, amongst them our very own *Long Termers* contributor, Ryan Stewart in his Cayman S. Ryan, like many of those in

attendance, took advantage of the track time on offer to explore the limits of his Porsche. But away from the circuit and in-between the live action drifting demonstrations, there were a glut of eye-catching Porsches. Matt Glassup's 964 has long championed the cause of the once-overlooked 911, and it looked resplendent on its gold split-rims at the show. Another stunner was Super Duper Garage's 3.2 Carrera project, showcased by front man Paul Harding.

Our own stand, shared with our sister titles, featured a 997 GT3 RS, the infamous press car which has appeared in these pages quite a few times over the years, and not too far away was its modern counterpart, the 991 GT3 RS which turned heads in its Lava orange hue.

If the idea of modifying your Porsche appeals then a visit to Players Classic is sure to serve as suitable inspiration... ○



As Porsche reveals its second-generation Panamera to the world, we look back at how the four-door executive express was conceived and at its development...

Story: Kieron Fennelly Photography: Various

The origins of the four-door Porsche idea first saw flesh in 1991 with the stillborn 989, but in fact the idea went back several decades previously. In 1952 Porsche had held discussions with Studebaker about constructing a four-door Studebaker to Porsche's design. The project died when Studebaker got into difficulties and had to be rescued by Packard. Erwin Komenda, Porsche's long serving body design engineer remained keen though and the Porsche Archive has a number of drawings dated between 1953 and 1954. When Mercedes-Benz got wind of this, Porsche was told "not to interfere" in its larger neighbour's market.

During the planning of the 901 (911) Komenda would remind Ferry of his dictum that a Porsche had to be 'as usable as possible' - in other words it had to have at least four-seats, which led to considerable internal disagreements. Some years after Komenda's death in 1966, Porsche produced a design study that shows a lengthened 911 with four seats, though still with two doors. In the 1980s, the idea resurfaced and a pair of four-door 928s were made with extended wheelbases. Both cars reside today in the Zuffenhausen collection.

The 989 itself was presaged by Heinz Brantitzki's announcement in 1988 that Porsche would spend a million Deutschmarks on a

replacement model for the transaxle range, a development which would see it move substantially upmarket, and away, it hoped, from Japanese competition. By the following year, newly appointed technical director Ulrich Bez was promoting the new Porsche enthusiastically as the "Learjet for the road", a proper Porsche alternative to the BMW M5. Annual sales figures of 20-30,000 cars were suggested and a selling price of around DM 85,000. The four-door would be front-engined with rear- and four-wheel drive options and have a brand-new light alloy V8 3.6 engine producing 300hp beneath the hood. Turbocharged versions would follow and besides

# Porsche Panamera The Development Story



Tiptronic, a PDK transmission option would be a later feature as would carbon fibre brakes. As it had with its 959, Porsche wanted to introduce cutting edge technologies in the shape of computer-controlled damping and body sensors.

The design was conceived very quickly from four submissions including proposals from Giugiaro's Ital Design and Farina; in the end an in-house effort penned by the young Matthias Kulla was chosen and within a short time, mules were being tested by Peter Falk and Helmut Flegl as well as selected dealers. Initial reaction was enthusiastic, but by 1991 as the recession continued, market research indicated the 989

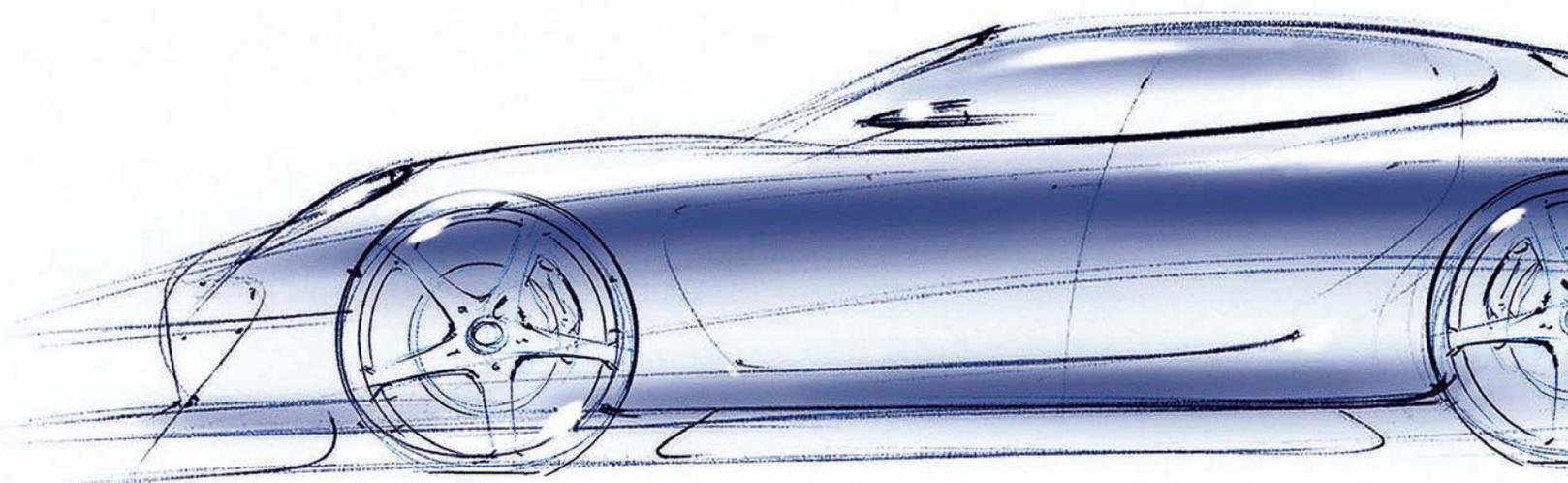
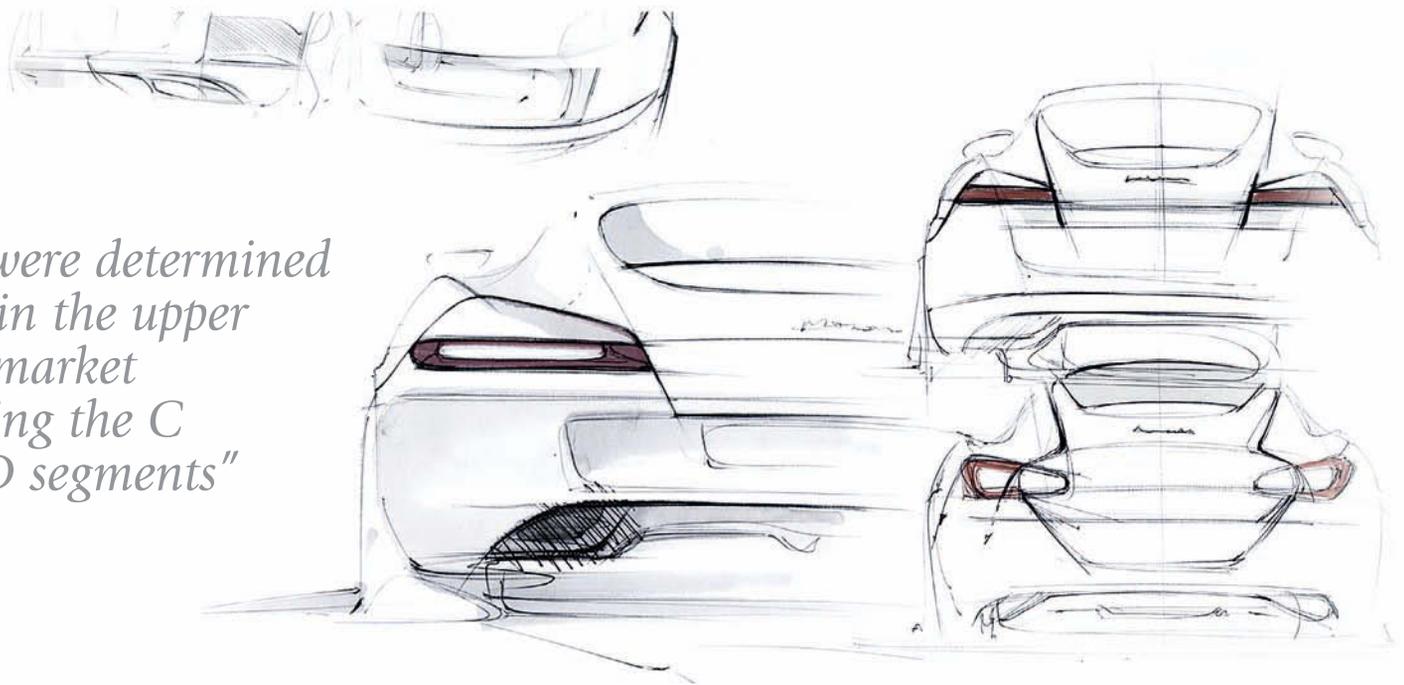
would struggle to even reach 5000 sales. Meanwhile, technical complexities had escalated meaning that the hoped-for dry weight of 1500kg was now 1750kg; worse, as costs rose the projected selling price had reached DM 150,000. The board called a halt and project 989 was formally abandoned in January 1992.

If writing off the 989's development cost, estimated at around DM 300 million (£100m) left a bitter taste, all was not lost. At the end of the 1990s, with its fortunes on a steady upward curve, Porsche began planning its entry to the SUV sector with a vehicle sharing a platform with VW. Ferry had been an early admirer of the Range

Rover, and the feeling among Weissach's engineers that Porsche could transform the lumbering dynamics of SUVs remained strongly rooted. Moreover, the SUV market was almost ten times that of the sports car market, so the potential was enormous. Presented in 2002 to great acclaim, the Porsche Cayenne was the result.

It was clear within a year of the Cayenne's launch that Porsche's decision to go to a third range was amply justified, and thoughts had already returned to a Porsche sedan to compete in the lucrative executive sector dominated by Mercedes, BMW and Audi. This time some of the groundwork had been laid: the Cayenne plant in

*"We were determined to be in the upper class market covering the C and D segments"*



Leipzig offered a ready-made manufacturing base and the opportunity for sharing everything from interior parts to running gear and suspension components would control costs.

"At the time (2001-'02) we didn't know China was going to take off, but we were determined to be in the upper class market covering the C (BMW 5 Series) and D (Mercedes S Klasse) segments," explains Andreas Jaksch, one of the Panamera project managers. "This was how the fourth model range came about and one of the design features we would carry over from the 989 would be a relatively high revving engine."

Dr Gernot Döllner, vice president of the Panamera product line, says they started Porsche's fourth model range by carefully assessing everything they had learned from that original four-door concept.

Veteran stylist Grant Larson had just joined Weissach from Audi Design when the 989 project began. A decade later he was design studio manager and the shape of the future Panamera

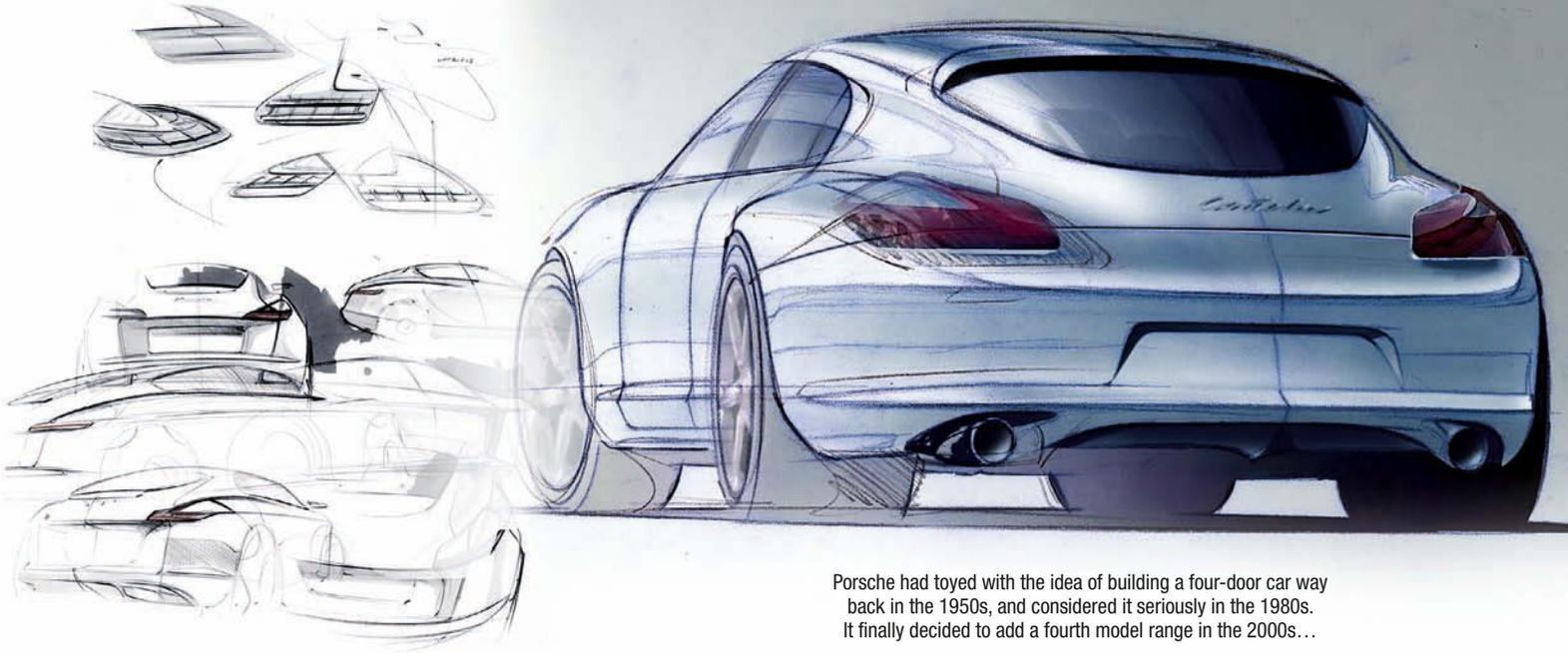
would be the responsibility of his group. He recalls Porsche's first stab at the four-door and some of the lessons they learned in hindsight from the 989: "Matthias Kulla was very new and his remit was to keep the 911 shape, which he did well. It looked good: the board had no trouble choosing it over the Farina and Giugiaro efforts which I thought looked old-fashioned. But you can't just blow up a 911 and get a four-door. In hindsight, the 989 wasn't pleasant in the back. Getting in and out was awkward and rear passengers had limited outward or forward visibility. It could make them feel ill."

A consistent 989 critic was Horst Marchart who took over from Ulrich Bez as technical director in late 1991: a seasoned engineer with long production and customer experience, the practical Marchart pointed out that a Porsche four-door would also need a proper trunk to compete with the S Class. "I was also concerned that Porsche was potentially entering a market where it had no experience and could not offer

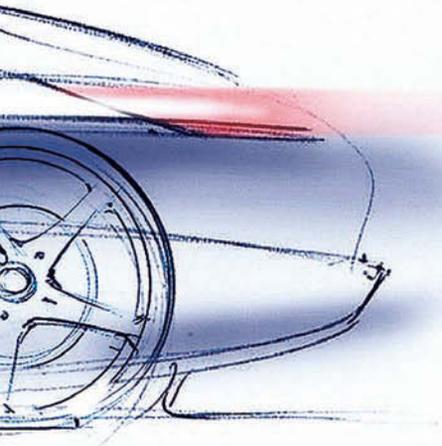
the level of service support that Mercedes-Benz clientele would expect," he says.

These were the kinds of observations which would be made again in Porsche's very extensive market research carried out in 2001-'02 and which would play a fundamental role in the conception of the new four-door design. Project chief Döllner explains that they saw loyal Porsche owners had no model to trade up to when the 911 ceased to meet their size requirements. By entering the limousine market with a *sportlich positionierte* four-seater coupé, Porsche would be offering such owners an alternative no other competitor was building. If Zuffenhausen's engineers could rise to this, the challenge for the stylists would be that they could not simply copy the 911's roof line yet would still have to retain the recognisably Porsche silhouette.

Market research was conducted with considerable discretion and the results handled at Weissach in conditions of secrecy that at that time were oppressive for those involved. "The



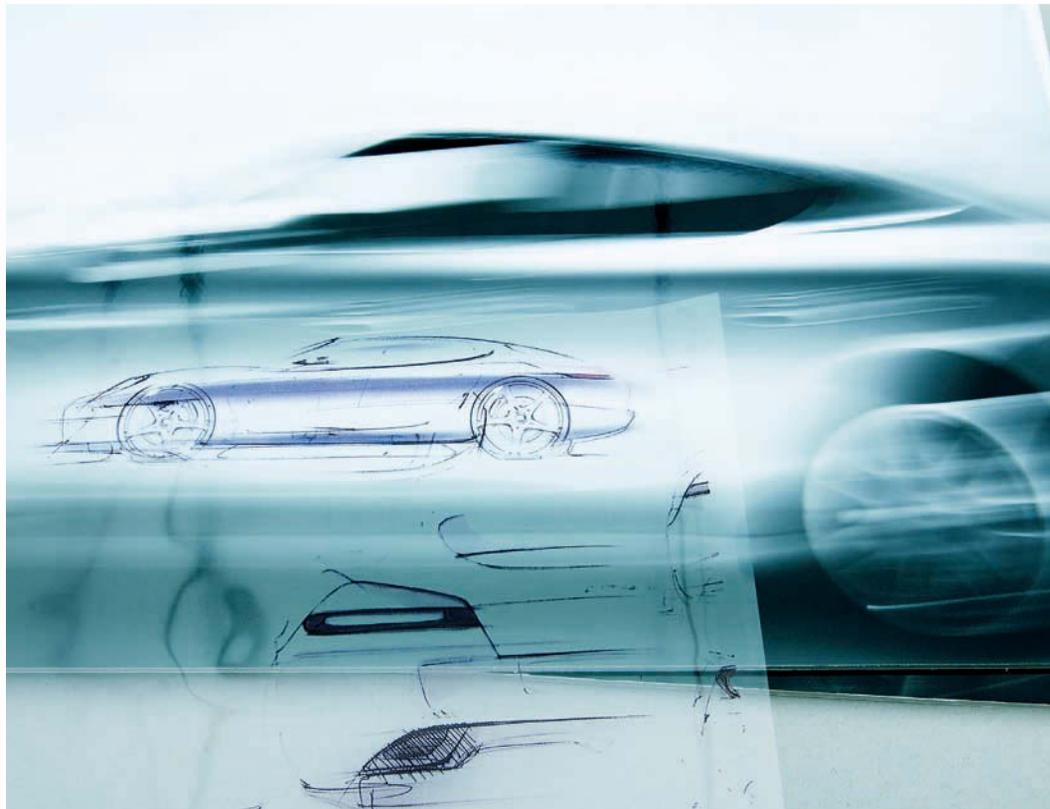
Porsche had toyed with the idea of building a four-door car way back in the 1950s, and considered it seriously in the 1980s. It finally decided to add a fourth model range in the 2000s...

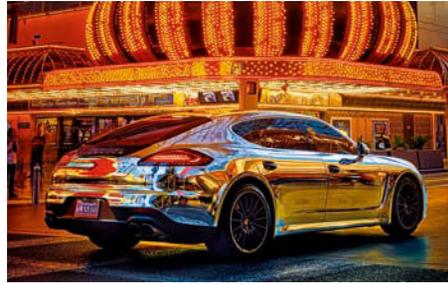
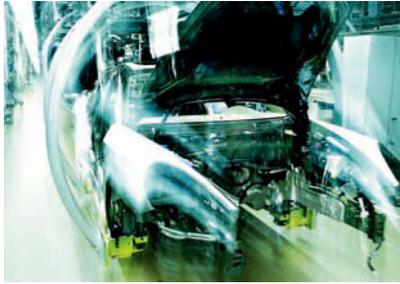


project to build a fourth model range was by far the biggest secret in the company," recalls Grant Larson. "I was confined with one other designer and two people responsible for packaging a container at the back of the racing department at Weissach. We had no space and almost no air!"

Gernot Döllner justified the extreme discretion of the early development phase by saying it enabled the tightly knit design group to work undistracted and assess all possible scenarios. The crucial points they established were that this Oberklasse entrant would have characteristic Porsche styling with cabin space as good as any competitor's and have immense performance without compromising its comfort levels. The Panamera would also be the first car in its class to feature a double clutch gearbox and start stop. By 2005, the group had reduced its proposals from three full size models to one. "But I still couldn't talk about it to anyone," says Larson, "not with other styling colleagues or even my wife!"

The project now moved up several gears with





production planning and development of test vehicles. The process was eased by commonalities with the Cayenne: the Panamera's 4.8 V8 and 3.6 would also be built at Zuffenhausen, the supercharged 3.0 V6 of the later Hybrid SE would be supplied by Audi. The Panamera's Body In White has been built and painted at the VW plant at Hannover since 2009 and shipped to the Cayenne plant at Leipzig for final assembly. From 2016 however this will change as the introduction of the second-generation Panamera sees its production (less engines) move to Leipzig.

If the logistics could be built on an existing structure, Porsche could be confident of having stamped a very distinct Porsche personality on its SUV, it could also make a four-door sedan drive and handle like a proper Porsche. The architecture of the Panamera was for a classic front-engine, rear-drive configuration with a chassis able to accommodate four-wheel drive transmission and the additional equipment of a battery hybrid, a model which would be introduced with the face-lift in 2013. Andreas Jaksch says that the Panamera's petrol engines are fundamentally the same as the Cayenne's above the crankshaft. There may be detailed tuning differences over the torque and power output, but

the only visible changes would be the bulky components like air filters and exhaust manifolds which are reshaped to fit the smaller space of the Panamera's engine compartment. The underside, too, presented more of a packaging challenge than the higher-riding Cayenne's where the motor simply sits over the axle. For the Panamera it was necessary to redesign the sump to accommodate the front axle.

The Panamera's cabin was designed to fit what was rapidly becoming the Porsche corporate look, so while it was upholstered to at least the standards of other £80,000 competitors, sharing base ergonomics and the switchgear with 911s and Cayennes helped to establish its strong Porsche identity as well as spreading costs. Porsche conceived its fourth model range specifically as a four-seater, thus avoiding the problem of the middle rear place which is inevitably compromised by the transmission tunnel. This enabled the upholsterers to create an individuality and level of comfort and equipment for the rear passengers comparable with that enjoyed by front seat passenger and driver. This was an important element. It was part of the Steckbrief – the specification Porsche set itself in the conception of the Panamera.

Grant Larson says that their benchmark rear passenger was Wendelin Wiedeking: the former CEO took a keen interest in the Panamera project so he of all people had to find it comfortable. Styling director Michael Mauer wanted to offer the usability of a station wagon, hence not just an opening rear hatch, but a folding rear seat, a feature the Audi A8 did not offer. On the other hand, the Panamera had to have a sports car driving position with the height and width proportions to make it feel like a Porsche.

"Over the development period, it got bigger, as did its competitors, but Wiedeking set a limit of 4.97m long," says Larson, implying that this constrained them at a time when the Audi A6 had gone up a size. Now firmly in the 'D' segment though, the Panamera's designers also had to take into account technical developments like air suspension and, in particular, the rear spoiler. This was unusual because it was the first time such a complex wing responding to Porsche's active adaptive aerodynamics had been developed. This spoiler, which moves through three planes and was the fruit of months of wind tunnel trials was perhaps the hardest to achieve of the numerous aerodynamic goals established for the Panamera. Porsche's new car was finally taking shape... ○

## In part two

Next month we look at the launch of the fourth Porsche model range, its face-lift of 2013 and the second-generation Panamera...



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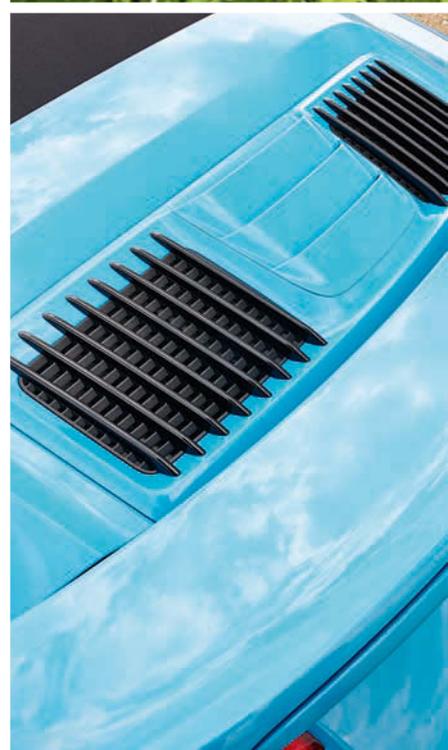
# PAINT) (SHIELD



# Rocket Ship

Those who feared the 911 Turbo would lose kudos with the introduction of a force-induced Carrera need not have worried. The second-generation 991 Turbo S remains otherworldly...

Story: Simon Jackson Photography: Gus Gregory





Most modern motors can muster a decent lick of speed these days, but driving this new 911 Turbo S alters your perception of what defines 'fast'. Its 580hp and 553lb ft torque (on overboost) is served up between 2250-4000rpm, but perhaps more important is the way in which it delivers that power and scrubs it off too (ceramic brakes are standard) which is simply staggering. Both the Turbo and Turbo S run the old 3.8-litre twin-turbocharged boxer six-cylinder 911 engine, not a version of the Carrera's new 3.0-litre (also) turbocharged mill.

That differentiates the Turbo models from today's Carreras, but Porsche has not left this old engine alone – it gains 30hp over the first-generation 991 Turbo S thanks to new injector nozzles, modified inlet ports, and increased fuel pressure. More importantly, though, the S benefits from larger turbochargers. In combination with these sizable snails comes raised boost pressure and improved clutch plates on the four-wheel drive system (that sees torque more efficiently shared between the front and

rear axles). In short, it's a superior package. The latest 911 Turbo S operates in another dimension to the humdrum traffic of the daily grind.

Faster than pretty much everything else you'll encounter on UK roads, the Turbo S's impressive capabilities endow even a mere mortal such as I with the opportunity to outperform most other road-going fodder. In the real world this manifests itself as affording a driver the opportunity to bend most of the rules that made Einstein famous. Slick, quick and safe (otherwise impossible) overtakes on A- and B-roads are dispatched with ease. The ability to out-maneuvre fellow road users (some of whom you'll shock with your pace) requires but an inch of throttle movement, there's zero lag from the turbo and perfect responsiveness.

Joining a motorway at speed becomes an exercise in thinking twice for those around you. Why? Because this 911 is so rapid that if you exploit all of its speed in an everyday scenario, you will surprise your fellow road users. Driving this thing is like filtering a motorbike through stationary cars – you need to keep your wits about you, think for other road users more than usual,

and anticipate every move – with great power comes great responsibility. If this sounds exhausting that's because it can be, but such is life in a high performance car like this. If that is, you wish to use its demonstrable performance as much as possible, which you can't in the real world. Those who do drive this Turbo S like they stole it will soon end up in a cell next to a bloke who actually does nick cars for a living. This Porsche is a licence-looser in the wrong hands, but in the right ones it's unbeatable – a stunning and direct point-to-point weapon – nay, a nuclear device.

We might be dealing with large horsepower figures and low zero-to-sixty times (2.9-seconds to 62mph and 100mph in 6.5-seconds for the Coupé), but we're also talking about a user-friendly 911 here. All-wheel drive and clever computer programming does a commendable job at keeping you on the road facing in the right direction, but even with everything switched on in the wet you'll be left in no doubt this is a lively car. If you try to provoke this car to bite it probably won't... provided you keep the safety systems engaged. You can turn them off,

Miami blue hue probably belongs in Florida, but it certainly suits the Turbo S

but this is a 911 you don't want moving around underneath you too much for fear of upsetting its balance and unleashing outrageous oversteer. If you must feel the thrill of running without a safety net through this car's new 360mm GT steering wheel, there is an intermediate PSM setting separate from Sport and Sport Plus modes, which provides more slip angle without tuning all the computers off – handy. The rotary driving mode switch and the Sport Response button also provide enough of a fun factor for most without the need to depress the buttons on the centre console aiding stability and traction.

Many suggested that the 911 Turbo would become redundant with the advent of a similarly powered second-generation 991 Carrera, but perhaps they forgot that this range-topping model has always been a technological tour de force for the brand, and so it remains. Even a GT3 RS can't match the all-round ability and useable nature of the Turbo S, with which Porsche showcases much of its engineering prowess. Any car that can perform like this, a 'Jack of all trades' yet master of the lot too, deserves plaudits and a large price tag. The second-generation 991 Turbo S costs from £145,773 (Coupé) and £154,614 (Cabriolet), which is the cost of a small house up north, but no property can match this car's appeal.

The convertible Turbo S you see here might not be a natural choice for some purists, invariably dulling the raw nature of the model's ethos, but there's something to be said for roof down motoring in a car this capable. The 911 Turbo S has always been a platform for Porsche to show what it can do, this second-generation 991 rocket ship continues that theme, it is a true modern performance Porsche and for many the ultimate supercar. It's easy to see why ○

## 911 TURBO S

**ENGINE:** 3800cc flat-six twin-turbo, VarioCam Plus, VTG

**TRANSMISSION:** Seven-speed PDK (optional), all-wheel drive, PTM, PTV+

**BRAKES:** PCCB 410mm ventilated cross-drilled discs with six-piston callipers (front), 390mm ventilated cross-drilled discs with four-piston callipers (rear)

**CHASSIS:** MacPherson struts (front), multi-link (rear), coil springs, (PASM) with electronically controlled dampers, PDCC

**WEIGHT:** 1670kg

**PERFORMANCE:**

**Power:** 580hp @ 6750rpm

**Torque:** 553lb ft @ 2250-4000rpm (on overboost)

**Top Speed:** 205mph (PDK)

**0-62mph:** 3.0secs (PDK with Launch Control)

**Fuel Consumption:** 30.4 mpg (claimed)

**CO<sub>2</sub>:** 216 g/km

**ON THE ROAD PRICE:** From £154,614 (Cabrio)



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# FIRST BORN

The first 911 Turbo of 1974 was not the wide-bodied 3.0-litre affair you might presume, but rather this understated narrow-body 2.7-litre car wearing a Carrera badge. It was Louise Piëch's personal transport...

Story: Simon Jackson Photography: Gus Gregory

Daughter of Porsche's founding father, sister of Ferry Porsche and mother to Ferdinand Piëch, Louise Piëch is quite an important lady in historical Porsche terms. Largely the driving force behind the Austrian branch of the family, Louise Piëch was instrumental in the rebirth of the Porsche brand following the end of World War II. Alongside her brother, Ferry, she led the formation of Porsche Konstruktionen GmbH (Porsche Design Corporation), founded in Austria in 1946. It's said that she sank all of her financial worth into the project, which had no guarantee of success at the time, and so rightfully earned her position as joint head of the post-war Porsche firm. During those early days in Gmund the Porsche Design Corporation expanded quickly, employing over 200 people in 1946, and Louise was a big part of its success. She was influential in getting Ferdinand Porsche and Anton Piëch out of prison the following year, where they had been sent as a result of their perceived involvement with Hitler's transportation programme.

Ever the businesswoman, in 1949 she aided Herbert Kaes in establishing fresh (and some might say imperative) ties with Volkswagen, importing and caring for VWs in Austria through what was known as 'Porsche-Salzburg'.







*At pensioner age, driving Porsche's fabled 'widow maker' every day seems utterly hardcore, but that's exactly what she did...*



Porsche engineers soon moved into Wolfsburg's plant as part of the crosspollination we know today, but all this was before Porsche moved back to its HQ in Stuttgart, reclaiming its original works that had been rather unceremoniously commandeered by the US military during wartime. When Anton died in 1952, it did not serve to slow Louise's progress.

Under the Porsche Design Corporation, Louise Piëch was pivotal in entering a 550 Spyder into competitive racing, wearing Austrian colours with an Austrian driver, Ernie Vogel, at its wheel. And, again in 1969, the Corporation fielded 908/02s under its umbrella too, playing a successful part in building Porsche's enduring motorsport persona. Awarded 'Counselor of Commerce' by the Austrian President in September 1959, Louise Piëch was recognised by her country for her successes with Porsche's enterprises, but looking back today they seem even more impressive. Much of what she achieved was performed against a backdrop of post-war austerity, and during a time when women were not as prevalent in business as they are in the modern era. To say she was a powerful, respected and important lady seems obvious.

You'd have to assume too, that she was a car buff, and a Porsche one at that, for the new set of wheels she received on 29 August 1974 at the age of 70, was rather special – Louise Piëch was the first 'customer' for a Turbo Porsche. As birthday presents go, a 911 Turbo is not bad going no matter your age, even if you are the daughter of Porsche's founder. But at pensioner age, driving Porsche's fabled 'widow maker' every day seems utterly hardcore in hindsight, but that's exactly what she did. At a garden party in Dellach am Wörthersee, Louise Piëch was greeted by the sight of 'her' 911 Turbo No.1 adorned with a plaque and floral tribute; it was a 930 prototype customised to suit her lifestyle.

The launch of the 930 Turbo proper was but a few weeks away, though Porsche had slyly rolled a few pre-production versions out early to 'friends and family' presumably with an eye on ironing out any problems. Chassis number '911 560 0042' was unique, not just because of its early birth date, but because it was like no other 911 Turbo constructed after it. First and foremost it was a narrow-bodied car which set it apart visually, more like an SC than the wide-arched 930 we would come to adore. Perhaps most importantly though the silver coupé bore not the typical 3.0-litre engine, but a prototype 2687cc turbocharged mill, reputedly putting out 250hp. Why? Well, Porsche had unveiled the Type 930 Turbo at the Frankfurt Motor Show of 1973, and at the time the car was said to be powered by a 2.7-litre 280hp engine, but in truth the new model's capacity wasn't finalised. Both 2.7- and 3.0-litre units were still undergoing evaluation tests and by the time the show car made its appearance in France for an unveiling at the Paris Auto Salon later that year, the 2.7-litre engine remained in situ with a faux turbocharger setup crafted from wood and then painted by way of a disguise. In the interim period between exhibitions the OPEC oil crisis hit serving to further confuse the correct path for Porsche. CEO Ernst Fuhrmann was apparently championing the 3.0-litre option and it seems an opinion from outside the firm, from a journalist driving Fuhrmann's own prototype 2994cc car around Stuttgart, might have added weight to his argument. The 3.0-litre 930/50 flat-six would win the day, the 260hp and 253lb ft torque engine serving to make Louise Piëch's 2.7 version even rarer. You might presume Fuhrmann was happy, but apparently he disliked the wide-body style, and so placed an order for his company car to sport the narrow-body, just like that of Piëch's coupé.

## 911 Turbo milestones

### 1974 – G-Series

Porsche unveils the first 911 Turbo with a 3.0-litre 260hp engine. A performance jump comes in 1977 with an intercooled 300hp 3.3-litre engine.

### 1990 – 964

The 964 Turbo is initially powered by a 3.3-litre Boxer engine. In 1992 that is upgraded to a more powerful 360hp 3.6-litre unit.

### 1995 – 993

The last air-cooled 911 Turbo was the first to have a bi-turbo engine and the first with all-wheel drive. 408hp in Turbo guise, 430hp in Turbo S form.

### 1999 – 996

A water-cooled twin-turbo 3.6-litre 416hp Turbo arrives for the 2000MY – it's the first Turbo available with an automatic gearbox. A Turbo S follows later with 450hp.

### 2006 – 997

The first gasoline-powered production automobile with Variable Turbine Geometry. In Gen 2 guise the 997 Turbo achieves 500hp, 530hp in Turbo S form.

### 2013 – 991

The 520hp or 560hp (S) 911 Turbo features active aero for the first time. A Gen 2 car follows upping the power to 540hp and 580hp (S) from its 3.8-litre motor.



There were other things that set Piëch's Turbo apart though. Although there were no bolstered arches present, the car's narrow body was mated with the (subsequently) traditional Turbo rear wing. It also bore no 'turbo' lettering, instead it simply wore a 'Carrera' badge depicted in black. 'Porsche' was splashed down its flanks on both sides; the graphics made up to mimic a special red and black tartan plaid trim inside. It was an eye-catching interior, as you can see, matched with a deep red carpet – trendy today, potentially off-the-chain in the 1970s. A decorative plaque on the glovebox bore the inscription 'Turbo Porsche No.1 – Stuttgart Zuffenhausen – August 29 1974', and the initials 'LP' were present too. There was also a voice recorder linked to the car's radio cassette – presumably so she could record her voice while driving. The rev counter was copied across from the 911 RSR of the period, which scaled all the way up to 300km/h but carried a small red triangle just under 150km/h and a reminder to shift up at 6600rpm.

Perhaps the strangest alteration was the glass. Louise Piëch was a 'plein air' nature artist, and wished to sit in the car painting landscapes. To aid the effective replication of her surroundings in a natural fashion on paper or canvas, she requested that the car's front windscreen and side windows of were

not tinted to afford her a clear and unfiltered view of the Alps where she would regularly take the Turbo for rest stops before pursuing her artistic hobby. As such just the rear three quarter glass and rear window appears tinted.

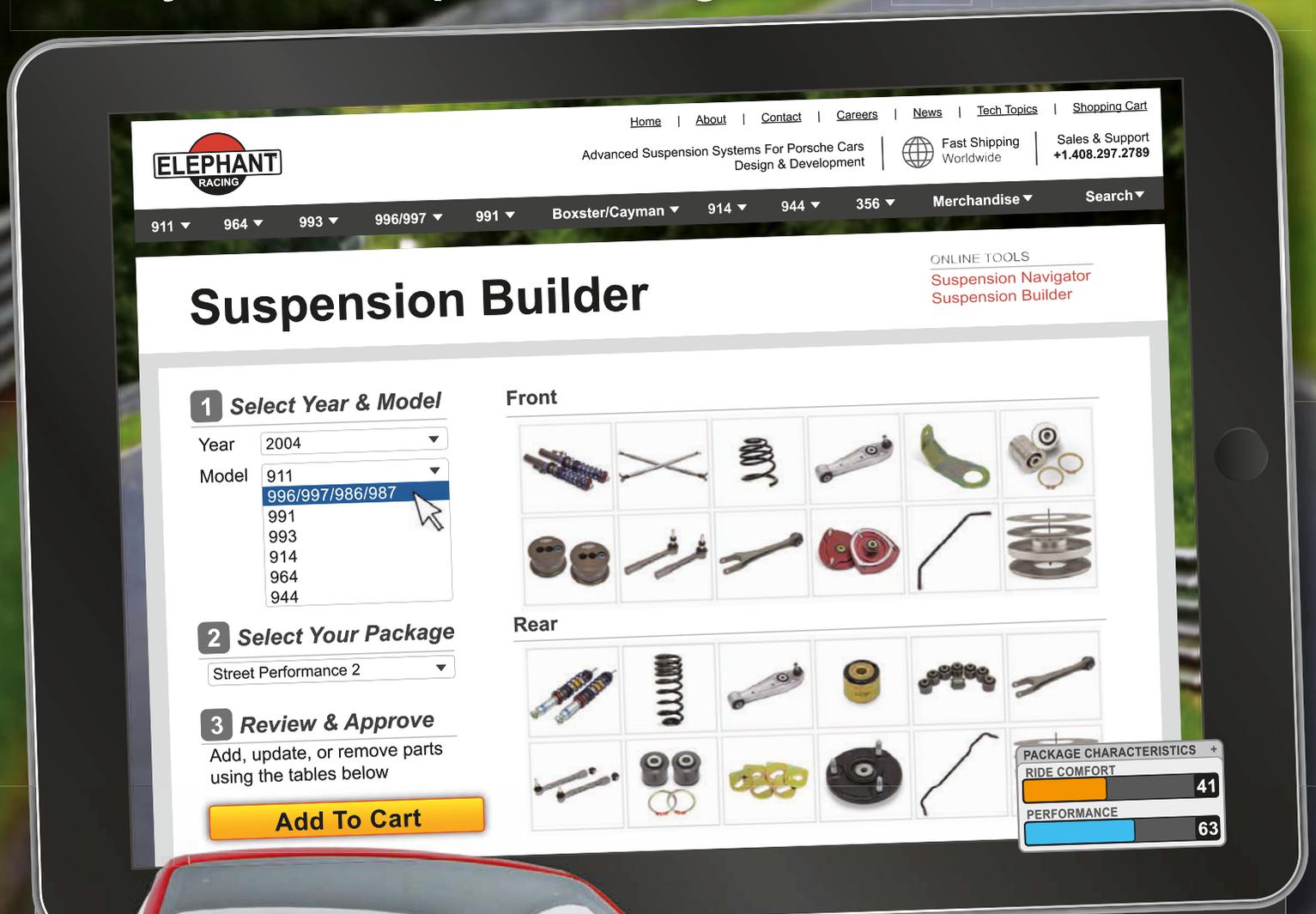
Today Louise Piëch's 'Turbo No.1' car resides in a quiet corner of the Porsche Museum in Stuttgart, where we found it. The car does not overtly appear to have been restored, but there are no accidental brush marks or paint pot spillages in evidence either, which is something of a shame. What there is however is evidence of a car that has been enjoyed, and certain signifiers that serve to heighten the story it could tell and an aroma that ensures its rich materials evoke a unique Porsche passion in the senses – there really is no other smell like that of an old 911. The car's odometer says it has covered 32,189 miles to date, and given the fact that almost all of the cars on display at the Porsche Museum do make occasional appearances elsewhere around the world and are, for all intents and purposes, fully operational, that may well increase slightly. In reality though this car, the first ever 911 Turbo, is in retirement, living in Zuffenhausen to continue to entertain Porsche fans, reminding us where this grand model line's evolution all began. Louise Piëch passed away in February 1999, but she left behind her a legacy, and a 911 Turbo, which will live on forever in Porsche folklore ○



Thanks:  
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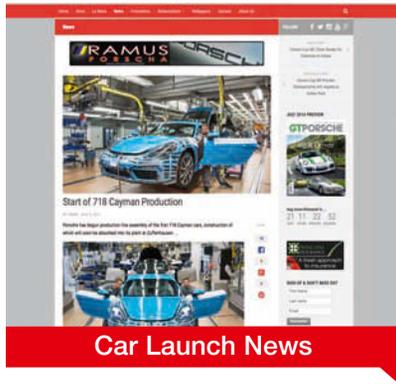




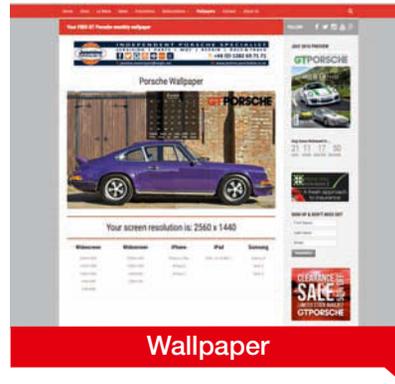
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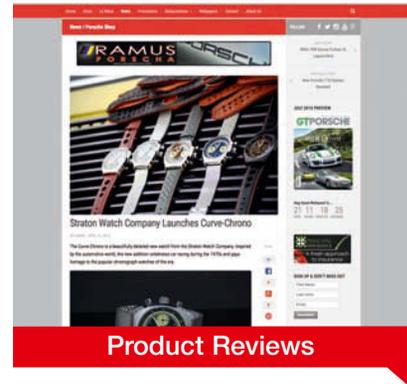
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An ex-Butzi Porsche VW T3 pick-up truck, a low mileage 996 GT3 RS, a 911 2.7 MFI Coupé and an all-black 928 S4 catch our eye at auction this month.



Hammer price:  
**Unsold**

### 'Butzi's' 1989 Volkswagen T3

**Auction House:** Silverstone Auctions  
**Auction:** The Classic Race Aarhus  
**Location:** Denmark  
**Date:** 28-29 May  
**Estimate:** £47,000-£63,000 (approx)

Ferdinand Alexander Porsche (better known as 'Butzi') owned this VW T3 double cab pick-up truck, which we felt qualified it for inclusion on this page. Butzi bought the T3 Doka pick-up on 12 December 1989, and it was used on his estate for various purposes in the daily running of the Porsche Design Studio, which he founded in 1972. The truck was purchased by the current vendor, a Porsche racing driver with long-standing links with the Porsche family, in 2014. It has since been lovingly restored during a 700 hour bare metal restoration. With a recorded mileage of 141,000 kilometres and all the paperwork supporting its provenance and Porsche connections, it went under the hammer with an estimate of €60,000 to €80,000, but failed to sell.



### 1989 928 S4

**Auction House:** Auctionata  
**Auction:** Classic Cars & Youngtimer  
**Location:** Berlin  
**Date:** 20 May 2016  
**Estimate:** £17,400

Hammer price:  
**£14,500**  
(approx)

First delivered to Japan, this 928 S4 has been living in Germany since November 2015. A relatively rare version, the S4 makes for a good investment with the potential to further increase in value in the future. With a host of extras, such as electric windows, mirrors and sunroof, as well as electrically adjustable seats, this car has covered 145,000 kilometers and boasts a comprehensive service record, with its last service completed very recently. Auction house Auctionata estimated that this 928 would make around €22,000, bidding opened at €11,000 and the hammer fell at €18,400, which is around £14,500.



### 1974 911 Carrera 2.7 MFI

**Auction House:** Silverstone Auctions  
**Auction:** The May Sale  
**Location:** Silverstone Wing  
**Date:** 19-20 May  
**Estimate:** £125,000-£150,000

Hammer price:  
**£130,000**

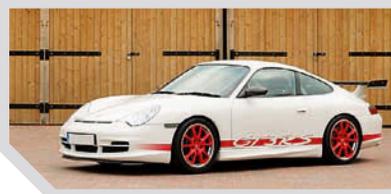
This 2.7 MFI Coupé was delivered new to Asia through Porsche Japan so it features the same mechanical specification as a European or non-US market example. Recently imported to the UK it is fully registered with an MoT and a period registration number assigned. With just 26,000 miles on its dials the car has not experienced a hard life, and supporting this is a Japanese service schedule translated into English detailing 21 services between 1975-2013. Today this non-sunroof car looks great in its renovated Guards red paintwork. Often seen as the baby brother to the iconic 2.7 Carrera RS, prices for 2.7 MFI Coupés have been rising of late (Silverstone auctions sold a 'barn find' example with 55k on its clocks recently for nearly £150,000), this example made £130,000.

### 2004 996 GT3 RS

**Auction House:** Silverstone Auctions  
**Auction:** The May Sale  
**Location:** Silverstone Wing  
**Date:** 19-20 May  
**Estimate:** £140,000-£160,000

Hammer price:  
**£148,500**

From 2003 to 2005 Porsche built just 140 right-hand drive examples of the 996 GT3 RS for the worldwide market; 113 of those were officially imported into the UK. This car was original destined for Hong Kong but was supplied new on 2 June 2004 by Porsche Stuttgart in Germany bearing the C15 designation. The Carrera white car with red 'RS' decals includes a body-coloured rear roll-cage, a top tinted windscreen, carbon door mirrors, air-conditioning and Nomex Recaro bucket seats. The car was offered at auction complete with its front roll-cage sections. With only 9722 miles on its odometer, the car's most recent service was completed by Porsche specialist, JZM Porsche. It came to auction with all its paperwork, book pack, service invoices, and an MoT until August.





# DOUBLE GLAZING

Porsche's latter-day Targas provide an unrestricted view of the heavens, come rain or shine, open or closed. The 993 was the first Porsche to access the glass ceiling.

Story: Johnny Tipler Photography: Antony Fraser

Sunroofs and soft-tops. All very well, but on the move, most of the time our perception of what's going on above our head is perfunctory, impressionistic, because our eyes are glued to the road ahead. The 993 Targa changes that. Unlike its predecessors with the lift-off lid, the 993 ushered in a very sophisticated sliding glass roof panel, a facility inherited and manifest in canopy form by its water-cooled successors.

Unlike some overhead apertures where a glazed or Perspex panel allows an aerial view, the 993's glass pane is an expansive canopy occupying the car's entire roof space. This means there's a constant awareness of celestial surroundings and a feeling of increased luminosity, visibility and perception, and a casual upward glance is a more convivial, unbuffered event. One's surroundings are viewed through 'a glass darkly' (with apologies to Ingmar Bergman), since there's a fashionable Mediterranean-style sunglasses tint to the glass, meaning that occupants aren't quite so exposed to ultraviolet rays and the gaze of the hoi polloi.

Indeed, a full-length roller-blind extends the length of the roof at the press of a button, should additional privacy or insulation be required.

The glass panel itself is operated by a button on the centre console ahead of the gear lever. One touch erects the wind deflector. A second activates the retracting mechanism. The glazed roof eases its way rearwards and is stowed discretely inside the rear window, forming two layers of glass in the process, while leaving the aperture over the cabin wide open and the occupants as free as a bird. We're doodling in the fresh air at Autofarm's busy workshop premises at Weston-on-the-Green, evaluating this pair of Targas which, to all intents and purposes, are identical apart from external and internal hues. We'll form an opinion about which one we'd take home with us after a test-drive. But, first, let's expand on the genre with a bit of production history.

Wind back to 1990 when, in an economic context, Porsche was exceedingly vulnerable in the recession and needed a totally reliable product. The incoming Wiedeking regime introduced the R-series 993 in December 1993,

showcasing the firm's engineering talents in all manner of ways, including the incorporation of the 928's Weissach multi-link rear suspension and VarioRam induction technology. The 285hp VarioRam engines that came in from 1995 were in a different league to 911s of the previous decade, boasting sophisticated fault-finding 'On-Board Diagnostics 2' (OBD2) for the car's electrical system, all of which had the desired effect of bolstering the business until the new-wave Boxster and 996 were announced. Output doubled immediately: from 8292 units of the 964 produced in the 1993 model year, Porsche made 16,643 examples of the 993 during the 1994 model year. Moving on to 1995, our subject car, the 993 Targa, came online in August '95 for the '96 model year, making it a relative latecomer in the 993 range. But despite the fact that the water-cooled die was cast in September 1997 when the 996 was already going down the line, the 993 was still in demand, with a waiting list for the eight different versions available. Production of four-wheel drive 993s, including the Turbo, carried on late into 1998, though the

*There are visual clues in the body-lines  
as to the 993 Targa's origins*



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rear-drive Targa had finished by late 1997.

Targas have always been something of a law unto themselves, attracting a particular fan base, and the 993 version doesn't break that particular mould. It is an oddball, though a very attractive one. There are visual clues in the body-lines as to the 993 Targa's origins. Take a look at the sharp point where the long, elegant sweep of the roof edge meets the delicate up-sweep of the rear wing, turning the rear-three quarter window into a pointed shield shape rather than having a rounded trailing end like the Coupé does. Remind you of anything? Of course: it's what a 993 Cabriolet looks like when it's fitted with a hard-top. And that's from where the Targa hails: the Cabriolet bodyshell that entered production in 1994. While the Cab could be specified as a C2 and an all-wheel drive C4, the Targas were all fashioned on the narrow-bodied C2 driveline. The power unit is the 3.6-litre VarioCam flat-six, producing 285hp at 6100rpm and 250lb ft torque at 5250rpm, allied to either the six-speed G50 manual or four-speed Tiptronic transmissions. The Targa leaves you in no doubt as to its identity, since the solitary, chromed Targa moniker graces the engine lid.

We are all pretty much familiar with a traditional 911 Targa – available in all evolutions of the 911 since the soft-window rear screen version of 1966, where the top panel is unclipped and removed, folded in half and stowed in the front luggage compartment. And as a variation on the theme, on the 914 Targa the whole roof panel comes out and slots into the rear boot space. The 997 and 996 Targas operate in a similar way to the 993, with the benefit of a rear window canopy, which makes them convenient for stowing my colleague's camera gear, for example. And, of course, the latest 991 Targa is a modern take on the original 911 Targa, though while it resembles the appearance of the 911 Targa, in practice the roof lifts off electronically and retracts seamlessly out of sight underneath the rear glasshouse. The bodyshells of 993s were hot-dip zinc galvanised in the production process, while the Cabriolet-based Targa shells were bolstered for extra rigidity. The pre-assembled roof structure was bolted and bonded to the hull during final assembly. Historically, Targas have always been roughly 50kg (110lb) heavier than their coupé counterparts due to the structural enhancements, though the gap is narrower with the 993 Targa, tipping the scales at

1400kg as opposed to 1370kg of the 993 C2 Coupé; and, in fact, it is 20kg lighter than the C4. The 993 Targa roof consists of three glass elements: the wind deflector, the moving roof section and the rear window, as well as the two body-coloured longitudinal steel members, which provide rollover protection in the absence of the traditional Targa hoop. The glazed elements are made of green-tinted laminated safety glass, and the rollerblind stows itself away automatically when the roof is open. It's a temperate climate car, where if you had a convertible, you might well fit a hard-top in winter. Conversely, the Targa is a best-of-both-worlds car, offering the swooping coupé profile allied to the convertible's lids-off wind-in-the-hair exposé.

Now for the specifics. Autofarm's Steve Wood gives us the lowdown on the ownership of these cars: "We've had the silver car in storage for the last five years because the owner lives in Australia and hardly ever comes back here. It's a 1997 model-year 993 C2 six-speed Targa in Polar silver, first registered in October 1996. It's the 285hp VarioRam engine with six-speed G50 gearbox. Original factory spec includes the Midnight blue half-leather interior with Sports seats, on-board

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computer, air-con, and front air-bags. It's a C16 UK-registered car with the correct original sticker under the bonnet; the Targa roof system is operating perfectly, and we hold the full service history showing a total of 17 services, plus many bills. All MoT certificates are to hand since 2001."

The car had its coachwork detailed in 2011 at 81,000 miles, and it's been with the current owner since September 2010 and maintained by Autofarm since 2012. "It's just been fully checked through in our workshops and it's a clean, tidy, genuine car, and out of the two it drives the nicest. You get a bit of wind noise from the roof, so I'm not mad on Targas – the coupé version is my favourite of the 993s," Steve said.

Moving onto the blue Targa, Steve outlines its provenance: "It's been owned by the same chap for the last 13 years. He's got several other cars, too, but to replace the 993 he's bought himself a Nissan GT-R. He says he's too old for a classic Porsche, so he's looking to cash it in now. Clearly, it's a right-hooker, slightly older than the silver car, first registered in June 1996, a VarioRam 3.6

C2 six-speed Targa. Like the silver one it's a C16 UK car with the correct sticker under the bonnet.

"The body colour is Iris blue, with a black half-leather interior, and the original 993 factory spec includes air-con, front air-bags and rear inertia belts. It's done 90,400 miles, and it's been maintained by ourselves since 2005, so we have the full service history backed up by virtually all invoices since 2001. It's just been fully checked through in our workshops and is ready to go. The Targa roof system is operating perfectly. We also did a refinish job on the bodywork last year, so it's looking pretty good right now.

"Both these Targas are for sale; the silver one's up for £44,000 and the blue one is slightly less, at £42,000, which I don't think is too bad for these now, in the context of current 993 values."

All of this suggests that both cars have been rigorously cared for, which is a reflection of the general esteem in which 993 owners hold their cars. There are one or two detail differences. For example, the silver 993 Targa has a flying bridge spoiler over the top of the engine lid, which gives

you a high tail-light, too, and the exhaust tailpipes are subtly different. As well as the direct access to farmyard aromas, there's another more tangible bonus with the 993 Targa: it runs on 17-inch split-rim modular wheels that are specific to this model, adding to its idiosyncratic charms. They are shod with 205/50 tyres on the front and 255/40s on the rear.

So how do they drive? I kick off with the silver car. The steering is taut, as it should be, and the G50 gearshift moves fluently through the gate. The 3.6 flat-six delivers the appropriate air-cooled guttural bark through its squared-off tailpipes, snarling through the rev ranges. I revel in the rock-solid feel of the sturdy chassis, its rapid acceleration and seamless power delivery through all the gears bringing me up to an untroubled cruising speed, with so much more punch up its sleeve if required. Its standard suspension provides a good ride on the undulating surfaces of north Oxfordshire's country roads, with handing from the Weissach axle and firm 993 setup perfectly acceptable. It has a fair turn of speed, a decent ride





*I revel in the rock-solid feel of the chassis, its rapid acceleration and seamless power delivery*



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that's neither too hard nor too soft. The 993 is delicately poised around the bends when I'm able to go for it, holding its line very nicely, while the brakes are extremely powerful as well.

Now for a go in the blue car. There's more of a used feel about it compared with its silver sibling. The clutch is average, the G50 shift mechanism is perfectly fine, and you have to put some effort into hauling on the wheel going round corners. I cruise the Oxfordshire B-roads at 50mph in sixth gear and at 1500rpm it still pulls away eagerly, so it's certainly a torquy proposition. There are no gradients to speak of, and nothing particularly challenging to give it its head in this vicinity. Thanks to the 993's high-quality build, I don't hear any rattles or squeaks from loose trim, nor do I detect wind noise from the Targa top. Around the field-boundary lanes and B-roads the C2 is swift enough, but frankly not particularly in its element. It's a grand touring car, a long distance ground coverer that's more at home on the open road – or, indeed, sun-soaking on La Grande Corniche. But

then I'm confronted by a series of interesting bends, so I drop into second gear and apply some power, and that's when the 993 comes to life: I can feel the chassis working and, for a few delicious moments, I experience the thrills it's capable of providing. Like all Porsches, it responds to enthusiastic driving, when it lightens up and becomes enthusiastic itself. Down sides? This one's got an aftermarket telephone bracket that projects from the dash slightly, and invariably there's a bit of a fumble with the miniscule alarm fob to deactivate the siren every time I need to restart the car; it would be so tempting just to leave it running to avoid having to bother with that.

The standard 993 – which is basically what we have here, discounting the communing with nature that the Targa roof enables – is a robust paragon of sturdiness and dependability. It's quick enough and perfectly agile in any daily driving scenario, and lacks the quirkily quasi-classic traits of its 964 predecessor, which now matches it in the marketplace. Indeed, I could

argue that for similar money you could entertain its suave successor in the guise of a 996 Turbo, though, of course, that's not like-for-like. In any case, I'd say that these two are shy of top whack for a good 993 by around £10,000. So in general terms, what do we think of the superannuated sunroof? Neither fish nor fowl, in the sense that it lacks the purity and homogeneity of the sublime 993 Coupé, nor does it provide the wind-in-the-hair experience of the Cabriolet. Well, it was always going to be a halfway-house – that's always been the lot of the 911 Targa – but it is so well engineered and harmonious a design that it more than validates its position in the 993 line-up. And with a grand total of just 4583 Targas built, its rarity makes it even more desirable. No glass ceiling; just blue sky thinking ○

## CONTACT

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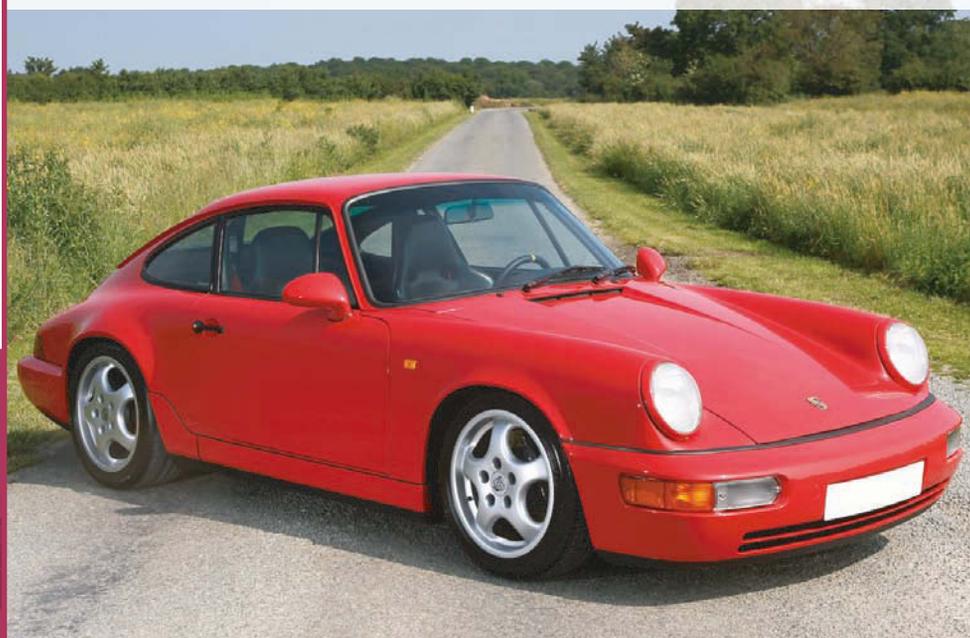
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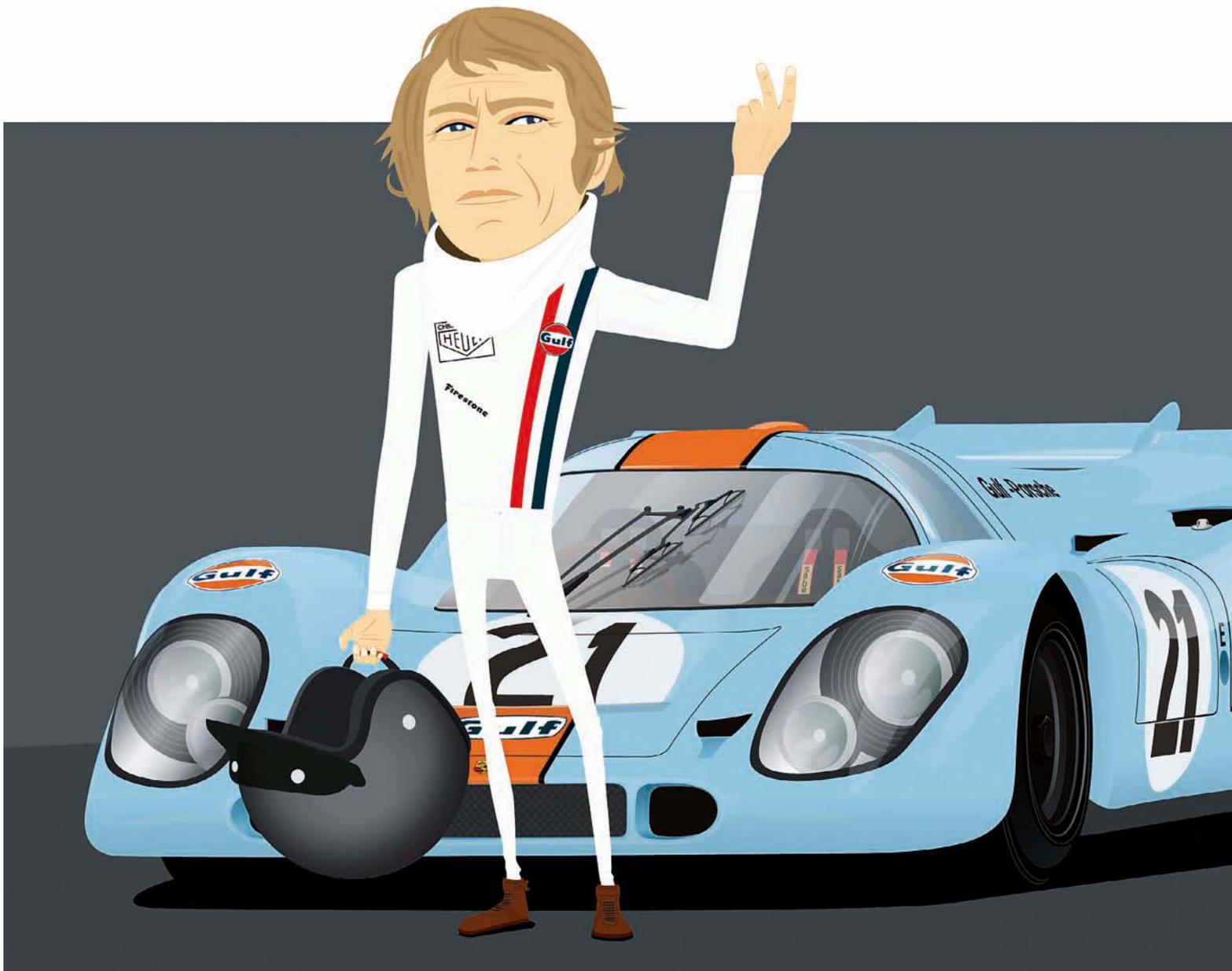
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STEVE McQUEEN

# THE MAN & LE MANS



## Porsche fanatic Steve McQueen indulged his love of fast cars and motor racing in the movie *Le Mans* but, as a new documentary highlights, its production was a near-disaster...

Story: Phillip Bingham Photography: Various Illustration: Kjetil Simonsen

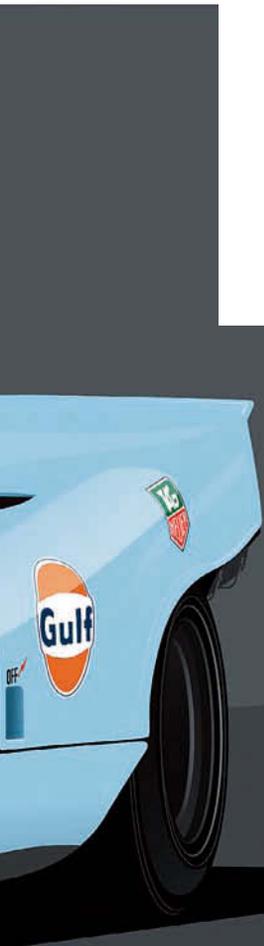
Porsches have rarely looked or sounded as glorious as the 917s in the movie *Le Mans*, but Steve McQueen's dream of producing an authentic motor racing film turned into a creative and commercial nightmare. That's the fascinating story told by a new documentary, *Steve McQueen – The Man & Le Mans*, which was shown in cinemas earlier this year and has just been released on DVD. For admirers of Porsche's 917 or Ferrari's 512, or the world's greatest motor race, or the actor known as 'The King of Cool', this documentary is a must-see. But just why does the movie *Le Mans* cast such an enduring shadow?

Previously brilliant careers were derailed in the making of *Le Mans*, fast cars wrecked in accidents, racing drivers seriously injured, and McQueen humiliated. The 40-year-old Hollywood star had intended this film to give him greater control over his career by having a stake in its production and profits, through his company Solar Productions, but by the time shooting of *Le Mans* ended, so too did his business and his marriage.

*Le Mans'* fortunes didn't improve post-production. When the film first shone out from

cinema screens in 1971, reviewers were anything but dazzled by it. Storyline, characterisation and script were all criticised as inadequate. McQueen's starring role involved so little speaking that this also disappointed reviewers. And yet, despite all these failings, *Le Mans* gradually accumulated cult status. Why? Because the creative flaw that turned-off critics and mainstream cinema-goers – McQueen's self-indulgent emphasis, above all else, on the cars and the driving – makes compulsive viewing for petrolheads.

McQueen had been openly critical of John Frankenheimer's 1966 production *Grand Prix*, with its cheap trick of speeding up the footage of cars on track, and was hell-bent on creating something more realistic. This gave him hours behind the wheel of a 917 and gifted us with the best pre-CGI racing action you'll find anywhere. At least 25 racing cars, sometimes more, were available to the makers of *Le Mans* at the French circuit in the summer of 1970, including five Porsche 917s, four Ferrari 512s, a couple of Ferrari 312Ps (not shown in the film), two Lola T70s (one sacrificed during a remote-control crash), an Alfa Romeo 33/3, and a Matra 650. One of the 917s was purchased from





the factory by Solar Productions earlier that year and another, the Porsche Salzburg team's long-tail model, was loaned for two weeks by the Porsche factory along with its driver Herbert Linge. Porsche also loaned a small fleet of 911 and 914 road cars – a nice touch for McQueen who, when he had first been able to afford a true sports car 12 years earlier, had chosen a black 1600 Porsche Super Speedster. As one of the movie's actors, Hal Hamilton, recalls in the new documentary: "We had the star. We had the drivers. We had an incredible array of technical support. We had everything. Except a script." Or, as McQueen's chief mechanic Haig Altounian put it: "We were winging it."

This was, as it sounds, a recipe for disaster. Scriptwriter Alan Trustman, who had written McQueen's two previous big hits, *The Thomas Crown Affair* and *Bullitt*, refused to comply with the actor's insistence that the hero in *Le Mans* should be a loser and after this disagreement his "phone stopped ringing." Director John Sturges, who had worked with McQueen on *The Great Escape* and *The Magnificent Seven*, argued repeatedly with McQueen about the need to introduce more of a

story into the racing action. McQueen pulled rank and he was replaced by TV programme producer Lee Katzin. Solar's collaborator in the project, Cinema Center Films – who had invested \$6m, at that point the largest-ever budget for a McQueen movie – lost patience with the script's lack of direction and threatened to pull the plug. Filming in France was suspended for two weeks while behind the scenes there were tough negotiations. Before production resumed, McQueen was forced to relinquish his creative control, his \$750,000 salary, and his share of any profits. McQueen's behaviour at this time was possibly also affected by another source of stress. His ties with his wife of 14 years, actress Neile Adams, were unravelling fast. As the co-director of the new documentary, Gabriel Clarke, puts it: "After years of quietly tolerating Steve's innumerable indiscretions, Neile revealed that she had had an affair of her own." Their son Chad recalls in the documentary his weeks at Le Mans that summer, a nine-year-old boy spellbound by his father and the many glamorous racing cars.

It wasn't just this colourful backstory, though, that inspired by the production of *Steve McQueen*

– *The Man & Le Mans*. There were also seductive rumours that more than a million feet of action footage had been recorded at Le Mans during 1970, meaning that most of it had been discarded as surplus or never even looked at. This lost footage became the documentary-maker's Holy Grail – a search fated to encounter numerous false leads and setbacks before, finally, a massive stash of film, some 400 to 600 boxes of it, was tracked down to a studio in Los Angeles where it was lying under a soundstage coated in dust.

Gems from this treasure trove enrich the documentary, interwoven with previously unseen 8mm home movie footage and sequences from the movie itself. The story is also brought alive by interviews with people who were involved in making the film – a diverse range of characters including three of the 41 racing drivers listed in the movie's credits. The racing drivers were hired by Solar to stage the high-speed racing sequences and stunts. At a time when the average Briton's pre-tax pay was about \$400 per month, Solar shelled-out \$150 per day to the drivers, plus meal allowances and travel expenses to let them go



*"I didn't know if I was  
an actor who raced or  
a racer who acted"*

home or get to races at weekends. In addition, when there were risky action sequences to be filmed, the day rate doubled. This was handsome danger money but the three drivers interviewed in the documentary – Derek Bell, David Piper, and Jonathan Williams – earned every cent of it.

Although Bell would later become synonymous with Porsche and Le Mans, at this early stage in his career he was climbing the single-seater ladder without any marque allegiance and was asked by Solar to drive a 512. One day when he was bringing the Ferrari back to the pits after staging a battle with McQueen's 917 suddenly the cockpit all around him burst into flames. As Bell struggled to release his seat harness, flames reached his open-face helmet. After ten long seconds he was finally able to open the Ferrari's door and tumble out, one side of his face bloodied and scarred by burns. In time these would heal, but not before they were a painful distraction during his pursuit of the European Formula 2 title.

Piper's misfortune was more serious still. Driving a Gulf-liveried 917 from Arnage to Maison Blanche – the same fast stretch of track where the



The image of McQueen with a Gulf-liveried 917 would become an iconic one but the movie *Le Mans* was not the success the actor had hoped for...



previous year Englishman John Woolfe had been killed in a 917 – he was caught out at high speed by a loss of grip, perhaps because of cold tyres, perhaps because of a slow puncture. The Porsche instantly snapped out of control and slammed into the track side barriers so hard it rode over them. The brutal impact tore the car apart. In the age that it took rescuers to extract Piper from the 917's twisted remains, those who'd seen the accident's aftermath feared the worst. Miraculously, Piper survived but his right leg was so badly broken that it had to be amputated below the knee.

Williams faced his greatest danger on behalf of Solar Productions by participating in the actual 24-hour race. The former Scuderia Ferrari sports car racer was tasked, along with Herbert Linge, to drive an open-top Porsche 908 camera car in the 1970 event to capture real racing action. It turned out that the modifications made to the car increased the risks.

The 3.0-litre, flat-eight-powered 908, unlike the fearsome 5.0- and 4.5-litre flat-12 917 (sometimes described as 'a 908-and-a-half') was nimble, precise, and user-friendly for pros and amateurs alike – but not when burdened with three bulky 35mm cameras, two pointing out of the back of the car and one located in a boxy fibreglass shroud halfway up its sloping nose. Williams and Linge adjusted to the 908's dulled acceleration but the altered aerodynamics and raised centre of gravity gave the car a feel they could never quite trust. There was one moment, during a downpour in the night, when Williams aquaplaned off the track and lightly brushed the barriers before returning to action with the car somehow intact.

The drivers' workload was made all the more demanding by having to constantly think about the cameras, switching them on only when there was something worth capturing, then immediately switching them off again. These distractions were necessary to preserve the precious film, but even so they had to visit the pits often to change reels.

Williams got the impression at Le Mans that McQueen was jealous of him driving Solar's car (McQueen's car!) and he "would much rather have been a participant than a spectator".

McQueen knew what he was missing because he had already raced the 908 himself. That February, he had driven the car in the Sebring 12 Hours, by far the most serious race he'd ever contested and a giant step up from the club events he'd entered in the UK in an Austin A40 and a Mini, or in the USA in his Porsche Super Speedster, Austin-Healey Sprite, and Lotus Mark XI. Entering Sebring was brave but McQueen had gone there to prepare himself for something even more outlandishly ambitious: to compete at Le Mans later that year, sharing driving duties with Jackie Stewart in a mighty 917. McQueen's dream of racing at Le Mans didn't come to fruition, but Sebring – where he shared the 908 with the independently wealthy but unquestionably talented Peter Revson – brought him a result any amateur racer would be proud of. From 15th on the grid, the 908 gradually moved up the field through the night as, one by one, the fancied runners fell by the wayside, and briefly led the race before finishing second, just 23.8 seconds behind the victorious Ferrari 512S.

The man who'd snatched victory from McQueen and Revson, Mario Andretti, made it

clear in later years that McQueen's performance had left him unimpressed. According to Andretti, Revson did the lion's share of the driving at Sebring while McQueen – handicapped by inexperience and a broken left foot in plaster – took a full two seconds more than Revson to complete each 5.2-mile lap.

Other drivers were more diplomatic. Ferrari racer Mike Parkes remarked of McQueen: "I wouldn't say he's a natural but he's certainly above average." Former Le Mans winner Masten Gregory said that when he'd raced against McQueen at Sebring he "thought he was doing bloody well".

And McQueen's view of himself? He once said of his early career "I didn't know if I was an actor who raced or a racer who acted" but in making *Le Mans* and sharing the track with world-class racing drivers he learned the hard truth. Years later he said: "It was a blood bath, that picture. It's the most dangerous thing I've ever done and I'm lucky I am still alive." And of the movie, rather than the driving, McQueen later confessed: "Unfortunately we didn't have a script. I think I was wrong about a great deal. But it's difficult to be right all the time." McQueen's ambitions as a creative director were destroyed by Le Mans but his acting career quickly recovered. When *The Towering Inferno* was released just three years later he commanded a \$1m fee plus 7.5% of the gross box office revenues, a previously unheard-of deal. He starred in another six films and turned down lead roles in others before dying from cancer in 1980, aged 50. By then *The King of Cool* had amassed a collection of 55 cars and 210 motorcycles – but after that summer in France he had never raced a car again ○



# McQUEEN

## HE WAS GOOD BUT HE WASN'T THAT GOOD...

Andrew Frankel thinks history has been kind to the McQueen legacy and says there's another car obsessed actor who better fits the description of 'cool'...

It's an image most of us will know. It's the end of the film *Le Mans* and Steve McQueen's character, standing in dirty, blood stained overalls is raising a two-fingered salute to his Ferrari-peddalling oppo. You can find it on posters, coasters, T-shirts and all kinds of other merchandise. And why not? Steve McQueen is the 'King of Cool', the man men wanted to be and women wanted to be with. Or some such tosh. The reality is somewhat different. If you know where to look, you can find an endless supply of lurid stories about the alleged 'real' Steve McQueen. But even if you sift out the nutters, the sensationalists and the clearly conflicted and stick to the more reputable, informed and first-hand sources, a picture emerges of a serial drug abuser, world class philanderer and control freak who certainly hit at least one of his wives. Which doesn't sound very cool to me at all.

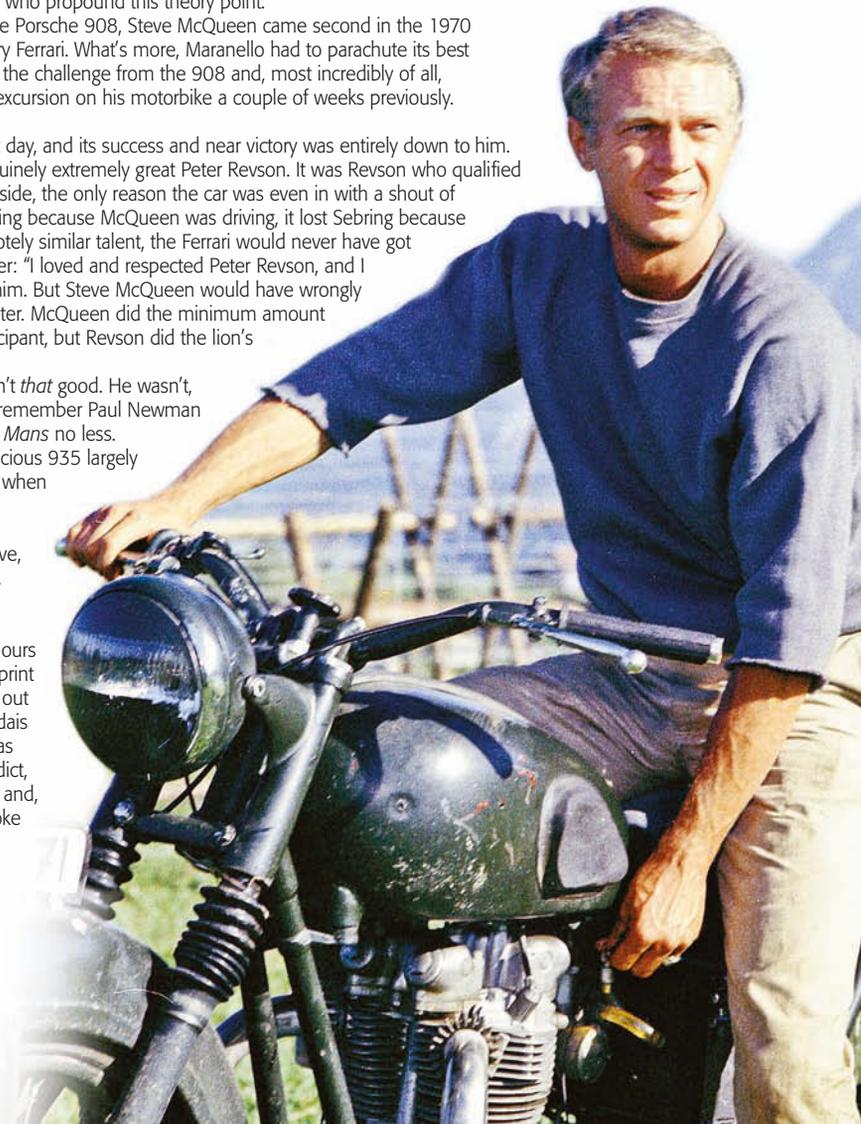
But set that aside just for now and consider Steve McQueen the driver. There is no question that McQueen was a genuine car enthusiast who had some skill behind the wheel. On two wheels in the off-road enduros in which he took part it's equally clear he had a genuine talent. No, he didn't do much riding in *The Great Escape* or much driving in *Bullitt*, but that was not his fault; it was due to his insurers. Given the chance, I have no doubt he'd have gone for it. But beyond that there is I think this sense that McQueen could have made it big in car racing, if only his career had allowed; and there is one event to which those who propound this theory point.

The bald facts are simple: driving his own privately-entered 3.0-litre Porsche 908, Steve McQueen came second in the 1970 Sebring 12-hours, just 22 seconds behind the winning 5.0-litre factory Ferrari. What's more, Maranello had to parachute its best driver – none other than Mario Andretti – into the Ferrari to stave off the challenge from the 908 and, most incredibly of all, McQueen was driving with a leg in plaster, the legacy of an off-road excursion on his motorbike a couple of weeks previously. Surely, only a driving god could do that?

Well it's true one of America's greatest drivers was in the 908 that day, and its success and near victory was entirely down to him. But it wasn't Steve McQueen, it was his team-mate, the late and genuinely extremely great Peter Revson. It was Revson who qualified the car and Revson who drove the lion's share of the race. Attrition aside, the only reason the car was even in with a shout of winning was Revson. The truth is that the 908 didn't nearly win Sebring because McQueen was driving, it lost Sebring because McQueen was driving. Had Revson been paired with anyone of remotely similar talent, the Ferrari would never have got near him. McQueen duly took the credit, causing Andretti to state later: "I loved and respected Peter Revson, and I actually felt bad for him. If anyone deserved to win that race, it was him. But Steve McQueen would have wrongly received all the accolades... he wasn't anywhere near as quick as Peter. McQueen did the minimum amount of driving required of a team-mate in order to be classified as a participant, but Revson did the lion's share." He estimated that to be eight of the 12 hours.

So some perspective is needed: McQueen was good, but he wasn't *that* good. He wasn't, I would argue, even the best A-list movie star racing driver. You may remember Paul Newman also came second driving a Porsche in a fairly major motor race – *Le Mans* no less. But instead of driving a sweet-handling 908 in the dry, he was in a vicious 935 largely in the wet. And, no, he wasn't as quick as his team-mates either, but when asked to sum up his performance, he gave up an open goal for self-promotion and simply said "I didn't drive too well today", a view not shared by either Dick Barbour or Rolf Stommelen with whom he drove, both of whom thought he held his end up just fine in the conditions. And he did it again later that year, sharing with the same drivers to come second at Watkins Glen in a full round of the World Sports Car Championship. Newman went on to finish third in the Daytona 24 Hours aged 70, won races in the Trans-Am, took podium finishes in IMSA sprint races, and won four SCCA runoffs. Even at the age of 80 he was still out there, sharing with superstars Cristiano da Matta and Sebastien Bourdais in the 2005 Daytona 24 Hours. Rather more importantly and so far as I am aware, Newman never hit anyone off camera, wasn't a drug addict, never slept around, stayed married to the same woman for 50 years and, according to the two people I know who met him, was the nicest bloke in the world once you'd got past a slightly gruff and shy exterior. You want cool? To me Paul Leonard Newman trumps Terence Steven McQueen every day of the week ◊

Story: Andrew Frankel





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# TICKET TO RIDE

So desperate was Andrew Frankel to drive a Porsche 918 Spyder, that he bought a 968 Sport in order to do so. Enter one of the strangest twin tests in *GT Porsche* history...

Story: Andrew Frankel

Photography: Richard Pardon

I accept the following statement is not going to prick tears of pity from your eyes. I know that when it comes to things worth complaining about, never having driven a Porsche 918

Spyder is not going to come high on anyone's list of reasons to feel sorry for anybody else. But there it is: I had never driven a 918 Spyder and I'd really wanted to ever since the day I stood in a room in Geneva in 2010 and watched slack jawed with the rest of the world's press as the concept – which had been kept secret until that moment – was driven onto the stage by Walter Rohrl.

But there appeared no way to do it. I had been invited on the original press launch of the car but had fallen from favour with the section editor of the newspaper I worked for at the time who replaced me with someone he liked more who promptly went and crashed the car. And that was it: it was not the kind of car Porsche kept on its press fleet and I could see no other way of making its acquaintance. And then, a few weeks ago, an email popped into my inbox. It was from Porsche, inviting me to Scotland to drive some of its more interesting recent products, including a 918. I was beside myself with excitement... at least until I reached the cruel twist at the end of the letter. The invitation was open only to journalists who owned Porsches and, shame faced as I am as I write it, I could not count myself among their number.

So I rang Porsche. What if I borrowed a press



*I'd like to tell you  
what it was like when  
the novelty wore off,  
but it never did*

car? Forget it. What if I borrowed a car belonging to friend or family? If it were not actually my car the invitation did not apply. So the choice really did come down to spending another unspecified number of years quietly fuming about never having driven a 918, or buying a Porsche. If you have stayed with me this long, you will know already which way that decision went.

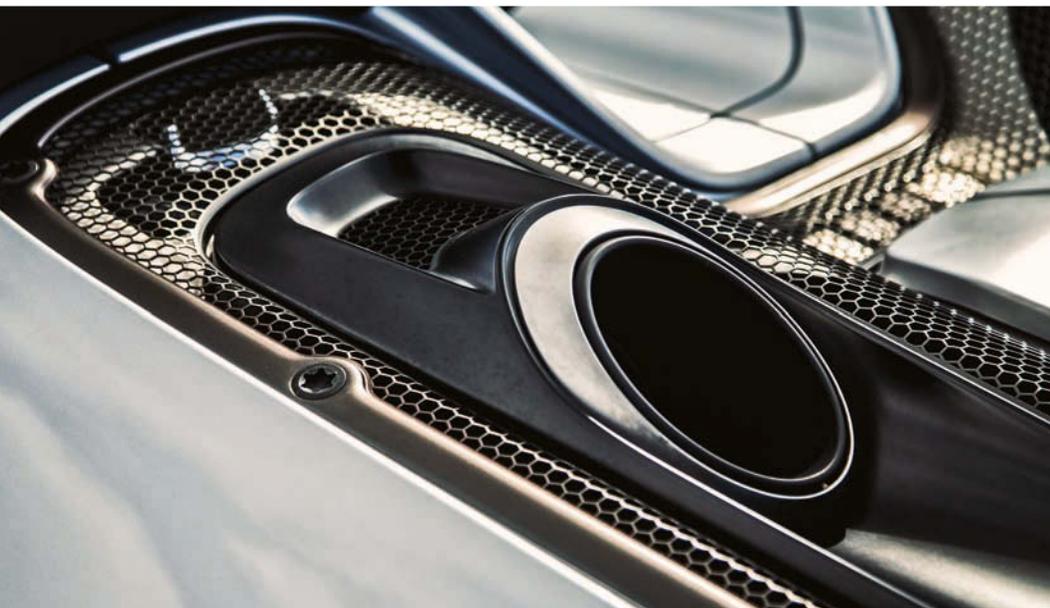
The obvious choice was to go and find a 20-year-old Boxster. It would be cheap, probably survive the trip and while it would be by some distance the most humble Porsche there gathered, what would I care if it got me behind the wheel of a 918? But then and for unrelated reasons, I went to see one of my oldest friends, a heart doctor on the Isle of Wight. Over a pint and apropos of nothing I asked if he still had his old 968 Sport. "Yes, I do," he replied, "but it never gets used and if someone made me a half decent offer, I'd probably get rid of it." Light bulbs starting pinging into life between my ears.

The story of the car itself has commenced on the *Long Term Fleet* pages of this magazine (*GT 07/16*) so you may know already that I've known the car almost all its life, that my chum bought it from my brother and that Porsche's chief technician proclaimed after a couple of hours crawling all over it: "If you don't buy it, I will." So we will skip that bit and scroll forward to a hotel car park in Pitlochry where Porsche's sublime hypercar met my very scruffy, somewhat moth-eaten new motor. 918 versus 968: doesn't sound so very different if you put it like that, does it?

What do these two have in common? They bear the same badge, the same number of wheels and normally aspirated engines. Thereafter, I confess to struggling a little: when I pit some modern car against one of its forebears, I'm looking for something in one that inspired the other, some thread of continuity that creates a connection, however long, that directly links the two of them. Fat chance here. It's like asking David Gandy and a tramp to compare modelling tips.

They are both Porsches and that is that. One has a mid-mounted race-derived 4.6-litre V8 coupled to a hybrid drive to direct 887hp to all four wheels, the other a front-engine 3.0-litre four-cylinder machine with 240hp whose only real technical point of interest is the location of its gearbox between its rear wheels to even up the weight distribution. Technologically it's HAL going up against an abacus. So you know what comes next: this is the bit where I tell you that against all the odds a 968 bought for less money than you'd pay for a family hatch can not only







*However wonderful driving someone else's 918 is, I actually feel luckier to own my own Porsche again*



hold a candle to a car worth a million pounds, but actually prove as much fun to drive.

Well, I hate to mess with the Hollywood ending but that's not quite what it was like. I took the 968 out first: Porsche had done a precautionary cam belt change just before it left for Scotland and before then I'd merely tootled about it in it, because a broken cam belt is a broken engine. But now I could let it loose and, my, what a disappointment it was. It didn't want to rev, it sounded coarse and strained when I did eventually coax the engine above 5000rpm and its performance was modest to say the least. There didn't appear to be anything wrong in it, it just seemed very slow... slow enough to make me think we'd come even further than I'd thought in the 22 years since it was built. I'd have been crestfallen were there not a 918 waiting for me. Sneakily I'd turned up in Scotland a full day before my other colleagues who'd need to take turns behind its wheel. I had it to myself.

Even if you're lucky enough to drive everything (this was the same event at which I drove the 911 R featured last month), there is nothing to prepare you for what this car is like when it lets rip. The combination of that power and all-wheel drive to dump it all on the Tarmac, is enough to make you gasp. When I found 'race mode', lit it up in second gear and then eased off, I was left with the sound of crazed laughter, not just my own but that of those in the camera car behind, transmitted over our car- to-car radio.

I'd like to tell you what it was like when the novelty wore off, but the truth is it never did. Even when I drove it for the final time, late the following day, it had lost none of its capacity to amaze and excite in a straight line. As for its cornering ability, I really couldn't tell without

driving it on a race track. Up in Scotland it went instantly and accurately wherever you pointed it at whatever speed. The idea of driving it fast enough to inadvertently unstuck it on a public road is preposterous, not to mention insane.

I slunk back to the 968, delighted at last to have made the 918's acquaintance, but confronted with as stark a Riviera blue reminder of the real world in which I actually live. I didn't feel like driving it fast after that. So I went for what I'd decided would be a long, slow amble drive – some quality time with my new old machine in the hope we could find a way of getting on for long enough to make something of the weekend before I got it home and sold it.

Almost at once, and even after a 918, I started to find things to appreciate. The Club Sport steering wheel (all 968 Sports are Club Sports with Club Sport chassis numbers) is one of Porsche's finest; the steering feel of a 968 as good as any power assisted 911's. The gear change, while heavy, is superb despite the distance from the actual transmission to the lever in your hand. However it is the car's dimensions that really inspires confidence: it feels half the width of the 918 and no wider than a modern family hatch. You can line up corners without ever leaving the correct side of the road and know that however narrow the road may be, so long as there is a white line along its middle there will always be space to pass anything coming the other way without even having to lift and think about it.

And what was this? Was it not quite so gutless after all? Either someone had put some jungle juice in the tank while I was in the 918, or the 968 was starting to find some form. I'm not sure why I was so surprised: last year I'd done a road rally in an old classic Mercedes that had been a museum piece for years and that took two days to clear out all the rubbish that had built up in its engine after so many stagnant years. And the 968 was not so different, doing fewer miles in the last ten years than I often rack up in a week on the road. As soon as I twigged, my plan to drive it gently went out of the window. A hundred hard driven miles later it was a different car, the car I hoped it would be. Later it proved able to keep up with an uncommonly well-driven and healthy 996, suggesting that every horsepower it ever had remains in residence under its bonnet.

I thought all further opportunity to compare it to the 918 had gone: the following day dawned full of journalists, each itching to get behind its wheel and after the time I'd already had it, I was quite rightly at the back of the queue. But as the 918 headed off on a route across Scotland to the Isle of Skye I was able to leave directly behind, amused by the idea of just how little time it would take for the Porsche hypercar to turn my tatty old 968 into a speck in its mirror. But it never happened. Despite the competent driver at its wheel, such was the width of the 918 and the limitation of left-hand drive on those fast but narrow roads, that its enormous performance advantage was simply negated. And while the





918 had to be guided with great precision through each turn, I could lob the 968 just as I used to lob Club Sports when they were new all those years ago, and trust its phenomenal balance to always keep it pointing in the right direction. It did not disappoint. By the time we arrived at the coffee stop fully ten minutes before any other Porsche, I now glowed with pride over a car that, just 24 hours earlier, had been a fairly profound disappointment to me.

Of course none of this should be seen to diminish the 918. Its point-to-point pace in Scotland said everything about the kind of roads we were on and the imperative to keep its carbon bodywork unmarked and nothing about how fast it really is, nor how mesmerizingly good it is to drive. But here's the thing. Almost none of us can afford a 918 and almost all of us can afford a 968 or similar, and the very salient lesson I learned in Scotland is that however wonderful driving someone else's 918 undoubtedly is, I actually feel luckier to own my own Porsche

again. Which presents something of a problem: my plan had only ever been to buy the 968 as a ticket to ride in a 918 and then get out, hopefully with the shirt still on my back. In my normal life I don't really have time for a recreational Porsche, which is why I sold my old one all those years back. To keep it will mean selling something else or evicting from the garage the old Land Rover in which I passed my driving test.

My current thinking is to duck the issue, give it to someone who'll give it a cosmetic cuddle so its exterior appearance is at least commensurate with the actual condition of the car underneath. That should delay the need to make a decision for a month or three but it is also likely to return the car to me in a state that will make me want to keep it more even more. Besides I am mindful of the fact that without it I still wouldn't have driven a 918. I feel both oddly in its debt and that there are more adventures we could still have together. In short, while my mind is not yet made up, I expect this car will be with me for a while yet ◊

## 918 SPYDER

**ENGINE:** Parallel full hybrid: 4593cc V8, hybrid module with electric motor and decoupler, transmission on front axle

**TRANSMISSION:** Seven-speed PDK, rear-wheel drive

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

**CHASSIS:** Aluminium double wishbone axle (front), multi-link axle with electric rear-wheel steering (rear)

**WEIGHT:** 1674kg

**PERFORMANCE:**

**Power:** 608hp @ 8700 rpm (887hp combined)

**Torque:** 398lb ft @ 6700 rpm (944lb ft combined)

**Top Speed:** 214mph

**0-62mph:** 2.6 seconds

**Fuel Consumption:** 91mpg

**Co<sub>2</sub>:** 72g/km

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# The Ultimate Tribute

Backdating 911s to make them look like older models – in particular the iconic RS – is proving as popular as ever, as this re-creation based on a 1978 SC proves...

Story: Louise Woodhams  
Photography: Matt Woods





A well-executed backdate is nothing to be sniffed at, especially when you're talking about a Carrera 2.7 RS, which was first unveiled to the world at the 1972 Paris Auto Show. The homologation special allowed Porsche to race in the Group 4 GT series and now it's considered by many to be the greatest 911 ever produced with good examples fetching well over half a million pounds. When you consider that Nationwide estimates an average home in the UK is now worth £204,368, not too many people are going to be throwing over double that at an old Porsche.

With the price of the original 2.7 RS cars now beyond the reach of the everyday enthusiast, it's no wonder there's an increasingly popular trend towards modifying early cars to replicate this iconic 911. The only down side is that the value of pre-'73 cars are now starting to increase, which also puts people off wanting to change the original specification, and probably goes to explain the reason why we're seeing an increase in lower value later and less loved 911s being backdated.

So, if you do fancy a replica RS, you've got two choices: either find an early car that's a complete



basket case or buy one already converted. This very fine example, based on a silver 1978 3.2 SC was built by founder of independent Porsche specialist Pro-9, Simon Evans. He bought the car before values started to increase and he would now advise people to purchase a backdate.

Simon takes up the story: "My objective for this project was to see how close I could get to an RS replica with an SC. I bought this 911 in 2007 from a lady on eBay for £5000 – they weren't selling as well as they are now. Today you are looking at around £30,000 to £40,000 for an early SC and prices seem to be rising, which is a lot of money to spend before you even begin changing the bodywork, chassis and engine."

Fortunately for Simon, he managed to get his hands on a good example. The front wings were rotten but they were going to be swapped out anyway. He begun by stripping the car down to a rolling shell, including the engine and gearbox, which he sold off with any other parts that would give away the car's origins. The shell and new body components were then repainted in stunning Blood orange. The colour sets off the contrasting black RS decal set and period-correct Porsche Fuchs alloys perfectly. And for those that

think the only colour that can truly work on a 911 RS is white, this is proof you're wrong.

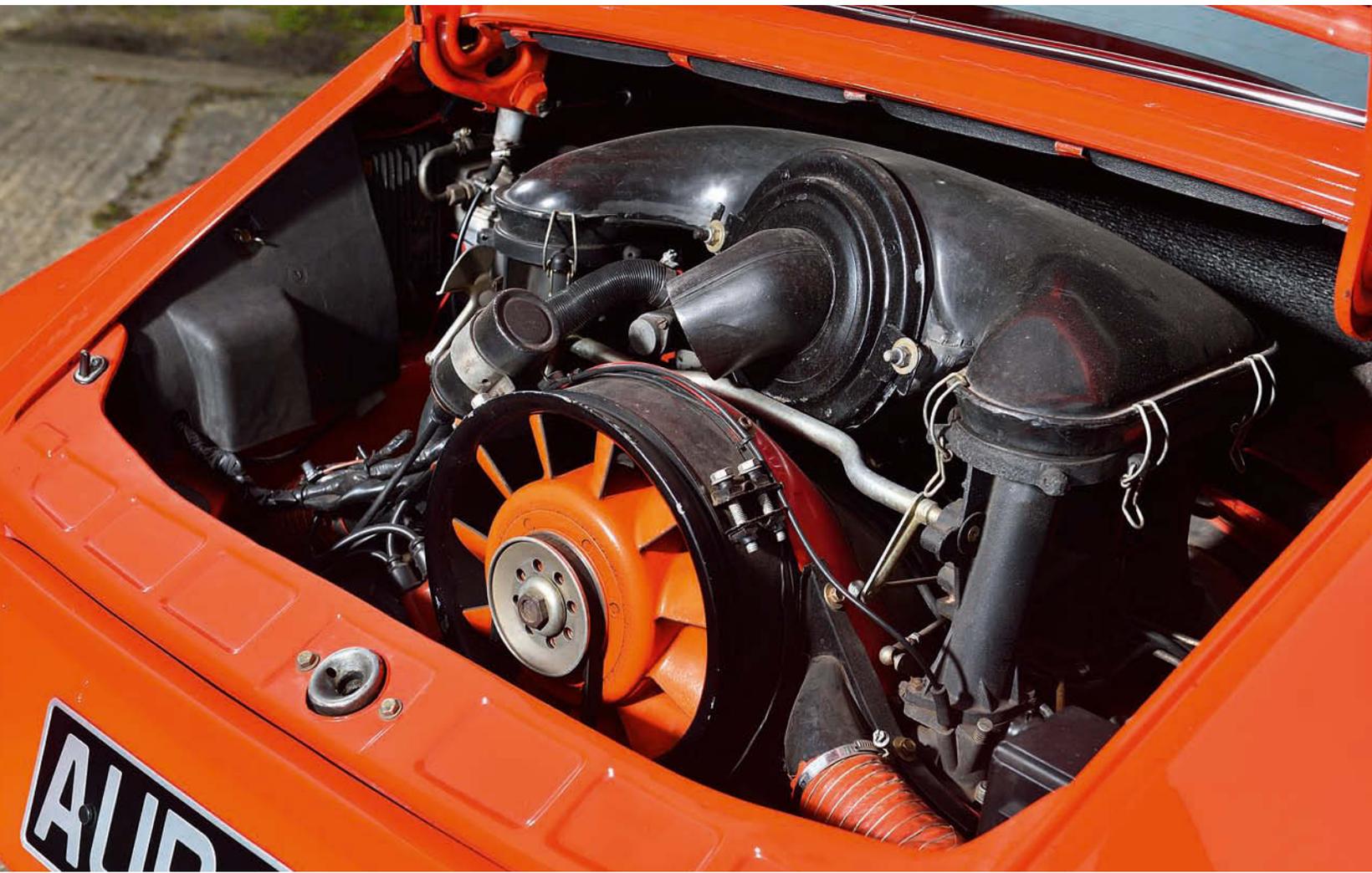
The heavy original bumpers have been replaced with the lighter RS fibreglass items and, of course, no backdate would be complete without the infamous RS ducktail. To accommodate the longer steel bonnet, which was sourced from a Californian car, Simon also fitted the correct RS slam panel, while new sills and kidney bowls were fitted to add structural integrity.

The weight-loss programme continues inside with a lightweight carpet set, RS door panels and seats, Willans three-point harnesses, and Momo's classic-look Prototipo steering wheel. The headlining was also replaced. "The only way you could tell this car isn't a genuine RS is by the fascia on the dashboard, which is black instead of chrome, but you've got to draw the line somewhere," says Simon. "Besides, you'd have to be a real aficionado to spot that!"

The original RS was based around the 2.4 911S bored out to 2687cc, which enabled it to achieve 210hp at 6300rpm. So Simon sourced the correct mechanical injection engine that had survived from a race car after it rolled at Donington Park. Handily for Simon, it had just been rebuilt and

*"My objective for this project was to see how close I could get to an RS replica with an SC"*





AUR

Originally built by Pro-9, this 911 has since been taken care of by PIE Performance in Suffolk...



*“Visually, inside and out, I managed to get this car as near to an RS as I could”*



it was not highly modified, so it has a useable torque band making it suitable for every day driving. “As I needed it to look as close to the 1972/73 car as possible I had to adapt the electrical system and relocate the fuel pump from the front to the rear. I also placed the two 12-volt batteries, one either side of the spare wheel, again to keep it looking period-correct, and to also create better front-to-rear balance.”

Spent gases exit via an SSI exhaust which has been specially mounted so that the rear box sits three inches beneath the rear bumper, as it does on the original, and it's been tuned to around 190hp, which is more than adequate for a car this light. Power is transmitted via a 915 five-speed gearbox taken from a 1972/73 car which, unlike the later transmissions that were suited to higher torque engines, have ratios that are ideal for this car's low-down power delivery.

Chassis-wise it's been fully polybushed throughout, the car's torsion bars have been replaced for Turbo items, the shocks upgraded to adjustable Konis, and a strut brace has been fitted to better support the front shock towers, which are not well supported in the early 911 and are its Achilles' heel when it comes to handling. As a result the driving experience has

changed completely; with body flex all but eliminated it doesn't wriggle and writhe in the corners. The stiffer body gives you the confidence to push harder without worrying you'll end up in the scenery.

The brakes play in big part in this transformation, too. Due to the fact the cast iron callipers were in poor condition, Simon decided to upgrade them to Brembos, jumping from two-pot to four-pot up front which had to be adapted to fit behind the 15-inch wheels. He also fitted larger cross-drilled discs, new pads and braided brake pipes. Hopefully you're now beginning to realise that there's not many other RS re-creations that go to these lengths when it comes to the minute details – Simon's even reverted to a non-servo pedalbox.

“Visually, inside and out, I managed to get this car as near to an RS as I could. Everybody who came into the shop loved it, and it got me a lot of work because of the standard of workmanship that it demonstrated. If people were unsure of what to do with their interior or exterior, or how they wanted their car to sound or handle, they could take inspiration from it. We sold it in 2012 for £25,000 to fund other projects. I suppose if I'd kept it I could have now sold it for over three

times as much, but I enjoyed building it.”

There are a lot of backdates out there, but none have quite gone to this level of detail. From the MFI engine to the correct washer jets and the positioning of the twin battery boxes, the time and expense that has been ploughed into this nut and bolt restoration is astonishing. It's also stood the test of time. Having been looked after by PIE Performance for the past four years it's now up for sale again and, despite being a daily, current owner Chris Lansbury (managing director at PIE Performance) says it looks and handles just as good as it did when it first came to the company.

No one likes to see an aerokit and a GT3 badge slapped on a 996, but whatever your stance on originality there's no denying this car is very special indeed. Many backdates are based on later 911 models now, and are missing many of the period-correct features. This example is different. Lovingly created by the hand of a true Porsche enthusiast with an obsession for detail, the end result is arguably better than when the car left the factory all those years ago. With the MFI engine, revised and stiffened suspension, larger brakes, the iconic RS body styling and the interior backdated to match, we wonder how many purists would really spot that it's actually an SC ○

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# Shadow **Boxing**

The Boxster is 20 years old this year. To celebrate we bring together the original 2.5-litre 986 with its new four-cylinder turbocharged descendant – the 718.

Story: Simon Jackson Photography: Matt Woods

In some regards it is difficult to recall a time at Porsche before the Boxster, such has been its influence over the past two decades. Take yourself back to 1993 if you will. You can still buy a 928 or 968 from your local Porsche dealership, and across the showroom floor there's a 911 in the form of the aging 964. At the Frankfurt show that year, Porsche whipped the silks off the 993, debuting its fresh 911 to the world for the first time. But later that same year in Detroit an arguably far more important car was revealed; a slickly styled mid-engined two-seat roadster concept car called the Boxster. This progressive offering was exactly what Porsche

needed; a car that shared parts with what we now know was the 996, it offered an affordable entry-level prospect worthy of the Porsche badge.

The Boxster was important for two main reasons; firstly it would reinvent the prospect of an entry-level Porsche for the modern era, terminating the run of transaxle cars. Secondly, and perhaps most vital of all, it would act as a cash cow, saving Porsche from utter financial ruin. The dire state of Porsche's financial affairs in the early 1990s were not to be underestimated. A tired product range had contributed to sliding sales, and to make matters worse Porsche was losing on the race track too.







Systemic failures meant a total overhaul of Porsche's organisation and working practices was required, and that's exactly what they got. The business went through a severe streamlining process, giving birth to both new working practices and what was termed internally as the 'New Generation' of Porsche cars. The new dawn of the water-cooled era was imminent.

Porsche had been working on a 'Type 984' or 'Porsche Junior' prospect since the late 1980s, but precisely what form this potential new Porsche starter car might take was unclear. That it would be a roadster or Panamera-style vehicle of some sort seemed inevitable. Driven largely by cost implications, Porsche investigated the idea of a new roadster sharing components with the 996, a new-generation of 911 already in gestation at the firm. It realised that if the two cars could share a commonality of parts from the tips of their noses back to their windscreens, then the bulk of the cost in developing a new 'Type 984' car could largely be swallowed by the 996 project. The two cars would ultimately share wings, instrument panels, front suspension, doors, crash safety elements, even headlamps, all on the basis of a scale of economies.

From the seats backward the two cars would differ, but in sharing those forward components they'd operate as efficiently as possible without requiring Porsche to source a large number of parts externally, yet it did draft in the help of other manufacturers. For Porsche's new roadster BMW pressed the bodypanels, Audi donated a gearbox, and then there were the hoards of parts shared with the 996. But Porsche knew that for this synergism between 911 and roadster to work, the future 911 had to lead proceedings, and so it did. In early 1992 the project was given the green light and the 984 became the 986, the number six representing the year it would arrive in our lives – the Boxster was born.

Designing two cars from the premise of one did have its limitations. Primarily it demanded a certain level of give and take in the design studio, led by Harm Lagaay, and regular trade-off meetings between the two projects' lead protagonists. Both the Boxster and 996 did, however, advance forward together through the pre-production phases, sharing front-end exterior and chassis components. The 986 adopted a strut suspension setup but its chassis

## 986: 1996-2004

Porsche's new entry-level mid-engined convertible arrives and saves the brand from financial devastation. Its 996 styling splits opinion, but a fantastic chassis means some prefer it to modern 911s. Early flat-six 2.5-litre boxer engines replaced by a 2.7 for 2000, the 3.2 S launched at the same time is the pick though. Face-lifted in 2003, Porsche sold more than 160,000 986 Boxsters globally between 1996 and 2004.





design was one that Porsche invested much time and money into. Building two separate cars in this modular fashion did not mean one would have to be compromised in its eyes. Today, modular platform design, even across brands, is commonplace and serves now, as it did then, to cut manufacturing costs. In total the final Boxster design would share 36 percent of its components with the 996. Above all else though the Boxster, unlike the 914 or 924 before it, had to stand independently tall in its own right as a 'proper Porsche', not a compromised product or a 911 spin-off – Porsche had learned the lessons of its past. That the concept version of the Boxster received such a hot reception must have been a huge relief for Lagaay, but more so for Porsche as a whole which desperately needed a sales hit on its hands.

In light of the current debate surrounding the four-cylinder 718 Boxster, which we'll come back to later, it's interesting to remember that the 986 very nearly went down the same engine path. With one eye on costs and the other on wishing to move away from the four-cylinder engines of

its transaxle era, Porsche developed a four-cylinder motor in unison with a six-cylinder water-cooled engine for the Boxster. Right up until the last knockings of its development, a four-cylinder 986 remained a very real possibility. Ultimately, though, Porsche decided that some costs were worth swallowing, and the expenditure involved in keeping a traditional number of cylinders was one of them. So, the Boxster would sing from six, not four cylinders via its newly-developed 2.5-litre flat-six horizontal engine – a fresh concept for the brand.

The engine's design wasn't the only thing Porsche was tentatively introducing for the first time though, for all the positive feedback on the concept car there was no guarantee the finished 986 of 1996 would itself be well received as a final product. Rumbblings over a clash with the 911's customer base were managed, so too the question of the new car's image. Long before its release, Porsche had gone to great lengths to carefully position the gender split and demographic of prospective Boxster purchasers. This was not a car solely for women so said



## 987: 2005-2012

Heavily revised 987 launches with 2.7- and 3.2-litre engines. It mimics the 997's interior and is a real step up in quality. Cayman's VarioCam Plus engines replace the originals in 2007. 2009 welcomes new 2.9-litre and 3.4-litre engines. Spyder of 2010 the lightest production Porsche available at the time and hints there might be more to come from the Boxster in future.





Porsche. It also hoped that the 986 would attract a younger, edgier clientele than those who had typically purchased its 944.

Revisiting the original 2.5-litre Boxster today, 20 years on from its launch, it's clear to see the influences of what went before it. Open-top roadsters have strong roots in the English classic car scene; MGBs and Spitfires influenced the design of Mazda's front-engined rear-wheel drive MX-5, born in the late 1980s, which in many respects reinvented the roadster for the modern era. For Porsche there was an obvious effort to ensure this car stood up as a Porsche in its own right, but at the same time it had to appeal to the general market, namely people who might compare it to rivals created in the time-honoured fashion of those aforementioned roadsters, and modern interpretations too, such as BMW's Z3.

Perhaps it will come as little surprise to learn that, today, the early 2.5-litre car is the most affordable Boxster of all on the second-hand market. For that reason, but also for the reason that it represents the original recipe, it seemed only right to unite it with its latest descendant – the 718 Boxster.

Jump into an early 2.5-litre Boxster, such as the 1999 example you see here (sourced and serviced by Suffolk-based Pie Performance) and you're greeted by a 1990s period Porsche aesthetic. Dominating the cabin is a sizeable 993-style steering wheel that faces seats designed

to accommodate a broad spectrum of drivers of all shapes and sizes, and as a result they're not the figure hugging affairs they might be. There's a heightened sense of exposure from the driver's seat – in the true sense of a roadster you really feel part of your surroundings with the roof stowed, it's as if you're almost able to reach out and touch the scenery.

On a practical level retracting and fastening the hood is a breeze (literally), although it does require a bit of manual labour to bookend the procedure. This car is a five-speed Tiptronic, which when mated to the 2.5-litre engine does not make for racey performance, but this combination should not be discounted. Yes, the entry-level 2.5-litre engine came in for some stick when it was new, and yes both the later 2.7-litre and 3.2-litre engines are more spirited but in today's world this 200hp 2.5-litre flat-six in combination with the aforementioned automatic gearbox presents a relaxed cruiser – a 50mph country lane companion, not a car you'll hammer through twisting bends.

This setup is sluggish at worst, at best it requires the driver to work it through the gearbox to keep it in the power band, but as a cruiser of the MGB and MX-5's ilk, it remains enjoyable to use. If you're looking for earth-shattering performance, look elsewhere, as an original 2.5-litre Boxster in contemporary times is not the outright sports car it was intended as back in '96.

However, it's a common misconception that you must be travelling quickly in a car to have fun, and never has this been more apparent in Porsche terms than at the wheel of an early Boxster. As an overall package it still has something to offer the enthusiast; the chassis is eminently pliant, steering feel reminds one of what is missing from so many overly assisted modern cars, and the brakes cope with the available power perfectly.

You do feel that a few tweaks here and there, though, could bring this package to life but ultimately this is an exceedingly useable car, the sort of vehicle you'd take out on a sunny Sunday or something you might use as transport for a touring holiday. It's impossible to push modern performance sports car to their limits, but not so in something like this 986. It offers the thrill of open top Porsche motoring without the urgency or cost implications that can make this kind of car both less relaxing and financially inhibitive.

It is possible to see the lineage of the original Boxster in the latest incarnation. Both cars are Porsche roadsters first and foremost so they share a certain level of chemistry and familiarity. However, what is instantly apparent with this new variant is that in performance terms it sits far closer to its 911 equivalent than the original 986 ever did to the 996 of the late 1990s. The modern Boxster is certainly more of a performance-orientated sports car today, which

*Although the pair share a certain commonality, they're miles apart in the job they do*



demonstrates just how far Porsche's two-seater has come, and that's in spite of the recent changes to its genetic makeup.

In the intervening period between the 986 and 718, Boxster evolution has moved on apace. Porsche was quick to replace the entry-level 2.5- with a 2.7-litre engine, adding spice to the Boxster package, and then there was the superior 3.2-litre S engine which joined proceedings too. Later, to evolve the concept further still, all sorts of engine, chassis and model options adorned the Boxster, with the Spyder variants being particularly worthy of note. Largely, though, the essence of the roadster has remained the same for two decades... until now you might argue, with the addition of 2.0- and 2.5-litre four-cylinder turbocharged engines to the Boxster. That the 986 came close to running a four-cylinder engine over 20 years ago suggests that Porsche had always been open to the concept of a Boxster missing

two of its cylinders. In changing its powerplant Porsche has altered the character of the car, but if you'd never driven a Boxster before stepping into a 718 you'd struggle to understand the viewpoint of those arguing against the switch. This latest Boxster remains a quick, practical and useable prospect, a sports car of perfect dimensions offering a package that, even with the controversial four-cylinder engines, rival brands are finding tough to match. There's much pleasure to be had from behind the wheel of the 718 Boxster.

With such a radical change under the skin, the styling refresh of this new Boxster is on the subtle side, but look closer and there have been nips and tucks made. At first I wasn't sure about them, but they do indeed serve to freshen the car and work harmoniously. Inside, the cabin remains more on a level with the 911 than ever before; there are few harsh surfaces or low quality materials in use here – it's all plush Porsche.

Unlike that of the 986, the 718's driving position is low and snug, which serves to ensure you feel part of a car that shrinks around you, you're not sat atop it. Likewise the 718's chassis simply carries over the sublime mix of capability and composure that made its predecessor, the 981, shine. In fact, the 718 is even better than the 981 in this area. This entry-level 2.0-litre Boxster then, as a package, is hard to fault. It's fun to drive, the chassis is beautifully balanced, it is ergonomically sweet and it looks good too. But we haven't mentioned the engine yet, have we?

It seems unfair to criticise a car as dynamic and adept as the 718 Boxster solely on the noise its turbocharged engine produces, but it's not just the noise of this new mill that may cause concern, its very character is radically different to the old naturally aspirated engines that have gone before. It is not a bad engine for it is both capable (quick) and economical (we recorded



## 981: 2012-2016

Its first major overhaul since 1996. Overall quality and chassis dynamics have moved on and a 265hp 2.7-litre engine is the entry-level offering, but the 3.4-litre S makes the most of the chassis. With a longer wheelbase, wider track, light weight and its styling taking cues from the 991, it's well resolved. Spyder of 2015 uses 911 Carrera engine (manual only) – a topless Cayman GT4 without the Motorsport department's input, it's the quickest Boxster yet.



mpg figures in the 30s during mixed driving). What it is not, however, is particularly tuneful. In the early part of the rev range the 2.0-litre engine sounds reminiscent of air-cooled engines of old, after 3000rpm its burble takes on a deeper, throatier noise – and it's not a pleasant one.

At the top end it is undeniably loud, with or without this car's sports pipes switched on it has the feel of an aftermarket exhaust system – not terrible, just not OEM. Personally I prefer the theatre of the old six-shooter's noise, but you may not, for this new audio accompaniment is not horrific, it is just different. Likewise the power it delivers is abundant. The 300hp now at your command is completely useable and torque features pretty much everywhere through the rev range, such is the peppy nature of a force-induced engine. What it lacks in overall character, then, it makes up for in sheer ability in a direct comparison with its old 2.7-litre counterpart.

If you've never driven the old car you'll likely love this 718 Boxster, but for those who have experience of the 981 there will be a period of adjustment required. However it is certainly true that the more you drive this new 718 roadster the more it endears itself to you. Would we prefer the noise and character of a normally aspirated six-cylinder engine in this car? Of course, but it's a choice modern progress and legislation will not permit. Perhaps we'll just have to get used to this new era and the new way of doing things.

Compare the latest 718 Boxster with its 986 counterpart of 20 years ago and although the pair share a certain commonality, they are miles apart in the job they each do. Without doubt the new car is a performance tool, a car capable of mixing it with the bigger boys and certainly not lacking in all round ability. Some, however, will argue that it's missing a little Porsche soul.

Naturally the original Boxster is showing its age now, but while it does not feel like a thoroughbred sports car as one might hope, it still has plenty to offer the enthusiast. Much like the comparison between air- and water-cooled 911s, these two cars are in many ways night and day in the unique driving experiences they offer. What they neatly illustrate, though, is that in the last two decades the Boxster has become a legitimate and valued member of the Porsche model line-up. That it is set to remain that way seems absolutely certain ○

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## 718: 2016-

A new name for a new era. The '718' moniker comes from Porsche's 1950s racers. Both 2.0- and 2.5-litre (S) engines are now turbocharged flat-fours, the first time we've seen a four-cylinder Boxster – it divides opinion. Boxster S gets the VTG system from the 911 Turbo and is good for 350hp. As a package it remains a class-leader, the chassis is still brilliant, the engine's driveability and noise are distinct from Boxsters of old.



ONE  
YEAR  
AGO  
AUGUST  
2015



A year ago we celebrated Porsche's win at Le Mans. Andrew Frankel said: "How much better must it feel not simply to have won, but to have won without qualification?" Also in this issue we got behind the wheel of the 993 Carrera RS to celebrate its 20th birthday, stating: "Predictable, calculated and organic, it is one of the most pleasant RS models to steer." We also took an Apple green 930 Turbo for a spin, looked into the history of the 936, and explored what the 924, 944 and 968 had to offer. There was also sage advice on corrosion on classic and contemporary models. Last but not least, our cover car was a beautifully restored 911S 2.2. We asked: "Is this the perfect classic Porsche?"

FIVE  
YEARS  
AGO  
AUGUST  
2011



The new 911, the 991, dominated our cover five years ago. The car was undergoing its final extreme weather tests at the time. Contributor Richard Meaden said: "It's been a fascinating and hugely frustrating insight into the new 911. Fascinating because so much has changed. Frustrating because I haven't been able to confirm nor feel what those changes mean first-hand." Also in this issue we put together four variants of RS 911s, finding: "The core RS DNA runs through them all, with the same adjectives coming to you every time you describe the process of driving." We also got behind the wheel of the 620hp 997 GT2 RS, and pitched the Gen 1 and Gen 2 997 GT3 RS against one another.

TEN  
YEARS  
AGO  
AUGUST  
2006



A decade ago we put the 996 Turbo against the 996 GT2, finding: "Despite the proximity of their used values, a 996 Turbo and GT2 couldn't be further apart in terms of a driving experience." We also put a GT2 RS 650 Evolution up against a reworked 996 Turbo, burning clutches all in the name of speed. The new 997 GT3 RS also featured heavily in the issue. Its details had just been announced and we liked it, saying: "As a track day car it will be untouchable, but with a £94k price sticker, it will certainly need to be." Elsewhere in the issue we explored Paragon's 962-03C during its first test for new owner Mark Sumpter, and continuing the motorsport theme we took an in-depth look at the Targa Florio.



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# long-term fleet

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

*Jack Wood*

**2015 981 Cayman GT4, 2010 997 GTS and 2004 996 GT3**

[@Jackkwood](#)



*Matt Biggs*

**1986 924 S, 1981 911 SC and 2005 987 Boxster S**

[@PawnSacrifice](#)



*Andrew Frankel*  
**1994 968 Sport**

[@Andrew\\_Frankel](#)



*Ryan Stewart*  
**2007 987 Cayman S**

[@RyanStewart](#)



*Martin Spain*  
**2002 996 Turbo**

[@MartinSpain](#)



*Rich Duisberg*  
**1994 968 Sport**

[@TheDuisbergKid](#)



*Martyn Morgan-Jones*  
**1986 924 S**

[@MartynMJones1](#)



*Rob Richardson*  
**1978 911 SC**

[@Racereightysix](#)



# long-term fleet



## 987 CAYMAN S

They say that wheels for cars are sort of like shoes for people: they give you a clue as to the intentions of the vehicle and the style of the owner. Plus, a change of wheels can give a totally new look without altering anything else. I have a lot of shoes so, unsurprisingly, I like to change my wheels pretty often, too.

Previously I'd opted for US firm fifteen52's Tarmac wheel, so when I heard the company was releasing a new mesh design in the same fitment, I just had to get a set. Fifteen52 is based out of California and their designs may be familiar to you if you've seen any of the famous Ken Block *Gymkhana* videos. This latest design, dubbed 'Formula GT', is a concave mesh style that suits the Cayman's shape perfectly.

The sizes I have gone for are 8.5x19 inches and 9.5x19 inches, front and

rear respectively, finished in matt grey to complement the Polar silver paintwork. fifteen52 offer the Formula GT in anything up to a monster 12x20-inch size so it should suit bigger models like the Panamera and Cayenne, too. Being a mesh type wheel the Formula GT is tough so should take all the track abuse I can throw at it.

To keep control of the wheels and tyres I've also added some of Road Sport Supply's beautifully engineered lower control arms. Regal Autosport had the unenviable task of removing the factory items that were secured by some pretty corroded bolts, then slotting in the new items with new hardware. Each corner is now individually adjustable for camber with GT3-style camber shims so I can dial-in and adjust the setup with ease. The front arms also have a clever rotational 'puck' that allows adjustment of the castor. At the same time we fitted front and rear bump steer correction kits,

rear toe locking tabs and a set of RSS's awesome engine mounts.

The feel behind the wheel is ultra-communicative. With all of the rubber bushings taken out in favour of spherical bearings I was expecting the suspension to be quite harsh but it's not at all; if anything it feels even more composed, which is a very welcome bonus. It's taken a little time to get the corner weighting correct and to try a number of different alignment setups but with each precise tweak a whole new world of performance is unlocked. It's amazing just how much cornering speed this car can now maintain.

This project has come a huge way since the start but we're not finished yet. We will be visiting the Nürburgring with Destination Nürburgring for a real assessment of its on-track performance very soon. Let's just try and avoid the barriers...

Ryan Stewart



Ryan has been playing with the chassis setup on the Cayman, and he's fitted a new set of wheels, too...





## 2005 987 BOXSTER S

Regular readers amongst you may remember that I own a 987 Boxster S, the 2005 3.2 version. The car has been creeping into my 924 S and SC reports on an increasingly regular basis, so I thought it may as well have its own segment. For something that was bought as a runabout, albeit a nice one, the ownership experience has certainly been interesting. As the Boxster has been something of a side note, to date, probably best if I recap.

In early 2015 I came to the realisation that the SC was likely to be spending prolonged stints off the road, and the 924 S, well, I'd just about done away with its daily usability. It had crossed the line from everyday car to track tool without my really noticing it. I needed a no-trouble, stock, daily driver. I began looking at 944 S2s and

Turbos. I then noticed how cheap 986s were. And then saw a very keenly priced 987 S at Northway. The car looked great, and coming from Northway I knew I was in good hands. I ran it by Martin Spain who owned a Boxster and loved it. I soon had a deposit down. The car was serviced, MoT'd, and collected.

Getting the keys and driving the car properly I rather liked it. But a couple of weeks later I noticed a knocking noise from the engine. Logic went out of the window and I thought the worst. I took the car back to Northway as it came with a warranty. I left it with the guys there. The knocking only happened once the car warmed up. The likely culprit was a tensioner. They put a new one on. Still the same. Then, before doing anything drastic, they replaced the hydraulic lifters. No change. Next, the engine came out.



We all feared something big. There was nothing obvious so it went to a specialist engineering outfit for a micro examination. The bores and pistons were all tip-top. The culprit was a slightly ovalled small end. Phew. Northway kept the warranty untouched for me and an upgraded IMS bearing was fitted as an apology for the inconvenience. I honestly couldn't ask for more.

The only thing for me to do was replace one of the rear tyres. It had suffered a puncture so one of the tyres was a newer than the other. Not a huge difference, but I decided to satisfy my OCD and swapped the older tyre, keeping it as a spare. A month or so later and I needed to replace the front shocks; one blew after a track day. About six months after that, it needed a new Air Oil Separator. The little blighters are prone

to blocking at some point, no different from the 924 S. I also needed to replace the front control arms as one of them was knocking and rattling quite a lot over bumps. I think one of the rear shocks has blown now, so I've booked the car in with Northway... next month. The problem with finding a good garage is that it gets booked up quickly!

It is starting to sound like I've bought a wrong 'un, right? Not at all... but it has made me think... The car is just over ten years old and is knocking on toward 100k miles now. It's at that age where parts are getting a little worn and need replacing. And, as you can imagine, none of it is covered under warranty. The question is, should I have spent more on a lower mileage, newer car? Yes, and no. Without spending a lot more than I did, I would have just delayed the

inevitable. I did think that the suspension would get a refresh at some point. I just didn't think I would be pushed into doing it.

The other problem I've had with the Boxster is due to a design fault, I think. It's the roof. I have been reasonably vigilant with checking the drain holes for the roof... if you have a Boxster and are thinking 'drain holes?' – find them, now! But, there was a torrential downpour that overwhelmed the, as it turned out, partially blocked drains. When the drains are blocked the water makes its way down the firewall and into the cabin. Stupidly, in my opinion, under the passenger's seat is a cavity that contains two control units. Yep, the cavity fills with water and submerges the electronics. It happened once before and I got away with it, the electrics dried out okay. Despite upping my drain clearing game, it happened

again. This time, the roof controls didn't fix properly. When I unlatch the roof, the windows drop and when I push the button the message appears on the dash to say the convertible top is lowering but nothing happens and there is no noise from the roof motor. I need some time to investigate further. Right now I look like a fool driving around in the sun with the roof up. The air-con works great, though.

There has been a positive change, of late, and that has been my appreciation of the Boxster. To be honest, it's a car that I have enjoyed, certainly in its daily driver capacity, but I never really got it. After a recent run up to Scotland all of that changed; the car and I clicked. Once I've sorted the niggles, the 924 S may struggle to get any track time. The SC is safe, obviously.

*Matt Biggs*



We thought it would be rude not to add Matt's Boxster to *Long Termers* in an official capacity, and most welcome it is too...

# long-term fleet

## 1981 911 SC

As much as I love the SC it is largely consigned to special trips, Friday treat commutes and classic car and Porsche events. So a month spent on daily duties while the Boxster was waiting to be MoT'd allowed me to get properly reacquainted with the old 911.

This was actually the first time that the SC had seen such continuous service since I bought it. And after having driven the car in various different conditions I now feel far more comfortable driving it. Not that I was ever ill at ease; despite the snappy reputation of old 911s I feel

far more comfortable pushing it than the Boxster!

There is a down side to daily use, though: it really highlights all of the foibles. There aren't many but I just want the car to look as good as possible. And the more I used it, the more I began to notice the little patches of rust here and there. There are a lot, far more than I previously thought. There is a big bill down the line there somewhere, not so much from the paint job itself, but rather to repair the parts that are a little too rough for paint.

The main problem areas are the front wings and under the headlights.

They're really not in great order but I will at least be able to swap those out before it's painted. I need to set up some saved searches on eBay, so I can take advantage of any parts that come along. I don't have the funds to be doing anything at the moment, so I will have plenty of time to source the parts that I need. Assuming I can go a few months without throwing money at the other two cars, that is.

So, that's the bodywork. The engine could do with some attention, too. It seems to run okay most of the time, although at the moment it does seem to be getting very grumpy when it gets hot, especially as I run it up through the

rev range. And that is really odd, because a lot of the time these cars should be curmudgeonly when cold and smooth out as the engine warms up. But I have noticed a hesitancy when hot. As the revs climb toward the limiter it is almost as if it's missing a spark in one of the cylinders, or something like that. That certainly needs a little more research. Of course it could be me being over-sensitive... again.

While I know there is a big bill looming with the bodywork, there could be one with the engine, too. I ended up taking the Boxster to local specialist Wrightune for its MoT. I've nothing against using it for general



Matt has been assessing what the SC will need in terms of restoration work going forward...

---

stuff, the garage has a great reputation and I know it does good work, but I feel a certain loyalty to Northway after everything it did for me with the Boxster. Anyway, I was running late to pick the Boxster up from Wrightune, post-MoT so I had no option but to drive there, pay my bill, pick up the key and then collect it later. I drove there in the SC. Obviously that car came up in conversation and we began discussing the work Wrightune was doing on other air-cooled motors. There was a 3.2 engine, just outside the office, and it looked super shiny! This moved onto the costs associated with such an overhaul. It turns out,

with everything made nice and shiny, a few thousand. To be honest, far less than I was expecting. So, in addition to the bodywork I am now thinking that this is something I need to get done.

As I consider all of the above and what the cost is likely to be, over the medium term, I remember Phil Raby's advice before I bought the car: "Buy it, run it, and enjoy it as is." I am sure Phil was right, certainly financially, but I think the SC does deserve better. Although I am sure if I did get the work done it would be just in time for the next dip in the market... not that I care too much, this one's a keeper!

Back to the real world and the SC

had no sooner finished commuter hell than it was taken off the road again, purely because the MoT ran out and I didn't have the time to get it through again. Plus, with the engine problem, there was a big part of me expecting that it wouldn't pass an MoT, so I was in no rush. A couple of days ago I decided to just put it in and see what happens, to get the shopping list, as it were. Having not been used for a good few weeks, and not having been on the trickle charger, I wasn't entirely sure that it would start. It did but the amount of smoke that came out just compounded my fears; the car was engulfed in a thick fog, think the

moors in Conan Doyle's *Hound of the Baskervilles*.

The car was working so I headed for Motest in Reading, stopping on the way for a dose of V-Power; it was running on fumes by the time I filled up. Sadly the SC didn't pass its MoT, but... it didn't fail on its emissions! Instead it was just a couple of broken lights that I was annoyed I missed and the handbrake didn't work quite as it should. I think I have resolved all of these and it's going in for a retest on the way to work tomorrow. Here's hoping for the 911's return to active duty thereafter!

Matt Biggs



# long-term fleet

## 2002 996 TURBO

It's been a few months away from the *Long-term Fleet* section of the mag for the 996 Turbo and I. A combination of a heavy workload and a three-year-old with flu and then chicken pox meant I didn't drive the Turbo much for a couple of months, other than the occasional short run to keep the battery topped-up.

Fortunately I had something to look forward to during those lean times: a track day at Silverstone with Circuit Days followed by a road trip back to North West Scotland a few weeks later with a collection of like-minded petrolheads, including fellow *GT Porsche* contributors Jack Wood and Matt Biggs. Long-time readers may recall we did a similar trip last year, and this time we had an even more epic drive planned, taking in the Isle of Skye and some of the best roads that the Highlands have to offer.

My day at Silverstone was one of the best track days I've done. We were

using the National circuit, which some might think is a little short and simple but it allowed me to learn the circuit in more detail than if we were on the full GP loop. With the benefit of an hour's tuition from a Circuit Days instructor in the morning, I was able to lap with increasing confidence throughout the day.

The fickle Silverstone weather held off and by the end of the day I felt confident enough to switch off the PSM for the first time ever without any spins or mishaps. Experiencing oversteer through Copse corner for the first time is a sensation I won't forget in a hurry, but it felt very satisfying to begin to play with the car's grip limits.

Going faster on track, particularly through the corners, meant that I started to overheat the Michelin PS2 tyres after a few laps, particularly the rear tyres which take a lot of punishment on a car like the 911

Turbo. It's not something I've had to deal with before, and I found myself coming into the pits to cool the tyres more often than I expected. I'd love to fit some Michelin Pilot Super Sport tyres, or the new Pilot Sport 4 that replaces the Super Sport, but they're not available in the right sizes for an 18-inch wheel. I can fit Michelin Pilot Sport Cup 2 tyres, but they might be a step too far in terms of wet grip (and the lack thereof). If anyone out there is running a Turbo with more modern rubber than a standard PS2, please do get in touch with any recommendations.

After my track day I meant to get the Turbo checked over by RPM Technik before I left for Scotland but I ran out of time, so my pre-road trip preparation amounted to a quick wash of the car, making sure the tyre pressures were correct and trying not to wince at the badly-worn rear Michelins. There was no time to get

them replaced, so I just crossed my fingers and hoped for dry weather. Last year's trip was something of a mixed bag for me. I loved the roads, the scenery and the banter between friends, but my driving skills were thrown into sharp relief next to those who were more confident in their cars and abilities. After 12 months of track days and tuition to improve my skills and confidence behind the wheel, I found that I was more able to carry speed through corners and I was less nervous with the car under load, but there's still work to be done. On track, the smooth surface, runoff areas and lack of traffic gives me greater confidence than on bumpy, cambered and narrow Highland roads. Still, the roads up there are wonderful at any speed, and despite some changeable weather I had some great drives. The Turbo behaved faultlessly throughout, with the inevitable exception of the brakes. Everyone who



drove the car commented on their lack of power and feel immediately, and that finally gave me enough reason to decide on a full braking upgrade. When I got home from Scotland I got in touch with Ken Napier at Nine Excellence to book my car in for a full 'Motorsports' braking upgrade. This comprises a pair of Porsche Motorsport six-pot callipers at the front, with an upgrade to Girodisc 350mm rotors all-round, Pagid RS29 pads, braided hoses and race fluid. It's not a cheap option by any means; the list price for the callipers alone is north of £1000, though I was lucky that Ken had a set of refurbished callipers for a more reasonable sum. However, I'm assured that this setup will banish any brake woes I might have. While I was on the phone to Ken, we talked through a few other upgrades to the Turbo. More details on those next month!

*Martin Spain*



# long-term fleet

## 1986 924 S

Well, the situation regarding the 924's storage/garaging has yet to be resolved. Money spent on a recent holiday and (unusually for me), with another planned quite soon, funds are somewhat depleted. But I'll have to find a solution as the car is going to deteriorate. At the moment, it's in a neighbour's driveway (where it's more protected).

However, and despite this 'outdoor' life, the car is actually looking a lot better than it has been. This is thanks to Richard Dexter of 'ChipsAway' Hereford. A couple of years back

Richard, who's local to me, did some paintwork and bumper repairs to my Volvo V50 using ChipsAway's SMART repair system. I was very impressed by the quality of the work (which preserved the integrity of the original paintwork), the excellent colour match, and how cost-effective the process was too. So when I recently decided to get some of the 924's scratches, scuffs, and colour mismatches attended to, I had no hesitation in contacting Richard.

The areas that needed to be improved were the door mirrors, front bumper, front valance, rear bumper, and the trim inserts that run from the

front of the A-posts. Richard began by rubbing back each area until it was smooth, masked them to prevent overspray, then applied primer. This was then cured using infrared heaters, before being flatted and painted. To ensure a perfect match, each ChipsAway van is equipped with a bespoke paint mixing system (and thousands of colour swatches). When the final coat has been applied it too is heat-cured before being treated to two coats of lacquer. Then, when the lacquer (also heat-cured), is fully hardened, Richard buffed and polished the repainted sections. The end result is one much smarter-looking 924S.

And the work has a lifetime guarantee.

I've been driving the 924 quite regularly, too. And loving it. A recent and very wet trip to Silverstone proved just how effective the Falken AS200 all-season tyres are. The car felt really planted and secure. I still marvel at how sublimely well balanced the chassis is and how effective the brakes are. But, thanks to the downpour, I did discover that the intermittent wiper function has gone AWOL. I suspect a new relay is required. Also, the wiper blades must be decades old as they screeched and dragged their way across the screen (one of the originals was the wrong size, too). I've just



fitted a new set and bought some Rocket Butter Rain Rebel Glass Cleaner and Hydro Seal so that I can thoroughly clean and then treat the screens. Doing this will improve visibility, repel rain, and give the wipers less of a workout.

Talking of cleaning, when I recently cleaned the car, I noticed that one of the drain holes in the rear spoiler is blocked, causing a build-up of water. It's easily cleared but soon blocks again. But I'm not planning to do any reparative work, though, as I'm on the lookout for good secondhand rear spoiler as mine is slightly pockmarked. This is all part of my

'improvement' plan for the car.

As I've already alluded to, the brakes are fantastic, but one of the rears is noisy. Well, I did some investigation and the source of the noise turned out to be a broken pad retaining spreader. I've bought a new kit and plan to fit the new parts in the next week or so. I've also invested in a set of new wheel centre caps as mine were rather plain-looking. They look rather nice but they are slightly concave whereas the originals are slightly convex but I like them and they will stay put until I can find correctly-shaped, affordable replacements.

*Martyn Morgan-Jones*



# long-term fleet



## 2015 981 CAYMAN GT4 AND 2010 997 GTS

It's fast becoming a pilgrimage of sorts. The act of making a long journey to a destination of significance in an act of devotion would certainly be an apt description of what a group of us do every year on our 'Highland Hoon'. The long journey part is pretty self-explanatory. Even for us Northerners the schlep to the far North West of Scotland is almost a full day's hard drive. For the Southerners in our group it's a monumental stint to do it in a day. But do it they do. And why? Well, to put it simply, there is just nowhere else like it. The combination of roads, scenery, remoteness, lack of traffic, friendly locals and exceptional local food, beer and lodgings make it the most perfect place in realistic travelling distance to spend a few days just driving. And when in the company of other like-minded folk, all sharing a similar passion for all-things cars, it makes for one of the highlights of the year for many of us.

This year we had a real mixture of cars which always makes for some fascinating on-road comparisons. We had The Nemesis from last year in the shape of an extremely well-driven Golf R with DSG gearbox and some very sticky rubber. The Canoe, an S1 Elise with a Honda Type R engine. A new Civic Type R and Exige piloted by some very handy local lads. A very well-sorted E46 M3 running trick dampers, loads of camber and Michelin SuperSports. The obligatory C63 in estate guise in the perfect spec, which includes 18-inch wheels and a locking diff, of course. And then there were the Porsches. Matt Biggs was present in his 987 Boxster S, Martin Spain in his 996 Turbo, former contributor Ben Bradley in his

deceptively quick 964, and our good friend and trip organiser Scott Ferguson in his delicious green 997.1 GT3 RS. Topping off the group was Scott's brother Gordon in his brand-new Riviera Blue GT4 and myself and my friend James who were splitting our time between the GT4 and my GTS.

The run up from the south was handled on the Friday by those of us from the wrong side of the border, taking in a couple of detours on the way including the Duke's Pass and a few other choice roads before an overnight stay in Perth. Each day had us scheduled for between 300 and 400 miles with the Saturday taking us from Perth, up the Old Military Road across the Cairngorms, then north and west from there across to the Isle of Skye for a lap of the island before the final sprint up to the wonderful Torridon Inn just outside Gairloch for some food, a couple (or three) pints of fabulous Scottish ale, and a warm comfy bed.

As often happens on these trips we bumped into a fellow Porsche petrolhead and *GT Porsche* reader in the shape of Colin Jacoby as we were heading onto the Old Military Road. He passed our convoy heading in the opposite direction in his stunning white 997.2 3.8 GT3 Clubsport, pulled a U-turn, and gave chase. At the next fuel stop we introduced ourselves and he admitted to recognising the now-infamous FAB registration on the GT4. During a little natter while we waited for some stragglers to catch up Colin decided to join us for the day on the run over to Skye. By the time we got to the West Coast he was having so much fun he'd organised some

lodgings for himself at the Torridon!

As it turns out it was a good shout to invite him along. On Skye myself in the GT4, Colin in his 997.2 GT3 and Scott in his 997.1 GT3 RS formed a little break-away splinter group and had a simply epic run down the west coast of the island. It was actually really interesting to see just how close the three cars were in terms of performance as some of the open sections allowed you to open them up. There really is very little between the three cars in a straight line and the sight of them going down the road at pace was something to behold. The GT3s were bobbing and weaving over the uneven surfaces, those massive rear tyres delivering searing traction out of the tighter turns and throwing up huge chunks of asphalt as they dug into the surface. It was one of many truly memorable drives over the weekend. A few beers later in the Inn and it turns out this isn't Colin's only Porsche. He has a couple of other very choice cars locked away at home. Needless to say, he fits in well with this group.

After a good night's sleep at the Torridon Inn, Sunday saw us head up to the very furthest north west of the mainland. The aim was to do a loop from Ullapool up to Kylesku Bridge, then on up to Durness and Tongue, back down to Lairg and then loop back to Kylesku for the night. All was going well until we hit a piece of single-track road between Durness and Tongue where a biker had tried to pass a caravan, put a wheel in the ditch, gone over the handlebars, and ended up in the middle of the road. Not wanting to be moved, the road

was impassable. With an unknown wait until the air ambulance arrived we decided to cut the run short and head back to Kylesku to grab some pics on the bridge and an early beer.

In some ways it probably worked out for the best. With the road basically blocked there was virtually no traffic heading back south so we had a clear run all the way back. The weather was bright and clear, the roads dry and, having just made the run up, somewhat familiar. It was again, another memorable run in the GT4. Everything from fast sweeping undulating sections to tight, technical single-track road, the car was completely unfazed. Scrap that, the car was revelling in it. It's the beauty of the GT4. It just feels so up for anything you can throw at it. Even in the wet it was a completely enthralling experience trying to get the most out of it. Never feeling threatening. And it's simply amazing at what the Michelin Cup2s can cope with. We ran through a couple of simply torrential rain storms yet neither the GT4 or GTS ever lost composure. Stunning for what is basically a street-legal semi-slick.

As you might have guessed by now, I spent quite a bit of time in the GT4. A bit unfair on James? Well, he had taken 4FAB to Spa a couple of weeks earlier without me, so it was definitely my turn to put a few miles on the clock. But he could hardly complain at having to drive the GTS. I did a few stints in it and the engine is something else. It's a real shame that the GT4 doesn't get the Powerkit as it really does transform the engine. Driving the two back-to-back really highlights how much freer-rewing the



GTS is and how much more responsive the throttle is to every input. You could even make an argument for saying the GT4 feels a bit lacklustre by comparison. In isolation it feels epic, but next to the same engine that has had the X50 kit applied to it, it does feel like you're being short-changed.

But then you drive it down a stretch of road with bumps and kinks and cambers and crests and the chassis comes alive beneath you and suddenly those little short-comings drop away and you're left just mesmerised at just how quick, how focussed, how pure and how confidence-inspiring the GT4 is. It's simply stunning.

The run home on the Monday morning was a long one. Kylesku to Cheshire took the best part of a full day. But it also gave me plenty of time to reflect on the two cars. I made the entire return trip in the GTS and the run from Kylesku to Ullapool is one of my favourite stretches of road anywhere. At the crack of dawn, with the sun just coming up, it was a special experience. The GTS was on

song, the nose bobbing along, needing a lift or dab to get it settled before turning-in and then hammering the throttle to use that weight at the back to fire you out of the corner. The Cup2s again finding grip where you really wouldn't expect to. Yes, another epic run in another epic car.

There really are no winners and losers in this comparison. Two different cars, both with different ways of achieving pretty much the same result. Yes the GT4 is the new and shiny one, but the GTS is just as enjoyable, just as fast. It has that 911 specialness that has to be tried to be truly appreciated. And it needs to be respected in the way you drive it when you're trying to get the most out of it. Not in the way 3FAB does but certainly more-so than the GT4 does. But then that's half the fun for me. Honing and refining your skills to get the most out of the quirky weigh distribution.

So which would I take if I could have only one? I honestly have no idea. Again I'm just happy I don't have to make that decision. At least not right now.

*Jack Wood*



Photos: Martin Spain

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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*

## 968

It's not just 911s that have been appreciating in value. Case in point – the front-engined 968.

Much has been written and talked about how Porsche 911 prices have risen in recent years. First the air-cooled stock, then some of the more exotic modern water-cooled cars and now even the humble 996 Carrera is rising in value.

However, it's not all about the rear-engined cars. Porsche also made front-engined sports cars, namely the 924, 944 and 968 family which all shared a basic platform but evolved over the years from the dainty 2.0-litre 924 of 1975, to the muscular 3.0-litre 968 which was sold from 1991 to 1995. And it is this last incarnation which we're looking at today.

The 968 followed the 944 S2 and, indeed, it was almost called the '944 S3', such are its similarities. It boasted fresh front and rear ends, with more Porsche-like headlamps, plus an uprated engine that produced 240hp and a new six-speed gearbox. The suspension was also tweaked, while the interior remained pretty much unchanged from the 944 days.

Considering the limited budget, Porsche did a good job of dragging its entry-level model into the 1990s but there was no denying that the 968 was looking dated next to its contemporaries and not particularly good value for money, either. That, combined with the fact that the world was in recession during the early 1990s meant that Porsche built and sold relatively few 968s, which means they are few and far between today. And, as we shall see, it also led to two unexpected treats.

The standard 968 very much followed in the footsteps of the 944 S2 in that it was a well-appointed touring car, with leather upholstery, electric windows and relatively soft suspension to give a comfortable ride. And very nice it was too, but Porsche realised it was missing a trick. Just like the original 924 on which it was based, the 968 had a front-mounted engine and rear-mounted transmission to give a near-50/50 front-rear weight distribution for great handling characteristics. However, the heavy equipment and lenient springing didn't make the most of the





*The 3.0-litre straight-four engine is tough so long as it's been maintained properly*



car's handling potential.

The answer was the mighty 968 Club Sport of 1992. This was a stripped-out, lightweight driving machine with lower and firmer suspension. Some 50kg of weight was cut by removing the small rear seats, fitting Recaro front seats with no electric adjustment, throwing out the electric windows, mirrors and boot release, and reducing the trim and sound-proofing. The Club Sport was offered in just five colours – black, blue, red, white and yellow – with, as standard, lairy 'Club Sport' side decals. It was, in short, very much in the mould of other track-focused Porsches such as the contemporary 964 Carrera 2 RS. However – and this is significant – the Club Sport was unusual in that it sold for 17 percent less than a standard 968. In a way, that made sense as the Club Sport had less equipment and would have cost Porsche less to build but it was really a marketing ploy. As we mentioned, was Porsche struggling to sell the 968, so offering a more exciting variant for less money was a tempting prospect and the first of the two treats we hinted at.

The second treat was, unusually, only offered to the UK market. At the time, British car buyers were being stung by higher showroom prices than those of other markets, and people were becoming wise to this. While the Club Sport was undoubtedly a great car, it was too track-focused and basic for most people, so a compromise was needed. That came in the form of the 968 Sport, which combined the Club Sport's lower and firmer suspension with the standard 968's home comforts such as electric windows and mirrors, and rear seats, all of which added 30kg to the overall weight. The Sport sold for a shade under £30,000 –

£3000 more than the Club Sport but still a ridiculously £5500 less than the standard 968. So if you were in the market for a 968 in 1994 and 1995, the Sport was the obvious choice. Indeed, in that time, Porsche Cars GB sold 306 Sports, compared to just 40 standard 968s and 71 Cabriolets, and a total of 179 Club Sports. Tiny numbers that are worth bearing in mind when you consider the 968 today.

In fact, at the time of writing, we found just 23 968s, of all flavours, for sale in the UK. What is interesting is that the prices are much higher than the last time we looked at the model in this column some three years ago. Back then we pointed out that decent standard 968s began at about £7000 but today you're looking at around £10,000 more than that. Most examples have covered at least 100,000 miles but don't let that put you off, as the 3.0-litre straight-four engine is a tough unit so long as it's been maintained properly – so look for a good service history.

It's a similar story with the Sport. For years, people didn't appreciate what this badge meant and many lumped it in with the standard car because it looks similar. In fact, we remember people selling 968s not even knowing that they were, in fact, Sports. Today, though, a Sport deservedly commands a premium, with prices starting at about £20,000 and rising to over £25,000.

Then there's the Club Sport which, three years ago, we classed as a future classic and pointed out that it is, in fact, an RS in all but name. Back then you could buy one for as little as £15,000. Today they have doubled in value, assuming you can find one, but still substantially less than any Porsche



*Despite these price rises, we still think a 968 – especially a Sport or Club Sport – is a shrewd investment*



with an 'RS' badge attached.

The less loved 968 is the Cabriolet, which is a shame as it's a great looking car but it does suffer from scuttle shake so it's not such a smart handler as the coupé. However, you can buy one for as little as £15,000 – still more than three years ago – but you have to ask yourself if a Boxster gives you more open-top fun for the same money.

Despite these price rises, we still think a 968 – especially a Sport or Club Sport – is a shrewd investment. More importantly, though, it will be a lot of fun to own and to drive. Which is what Porsches are all about ○



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# TPM

2.2

2.2

bar

2.5

2.5

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# Tyre Pressure Monitors

Here's everything you should know about TPM systems...

Since 2014, European law has dictated that all newly homologated cars are fitted with a tyre pressure monitoring system. If you haven't come across one yet, these systems monitor tyre pressures and illuminate a warning light should tyre pressures wander.

The first car to be fitted with TPMS was the Porsche 959 in 1986. Dunlop developed a run-flat tyre called the Denloc for the 959 which had a specially designed bead which locked into the equally specially designed wheel rim preventing the tyre coming off the rim if it became deflated. When a conventional tyre runs flat, the sidewall folds and rubs together on the inside as the tyre rolls. This generates enormous heat and the tyre will soon disintegrate. The Denloc's stiff sidewalls prevented this happening.

The TPMS system was complex. The magnesium alloy wheels had hollow spokes sharing the air space with the inside of the tyre. The air pressure was monitored by a sensor in the hub and the data relayed to a computer in the car. This may not sound like much of a big deal but remember, when development started on the 959 in 1983, desktop computing was still in its infancy and these words would have been tapped out on a typewriter. The Denlocs were then replaced by Bridgestone RE71s which were completely self-supporting with

sidewalls capable of coping with the 959s 202mph top speed.

The race was on to figure out how to bring this idea to the mainstream without using sensors in each wheel, which at the time seemed like a tall order. Later in the 1980s, Dunlop again showed some pioneering technology which could do just that. The boffins at the Birmingham headquarters worked out, as many others have done since, that ABS wheel sensors could be used for more than an anti-lock braking system. The ABS system monitors the speed of rotation of each wheel. If it detects a difference in wheel speed across, say, the front wheels while braking, it assumes wheels are locking up and begins cadence braking (on-off-on-off) much faster than a human could.

Dunlop used differential wheel speed measured using the ABS wheel sensors for a completely different reason. If a tyre begins to lose pressure then its rolling radius reduces and so does the circumference of the tyre, so the wheel rotates faster. By comparing the speed of all four wheels, the system could figure out if the pressure in one was even slightly reduced and warn the driver of a potential puncture via the instrument display.

This concept disappeared for a while but as the need to conserve fuel and cut CO<sub>2</sub> emissions began to increase, so did the value of tyre pressure monitoring systems. It's been said

before but running correct tyre pressures is important. For a Porsche driver, it matters because the correct tyre pressure is critical to the handling of the car and if it drops too far, it can be dangerous. It also has a dramatic effect on tyre wear and the key reason for its mandate in 2014 – rolling resistance.

Tyres consume a considerable amount of energy through something called hysteresis. This is where the deformation of the tyre as it rolls on to the road soaks up a lot of energy. To get an idea how much, try pushing against a tyre with your fist and see how far you can deform it. Not far, right? But as the tyre continues to rotate and springs back to shape, less energy is recovered than was expended to deform it in the first place. The difference is converted into heat and disappears into the atmosphere.

This is directly related to fuel consumption because the fuel is where the energy came from, to roll the car forward. So when low rolling resistance eco tyres came along a few years ago, they were designed to run at slightly higher pressures. But they would only fulfil their purpose if that pressure was maintained correctly and since most of us are pretty bad at checking tyre pressures, something had to be done.

That something was to resurrect Dunlop's idea on one hand and to introduce a more accurate but more expensive method as well. By now, the need to ensure we keep an eye on

tyre pressures to keep CO<sub>2</sub> emissions to a minimum (as well as drive safer) extended beyond low rolling resistance tyres to all vehicles.

The idea first shown by Dunlop as a research project is now known as indirect TPMS, which means nothing is measuring the actual pressure. Instead it uses spectrum analysis to monitor wheel speed differences due to changes in diameter (and therefore circumference). With the tyres set to the correct pressure, the TPMS can be reset by a button or menu item on the car's computer and it then learns the status during a short period of driving. Once it's done that, if a tyre goes down, the system will pick it up and fire up a warning light.

Direct TPMS is more sophisticated and is controlled by pressure sensing transmitters integral with each tyre valve. There are two basic designs, one battery-less which generates a current to transmit data to the vehicle ECU by electro-magnetic induction. The other more common in production today and the type used by Porsche, has a battery incorporated in each wheel sensor. The advantage of this system is that it measures absolute pressures which is important for performance, handling and safety in a high performance car, as well as fuel economy. Given the high cost of tyres for all Porsches it's also a valuable asset when it comes to getting the most life from your tyres as well ●



## Brake Pads

Jesse Crosse looks at how to change the brake pads on your Porsche...

Most of us buying Porsches tend to be focused on how well they handle and how well they go. But perhaps even more important on

several levels, is how well they stop. A keen Porsche driver is likely to get through brake pads, especially front brake pads, a lot quicker than the driver of a family car, so it's worth considering getting to grips with how to change them yourself. As far as jobs go on a car, it's easy enough to do as long as nothing is seized with dirt or corrosion.

Good braking is all about driving pleasure and precision and a car with a healthy set of discs and pads will have a more positive pedal feel than one with brake wear near the limit.

Although the limit is 2.5mm for pads with wear sensors, no self-respecting driver should ever be driving a Porsche with pads in that state.

Assuming your pad wear warning light hasn't come on (if it has, you'll need to replace the sensors along with the new pads) you can visually inspect brake pads in situ. Crack the wheel

nuts on the corner you want to check (without loosening them), jack the car up and remove the wheel. The callipers are open-back and you can see the top of the pads clearly.

You'll see they comprise a metal back plate which sits against the calliper piston or pistons, and the pad material itself which presses against the disc. If you get to the point where the pads wear down to the metal backplate, it will make a nasty screeching noise when you brake, the braking system will be severely compromised, the steering may pull to one side and the disc will be ruined. In short, it's not worth letting things get that far.

There's no specific thickness to be looking for but aiming to replace them at around 75 percent wear is a reasonable yardstick. Brake callipers vary across different cars but the retaining of pads follows a broadly similar design philosophy. That is, the pads drop into the calliper casting as a loose fit so they can move easily against and off the discs and are

retained by a pin or pins pushing through the calliper above them.

The first job is to remove the pad wear sensors with a pair of pointed pliers. Water-cooled Porsches like the Boxster have a single pin which pushes through eyes in the tops of the brake pads. It's retained by a small clip and beneath it is a large spring clip which presses on the pads to prevent them rattling around. Remove the clip and pull out the retaining pin. To do this, you'll need to push down on the spring clip with one finger to free up the pin.

Gently prise the pads against the pistons to push them back into the surface of the disc and they should then pull out of the calliper. Again, you may need a pair of pliers to coax them out. Although asbestos hasn't been used in brake pads for many years, the dust brakes generate (a mixture of brake pad and metal particles and dirt) is best not inhaled so you may choose to wear a mask. Then clean the pins

and spring clips and clean out any loose muck in the calliper body before fitting the new pads.

If you find the disc rotor has a lip of 1mm or more, then it's time to replace those while you're at it. As with the pads, only replace them in pairs. Remove any bracket securing the flexible brake hose then undo the two Allen bolts which usually secure the calliper, then you can lift the calliper up and away from the disc. Hang the calliper from a suitable spot with wire or string to avoid damaging the hydraulic brake pipe then remove the disc by undoing the Phillips locating screws. The lion's share of retaining the discs is done by the wheel retaining bolts.

Degrease the new discs before fitting (they may be oily to protect against corrosion) and be sure to follow any bedding-in instructions that come with the discs or the pads. If you do change the discs, calliper-retaining bolts should really be tightened up to the right torque so check you can get your hands on an appropriate manual before you commit ○



## 911 IGNITION UNIT

**How much?** £954

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

Sussex-based electronics developer, Classic Retrofit, has updated its Bosch CDI replacement ignition unit with this new plug and play upgrade. According to Classic Retrofit, more than two years of R&D has gone into this product, which has been extensively tested by 911 owners. Porsche engine specialist, BS Motorsport also had a hand in its creation.

The unit is designed to replace your tired original ignition system. The unit is fully customisable and boasts a range of functions including allowing the adjustment of hard and soft rev limits, control of K-Jet fuel curves and MFI fuel cut-offs, together with detailed setting tweaks. The latest CDI+ system runs upgradeable software too. This means it can evolve over time as buyers can download the latest version straight from the Classic Retrofit website.



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**How much?** Various

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In conjunction with its latest range of oils, Porsche Classic is also bringing back the original red oil filters for the 911 (up to 964), 914/6 and 928. Performing the same function as their black equivalents, the red versions hark back to Porsche's past and mimic the items traditionally fitted at factory level when cars of this era were new.

Porsche Classic caters for vehicles for which production ended more than ten years ago, and it offers an all-encompassing service providing technical literature to complete restorations. Porsche Classic now boasts an international dealer and service network of around 100 Porsche Classic Partners offering the complete range of Porsche Classic services. In the UK there are Classic Partner Centres in Glasgow, Hatfield, Leeds, and Swindon.



## 911/912 FUEL TANK

**How much?** £2520

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

These plastic fuel tanks are from Karmann Konnexion in Essex. They are designed for early 911 and 912 Porsches built between 1965 and 1973. Suitable for road or track use, they have an 85-litre capacity and precisely replicate a factory fuel tank. They come complete with an alloy fuel neck, fuel cap and stainless steel retaining strap, ready for installation.

Weighing 6.5kg they have the benefit of saving weight over the original 11kg steel tank.

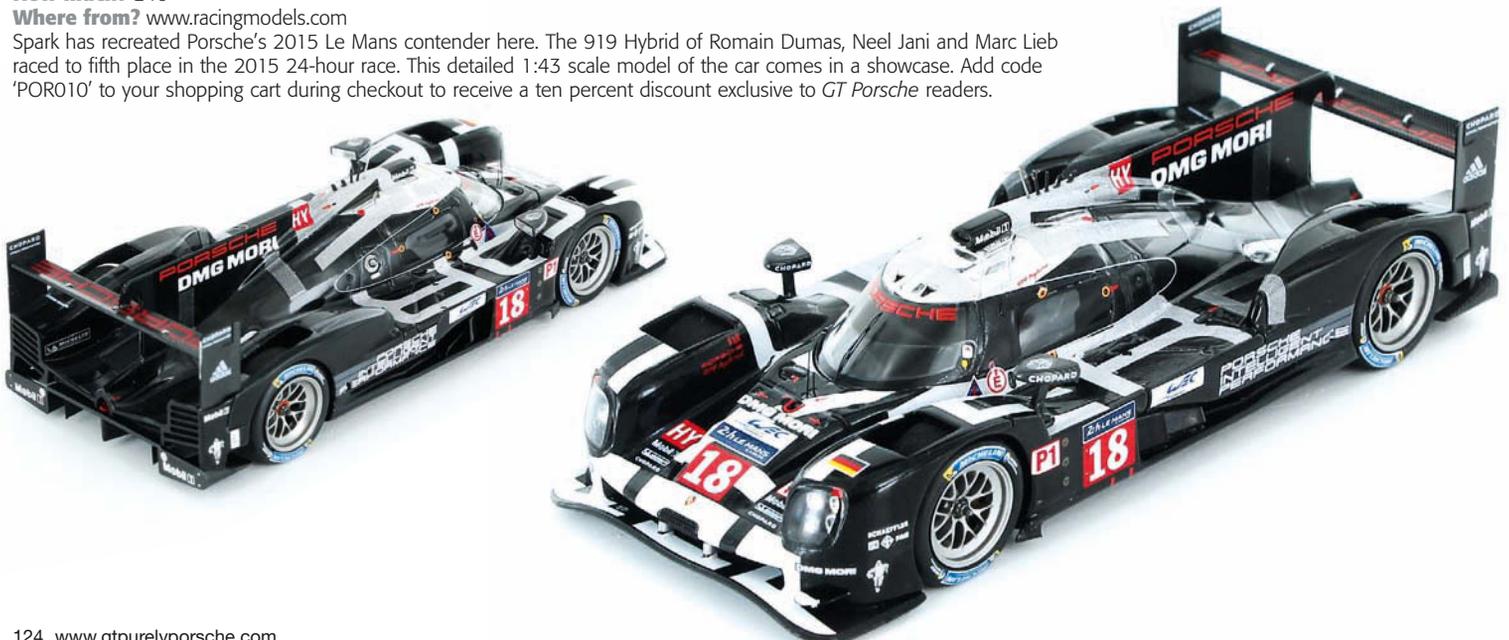


## SPARK 919 HYBRID MODEL

**How much?** £46

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

Spark has recreated Porsche's 2015 Le Mans contender here. The 919 Hybrid of Romain Dumas, Neel Jani and Marc Lieb raced to fifth place in the 2015 24-hour race. This detailed 1:43 scale model of the car comes in a showcase. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.





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44,000 miles, (12 - 2012), Sat Nav (PCM 3),  
Basalt black with black leather .....£39,000



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70,000 miles, (52 - 2002), Sat Nav (PCM 2),  
Sea grey with cinnamon leather.....£35,000



**Porsche 911 (997) "2S" 3.8**  
19,000 miles, (07 - 2007), Sat Nav (PCM 2),  
Silver with black leather .....£36,000



**Porsche 911 (997) "4S" 3.8**  
43,000 miles, (57 - 2007), Sat Nav (PCM 2),  
Basalt black with black leather .....£35,000



**Porsche 911 (997) "2S" 3.8**  
41,000 miles, (08 - 2008), Sat Nav (PCM 2),  
Silver with black leather .....£34,000



**Porsche 911 (997) "4S" 3.8 cab**  
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Silver with ocean blue leather .....£34,000



**Porsche 911 (997) "4S" 3.8**  
39,000 miles, (56 - 2006), Sat Nav (PCM 2),  
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## MOBIL 1 ESP X2 0W-20 OIL

**How much?** From £18.98 (one litre)

**Where from?** [www.mobil1.co.uk](http://www.mobil1.co.uk)

Mobil 1 has released this new ESP x2 0W-20 oil, a low viscosity oil sanctioned by Porsche. Supported by manufacturers such as the Volkswagen Group, Jaguar Land Rover and Porsche, the oil has been developed with lubricant formulations that help to address environmental mandates without sacrificing vehicle performance. Offering advanced engine protection and fuel efficiency gains of up to four percent (versus Mobil 1 ESP Formula 5W-301), ESP x2 0W-20 includes active cleaning agents helping to prevent the build-up of harmful deposits, a reduction in oil aging, and its extreme weather abilities adds performance and protects your engine.



## POWERFLEX 928 BUSHES

**How much?** From £20.34

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

Powerflex has released a range of bushes for the 928 designed to improve the handling and sharpen up the steering of the front-engined Porsche. Powerflex says that no bushes were available for the 928, and wishbones were prohibitively expensive, which led to it catering for the car. It can now provide front lower and upper arm bushes, front and rear anti-roll bar bushes, and a rear anti-roll bar to link rod bush. What's more, all of these parts are available as part of its Black Series for those looking for a track-focused option.



## PRESTIGIO DASH CAM

**How much?** £39.98

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

Dash cams are becoming very popular and it's not difficult to work out why. The Prestigio RoadRunner 519i is a compact (just 68x51x31mm) car video recorder with a two-inch TFT LCD display, full 1080p HD recording with 120-degree viewing angle and a motion sensor to help protect your car even when you're not driving. It costs £39.98 through Euro Car Parts, and if you enter the code 'GTPORSCHE10' you get ten percent off until the end of 2016.



## SPARK 953 MODEL

**How much?** £48

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

The Type 953 variant of 911 was driven to victory in the 1984 Paris-Dakar Rally by Rene Metge and Dominique Lemoyne.

Commemorating the victory, and that iconic livery, is this fine Spark 1:43 scale model.

Add code POR10 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## IPHONE DOCK

**How much?** £339

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

If there's one thing missing from modern Porsches it's a decent place to keep your mobile phone. The new Fusion Dock from Porschech is manufactured in Germany by Wirkner & Rüttger. It fits the 991, 981 (Cayman and Boxster), and Macan – providing a unique docking station for the iPhone 5 and 6. Designed to fit and feel like a Porsche OEM product, it integrates your iPhone with your Porsche through a simple 'push and play' process. Your iPhone then establishes a connection with the car. Additional benefits include a charging facility, and inductive antenna connection (improving signal strength). With your purchase you'll receive a voucher for installation which can be conducted at approved centres in Bristol, London and Leeds.





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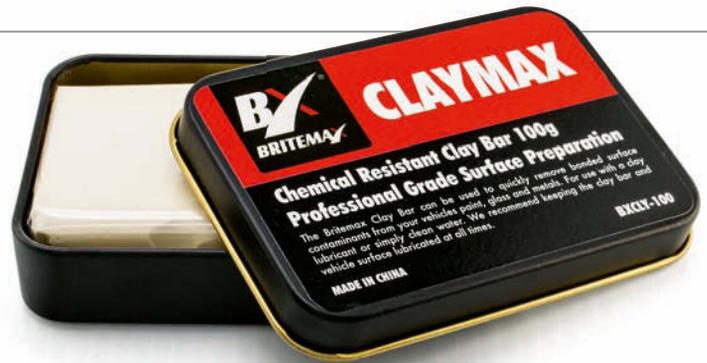


## BRITEMAX CLAY BAR

**How much?** £8.99

**Where from?** [www.britemax-direct.co.uk](http://www.britemax-direct.co.uk)

Claymax from Britemax is a professional grade (medium strength) chemical resistant clay bar, designed to remove and eliminate all kinds of contaminants that can bond to the surface of a vehicle's paint, windows and alloys. Removing tree sap, road tar, bug residue, paint overspray and acid rain deposits, once applied paintwork is left feeling smooth to the touch. As Claymax is chemically resistant you can use Britemax's Iron Max as a lubricant to remove organic and inorganic impurities as well as iron particles. It comes supplied in a protective metal tin case.



## PORSCHE CLASSIC MOTOR OIL

**How much?** From £12.51 (one litre)

**Where from?**

[www.porsche.com/uk/accessoriesandservice/classic](http://www.porsche.com/uk/accessoriesandservice/classic)

Acting as a substitute for the single-grade oils used in Porsche cars up until the early 1970s, these new multi-grade oils benefit from advancements in modern petrochemical technology. The Porsche Development Centre in Weissach was the birthplace of these new oils, where Porsche's specialists blended additives to create high-quality base oils with stable viscosities. Low viscosity oil is ideal for the winter months and a car's warming-up phase. The summer months require a thicker oil catering for hotter operating conditions. In the past oils were typically limited in their range of temperature operation so a 'best of both worlds' oil was unavailable. Fortunately, today oils can be far more versatile.



## BRUMM 356 CARRERA SPEEDSTER MODEL

**How much?** £18

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

This Brumm model replicates the Porsche 356 Carrera Speedster Record car which, on 11 March 1957, attempted to break the 1000 miles, 2000km and 12-hour records at Monza. The car, driven by Richard Von Frankenber and Rolf Goetze, averaged 116mph with its 1500cc engine. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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## BRUMM 550A RS MODEL

**How much?** £18

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

The 550A RS Coupé (depicted here in 1:43 scale) raced to fifth place at Le Mans in 1956 with Wolfgang Von Trips and Richard Von Frankenberg sharing driving duties. This nice Brumm model replicates that very car. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## 914 BOOK

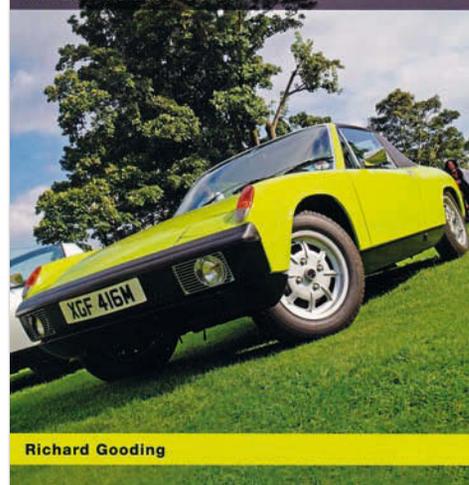
**How much?** £16.99

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

Author of this new 914 book, Richard Gooding, is a respected motoring writer who specialises in classic cars. The 160-page 'enthusiast's guide' to the cars features 218 colour photographs. It also details the origins of the car, its pedigree in motorsport and everything you need to know about buying and owning the classic Porsche roadster. A must-buy for all 914 fans, we think.

## Porsche 914

An Enthusiast's Guide



Richard Gooding



## 356B ABATH MODEL

**How much?** £46

**Where from?**

[www.racingmodels.com](http://www.racingmodels.com)

The Auguste Veuillet Porsche 356B Abarth was driven to 12th place at Le Mans in 1962 by Robert Buchet and Heinz Schiller. This Spark 1:43 scale model honours the car in fine detail. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

## 3SDM FORGED ALLOYS

**How much?** From £3300 (18-inch)

**Where from?** [www.3sdm.co.uk](http://www.3sdm.co.uk)

3SDM is a UK firm that designs and manufactures its wheels in-house, and rather pretty they are too. These forged wheels are available in sizes ranging from 15 inches up to 22 inches in diameter. Each set is custom-built, tailored to fit the car they are destined for perfectly with regards to size and offset.

A wealth of custom finishing options mean the world is your oyster when it comes to how they appear; gold plating and neo-chrome is also available. The set you see here were designed for a 964 in 8.5x18 inches (front) and 10x18 inches (rear) with anodised gold centres, polished rims, brushed barrels and all hardware has been finished in black. 3SDM tells us its current build time for new orders is around 30 days.



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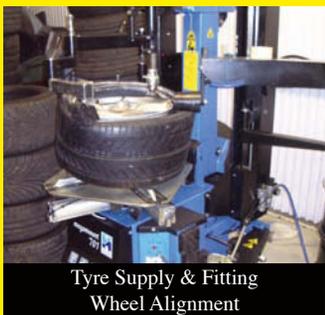
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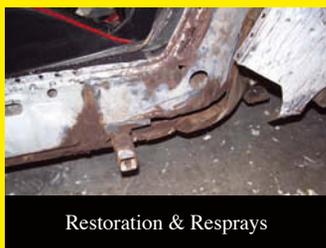
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## GMÜND COUPÉ/356: 1948 – 1964

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

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

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

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

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

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



## 356

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

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

**1950:** 'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced.

**1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range. **1955:** 356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day.

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

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

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

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

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

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

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

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

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

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

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

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

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



## 911: 1963 – 1989

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

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

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an '0' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

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

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

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





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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

**Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.

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

## 964 (1989 – 1993)

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

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



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### 911 (964): 1989 – 1993

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

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

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

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



### 911 (993): 1993 – 1996

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

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

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

### 993 (1993 – 1998)

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

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

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

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

### 996 (1997 – 2004)

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



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## 996: 1997 – 2005

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

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



## 997: 2004 – 2012

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

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

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

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

## 997 (2004 – 2008)

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

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204

## 997 Gen-2 (2008 – 2012)

**2008:** 2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. PASM standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with Coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on top speed. **2009:** 2010 MY – Eagerly awaited Gen-2 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, DFI, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offers optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide-body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior is also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather are all options. **2010:** 2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono and Torque Vectoring are standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche ever. Based on the GT3 RS it features further aero tweaks and recalibrated PASM, Traction and Stability systems. 3.6-litre engine is the final swan song for the Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed kilos as does plastic rear and rear quarter windows. Only 500 built, and all sold within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK-only transmission, PCCB standard and Pure blue paint or white the only colours. Windscreen 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé or cabriolet and again mixes the Carrera 4 body with rear-drive; 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK both available, PCCB optional. 19-inch RS Spyder design wheels standard, GTs also feature SportDesign front bumper and deeper sills. Inside is a mix of leather and Alcantara with a new SportDesign wheel also standard. Rear-seats optional. **2011:** A 500hp, normally aspirated 4.0-litre flat-six engine, crank lifted straight from a GT3 R. The 4.0RS is extreme. It weighs 1360kg and has aero dynamic add-ons designed for the Nürburgring. It cherry picks the best bits from every 997 before it to produce the ultimate 997 **2012:** Porsche has time for one last 997 swansong: the Carrera 4GTS. A four-wheel drive version of the Carrera GTS.



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### 991 (GEN 1): 2012 – 2016

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

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

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



### 991 (GEN 2): 2015 –

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

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

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

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

Both receive the Sport Chrono (with Mode switch), and the SRB. PASM is standard. PCCB ceramics come are standard on the Turbo S. Each can be specified with a radar-based lane change assist function and Nose Lift. Revised front end styling incorporates LED lighting, rear decklid is also redesigned with longitudinal louvres, and a section designed to optimise air flow into the engine. New, wider, 20-inch wheels feature on both models, the Turbo S features new seven-spoke centre locking alloy wheels.

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

### 991 (2012 – 2016)

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

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



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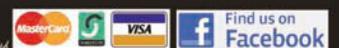
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### 912: 1965 – 1969; 1975

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 outdid its more expensive brother, with over 30,000 delivered during its first production run. Re-introduced in 1975, a further 2000 examples were built including a Targa Variant.



### 914: 1970 – 1976

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



### 924: 1977 – 1988

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

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

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

### 991 Gen-2 (2015 –)

**2015:** 2016MY – Wheelbase (mm): 2450; Length/Width (mm): 4499/1808; Height (mm) 1303/1297 (Carrera, Carrera S/Carrera Cabriolet, Carrera Cabriolet S) – **Significant developments:** All-new 2981cc turbocharged DFI engine with two small BorgWarner turbochargers, seven-speed PDK or seven-speed manual gearboxes offered, the Carrera versions provide 370hp, Powerkitted S models 420hp, Carrera S the first sub four-second 911 Carrera to 60mph at 3.9-seconds (PDK with Sport Chrono), driveability is the big question, torque 332lb ft and 369lb ft respectively, new driving 'Mode' switch provides different driving dynamics, new Sports Response Button shifts the car into a heightened state of readiness for overtaking, for the first time on a Carrera rear axle steering from Turbo is an option, GT3's Nose Lift also available, face-lifted styling is subtle: new bumpers, lights and vertical slats on the deck lid are the real giveaways. There are also revised exhaust tailpipes and a new alloy wheel design – rear wheels now measure 11.5"-wide, overall weight increases, partly due to heavier turbocharged engine, Carrera now weighs 1430kg. All-wheel drive Carrera 4, 4S, Cabriolet 4, Cabriolet 4S, Targa 4 and Targa 4S models soon follow. Power and torque identical to Carrera models.

New 540hp 911 Turbo and 580hp Turbo S follow, available in Coupé and Convertible guises offering more power than their predecessors. The 3.8-litre bi-turbo six-cylinder engine boasts an increase of 20hp over its forebear, gains are provided by modified cylinder head inlet ports, new injection nozzles and higher fuel pressure. The 911 Turbo S uses new turbochargers with larger compressors, it hits 62mph in 2.9 seconds; Turbo model does the same in 3.0 seconds. The top speeds reach 200mph for the first time: 205mph (Turbo S) and 199mph (Turbo) respectively, yet they can return in the region of 30mpg. Both models receive the Sport Chrono Package (with Mode switch), and the SRB allows drivers to select one of four dynamic driving modes. PASM is standard on both, PCCB ceramics are standard on the Turbo S. A radar-based lane change assist function is an option, as is Nose Lift. Both feature revised front end styling incorporating LED lighting, the rear decklid has also been redesigned featuring longitudinal louvres and a separate section designed to optimise air flow into the engine. New, wider, 20-inch wheels feature on both models, the Turbo S features new seven-spoke centre locking alloys.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2015	1430	2981	370	332	4.2	183
Carrera 4	2015	1480	2981	370	332	4.1	181
Targa 4	2015	1570	2981	370	332	4.3	179
Carrera S	2015	1440	2981	420	369	3.9	191
Carrera 4S	2015	1490	2981	420	369	3.8	189
Targa 4S	2015	1580	2981	420	369	4.0	188
Turbo	2016	1595	3800	540	524	3.0	199
Turbo S	2016	1600	3800	580	553	2.9	205

### 912 (1965 – 1969; 1975)

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

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

### 914 (1970 – 1976)

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

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

### 924 (1977 – 1988)

**924** Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched; **1978:** Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered; **1981:** Carrera GT introduced. Kurzhals fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter updated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard; **1983:** Turbo's spoiler becomes standard. Front anti-roll bar updated to 21mm; **1984:** 924 gets 944 tilt-slide roof mechanism; **1985:** 924 replaced by 924S; **1986:** 924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned; **1987:** Rear axle strengthened; **1988:** 924 gets 944 engines. Power steering standard. Le Mans SE launched.

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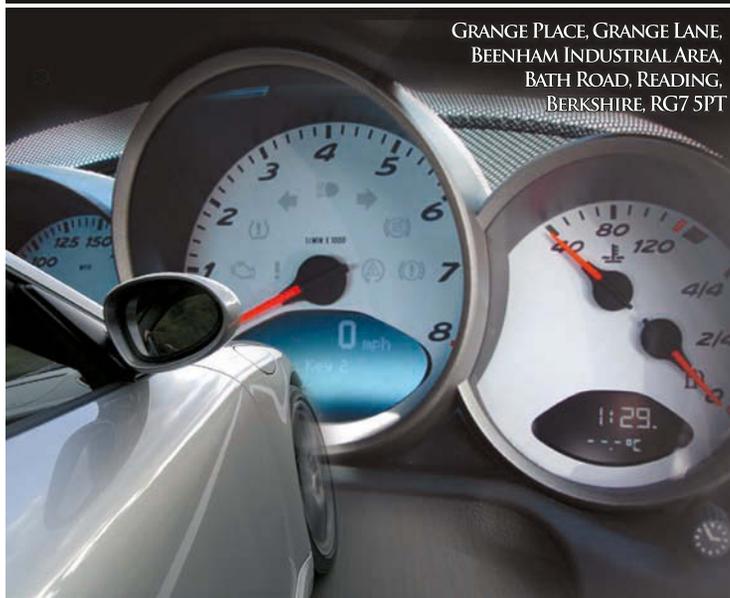
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### 928: 1978 – 1995

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



### 944: 1983 – 1991

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



### 959: 1988

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



### 968: 1992 – 1995

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

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

### 928 (1978 – 1995)

**928** Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm – 1552/1530 – 1529mm. **Significant developments: 1978:** 90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior **1983:** Regular 928 and 'S' models replaced with by 928 S2 model; **1987:** S4 introduced with 5.0-litre V8 and 316hp; **1989:** 928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds; **1993:** Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.

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

### 944 (1983 – 1991)

**944** Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451; **Significant developments:** Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT; **1985:** New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard; **1986:** Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot brakes. Power steering standard, redesigned interior; **1987:** LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo; **1988:** Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered; **1989:** 944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July; **1990:** S2 Cabrio launched (70kg heavier than Coupé); **1991:** Turbo Cab launched, airbags standard on European Turbo models.

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

### 959 (1988)

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

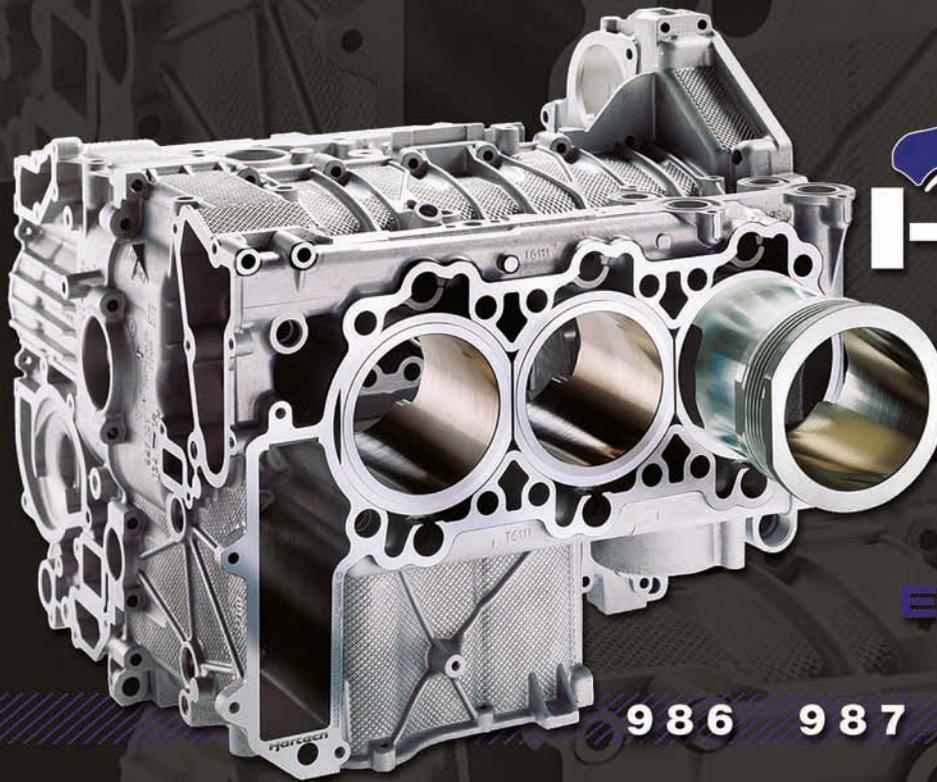
MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
959	1988	1451	2847	450	370	3.7	197

### 968 (1992 – 1995)

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

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

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

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911 looks drew criticism, but sublime chassis more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Superb chassis dynamics provides 986 with serious point-to-point ability and rewards are purer for some than 911s of the era. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car a heavily revised Boxster arrived, the 987. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, cabin quality a real step forward, it now mimics the 997's. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 the Boxster Spyder arrives weighing 80kg less than the S on which it is based. Electronic hood is replaced by a canvas rain cover saving 21kg. Doors and front luggage lid are aluminium, the interior is comprehensively stripped with no radio, air-con, cup holders, door pulls and bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level.



## BOXSTER 981: 2012 – 2016

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven-speed PDK double-clutch gearbox available as an option. Porsche improves on perfection, this is one of its very best road cars.

In the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. Looks improved with a far greater quality interior, it now comes equipped as standard with kit that should have always had. The 2.7 needs enthusiasm to extract its best, 3.4S great straight-out-the-box with only a slippy diff the essential extra to take advantage of the sublime chassis.

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



## BOXSTER 718: 2016 –

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

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

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

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

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

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

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

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

## Boxster 718 (2016 –)

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



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### CAYMAN 987: 2005 – 2013

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

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



### CAYMAN 981: 2013 –

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

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

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



### CAYMAN 718: 2016 –

Two-door, two-seat, mid-engined coupé. Shortly after its roadster twin was announced, the 718 Boxster, Porsche reveals the 718 Cayman. It too features the newly-developed 2.0 and 2.5-litre (S model) flat-four-cylinder turbocharged Boxer engines. The S also uses the 911's variable turbine geometry technology. Six-speed manual or (optional) seven-speed PDK. For the first time S can be specified with a PASM Sport Chassis, and the Sport Response Button from 911. Lighter than the Boxster and, for the first time, priced lower than it following the conventions established by the 911 coupé and convertible.

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

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

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

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

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

\*manufacturer's claim

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

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

\*manufacturer's claim

### Cayman 718 (2016 –)

**Cayman** – Wheelbase (mm): 2475. Length/Width (mm): 4379/1801. **Significant developments:** 2016: 718 Cayman (named after mid-engined racers of the '50s) launched shortly after the Boxster to which it is nearly identical save a roof, newly-developed 300hp 2.0 (in place of the old 2.7-litre) and the S model's 2.5-litre (replacing the 3.2) flat-four-cylinder, turbocharged Boxer engines. Both use variable turbine geometry technology and fuel-saving 'virtual gear' technology previously reserved for the 911. Six-speed manual or (optional) seven-speed PDK transmissions. For the first time Cayman S can be specified with a PASM Sport Chassis (lowering it 20mm), and it receives the second-gen 991's Sport Response Button. Manual Cayman S weighs 1355kg, an increase over its forebear but lighter than the 718 Boxster on account of the the roof. With a PDK transmission and the Sport Chrono Package optioned, a Cayman will now dispatch 0-62mph in 4.7 seconds. That's a full second quicker than the old 2.7 car. An S model is even quicker, doing it in 4.2-seconds, CO2 is down, too. Updated interior and exterior styling falls in line with the 718 Boxster and Gen-2 991.

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

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## CAYENNE 2014 –

The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were available at launch, continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort are the headlines. A longer aluminium bonnet, shapelier headlights (now incorporating the DRLs) and revised rear styling match. Adaptive cooling vanes hidden in the front bumpers are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

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

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

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



## CARRERA GT: 2003 – 2006

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



## PANAMERA: 2009 – 2013

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

3.6-litre V6 engine added to the line-up in 2010 with rear and four-wheel drive options. Rear-drive model gets six-speed manual as standard, Panamera 4 the seven-speed PDK and PASM suspension. V6 offer all the luxury and comfort of the V8 models. Only a four-seater, the Panamera's interior is the most striking Porsche has

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

**Cayenne** – Wheelbase (mm): 2855; length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox or five- and six-speed Tiptronic S for Turbo (optional on S). PASM, adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. PTM, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne the first Porsche with V6 power. Transmitted through a six-speed manual. Steel springs standard, PASM and air optional. V6 is also fitted with smaller brakes; **2006:** Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355kg; **2007:** Second generation Cayenne: V6, V8 S and Turbo all get DFI engines, a face-lift improves looks. PDCC active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS arrives. Combines Turbo looks with V8 S running gear. Shorter gear ratios in both manual and Tiptronic. Turbo brakes standard. New Turbo S announced. Power up to 550hp, torque to 553lb ft; **2009:** The Cayenne diesel arrives. Three-litre Audi sourced V6 available in entry-level trim only with six-speed Tiptronic S. Over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895; length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); First all-new Cayenne since 2003 is bigger in every way. Engines carried over but now include Porsche's first Hybrid; 3.0 supercharged V6 works in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol get new eight-speed Tiptronic (V6 get six-speed manual). New four-wheel drive system replaces low ratio gearbox with the latest PTM and electronics of new Tiptronic S box. Diesel and Hybrid models permanent all-wheel drive, others get an active system. PASM, PDCC and PCCB optional. New Panamera-based interior. **2012:** GTS arrives with a 4.8-litre V8 from S, engine modified taking power to 420hp. Eight-speed Tiptronic S the only gearbox, chassis combines steel springs with PASM, air optional. GTS rides 24mm lower than S, wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from Turbo. **2013:** S Diesel and 550hp Turbo S arrive. S Diesel gets a twin-turbo 4.8-litre Audi V8 diesel. Spec is the same as the petrol-engined S, but with huge torque. **2014:** Fourth gen Cayenne offers five models: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower consumption, sharper design and increased comfort. Longer aluminium bonnet, headlights incorporate DRLs, 918-style steering wheel. Macan's 3.6-litre bi-turbo replaces V8 petrol. S E-Hybrid uses Panamera S E-Hybrid's drivetrain, batteries now optimised for greater performance. New GTS arrives, it ditches the V8 for 3.6-litre V6 bi-turbo from the S. Power increases to 440hp. Sports exhaust system standard, PASM and steel springs (sits 24 mm lower), air suspension optional. Turbo model's front styling, new skirts, arches, roof spoiler all feature with 20-inch wheels. GTS sports seats have leather/Alcantara mix.

MODEL	YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 – '13	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 – '13	2100	2967	240	405	7.8	135
Cayenne S	2010 – '13	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 – '13	2240	2995	380 <sup>1</sup>	427 <sup>1</sup>	6.5	150
Cayenne Turbo	2010 – '13	2170	4806	500	516	4.7	172
Cayenne GTS	2012 – '13	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 – '13	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 – '13	2195	4134	382	627	5.7	156
Cayenne	2014 –	2040	3598	300	295	7.7	143
Cayenne Diesel	2014 –	2110	2967	262	427	7.3	137
Cayenne S	2014 –	2085	3604	420	405	5.5	160
Cayenne S Diesel	2014 –	2215	4134	385	626	5.4	156
Cayenne S E-Hybrid	2014 –	2350	2995	416	324	5.9	150
Cayenne GTS	2014 –	2110	3604	440	442	5.2	163
Cayenne Turbo	2014 –	2185	4806	520	553	4.5	173
Cayenne Turbo S	2014 –	2235	4806	570	590	4.1	176

<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 front and rear, 19-inch magnesium alloys, 380mm ceramic composite discs all round with six-pot callipers. Built at Leipzig in Berlin, left-hand drive only, over 1260 examples built between November 2003 and May 2006.

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

## Panamera: 2009 – 2013: 2014 –

**Panamera S, 4S, Turbo** – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009 – 2010** 400hp 4.8-litre or 500hp 4.8-litre twin-turbo water-cooled eight-cylinder, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-drive for S, seven-speed PDK optional; 4S and Turbo get electronically controlled four-wheel drive with PTM and PDK. Engines adapted from Cayenne, PDK unique to Panamera. PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM as standard featuring: ABS; ASR; MSR; ABD; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. Adaptive aero on all, S and 4S models use two-way spoiler, Turbo has four-way. 4S and Turbo get 100-litre fuel tanks, S 80-litres. Bi-xenon

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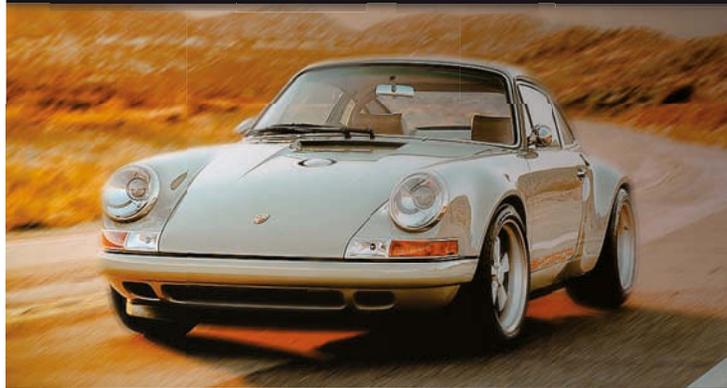


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designed for decades, and as you'd expect of such a car there is very little in terms of luxury or convenience that has been omitted from the specification or options list.

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



### 918 SPYDER: 2014 – 2015

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



### MACAN: 2014 –

Built to fulfill Porsche's ambitions to build 200,000 cars by 2018, the Macan is the company's answer to the expanding premium compact SUV sector. Porsche forecasts to build 50,000 Macans a year and will add to the range with another diesel engine – a four-cylinder this time – a petrol-hybrid and a four-cylinder petrol engine.

It launches with two trim levels, S and Turbo. The former is available with either a twin-turbocharged V6 petrol engine or single-turbo diesel V6. The Turbo is fitted with a 3.6-litre twin-turbocharged engine. A Turbo S and GTS trim-line joins the line-up later on.

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

In 2015 the Macan gets a GTS version, joining the other Porsche models in this now established sub brand. GTS sits below the Turbo model with the same three-litre V6 bi-turbo engine as the S model yet this time boasting 360hp. Torque is also increased to 368lb ft and it's lighter than the Turbo model. It is only available with a seven-speed PDK gearbox. The styling falls in line with other GTS models in Porsche's range, offering the SportDesign package as standard. Equipped with a PASM chassis that is lowered by 15 millimetres, it sits on matt black 20-inch RS Spyder design alloy wheels.

headlights standard, adaptive light function for Turbo. Radar-based distance cruise, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all options. Sports Chrono Plus optional, when combined with PDK offers Launch Control. **2010** – 3.6-litre V6 petrol. V6 available as rear- or four-wheel drive, former with manual six- or optional seven-speed PDK, latter PDK only - 300hp and 295 lb ft torque. Standard spec is the same as V8 engined S, except for optional TPS and PASM. **2011** – 2012MY Diesel arrives, 3.0-litre V6 turbo donated by Audi. Spec on par with V6 petrol. S Hybrid also arrives fitted with 3.0-litre petrol supercharged V6 and a 47hp, 221lb ft electric motor. Energy for electric motor stored in batteries under boot floor charged via the engine and regenerative sources such as braking. 1.2-mile electric range, motors have 46mph top speed. Bi-turbo S arrives with lighter turbo vanes. Power climbs to 550hp. Agate grey paint exclusive to model. **2012** – GTS arrives with Exclusive bodykit and 4.8-litre V8. Active air intakes, revised camshafts and ECU extract extra 30hp and additional 15lb ft. Turbo brakes, air and PASM (now tauter) standard. Sport Chrono Plus standard as is Turbo's four-piece rear spoiler and 19-inch wheels. Chassis 10mm lower with 5mm spacers at rear. 18-way adjustable seats, sports steering wheel with paddles also standard. Four-wheel drive only with seven-speed PDK.

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

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

**2013**– 2014MY Gen-2 Panamera gets new front and rear bumpers, lights and side sills and a range of new engines. Interior untouched. Out goes 4.8-litre normally-aspirated V8 in the S and 4S models, in comes a more powerful 3.0-litre bi-turbo V6. Big V8 stays for the GTS and Turbo, 3.6-litre petrol V6 and 3.0-litre turbo diesel also feature. Hybrid now called S E-Hybrid and is a plug-in, mates the 3.0-litre supercharged V6 with an electric motor twice as powerful and a battery pack storing five times the energy. PDK standard for all models bar Diesel and S E-Hybrid, which get Cayenne's eight-speed Tiptronic.

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

### 918 Spyder (2014 – 2015)

**918 Spyder** – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612  
**Significant developments: 2013** – 2014MY. 4.6-litre V8 traces its routes back to the 2007 LMP2 RS Spyder racer and runs seven-speed PDK with RWD. 286hp electric motor fitted to front axle with its own transmission. 918 can be driven by the petrol engine, electric motor, or both, this results in 887hp and 944lb ft of torque (V8 produces 676lb ft alone). V8 screams to 9150rpm. Five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each determines which power source is required. Carbon-fibre monocoque, carbon body includes two-piece Targa roof. PCCB brakes standard, 20-inch wheels at the front, 21s rear with Michelin Pilot Sport Cup 2 tyres. Two trim levels, Spyder and Weissach Package, the latter reduces weight by 41kg – magnesium wheels account for a 14kg saving. Ceramic wheel bearings, titanium chassis bolts and brake pad supporting plates. Upgrades include additional aero parts such as aeroblades behind rear wheels, thinner paint and exposed carbon-fibre.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014 to '15	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014 to '15	1634	4593	608/286	676/944	2.6	214

### Macan (2014 –)

**Macan** – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo): **2013** – Built at Leipzig, two petrol V6 engines, four-cylinder turbocharged petrol engine, and V6 diesel donated by VW. Macan S gets 340hp three-litre bi-turbo V6; Turbo has 400hp, 3.6-litre bi-turbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque to front axle when required. PDK as standard – no manual, shorter gear ratios aid traction. S model fitted with a 65-litre fuel tank, S Diesel a 60-litre tank, Turbo 75-litres. Both S models available with 75-litre tank. Steel springs and fixed rate dampers standard on S, Turbo comes with PASM. All available with PASM providing an additional 40mm of clearance. Sport button as standard, PTV Plus optional. S fitted with 350mm front brake discs, Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rears for optimum grip. Electromechanical power steering all round. Turbo is fitted with bi-xenon headlights, S with halogens, PDLs optional. 918 Spyder-style multi-function steering wheel with paddle shift as standard. Full length panoramic glass sunroof available, S models trimmed in partial leather and alcantara, full leather interior a cost option. **2015** – GTS arrives sitting between S and Turbo. Uses three-litre V6 bi-turbo from S with more power, PDK only, SportDesign styling package as standard. New PCM makes its SUV debut in GTS.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Macan	2014 –	1770	1984	237	258	6.9	138
Macan S	2014 –	1865	2997	340	339	5.4	157
Macan S Diesel	2014 –	1880	2967	258	427	6.3	142
Macan GTS	2015 –	1895	2997	360	368	5.2	159
Macan Turbo	2014 –	1925	3604	400	405	4.8	165

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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
<b>BOXSTER</b>							
718 Boxster	£41,739	4cyl/1988cc	300hp	280lb ft	4.7secs	170mph	1410kg
718 Boxster S	£50,695	4cyl/2497cc	350hp	310lb ft	4.2secs	177mph	1430kg

<b>CAYMAN</b>							
718 Cayman	£39,878	4cyl/1988cc	300hp	280lb ft	4.7secs	170mph	1335kg
Caymann Black	£45,989	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
718 Cayman S	£48,834	4cyl/2497cc	350p	310lb ft	4.2secs	177mph	1355kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg

<b>911 COUPÉ (991)</b>							
New 911 Carrera	£76,412	6cyl/2981cc	370hp	332lb ft	4.2secs	183mph	1430kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
New 911 Carrera S	£85,857	6cyl/2981cc	420hp	369lb ft	3.9secs	191mph	1440kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
New 911 Carrera 4	£81,398	6cyl/2981cc	370hp	332lb ft	4.1secs	181mph	1480kg
911 Carrera 4 Black	£79,309	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
New 911 Targa 4	£90,240	6cyl/2981cc	370hp	332lb ft	4.3secs	179mph	1570kg
New 911 Carrera 4S	£90,843	6cyl/2981cc	420hp	369lb ft	3.8secs	189mph	1490kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
New 911 Targa 4S	£99,684	6cyl/2981cc	420hp	369lbft	4.0secs	188mph	1580kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 R	£136,901	6cyl/3996cc	500hp	339lb ft	3.8secs	201mph	1370kg
New 911 Turbo	£126,925	6cyl/3800cc	540hp	524lb ft	3.0secs	199mph	1595kg
New 911 Turbo S	£145,773	6cyl/3800cc	580hp	553lb ft	2.9secs	205mph	1600kg

<b>911 CABRIOLET (991)</b>							
New 911 Carrera	£85,253	6cyl/2981cc	370hp	332lb ft	4.4secs	181mph	1500kg
911 Carrera Black	£81,852	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
New 911 Carrera S	£94,698	6cyl/2981cc	420hp	369lb ft	4.2secs	180mph	1520kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
New 911 Carrera 4	£90,240	6cyl/2981cc	370hp	332lb ft	4.3secs	179mph	1550kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
New 911 Carrera 4S	£99,684	6cyl/2981cc	420hp	369lb ft	4.0secs	188mph	1560kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg

<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

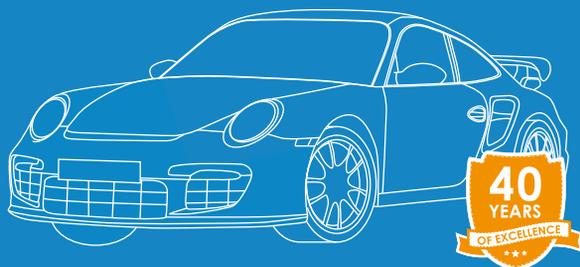
<b>MACAN</b>							
Macan	£41,578	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£44,650	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£44,636	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan GTS	£55,188	6cyl/2997cc	360hp	368lb ft	5.2secs	159mph	1895kg
Macan Turbo	£60,994	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg

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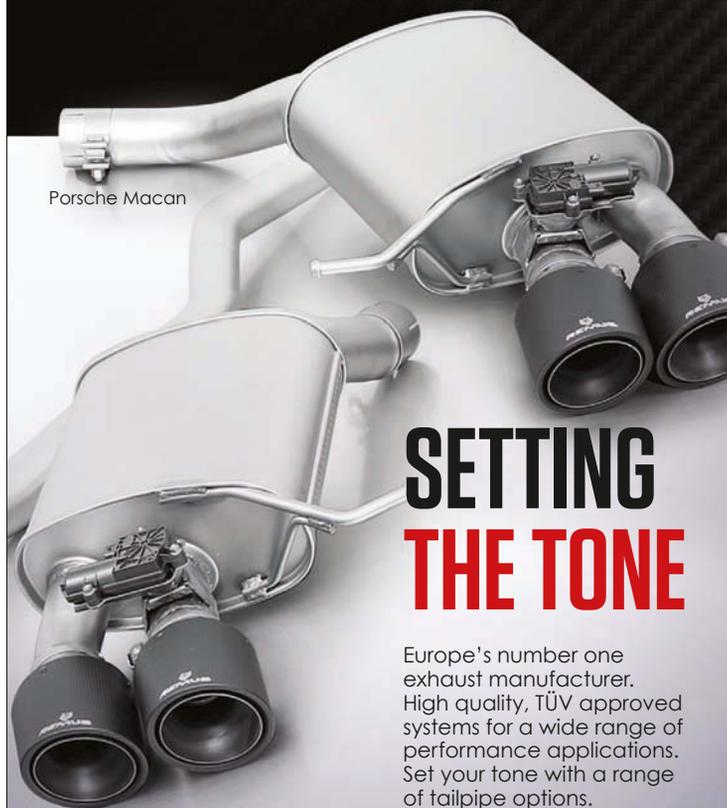
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

## Goodwin tackles Porsche GT boss Andreas Preuninger about the possible connections between motorbikes and his cars.



16. There's something about the simple pleasure of an engine in a frame, the directness of a hand throttle and your foot changing gear almost as if it is a mechanical extension of the gear change mechanism. Even today's bikes with their electronics and traction aids are still very analogue machines. There's a link here with oldtimer Porsches and the current crop of specialist models that Preuninger is responsible for that feature that same purity of purpose and directness of control.

But to Andreas Preuninger's answer: 'Yes, I've ridden motorcycles since I was about 13 years old.' Next question is, if Porsche built a motorcycle what would it be like? Here we hit a bit of a barrier as Preuninger, wisely, envisages the potential for serious misquotes and returning to Germany after the weekend to read in European bike mags that Porsche is going to develop its own bike. It would be a believable story because the company has got form on two wheels as it designed the Harley-Davidson V-Rod watercooled V-twin engine.

"Not my sort of bike," exclaims Preuninger. "I've got a KTM enduro bike that I ride off-road." Any road bikes? "A Honda RC30." Now we've hit the jackpot because you can't get much more focused than Honda's iconic RC30. Built in the late '80s for racing and then sold as a road-legal bike from 1990, the RC30 was packed full of Honda expertise and exotic parts. Gear driven cams, titanium connecting rods and more. It was a bike as close to a RS model 911 in concept and execution as you can get. "And it's also a machine that has no bits of plastic on it simply for styling," points out Preuninger. "Everything about it is there for function. I love its engine, too. I don't like four-cylinder across the frame bike engines."

Talking of engines, I launched into a rant about the modern trend for flat torque curves, lagless turbo installations and what seems like a goal to make

the internal combustion as near to being a power source, like a generator or power station, as possible and ignoring the character it brings to a car. "I agree with you," says Preuninger. "The anticipation and build up of power is exciting whether it is in a turbocharged engine or naturally aspirated. Also, it's a challenge to adapt your driving to suit each of those different configurations: the need to feed in power earlier to overcome lag. My KTM has a 300cc two-stroke engine that's perfect for the job. It's torquey, pulls like a tractor, but has plenty of character."

I've learned over the years that if you persevere with engineers, especially passionate ones like Preuninger, their reticence to answer a question is usually overtaken by enthusiasm. As we talk more about bikes the Porsche motorcycle starts to take shape. "I love the V4 layout," says Preuninger, "so I'd use our hybrid racing car's V4 but would remove the turbochargers."

It won't happen because, as Preuninger rightly points out, Porsche doesn't have as much time and capacity for external engineering projects as it used to. A shame, but I'm glad to have asked the question because Preuninger has doubled my faith in the belief that while he is at the company it will continue to make cars that people who love bikes will like ○

*"I've got a Honda RC30... everything about it is there for function"*

The last time I met Andreas Preuninger, the only other time in fact, was at the Frankfurt Motor Show when I was invited to join a round table interview with him. A pointless exercise, as any decent question that you ask will have its answer pinched by rival journalists. Not the way to get a scoop. Anyway, Preuninger happened to be at the

Goodwood Festival of Speed which was very handy as there was a question that I was keen to ask him: does he ride motorbikes?

I'll lay money on the answer being 'yes'. I'd also be surprised if a considerable number of you aren't also keen bikers. Bikes are my longest running love affair and I'm as potty about them now as I was when I was

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

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