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2007 Porsche Boxster Germany's Little Bargain

It's elementary, my dear Watson: the way to increase Porsche sales is to sell more Porsches. And to achieve that the company needed to address the number-one factor keeping would-be buyers at bay: the price.

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And that's where the Boxster came in a decade ago. The pretty, little two-seat ragtop was introduced as the entry-level Porsche for the 1997 model year, and sales took off. It was amazing enough to find a mid-engined roadster under \$50K, but considering that it bore the revered Stuttgart badge, it was that much more so.

But hold your breath—it gets better. This affordable Porsche now contains the same engine options (and that same lusty exhaust note) as the previously more powerful Cayman, which was introduced in 2006 as essentially the coupe incarnation of the Boxster.

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What's Under the Hood?

Technically, the answer is nada, as the Boxster's 24-valve flat six (2.7 liters in the base model and 3.2 in the S) is mid-mounted and is accessed from beneath. The praiseworthy powerplant gives it its *vroom*-factor and agile balance, as well as its stellar reputation among the auto industry's top opinion-makers; for instance, *Car and Driver's* annual 10 Best list seemingly has a spot inked in for this model every year. It's undoubtedly fast. It handles at least as well as one expects a car in this category to handle. But where it truly surpasses expectations is in the timbre of its engine's voice. This thing growls. And then it purrs. And when that right foot goes down, it growls again. You'll floor it as much for the feel as for the auditory treat.

When you head to the dealership to sign on the line you'll have to suppress your giddiness enough to make a few basic decisions. Let's forget about the 17 available paint finishes for now—we're talking about the really important stuff. Will it be the Boxster (245 hp and 0 to 60 in 5.8 seconds) or the Boxster S (295 hp and 0 to 60 in 5.2 seconds, but tack on another \$10K)?

Then there's the transmission: manual shift or Tiptronic automatic? The former is *de rigueur* in a sports car, but those who commute in stop-and-go (nope, it's not just a weekend car) may prefer not to do the shifting. Back to the manual: the default on

the base Boxster is a 5-speed, but a high-performance 6-speed comes with the Sport Package of options and is included on the Boxster S.

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Whatever way you go you get significant power, more-than-impressive agility, and safety factors such as front, side, and front-side airbags, protective door beams, front and rear crumple zones, active brake differential, traction control, and Porsche Stability Management. As if that's not enough it's topped off with cool, retro-font Boxster badging on the most recognizable and most whistle-provoking convertible anywhere within miles of its price-point.

Hey, it's OK to think inside the Box. But a better time will be had by both if you just keep your eyes on the road and let your driving instincts take over.

GET IT: If it's Porsche or nothing for you, but your checkbook won't quite let you dive into the Cayman.

DON'T GET IT: If you've got enough credit to float a 911.



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Picture	Product	Price	Time Left
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	VIS 05-08 Porsche Boxster Carbon Fiber Hood OEM 986	\$1,100.00	53m
	Porsche 2002 Boxster Center Console Black	\$174.99	53m



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2008 Porsche Cayenne Wouldn't You Like to Drive a Pepper, Too?

It's the start of a new generation for the world's speediest SUV. The biggest change coming this time around is making Porsche-worshipping family men drool a river—that would be the power boost, tipped off by the now-larger air intakes in the redesigned fascia. Now you can haul the kids around as needed and enjoy the power-pedal when appropriate.

Let's Talk Numbers

The awesome power—500 horses' worth—comes via the 4.8-liter twinned-out Turbo trim (MSRP (\$93,700), which lets you jet from 0 to 60 in 4.9 seconds and is capable of 171 mph on the track. This one and the 385-horsepower S trim (\$57,900) come with a 6-speed manual transmission, while the base model Cayenne's (\$43,400) 3.6-liter, 290-horsepower V6 can be paired with a 6-speed manual with overdrive or optional 6-speed automatic.

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Nobody buys a Porsche for the fuel economy, and that's especially so with the SUV incarnation; the V6 manages 14 city and 20 highway, while the higher-powered trims rate a mile-per-gallon or so lower. The good news is the new direct-injection technology reduces fuel consumption and emissions alike.

Exterior Changes

Other auto manufacturers modify their models' shapes and round out their edges and then sharpen them again so you can't tell what the other guy is driving until you're stopped behind him at the light *and* you're wearing your prescription sunglasses, Porsche has stuck pretty darned close to its signature style—*forever*. I mean, even steadfast ol' Volvo has softened most of its trademark boxiness.

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The adjustments you may notice in this new-generation Cayenne's form weren't made for visual reasons and most certainly not for the sake of change. It's all due to aerodynamic tweaking, the only acceptable reason as far as Porsche is concerned. Stuttgart's SUV does not have anything close to the iconic Porsche eyes, those insect-like headlights that have introduced the company's cars for all time, but its overall curvy shape makes a valiant attempt at shouting "Porsche!"

How's the Ride?

Any German-made car you slide into is going to cradle you in some degree of superlative comfort, and the Cayenne is no exception. But if there's one thing Porsche lacks experience in it's building back seats. Sure enough, the rear accommodation in this buggy makes a mighty short list of disappointments. Much of the reason is the trademark design just plain doesn't allow for rear girth. But if your kids haven't fully sprouted yet they should fit fine.

The same disclaimer applies to the back doors themselves. But as Porsche builds more and more Cayennes (and dare we say even more future SUVs?) they'll surely get the hang of a rear door that offers improved egress.

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Nose-in-the-air purists may continue to sniff and say a revered sports-car company should have known better than to build an SUV, but the independent Germans never asked for any opinions outside of their boardroom. And whether you initially liked the notion of a Porsche SUV or not, the bottom line is it's helped the bottom line. The Cayenne has spiced up sales to say the very least, as it has the typical Porsche portions of speed, handling, and prestige with boosted practicality in the place of raw automotive sexiness.

GET IT: It drives like a mudder but it's hipper and more reliable than a Range Rover.

DON'T GET IT: You're a card-carrying member of the "No Porsche SUVs" Club.



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