

The world's biggest Porsche magazine

# GT PORSCHÉ

JULY 2015

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Issue 164



A £5k BOXSTER: THE TRUTH

## GT3 RS DRIVEN

Porsche's latest Rennsport  
masterpiece unleashed



gtpurelyporsche.com



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AN INDEPENDENT PUBLICATION

### '69 911S

Beautifully restored  
right-hand drive rarity







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# Ignition



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

Issue 164  
July 2015

It's been an exciting month for fans of Porsche motorsport. We saw the announcement of a 911 customer racing car in the shape of the GT3 R – a £370,000 off-the-peg Porsche with which you can go GT3 racing (p8). This was backed up with a competitive showing in the World Endurance Championship at Spa, and a podium finish for Falken Tyres' independent 911 in the Nürburgring 24-Hour (p52). The big test at Le Mans beckons, in fact it may have already occurred by the time you read this... And then there were the first media drives of the new track-bred 991 GT3 RS, which had just wrapped-up as we went to print. See Andrew Frankel's highly respected opinion hot-off-the-press on page 16.

Regardless of all this current track success, though, our insatiable appetite for Porsche products means none of us are ever truly satisfied with what we have to occupy us in the here-and-now. And so interest in future Porsche models, motorsport-developed or otherwise, is ever apparent. Word that Porsche has trademarked the name 'GT5' at the German trademark office (and is currently applying at European level) is not that surprising given the historical success of the GT2 and GT3 nameplates, and more recently that of the GT4. Andreas Preuninger has hinted that a new breed of GT car could soon emerge from Porsche, and reading between the lines this could take the shape of something radical, like a

Macan SUV. Let's also not forget the rumoured future Porsche model due to sit between the 911 and 918 hypercar either...

One thing that I know is occupying a lot of people's minds at the moment is the future propulsion system in the 911. We all know that tightening regulations will mean any new 911 is sure to feature turbocharged power, but I don't buy into the concept of a four-cylinder 911 as the scaremongers seem to be promoting. At the Geneva Motorshow this year someone who shall remain nameless (yet who should know what he's talking about), told me that there was no way we'd be seeing a four-pot 911 – not anytime soon at least. I'm more inclined to believe we might see some form of Active Cylinder Technology (ACT) in a 911. ACT is already utilised elsewhere within the VW Group, it sees two of the car's cylinders shut down in certain circumstances to save fuel. There's no reason why the concept couldn't be applied to a flat-six 911 engine, switching over from six- to four-cylinders under low load. It would likely work in a similar fashion to the seamless transfer between electricity and petrol power on E-Hybrid models. It's this kind of clever engineering that is more 'Porsche' than admitting defeat by producing a four-cylinder 911 – a somewhat irrational move for the brand's icon car.





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# 911 GT3 R REVEALED

**Porsche Motorsport has designed a customer car for GT3 category racing based on the 991 GT3 RS. It can be yours for £370,000...**

The new 991 GT3 RS is a special road car, so it makes sense that using it as a basis for an off-the-shelf race car would produce spectacular results. The new 911 GT3 R is the product of such a project and it certainly looks appetising.

During developing, Porsche paid special attention to the new racer's lightweight design. Its aerodynamic efficiency was increased, consumption reduced, and further improvements to handling and optimised safety were made. Believe it or not Porsche also kept a close eye on the cost of spare parts and servicing logistics too.

Adapted from its production sibling, the 911 GT3 R features the distinctive double-bubble roof, and a wheelbase that has been lengthened by 8.3cm compared to the previous generation vehicle.

This ensures a more balanced weight distribution and more predictable handling, particularly in fast corners.

What the Porsche Motorsport engineers call 'lightweight solutions for the body', plus some fiddling with the suspension setup has seen the centre of gravity of the GT3 R lowered when compared with its predecessor. An aluminium-steel composite construction has been adopted, while the roof, front luggage compartment, wheel arches, doors, side and tail sections (as well as the rear lid) are all made from light carbon-fibre composite. All the windows, including the windscreen (a first for Porsche) are made of polycarbonate.

A 4.0-litre flat-six unit which is 'largely identical to the high-performance production engine of the road-legal 911 GT3 RS' powers the show. The DFI mill operates at

pressures up to 200bar, while its variable valve timing technology ensures efficient fuel consumption. The engine is said to offer 'significantly better driveability and a broader usable rev range'. A Porsche sequential six-speed constant-mesh gearbox is attached to the engine, and cogs are swapped via shift paddles in the same manor as those used on the road car.

Those distinctive wheel arch air vents have been retained from the road car, creating mind-blowing downforce. Out back a vast rear wing, measuring two metres in width by 40cm in depth, provides aerodynamic balance on the car. Borrowing from its big brother, the 911 RSR, the GT3 R has adopted a centrally-mounted radiator, removing the side radiators, designed to improve the centre of gravity of the car and to protect against damage on the circuit.

The car's brake system has been modified, the chassis has increased stiffness and a revised ABS system allows for improved long distance durability and usability. The traditional 380mm six-piston aluminium brake callipers with ventilated and grooved steel brake discs return up front, while the usual four-piston callipers and 372mm discs have been used out back.

A reinforced FT3 safety fuel cell boasts an increased capacity, up by 12-litres, which means it now holds 120-litres of fuel allowing drivers to run longer stints, and the tank also now features a fuel cut-off safety valve. The doors and the side windows can be removed, and the escape hatch in the roof is now larger.

The new Porsche 911 GT3 R is available now priced at €429,000 (plus country-specific VAT). Customers can expect deliveries from December.



## 911 & BOXSTER **BLACK EDITION**

**Porsche creates 911 Carrera and Boxster Black Editions...**

## DIMENSIONS

**TOTAL WEIGHT:** 1220 kg (subject to balance of performance)

**OVERALL LENGTH:** 4604mm

**OVERALL WIDTH FRONT AXLE:** 1975mm

**OVERALL WIDTH REAR AXLE:** 2002mm



## 911 GT3 R

**ENGINE:** Water-cooled six-cylinder boxer engine (rear mounted), 4000cm; stroke 81.5mm; bore 102mm, output: over 368kW (500hp) subject to FIA balance of performance (air restrictor), four-valve technology, direct fuel injection, dry sump lubrication, Cosworth power module IPS32, race ABS, traction control

**TRANSMISSION:** Porsche sequential six-speed constant-mesh gearbox, mechanical slip differential, pneumatic gear-shift activation (paddle shift)

**BODYSHELL:** Lightweight body featuring intelligent aluminium-steel composite design, integrated (welded) roll-cage according to FIA Appendix J, removable escape hatch in roof, lightweight exterior design, CFRP doors, rear cover, rear wing, wheel arches, front and rear fairing, Polycarbonate glazing, removable polycarbonate door windows, FT3 safety fuel cell, approximately 120 litres, with fuel cut-off safety valve in accordance with FIA regulations, air jack system (four jacks)

**CHASSIS:** Front axle McPherson strut, adjustable in height, camber and toe, wheel hubs with centre-lock wheel nuts, adjustable anti-roll bar blades (left and right), power-assisted steering with electro-hydraulic pressure feed. Multi-link independent rear suspension, adjustable in height, camber and toe, wheel hubs with centre-lock wheel nuts, adjustable anti-roll bar blades (left and right)

**BRAKE SYSTEM:** Two separate brake circuits for front and rear axles; adjustable by driver via brake balance bar system. Front axle: six-piston aluminium monobloc racing brake calliper, ventilated and grooved steel brake disc, diameter 380mm, aluminium disc bell. Rear axle: four-piston aluminium monobloc racing brake calliper, ventilated and grooved steel brake disc, diameter 372mm, aluminium disc bell

**WHEELS/TYRES:** One-piece BBS alloy wheels according to Porsche specification and design, 12.0Jx18 offset 17, tyre dimension: 300/650-18 front, 13Jx18 offset 37.5, tyre dimension: 310/710-18 rear

Following now firmly established trends from the likes of Audi and Mercedes, we're all familiar with what a 'Black Edition' car entails. Basically, everything is colour-coded black to provide a mean aesthetic. Porsche hasn't broken the code here, with Coupé and Convertible versions of the newly announced 991 Black Edition now available to customers.

Out back you'll find the 350hp flat-six mated to your choice of rear-drive or Porsche Traction Management

(PTM) all-wheel drive. The 911 Black Edition sits on special 20-inch 911 Turbo-style alloy wheels, and features LED headlights and a black interior comprising heated seats. A mobile telephone module, front and rear Park Assist (including a reversing camera), are other gizmos Porsche has included alongside the current standard specification of the 991 Carrera.

Prices start at £75,074 for a Coupé, £81,852 for a Cabriolet, rising to £79,309 and £86,125 for their

respective all-wheel drive counterparts.

As you might have guessed it's much the same story with the Boxster Black Edition, priced from £46,164. Black paintwork and a black part-leather interior appear on the two-seater roadster's specification sheet, it is powered by the 2.7-litre flat-six boasting 265hp.

Standard equipment includes PCM with navigation module, mobile phone module, Park Assist front and rear, automatically dimming rear-view

mirrors, rain sensor, cruise control and a Sport Design steering wheel.

The Boxster Black Edition also features a colour-coded soft-top and roll-over bar, unique 20-inch Carrera Classic wheels and bi-Xenon headlights with PDLS. You'll find the Sound Package Plus fitted in here too, and, of course, you'll also get all the other usual Boxster features such as a powered hood with heated glass rear window, remote control roof operation, and air conditioning.



# PORSCHE OPENS ATLANTA EXPERIENCE CENTRE

**Porsche makes its largest investment outside of Germany with a \$100 million Experience Centre and Headquarters in Atlanta.**

Porsche Cars North America has opened its new \$100 million Experience Centre and Headquarters in Atlanta. The 27-acre complex is located near Atlanta International Airport and is the brand's largest investment ever made outside Germany. Similar to its UK Experience Centre at Silverstone, the site features a 1.6-mile driver development track, classic car gallery, restoration centre, human performance centre, driving simulator lab and a restaurant. There's also a state-of-the-art business centre providing 13,000 square feet of

conference and event space. The centre has been designed as a destination for the public, including automotive enthusiasts and Porsche customers.

Matthias Mueller, president and CEO of Porsche AG said: "Today we celebrate a milestone in Porsche history as we expand in the US and reaffirm our commitment to the state of Georgia and city of Atlanta. We're investing more than ever, heightening visibility for Porsche in the US and worldwide."

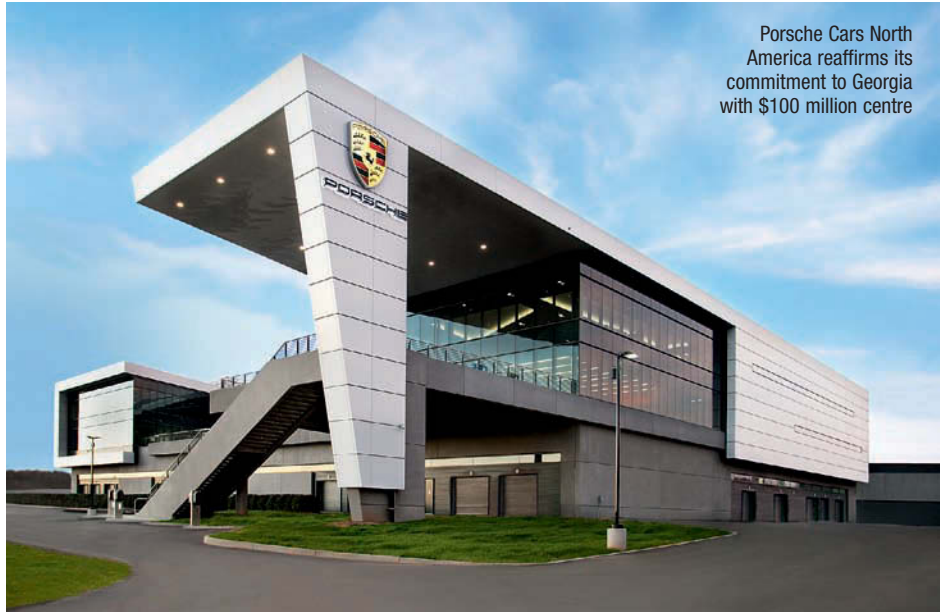
Just like Porsche's Silverstone venue, the Driver Development track

includes a Handling Circuit, Off-Road Course, Dynamics Area, Low Friction Handling Circuit, Low Friction Circle and the only Kick Plate in North America – all designed to demonstrate the capabilities of Porsche models.

Atlanta has been home for PCNA since 1998 but despite this, more than 70 alternative locations in a number of states were considered during site selection. In the end, Atlanta's transportation infrastructure, skilled workforce and support from the city and the state were key reasons for

the decision to expand in Atlanta. The proximity to the world's busiest airport allows approximately 80 percent of the US population to reach this Porsche Experience Centre within two and a half hours of flying time.

PCNA is now joined by Porsche Financial Services, Porsche Business Services, Porsche Consulting and Mieschke Hofmann & Partners, with all five entities housed under the same roof. Some 450 employees will now be based at the new headquarters, over 100 of these are newly created jobs.



Porsche Cars North America reaffirms its commitment to Georgia with \$100 million centre



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**911 Carrera Speedster (964)**

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3-Spoke Club Sport Steering Wheel  
36,537 miles • 1994 (L)

**£199,995**

**911 GT3 (991)**

7-Speed PDK • Guards Red • Black Sport Bucket Seats • Sport Chrono Pack Plus • Touchscreen Satellite Navigation • 1,626 miles • 2014 (64)

**£157,995**

**911 Turbo Targa (930)**

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

**£124,995**

**911 Turbo (997)**

Tiptronic S • Midnight Blue • Dark Blue Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus  
25,536 miles • 2009 (09)

**£54,995**

**911 Carrera 2 S (997 GEN II)**

7-Speed PDK • Platinum Silver • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack With Sport Plus • 18,841 miles • 2011 (61)

**£53,995**

**911 Carrera 2 S (997 GEN II)**

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

**£49,995**

**Cayman S (981)**

7-Speed PDK • Basalt Black  
Black Leather Sport Seats Plus  
Touchscreen Satellite Navigation  
7,310 miles • 2013 (63)

**£48,995**

**911 Carrera 4 (993)**

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

**£49,995**

**911 Carrera 4 S (997 GEN II)**

7-Speed PDK • Guards Red • Black Leather Sport Seats • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 37,869 miles • 2010

**£48,995**

**911 Carrera 2 (997 GEN II)**

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

**£45,995**

**911 Carrera 4 Targa (964)**

5-Speed • Guards Red • Silk Grey Leather Sport Seats • 16" Design 90 Wheels • Air Conditioning • Teardrop Mirrors • 74,959 miles • 1990 (G)

**£41,995**

**911 Carrera 2 (997 GEN II)**

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

**£39,995**

**911 Carrera 2 (997 GEN II)**

7-Speed PDK • Cream White • Cocoa Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack With Sport Plus • 53,902 miles • 2008 (58)

**£37,995**

**Cayenne GTS**

Tiptronic S • Carmine Red • Black Half Leather Sport Seats • 21" Cayenne Sport Wheels • Satellite Navigation  
57,748 miles • 2008 (08)

**£24,995**

**Cayman 2.9**

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

**£27,995**

**Boxster 2.9 (987 GEN II)**

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#### Race result Six Hours of Spa-Francorchamps (BE):

1.	Fässler/Lotterer/Tréluyer (CH/GER/F)	Audi R18 e-tron quattro	176 laps
2.	Dumas/Jani/Lieb (F/CH/GER)	Porsche 919 Hybrid	13.424 secs behind
3.	Bernhard/Hartley/Webber (GER/NZ/AUS)	Porsche 919 Hybrid	One lap behind

#### FIA World Endurance Championship (WEC), after 2 out of 8 rounds:

##### Drivers:

1	Lotterer/Tréluyer/Fässler (GER/F/CH)	Audi	50
2	Dumas/Jani/Lieb (F/CH/GER)	Porsche	36
3	Conway/Sarrazin/Wurz/ (GB/F/A)	Toyota	22
4	Davidson/Buemi (GB/CH)	Toyota	19
5	Bernhard/Hartley/Webber (GER/NZ/AUS)	Porsche	17
6	Di Grassi/Duval/Jarvis (BRA/F/GB)	Audi	16
7	Nakajima (J)	Toyota	15
8	Albuquerque/Bonanomi/Rast (P/I/GER)	Audi	12
9	Tandy (GB)	10	
10	Bird/Canal/Rusinov (GB/F/RUS)	G-Drive	8.5
11	Bamber/Hülkenberg (NZ/GER)	Porsche	8



##### Manufacturers:

1	Audi	70
2	Porsche	53
3	Toyota	47

# WIN ESCAPES PORSCHE AT SPA

**Porsche claims second, third and sixth for its three Porsche 919 Hybrids after a thrilling race at Spa for the World Endurance Championship...**



## FIA WORLD ENDURANCE CHAMPIONSHIP ROUND 2: SPA, BELGIUM

After an action packed six-hour race in Spa-Francorchamps, the trio of Romain Dumas, Neel Jani and Marc Lieb came second at round two of the FIA WEC, repeating the season's opening race at Silverstone. Timo Bernhard, Brendon Hartley and Mark Webber had started from pole position but dropped back due to a penalty and a technical failure, fighting their way back to finish third. The third Porsche 919 Hybrid with Earl Bamber, Formula One driver Nico Hülkenberg, and Nick Tandy, that was being entered for the first time, started second but lost ground because of an early accident which was followed by a stop for repairs. They recovered after dropping to the back of the field to finish sixth.

Hartley took the lead from pole position. After 23 laps, just before he was due to hand over the car to Bernhard, he locked the brakes before the bus stop chicane and used the escape road to get back onto the track. He was given a 15-second stop and go penalty, which saw the car drop back to second place, before a damper change during the driver swap with Webber after 47 laps cost even more time. Webber managed to improve to third during a double stint. After 95 laps Hartley took over, refuelled after

119 laps and handed over to Bernhard after 137 laps. Bernhard came in for his final stop for fuel after 161 laps and finished third.

Lieb improved from third on the grid to second right after the start and stayed there. After 22 laps he handed over to Jani, who moved up to first place when the sister car received a stop and go penalty. Dumas got in the car after 46 laps and extended the lead to 27 seconds. After 94 laps Lieb returned to the car and rejoined the race in second. He had a strong fight with Benoît Tréluyer for the lead, which changed several times. After 133 laps he handed over to Jani. He had his last splash-and-dash after 157 laps and finished the race in second place.

Tandy started second and was third after lap one. On lap seven a misunderstanding led to an accident with one of the works Porsche 911 RSRs and required a stop for repairs. After 32 laps Hülkenberg took over the car in ninth position for a double stint. After 80 laps Bamber got behind the wheel for the first time. He refuelled after 104 laps and handed over after 128 laps to Tandy, who picked up fresh tyres for the left hand side on his last stop for fuel after 152 laps. He finished sixth.

Andreas Seidl, Team Principal, said: "For the moment I must admit there is a feeling of disappointment. After having locked out the front of the grid with a one-two-three in qualifying, for sure we would have been able to win that race if it had all gone according to plan."

Formula One ace, Nico Hülkenberg, racing the 919 Hybrid for the first time at Spa, said: "I felt good in the car during the race. I did a double stint with one set of tyres, which was tough on the rubber. Managing the traffic was a very interesting and enjoyable experience, although I had a few moments. Sometimes the timing to overtake is perfect and sometimes it isn't."

Britain's Nick Tandy, who partnered Hülkenberg, commented: "The accident with the Porsche 911 RSR early in the race was a misunderstanding. I obviously thought he would let me by and he clearly didn't expect me to overtake. Then we had a technical problem with the car, which caused me to miss the pit lane entry and we lost more time. Of course, I'm not happy with how things went, but the car was great to drive and the tyres were holding up better than expected. Thanks to the team for a great job."



# WEBSTER FIGHTS BACK IN BELGIUM

**A capacity field of 30 911s supported the WEC series for rounds three and four of the Porsche Carrera Cup GB Championship at Spa-Francorchamps...**



**CARRERA CUP GB**  
ROUNDS 3 AND 4  
SPA-FRANCORCHAMPS, BELGIUM



At Spa Porsche Carrera Cup GB Scholar Josh Webster produced a faultless drive to convert pole position into a superb win in the first of two races at Spa. Pressure from championship points leader Dan Cammish was present throughout the race but the 21-year-old clinched his sixth career Carrera Cup GB win.

Having dominated qualifying earlier in the day, Webster made a great start and maintained his lead into La Source. From then on he maintained the gap with Cammish who was eager to add to his two wins already this season. Webster and Cammish were joined on the podium by Stephen Jelley who built on his impressive display at Brands Hatch with another strong haul of points. Jelley had been locked into a battle with IN2 Racing's Victor Jimenez and Parr Motorsport's Dino Zamparelli who both finished just three seconds behind after some

great racing. IDL Racing's championship rookie Tom Sharp was always on the tail of the chasing pack. In a continuation from qualifying Karl Leonard of Team Parker Racing proved the man to beat in the Pro-Am1 category after managing to pick off several of the Pro drivers. In his first Porsche Carrera Cup GB race Nerijus Dagilis took the honours in the championship while frontrunner Dan Cammish pulled an important overtake on fellow title contender Josh Webster to seal a momentous win in the second race of the weekend. In a race interrupted by a substantial safety car period the Yorkshireman seized his opportunity to clinch a memorable victory in front of the onlooking World Endurance Championship fraternity and collect the winning trophy from Wolfgang Hatz, Porsche AG Board Member for Motorsport, Research and Development.

Following an incident between Thomas Jennings and Paul McKay at Raidillon on the opening lap, the safety car was called out and racing was not resumed until 20 minutes into the race. This meant Cammish had to be patient but when the action got back under way, the early season pacesetter made a run down the left of Webster at Les Combes to secure the lead and ultimately the win. Carrera Cup GB Scholar and defending champion, Webster, was happy with the result given the circumstances. Two-time Carrera Cup GB champion and record race winner Michael Meadows completed the podium and there was also some great racing by Stephen, Zamparelli and Jimenez who also had strong drives. In the Pro-Am1 category, Gelzinis came out on top in a fierce battle with Redline Racing's Jordan Witt. Witt actually crossed the line

**Points standing after round four:**

<b>Pro category:</b>		
1	Dan Cammish	80 points
2	Stephen Jelley	66 points
3	Josh Webster	58 points
<b>Pro-Am1 category:</b>		
1	Ignas Gelzinis	38 points
2	Jordan Witt	29 points
3	Karl Leonard	28 points
<b>Pro-Am2 category:</b>		
1	Iain Dockerill	28 points
2	John McCullagh	25 points
3	Paul McKay	24 points

three tenths ahead of the Lithuanian but was given a retrospective one-second penalty which pushed him back into second. Graeme Mundy topped a fantastic showing on his return to driving 911 Cup cars with a fantastic win in the Pro-Am2 category. Iain Dockerill and Nerijus Dagilis rounded off the podium.



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# *Full* *FOCUS*

This is where the talking stops. We get behind the wheel of Porsche's latest Rennsport masterpiece: the new 911 GT3 RS – its most focused series GT car to date...

Story: Andrew Frankel Photography: James Lipman



*You drive it like you might a GT3 and discover the car is accurate, responsive, fast and fun. Which is very good*



Steel, aluminium, magnesium, carbon fibre, glass fibre, glass, titanium and polycarbonate. These are the materials that can be seen just by looking at the exterior of the new 911 GT3 RS.

Together they tell you something of the story of this car, the dedication of the men and women of Weissach, before you even get to drive it. This is a car that has been developed down to the finest detail to create what Porsche claims is the most focused, capable GT-series 911 to date.

In itself this is not remarkable: given that it is a brand-new GT3 RS it would be far more surprising were it anything else. The surprise, as hinted at by that extravagant list of materials, are

the lengths Porsche has gone to ensure the promise of those pumped-up wide bodied looks is met in full by the car beneath and just how far beyond the level of the current GT3 or any previous GT3 RS this new car can go.

Porsche always said the gap between this RS and the GT3 machine upon which it is based would be bigger than any previous generation, and it has brought the hardware to prove it. Unlike the GT3, it uses the widest of the three available 911 body styles and unlike the GT3 has carbon fibre wings, bonnet and bootlid. Its roof is magnesium, its rear screen and quarter-lights are polycarbonate. It is the first series production RS to use a larger engine than the GT3 too, as the

4.0-litre 997-based GT3 RS was a limited production car. Like that RS engine, this unrelated one also displaces 3996cc and develops 500hp at 8250rpm, a rise of 25hp over the output of the standard GT3. The gearbox is basically the same as that used by the GT3 but with a lower final drive to offset its larger rear tyres and with a shorter action for its paddles

The chassis is substantially different too, with a wider front and rear track, different roll bars at both ends and stiffer rear springs, though those at the front are unchanged. As for the wheels and tyres, they are identical in size to those of the 918 Spyder, with a massive 21-inch rim at the rear instead of the 20-inch rim used by the GT3,





and a 325/30 section tyre, the most rubber ever deployed by a street-legal 911. The compound and construction however has been minutely changed to suit the rear-engine, rear-drive characteristics of the RS.

But the biggest difference by far is that body and all the aerodynamic devices that can be found sprouting from it. In total it generates 345kg of downforce, a number than can be expressed in several different ways. It has three times more downforce than the GT3 can muster, or four-fifths as much as a full race Carrera Cup 911. It has more downforce at 200km/h than the last GT3 RS had at 300km/h. However you measure it, that is a hell of a lot of downforce.

That is why Porsche is annoyed that it has only lapped the Nürburgring Nordschleife in 7min 20sec, despite that being fully 9sec faster even than a Carrera GT. The time was set when the track was cold and damp and its simulations say it should do a 7min 17sec lap with ease. This is important even if only symbolically, because it would beat the 7min 18sec recorded by the craziest GT car of them all, the 620hp GT2 RS. It would make the GT3 RS the fastest 911 road car of all time, despite its 120hp power deficit.

Yet despite all the numbers, all the materials, all the hype that goes with the launch and those looks, when you finally climb aboard the GT3 RS what you see is almost disappointingly

normal. Yes the bucket seats from the 918 are standard as is its 360mm rim steering wheel (a GT3 has a 380mm wheel) but save some Alcantara and carbon trim plus a GT3 RS badge in the rev-counter, this looks like the interior of a normal 911.

You fire it up and are answered by a gruff rumble from the back as the tachometer needle leaps off its stop. It's redlined at 8800rpm. Maybe not so normal after all...

Yet when you move off there is little evidence that this is a 911 like no other. Despite using solid ball joints in all bar one of its suspension mounting points, the GT3 RS rides incredibly well for this kind of car. Keep the revs down and





*If it is to be driven very fast, it requires  
a lot of its driver both in terms of  
concentration and, yes, skill*

your foot off the floor and it's more than reasonably refined too. As an every day car it gives stunningly little away to the GT3.

But there are two elements I don't like: the first is Porsche's refusal to allow a manual transmission into this car, despite it being an even more pure model than a GT3. Porsche I know was stunned by the demand for the manual-only Cayman GT4 which it underestimated by almost half, so perhaps for the Gen 2 model it will relent, but for now two pedals is all you're getting. My other issue is the car's width: I guess it's okay for a Turbo S to be fat of hip and have to breathe in to pass through gaps in the traffic, but a GT3 RS? That bodywork with its side air inlet not only provides a wider track but another 10hp's worth of ram air pressure at high speed, but I'd happily give it all up for a car I could thread with confidence along a narrow lane.

Time is short so at the first sign of a straight I ask the engine for everything. And the first thing I notice is that unlike other fast Porsches, the GT3 RS no longer feels enslaved to its gear ratios. They're still long, longer than I would choose for sure, but the mid-range punch of the new motor which offers more torque at every point in the rev-range can now carry them with confidence.

The sound is different too, thanks mainly to the new routing of the air into the engine: I don't actually think it sounds quite as sweet as the GT3, but it's louder and even more pregnant with purpose. And, of course, it's very, very fast, quick enough hit 200km/h (124mph) in 10.9sec. When you think that's being achieved by a normally aspirated fully homologated production road car weighing 1420kg (with all the lightest options specified and no air conditioning or radio) and with an engine capacity below 4.0-litres, the sheer scale of the achievement becomes clear.

But you can spend all day squirting around the best roads you know and, to be honest, you'll probably never find yourself in a position where you're doing things a GT3 couldn't do. Not if you're sane that is. For that you need to find this car's natural environment: you need to find a race track.

Bilster-Berg is a purpose-built track in the west of Germany and if you wanted to find a facility better at teasing out inadequacies in a car's chassis, you'd need to travel to its Nürburgring neighbour to find it. In just 19 turns it manages to pack a total of 44 crests and dips, an elevation change of 70 metres and a gradient that in places exceeds 1:4. And you learn at once that this is

not a car you can just climb into and start flinging from apex to apex. You have to learn its ways.

First, the grip levels are ridiculous: Porsche says it can under certain circumstances generate 1.8g of lateral acceleration – a McLaren P1 won't make more than 2g. So you have to mentally readjust your brain to that. So next you drive it like you might a GT3 and discover the car is accurate, responsive, fast and fun. Which is very good. But so too is there this nagging sense that it's holding something back, something it's only going to show you if you drive it a different way.

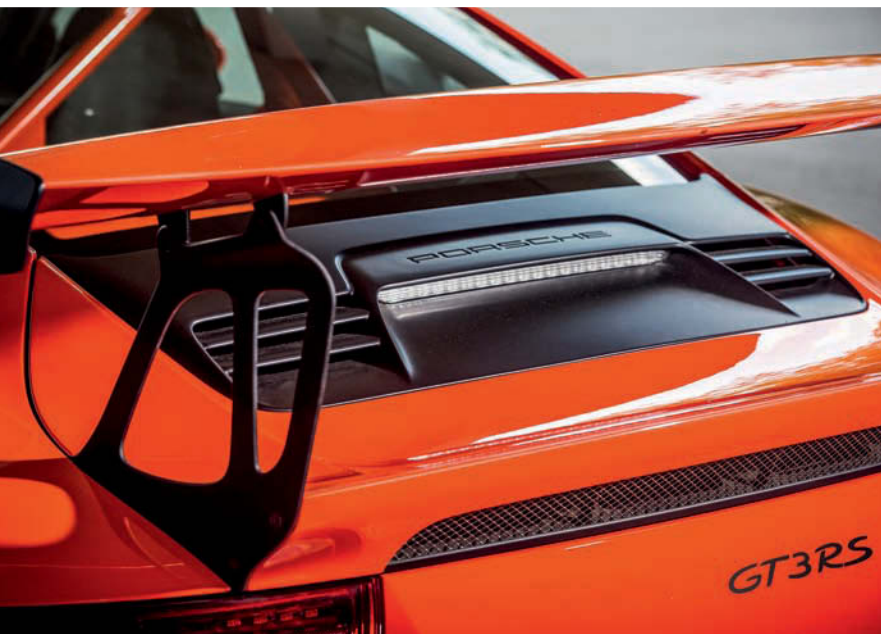
So you think about that downforce, the 918 tyres, the bespoke suspension, the wide body and conclude there must be something more to this car after all.

You have to drive very hard to find it, faster I expect than many owners will care to go. You have to be happy with the car feeling quite loose in your hands and accept the fact it will feel that way even if you leave all the electronic safety nets engaged. And then it really flies, oversteering into corners on a trailing throttle, four-wheel steer working over time, and slithering away from the apex, electronically controlled limited-slip differential frantically apportioning torque across the rear axle. And you're busy too, juggling steering and throttle,









trying to keep your line clean, trying not to let it oscillate too much between over and understeer, always leaving just a little room at the exit for contingencies and, just occasionally, feeling less annoyed by Porsche's insistence that the traction and stability control systems are left on.

In slow corners the car's natural desire is to push its nose a little wide of the apex which is entirely as it should be, and because the car is so hyperactively sensitive to any change in pitch or throttle setting, you can cancel it with not much more than a twist of a toe. In high speed turns however, it becomes a very different beast, grip influenced as much by air flow as tyre adhesion.

Don't misunderstand me: this is not the kind of downforce that pulls neck muscles, ripples cheeks and allows cars to, in theory at least, drive upside down. By single seat race car standards it's actually very little downforce. But given the vehicle to which it is being applied is based on a mainstream production coupé, it is incredible. You notice the additional corner speed of course, but most of all you notice how much easier the car is to drive in fast corners than slow ones, and to anyone not used to downforce, that is entirely counter intuitive. But at Bilster-Berg there is a right-hand curve over a steep crest taken not quite flat at a speed so great

I've always been too scared to look at the speedometer. And if you follow a professionally driven 911 Turbo S through this section you can see the moment the car goes light, starts to squirm and really gives its driver something to think about. In the RS with that huge rear wing doing its thing, the car barely changes its attitude. It stays flat to the floor, maintains its ride height and without deflection rockets away.

In the past RS models have often proven not merely quicker, but actually easier to drive than their GT3s upon which they are based. In the last generation in particular the wider front track and consequently sharper front end bite helped quell





the understeer to which non-RS versions of 997 GT3s were universally prone. This car is not like that. Driven the way its maker intended, the 991-generation of GT3 RS is actually a far more difficult car to drive fast than a GT3, and far more likely to land you in trouble as a result. If it is to be driven very fast, it requires a lot of its driver both in terms of concentration and, yes, skill. And the question anyone considering such a car needs to answer is whether they are all right with that.

Perhaps oddly, I am. Certain cars you want to be easy: an AMG Mercedes is a machine in which I want to be able to sit back in large

comfortable chair and drift until the tyres wear through without much more than a flex of the wrist. But a car like this? No thanks. I don't want merely to direct the action, I want to be on the stage, front and centre and in the thick of it. I want a GT3 RS to be a completely immersive experience where what you get out is directly proportional to what you put in.

It will be interesting to see how Porsche approaches the second generation of 991 GT3 RS because I anticipate this is a car whose on-limit handling will raise some eyebrows in the global motoring media and maybe Porsche will feel the need to tame its inner wildness just a notch or

two. But I hope not. Were this the only GT3, I'd say they'd gone too far. But it isn't: the normal GT3 is a joy that should satisfy at least 90 per cent of even very enthusiastic drivers. If what I hear is correct, there is soon to be another version too, aimed at those not interested in lap times, but simply enjoying the purest on-road driving experience Porsche can provide: and yes, it will have three pedals. So, and to me at least, there is space at the top for a crazy car, one that takes you to that edge where you feel most alive. That car is this new GT3 RS: it's not perfect but despite and perhaps even because of that, I absolutely loved it ○





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

## Even though it was originally considered to be the ugly duckling among 911s, Peter Morgan notes that the 964 isn't doing too badly today.

About ten years ago most independent dealers would run a mile from a 964. Today, it still isn't a classic Porsche you'll find on many forecourts, but the so-called ugly duckling of the 911 family appears to be staging something of a revival.

In January 1989, the 964 was the first really 'new' 911 in 26 years of production. It courted controversy right from the beginning not least because the whole development had been something of a kneejerk response to increasingly overwhelming Japanese competition. The 'Airfix kit' styling was criticised for being bland and the only model initially available was a rather heavy all-wheel drive. But by October 1989 a more on-message Carrera 2 arrived and the following January, Tiptronic brought a proper automatic to the 911 range for the first time.

Those 1989 Carreras were actually quite well built, but by 1991 it was clear the new M64 Carrera engine had various problems with oil retention and rogue dual mass flywheels. Quality was always a recurring problem with the 964.

However, in driving terms it was a big step forward. The 964 was the 911 that finally had Motronic, power steering, coil springs and ABS, each one making the car far more civilised. In 1991, I recall taking a Carrera 4 for a drive around Lake Michigan, thanks to Porsche Cars North America and the ride comfort was in a different league to the outgoing Carrera 3.2. On the cruise the curve bladed fan made a simply soothing thrum that sounded like a 747 at 32,000 feet in calm air. The interior also received a makeover and even the air-con was effective.

Weathering the punishing early 1990s recession, Porsche threw

everything at making the 964 as versatile and appealing as possible. By 1993, the cars were very much better propositions. The only problem for buyers of used 964s was (and remains) being sure you are getting a car from the year of first registration. Because of that recession, there were many 964s made in 1991-'92 that weren't actually sold until 1993. The real '93 cars are easy to spot (the VIN is in the windscreen for a start) and the cars had a revised interior.

Over the coming decades, exposure to the British climate revealed the 964 had a tendency to show corrosion, particularly in the wings and the scuttle

*Buyers are looking for an air-cooled 911 that is still affordable*

panel below the windscreen. The evolving paints being used in the early 1990s also appeared to be more affected by UV, with the solid red and white being particularly prone to discolouration. By the early Noughties, it all added up to a fairly sorry story of expense for any new owner. It was the time of the £10k Carrera.

We haven't mentioned the Turbo, because in 1988 customers were told the Turbo was finished. But within a year the 930 engine had been dropped into a wide-body 964 shell.



The new Turbo was indeed a blast but it should have been so much better – it didn't even get the Motronic engine management. The 1993 3.6 was the last hurrah of what was, even by Porsche's standards, old technology (the race team had been using twin-turbos for 16 years by this time).

The market's reluctance to show an interest in the 964 even spilled over to the RS – as great a 911 as you would ever wish. It was generally panned by the media in its time and by the early Noughties could be snapped up for £20-25k by those wanting a quick track day car.

Fast forward to today and that almost desperate trading period from 1992-'94 has largely been forgotten and the prices of ten years ago are simply unbelievable. The 964 – like all air-cooled 911s – has experienced a stunning surge in values. Regular Carreras with low mileages regularly ask up to £40k, the 3.3 Turbo £100k, while the RS strides out towards an incredible £200k.

The 964 has matured into a sought

after classic 911 without the rawness of the C32 and without the refinement baggage of the 993. Buyers are looking for an air-cooled 911 that is still affordable (although the definition of affordable here still means you need fairly deep pockets). The selection is very mixed, from cars that turn out to be very good indeed to those that promise much and disappoint as soon as you open up the doors. All the early engine issues are largely history as previous owners have bitten the bullet and had the troublesome cars rebuilt. Nevertheless, buyers need to be very careful of the rarer models – particularly imported cars and posh paint jobs over the neglected cars. Best of the bunch is the standard Carrera 2 – and even better if it is an RS lookalike.

The so-called ugly duckling really has grown up and arguably looks better to our 21st century eyes and tastes than it did 25 years ago. It is a perfect example of the whole being worth a lot more than the parts as buyers look for Porsches that still have value and appreciation potential ○

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

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We reserve the right to edit letters for clarity. The views expressed are not necessarily shared by the magazine and its publishers.

## AIR-COOLED 911 FOR £15k?

I wanted to say thanks to Matt Biggs for his monthly updates on his 911SC. I am thoroughly enjoying reading about the ongoing improvements. I have a cherished 1983 Mk1 Golf GTI that I

have owned for almost 15 years. I paid £350 for it and I still love it as much today as the day I handed over my hard earned. It's now worth considerably more but, as you have



said, that is hardly the point to true petrolheads. I have changed a lot in the 15 years of owning my Golf; it's my 40th this year!

But now I really would like to try and buy my dream Porsche. I am flexible in what I buy, but it must be air-cooled. I have a budget of £15k and, as you know better than me, prices have gone through the roof lately. Is my dream car really out of reach now? I have considered a 924 or 944 and even a Boxster, Cayman or 996. But they just don't do it for me. Can my dream be achieved or have all the affordable 911's been tucked away as investments?

Simon Daley, email



Simon you're not alone in feeling this way, but if your Porsche owning dream is to be realised it may have to take the form of a non-air-cooled model unless you move quickly. We have seen 911SC 'projects' for sale just above your budget, so with a bit of bartering you might be able to secure one. Good luck! GT

## PORSCHE V8

I read and re-read your eerie description of the tunnel runs in that beautiful resale red Panamera GTS (GT 03/15). I was a kid of about 18 when the big V8 was in the 1956 Ford CustomLine. I'm now nearly 70.

We only had one

tunnel in our area of Melbourne that was about half-a-mile long. This didn't stop my mates and I taking the Ford through it in second gear and flooring it, with all the windows down of course, listening to the bassy reverbs off the walls. Your article brought it all back; thank you.

Today, for the noise, I have a 1963 big-block Chrysler 300 Coupé. She gets a run on alternate weekends to my '74 911S race car (also for the auditory thrill every petrolhead needs). I own, and have owned, several Porsches but no longer a V8; your article on the Panamera GTS may soon change that.

Godfrey Williamson,  
Victoria Australia



## PDK vs MANUAL

I am very pleased to read that Mr Preuninger has been allowed to acknowledge that "differences in mission criteria" are important in selection of PDK versus manual transmission. This is in stark contrast to Porsche AG's prior stance that 'PDK is simply better'. His further statement relating to responding to customer desires renews my hopes for the creation of a street-biased lightweight 991 (which I am now calling the 991 GTL). This still appears to be a final marketing niche that Porsche could fill.

On the other hand, with the GT4, I am also very pleased to see that, only nine years later, customers will be able to enjoy the same level of performance I have had available in my delightful RUF 3400K.

Joseph Carastro IV,  
South Carolina

The PDK versus manual debate continues. Where do you stand? GT



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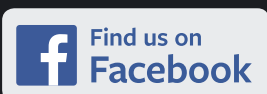


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# Ferdinand Piëch: *A Retrospective*



Will Ferdinand Piëch's dramatic exit as VW Group CEO finally see him retire at 78-years-old? We wouldn't be so sure...

Story: Simon Jackson Photography: Porsche Archive

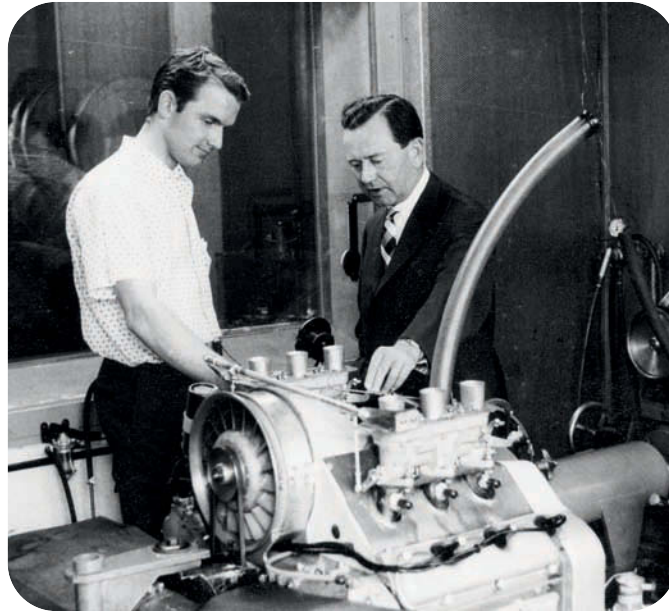
Being a grandson to Ferdinand Porsche, and calling Ferry Porsche 'uncle' must come with a certain level of weighty ancestral expectation, right? Well, Ferdinand Piëch's significant career certainly reads as though he didn't feel any undue pressure, having thoroughly fulfilled any would-be family expectancy through a lifetime of automotive excellence. Piëch is the son of Louise Porsche, Ferdinand Porsche's daughter, who married into the Piëch family in 1928. Ferdinand Piëch was born in 1937 and was educated as an engineer, graduating with a degree in mechanical engineering during the early 1960s. This directly led him to a position at Porsche in Stuttgart from 1963 until 1971, and it was here that he played a significant role in the development of the 906, and subsequently, the 917.

Piëch's involvement and influence at Porsche

should not be dismissed due to his family ties. He was responsible for a raft of important historical changes to the business, particularly in the field of motorsport. Piëch oversaw a step change at Porsche whereby in motorsport its driver's position in the car was moved from the left to the right of the cabin, providing an advantage on clockwise circuits (of which the majority are). Piëch was also the man behind the audacious move to meet FIA homologation regulations in 1969 that saw Porsche produce a number of road-going 917s in order to enable the car to race. As we now know, the risk paid off and the rewards were great, including the creation of one of, if not the, most iconic and successful Porsche racing cars of all time. Piëch also resurrected his grandfather's work on the stunning 16-cylinder engine designed first for Auto Union in the 1930s (which we covered in

our June issue) though sadly this was a project that wasn't seen through to completion.

Piëch left Porsche when the firm moved from a limited partnership to a private legal company in 1972. A policy was put into place at the same time stating that no Porsche family member could be allowed to control the day-to-day management of the company – a move designed to avert arguments between the family. Piëch may not have liked this at the time, as it was enough to see him turn his back on Porsche in order to set up his own small engineering company. After a short time, however, Piëch was back, this time he had moved to Audi, heading the manufacturer through an interesting period of its history. Piëch is credited with shifting the brand's positioning into the path of rival German automakers Mercedes-Benz and BMW and it was here that Audi became a force to be reckoned with in the prestige market.



Cars such as the famous Audi Quattro helped this process along, and it was Piëch who commissioned the development of the car in 1977 for entry into the World Rally Championship.

By 1993 Piëch had moved on to become chairman and CEO of the VW Group, inheriting a business from Carl Hahn that was mere months from financial ruin. Here he rebuilt and grew the empire significantly to become the automotive goliath we know today. With SEAT and Audi already a part of the VAG organisation, Piëch oversaw the purchase and integration of the Lamborghini, Bentley and Rolls-Royce brands (although the latter eventually went to BMW). The Group created Bugatti Automobiles S.A.S. in 1999 following the acquisition of the Bugatti trademark during the Rolls-Royce deal. Piëch was building a future-proof, platform-sharing automotive machine, and

his lasting legacy at the same time.

Piëch is attributed with playing an influential role in the development of several key cars during his tenure at VAG; we've already mentioned the Audi Quattro, add the Lamborghini Gallardo and Audi R8 to that list. Famously, Piëch also put his foot down on the development of the Bugatti Veyron, with its 1000hp turbocharged W16-cylinder engine, insisting that it go ahead. So we have him to thank for one of the most radical road cars ever built.

At age 65 Piëch was forced to retire from his role at VAG, bowing to standard VW company policy, but Piëch is not a gentleman to disappear into the background quietly. Indeed, professionally speaking, he's a giant of a man, and how he found time to father 12 children from four different wives whilst developing his fearsome Alan Sugar-style boardroom reputation

we'll never know. Piëch would remain on the VW Group Supervisory Board as an influential strategist until this year, where a power struggle with chief executive Martin Winterkorn saw him ousted. Before he stepped down his reign saw VW becoming Europe's biggest automaker and the world's second biggest by sales, behind Toyota, by 2014. Mission accomplished? Perhaps, but we doubt he'd see it that way.

Piëch's downfall, if it will be remembered in that way, came after he made derogatory comments in the German media about his former protégé, Winterkorn, which were not sanctioned by the extended Porsche family. In short he instigated an attempt to remove Winterkorn from his position, a role he had occupied for eight years. It was a fight Piëch seemingly lost in spectacular fashion that resulted in he and his wife Ursula stepping down from their positions



on the board. The relationship between Winterkorn and Piëch apparently broke down over VAG's lack of progress at making significant in-roads into the US car market, a market that Piëch had vast experience of conquering having done so following the reign of his predecessor as chairman and CEO, Hahn, in the 1990s.

Piëch's influence at Porsche since his move to Audi in the 1970s should not be presumed irrelevant; the Porsche family, of which he is part, might control 51 percent of VW, but let's not forget that the Porsche brand itself remains at the

top of the group's hierarchal tree. It's in their blood, literally. Piëch is reputedly a genuine 'car guy' – his car collection is said to include Bugatti Veyrons (yes, plural) and he was reportedly spotted recently in a bespoke (hard-top) Porsche 918 Spyder. Piëch personally owns a ten percent stake in Porsche and despite the existence of the policy stating that no family member can be directly in charge of running proceedings, Piëch's prolific reputation, his historical career past in business and this latest Winterkorn 'incident' is telling of how he is traditionally used to

behaving behind closed doors. Ultimately it doesn't take a rocket scientist to presume that Piëch might be used to getting his own way in the boardroom, and it therefore follows that he may well be directly responsible for some of Porsche's finest achievements over recent decades. Might this hiccup spell the end of Piëch's influence on VAG and the Porsche brand? Have we lost a genuine car guy from a position on high? Don't count on it. But it is sure to instigate changes to how the Group, including Porsche, operates itself going forward ◊

### *Piëch's career highlights:*

- 1966 Porsche 906: Designed under Piëch's rule at Porsche R&D
- 1966 Porsche 917: Piëch leads engineer Hans Mezger and challenges FIA
- 1975 Becomes manager of technological engineering at Audi
- 1977 Audi Quattro – Oversees four-wheel-drive concept and revolutionises rallying
- 1993 Moves to become chairman and CEO of VW Group
- 1998 Oversees acquisition of Lamborghini and Bentley by Volkswagen AG
- 1999 Rules over creation of Bugatti Automobiles following acquisition
- 2002 Becomes chairman of the Supervisory Board of VW Group
- 2003 Lamborghini Gallardo: Influences creation of Lamborghini's best-selling model
- 2005 Bugatti Veyron: Insists 1000hp W12-powered project goes ahead
- 2006 Audi R8: Signs off on R8, built by Audi subsidiary, Quattro GmbH



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# *Lone Ranger*

Having spent most of its life in Texas, this classic 2.4S has escaped the corrosion-inducing perils of a temperate climate. A modest mileage over four decades means its bark matches its bite.

Story: Johnny Tipler Photography: Antony Fraser



They don't come in much better nick than this 1973 2.4 S, hailing from San Antonio, Texas. That's why it appears so well preserved: thank the dry heat of the Texan climate and desert surroundings.

I've come to see the car at specialist Paul Stephens' premises on the Suffolk-Essex border, where its current owner, Ed Stratton, has consigned it. A true connoisseur of the 2.4 S, Ed once owned the 1973 Earls Court Motor Show car, and has had a few others since. Moving on to pastures new, he's now put his white knight up for sale, and that was our chance to sample a Texas twister.

It's a matching numbers car that's logged a miserly 46,900 miles in its 42 years. In 2011 it

received a complete respray and full engine rebuild – and that presents a minor conundrum. How come such a low usage car that's been kept in the searing heat by a string of well-to-do owners needs to receive two dramatic actions, mechanically and externally? We'll get to that in due course...

Meanwhile, here's the history and spec: chassis number 9113301113, engine number COA 6331778, left the Zuffenhausen factory on 1 May 1973, and was delivered to Northwood Porsche Audi Incorporated, in San Antonio, Texas. Its coachwork was finished in light ivory with sand beige leatherette upholstery – perceived as the easy clean, low-maintenance option back then – along with Koni shocks, Fuchs wheels, sports

seats, a state of the art Blaupunkt radio, white-lensed Hella foglamps, tinted screen and side windows. Nothing out of the ordinary, but a well considered spec nevertheless.

This was visualised by the first owner, Dr Michael I Zuflacht, a neurologist still practicing in San Antonio, who returned his S to Northwood Porsche after only a year. It was then snapped up by a famous American footballer called Billy Hobbs. This lantern-jawed Texan line-backer gained a reputation for introducing a hard contact style in what had previously been an unaggressive position, and he was consequently feared on the field in his day. Doubtless he liked the giant-killing image Porsche projected in competition back then.

*The 2.4 S is a rare car and  
of course it's an icon from  
Porsche's halcyon days*







Tough-guy Hobbs went on to be a minister at the Alamo Baptist Church, but was killed in a moped accident in 2004 when he ran a red light. He hadn't actually hung on to the 911 for long, and in 1975 it got sold on to Michael Janssen, vice president of the San Antonio-based Ameritas Life Insurance Company. Those first three owners covered approximately 28,000 miles between them, and the servicing record from these early years is traceable from the Northwood Porsche stamps in the original maintenance booklet.

But it didn't suit this chap either, and in '76 the car then went to someone who did more fully appreciate it, car enthusiast Ray Demel,

whose tenure lasted till 1999. We can conclude that it was mostly used for short runs, since he clocked a mere 13,000 miles in that time, with servicing handled by local independent Porsche specialist Jones Autowerks in San Antonio. A comprehensive dossier of invoices proclaims Ray's wholehearted devotion, even though he notched up less miles over two decades than many do in a year.

The S began a new life in the new millennium in the hands of heart surgeon and thoracic specialist Dr Hector A Escamilla, also a knowledgeable car collector. A local man, Dr Escamilla carried on using Jones Autowerks for

servicing, and there's a pleasant continuity of ownership for the next decade, including a puff piece in the US-based journal *9 Magazine*, entitled 'Hidden Gem', describing its "amazing find" as a "time capsule, still wearing its factory paint" and driving "absolutely like it did when it was new". Whether something happened to the car at this juncture, or someone forgot to put their specs on, is not clear. It's just that its next owner was so disillusioned with it that he felt he'd bought a pup. Unfortunately, that wasn't the case...

That person was another classic 911 buff, London-based international art dealer and gallery owner, Kenny Schachter, who spotted the car in





an advert posted by the European Vintage Car Company of Scottsdale, Arizona.

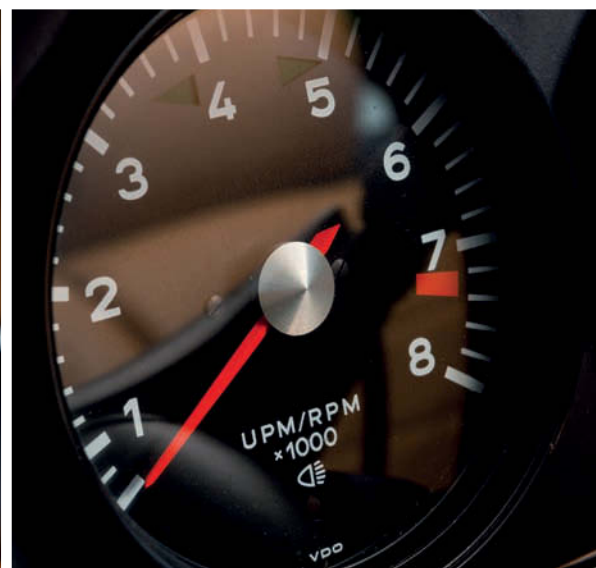
It so happens that Kenny Schachter is a good friend of mine, and I've done features on a few of his cars in the past – all immaculate and very special classic 911s. Kenny had this car shipped from the States, and when he collected it from the wharf and drove it back to London he was surprised to discover he was driving along in a noxious fog – of his car's own making. The bodywork was also peppered with stone chips and minor abrasions. Though hailing from the USA and frequently hanging out Stateside at

exhibitions and on business, Kenny wasn't in a position to inspect the car, unlike some of his other 911s, so he'd not managed to view it prior to purchase, and it was a bit of a shock to find it was so far wide of what he'd been expecting. Undaunted, Kenny instigated a full respray in May 2011, getting it registered with a British plate, TGF 749L.

It's kind of ironic that none of the car's earlier surgeon keepers subjected it to a restoration, presumably because it was anatomically perfect, while its fifth owner, an art dealer, was the one who had it repainted. Keen to achieve a driving

experience commensurate with its relatively low mileage, Kenny commissioned flat-six specialist Neil Bainbridge of BS Motorsport to carry out a full engine rebuild and comprehensive mechanical inspection. Neil's post-rebuild dyno test indicated a maximum power output of 207hp, which is 17hp more than is quoted in the archive brochures. Invoices for the combined mechanical tasks and bodywork lavished on the car amounted to more than £50,000, and yet Kenny was still unsatisfied with the result. Having anticipated in the first place that he was making a flawless purchase, and then finding





that not to be the case, it had left a bitter taste, so he elected to move it on.

This is not the first time the car has passed through Paul Stephens' hands; in 2012, post respray and engine rebuild, Kenny bade Paul to sell it, and London banker Majid Al-Sayed Bader swiftly pounced on it. Now it was the turn of the 911 cabin interior to receive a full refurbishment. The sand-coloured imitation pigskin seat upholstery, doorcards and the strip below the dashboard, plus the beige carpets, all match one another pretty closely, with heavy-duty coir floor mats to boot. Cabin ergonomics make good

use of nooks and crannies for storage, with door bins and map pockets in the corners of the footwells. The dash top, headlining and sun visors were also reclad, while all rubber seals around doors, closure panels and windows were renewed as well. Picking up where Kenny left off, Majid Bader had British headlights fitted and the Hella spotlamps reconditioned.

During a major service in April 2014 the batteries and alternator were replaced and suspension geometry tweaked. Yet this was just a prelude to the car changing hands yet again. This time the buyer was long-term classic car and 911

enthusiast, Ed Stratton. He enlisted 911 guru Peter Morgan to advise on minor cosmetic details, resulting in fresh carpets being fitted in February 2015 because the ones so recently installed were not of the correct German velour, nor the correct beige hue.

Now it's back on the market – and what a market this is – and stickered at £250,000. So brave! How do you justify that kind of price? Condition, rarity, provenance – and because that's what other 911s of the era are fetching, that's how. The 2.4 S is a rare car, with just 3160 Coupés and 1894 Targas produced, and of





It's not often we get treated to this view of a feature car, with the 2.4S up on the ramps at Paul Stephens, it's evident that it's as clean and tidy as they come. Perhaps thanks to its years spent in a dry state

course it's an icon from Porsche's halcyon days. Besides, the whole classic Porsche phenomenon embodies an era of charismatic sports cars, and that also props the value.

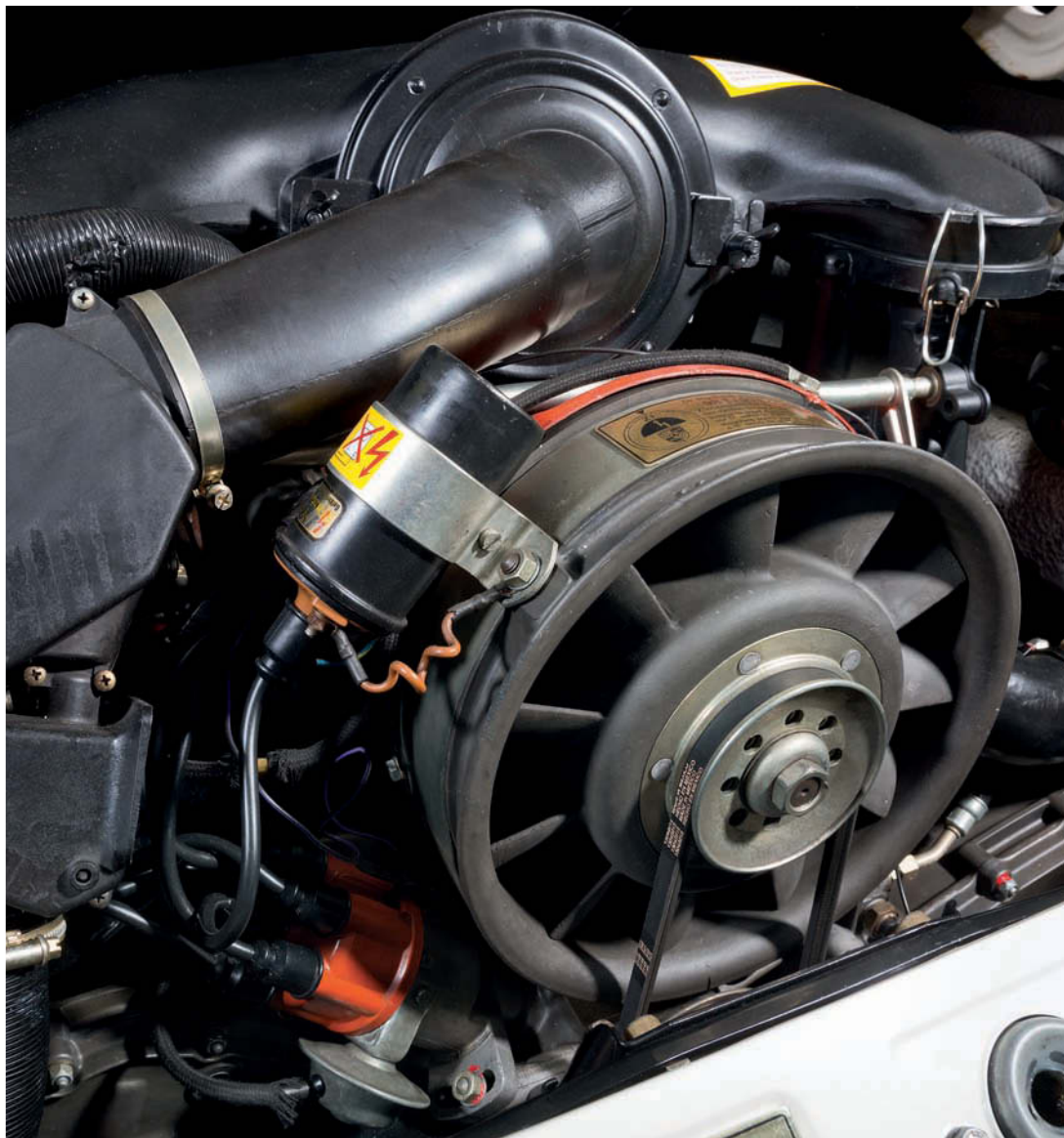
Feeling blasé, I inspect the white tornado. White suits a car of this age, and it stands out well. Porsche endurance racing prototypes including the 911R were presented in white in the late '60s, and no doubt it enhances a classic 911. There's nothing to complain about as far as panel gaps are concerned, and it looks neat enough with its spotlights and restored Fuchs wheels, shod with new Michelin XWX 185/70 VR15s tyres, the same size all-round. Up on Paul

Stephens' ramp I check out the underside, which looks to be in excellent condition. A thorough inspection reveals that it's has never been in an accident or subject to corrosion, and Paul is confident that there's no indication of previous bodywork or panel replacement.

"The original factory underseal is still virtually 100 percent intact," he points out, "and there's also evidence that it's had additional anti-corrosion treatment over the years." Paul's knowledge of these cars is encyclopaedic: "The front compartment reveals all the factory spot-welds, largely original and untouched. The factory-applied brushed-on

glue for the carpeting is still present, along with the black sealant around the shock towers, both of which are signs of 911 originality."

As you'd hope, its ancillaries are all still present. It's got its original Bilstein green dot jack, and a complete tool kit in its original bag. Documentation is incontrovertible and includes original handbooks and stamped service book, 1973 sales brochure, both sets of black and red keys in the original Porsche leather key pouch. It's got its original key code card, plus a comprehensive leather-bound history file that includes the Porsche factory archive's Certificate of Authenticity. The registration number has



*It sounds absolutely right and feels nice to drive too, steering perfectly well around the corners*

reverted from '911 ES' to 'TGF 749L', though that distinctive plate is also for sale separately.

Firing up the 2.4 S, I tickle the throttle as I turn the key and it bursts heartily into life. The engine really zings; it's effortlessly free revving, showcasing Neil Bainbridge's expertise in the rebuilding department. It's done 3800 miles since then, so it's way away from being run-in. It's an American car, so a left-hooker, obviously. It takes me a few moments to figure out the idiosyncratic seat sliding adjuster, a lever on the inside of the mounting frame that needs careful location in the requisite slot to prevent unwanted fore-and-aft movement, which is disconcerting if it happens

when you're driving. All the controls work perfectly, almost like new, while the inertia-reel belts are operable, if primitive. I try the Blaupunkt radio but that's just too '70s idiosyncratic.

Time to see how it goes on the road. There are plenty of decent back lanes close to Paul Stephens' showroom and workshop and, using my wife's Boxster as camera car for the tracking, snapper Antony Fraser and I set off. It sounds absolutely right, and feels nice to drive too, steering perfectly well around the corners, with light, very pleasant fingertip action on the large diameter four-branch wheel. Every input has an effect, and there's a tendency to oversteer, so I'm

winding lock off early on as I go into a bend.

Though there are fast curves hereabouts, there are also sharp, field-boundary types, which, depending on visibility when free of hedges, can be taken in a full-tilt sweep from outer edge to inner apex and out again to the opposite side of the road. Great fun! All at the behest of a beautifully fluid gear change, the lever moving imperceptibly between the notches of the gate, feet dancing on the pedals as I brake, shift and accelerate through the turns.

It is quite tricky on the limit, but dropping from fourth to third for the twisty bits, and a combination of on- off-throttle and deft steering



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inputs sees me teetering by on the tall, narrow tyres. In quicker corners I'm relying on lift-off understeer even more to make the nose tuck in and move out, accompanied by a certain amount of sawing at the wheel to improve traction. It requires a light touch, and that is undoubtedly part of its appeal.

Specifications of classic 911s may be identical according to successive build programmes, but every individual car has subtly different performance and handling characteristics. Blame time and a tide of factors ranging from hand-built assembly to poor maintenance over time,

indifferent restoration and simple bad driving. This ivory Texan tin-top may not provide the most refined drive I've ever experienced in a 2.4 S – it feels more like a '60s car than a '70s car – but everything about the controls works and feels as it should; you just have to get your head and your senses around the hip-skippety-hopping around the bends. As I say, that's just symptomatic of the gleeful entertainment you get with a 40-year-old 911.

On the whole, Texas has been kind to this old cowpoke, racking up few miles and helping keep it rust-free. And whilst these are factors that

influence its value, it really deserves to be out there being used, even just as a special occasions car, and not mothballed as an investment. Most of all, the Lone Ranger's white charger from the Lone Star State should be cherished for what it is. As Ry Cooder sang: 'That's the way the girls are from Texas; love 'em right or leave 'em alone!' In other words, a high maintenance proposition that could be a femme fatale. Still, the hard graft's been done, the money spent; time to get on and enjoy. But therein rests the paradox: its gargantuan value partly lies in its condition, yet it demands to be driven. 'Hi-ho Silver! Away...!' ○



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# *front runner*

A £200k Porsche from the Eighties that's not a 911? Surely the 924 Carrera GTS can't be *that* good, can it? There was only one way to find out...

Story: Simon Jackson  
Photography: Gus Gregory





I've been sitting at a desk across from John Hawkins of Specialist Cars in Malton for all of five minutes. "That is a lot of fun," he emphatically states gesturing toward the bright red 924 Carrera GTS sitting quietly in the corner of his showroom. I'm not even halfway through my first cup of coffee before I hear the same message echoed by two further members of the Malton team – and I can tell they really mean it. What's perhaps most telling is that mere feet away behind me sits an array of stunning modern hypercars and supercars surrounding the little Porsche, including a 918 Spyder, 991 GT3, Lamborghini Aventador Roadster and a Ferrari 430 Scuderia. Lovely as each may be in its own right, it's the rare 924 that seems to have captured the team's unadulterated affections. This, I conclude, I must experience for myself.

Fast-forward to first light the following morning and I'm sitting in the driving seat of the GTS climbing one of the finest peaks in the North Yorkshire Dales. We crest a rise in the road and dip down the other side of the incline. The view reveals a spectacular ribbon of glistening Tarmac winding its way through epic scenery below and off into the far distance. It's

brehtaking and given that it's before most sane folk's breakfast time there's not a single car in sight. I duly push the accelerator pedal into the carpet and the 924 comes alive: the 1984cc in-line four boasts a fizzing turbo that immediately spools-up to a frenzy providing a grin-inducing complementary acoustic so infectious I want it as my mobile phone ring tone. At the same time an assortment of subtle vibrations flow through the cabin as our pace quickly builds; at no point does this car feel aged or weary (no wonder, it's completed all of 9800 miles in its entire lifetime!) – there's an almost organic feel to the driving experience and acceleration process. This 924 has transformed from the demure front-engined Porsche it started out as to become a vivacious machine sweetly complying with every input it receives and delivering a glorious on-road encounter. Under 3000rpm there's little to report but with the turbocharger on song it's pure acceleration all the way up to its redline – north of 6000rpm. It's exciting stuff belying the book figures that accompany this car; I truly wonder how can it possess just 245 horsepower when it feels this swift? John and the team were right: this GTS is simply fantastic to drive. But why? For

the answer we'll need to take a look at the motivation for its creation.

The 924 started life as a Porsche commission for Volkswagen in the 1970s, and it was salvaged by the brand when a bunch of new suits at VW pulled the plug on the project. As part of the purchase Porsche inherited the rights to the two-litre Audi engine and a deal for the cars to be built at Audi's former NSU factory at Neckarsulm, Germany. The 924 would become one of Porsche's first steps into the world of front-engined sports cars; sadly the car would be dogged by criticisms from Porsche purists for decades to follow – but that's by-the-by. It wasn't until the back end of the Seventies that Porsche treated its customers to a turbocharged version of the 924. The same M31/01 Audi mill was utilised, this time modified to accept forced induction. All this hinted at sporting intention, and soon enough Porsche ramped-up the 924's image by, rather contentiously at the time, deciding to go racing with it for the 1982 Le Mans 24-Hours. In turn this move gave birth to the Carrera GT and the subsequent road cars Porsche would need to produce in order to satisfy the FIA's strict homologation regulations for the GT class





(Porsche built 406 examples of the 924 Carrera GT in total). The race cars did indeed make it to Le Mans in 1982, while 75 equivalent road cars hit UK shores boasting 210hp achieved through an enlarged intercooler, a digital ignition system and a higher compression ratio. Exuding competition class, the road-going GT boasted bulbous GRP panels, lowered suspension and a Turbo-spec interior. They were available in three colours only: red, black or silver.

In late 1980 Porsche internally communicated its intentions to build an evolution of the already rather special 924 Carrera GT; the new model would be called the 924 Carrera GTS. This new road car would capitalise on what Porsche had learnt during preparations to race the 924 in Group 4 at Le Mans and from the outset was scheduled as a limited run of under 70 cars. Ultimately the GTS would incorporate changes designed to improve the compatibility of the car with track work, it was aimed squarely at amateur motorsport enthusiasts. Chief among the changes were the addition of roll-cage mounting points and a relocated battery, along with other functional alterations. These road cars were created







All 50 cars were lined up for an FIA inspection in March 1981

primarily to satisfy homologation regulations stating that 50 cars must be produced; Porsche built 59 examples of the GTS in total, 15 of which were Club Sport-spec cars built by hand at Weissach. That makes the feature car you see here one of just 44 originally built in this state of trim and tune. Early 1981 saw production of the GTS get underway in Germany. The construction process was split between Neckarsulm and Zuffenhausen, where the finishing touches were completed. You could purchase a 924 Carrera GTS in any colour you wanted, as long as it was red; all 59 cars were sprayed the same shade. In March 1981 Porsche lined-up 50 examples, all left-hand drive, for FIA delegates to inspect, and with validation from the various governing

bodies the 924 Carrera GTS could now go racing. On the surface, the road-going GTS appeared much like its GT forebear but closer inspection revealed that this wasn't actually the case. The existing turbocharged engine was reworked to provide the aforementioned 245 horsepower, extracted through the appliance of increased boost (now up to 14.2psi) and a larger intercooler that together grew the car's torque output to 247lb ft. Zero to 60mph was dispatched in just 6.2 seconds, still quick even by today's standards, and the car would pull hard until it topped out at 155mph. With the new GTS Porsche wasn't messing around. Of course it wasn't just the engine that made the 924 Carrera GTS remarkable; thanks to lightweight fibreglass

panels, including its wings, doors and bonnet, combined with Plexiglass windows to the side and rear (the feature car boasts the optional sliding side windows), and a thin gauge windscreen (bonded in situ to aid overall structural rigidity) – it was light. Porsche also fitted lightweight forged Fuchs alloy wheels that looked great adorning each corner. All told the car weighed just 1121kg. What's more the chassis boasted a limited-slip differential, plus, and here's the potentially important part, aluminium semi-trailing arms, coil springs and brakes lifted straight from the 911 Turbo. These replaced the standard 924 torsion bar arrangement. There were other changes, too. The transaxle featured its own oil cooler, while Bilstein gas dampers with





*There's bags of grip on turn-in and  
through the corners it remains  
flat and planted*





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6.2 seconds, still quick even  
by today's standards*

variable-height spring platforms took care of cornering characteristics. In many ways the 924 Carrera GTS was the Eighties equivalent of a modern day Cayman GT4 or Boxster Spyder – a non-911 with 911 parts and a generous serving of genuine Porsche brand performance. It was so good five-times Le Mans winner Derek Bell MBE owned one (albeit his is a more powerful GTS Club Sport version). In fact he still has it, it's the only company hack he's ever kept.

With all this background in mind, it would be more than a little frustrating to find the 924 Carrera GTS a lacklustre drive on the road. Thankfully there's no chance of that and the Dales provide the perfect playground for a blast in a car like this. This example is admittedly incredibly well-turned-out, a credit to its previous owners who, by all accounts, can't have used it much given the incredible low mileage, which equates to something like 250 miles for each year of its life to date.

Winding-up the GTS on these fantastic roads is a real treat. Inside the cabin's bucket seats hug

any occupants, projecting a tangible competition car feel. The lightweight nature of the vehicle is evident elsewhere, too, from concave doorcards to the plastic windows framing the scenery outside. Eagerness is exuded with every revolution from the engine; the car pulls beautifully and feels incredibly tight, belying its age. There's bags of grip on turn-in and through the corners it remains flat and planted, which quickly inspires confidence. Push harder and the GTS certainly feels lively, communicating every imperfection in the road surface but without feeling rickety like so many cars of this vintage. It is slightly skittish at times, tram lining every so often and provoking small corrections – but all this reminds you to stay focused. My one criticism in here is that the steering wheel is located so low that it's practically sitting on my knees but that's something that could easily be rectified. The pod dash is fantastically period and all the switchgear is simple and gratifyingly chunky, in a great Eighties way. Everything in here does a job. It's reminiscent of a modern paired-

down Cayman GTS. Or should that be the Cayman is reminiscent of the 924? It does pre-date it by over 30-years after all... I often find dog-leg gearboxes can be a bit of pain but the 924's is a peach and slots into each cog beautifully. And another thing: I'm expecting horrendous Eighties turbo-lag but it never arrives, which is a very pleasant surprise. When you lift your foot off the gas there's a series of incredible pops and bangs from the exhaust. And not only is the 924 Carrera GTS enormous fun to drive from the inside, it also looks aggressively purposeful from the outside, too. The intake scoop on the bonnet, those wide arches, the recessed headlights... it all hints at the 944 that was to follow. Its presence on the road is formidable. Is this car a more complete package than a 911 of the same vintage? Quite possibly. As the Malton crew suggested, the 924 Carrera GTS is more fun than a modern supercar, and at £200,000, it's cheaper than an equivalent limited numbers 911, too. In our book it's one of the best front-engined Porsches of all time... ○



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# second thoughts

by Simon Jackson



Simon has worked across several automotive publications over the past decade

## The rising prices of second-hand Porsches have been well-publicised, but what about those ‘nearly new’ cars commanding vast premiums over list?

Although I'm loath to keep mentioning it for fear of adding to a self-perpetuating process, second-hand Porsche prices are fascinating of late. It's no secret that buying an old 911 has seemingly become a far more viable investment option than any Barclays high interest saver account, or solid gold for that matter, and that increased interest has played a part in asking prices shooting north of ridiculous in no time.

Okay, so there is a growing school of thought that these price hikes are Porsche prices returning to where they should have been in the first place. But as I watch certain 911s skyrocket towards and above the million-pound marker that's a trickier concept to swallow. Is a 2.7 RS Lightweight really a quarter of a million pounds better than its equivalent, albeit heavier 2.7 RS non-Lightweight? It's something we'll be looking at closer in a forthcoming issue. Anyway, it's not the usual '911 prices' argument I'm finding most interesting these days, it's the fortunes of the 'non-911' Porsche models.

There has long been an argument that those models that have traditionally been lower down the food chain than the 911, for example and not exclusive to, the Boxster, the 944 and the 968 might follow swiftly in the wake of rising 911 prices by increasing in value too. To me, though, it just seems like we've all been waiting a long time for it to happen. Admittedly a good example of any of the aforementioned motors is sure to garner increased interest and command a premium as time goes by, but hasn't that always been the case?

Isn't it just a fact of these machines becoming rarer in good condition as they grow older? It's food for thought.

Perhaps what's more interesting is the way virtually new Porsches can play witness to drastic price hikes practically overnight. Sure, any limited numbers Porsche, particularly a 911, is likely to appreciate in value, but having talked to a few specialists lately, I'm fascinated to understand how some of these 'nearly new' second-hand cars end up trading hands for such vast quantities of money over their retail values. Right now, for example, there is a window of opportunity for those wishing to take advantage of rising 918 Spyder prices. Those in the know are fighting tooth and nail to secure cars from all over the world in order to fulfil requests from other parts of the globe, and as is their business right, to turn a profit in the process. Specialist Cars of Malton has seemingly cornered the 918 market here, becoming the global 'go to' guys for Porsche's latest hyper car – the North Yorkshire team have guided four examples through their place of late and reading between the lines they could've sold each of them twice over.

Another case in point is the first allocation of 911 GT3 RS and Cayman GT4. In order to have the chance (just the chance, not a guarantee you understand) of buying one at list price you need to know your local Porsche dealer very well. I'm talking first name terms, birthday cards for his/her kids and an intimate knowledge of their preferred dining establishments. If you're lucky enough to gain allocation for either of the aforementioned cars don't even think about selling one on for a quick buck, Porsche is watching



*“There is a window of opportunity for those wishing to take advantage of rising 918 Spyder prices. Those in the know are fighting tooth and nail to secure cars”*

you. As a result you'll struggle to get anywhere near a limited numbers Stuttgart vehicle ever again. Seriously. Much like Ferrari before it Porsche is getting to the point whereby it will allow customers to purchase its cars via invite only.

Where will all this madness end? Who knows! But part of me doesn't see all this hype and scaremongering as so much of a big deal. I understand

it must be hugely frustrating for those with the means to purchase a car of this calibre, but what it does serve to do is generate further interest in the Porsche brand, and to foster its position as a maker of some of the world's most desirable sports cars. Quite whether that 'barn find' 924 I've been looking at will ever be worth a one million pound premium off the back of all this is anyone's guess... ○

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

# ALL DAY AND ALL OF THE NIGHT

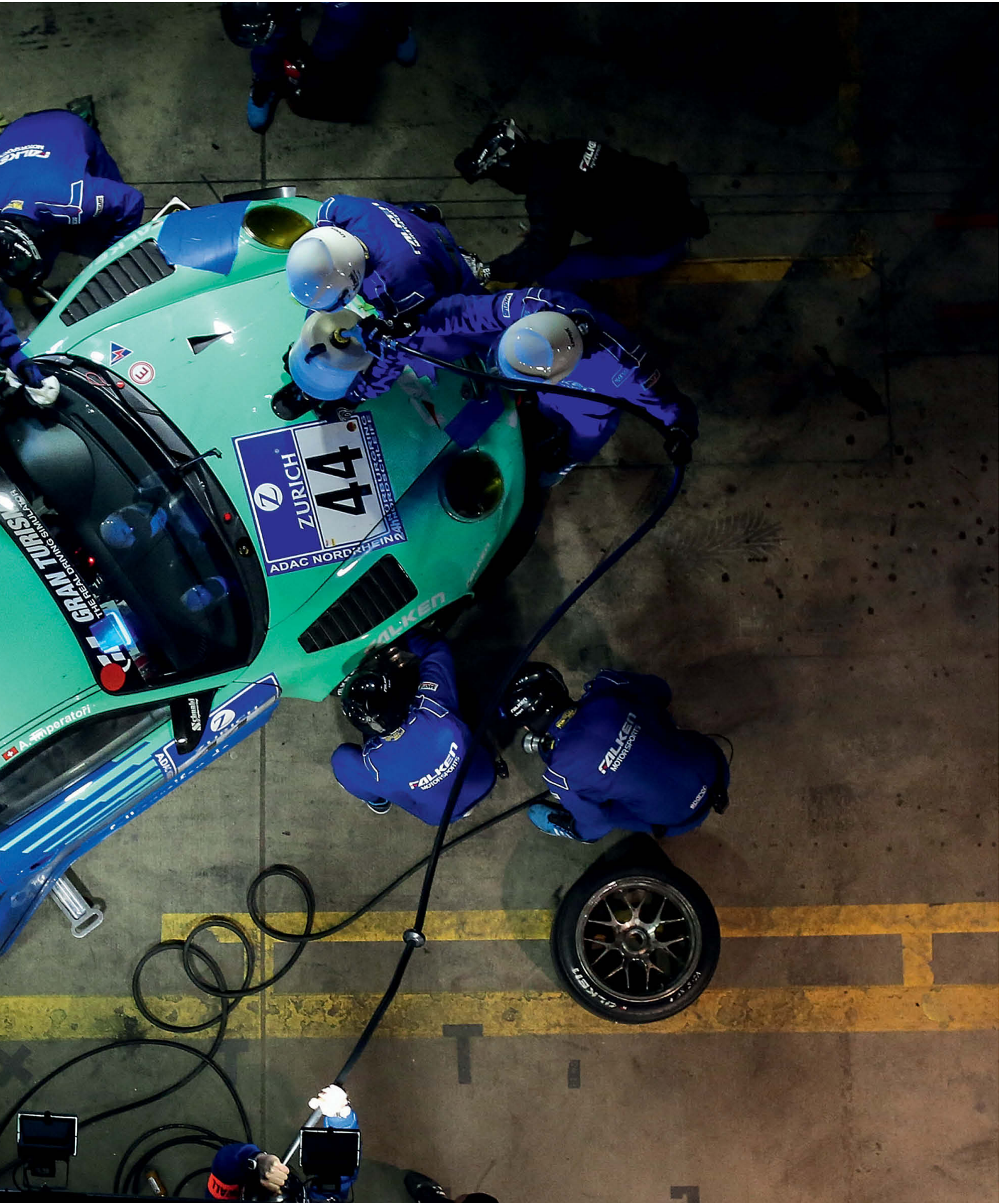
Photographs: Johnny Tipler, Porsche, Nürburgring

Story: Johnny Tipler

Pounding round the Nürburgring some of the world's fastest GT cars vie for track space with saloons and hot hatches during an extraordinary 24-hour race. We follow the fortunes of top independent Porsche team, Falken, on its way to a podium and sample the trackside craziness for ourselves.









It's a seductive recipe. Take 220 assorted cars – models you might conceivably expect to see on the road – turn them into racing cars and let them loose for a day and a night on the most amazing race track in the world. That's the Nürburgring 24-Hours (N-24), run on a combination of the Nordschleife and Formula One circuits totalling 25km per lap. There's nothing quite like it; the difference between this and other 24-hour events is the amazing variety of cars, the unique topography and the challenges that implies. And now, in places, there are speed restrictions to contend with.

It's the 45th running of the event, which, since the demise of world championship events on the Nordschleife, has become the most important meeting on the fabled circuit's calendar. As it happens, the WTCC round doubling as curtain-raiser for this year's N-24 is the first FIA-sanctioned event on the Nordschleife since 1983. The N-24 is a stand-alone race, sharing rules and regs with the ten-round VLN Endurance Racing Championship Nürburgring. It's important enough to attract manufacturer support for the teams and a significant number of professional racing drivers.

The entry list kicks-off with an eye-watering mix of supercars; names like Audi R8 LMS, Mercedes-Benz SLS AMG GT3, Aston Martin Vantage GT3, Porsche 911 GT3 RSR, Bentley Continental GT3 and BMW Z4 GT3, Chrysler Viper, Nissan GT-R GT3, Lexus ISF CCS-R are all present. There are even two Ferrari-based SCGs. The sponsors' artistic palette has really gone to town, especially on some BMWs. Of the 700 or so drivers present top-line aces include Augusto Farfus, Tom Coronel, Peter Dumbreck, Rob Huff, Sabine Schmitz, Patrick Huisman, Claudia Hürtgen, Bernd

Schneider, Frank Stippler, Pedro Lamy, Richard Westbrook, and so on. There are plenty of sons of famous drivers, too, like Markus Winkelhock, Matthias Lauda and Ferdinand Stuck.

Cars are parcelled into three 'grids' according to spec and qualifying times, and released from 4pm Saturday afternoon at three-minute intervals by successive rolling starts. The lower echelons consist of Audi TTs, Porsche Caymans, BMW M-coupés and 325s, and finally a host of Golfs, Clios, Leons, Astras and Corollas. There are 30 911s ranging from out-and-out 991s and 997 GT3 Rs to GT3 RSRs, Cups and GT Americas, along with six Caymans, S and R. Top independent Porsche teams like Manthey, Kremer, Black Falcon, Frikadelli and Falken Tyres have cars running and we're following the fortunes of the Falken squad to see if they can claim the podium that they narrowly missed last year. Drivers Peter Dumbreck, Wolf Henzler, Martin Ragginger and Alexandre Imperatori have represented Falken's driving force for several years now, working their way up from 21st to 4th last year. They'll start 2015's enduro from 19th on the grid and are the second quickest Porsche after the Frikadelli car starring Ring goddess Sabine Schmitz. Why are the Porsches so far back down the running order? Because their ECU hardware dates from 2010 and the homologation rules have prohibited the company from introducing fresh tech unlike its rivals' newer models that run the latest generation engine management technology – a state of affairs that will change for 2016.

At 2pm the cars are wheeled out onto the grid and with half-an-hour to go the drivers show up for a photocall, by which time the start-finish straight is rammed with milling fans, half-naked grid girls and pit crews. It's overcast, though













happily dry so far as the arrival of 80 cars en masse at the first Esses in the wet could mean potential catastrophe. As it is, the vast majority make it through, though some minnows pirouette. They'll represent the greatest challenge for quick pro-drivers who know the circuit's twists and turns intimately: dealing with inexperienced amateurs in the third wave's hatchbacks, who are focussed on negotiating the corners and fighting each other but not looking in their mirrors. So there's a great deal of second-guessing.

This year the situation was complicated by the implementation of speed limits on the most dramatic sections of the course in the wake of a fatal spectator accident involving a flipping Nissan GT-R GT3 earlier this year; so at Flugplatz and Schwedenkreuz speeds are pegged at 200kph (124mph) while the long Döttinger Höhe straight is restricted to 250kph (155mph), dropping to 200kph again at Antoniusbuche, the access point where non-race traffic normally emerges. When marshals wave double yellow boards (in association with yellow flags) the WEC/VLN 'Code 60' applies, meaning a 60kph speed limit is mandatory through these sectors. Race stewards monitor speeds by GPS and compulsory 1min 30sec pit stops await transgressors, though on-board limiters actuated by buttons and gears function like cruise control to contrive the requisite velocities.

Anyway, off they go, and it's only a matter of a couple of laps before the quickest cars are in amongst the tiddlers, weaving this way and that to get past them. For the first few hours it's a BMW scrum down, with a trio of Z4 GT3s battling it out for supremacy ahead of a Mercedes, a Bentley and four Audis, while the rest take a more considered

approach. Sure enough, the Beemers burn themselves out, as do several of the main contenders in the big R8s and long-nosed Mercs, mainly through altercations with other cars, and getting caught on slicks in the rain. Steadily the Falcon 997 GT3 R climbs up the rankings and by 7.30pm the running order shows Mercedes, Aston, Bentley, Bentley, Aston, SCG, Mercedes, Nissan and then the two quickest Porsches. This is a long race, and it's going to be one of attrition.

It's not all about the racing, though – far from it – as there's so much else going on and plenty of time to check things out. For the most part, the race cars occupy the pit garages, three or four to a box, with hospitality suites up above. The paddock is edge-to-edge with trucks, tyre fitters and team hospitality pagodas, some exuding more full-on corporate entertainment than others.

It's time to penetrate the forested hills of the Nordschleife. Out here it's a sensational overload. The sights, sounds and smells experienced on a five-mile nocturnal ramble beside the track from Brunnchen to the Karussell are beyond belief: not so much the racing, because viewing anywhere on the Nordschleife provides a spectacle unrivalled anywhere in terms of contorted cars at speed. The landscape is so varied that each bend and every dip provides a different aspect and backdrop to see the racing. What's most impressive is the velocity of the big R8s, SLSs, GT3Rs and Z4s, the resounding decibels, and the huge speed differential between them and the hot-hatches, and indeed most of the faster cars, including the Porsches, deploy flashing headlights as they come up to lap slower cars.

But out here, twilight trackside, it's the unbroken agglomeration of spectator enclaves





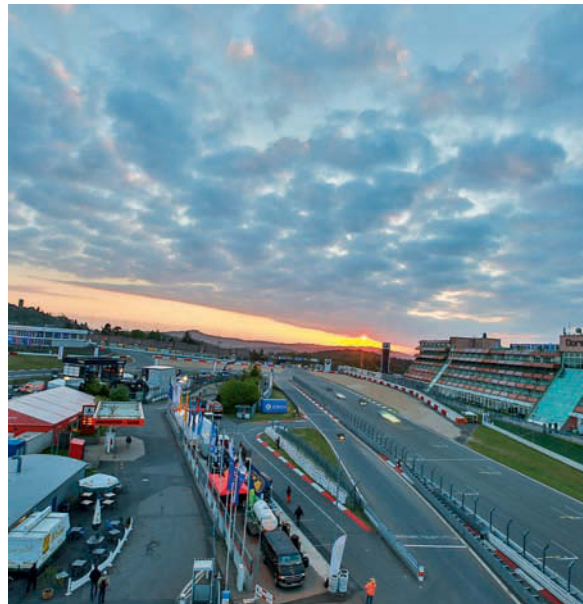
that captures the attention, each one ingeniously constructed from scaffold towers (some as big as a house), canvas awnings, wooden poles and old trucks, pulsating with techno or heavy metal cranked up way louder than the cars hurtling by. There's a powerful whiff of anarchy away from the sanitised Formula one arena. The fans have long since completely graffitied the track surface. Bonfires and braziers burn on the pathway – a treacherous, undulating earthen walkway strewn with beer bottles and tree roots. Add a liberal dose of thunderflashes, strobes and fireworks (one bursts right above a race car) coupled with the aromas of cooking meat, burned tyre, unexplained chemicals and racing engine oil: it's a heady trackside vibe. Glasto meets *Mad Max* and Burning Man. Once upon a time F1 Champ Jackie Stewart dubbed The 'Ring as "the green hell" and this scenario wouldn't change his mind. They've been here for maybe a week already, 200,000 hell-bent hedonists oblivious to the racing.

As we wend our way through the madness, up and down the hills via Brunnchen, Wippermann and Hohe Acht to the Karussell, night falls and the atmosphere shifts dramatically from mere levity to serious party mode. On track things get serious: it's started raining, and though it's a brief shower the surface becomes lethally slippery. Tension mounts. We start to see yellow flags waved, then marshals fan paired yellow boards, indicating a 'Code 60' situation and slowing cars dramatically – to 60kph. There's been a succession of crashes, collisions between cars and Armco, and there are a number of dramatic avoidances as unsighted drivers arrive on the scene to find cars almost stationary on the racing line. It passes, and I join the contingent of British

marshals on the inside of the hairpin and stare, mesmerised, at the lights and silhouettes circulating the banked concrete bowl. The Bentleys growl, the Audis rumble, BMWs snarl and Porsches shriek, exhausts banging and pinging with each shift as they work their 'boxes, all the while their splitters chattering as they abrade the uneven sections of the concrete, suspension compressed by g-forces as they hurtle around the 180-degree turn, before pitching out of the cauldron and back towards Hohe Acht.

By dawn the die is cast. The Audi R8 LMS of Mies/Sandstrom/Muller/Vanthoor, the BMW Z4 GT3 of Martin/Luhr/Paltalla/Westbrook, and the Falken 997 GT3 R of Dumbreck/Henzler/Ragginger/Imperatori swap the lead as each heads in succession for a pit stop. Drivers generally drive as long as a tankful lasts, nine laps, then pit for a swap-over, refuel and tyre change. They then have a kip and a physio till it's their turn behind the wheel again.

It's a sunny morning. By midday Sunday the running order is the same, though the gap between the Porsche and the second place BMW grows slimmer by the hour. And that's how the race runs out. It's Falken's first podium in the N-24, so they're over the moon, having gone from 19th to third. As the corks pop, an elated Dumbreck sums up, "we made a precautionary stop near the end to change a tyre and a splash-and-dash for fuel. We'd been doing nine-lap stints and we had a good buffer from the BMW behind us by then, but we wanted to make sure the podium was safe." And it was. The N-24 is addictive, and although it's one of the longest races in the world – certainly the longest circuit – there's never a dull moment ☺



Having missed out on a podium last year, the Falken Tyres crew returned to the N-24 on a mission. After a long slog the car came home in third; mission accomplished!



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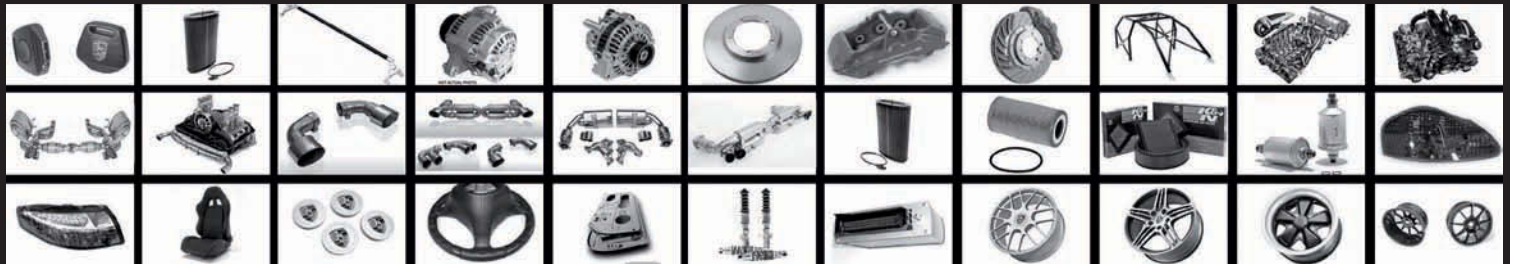
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# Art History

Historika 911's latest restitution, this rare 1969 911S, firmly puts it on the map as one of the UK's most capable classic Porsche restorers.

Story: Simon Jackson Photography: Matt Woods











As I walk from glaring Suffolk sunshine into the darkened interior of Historika 911's vast premises, there's plenty to pique my curiosity as my eyes gradually readjust to the available light. One operational work bay featuring a Porsche race car in a state of dissection would be enough to garner my full attention, here I can already spot three. On the opposite side of the room stands a brace of machines, all covered, but I can deduce instantly that they derive from the Porsche stable thanks to their unmistakable silhouettes, and more overtly the famous crests emblazoned across some of their silks. Ahead sits what looks to be a 911, a classic one, draped with an unsullied wrap and positioned with pride of place at the centre of the shop. Historika's Nick Morfett, part of a father and son team in charge of this emergent business, steps forward to whip the cover away. He reveals a rather exceptional Porsche renovation project, a recently rebuilt 1969 911S. This is why we're here.

"The car was actually one of mine that I'd owned for quite a long time – since the late

Eighties," long-serving Porsche aficionado Kevin Morfett explains to us. "The reason I bought it was that it was a '69 2.0-litre car – mechanical injection. So it's the first of the long wheelbase cars, right-hand drive, the last of the 2.0-litre cars but on the Bosch injection – for lots of reasons it's a one-off, one-year-only car. And it's the lightest production car that Porsche built."

Kevin speaks with the passion of a typical Porsche owner and builder, and one who has passed that fervour directly on to his son, Nick. But the car before us no longer belongs to the Morfetts – a fact that's evidently causing Kevin to battle his inner desires – for some reason this 911 clearly means a lot to him.

"It was in my personal collection of 'to do' cars, but I had a client say he wanted a right-hand drive 911S..." Kevin tells us. "I'd already had the car dipped and it was sat in that state – so he saw it in its raw entirety. He purchased the car and we began the build from there."

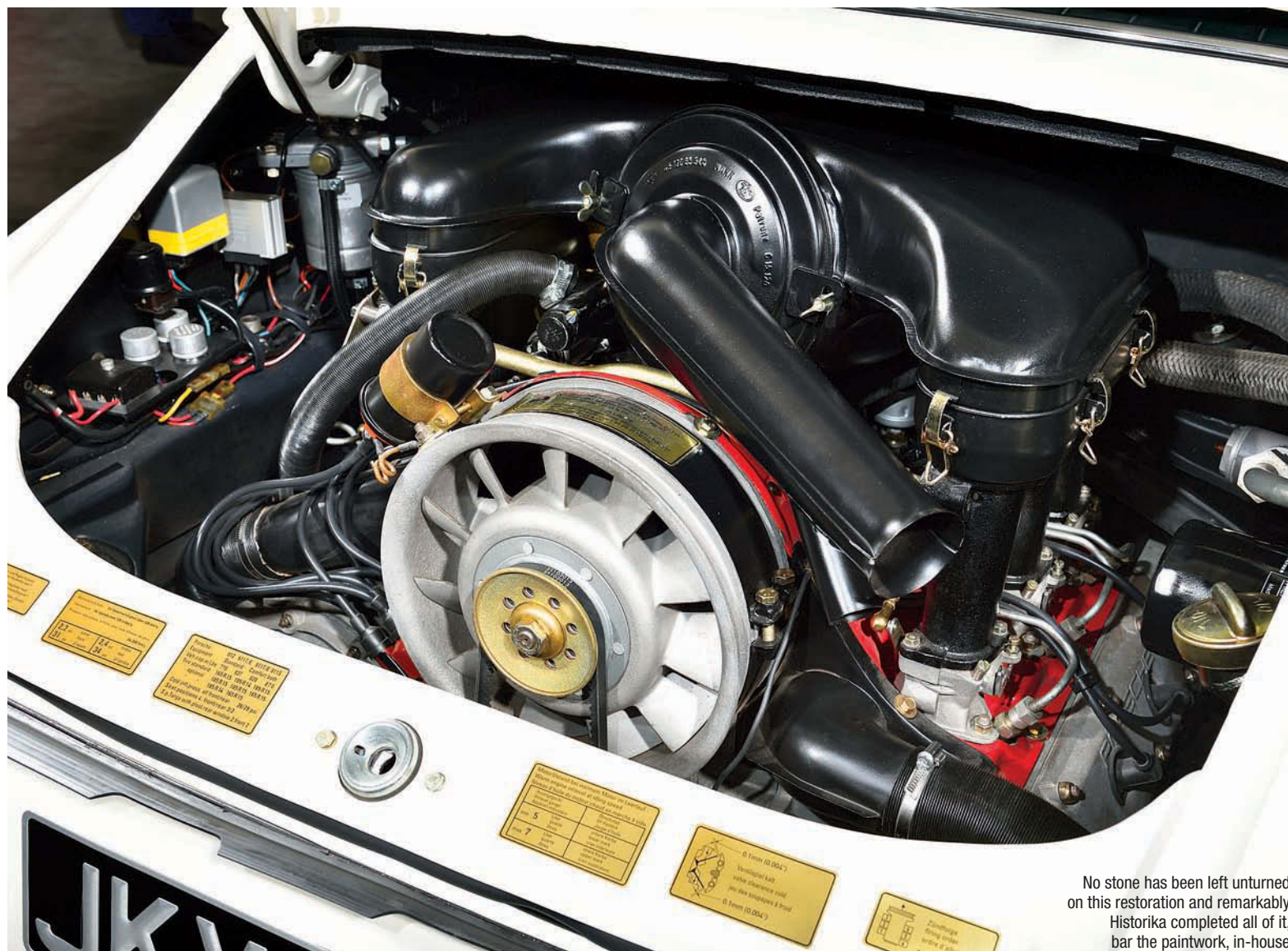
Parting ways with a project car is never easy, especially one you've been saving for a rainy day. But seeing as Kevin is running a business here,

and that the sun seemingly always keeps rainy days abated on the beautiful east coast of England, the documents for the 911 you see here were voluntarily exchanged. The car itself is indeed a low volume production model, with just 37 911Ss being imported into the UK in 1969 – two of them were left-hand drive so this car is one of 35 right-hand drive Coupés. Those in the know believe that today it is one of only 10-15 surviving cars.

Kevin is quick to brief us on its grand restoration: "It's been a major build, and it has evolved because the new owner wanted to use the car. Initially it was never going to be built to this standard but as you move on you get into a situation where you think 'can I put that part back on the car?' – the fortunate thing is that the car is still the car; all the original parts are still with it."

Originality is key in Porsche circles, so Kevin's part in the custodianship of this rare 911 meant he strived to keep it as 'factory' as possible, with all of its period fixtures and fittings remaining in situ wherever plausible. After all, when you





No stone has been left unturned on this restoration and remarkably Historika completed all of it, bar the paintwork, in-house

undertake a project like this you have a duty of care to the car you are restoring. Kevin continues within eye-shot of the car, his pupils flicking across to it on a regular basis: "It's the original engine, gearbox, and door handles... they're all still the correct, original parts, so all of the components are original but we have ended up rebuilding everything. Even the mechanical fuel injection pump has been sent back to Bosch in Germany, every single part on there is refurbished."

That said, there was one area where compromises to originality were openly made – this car didn't leave the factory in white: "It was actually Sand beige originally but the new owner, Andy Graham, couldn't live with it and to be honest it's probably the only colour that I would advise someone to change!" Kevin openly admits. "Normally I'd say to keep a car original but Sand beige is a tough decision! I would've gone this way with it too."

The new hue is certainly an agreeable one, setting off the dedicated workmanship undertaken at Historika, showcasing this '69







*"I wanted a robust and reliable car. The more I researched the more I realised that this was a low production numbers car and it appealed"*

911's beautiful simplicity and achingly gorgeous lines. Poke around this car with your finest of fine tooth combs and you're unlikely to uncover an area that hasn't received the utmost of attention during the restoration process. Everywhere you look, inside a door shut, under an arch, inside the immaculate cabin, everything screams factory-fresh – it's truly like stepping into a time machine.

Indeed, attention to detail is king with this kind of project, and that's something Historika 911 prides itself on, as Kevin is only too happy to explain: "One of our fortes is our knowledge of these cars and how to do things correctly," he explains. "Short wheelbase cars, RSs – all those early cars, the value in these cars is all in the

details and getting things right. The expression 'the devil is in the detail' is so true."

But just how do you go about budgeting and planning a project like this? Where on earth do you start? "The problem with restoration is that, obviously a client would like to know where his end figure is going to be, but it's very much a 'how long is a piece of string' affair," Kevin explains. "We can give 'guesstimates', but things change – and the problem with Porsche parts is that everything is expensive, and you have to use original Porsche parts. You can give a range from X to Y but nine times out of ten it's going to end up being Y. The metalwork is always the hardest part to calculate."

It's perhaps here that Historika's Suffolk setup

comes to the fore. Practically every part of this car's restoration, with the one exception of the paintwork, was tackled in-house. It's a capability that Kevin, Nick and the team are desperately proud of, and one that's certainly worth communicating to the Porsche community in our view.

"Realistically this restoration has taken around 18 months. We've progressed more as we've grown the business – we now do everything bar the painting in-house, and that's a process we've been building up to, whereas it took 18 months to complete this car, now it would be more like a six-to-eight-month build. Bringing the metalwork in-house was critical because you need to be hands-on with it and check it









regularly. Engine work, gearbox, suspension, even the wiring looms we do here in-house."

Within a stone's throw of the main building at Historika sits a dedicated team of metal workers, filing, sanding and prepping various Porsches for the next stage of their existence, and it's this intricate work by pure professionals dedicated to the Porsche marque that makes a major difference in the quality of the firm's end products. Here the team are able to deliver the very best service to the cars they work on, benefiting from the eminently rewarding experience of seeing vehicles through to completion – from shell to show in a matter of months. "On any project we take hundreds of photographs, but the customer needs to be involved so they clearly understand each stage," Kevin says, and that's been precisely the case in this instance.

This beautiful 911's new custodian, Buckinghamshire-based Andy Graham, is no stranger to the Porsche world, in fact he already owns a car that graced these very pages back in 2009; a silver Mk1 996 GT3. Andy was driven to double his Porsche collection through a passion for long-distance classic car tours, and what makes a better companion for that sort of thing than an air-cooled 911?

"I was looking for a pre-1970 Porsche to take on classic car rallies, I go with a group called The Global Rally Organisation. I decided I wanted a quick, reliable Porsche, and a version that was relatively rare, so I started looking for a 911S." Andy explains. Through his existing Porsche





Club contacts, Andy learnt of Historika and heard through the grapevine that Kevin was looking to thin out some of his personal Porsche collection. Low and behold he had in his possession a '69 S! Andy did some research into Historika as a company and found that it was turning out some top quality works, so he had no qualms about the firm's restoration skills.

The team's pedigree on the track, racing classic Porsches to deadly effect (the crew recently claimed victory with Andrew Jordan at the Goodwood 73rd Members Meeting), told him that they knew what they were doing with the mechanical side too. There was just one personal hurdle to overcome: "I always said I didn't want to embark on a restoration project because people end up spending so much more than the

cars are eventually worth!" Andy chuckles, "but on the flip side I'd also heard so many horror stories about people who'd bought cars and then ended up with restoration projects on their hands – I was between a rock and a hard place. But I decided to go down the restoration route due to the relative rarity of this car."

As we've mentioned, Andy first saw the car in its post-dipped form, so his imagination was tasked with working overtime to picture how the finished project might eventually appear aesthetically. As he explains: "It was pretty difficult to judge it at the time (when I first saw it) because it needed a lot of restoration work, it was in its worst possible state – warts and all. But I wanted a small, robust and reliable car, and the more I researched the car the more I realised

that it was a very low production numbers car and it appealed."

Andy is philosophical about the process of the restoration, which he couldn't be happier with: "In terms of values I've been helped out by the direction of the market, but that was secondary for me," he told us. "The most important aspect for me was getting a car that was as close to the original as possible and I decided to go down the restoration route due to the relative rarity of this example. The restoration has taken longer than we expected but to be honest I was in no rush – I'd rather it was as close to the spirit of the original car, and that's where Historika has been fantastic."

The team at Historika have already spent time road-testing this car, putting 200-300-miles



under its wheels purely as a fault-finding mission before Andy takes delivery, setting up the car's geometry to perfection using sophisticated in-house equipment and ensuring it's ready to be enjoyed by its new owner. It's a good job too, because despite its rarity, this car is not going to end up wrapped in cotton wool, as Andy enthusiastically explains: "The car's going to be used, it's not going to be sat in a garage. The event I really bought it for is next year; we're doing a two-month tour in America with a small

group of other classic cars, so the 911 will be shipped out there. I'm really looking forward to picking it up, owning it and driving what is a very rare, and very pretty car."

With the prices of classic 911s seemingly knowing no bounds, restorations such as this are admittedly more viable today than they have ever been. But the rise in 911 values also means that there are cars out there not receiving the level of attention they should in order to turn a fast buck. This car is absolutely not one

of those, and that's not just credit to Historika, but also to its new owner Andy, who have worked together tirelessly to ensure the rebirth of this very rare, and very striking 911 was completed to the highest of high standards. Andy has promised to send us pictures of his American adventure next year, of which we are extremely jealous. As far as Kevin is concerned? Well, by the time this issue is published, Andy would have picked up the car and Kevin will be sad to see it go, but he'll be safe in the knowledge it has gone to a good home ○

*"I'm really looking forward to picking it up, owning it and driving what is a very rare, and very pretty car"*





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# Raise *the* Roof

The Targa celebrates its 50th anniversary this year. To commemorate, we bring together two versions: a 911T and its direct modern descendant – the 991 Targa .

Story: Simon Jackson      Photography: Gus Gregory

The traffic lights ahead switch from amber to red and I immediately reach for a button on the 991's centre console – one with a picture of the 911's roofline depicted on it. Within a split second mechanical whirring noises can be heard from behind my head and the Targa's entire glasshouse lifts off its body and takes a giant step backwards towards the car queuing in line behind. The parking sensors begin sounding off, broadcast in stereo to the surrounding traffic around me thanks to my (currently) roofless Porsche. Two flaps flip out from the car revealing presumably important catches while the soft-top section unfurls itself from a zed formation having been stowed behind the car's rear seats. It's truly spectacular and innovative stuff. I'm roughly halfway through my 19-second *Transformers* act when the traffic lights abruptly switch back to green. I'm in trouble. Unlike the 991 Convertible, this Targa roof only operates when the car is stationary. So I'm now faced with a dilemma; do I drive off mid-transformation or hold up a queue of other motorists looking rather red-faced? I choose the latter and sink down into the Targa's cabin to hide my flushed complexion. Lesson one of 991 Targa driving learnt the difficult way!

Convertible Porsches are nothing new. Indeed Stuttgart's roofless sports cars have been around since the early days of the 356. But in this modern day and age it's easy to forget how advanced and impressive this genre of car has become, and how we can easily take their contemporary party tricks, like 19-second electronic transformations, for granted. After all, it

wasn't so long ago that anything other than a manual convertible roof was unthinkable and, even more archaic, were the ones you had to remove and stow away yourself. The evolution of the convertible 911 has been something of a rollercoaster ride but, rather remarkably, the Targa celebrates its 50th anniversary this year having been first mooted in 1965 at the Frankfurt Motor Show. The model was announced following the termination of 356C production, which had enjoyed an increasing percentage of the firm's sales towards the end of its lifetime. A new convertible would surely be commissioned to plug the void but despite Butzi Porsche's dislike for the visual aesthetics of a rear-engined convertible, cost-sharing factors demanded that this new variant shared much of the 911 Coupe's rear structure – thus the Targa was born – so named in honour of Porsche's successes at the famous Targa Florio race in the mountains of Sicily.

Often in life the most impressive creations are born from restrictions which force inventive thinking. While the Targa may not have been Butzi's preferred method for achieving roof-down Porsche nirvana, the trade-off was that his design became the 'world's first safety convertible'. Without doubt it was a unique concept thanks to the permanent roll bar offering levels of structural rigidity not often associated with convertible cars. Early experiments with various materials, including plastic rear windows and canvas roof sections, proved problematic.







Prototypes suffered from 'bubbling' or being sucked clean off the car at speed. Extreme weather tests also confirmed that the opposing materials reacted differently causing issues with swelling and shrinking. Ultimately a rubber design was settled upon that incorporated braces while the rear window comprised a zip-out plastic affair; these are known today as the 'soft window' cars. The roll bar's unique stainless steel appearance was Butzi Porsche's idea, to differentiate the structural role this part of the car was taking. Despite resolving the car's design and engineering issues, behind closed doors confidence in the original Targa was not high. In fact Porsche was building just seven Targas per day in late 1966 when production first

commenced. As a result demand quickly outstripped supply as the pioneering Targa achieved a 40 per cent market share – 911 and 912 Targas were a hit with global car buyers.

Over the years the Targa has taken on many guises, some more successful than others. For 27 years the Targa concept retained its original roof design. Each different variant of 911 came with a new stand-alone Targa model in the range, the choice of one in ten 911 buyers. But in 1996 Porsche changed all this. The 993 Targa featured a huge glass roof with a sliding cover above the front occupants. This could be lowered and retracted beneath a hinged glass rear window and the idea was retained going forward – read 996 and 997. For many, then, the last true 911

Targa was the 964 – the final version with Butzi's roll bar still in situ. That was, of course, until the 991 arrived.

The 991 Targa revived the original concept and most successfully, too, paying homage to the original 1960s design and offering a unique state-of-the-art concept in open-top motoring. Like the original it combines a rear window with a soft-top section but its lightweight construction crafted from glass, steel, aluminium and magnesium is what ensures it is able to not only look visually arresting but that it is also capable of delivering class-leading levels of thermal insulation alongside reduced levels of road noise. This was a modern convertible with none of the negatives of convertible ownership – unless you





encounter a set of fast cycle traffic lights that is...

With the rebirth of the original Targa concept, many considered that Porsche might have shot itself in the foot. You see such was the rapturous reception that the 991 Targa received at its launch, that it had every chance of ruining sales of the traditional 911 Cabriolet. So at first glance the 991 Targa is a real looker, and we know its roof design and the transformation process from coupé to convertible is nothing short of a spectacle but what's it like to drive?

On the road I expected the 991 Targa to feel on a par with the Convertible and run-of-the-mill Carrera models, but it does feel distinct. Underneath, the Targa is offered exclusively with the 911's four-wheel drive system, in Targa

4, 4S or (more recently) GTS guises – so the version you see here is the closest in terms of comparative spec that we can get to our classic 911T Targa in contemporary times. It seems ridiculous to call any 911 a 'base' or 'entry-level' model but this 3.4-litre car is just that, albeit one with the usual bells and whistles you'll find specified on press fleet vehicles, taking this Targa's retail price from £86,281 up to £96,890. The larger factors influencing that price tag are the seven-speed PDK system (£2387) and the Porsche Dynamic Lighting System (PDLS) LED headlights (£1926), Sports exhaust system (£1772) and Sport Chrono (£1376). I bet these prices would've blown Butzi's mind...

Even without these extras, though, the 911

Targa is as capable as any 911 Coupé, with the added bonus that it can pull out its party piece whenever it pleases to switch from coupé to convertible at the click of a button. Does this affect the ride? Well, it's heavier for a start – 90kg (manual) heavier than the Coupé 4, and 20kg heavier than the Cabriolet 4 so its performance is slightly stunted but it's not desperately apparent or annoying, and the trade-off is that it offers higher levels of refinement on the motorway than its Cabriolet counterpart. With the roof down, which naturally you'll want to do most of the time, there's barely any scuttle shake. There is, however, plenty of wind noise. But then what do you expect in a topless car? The Targa has a





higher centre of gravity than other 911 variants. On paper this should make it feel less enjoyable to drive but that's simply not the case. The 991 Targa offers a beautiful driving experience. It's not razor-sharp like a GT3 or a Turbo but comparing those models against it would be missing the point of its existence. Personally I love how cocooned and protected the Targa makes you feel over the Cabriolet model, allowing occupants to experience open air motoring without feeling like they're on parade.

Jumping straight from the 991 into this 1972 911T naturally feels like night and day in comparison but the Targa premise remains the same, and so do the levels of enjoyment on offer

here. This 2.4-litre Targa is for sale with Design 911 in Essex, and makes for an impressive prospect. A matching numbers car, the Tangerine orange example was imported from the US where it had just two recorded owners from new, one from 1972 to 1979. Rust-free, this particular car benefits from a complete respray as recently as August 2014, during which time it was treated to fresh rubber seals and new interior parts, including new door bins and a recovered steering wheel. The Targa top itself, not a cheap item to repair or replace on these classic versions, has also recently been restored. As a result of the recent works, this classic Targa offers a nicely appointed interior space and a clean body.

On the road the 911T provides a thoroughly pleasant driving experience. The 2.4-litre MFI engine pulls nicely and delivers useable torque, building pace impressively before a quick blip of the throttle on the downshift helps aid the selection of the next gear in the sequence. Cornering is lively enough to be fun, with the Targa scrabbling for grip but feeling just the right side of composed yet loose enough to excite on the rural routes around Design 911's new premises. As with most 911s, play in the wheel means it's not always easy to know for certain what the car is up to underneath you until you're pushing on at speed, but there's something about the wind-in-the-hair nature of the driving

*Cornering is lively enough to be fun,  
with the Targa scrabbling for  
grip but feeling composed*









experience in a classic Targa that serves to provide an extra dimension of enjoyment.

A classic Targa provides just the right blend of the unadulterated, original 911 driving experience while offering practical open-air motoring, a level of involvement, pace and value for money (this one is on the market for £49,500) that's tough to beat as a package. Unless you plan to rag your air-cooled 911 to within an inch of its life at all times and drive it through all climates, owning and using one of

these fair weather tourers makes an awful lot of sense these days.

The Targa has enjoyed a rollercoaster of popularity since its inception 50 years ago, arguably falling out of favour somewhat during the reign of the 993, 996 and 997 variants of 911. But with its latest successful reinvention in contemporary 991 guise, and with the revival of Butzi's iconic roll bar, the 911 Targa is once again a desirable and striking option for Porsche customers. Far from being a gimmicky marketing

exercise, the Targa is a legitimate addition to the range of current 911s suitable for both the enthusiast or casual admirer. There are plenty of obvious factors that separate these two cars, each hails from a different era of Porsche history for a start, but at the same time they share a philosophy which still works effectively five decades after it was conceived. Open-top motoring delivered with strength, safety and good looks – intelligent Porsche engineering at its finest ○



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## Porsche Tractor

Porsche tractors, designed by none other than Professor Ferdinand Porsche himself, have their roots in the 1930s, but the unique air-cooled diesel engined machines are mainly associated with the 1950s and 1960s. By this period Porsche was producing four models, available with one-, two-, three- or four-cylinders with a power output of between 14 and 55hp. The unique engine design incorporated a hydraulic coupling between the engine and transmission.

Thanks to post-war rulings, the only

companies in Germany allowed to produce tractors were those who were already manufacturing them before the war. Porsche was not one of these so its design was created as a collaborative effort in partnership with German company Allgaier, and Austrian company Hoffherr Schrantz.

They were built in the old Zeppelin factory in Southern Germany and some 125,000 Porsche-Diesel tractors were produced between '56 and '63. Interestingly Professor Porsche had designed a four-wheel drive version as early as 1946 – far ahead of the

competition, but it never made production.

Today Porsche tractors are sought after by collectors, both of period farm machinery, and, of course, Porsche cars. They can often be found appearing at specialist shows having been fully restored. Naturally, prices vary dependant on condition, but good examples can change hands for as much as £15,000, while a 'project' can be picked up for closer to £5000. The version you see here was spotted at the recent Techno Classica event that took place in Essen back in April ○









# The *£5k* *Boxster*

Can you really drive a Boxster this summer for the price of an old hatchback? You can, if you choose the right one...

Story: Philip Raby Photography: Various





Summer is here and what could be better than cruising around in an open-top Porsche Boxster, with the roof down and the sun on your face? A new Boxster starts at a smidgen under £40,000 which is great value for money if you have, well, the money; but let's face it, you have to be reasonably well off to buy a brand-new Boxster. The great news is, though, you don't have to spend anywhere near that much to enjoy top-down Porsche motoring. In fact, just about anyone can afford to drive a Boxster, because you can pick up a half-decent example for just £5000.

Yes, for the price of a five-year-old Vauxhall Corsa, you can be behind the wheel of a Porsche Boxster. 'Ah,' you say, 'that's all very well but it'll

be nothing but trouble.' No, it won't, not if you buy carefully and choose a decent example; which is quite possible to do, even on a five grand budget. If you do, you'll have a superb, mid-engined sports car oozing with Porsche heritage. Fail to buy well, on the other hand, and you'll end up being, at best, disappointed and, at worst, out of pocket.

So let's discover the secret to buying a good Boxster for £5000 – a figure which we believe is the lowest you should pay for one; anything less will be a disappointment. We're not going to go down the check every nut and bolt line; that's not our style and if you know enough about cars to do your own mechanical inspection, then you don't need our help anyway. Instead, we're going to give

you an overview of what's available and help you to sniff out the best you can get for the money.

At this price range there are three flavours of Boxster, differentiated by their engines. First, there's the original 2.5-litre car made from 1997 to 1999 and with an output of 204hp. Next up is its replacement, powered by a 220hp 2.7-litre engine and offered from 1999 to 2004. Finally, there is the more powerful 3.2-litre Boxster S which ran from 1999 to 2004 and boasts 252hp from its larger engine.

At first glance, you may think that the S is the one to go for, and it has to be said that the extra power is tempting – the mid-engined Boxster layout is so capable it can cope with more than even the S's generous output. However, don't get



The road to owning a well maintained early Boxster may not be as rocky as you think...



*The good news is you can comfortably buy either a 2.5 or a 2.7 Boxster for £5000, and either will be fine*

too excited because, while our budget will get you an S, it won't get you a good S. For £5000 you'll be looking at an early, high-mileage Boxster S that'll most likely look and feel more than a bit tired, and will probably need money spending on it, which would negate the point of buying a cheap car. And when we say high mileage in Boxster terms, we mean over 100,000 miles; these cars aren't as durable as older Porsches and so do tend to look and feel weary when the miles get piled on to them.

No, at this price bracket you are far better looking for a standard Boxster. However, you needn't feel short-changed by not having an S; even the original 2.5-litre has exactly the same power as an early 1980s 911SC, albeit in a

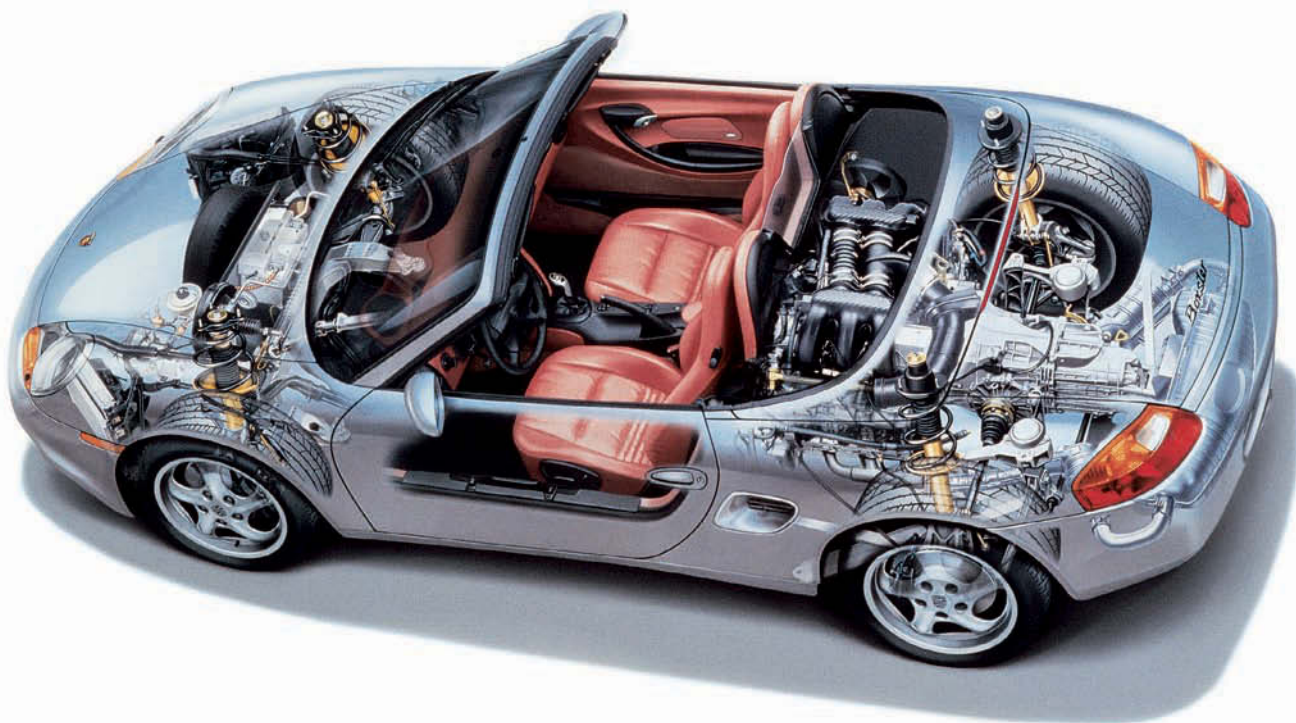
slightly heavier package, so it's no slouch. Furthermore, as is usually the case with Porsche engines, the smaller unit is more willing and revvy, at the expense of outright power and torque, so an early standard Boxster is fun to drive, even if it's not got going to set the world on fire in terms of performance. That said, the extra 16hp offered by the 2.7-litre engine, coupled with revised gear ratios, does make a worthwhile difference.

The good news is you can comfortably buy either a 2.5 or a 2.7 Boxster for £5000, and either will be fine. Generally, you should be able to get a better 2.5-litre example for the simple reason that an earlier car for the same money has to be superior in some way – usually it will

have a lower mileage (we found a 1999 example with just 38,000 miles within our budget) or be in nicer condition. If we had more money to play with, we'd choose a 2.7 over a 2.5 any day, but as we haven't then our advice is to be open-minded and look at both options, buying on condition and history rather than engine capacity. You're better having a really good 2.5 over an average 2.7.

That's assuming, that is, that you can find a good early Boxster. As they've dropped in value, Boxsters have often not been maintained properly and many are disappointing. The key is to find one that's been cherished and – at the risk of making a sweeping generalisation here – a Boxster that has been owned by a number of





*There are plenty of used Boxsters out there, so you can afford to be fussy and buy the best you can find*

years by a retired Porsche enthusiast is likely to be better than one that has gone from one strap-cashed younger owner to the next. With classic Porsches, the number of keepers is increasingly immaterial but with Boxsters, low ownership numbers is a bonus.

How can you tell if a car has been cherished? Well, start off by looking through the history. A regularly stamped service book (every 15,000 miles or 12 months) is always good to see. It's unlikely that the recent stamps will have been from a main dealer (great if they are, as it shows an owner has not been afraid to spend money) but a known Porsche specialist is fine; a backstreet garage less so. Invoices to back up the service book are great news, as it allows you to build up a picture of what's been done to the car,

over and above routine servicing. Not only should you look for major work, such as a clutch change and brake disc replacements, but also minor non-essential jobs that are a sign of a caring owner. A set of good-quality branded tyres is another.

Now look at the car itself. Many Boxsters look tired, with parking dents in the doors, chips on the front bumper and bonnet (or, worse, badly resprayed panels). Early Boxsters have plastic rear windows (glass didn't appear until 2003 so these will be out of our budget) although some cars have been retrofitted with glass panels (with varying degrees of success). These windows can discolour and crack – the trick to avoiding cracks is to lower the roof partway then use your hand (the famous Boxster chop!) to ensure a neat fold

before opening it fully.

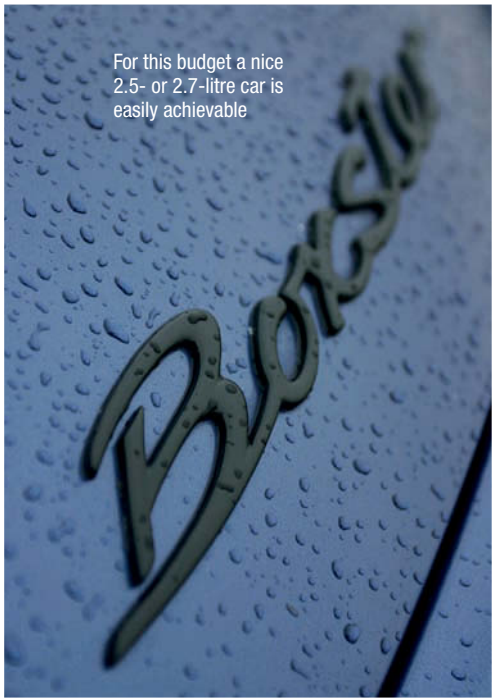
Interiors don't wear well, either, with seat bolsters looking scruffy and seat bases sagging. Check for wet carpets and non-functioning electrics. Full climate control was optional but worth seeking out over the standard heating system (which, to be fair, is rarely seen on UK cars) but do check it works and the air conditioning blows cold; another indication of a caring owner is one who has attended to any faults, however expensive.

Originality is another good sign of a conscientious previous owner. Modified Boxsters with aftermarket wheels, exhaust, stereo etc hint at boy-racer tendencies, and such modifications can actually spoil an otherwise good car.

Drive a Boxster and it should feel taut and



For this budget a nice 2.5- or 2.7-litre car is easily achievable





relatively rattle-free. Most early ones will have the odd trim or hood rattle, but if the whole car is shaky and noisy, it's not a good one. The car should accelerate smoothly without hesitation, and the handling should be predictable and inspire confidence. In short, it should put a smile on your face – if it doesn't, there's something amiss.

'But,' you say, 'how can we talk about buying a Boxster without mentioning engine issues such as RMS failure, IMS failure, bore scoring and the end of civilisation?' Because, as we said at the start of the feature, if you buy a well-maintained example, the risk of these things happening (with the exception of a common but harmless RMS leak) is very slight, whatever the internet doom-merchants say. If the unthinkable

happened and the engine does fail, then you can sell the non-functioning car for, say, £1000 and you'll be £4000 down on the deal – less than a year's depreciation on a new Boxster – but, with luck, you'll have had many happy times with the car beforehand. The chances are, though, this won't ever happen. It's a bit of a gamble, but then aren't most things in life?

So what does our ideal £5000 budget Boxster look like? Well, it is a 1998 Arctic silver and black leather example with just 48,000 miles on the clock. It's had three owners, the last being a retired couple in Surrey, keen Porsche Club GB members who had owned it as a third car for ten years before trading it in for a newer one. They'd had the Porsche serviced at a main dealer for the first seven years of their ownership before

changing to a well-known independent specialist for its annual maintenance, and every invoice has been kept. It's now being sold by that same specialist and will be serviced and issued with a six-month warranty.

Sounds too good to be true? Well, although we admit that's a fictitious example, it is actually an amalgam of real Boxsters we've seen on the market recently, proving that it's perfectly possible to find something similar within our parsimonious budget. There are plenty of used Boxsters out there, so you can afford to be fussy and buy the best you can find.

Once you do, you can spend the summer cruising around with the roof down and a big smile on your face, feeling ever-so-slightly smug each time you pass a new Boxster ◯



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# Route *Masters*

Forget 24-hour races, in the late 1960s the Marathon de la Route took place at the arduous Nürburgring and lasted 84 hours...

Story: Andrew Frankel Photography: Porsche

When in 1923 Walter Owen Bentley discovered that one of his customers was planning on entering a new race outside the French town of Le Mans scheduled to last for 24 hours, his view was unequivocal. "I think the whole thing's crazy," he said. "No one will finish, cars aren't designed to stand that sort of strain for 24 hours." But he was wrong and the fact his cars won all bar two Le Mans held between 1924-'30 rather proves it.

But what about a race longer even than that? And not by a mere few hours, but entire days? What if a race were to last not 24, 36 nor even 48 hours? What if a 60 hour race sounded a trifle too easy and 72 hours too? What would happen if you staged a race with a duration of no fewer than 84 hours? Of course the idea is utterly preposterous save for one small fact: in the latter half of 1960s, it actually happened.

To this day, people argue over whether the Marathon de la Route was a race or rally. Those who claim it was a rally point to the fact it was simply a transference of a pre-existing long distance road rally (the Liege-Rome-Liege rally) to a race track in the interests of safety, though such claims might have had greater credibility were that track none other than the infamous Nürburgring, unquestionably the most lethal track in mainstream use at the time. They mention also that unlike any race, there were

time checks and penalty points awarded if you did not get to each on time and more if you spent too long in the pits. Those who reckon it was a race say simply that the winner was the car that went furthest and therefore fastest and that while you were indeed penalised for being late to a time check, there was no penalty at all for being early. So the fastest car won, ergo it was a race. And I incline very much to this latter view.

The Marathon was first held in 1965 over a random sounding 82 hours and was sufficiently successful to attract big factory teams for 1966, including works cars from Ford, Alfa Romeo, BMC, DAF and even Tatra. But we pick up the story in 1967 when two big new developments in the 911's history tempted Porsche to have a go at the longest, most gruelling competitive motorsports event ever held at a race track.

For Porsche the real motive was a new gearbox. For some time it had been clear that the 911 was losing sales in the US – far and away its most important market – because an entire generation of Americans had grown up with no idea what a clutch pedal was, nor the service it performed. Automatics ruled the roost on that side of the Atlantic and, bluntly, Porsche needed one. But it couldn't just buy one off-the-shelf for a number of different reasons. Most persuasively there was no automatic transmission available designed to work in a car with both its engine and gearbox in the back. But even if there had been, a





conventional automatic of the era would have been heavy, grossly inefficient, short of gears, unable to cope with high revving 911 engines and, in all ways, entirely inappropriate for installation in a 911.

It soon concluded that the only way to satisfy the demand for a two pedal Porsche while leaving a car still fit to call itself a Porsche was to retain a standard gearbox, and find a way of persuading it to change gear without a clutch. The result was given a deliberately American-sounding name: Sportomatic. Space and your likely boredom threshold precludes a detailed examination of the inner workings of Sportomatic, but it basically sought to marry a standard Porsche four-speed gearbox to a torque converter via the medium of a clutch that opened as soon as pressure on the gear stick was detected via a switch at the bottom of the lever

The theory was fine and the transmission appeared to work well, but what was really needed was a test that would tax the Sportomatic like no other test that could be conceived. If it passed, it would make great headlines and prove this new transmission as good as any other, if it failed it would provide Porsche with information it clearly needed to know before putting the system on sale. The timing of the third Nürburgring-based Marathon de la Route for late August 1967 could not have been better.

The second development was the ultimate 911 of its era and, indeed, the lightest factory-built 911 built, even to this day. The 911R was conceived to keep the 911 competitive as even though the car had been on sale for just three full years and had proven the device of choice for use on the road or in racing and rallies, Porsche was aware of the constant need to

maintain the car's edge over the opposition. It was, in fact, the first purpose-built racing 911 the factory had made, and if this alone did not assure it of its place in Porsche racing folklore, the fact that just 23 were built does. There were three prototypes, two with glass fibre bodies, one with aluminium, then 20 'production' cars.

All glass save the front windscreen was replaced by Perspex while the screen itself was made from the thinnest glass Porsche reckoned it could get away with. Even the door hinges were aluminium. Inside, the cabin was stripped down to its bare bones and equipped with two thin bucket seats and leather straps for opening the doors. Ventilation was provided by forward facing apertures in the front side windows to let air in, and louvres in the rear quarter lights to let it out. It carried full race suspension, widened rear wheel arches and fatter tyres. Even the





Below: Vic Elford prior to lights out  
Left: 'No.14' – the race-winning 911 2.0 coupé







*It seems incredible that Porsche decided to drive round in circles for three days just to prove the reliability of its new transmission*

Porsche badge on the nose was replaced by a sticker to save a few grammes.

Porsche's plan was to take the aluminium 911R, remove its 210hp full race engine and five-speed transmission and replace them with a still hot 175hp motor that would still tax the Sportomatic transmission far more than would any road car in which it would be sold. Driving duties were assigned to the best drivers it had: Jochen Neerpasch, Hans Herrmann (who would three years later help Richard Attwood to Porsche's first Le Mans victory) and our very own 'quick' Vic Elford.

Porsche also entered two other 911s, both race-prepped but based on standard cars, one with the new transmission, the other with a conventional five-speed gearbox.

The entry could scarcely have been more

eclectic: among the 43 starters were cars from no fewer than 20 manufacturers, from a tiny Honda S800 to a ferocious Ford Mustang piloted by a promising young lad called Jacky Ickx who would in time go on to do quite well in Porsches. Between these poles lay one or more representatives from Mini, Daf (also with clutchless gears), Mercedes, BMW, Tatra, Matra, Volvo, Renault, Peugeot, VW, NSU, Opel, Alfa Romeo and so on.

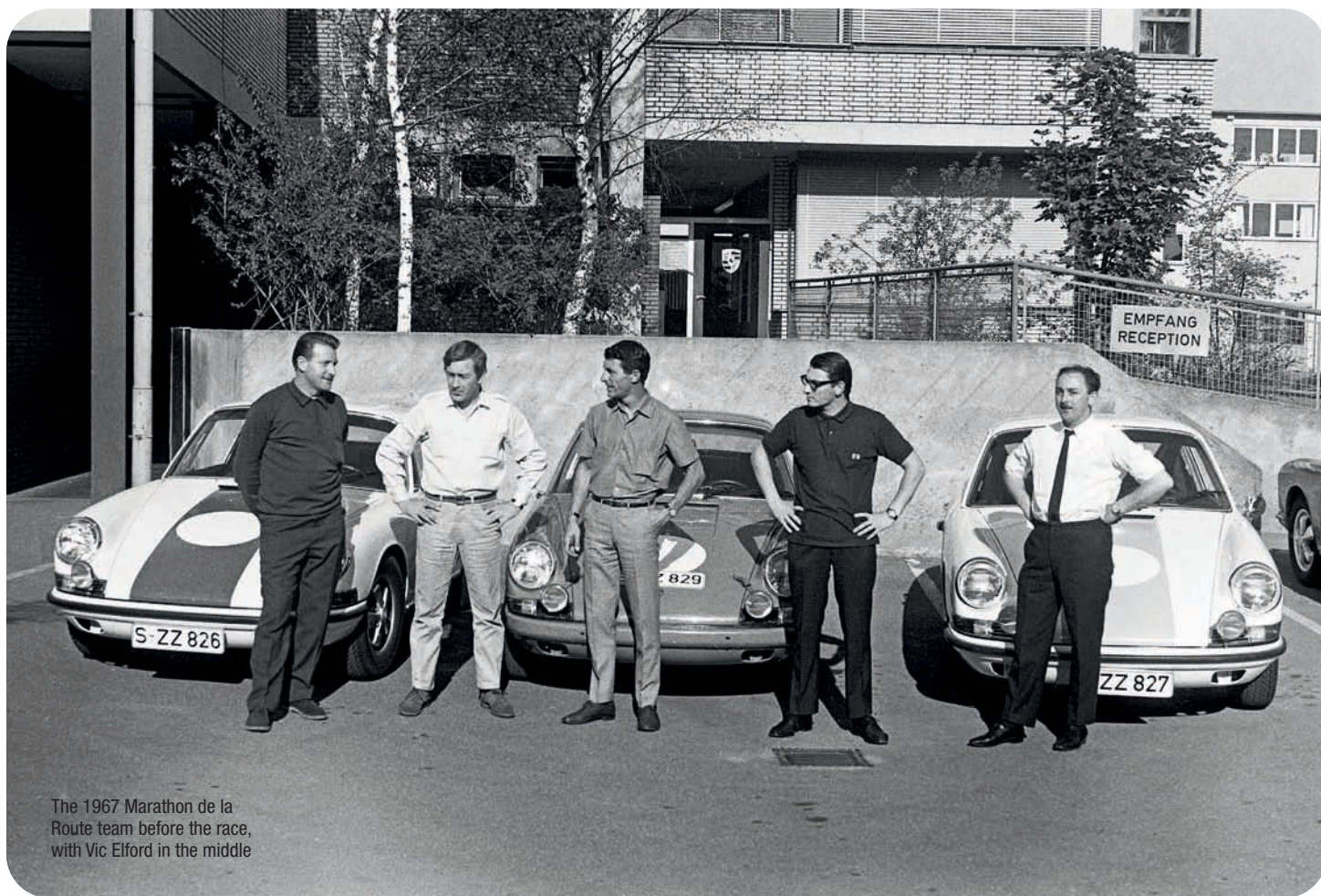
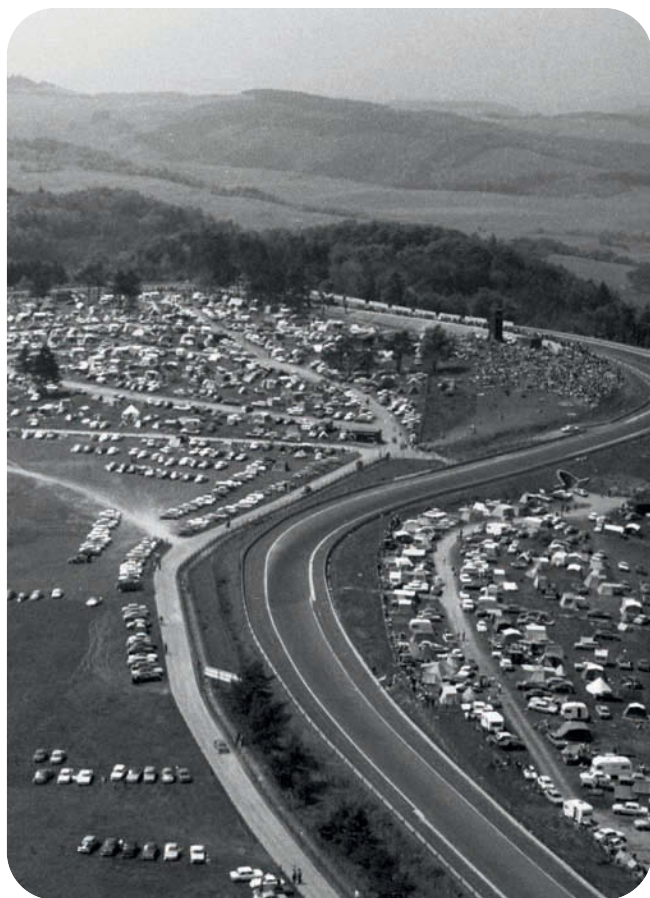
The race started conveniently at midnight on Tuesday night, the 911s howling off into an early lead with Elford out in front, doing what he did best, using his peerless rally skills to make the most of difficult conditions and zero light. He did so well that not long after dawn he had lapped the entire field, including both his teammates and, remember, a lap was over 17.5 miles

long... 24 hours later, the lead was ten laps.

Vic's contribution was probably the most significant of all, as he drove seven-and-a-half hour stints through all three nights, dealing with the rain and fog that always seems to settle on the Nürburgring after dark. He treated each lap as he would a rally special stage and even when the fog was so thick the course car got lost on its way to investigate an accident, Vic thundered on. The car was not without its issues – it split its oil tank, had an alternator failure (spares were carried on board) and had to stop to change a front wheel bearing, but despite these problems its lead over the rest of the field grew inexorably.

By contrast, the other two Porsche-entered 911s could scarcely have been more different, both proving completely trouble-free right up to the moment of their retirement, one crashing





The 1967 Marathon de la Route team before the race, with Vic Elford in the middle



out on Friday afternoon, the other succumbing to valve spring failure on Saturday morning.

But the 911R chuntered onward, even after Elford had to leave the race after his final stint to return to the UK because he was racing at Brands Hatch on Saturday. It crossed the line at midday that day as one of just 13 finishers, having completed 350 laps of the combined northern and southern loops of the Nürburgring, 6148 miles at an average speed (including all stops) of over 73mph. The second placed car was 34 laps behind or, put another way, just a whisker short of 1000km, which might just count as the widest winning margin in all racing history.

And what of the Sportomatic transmission? It never missed a beat in either car to which it was fitted. Vic loved it so much he ordered his next 911 road car to come with it while legendary

Porsche test driver Herbert Linge suggested it should become the standard fit transmission for the 911, and the manual the optional extra.

This was not the end of the Marathon de la Route, nor Porsche's participation therein. The following year the factory was back, this time with three 911Es, and while one retired, the other two finished first and second, the winner being driven by Linge, Dieter Glemser and Willi Kauhsen. Porsche sat out 1969, but the arrival of the new mid-engined 914 proved just the incentive for Porsche to return to the Nürburgring. And this time it was a total demolition job: three 914/6 Porsches entered, three finished and in the first three positions. The fastest non-Porsche was 28 laps behind the slowest 914.

The last Marathon de la Route took place in 1971, lasted 96 hours and while there were some

911s entered, all were private as the factory stayed away with no possible point left to prove. So its record stood at played three, won three, all by immense margins.

It's hard to see anything like the Marathon de la Route ever happening again, not least because it must have made a rather tedious spectator sport and these days the prospect of televising such an event would doubtless kill the idea at birth. Indeed it seems incredible that almost 50 years ago Porsche decided to drive round and round in circles for three-and-a-half days just to prove the reliability of its newfangled transmission. But it did that and more besides, adding one of the perhaps lesser known but more unusual and extraordinary lines to the competition history of the world's most successful racing car ○

*The second placed car was 34 laps behind, which might just count as the widest winning margin in all racing history*









# gt porsche retrospective

ONE  
YEAR  
AGO  
JULY  
2014



Exactly 12 months ago the summer weather had gone to our heads, as a result we went topless. An ultimate guide to the Boxster saw us delve into the 986 and 987 cars to see what made the mid-engined machine so popular. We reported: "When you find a good one, it should give you many miles of fun and enjoyment; roof up or down. A Boxster really is the affordable modern Porsche you can't ignore." Adding to the roofless fun, we also pitched the new 991 Cabriolet against the 997 Speedster, both of which were available for around the same outlay.

Meanwhile regular columnist Colin Goodwin got a taste of the new Macan at Porsche's Silverstone Centre, and liked what he saw...

FIVE  
YEARS  
AGO  
JULY  
2010



In July 2010 we were excited about the new 911 GT2 RS – the fastest, most powerful Porsche production car to date (thanks to 620hp and a top speed of 205mph), on sale for £164,107. We also drove the new Panamera V6 to see whether or not losing two-cylinders had detrimentally affected Porsche's super saloon, finding: "Cayenne aside, the Panamera V6 is the least Porsche-like Porsche you can buy, but it has still been designed, developed and tested to the same exacting standards as the company's more famous models, which is what makes the Panamera V6 such a well-rounded and complete package." We also asked whether or not the 911 SC deserved its tag as the 'poor relation' of the 911 world, regular scribbler Andrew Frankel finding that it was a 'fine 911'.

TEN  
YEARS  
AGO  
JULY  
2005



The Cayman S had just broken cover a decade ago, as our issue demonstrated. We were excited with the details of the new mid-engined machine, which went on sale in November 2005 priced at £43,930.

Further into the issue regular contributor Colin Goodwin met Pink Floyd drummer Nick Mason to chat about cars, Colin reporting: "Get him on the subject of cars and racing and he's just another petrolhead. Which is no doubt why he's respected in the racing world. It's easy for all to see that his love of motoring is not some rich rock star working on his image." We also looked into the forerunner to the 917: the 910. Although we reported that some people saw it as an ugly duckling, there was no denying its results on track.



There are sports cars that are going to be seriously embarrassed by Porsche's newest SUV.



As the Porsche SUV is a...
It's hard to believe that the SUV...

An open & shut case

A new 991 Turbo Cabriolet is a very special 911, but for the same money you could have a very special 997 offering even greater open-top thrills.

Story: Phil Ripley, Photography: David Smith



Second Best?

Does the 911 SC deserve its 'poor relation' tag, or is it a pure 911 unfairly overlooked?

Story: Andrew Farrant, Photography: Andrew Morgan

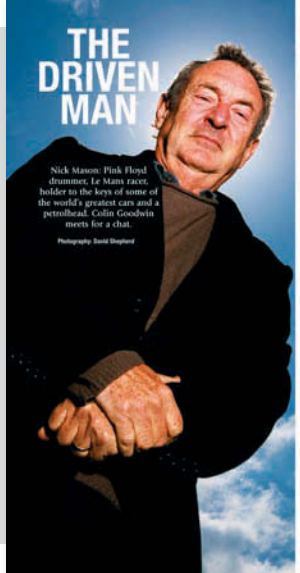
If you're not a gear addict, it has to be the 'SC'...
Control that part of the problem is finding a nice one...



HIT FOR SIX

Porsche has stripped two cylinders off the Panamera V8 to produce this new V6, but is it a lesser car for it?

Story: Stuart Gallagher, Photography: Andrew Morgan



THE DRIVEN MAN

Nick Mason: Pink Floyd drummer, Le Mans racer, holder to the keys of some of the world's greatest cars and a petrolhead. Colin Goodwin meets for a chat.

Nick Mason

W ruddy blue eyes and that hair...
It's like he's concerned as to whom...



MAKING THE POINT

Before the dominance of the 917 and its successors, Porsche produced the 910, a sports racing car that would run Ferrari to the wire in World Championship racing.

Story: Tom Bragg, Photography: Bernd Jochen







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# long-term fleet

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

MATT BIGGS

1981 911 SC



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

[twitter](#) @PawnSacrifice

JACK WOOD

2004 996 GT3



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

[twitter](#) @Jackkwood

MARTIN SPAIN

2002 996 TURBO



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

[twitter](#) @MartinSpain

MATT BIGGS

1986 924 S



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

[twitter](#) @PawnSacrifice

JACK WOOD

2010 997 GTS



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

[twitter](#) @Jackkwood

ROB RICHARDSON

1978 911 SC



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

[twitter](#) @Racereightysix



# long-term fleet

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## 1978 911 SC

I'm not a racing driver. I never will be. I've only ever really dipped my toe into track days, but what I do like is driving and before big engines and big brakes the basics have to be right: driving position.

The SC came fitted with a lovely OMP WRC wheel, which was nice, but not right for the car or me. The dish was too deep leaving me with bent arms and stretched out legs, it was neither comfortable nor conducive to effective wheelmanship. There was only one wheel I wanted: a MOMO Prototipo – the definitive '70s racing steering wheel and the perfect finishing touch to the interior of the SC. The rim is wrapped in beautiful soft leather with white detailed stitching and I opted for the black brushed finish on the aluminium spokes. I was also able to get a boss kit to fit the car making

installation simple. It even came with a MOMO horn push so I was able to retain the horn.

The driving position is now sublime and the wheel feels great. The 350mm diameter suites me perfectly as does the width of the grip. It has genuinely transformed the driving experience and at £149.99 + VAT represents great value for this level of quality, finish and performance.

With that done it was time to get in my scruffs again and tackle the job I'd been dreading: rust protection. The SC will be garaged and used on sunny days, but this is the UK and they are few and far between. I want to use this car and eventually it's going to get wet. While '70s Porsches are better than most cars of that era they still like to return to nature given the chance. The solution? Dinatrol 4941. I washed

off the underside of the car using a pressure washer and a selection of stiff brushes to clean off old underseal and dirt and left the car to dry for a week. Then it was just a case of getting the car back in the air and spraying the stuff on, keeping as much as possible off me at the same time. I was 50 percent successful in this. Happily I did manage to get it out of my hair and off my teeth with some vigorous scrubbing. Brilliantly though, it offers a similarly resilient finish to the underside of the car leaving a semi-gloss hard wearing covering. It tidied up the appearance too.

Another job I've been putting off is rebushing the driver's door as 38 years of opening and closing have taken their toll. The amount I was having to lift it and the number of attempts it was taking to shut it was

getting embarrassing. Once again Design 911 came to the rescue with new bushes and door pins. This was a horrible job. With the door off the car I drifted the pins out and drilled out/swore at/hit the old bushes (there are no photos of this, it was that miserable). With the new bushes pressed in I was able to lubricate and drift the new hinge pins in. Finally I could refit the door back on the car and with it aligned it was clear how much of a difference it had made. As the first and last point of contact with the car the whole experience of getting in and out was a lot better – no slamming required!

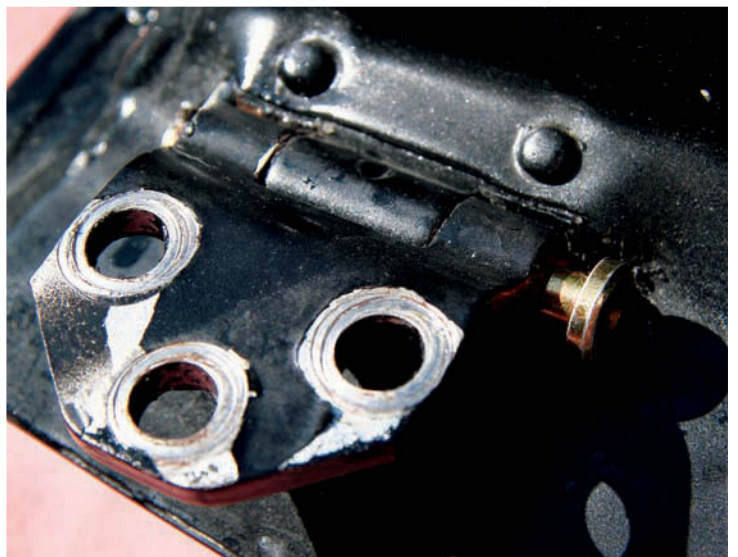
So that's two things this month that have transformed the basics and it's made such a big difference! Now it's about time I got out and drove it...

*Rob Richardson*





Rob's new MOMO wheel has transformed the driving experience





## 1981 911SC

The SC was due for its MoT and tax this month. The plan was that I would SORN the car, save a few pounds while I fix a few of the oil leaks (which would cost more than a few pounds, even when doing the work myself). When I came to filling out the tax form, however, I actually decided that I couldn't be bothered to mess about doing the SORN notice and then taxing it again, possibly in just a few weeks.

So, I compromised and for cash flow reasons taxed the car for six months. This left me with four days to get the MoT test in. Now, I knew that the 911 was going to fail, I just wasn't sure on what – I suspected the emissions, given how rich it can smell at times – and some other things besides. I could have probably determined for myself what needing doing but there were a few marginal items that I thought I may as well have official confirmation of.

Since I sorted the car out after the trouble starting it the other month, when it had been left at a friend's house, I hadn't driven it a whole lot – I was too busy driving my Boxster, trying to get the engine run in after Northway fixed it for me. Anyway, driving the SC for the first time in weeks after driving a modern car with driver aids and very little power, due

to rev limits, it felt great to get back behind the wheel of the air-cooled 911. Just sitting in it in the garage when it fires up, I am reminded of what a special experience I had been depriving myself of.

Pulling out of the drive and turning the car around with the cold engine hunting up and down the rev range, trying to delicately balance the throttle as I knew if I did stall it I may have struggled to get it going again, and at the crack of dawn in a noisy car that's not ideal. That part of the classic car experience I do not miss when I am whoring myself out to my other Stuttgart rides. But I was under way and the engine soon settled. The AC blower fan, with no working AC (of course) the cabin moisture also appeared to be under control. As I got to the main junction I bartered my way into first gear and the cold gearbox finally relented; another trait that does not leave me pining for more. But I was out on the main road and I know that the mood of the 911 will soon swing in my favour.

The weather, however, was not swinging in my favour. The rain continued and the 911 was feeling particularly fidgety. I had no choice but to drive over manhole covers every now and then and on a few of the wider ones the back of the car took a sideways shift. In my early SC days

that panicked me a little but these days, not so much – it's all part of the experience! Training oneself to not overreact is actually a great survival tool. I negotiated my way to the MoT centre and handed over the keys. When I collected the car its notice of failure was not unexpected, however the results were actually better than I hoped. Four points of failure:

1. Rear fog lamp switch is missing: it is not, operator error.
2. Nearside rear tyre: expected, and replacements booked.
3. Centre exhaust has a major leak: not expected but what's the centre exhaust on a 911?
4. Parking brake: noticed this on the way to the test centre.

So, points 1 and 2 were non-issues. Point 3 meant getting under the back of the car when I got home where I found a leak at the back of the pre-silencer, there should be a new one on my desk right now, it just needs collecting and fitting. Point 4 is the real pain, it's not that difficult a job but I detest the inner workings of the parking brake.

That afternoon I took the car over to Elite Tyres in Reading ([www.elitewheels.co.uk](http://www.elitewheels.co.uk)) and left with a set of Toyo R888s fitted. For the first time since I had the 911 it had a full

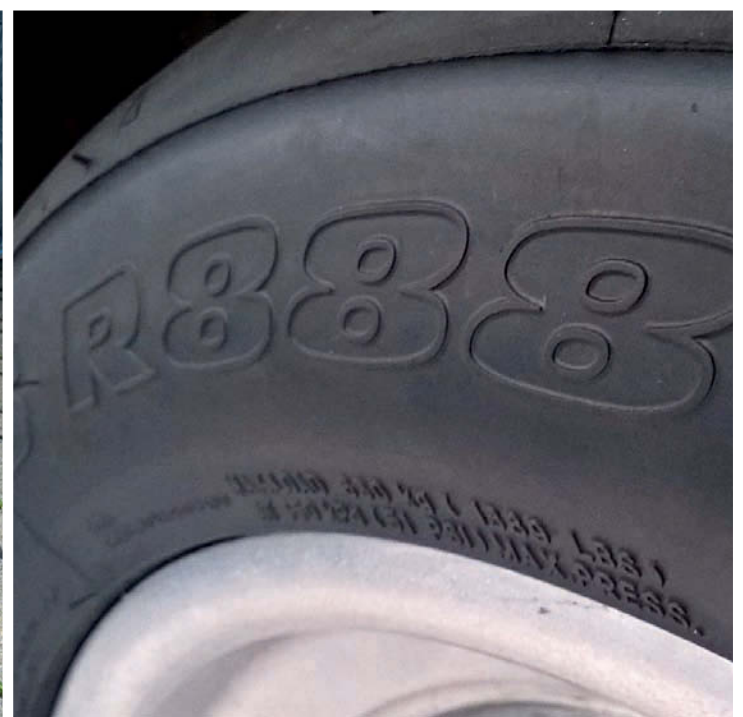
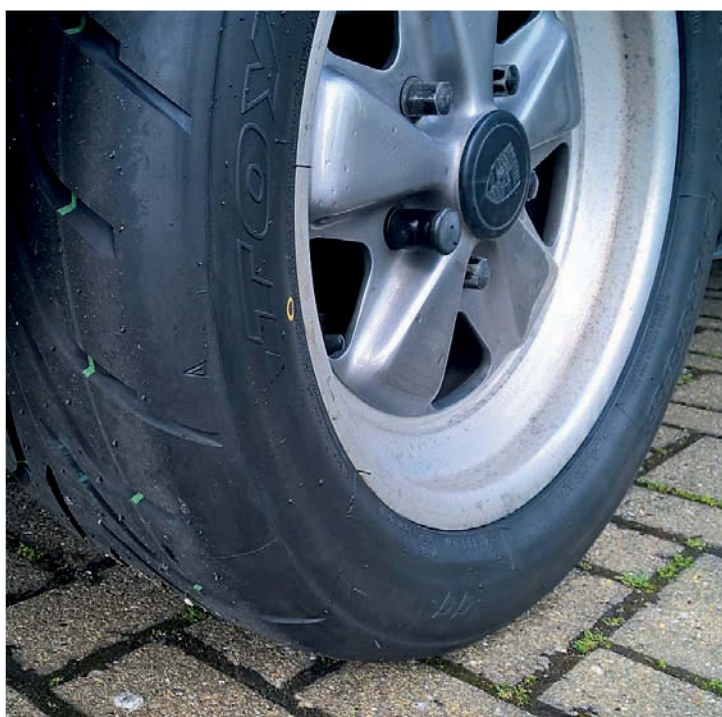
set of matching tyres, they were different front and rear before, not that it ever felt bad for it, but I do favour a matching set front and rear. I am also looking forward to getting it back on track... once the MoT is sorted, of course.

I knew the car was fundamentally good but I had expected to see more on the fail list, most notably emissions, though I am not entirely sure why I expect my cars to fail on that. I don't really have a point of reference but the CO<sub>2</sub> was well below half the limit and HC ppm was at less than 10 percent. The only advisory was oil leaks, of which there are plenty, but again that is something that I had been expecting. A point that I am particularly pleased with is the lack of an advisory for rust, something of a weak point for these older cars – especially as mine is very tatty.

In the next day or so I should have the final two items on the list sorted and the car through its MoT. Then I can get back to looking at the oil leaks and think about getting it on track as I have a few track days already booked at Bedford. I really want to see how well it really can go with some decent rubber, I was worried that they might be too grippy but a friend runs them on his Carrera race car and raves about them. I can't wait!

*Matt Biggs*







# long-term fleet

## 1986 924 S

The 924 S is kind of an odd thing as it is now. I have just returned from a fantastic weekend in the Scottish highlands (a few of you may have been there too, there were plenty of great-looking Porsches out on the roads, mostly 911s) but I wasn't in the 924 S, I was in the Boxster which had just finished the run in of its fixed engine.

The 924 S is now a great car on track (it always has been), but it's a little slow for the road. That's odd, isn't it? I can take the car to the track and drive it at ten tenths without any problems; it is actually probably six tenths, but it feels like ten to me. But were I to take the 924 to the highlands I would have been left in the wilderness, quite literally, as being able to safely pass slower cars requires a little more space in the 924 than the Boxster.

That is slightly unfair, as the 924 S certainly has a decent amount of pep in its pecker and I suspect that it would have made reasonable progress without terrifying the weekend walkers and twitchers. The other downside with the 924 is not so much what the performance is like in the highlands as the journey there. The Dansk exhaust that I fitted, not a performance upgrade but a standard replacement, is a little too loud and even with the DAB running at a decent volume I don't think it would have been enough to drown out the noise at motorway speeds. It is a shame really as I had a great time last year driving the car to France for the Rallye des Jonquilles. It will be used for those types of events in future but for a weekend away with friends I fancied something a little more comfortable. Actually, comfortable is possibly the wrong term – the bucket seats and driving position are surprisingly good in the

924 as is the ride on the SPAX coilovers, but the noise from the exhaust and stripped-out interior make it a more visceral experience than one possibly requires for touring.

So, that's it for the 924 S then? Not if I can help it, financially speaking. Aside from the emotional attachment that I have for a car that I have done so much work on myself it is, as previously mentioned, great fun on track, where it has been a fantastic learning tool – I don't think I would have learned nearly as much about driving quickly in a car with more power, it would be doing most of the work for me. It is also a car that, for all the things that mean I wouldn't want to take it away for a long weekend, makes it great fun on every journey. If I take the Boxster to work it's a nice place to be and quick enough when it needs to be, but I don't really get to push it that much. Getting under way in the 924 S feels like an experience. I feel hunkered down in the car and that intrusive noise makes even the

commute a blast, especially as my inner child demands I run it up the rev range at least once a trip; the upside of a slightly shouty exhaust.

For the time being I am going to assume that the 924 is staying so, rather than putting things off, I need to think about the projects that I need to get on with next. I should probably see about finishing off the dashboard that I started repairing last year. Giving the mess the inside of my house is at the moment I think this is probably actually a pretty good time to get on with that, but that's not top of the list. One of the wings is quite badly corroded at the bottom so it may be time for me to replace it, possibly with something lightweight. The weather should be warm enough to turn the shed into a spray booth; paint doesn't take well in the cold.

The most immediate job is to get some new tyres on the summer wheels, I would like to believe that it is going to stop raining at some point and I do have a few track days booked

up, so I'll be using the 924 S for at least a couple of those. The wheels are tatty so now may be a good time to get them refurbished. With the extensive stream of outgoings at the moment I don't think I'll be able to get them done professionally so I may have a crack and them myself, how hard can it be? I think the biggest pain is going to be stripping them down, due to my lack of blasting equipment I'm going to have to go the chemical route, and that's going to be messy. Given the wheels are usually covered in brake dust I don't think I need to worry much about the finish, I should be able to get them up to a reasonable standard.

So there is plenty to be getting on with, but right now I need to find some time to drive it, thanks to needing to get the Boxster's engine run in before Scotland I've not really had much of a chance to drive anything else, but the trips that I have managed to get in have at least been eventful.

*Matt Biggs*

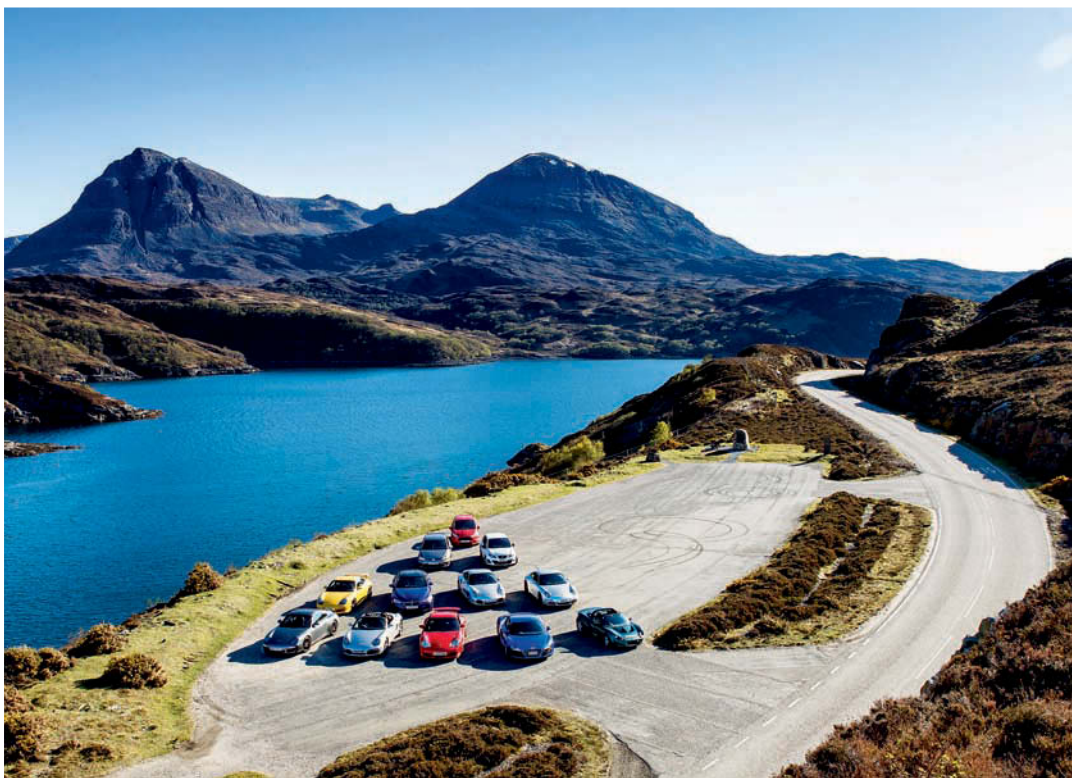
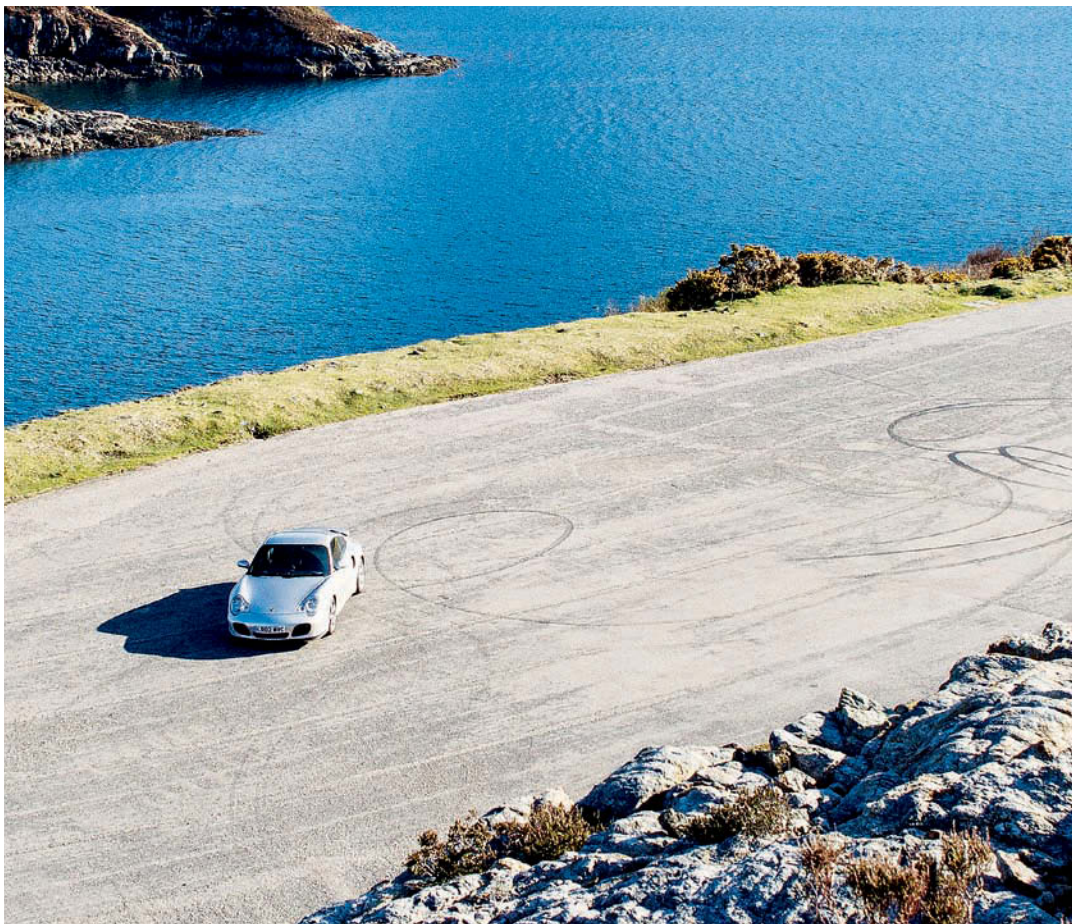








# long-term fleet



## 2002 996 TURBO

Last month was quiet for the Turbo, with work and family commitments meaning that it didn't leave the drive for most of the month. I normally try to drive the car every weekend, even if it's just a trip around the local lanes, and I'm a believer that sports cars prefer to be driven than be left standing for long periods at a time. I'm happy to use any excuse to go out for a drive, but in this case I just didn't have the time.

Fortunately, three weeks of no use didn't seem to do it any harm apart from the normal 996 'feature' of the keyfob not unlocking the door. This is apparently to prevent the alarm and remote central locking sensor from flattening the battery during long periods of inactivity, but I always forget this and get worried when the car won't unlock from the fob. Thankfully, all you have to do is unlock the car the old-fashioned way using the key in the door, then you can disable the alarm from the key in the normal way (note: if you forget to do this last step early one morning, the alarm will go bananas and your neighbours will hate you).

While the car was having a rest, I took the opportunity to get the wheels refurbished. I got in touch with Chris from Exel Wheels to book a set of loan wheels while he took mine away to be stripped, repaired and repainted. All four had been badly refurbished at various points in the past, and Chris pointed out some damage and incorrect repainting that I hadn't noticed. One week later I got a call to let me know that my wheels were ready, and I'm happy to say the refurb job is excellent – they're immaculate now, and Chris fitted new valves as well to complete the look. I can highly recommend Exel Wheels if you're looking to get your wheels refreshed – and no, Chris didn't pay me to say that!

As I mentioned earlier, the Turbo didn't see much use in April, but I was able to make up for that last weekend when I took a trip up to the Scottish Highlands along with a group of like-minded friends including fellow *GT Porsche* contributors Jack Wood



and Matt Biggs. We were there for what is fast becoming an annual trip to the fantastic roads and scenery in the Highlands, for three days of driving and petrolhead banter.

It's a long way from my home in Hertfordshire, though, and it would be a stern test of the Turbo's grand tourer credentials with a 450-mile drive to the first hotel, all of it on busy motorways and all of it in torrential rain, as it turned out. Traffic was appalling and the journey ended up taking 11 hours instead of 5, which is a long time to be in the driving seat. Luckily, the standard seats in the Turbo are pretty comfortable and the low

average speeds on the motorways meant I achieved 29mpg average on the journey up; a new record for me.

Happily, the following day dawned bright and sunny, and my miles per gallon average tumbled as our convoy enjoyed the sweeping roads and incredible scenery. The Turbo behaved faultlessly throughout the trip, though the low nose meant that I caught the front splitter more than once on some of the more undulating single track roads. I'll need to replace it at some point soon since it's starting to look a bit scruffy, but it's not urgent.

The weather wasn't always bright and sunny, though, and some torrential

rain on Sunday gave the Turbo a chance to show its all-weather credentials. I'm still not certain when the front wheels are actually getting power – the car feels resolutely rear-wheel drive to me most of the time – but it dealt with large amounts of standing water without budging off my chosen line and I even got to use the little Porsche-branded umbrella stowed away in the passenger side sill when we stopped for fuel.

One thing that was made clear to me while in the company of a group of experienced drivers in quick machinery, and that is that I need some tuition in the art of driving a 911

quickly in anything other than a straight line. The Turbo should have made mincemeat of most of the cars in attendance on our trip, yet I found myself struggling to keep up around the twisting Highland roads, and I put that all down to my deficiencies as a driver. I need to explore the limits of grip in a safe environment to learn the capabilities of the car and how to use them, and to gain confidence when pressing on. I'll be booking some advanced driver training this summer, and if anyone has any recommendations on which courses to take, please get in touch via Twitter.

*Martin Spain*







## 2010 997 GTS

The technician had actually mentioned it on the day I picked the car up from OPC Bristol. As we had the car up on the ramp so that I could have a good poke around underneath I'd been quizzing him on known faults and issues he'd seen on 997.2s that pass through his workshop. He'd said they are pretty much bulletproof, bar the occasional power steering line leak at the front, and the apparent appetite the GTS has for the inside edges of its rear tyres.

Six thousand miles later and after keeping a very close eye on the tread wear, I can indeed confirm that feathering of the inner shoulder is indeed an issue. It's a little disconcerting, really, as a regular inspection of the grooves and wear

bands within the grooves indicate plenty of life left in the tyre. It's only when you get right to the inner edge, an act that requires either contorting yourself and getting dirty on the floor or lifting the car on a ramp, that the excessive scrubbing becomes apparent. With a good 3mm of tread left across both rear tyres the inside was done. A few hundred more miles and I reckon they would be down to the cord. So a word of advice; don't forget to keep an eye on those inner shoulders folks.

The reason I checked them was because this month saw a run up to the very northern extremities of the UK; the far north west of Scotland.

I'd been up there back in 2013 with a few friends and fellow *GT Porsche* contributors in FAB. The poor thing

had returned peppered with stone chips and corded front tyres. The road surface was so fresh and grippy that it bore a double edged sword of providing what seemed like almost infinite grip, even in the pouring rain, but being so abrasive as to reduce tyre life to half what you would expect to see south of the border. So I wanted to make sure I had plenty of life in the boots with the prospect of 1300 very hard miles ahead of me.

I'm glad I did. With a week to go before the trip I was frantically trying to work out what to buy, where from, and how to get them fitted. In the end, after a bit of jiggling, I decided to plump for some new Michelin Pilot Cup 2s. Not only do they have that almost edible 'fuzzy' lettering on the sidewall, but with having two friends

running them on their GT3s I know that they work as a real everyday road tyre now, unlike their predecessor. That they are also available in N-rated spec is a huge bonus for those running a warranty on their cars.

However, getting a new set of boots fitted is no longer a case of just choosing a tyre and ordering it off the internet or going to the local tyre fitter and getting it fitted. Oh no. Not when those delectable centre lock wheels are involved. No. And what a faff they are! You can't just call Event Tyres and have the team come round to your work and swap the tyres over while watch YouTube videos of 918s... er... I mean get on with some work. No, now you have to either go to your local OPC at a time that is convenient with them, or, as I did, use a friendly





local indy that happens to have a 6ft long torque bar to get the locking nuts off and then back on again to the requisite six hundred something foot pounds of torque. Event Tyres met me down there on a Saturday morning and between me, Mike and the Event guy we had the tyres swapped out in about 45 minutes. With that done we were all set for one hell of a road trip.

After bringing some of our northern friends south to the hills of Wales for our little get together last year, we felt a return to the Wild West Highlands was in order for 2015. The scale of the place is what makes it so special. Mile after mile of almost deserted, perfect Black Top, punctuated by great food, wonderful hotels, and great hospitality. So it's no wonder that this

year's trip had seen our ranks swell with fellow drivers making the trek from as far afield as Southampton and Hertfordshire in the hope of experiencing this magical place.

But it is just so worth it. The run over Rannock Moor and down Glencoe is a mere teaser – a taste of what is to come once you've bimbled your way through Fort William and past Loch Lochy and take the turning at Invergarry towards Dornie and the stunning Eilean Donan Castle. From here on out the roads simply get better and better. The towering mountains provide the most stunning backdrop to the best driving that is possible to have on a public road. Winding your way along the coastal roads past Gailloch and on up to Ullapool you feel you have covered

enough miles to get you all the way to a different continent, let alone another country. But this is barely the tip of the iceberg as the roads and scenery open up to the real highlands as you pass Kylesku and push towards Durness and Tongue and the north coast of Scotland.

And I have to say, my memory hadn't played tricks on me. The roads were just as magnificent. The scenery as stunning. The food and drink as good. The road surface was as grippy and abrasive as I remembered from last time. In fact, my unlucky friend in his yellow 996 GT3 had his trip curtailed when we just happened to notice that after only the second day of the four-day trip his front tyres were indeed down to the cord. Poor bloke had to crawl to Inverness to

track down a set of rubber just to get him home.

But myself and the GT5 had a whale of a time. The Cup 2s were absolutely phenomenal. They even coped reasonably well with a brief hail storm, driving rain and standing water on the top of Rannock Moor on the way home. But it was their quietness and compliance that shocked more than anything else. Their dry grip was always going to be a given coming from the Continentals, but it was their on-road manners and superiority in doing the mundane stuff that was the most surprising for me. Michelin really do have all bases covered with this new tyre. I just need to test them out on track now, I suppose. What a shame...

*Jack Wood*



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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*



## 996 Turbo

The 996 Turbo is in demand, with supplies low and prices rising. What's happening?

A couple of years ago in this column, I noted that you could pick up a rough example of a 996 Turbo for as little as £20,000 but I warned against such supposed bargains, pointing out that good 996 Turbos started at £25,000 and claiming that prices wouldn't drop below that.

Well, I was right in that prices of 996 Turbos wouldn't drop, but what I didn't predict (actually, I don't think anyone did, to be fair) was that they

would go up in value. Today, you need to budget closer to £30,000-£35,000 for a reasonable example – the sort of car you'd have bought for as little as £25,000 less than two years ago. Assuming, that is, you can find one.

This change really hit home with me the other day when I was searching for Turbos to buy. Another dealer had one on a trade-only website, with a listed retail value of £29,000 and a trade value of £25,000 (and, no, that doesn't mean a £4000 profit as these

cars typically need around £2000 of preparation and then there's VAT to absorb). I immediately offered £25,000 and the dealer politely thanked me but said he'd already had a bid of £28,000 for the car. Whoever paid that would have to be looking to retail it for at least £33,000 and, in retrospect, I am sure it will sell for that.

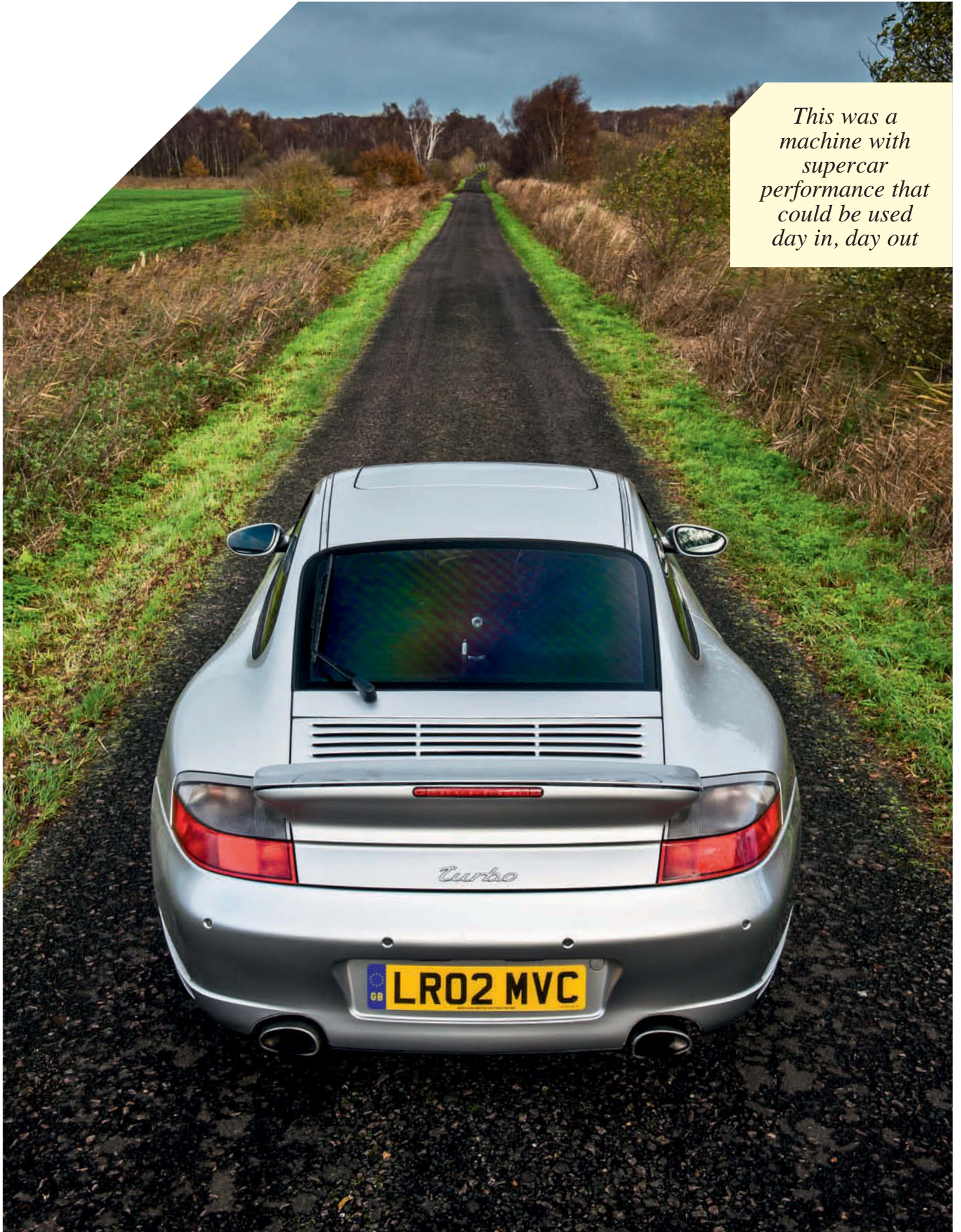
So what's happened to bolster prices in this way? There are a number of factors at work...

First, people are starting to

appreciate what superb cars 996 Turbos are. When it was launched in 2000, the all-new 911 Turbo was claimed by some in the motoring press to be 'the best car in the world', a claim that wasn't unreasonable. This was a much more complete and useable car compared to previous 911 Turbos; a machine with supercar performance that could be used day in, day out, in all conditions. And it remains just that today – a 996 Turbo gives you 90 percent of the







*This was a machine with supercar performance that could be used day in, day out*



# the market place

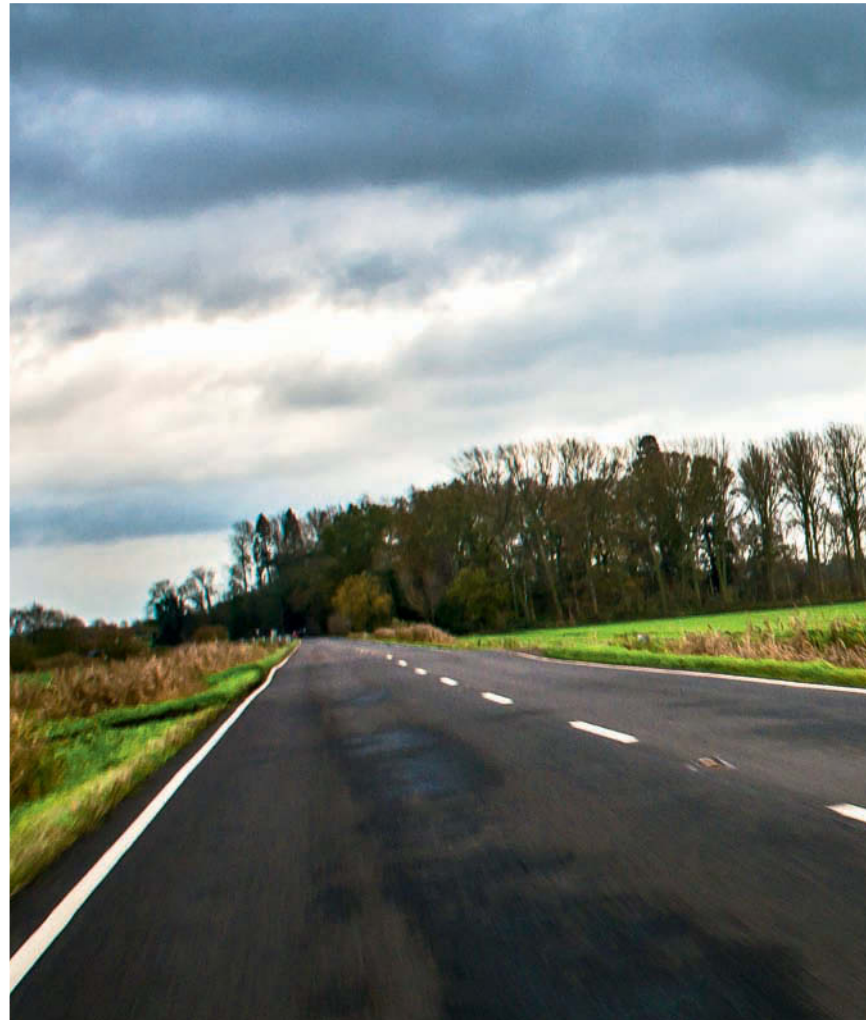
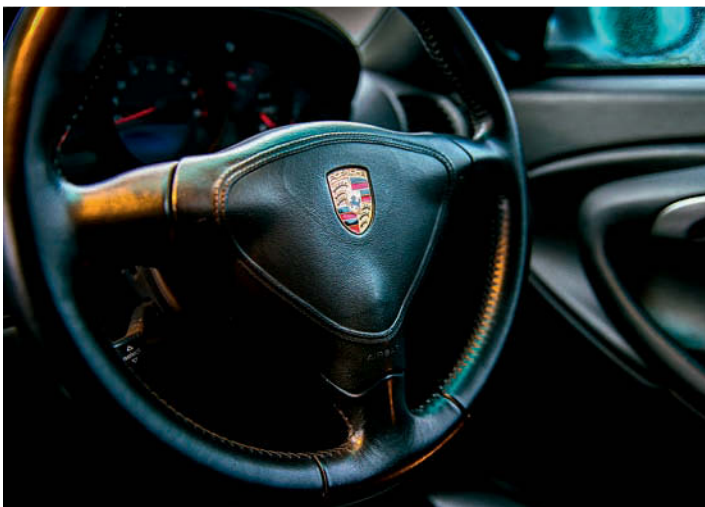
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performance and handling of the later 997 Turbo for less money. What more could you ask for?

Next, 996 prices in general are going up. In particular, the rare GT2 and GT3s have risen spectacularly in value, while the more common Carrera 4S (which shares a body with the Turbo) has seen a modest increase. Even good examples of the once unloved standard Carreras are holding their own. All this is in part due to the very active air-cooled 911 market – so many of these older cars are now out of reach of enthusiasts, that people are turning to the water-cooled 911s to get their kicks.

What's more, like the GT2 and GT3, the 996 Turbo is powered by the increasingly famed Mezger engine, named for Hans Mezger who





designed the original race unit on which it is based. The Mezger engine was created primarily for the GT2 and GT3 but adopting it for the more mainstream Turbo made economic sense for Porsche, as well as being an ideal unit to produce the 420hp output required.

Today, the M96 engine used in lesser 996s has developed somewhat of a reputation for unreliability (unfairly so, but this isn't the time to go into that), so some buyers are drawn towards the Turbo for its robust Mezger engine.

It's not just the engine, either; buyers are starting to appreciate the 996's lines and, it has to be said, the wide-bodied Turbo with its massive intakes, is one of the best looking of the family. It has a mean and

purposeful shape which, at the same time, retains an air of subtlety and discretion which was lost with the rather more extrovert styling of the 997 Turbo. It's a more comfortable car, too, with its 18-inch wheels giving a more compliant ride and – most noticeably – less road noise than a 997 Turbo on its 19-inch rims and ultra-low-profile tyres.

The final reason for the surge in 996 Turbo values is that there simply aren't many good ones around. When prices were at rock-bottom, some were bought by boy-racers and abused, crashed, modified or neglected (or a combination of all those crimes), so well-maintained ones are few and far between. That barometer of used cars, Pistonheads, had at the time of writing, just 34 996







Turbos listed for sale (compared to 85 997 Turbos). I have a list of buyers wanting these cars but there just isn't the stock around, and that is pretty unlikely to change.

By the way, if you want a bargain Turbo, go for a Tiptronic. Most buyers want a manual transmission which means that autos are less desirable and, therefore, prices are slightly lower. Okay, a manual is always going to be the purist's choice but the Tiptronic sits surprisingly well with the Turbo engine's power and torque, plus it eliminates the need for expensive clutch changes, while it's fair to assume that a Tiptronic Turbo has not

been driven as hard as a manual car may have been.

Will prices of 996 Turbos continue to increase? I'm not sure they will. I believe at the moment there are some dealers who are being greedy and cashing in on the current market by asking silly money. Over £40,000 for a fairly average 996 Turbo makes no sense to me when you could buy a similar, newer 997 Turbo for not much more. Between £30,000 and £40,000 is sensible and retains a differential from the 997, so I predict that 996 Turbo values will settle down comfortably at that level. Although I have been known to be wrong... ○

*It has to be said, the wide-bodied Turbo with its massive intakes is one of the best looking of the family*







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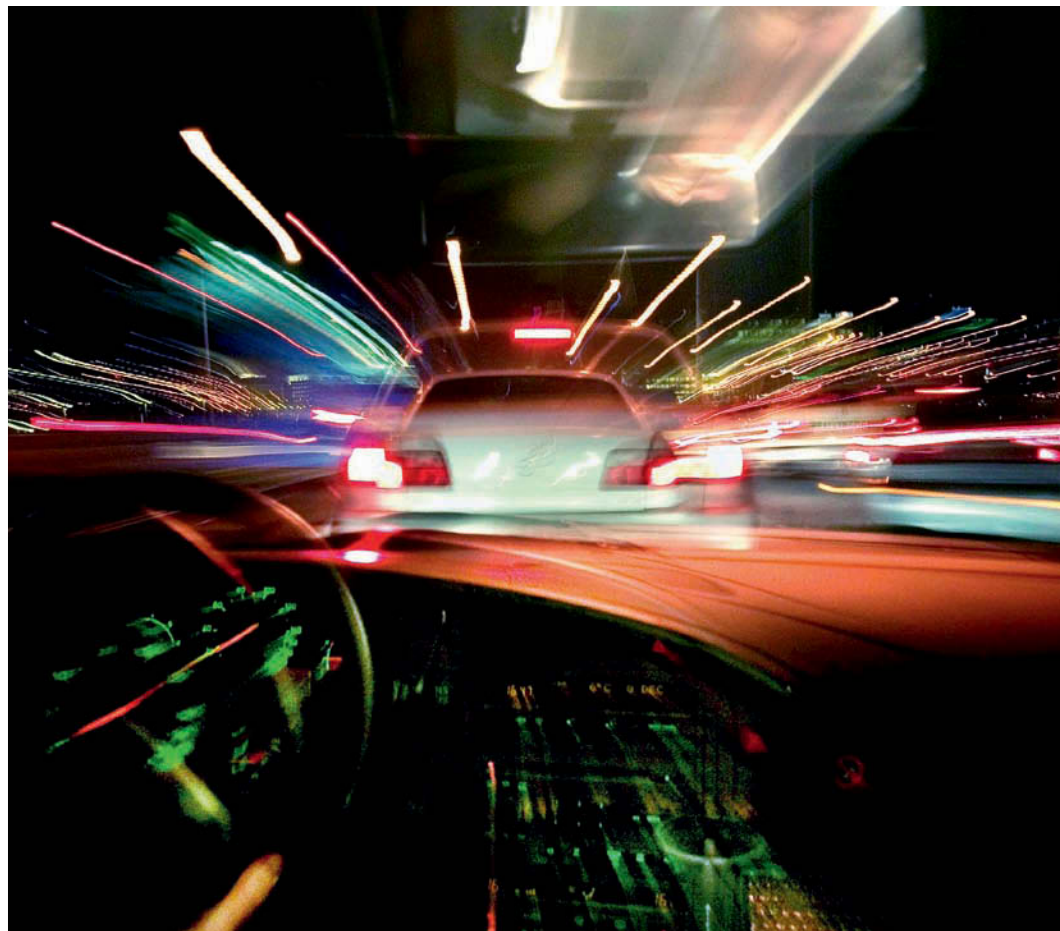


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# all you need to know...



## ADAS (part 2)

Advanced Driver Assistance systems – an in-depth look...

Last month we kicked off a deep-dive look into what the industry calls 'advanced driver assistance systems' some of which are getting so advanced they're almost scary. We looked at autonomous emergency braking (AEB) first because it's the daddy of them all for now, but others will soon follow that are even more advanced.

AEB is special because it is so safety critical and its software algorithms go some way down the road of allowing a car to make a decision for you. Essentially, autonomous braking systems use forward facing sensors, like a stereo camera, to act as the car's eyes, looking ahead for obstacles.

Because the latest camera systems are stereo, they are ideal for judging distances. But beyond that, the car

needs some brainpower to assess whether or not it is going to collide with the object it has spotted. To make things more complicated, the object could be a moving car, a person, animal or an inanimate object.

The software has to do two things: process the images coming from the camera and make some decisions. Because of the range of objects, most AEB systems only work on another vehicle travelling in the same direction. In other words, they're designed to stop you hitting the car in front when the driver brake tests you or your mind wanders. Pedestrian AEBs are just being phased in and the fact that vehicle and pedestrian systems are treated separately underlines how tricky it is to make them failsafe.

The software must be almost

cognitive to some extent, capable of a degree of perception, assessing the risk based on closing speed, distance and actions the driver is taking, or more to the point, not taking. This same process will be needed for even more advanced driver assistance systems in the future, some of which are already in the pipeline.

Before we get to that though, let's take a look at some of the other assistance systems that have emerged recently. One offered by Porsche is Lane Change Assist which uses radar sensors to monitor blind spots to the rear and side. At anything over 18mph the system warns with a symbol in the rear view mirrors if another vehicle is overhauling you at speed or is about to enter a blind spot. The Porsche system stops there but another adopted by

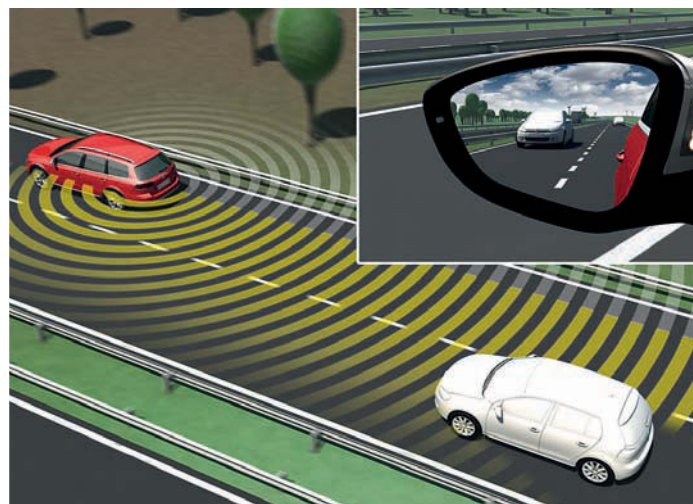
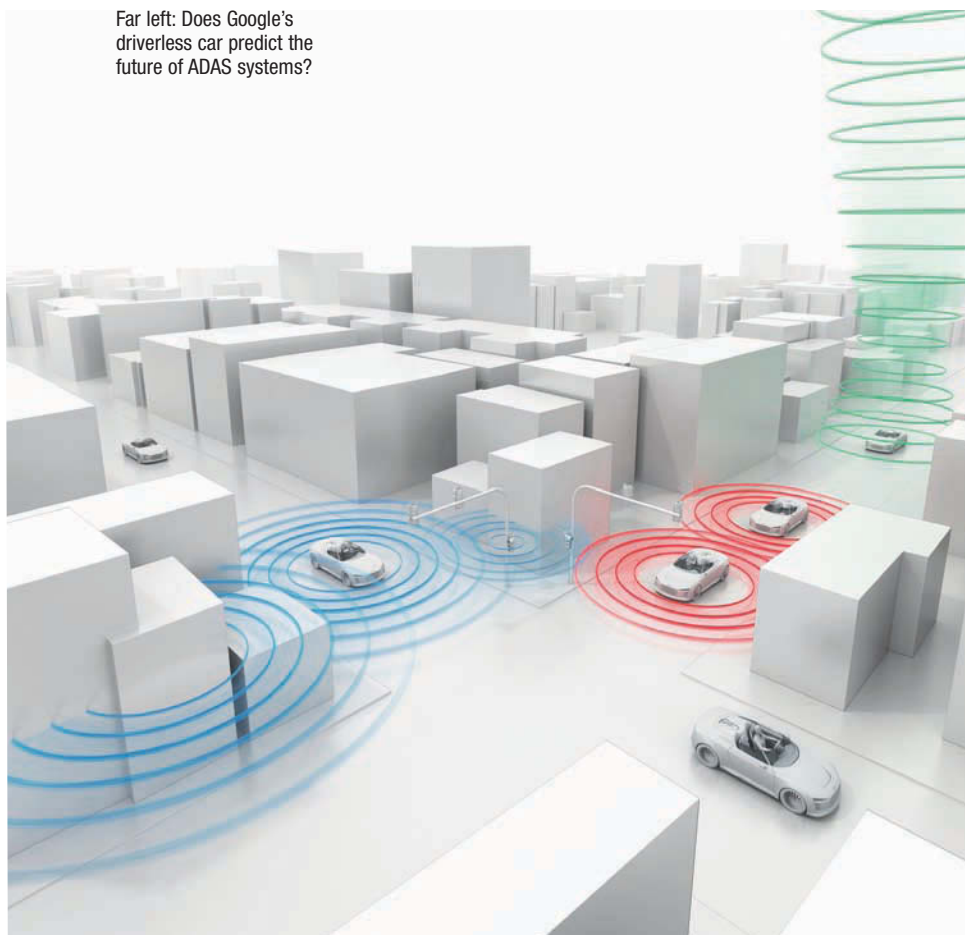
VW Group stablemate Audi, vibrates the steering wheel giving a haptic warning if the driver hasn't actuated the turn indicator.

That's as far as these systems go for now. They stop short of robotically steering the car, but they could do so. Queue assist, the urban version of adaptive cruise control, is already being evolved to include a steering function. Prototypes work as long as the driver's hands remain on the wheel and with a relatively small steering lock. If that is exceeded or the driver's hands come off the wheel, the system issues a warning and hands back to the driver.

Electric power assisted steering systems which are taking over from hydraulic, even in premium cars like Porsches, serve two purposes. The first is there's an efficiency improvement



Far left: Does Google's driverless car predict the future of ADAS systems?



because the power hungry hydraulic power steering pump is taken out of the equation and this reduces fuel consumption and CO<sub>2</sub> by a small amount. The second is that it is an 'enabler' for self-steering systems and it is already being exploited in self-parking functions. The next stage will be autonomous steering for safety systems. Manufacturers are already working on such functions, albeit at a research level.

Likely to be the next big thing in ADAS is an emergency function which can detect whether or not a driver has become so ill they are incapable of driving and bring the car to a safe stop. The car can monitor the driver's 'condition' by the sort of inputs made through the controls. The system will keep the car in lane, bringing the car to

a gradual halt while calling the emergency services.

Audi demonstrated a research project on an airfield in Germany a few years ago with a modified Q7 driving in the middle of three lanes with other vehicles around it. When the car detects the driver is no longer able to maintain control it takes over and while monitoring cars in adjacent lanes with radar and camera systems, indicates and moves across to the hard shoulder just as a human driver would.

The first system should see production in the next few years but is likely to be restricted to a gradual 'stop in lane' function. When the ability to manoeuvre to the hard shoulder becomes a reality, it will also be a signal that full autonomy is not far off.

Other ADAS systems still at the

research stage include one that takes the next step beyond autonomous emergency braking to accident avoidance by steering. This really is advanced and another big step towards autonomy because of the much more complicated decisions that need to be taken.

Think of it like this: autonomous emergency braking is something of a no-brainer in that if a collision with the car in front is imminent, the only option is to stand on the brakes and pray. An autonomous system has to 'know' through monitoring distance to the car in front, speed and driver activity whether to take this action or not. It's complicated, but not that complicated.

When it comes to swerving at the last minute, the increase in complexity

is almost exponential. If the car changes direction, will it hit something else instead? Is that something static or moving? If it's moving, which way is it going to move? Is it a vehicle or pedestrian because depending on which has a bearing on how it's going to move and in which direction. And so on.

Once the software programmers have created a 'brain' capable of handling that level of decision-making, we'll be close to the autonomous car becoming a reality. How horrible a prospect is that? Well it shouldn't be really. Despite Google's 'driverless' cars, most cars will probably offer autonomous mode as a driver selectable feature to make life in traffic or on the motorway less boring and more productive ○





## Buying an older Porsche (part 2)

How to check the tech when buying an older car

Buying an old car (let's give it the benefit of the doubt and call it a 'classic') can be risky, even with the benefit of a dealer warranty. On the other hand, getting it right can be hugely satisfying and you might even end up making a profit, too.

Following on from last month's column, you've picked a couple of likely suspects to look at within a decent range and you're ready to check them out. Remember, methodical is best so check through the body, powertrain, braking system, electrical system and then the brightwork and paint. Also consider the car's general appearance. Is it tatty or tidy? Clean and cared for or scruffy and indifferent? If it's either of the latter it tells you a lot about the way it's likely to have been cared for.

A good first step is to open a door and have a good sniff. What can you smell? Leather or clean upholstery or a musty dampness. If it smells musty check under carpets for wetness. Look for water stains below the windscreen seal. Then start the outside inspection

with the old favourites first. Look along the panels with your face close to the car in daylight is a good way to spot dents and poor attempts at filling. Take your time and check out the sides, roof, and bonnet separately.

Look along the sills and inside the door shuts for rot. Check carefully and if you see signs of bubbling press with your thumb to see what happens. If the owner is okay with it, tap it with the rubber handle of a screwdriver. If anything sounds like old cardboard, you're most probably tapping a delicious wafer of iron oxide. If a sill has a hole or worse, then it's a structural problem and you're looking at a full-blown, expensive project involving multiple panels.

Particular rust spots vary from car to car but generally check around the lip of the wheel arches and front wings behind, below and immediately around the headlights for bubbling. If there is some it will need attention at some stage and is most likely coming through from the other side of the panel. If the wings are really bad you may need to replace them.

Beyond the obvious easily seen from the outside more serious rot can lurk beyond view. Let's take that well-known horror story afflicting 911s such as the 3.2 Carrera: the dreaded kidney bowl. This lives just behind the B-pillar on each inner rear wheel arch creating a dirt trap between it and the B-pillar. Not only does the kidney bowl rot but the lower B-pillar rots too, letting water through into the inner sills.

Problems here can look innocuous at first glance, such as a simple rust bubble on the paint behind the rubber trim running along the side of the car. More determined investigation at the rear end of the sill's underside may well reveal holes. And that means trouble. The shut panel face of the B-pillar will need to come off, the wing cut in two with a body saw and front portion removed to gain access. It's a big job and a good example of how treacherous the complex bodyshell of a 911 can be compared to a relatively simple car like a Mk2 Ford Escort where it's easy to see all the problem areas.

Interiors, while not as important as

the body structure, are still significant. Replacing a damaged dash, carpets and even trim can be pricey, especially on anything wearing a Porsche badge. Southbound Trimmers in Hampshire can retrim virtually everything and have access to original materials, too, so an otherwise sound car with torn seats can be sorted at a price. The cost of replating chrome on older cars will run into hundreds and many parts are not available new. The rubber lips on SC, 3.2 and 930 spoilers have metal inserts. Ingress of water can rot them internally and this is made obvious by bulges appearing on the top of the spoiler close to the join.

Surprisingly, there's a big positive to all of this. We've only scratched the surface here but if you can establish that none of the grim things mentioned above apply then you could be onto a good thing. Even if you hire an expert consultant to inspect a car (advisable with 911s) you'll have a better idea of the kinds of things to look for. Next month we'll talk about some general things to check with the mechanicals ○



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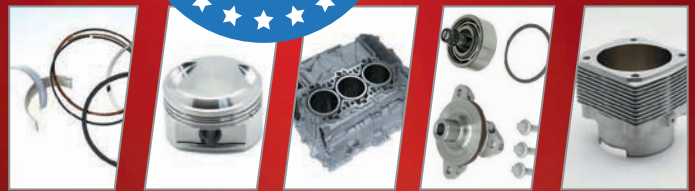


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## OVERHAUL KIT FOR WEBER 48IDA CARBURETTORS

**How much?** £83.47

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

This Master Overhaul Kit for Weber 48IDA carburettors comes from Webcon. Said to be the most comprehensive kit ever produced for this legendary carburettor, it includes parts such as a float, needle valve, gauze cover as well as springs, gaskets, and tabs to allow the carburettor to be rebuilt to factory specification.

## MUC-OFF TYRE FOAM

**How much?** £8

**Where from?** [www.muc-off.com](http://www.muc-off.com)

This new tyre dressing foam from Muc-Off is said to be a one-stop shop to getting your tyres looking fantastic. The fast foaming action is safe to use on all car tyres including white walls, leaving sidewalls black (or white), shiny and smelling fresh. As an added bonus the foam will also remove road dirt and brake dust from your tyres, cutting down on elbow grease.



## 911 100-LITRE FUEL TANK

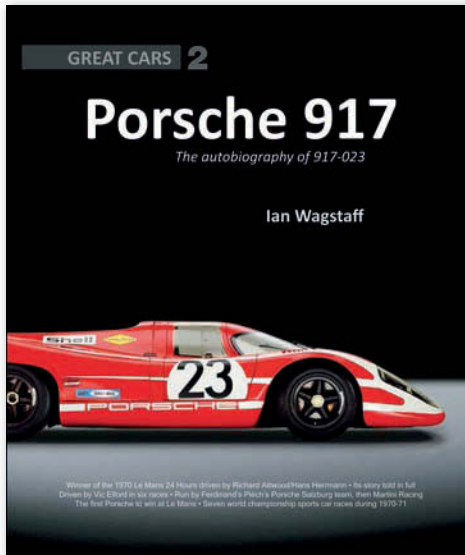
**How much?** £2640

**Where from?** [www.eb-motorsport.com](http://www.eb-motorsport.com)

EB Motorsport has just added a 100-litre all-steel fuel tank to its ever-expanding range of classic Porsche 911 parts. Recreating the classic 911 'sports purpose' tank, available as a factory option on pre-1973 road and race 911s from the end of 1966, the tank is internally baffled to keep its contents under control. Originally available as either side- or centre-fill, EB Motorsport offers both options. The standard tank comes fitted with the side filler neck and is finished in black, ready to fit. The tank can also be supplied with a blank top, finished in grey primer, ready to be fitted with the optional centre filler neck or professional quick release race fittings.

The centre filler neck and cap are priced at £342. An extended fuel sender to allow accurate reading of the fuel level in the larger capacity tank adds £345 to the total.



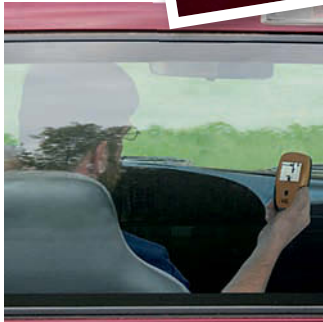


## PORSCHE 917: THE AUTOBIOGRAPHY OF 917-023

**How much?** £60

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

This book tells the story of the most important Porsche 917 of all – the one that gave Porsche its first victory in the Le Mans 24 Hours. In 1970 the world's greatest sports car race was ravaged by periods of torrential rain but through it all came 917-023, driven by Hans Herrmann and Richard Attwood, to achieve a landmark success for the German manufacturer. This book provides detailed insight into not only this race but also the six others in which 917-023 took part, supported by a superb collection of nearly 300 period photographs, many in colour. ISBN: 978-1-907085-21-5.



## RICHBROOK CAR COVERS

**How much?** From £89.99

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

One of the UK's biggest names in approved aftermarket car products, Richbrook, has just launched a range of lightweight, tailor-made car covers. Suitable for both indoor and outdoor use, the covers feature a special bonded coating to ensure up to 95 percent of standing water is shed from the cover's surface. Inside, there's a breathable, non-abrasive material that allows damp and condensation to evaporate swiftly. There are over 1000 different types to specifically fit each individual make and model and they feature elasticised hems and double stitching for a snug and secure fit.



## SWIFTHITCH ONE-MAN TRAILER HITCH CAMERA SYSTEM

**How much?** £211.60

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

This camera system has been designed to aid a solo driver when reversing a trailer or caravan hitch. A magnetic mount means it easily attaches to the tow vehicle pointing down at the tow ball. The driver uses a wireless hand-held display with a 2.5-inch full colour LCD display to view proceedings. The system has an operating distance of 300ft so is suitable for any size of towing vehicle, and the camera also has night vision for poor light conditions. The kit comes complete with a 12v in-car charger plus a 'Y' cable so that both units can be charged simultaneously.







## ZUFFENHAUS CAR CLINIC

**How much?** From free

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

Zuffenhaus is a new business owned and run by Paul and Mike Chare who have been on the Porsche scene for 20 years or so. Paul has owned and maintained a number of different Porsche models over that period, while Mike is a Porsche trained technician with experience working on both classic and modern Porsche. He also prepares 356 and 911 race cars. On Saturdays Zuffenhaus run a free car clinic giving owners an opportunity to book a slot for the team to look over their Porsche and discuss any issues. WiFi and refreshments are available while you wait. Visit the website where you will find full details including a fixed price service menu.

## 1:18 AUTO ART 911 GT3 RSR

**How much?** £85

**Where from?**

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

This Auto Art model depicts the Alex Job Racing Porsche 911 GT3 RSR as raced to tenth place in the 2005 Le Mans race by Mike Rockenfeller, Marc Lieb and Leo Hindery. With opening panels showing interior, engine and suspension details, this is a highly detailed offering.



## MOMO INDY STEERING WHEEL

**How much?** £234.98

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

The Momo Indy Steering Wheel is a traditionally-styled wood rim steering wheel that evokes the heritage of the brand and its beginnings in 1964. The genuine mahogany wood rim surrounds classic perforated silver metal spokes and features the classic Momo arrow logo on the horn push. Contact Momo or visit the website for more information.



## CLARION CZ505E DAB RADIO

**How much?** £169

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

Clarion has launched this new DIN- sized unit especially for the UK market with everything you could ever want. The all-new unit offers both DAB and FM radio, switching automatically between the two and also features a CD/MP3 player, USB and jack ports to plug in your iPhone, as well as Bluetooth handsfree and music streaming. The glass mounted DAB aerial also comes inside the box.





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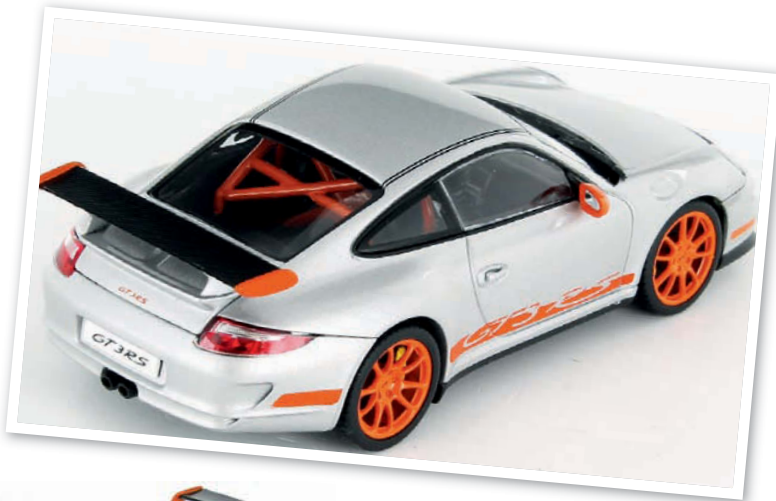
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1:43 EBBRO 956  
NÜRBURGRING 1000km

**How much?** £40

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

This Canon Porsche 956 was driven to third place in the 1983 Nürburgring 1000km race by Keke Rosberg, Jan Lammers and Jonathan Palmer. A very nice Ebbro model, it is supplied in a fine showcase – a great addition to any Porsche model collection.



1:43 AUTO ART 997  
GT3 RS

**How much?** £34

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

We're often showcasing model race cars so it's nice to bring you a road-going Porsche model. Here is a faithful scale reproduction of the 997 GT3 RS. This 1:43 scale model by Auto Art is nicely detailed and is presented in a pleasant showcase.



SONAX CLEANING  
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**Where from?** [www.saxon-brands.com](http://www.saxon-brands.com)

Sonax is releasing its award-winning Xtreme range in the UK for the first time. According to the company its premium class products cover the exterior, the paintwork, the interior, the windscreen, and wheels and tyres to produce outstanding results with a long lasting finish and shine.

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## 1:43 EBBRO 956 NÜRBURGRING 1000km

**How much?** £36

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

This is a nice one. This model replicates the Porsche 908/2 Flunder as it was when raced to second place at the Brands Hatch Six Hours in 1969 by Vic Elford and Richard Attwood. An Ebbro model, this one comes supplied in a Racing Models showcase.

## 1:43 SPARK DIJON 1000km 935

**How much?** £50

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

This 1:43 scale model replicates the Porsche 935 as raced to victory in the 1978 Dijon 1000km race by Henri Pescarolo and Bob Wollek. Supplied in the customary special Spark model showcase, it is limited to 500 pieces, making it a real collector's item.



## B.R.M. GULF RACING WATCH

**How much?** £4125

**Where from?**

[www.jurawatches.co.uk](http://www.jurawatches.co.uk)

This V6-44-SA Gulf Racing watch is a limited edition movement timepiece of just 100 pieces. It boasts a black PVD-treated brushed stainless steel casing and features an exclusive automatic suspended movement with three oblique and three vertical shock absorbers – protecting it from movement and vibrations.

Styled with a skeleton dial, grey crown (with Gulf logo engraving), and orange hands, the watch is offset with a black leather bracelet with orange and blue cross-stitching. The V6-44-SA is built to order.



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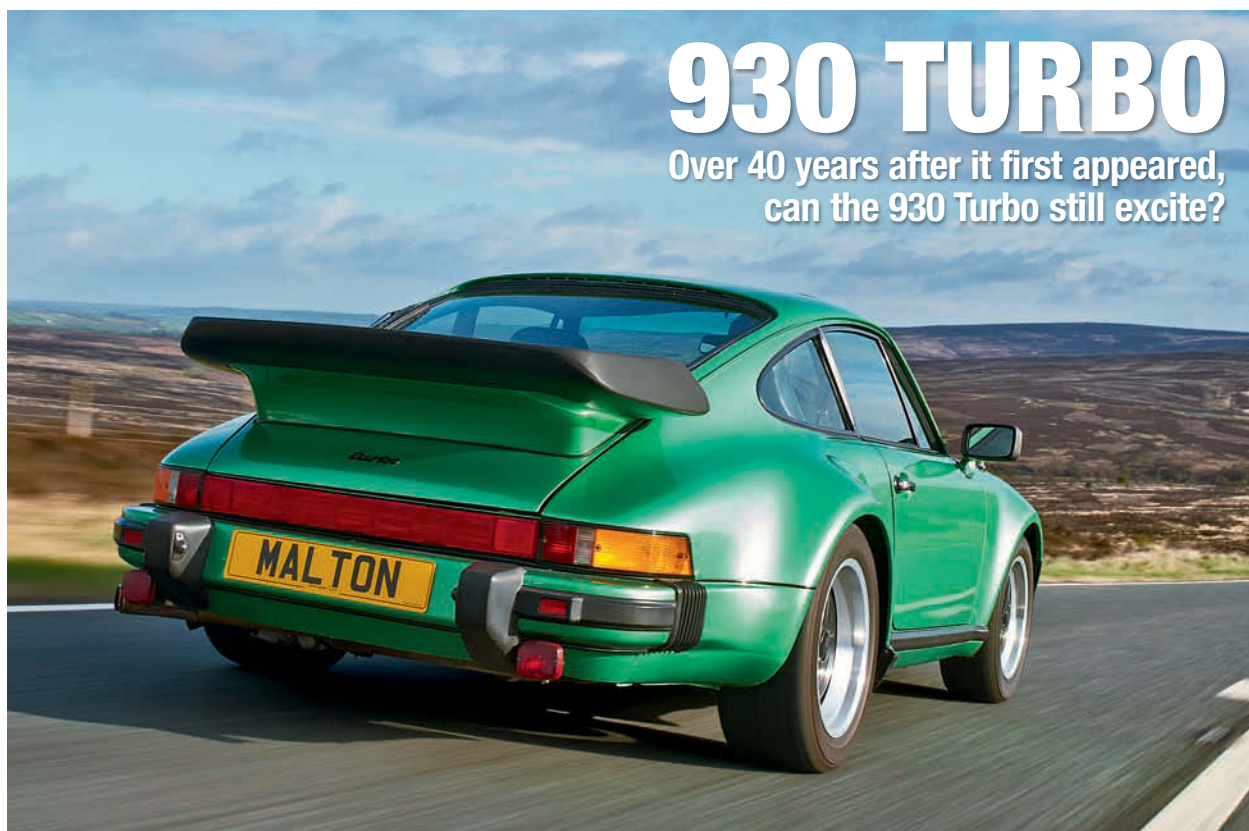
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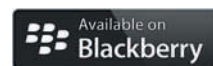
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## GMÜND COUPÉ/356: 1948 – 1964

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

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

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

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

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

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



## 356

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

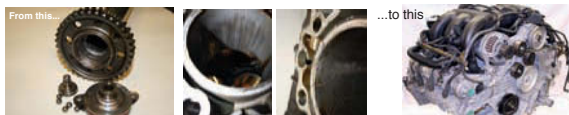
**1948 to 1949:** Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught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

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

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

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## 911 (1964 – 1989)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## 911: 1963 – 1989

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

available with either Turbo-look or flat-nose bodies.

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

## 964 (1989 – 1993)

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

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### 911 (964): 1989 – 1993

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

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

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

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



### 911 (993): 1993 – 1996

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

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

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

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

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

### 993 (1993 – 1998)

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

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

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

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

### 996 (1997 – 2004)

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

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

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



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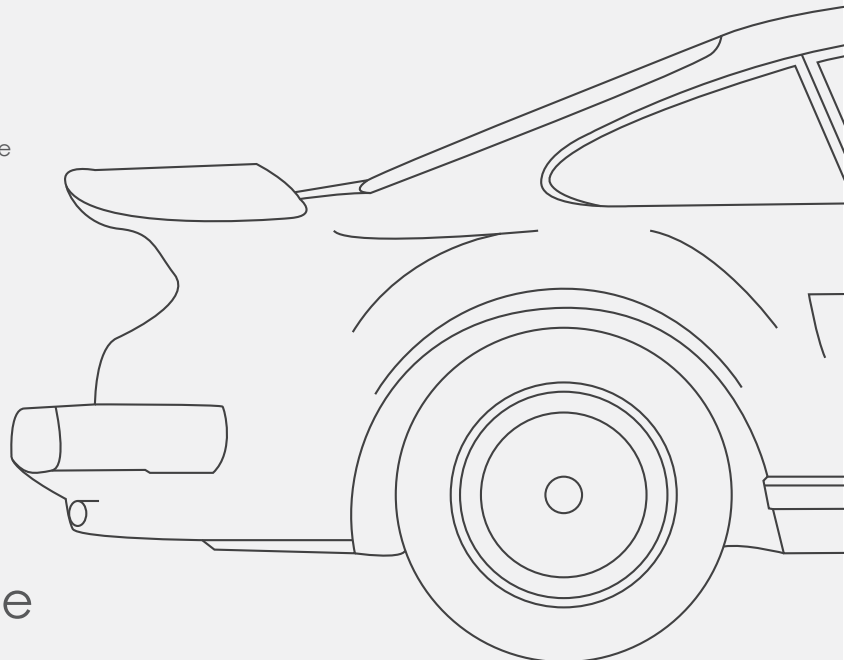
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### 996: 1997 – 2005

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

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



### 997: 2004 – 2008

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

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



### 911: 2008 – 2012

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

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

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

### 997 (2004 – 2008)

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

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

### 997 gen-2 (2008 – 2012)

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



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

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

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

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



## 991: 2012 – TO DATE

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry over parts were very few, the changes made were like nothing seen in the last 17 years.

The 911 has always innovated and the 991 was no different. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering. The latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

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

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

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

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

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

## 991 (2012 –)

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

1303/1295 (Carrera/Carrera S) – **Significant developments:** All new 911s featuring a longer

wheelbase, a lighter body and more technology than a 911 has every seen. The direct fuel injection engines are carried over from the 997 generation of cars, so to is the seven-speed PDK gearbox.

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

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

**2013:** The Carrera 4 and 4S coupé and cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, the four-wheel drive variants were equipped with a multi-plate, electronically controlled version of Porsche Traction Management. As with previous Carrera 4 models, the rear of the car was 44mm wider than the two-wheel drive derivatives. At the Geneva Motor Show in March Porsche revealed the new 911 GT3. Those who thought the 991 was a controversial 911 could barely speak when the specification of the new GT3 was announced. Out went the Hans Mezger 3.6-litre engine and in came a 475hp, 3.8-litre direct injection engine based loosely on the Carrera S's motor. This was just the beginning. No manual gearbox would be offered, instead only a heavily revised PDK unit would be fitted. There was also active rear-wheel steering, electric power steering and, for the first time the GT3 was no longer a narrow bodied car, its shell now taken from the wider Carrera 4. Soon after the GT3's announcement came the details for the new 911 Turbo. Well, two actually. The 991 will be available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDCC, dynamic engine mounts are all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm. **2015:** GT3 RS - A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph.

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

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

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





## **Cayenne Service Clinic.**

**Saturday 11 July 2015**

Your local participating Porsche Centre will be holding a Cayenne Service Clinic on Saturday 11 July 2015 between 10am and 3pm.

By appointment, our qualified Porsche-trained Technicians will be carrying out complimentary vehicle health checks on all generations of Porsche Cayenne models\*. During the inspection, which includes checks on brakes, tyres, lights and levels, you may join the Technician to discuss your vehicle and ask any questions you may have about your Porsche.

Service Clinic inspections are by prior appointment only so please contact your nearest Porsche Centre or call **08457 911 911**.

\*Participating Centres only. Complimentary vehicle health checks subject to availability.



**PORSCHE**





### 912: 1965 – 1969; 1975

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

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



### 914: 1970 – 1976

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



### 924: 1977 – 1988

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

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

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

MODEL	YEAR	WEIGHT (kg)	ENGINE (cc)	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera S	2012	1395	3800	400	325	4.5	188
Carrera 4S	2012	1445	3800	400	325	4.5	185
GT3	2014	1430	3799	475	325	3.5	196
GT3 RS	2015	1420	3996	500	339	3.3	192
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

### 912 (1965 – 1969; 1975)

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

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

### 914 (1970 – 1976)

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

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

### 924 (1977 – 1988)

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

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

### 928 (1978 – 1995)

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

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

### 944 (1983 – 1991)

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





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### 928: 1978 – 1995

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



### 944: 1983 – 1991

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



### 959: 1988

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



### 968: 1992 – 1995

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

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

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

### 959 (1988)

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

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

### 968 (1992 – 1995)

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

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

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

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

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

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





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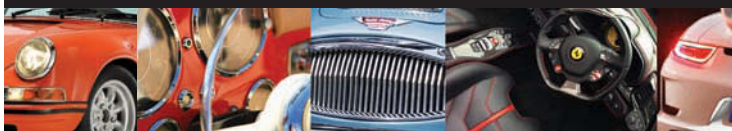
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## BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

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

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

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

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



## BOXSTER 981: 2012 –

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

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

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

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

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

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

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

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

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

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

\*manufacturer's claim

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



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## CAYMAN 987: 2005 – 2013

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

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



## CAYMAN 981: 2013

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

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

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



## CAYENNE: 2014 –

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

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

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

\*manufacturer's claim

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

**Cayenne** – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes; **2006:** 2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos; **2007:** 2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009:** 2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model. **2012:** The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior. **2013:** Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque cliches. **2014:** Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – chiefly the batteries which are now more optimised for greater performance.

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



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

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

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

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



## CARRERA GT: 2003 – 2006

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



## PANAMERA: 2009 – 2013

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

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

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

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

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

## Porsche Carrera GT (2003 – 2006)

**Carrera GT** – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, rewinding to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles front and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.

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

## Panamera: 2009 – 2013; 2014 – To Date

**Panamera S, 4S, Turbo** – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009** – 2010MY 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with PTM and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne, PDK transmission is unique to Panamera and differs from the unit in the company’s sports cars. Double-wishbone front suspension, multi-link at the rear with PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.

**2010** – 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6, is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional. **2011** – 2012MY The Panamera Diesel arrives. 3.0-litre V6 turbocharged engine is donated by Audi. Specification on par with a V6 petrol engined Panamera. S Hybrid also added to range. Following the path of the Cayenne S Hybrid, it’s fitted with a 3.0-litre supercharged petrol V6 engine connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. Turbo S also arrives running a pair of turbo-chargers with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint is exclusive to the model. **2012** – 2012MY Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo’s four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive only with the seven-speed PDK.

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

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

**2013**– 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that’s more powerful than the V8 it replaces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 still llops up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that’s twice as powerful and battery pack that can store five





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



## 918 SPYDER: 2014 –

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



## MACAN 2014 –

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

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

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

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

times the energy. And if that's not enough, the E-Hybrid is also a plug-in hybrid which means you can charge the car while you're at work, asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's PDK for all the models bar the Diesel and S E-hybrid, which get the Cayenne's eight-speed Tiptronic. **2015:** Panamera Edition - special version available in three styles; Edition, 4 Edition and Diesel Edition. 4 Edition features active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. High-gloss black trim strips on side windows, part-leather upholstery with Porsche crest embossed on head rests, SportDesign steering wheel, 'Edition' sill plates and floor mats. PASM, bi-xenon headlights with PDLs, Park Assist including reversing camera and Power Steering Plus all standard. China and USA variants receive comfort seating.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013–	1880	2967	250	405	6.8	151
Panamera	2013–	1770	3605	310	295	6.3	160
Panamera 4	2013–	1820	3605	300	295	6.1	159
Panamera S	2013–	1810	2997	420	383	5.1	178
Panamera 4S	2013–	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013–	2095	2995	416	435	5.5	167
Panamera GTS	2013–	1925	4806	440	383	4.4	178
Panamera Turbo	2013–	1970	4806	520	516	4.1	189
Panamera Turbo S	2013–	1995	4806	570	553	3.8	192
Panamera Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera 4 Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera Diesel Ed	2015	TBC	2967	300	TBC	TBC	TBC

## 918 Spyder (2014 –)

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

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

## Macan (2014 –)

**Macan** – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo) **2013 – 2014MY** Built at Leipzig. Two petrol V6 engines, 4-cylinder turbocharged petrol engine, and V6 diesel donated by the VW Group. Macan S gets 340hp three-litre biturbo V6; Turbo is equipped with 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque load to the front axle when required. PDK transmission standard – no manual option – 'Off-road mode' can be selected at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard. S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and th S Diesel 44.8 – 46.3mpg. Emmissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are available with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rear tyres for optimum grip. All are fitted with electromechanical power steering. Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLs) optional on all models. The three-spoke 918 Spyder-style multi-function steering wheel with paddle shift controls standard. Full length panoramic glass sunroof available, S models are trimmed in partial leather and alcantara, a full leather interior is a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).

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

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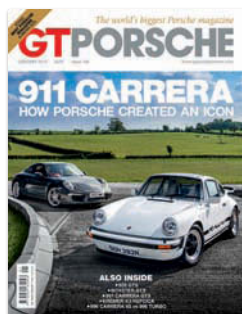
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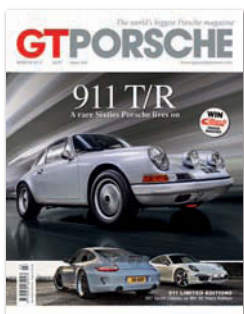
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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
<b>BOXSTER</b>							
Boxster 2.7	£38,810	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,035	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£52,879	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg
Boxster Spyder	£60,459	6cyl/3800cc	375hp	TBC	4.5secs	TBC	1315kg
<b>CAYMAN</b>							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg
<b>911 COUPÉ (991)</b>							
911 Carrera	£71,449	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£81,242	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£77,924	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£86,377	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£87,959	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£96,413	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 Turbo	£118,349	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£140,852	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg
<b>911 CABRIOLET (991)</b>							
911 Carrera	£79,947	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£89,740	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£86,583	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£96,619	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£126,689	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£149,511	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg
<b>CAYENNE</b>							
Cayenne Diesel	£49,902	6cyl/2967cc	262hp	427lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,218	6cyl/3604cc	420hp	405lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£61,474	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2125kg
Cayenne E-Hybrid	£61,474	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	442lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£92,628	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg
<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	£67,454	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£89,377	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg
<b>Macan</b>							
Macan	£40,276	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£43,300	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£43,300	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£59,300	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg
<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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## Revolution Porsche

West Yorkshire specialist Revolution Porsche is a young company making waves

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

Revolution Porsche Specialists formed in 2011 with Russell Stanley and Porsche trained technicians Gareth Merrick and Scott Bastow, together with apprentice Joe Hunt.

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

Russell and Gareth are the directors of the company. Russell comes from an IT engineering background and worked in high-pressure customer-focused enterprises around the world for over 15 years. Seven years ago Russell wanted to follow his passion for Porsche and customer service, and that's where Revolution Porsche began.

Gareth is an official Porsche trained technician with vast experience. With Russell managing the business side of things, Gareth focuses on the workshop, ensuring all his experience, skills and efforts are put to use on working on the ever expanding range of Porsches that come in.

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

We are a service and repair specialist and concentrate on what we do well. Our in-house skills mean we can cater for the entire Porsche range. Scott was

trained at Leeds Porsche during the air-cooled era and carried on throughout the introduction of the 986 and 996. Here he met Gareth, who has exceptionally high levels of experience in modern vehicles and their technology.

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

Our customers trust us and our pricing helps them maintain their Porsche effectively. Our transparency helps the customer understand where their money is spent and why; we take photographs of jobs as we go and show customers around their cars so they get a complete picture.

We are there to hold their hands at every step. Customer support is offered late at night or on a weekend – we are always happy to help and people appreciate this – after all, their Porsche is their pride and joy and we know how much it means to them.

**GT: What facilities do you have on site?**

We have five lifts, one of which is dedicated to our freshly installed four-wheel alignment and geometry system. We use the very latest Autologic Porsche diagnostic equipment and

have a dedicated engine rebuild bay. There's a customer waiting area with desks, sofas, a TV and free WiFi with a viewing window onto the workshop.

For Porsche owners who travel from afar, there is a train station and a hotel across from us that offers great discounts to our customers. We also operate a free courtesy car and have a flatbed recovery service available.

**GT: What is your USP?**

Trust coupled with transparency, affordability and technical excellence.

**GT: Which Porsches do you cater for there?**

With a wealth of experience and the correct tools and diagnostics, we cater for all Porsche vehicles.

**GT: What is your background with the Porsche brand?**

We boast 50 years of combined experience, a good majority of it at Official Porsche Centres, or through actually owning and driving Porsche cars. If there is an issue to diagnose, we've more than likely seen it before.

**GT: How many members of staff do you have?**

We have seven staff (and growing).

**GT: What exciting new products or**

**services should we expect to see from you soon?**

We are a young company with the latest technology in-house and are constantly evolving. We believe we offer everything a Porsche owner needs, including vehicle sourcing, pre-purchase inspections, servicing, maintenance, performance upgrades, MoTs and protection plans. We even help customers sell their cars when they're ready to move on.

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

The market is booming, mainly thanks to prices being at a level that makes the purchase affordable for anyone who dreams of owning a Porsche. For aspiring air-cooled enthusiasts, however, ownership is getting a little more difficult; in the last five years purchase prices have rocketed. But we have still seen a healthy influx of new customers year-on-year, so overall our opinion is that things are great.

**Contact Information**  
 Revolution Porsche Specialists  
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

## Colin Goodwin doesn't like the fact that modern cars - including the 911 - are expanding sideways...

Our friend Andrew Frankel was up at Silverstone a couple of months ago driving an Aston in the Britcar 24 Hour race and to show a bit of solidarity I thought I would go and watch for a few hours. Endurance racing comes alive at night, especially in the small hours when the mechanics are tired, the garages are quiet and the cars are dirty and wartern so having been out for a meal I jumped in the car and headed to Silverstone aiming to get there about two in the morning. I wasn't just being a good mate because I had a Mercedes-AMG GT S that weekend and was looking for excuses to drive it.

It was a foul night, raining hard and generally miserable. I love driving in heavy rain not least because I'm relieved to not be on my motorbike. The A43 was closed eastbound so I was forced to go cross country (I was coming from home in Hampton, by the way which is near Heathrow) through Buckinghamshire. With over 500hp and a fantastic V8 growl, it should have been an epic drive. But there's a problem with the Merc: it's too bloody wide. It uses much of the same chassis as the SLS 'Gullwing' which means it has a width minus mirrors of 1938mm which is, in fact, 38mm wider than the SLS. I found the car difficult to place on the road, not helped by the fact that the steering seems to be set up with autobahns in mind. Plenty of feel in the straight-ahead position but not so much when you go off centre. And then add in snatchy ceramic brakes.

That was a drive that would have been effortless in any 911 and in a Carrera 4 a relaxed pleasure. Car widths is becoming one of my pet subjects. Last year I had a go in the new Corvette and afterwards was on the phone to another journalist and was saying: "Typical Corvette, oodles of character, presence and performance but too wide for our roads."

His reply took me aback: "It's an inch narrower than an F-Type you know." I didn't believe him but he had



me look it up online right there and then. He's right, the Corvette is 1877mm wide and the Jag is 1923mm wide. Sitting on the left in the Chevrolet and looking across a wide bonnet makes the car seem wider than it is but it was an interesting revelation all the same.

We all know that cars have been getting wider for years but I thought I'd do some proper looking up and see how the 911 has expanded outwards over the various generations. It's interesting, very interesting. We start with the 'classic' 1970s 911 at 1700mm and move on to the 964. If the numbers are correct the 964 is actually narrower by 50mm. There's not much gain on the 993 either, which in its narrowest body style is 1651mm. From the 996, however, the numbers steadily increase by generation with the first watercooled 911 up to 1765mm; the 997 to

*Britain's roads, especially the rural ones that are the most fun to drive on, will not be getting any wider*

1770mm and the 991 to 1808mm. Just to chuck an odd one in, the 930 turbo was 1775mm wide.

I was on the Jaguar XE launch the other day and tackled design boss Ian Callum on the width of the F-Type. I tried putting the blame on designers for insisting upon super wide rubber which in turn requires big arches to

contain it. Or, I asked Callum, is it the marketing departments who insist upon big rubber because that's what the customers want? Callum's answer was that because of the layout of the F-Type and its power, it needs a lot of rubber for traction. It's no good to have traction control lights flashing the whole time. The Corvette he pointed out, has a transaxle which puts more weight at the back and therefore helps with traction. And naturally he went on to cite the 911 with its massive collection of gubbins dangling over the back axle.

For sure the 911 is narrow compared with the Mercedes, but I don't want it to get any wider. Not least because I worry that my inability to read a newspaper without glasses might extend to a difficulty in judging a car's width. One thing's for sure, Britain's roads, especially the rural ones that are the most fun to drive on, will not be getting any wider ○

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

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- 356 to 996 GT3
- Mahle Motorsports
- JE Lightweight Forged Pistons
- LN Engineering Nickies
- Perfect Bore Pistons & Liners
- Reconditioned Mahle Cylinders

### Engine Coatings

- Thermal barrier coatings
- Drive film lubricants
- Thermal dispersants
- Oil Shed coatings
- Coated bearings in stock

### Transmission Rebuilds

- 901 to 996
- Diagnostics & rebuilds
- Racing upgrades
- Special gear ratios
- Limited slip differentials

### Gift Items

- Books & literature
- DVDs & accessories
- Gift items starting at \$20
- Gift certificates available
- Brey Krause safety equipment
- Sport & racing seats

The screenshot shows the EBS Racing website interface. At the top, it says "EBS Racing - Porsche Parts Exclusively" and "EBS http://www.ebsracing.com/". Below that, it lists "Porsche Parts Exclusively for 356, 911, 912, 914, 924, 928, 944, 959, 969, 970, Cayenne and Cayman." There is a search bar and a "Part # search" field. A navigation menu on the left includes: Home, Browse Catalog, Get a Quote, Accessories, Soots & DHC's, Chemicals, Oil, Car/Foam, Links, New Old Stock, New Products, Performance Parts, Specials, Used Parts. The main content area features a "Browse Our Featured Brands" section with logos for ARP, CARBILLO, BENTON COPPER, MAHLE, KOLDOY, FPAGID, Racing, PMO, and TIREACK. A featured product is a "Transyberia Cayenne S 2007" with an image of the car. Below this is a "Search Our Catalog" section with a 3-step process: 1. SELECT YEAR (with a dropdown menu), 2. SELECT MAKE (with a dropdown menu), and 3. CLICK SEARCH (with a search button). At the bottom, it says "Our payment gateway is secured and safe" and shows logos for VISA, MasterCard, and American Express. The footer contains contact information: "Home | Contact Us | Get a Quote | Mailing List | Return Policy", "EBS Racing Inc. | 4068 South McCarran Blvd. Unit B | Reno, Nevada 89502", "Phone: 775-673-1300 | Toll Free: 1-800-462-3774 | Fax: 775-673-2088", and "Copyright © 2015 EBS Racing Inc. All Rights Reserved."

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# CRYSTAL SERUM

PROFESSIONAL

## COMPOSITE CERAMIC TECHNOLOGY



Like no other product, **Crystal Serum** provides paint protection with previously unachievable levels of gloss, durability, scratch and chemical resistance

Its **composite** structure offers the ultimate in ceramic protection plus the same slick finish and candy like gloss as the very best carnauba waxes

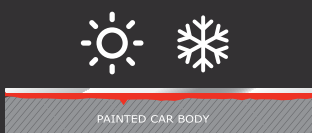


The hard 9h top and softer 7h base layer offer improved swirl resistance over regular 9h coatings. Compared to standard ceramic coatings, Crystal Serum forms a relatively thick combined film which greatly reduces surface hazing and improves gloss.

Tests prove its hard top coat and more flexible base layer, actively reduces wash swirls, retaining a cars new look



Resistant to chemicals pH2 to pH13 so when you clean your car, even the harshest of wash chemicals will not dull your gloss. And on top of that, contaminants like bird droppings are easy to remove and will not harm your car's clear coat.



Crystal Serum is unaffected by extreme heat changes, even from  $-40^{\circ}$  to  $+250^{\circ}\text{C}$  and offers exceptional UV protection which prevents premature dulling.



For the definitive hydrophobic finish, it can be over coated with Gtechniq **EXO** or **C2**

**Crystal Serum** is a professional only product and can only be applied by an official Gtechniq Accredited Detailer

[service.gtechniq.com](http://service.gtechniq.com)

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