



PORSCHE CARRERA 911 2013

REDESIGNED

Drive the latest generation of the 911, or just sit in it because the improvements are dramatic. While nearly indistinguishable in style, the new 911 is 2.2-inches longer overall. For those who really do get the most out of their 911s, there is a change in the new Carrera that is perhaps more dramatic than its improved comfort. That change is in the car's handling dynamics. With the ultra fast PDK, weighing 100 lbs less than its predecessor and equipped with the optional Sport Chrono package, the car gets a claimed 3.9-second 0-60 time. With that statistic, not to mention a top speed of 185 mph, the 911 is now the world's fist \$96,000 exotic.

PERFORMANCE

Performance	Manual	PDK
Top speed	188 mph	187 mph
Accel. 0 - 60	4.3 sec	4.1 sec



ENGINE

Engine	Manual	PDK
Layout	Rear	Rear
Cylinders	6	6
Displacemnt	3.8.l	3.8.l
Max Torque	325 lb.-ft.	325 lb.-ft



TRANSMISSION

Transmission	Manual	PDK
Manual	7-speed	-
PDK	-	7-speed

INTERIOR

With a long and sleek center console, Porsche prefers a button for absolutely every function, rather than one of the control dials popular amongst its German contemporaries. Closest to the driver are a collection of buttons, including one for the optional PASM (Porsche Active Suspension Management) variable dampers as well as a Sport button. When pressed, the car shifts at higher rpm, the response of the throttle and steering become more immediate and the exhaust note becomes audible. Nearly silent the rest of the time (ideal for daily driving), Sport mode brings the car to life. To call it an exhaust note would be misleading. It's less music and more noise, echoing decades of racing history.



PORSCHE BOXSTER 2013

REDESIGNED

The Porsche Boxster really didn't need a wholesale redesign. Since its introduction in 1997, Porsche has tweaked, fiddled with, and upgraded the roadster nearly every year, keeping it feeling modern and fully competitive. Known internally as the 981, this Boxster generation has grown by 1.3 inches in overall length, and its wheelbase has stretched by 2.4 inches. The Boxster S sheds more weight—77 pounds—to come in at an estimated 2970 pounds. Prices start at \$50,450 for the base Boxster. Adding \$10,000 worth of options is an easy thing to do, at which point it might be worth considering the \$61,850 Boxster S.

PERFORMANCE

Performance	Manual	PDK
Top speed	164 mph	162 mph
Accel. 0 - 60	5.5 sec	5.4 sec



ENGINE

Engine	Manual	PDK
Layout	Mid-engine	Mid-engine
Cylinders	6	6
Displacement	2.71	2.71
Max Torque	206 lb.-ft.	206 lb



TRANSMISSION

Transmission	Manual	PDK
Manual	6-speed	-
PDK	-	7-speed

INTERIOR

With its redesigned cabin and comfortable, supportive seats, reviewers agree that the 2013 Boxster sets the bar for interior quality among luxury sports cars. The 2013 Boxster borrows interior styling cues from Porsche siblings like the 911 Carrera and Panamera, and reviewers think that the reworked cabin is one of the nicest interiors in the class. They say that even the plastic interior parts are well-built, while the traditional three-gauge instrument panel can now display a myriad of vehicle information, thanks to a customizable multi-function display. Their favorite feature, however, is the Boxster's new convertible top, which can be raised and lowered at speeds up to 31 mph.