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# car

THE DEFINITIVE VIEW



**HAS BMW LOST IT?**  
Freaky X6 vs Range Sport



**#03**  
Carrera  
GT

**60**  
years  
**63** PAGES

**DRIVEN!**

CARRERA GT  
**997 GT2**  
968 CLUBSPORT  
**959**  
BOXSTER RS60  
**993 GT2**  
CAYENNE GTS  
**CAYMAN**  
2.7 RS  
**997 GT3**  
997 CARRERA  
**964 RS**  
924 CARRERA  
GTS  
**911 TURBO**

**PLUS**

DEREK BELL  
AT THE  
WHEEL &  
**DR PORSCHE**  
**ON BUYING VW**

## The ultimate Porsche CELEBRATION

THE CARS, PEOPLE, PLACES & RACERS: 1948-2008



**LSO** AUDI'S DIESEL R8 LET LOOSE IN MIAMI ■ ACCORD vs RIVALS; MERC & FORD SUVs DRIVEN



60 YEARS



SUPERCARS



Photography Gus Gregory

# P E A K S O F





# F I T N E S S

Every generation has its hero – and every hero Porsche marks a step-change in technology. Here's the story so far





editorial content  
by the author



60 YEARS



SUPERCARS



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HESE ARE MORE THAN SIMPLY PORSCHE'S supercars, though that is exactly what they are. They are also the innovators. Each brought something new to our world, be it a way of producing more power, a means of delivering power to the road or a method of constructing the car in the first place. Porsche's history of innovation is as old as the company itself, the 356 pioneering the cone synchronisers still used in modern gearboxes, and low-friction chrome cylinder linings. But these are our favourite Porsche landmarks, cars that happen to marry technical merit with sheer, full-blooded, life-changing excitement. ▶

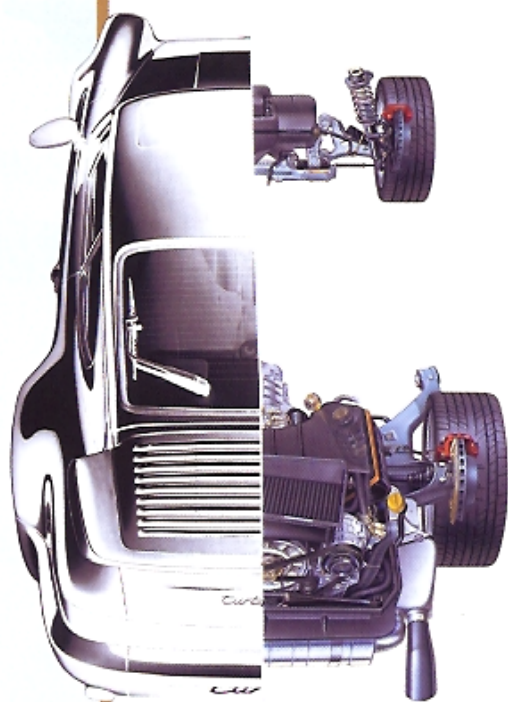
From left: 911 Turbo, Carrera GT, 959 and 911 GT2 – wildly exciting yet capable of making sense in the real world. That's a tricky balancing act, and one that Porsche has mastered





## Turbo technical

**G**IVEN THE LUDICROUS 1500bhp Porsche had squeezed out of the 917 racers with the help of turbocharging, and that the naturally aspirated 2.7 Carrera RS was already cranking out 210bhp, it was clear that getting 260bhp from a 3.0-litre flat six wasn't going to be a struggle. Stretching the bore 5mm provided the capacity increase, while Kühnle, Kopp and Kausch supplied the turbocharger. Peak power was impressive, but it was the thumping 253lb ft of torque (65lb ft up on the RS) that really gave the Turbo its character. That and the ridiculous four-speed gearbox that offered 90mph in second, 130mph in third – and a serious gap in between. Though the first cars came on 70- and 60-series Pirelli Cinturates, the optional and achingly sexy P7s soon became standard, endowing the Turbo with monstrous grip and traction.



Even now, the Turbo's flared arches and lairy wing scream performance. In 1974 the sound of jaws hitting pavements often drowned out the flat-six motor







## Porsche 911 Turbo

**I**T'S SEPTEMBER 1974. THE WORLD IS FINDING ITS FEET AFTER months in the grip of an oil crisis, and America is getting used to driving at 55mph in the hope that its big-block station wagons might crack 10mpg and save them all from an eternity driving Volkswagen Beetles. But Porsche's long-range crystal ball clearly forecasts the oil glut and the greed is good vibe that are on their way. Before autumn is out, it launches the fastest roadgoing 911 yet: the Turbo.

It wasn't the first seriously fast Porsche or the first turbocharged road car but it did change the direction of fast cars. The usability we take for granted in most modern supercars has its roots in the 930, as Porsche codenamed the car. Where the previous year's Carrera RS was all about joy through lightness and minimalism – even in the Touring version – the Turbo was a full-blown luxury GT with air conditioning, a four-speaker stereo and electric sunroof. And, crucially, it complied with the US's increasingly strict emissions regulations, even running on 95 RON pump fuel. Like all 911s, it enjoyed the family-friendly two-plus-two layout that made it a genuine go-anywhere supercar – but that was a mere bonus, not the core of its appeal.

Using turbocharging technology derived from its racing, a pursuit for which this 911 was also intended, the first Turbo delivered 260bhp and a sudden increase in lumbar support every time the needle on the biggest of the five circular dials passed 3000rpm. Even parked on your bedroom wall the thing looked capable of the 155mph and 0-60mph in 6.0sec Porsche said it could do. It was almost a 911 in caricature, with its massively flared front and rear wings covering impossibly wide rubber and that iconic wing strutting its stuff

**EVEN PARKED ON  
YOUR BEDROOM  
WALL THE THING  
LOOKED CAPABLE  
OF 155MPH**

on the engine lid, yet the Turbo endowed Butzi's ten-year-old 911 shape with a real brutish sex appeal.

Slipping into the period red and cream cabin of this stunning LE model (early cars had tartan trim), the cockpit looks almost identical to that of my 3.2 Carrera, which was also built in 1989. Same great driving position, same messy dash – just a tiny boost gauge hinting as to what's in store.

Though the clock probably wouldn't concur, this admittedly non-standard late 3.3 version feels mightily fast even by 2008 standards. The handling feels tauter than my Carrera, the steering slightly sharper, but the ride is rock hard and the unassisted steering weighty on longer fast bends. This isn't a car that's going to do the hard work for you, for that we would have to wait until the 959. But the Turbo laid the foundations.

CHRIS CHILTON

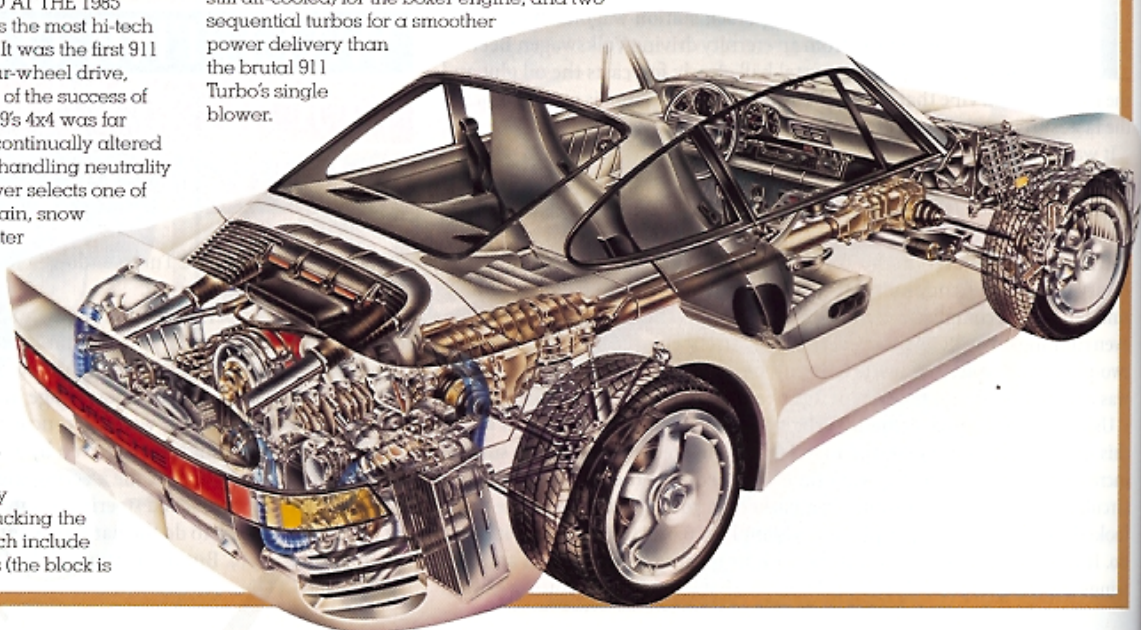




## Boxing cleverer

**T**HE 959, PREVIEWED AT THE 1985 Frankfurt Show, was the most hi-tech sports car of its day. It was the first 911 derivative to use four-wheel drive, newly fashionable because of the success of the Audi Quattro. But the 959's 4x4 was far more elevated: electronics continually altered front-to-rear bias, ensuring handling neutrality even at big speeds. The driver selects one of four conditions – dry road, rain, snow or off-road – and the computer does the rest. The dampers automatically stiffen when the speed increases; a manual adjuster also allows the driver to make them firmer. Ride height, adjusted by hydropneumatic levelling, offers three levels of ground clearance, although above 94mph the 959 automatically squats into Hoover mode, sucking the ground. Other advanced tech include water-cooled cylinderheads (the block is

still air-cooled) for the boxer engine, and two sequential turbos for a smoother power delivery than the brutal 911 Turbo's single blower.







Sumptuous interior belies 959's roots as a Group B contender (it won the Paris-Dakar in 1986). Wildly clever four-wheel drive made it a doddle to drive very, very fast



## Porsche 959

**T**HE PORSCHE 959 (21 YEARS OLD THIS YEAR) WAS THE world's first modern-day supercar. Before the 959, supercars – even the 911 Turbo – were mostly for macho drivers. They typically required a mixture of strength, bravura, mechanical co-ordination and finesse to drive fast, let alone to drive well. They were unforgiving beasts, as likely to stall as to stimulate, loud of bark and vicious of bite. Most supercars were brutes, and it took a special type of man to tame them.

The 959 was easily the fastest supercar of all when production began in 1987, yet it rose above the bicep brigade. Here was a machine that used complex technology rather than the driver's bravery or skill (or even mere horsepower) to go fast. The 959 changed the man/machine fast car equilibrium. After this Porsche, the driver became less important, pushed down the pecking order by sophisticated technology. He was as much passenger as hero, so easy was the 959 to drive fast. Such was its stability and poise that cruising at 190mph in a 959 was as simple as doing 70mph in a Fiesta, as long as you were vigilant. Blasting down an A-road, at speeds that would have had any contemporary Ferrari heading backwards for the hedgerows, was mostly a matter of steering in the right direction.

The big, easy-driving, high-speed supercars that followed – the Skyline GT-R most prominently – all tread the same path. The 959's four-wheel drive, developed for the 959 Group B car which eventually claimed a Paris-Dakar win in 1986, proved so successful it was subsequently used to tame the 911 and the 911 Turbo – both renowned for wagging their tails behind them.

Even Ferraris changed. It is now easy to go fast in any modern Ferrari,



including the range-topping Enzo. The Italian engineers have followed the path their German rivals set off down with the 959, creating technology to compensate, at least in part, for any want of driver skill.

Top-end modern supercars now have electronics to control traction, to modulate braking, to make engines more flexible, to make suspensions more yielding, gear-changing easier and the steering sharper.

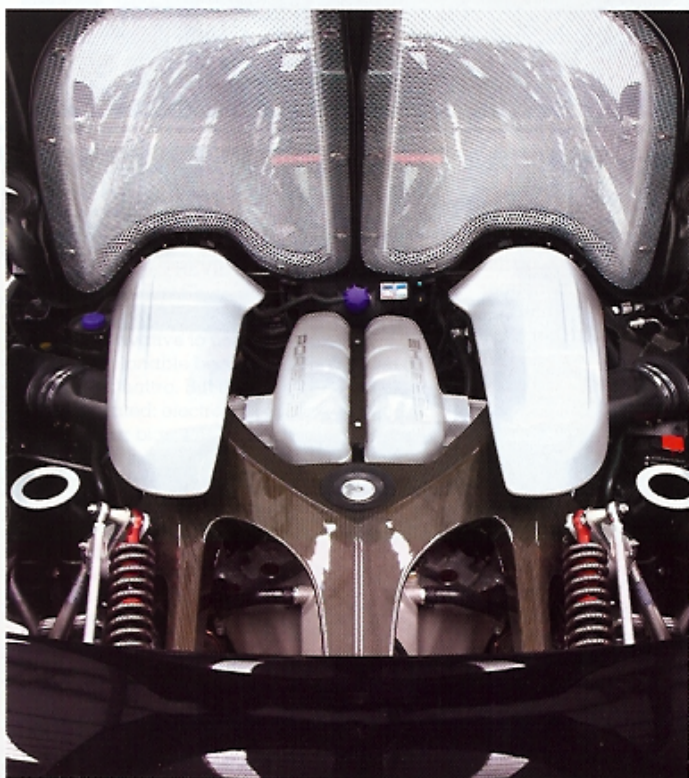
My first drive of a 959 was in Germany. 'One hundred and sixty miles per hour,' I began my story for CAR. 'Time to change into top.' It didn't ▶





## NEED TO KNOW

911 TURBO	959	CARRERA	911 GT2
<b>Value now:</b> From £20,000 (LE: £35,000)	<b>Value now:</b> £160,000	<b>Value now:</b> £240,000	<b>Price now:</b> £131,070
<b>Engine (LE):</b> 3299cc 12v flat six, 326bhp @ 5750rpm, 344lb ft @ 4500rpm	<b>Engine:</b> 2849cc 24v flat six, 444bhp @ 6500rpm, 369lb ft @ 5000rpm	<b>Engine:</b> 5733cc 40v V10, 604bhp @ 8000rpm, 435lb ft @ 5750rpm	<b>Engine:</b> 3600cc 24v flat six, 523bhp @ 6500rpm, 501lb ft @ 2200-4500rpm
<b>Transmission</b> (LE): Five-speed manual, rear- wheel drive	<b>Transmission:</b> Six-speed manual, four- wheel drive	<b>Transmission:</b> Six-speed manual, rear- wheel drive	<b>Transmission:</b> Six-speed manual, rear- wheel drive
<b>Performance</b> (LE): 5.0sec 0-62mph, 167mph	<b>Performance:</b> 3.9sec 0-62mph, 197mph	<b>Performance:</b> 3.9sec 0-62mph, 205mph	<b>Performance:</b> 3.7sec 0-62mph, 204mph
<b>Weight (LE):</b> 1335kg	<b>Weight:</b> 1450kg	<b>Weight:</b> 1380kg	<b>Weight:</b> 1440kg
<b>Made from:</b> Steel	<b>Made from:</b> Steel, aluminium and composite	<b>Made from:</b> Carbonfibre	<b>Made from:</b> Steel, aluminium
<b>On sale:</b> 1974 to 1989 (LE pictured made 1989)	<b>On sale:</b> 1986 to 1988	<b>On sale:</b> 2004 to 2006	<b>On sale:</b> Now
<b>Or try this:</b> Ferrari Testarossa, Lotus Esprit Turbo	<b>Or try this:</b> Ferrari F40, Lamborghini Countach	<b>Or try this:</b> Ferrari Enzo, Pagani Zonda	<b>Or try this:</b> Ferrari 430 Scuderia, Lamborghini Superleggera







run out of puff until 197mph. It enjoyed the same chasm-like margin over rivals that Federer has recently enjoyed at Wimbledon. Only 200 959s were made and, like many other Porsche lost money on every one it sold. It was, of course, a tour de force. But, like some techno-expansive cars that have driven experience was surprisingly anodyne. The speed, involvement was not. In the course of building the world's fastest car, Porsche forgot to involve the bloke behind the wheel.

GAVIN GREEN