

I AM NOT about to give you a history lesson on the Porsche 911 Carrera. And I'm not going to "bore" you with cylinder capacity and BHP. And I can't tell understeer from overseer.

What I can tell you is that this 911 could be at the forefront of a major motoring revolution.

You see, while most sports car manufacturers have busied themselves with making their steeds look macho and menacing with toothy bear grilles and air intakes to match the Airbus 380, the Porsche people have focused on classy, flowing lines. This is not a physique that lays down the gauntlet at the lights...this is a sculptured work of art.

But as we have learned from The Spear, art can be highly emotional. You only have to nudge the sport plus button and get paddling to remind yourself that this is a legendary, and famously finely tuned, marque. And there is even a G-force meter to document your battle against gravity!

Apart from getting a kick in the back akin to igniting the boosters in a Lightning jet, this 911 has the best vocal chords of any supercar I have tested. They make Nickelback sound decidedly effeminate.

The interior is a symphony of leather and brushed aluminum with comfortable seats that don't grip your glutes as you corner or give you a cheeky massage on the highway. And the steering wheel is also starkly simple with nary a button to be seen a la McClaren.

But not even Porsche is perfect. The Panamera like Centre console is meant to provide finger tip control. It does for flipping into sport mode when you get tired of the eco stop-start cut out. How much fuel does it really save anyway?

But unless I missed the short cuts, some comparatively simple tasks can leave you with a distracting search for the right button!

Overall, if you want adrenalin with an added dose of class, aren't a massive family of four who love off-roading and have a bar to burn, this is the car for you. It is about the best value you can get!

