

911

LOVE

RS

FROM R TO R

50 YEARS OF PORSCHE 911 RS

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THE RS LEGEND

The 911 is so fascinating because this iconic car has fulfilled all types of dreams and desires over the course of half a century. It's an unusual mission for a sports car, yet this product-of-a-century plays many roles. On the one hand, it takes its owners on their daily trips, 365 days a year. At the same time, it is the perfect partner for magnificent outings – if possible in a convertible. It's also fascinating because of its technology, which has so often set new standards. Last but not least, the 911 has set the pace in both races and rallies from its very first day. Not only at club events, but as well at Le Mans, the Nürburgring and Daytona.

The 911 showed its qualities right from the beginning, so it's no surprise that the 911 R also attracted prompt attention. Extremely lightweight and equipped with the drivetrain from the Carrera 6 racing car, it truly shocked the competition. Its successful path was continued with the RS 2.7, while the RS 3.0 and RSR 3.0 went on to score thousands of victories.

It's hard to believe that half a century has passed since the Carrera RS models gave the 911 an enduring reputation for racing. Over the past decades, Porsche has devoted special attention to these exceptionally sporty models. Cars such as the 911 SC-RS, 964 RS, GT3 RS 4.0, and 911 GT2 RS are just some highlights of the 911 saga that celebrates its 50th birthday with the new 911 R. These series have become sought-after collector's cars, because they inimitably embody Porsche's unswerving pursuit of perfection.

A team of authors has now been found to complement the wonderful photography of Lies de Mol. Bart Lenaerts and Jürgen Lewandowski have lovingly documented the 50-year history of these special vehicles and their owners – cars that, like few others, have fuelled and continue to power the Porsche name.



A handwritten signature in blue ink that reads "Wolfgang Porsche". The signature is fluid and cursive.

DR WOLFGANG PORSCHE



IT'S A FAMILY AFFAIR

The history of Porsche is, like any chronicle of a noble clan, one of a few intricacies, some intrigue, a lot of passion and much labour of love. The development of the 911 is, if possible, even more multifarious. So many models and interpretations – all daring attempts to evolve a unique layout into the ultimate sports car.

And then there's the RS family.

It's a complex tale with a misty start, more plot changes than a weathervane, wilder curves than the Mississippi river, and hopefully no ending. Despite its numerous names, shapes and configurations, the notion was always the same: take a sporty 911, then make it sportier. Always a flat-six in the back, always extra power, less weight, a sharper focus, more fun.

The philosophy travelled in so many directions it seems like nobody had a clue. Yet the Porsche RS story is in fact so multifaceted, precisely because so many brilliant engineers got so many brilliant ideas. It was by no means a marketing operation. A masterplan to build a strong sub-brand never existed. On the contrary. Mostly, marketing just didn't see a business opportunity. But the engineers in the workshops did it anyway. Hands-on. Because it seemed clever, because they could, because they had to. That's why RS became such a robust name. This genuine breed has a long pedigree in a universe where there's no room for nonsense: motorsport.

Quite a few books have been produced on the Porsche 911. Each bolt, mold and fold has been described extensively. Each chassis number, equipment level, motorisation and set-up has been checked and double checked. We're not even going to pretend to add additional data to these extensive works.

We rather focus on how these cars became so extremely appreciated over time.

None was ever labelled a limited edition to create added value. Each RS was conceived as a true sports car for a tiny group of connoisseurs. Since the very first 911 R half a century ago, these fortunate clients just did what needed to be done: they allowed the automobiles to be a fundamental part of their existence. They drove them. Far. Fast.

These stories make up the true value. They have to be told and cherished for eternity.

This is not about racecars. That's another book altogether. This is about road-legal RSs being utilised in real life. All these automobiles carry licence plates. They are used to get groceries, to paint a smile on many faces during the commute. Like the cars, the owners regularly balance on the edge. Of legality. Of social acceptance. Rebels with a cause. Outcasts, in the most exciting way.

Normal human beings will probably never understand why this little peer group drives an RS daily. Common people don't grasp why someone paid more for less comfort or equipment.

We sincerely hope you will after having digested this book. And we hope you'll have as much fun reading it as the owners had creating these stories and living out their dreams.

For they are the real 911 loveRS.

A

911 R



PORSCHE 911 R



How the 911 R was born

It began with an R

Today, Porsche can look back on a proud tradition of R/RS/RSR models. Half a century ago, the letter R stood for a vision. And, as is so often the case, no one realised the opportunities presented by it.

One can, and must, link the history of the legendary Porsche 911 R directly with the personage of Ferdinand Piëch. After earning his engineering degree at ETH Zurich, Piëch began his professional career as a technician in the race engine testing department on April 1, 1963. He had, however, already spent many a summer holiday working as an intern, so he was perfectly acquainted with the company and knew the projects inside and out.

The basic dimensions of the new six-cylinder for the 911 were already fixed when Piëch started at Porsche, but he understood exactly how the rather straightforward drivetrain could be changed to become the sporty engine he envisioned for the typical Porsche driver. At his request, it was switched to a dry-sump lubrication, which ensured an adequate oil supply to all parts, despite the extreme centrifugal forces that occur in motor racing. This was the principal difference between the Type 821 and the later series engine. In his *Auto.Biographie*, Piëch wrote: 'In 1963 it was still a matter of course that a young engineer from the family would hire on with Porsche in Stuttgart, even if he came from the wrong country. The desired separation of the Piëch/Austria and Porsche/Germany spheres of influence was porous. Ultimately having such an excessive concentration of Piëchs and Porsches in Stuttgart is another story, however.'

'I started out as a technician in race engine testing on April 1, 1963. There were about a dozen of us, including Hans Mezger, who was second-in-charge in our department and who would later gain fame as an engine designer. It was a decisive point in time, because the Porsche monoculture was about to end, and the 356 was on the cusp of being replaced by the 911, which was still called 901 at that stage. The design was the responsibility of my cousin, Ferdinand Alexander Porsche – "Butzi", as he was known. Somewhat ahead of the 911, the 904 racecar was also in the works. This particularly beautiful and progressive vehicle with a fiberglass-plastic body was the first from the hand of my designer cousin. With one stroke, he had created a masterpiece which practically didn't require any changes. It was planned to immediately test the limits of the 911 engine in the 904 under racing conditions, and afterwards tune it down to more reliable levels for series production. Sadly, while the body of the 904 was ready, the 911 six-cylinder wasn't. There was no other option but to bring the old "Fuhrmann four-cylinder" back in for the 904, its displacement being the same two litres as from the unfinished six-cylinder.'

'That's where my job began. Despite missing the 904 deadline, we still had plans to develop the 911 engine for racing in parallel. The goal was 180bhp, compared with 130bhp for the series 911. The Solex carburetor was one of the concerns set forth by my uncle. Because it had a float instead of an overflow level, the engine could sputter and come to a halt depending on how hard you took a corner. As a member of the family, I got away with far more than the other technicians, so I ordered triple Weber downdraft carburetors. With these, you could take brutal turns without stammering, and I ended up with a robust 180bhp racing device before the others reached 130bhp in series development. After that, I also became responsible for the series engine. Throttling it down from 180 to 130bhp was not an issue; only the wrong carburetor remained a problem. Professor Pierburg – owner of the Solex company – had a strong bond with my uncle and procured such a reliable team for him, he could successfully press the case for his carburetor. When the deliveries of the 911 began in November 1964, it soon became clear it was simply not going to work. We had to swap to a triple-downdraft carburetor. Luckily, I had already done the necessary preparations for the interchangeability of both systems.'



*Zuffenhausen, 1967. Porsche's racing team before the Marathon de la Route.
The car in the middle is one of the four prototypes of the 911 R.
Vic Elford stands in front.*

'While the first vehicles indeed had Solex carburetors, Weber triple carburetors were used in series production as of February 1966, from engine number 907 001 and chassis number 305 101 onwards. With these alterations, the flat-six had all the assets to make it race-worthy, and it met Ferry Porsche's specifications: 130bhp at 6,500 rpm.'

Ferdinand Piëch had not only brought the "road" engine to a high level, he had also created a solid basis for track use. As Piëch was promoted to lead the development department in 1965, he knew precisely how much the brand's reputation and fame depended on motor racing. It was not long before considerations were afoot to add more power to the new 911. This desire would ultimately lead to the birth of the 911 R, even if its path was not quite as straightforward, since the new 911 wasn't the immediate bestseller they had expected.

In the autumn of 1964, after a long and bumpy run-up, Porsche began the assembly of what became the 911, because Peugeot had objected



The same prototype of the 911 R, chassisnumber 307671, after it won the Marathon de la Route with Vic Elford, Jochen Neerpasch and Hans Herrmann behind the wheel.

against Porsche's original designation, 901. But production numbers ticked up slowly in 1965, due to the high price setting. A 911 with 130bhp cost 20,980 German marks, while the 911 S with 160bhp bore the stately price of 24,480 German marks when released in the autumn of 1966. At that time, a VW Beetle could be procured for the difference in value between both Porsches. Unsurprisingly, Porsche promptly added the 912 with the old four cylinder engine, slotting roughly into the range of the old 356 C models. Porsche explained the backward turn thus:

Porsche wanted this car to appeal both to the existing, loyal customer base and also gain new potential buyers, so the price had to be maintained at the level of the previous Porsche 356 C and 356 SC. At 16,250 German marks for a 912 with four-speed gearbox and 16,590 German marks for a 912 with five-speed gearbox, it balances right in between those two older vehicles, and offers significantly more value for money since it's a brand-new vehicle.

Thoughts of a particularly sporty variant of the 911 S initially suffered from the fact that not enough 911 and 912 models were retailed. Ultimately, the 912 starter model put some cash in the till, with Porsche selling no fewer than 6,401 copies in 1965, compared with just 3,390 expensive 911s. Moreover, the fine-tuning of these additional models left little time for much motorsport tinkering.



Peter Falk and Ferdinand Piëch



A few guys in Zuffenhausen nonetheless kept toying with the idea of a 911 optimally adapted to the motor racing regulations, and they were feverishly jotting down notes to make it happen. This initially resulted in two sport kits offered to ambitious private drivers. The factory documents describe the changes: on the one hand, there was the 150bhp L engine in the basic body of the 911 L. This L version was already homologated in Group 2 thanks to the number of units sold. The additional rally kit for 2,100 German marks offered Recaro seats, stabilisers in front and back, Koni shocks, a lighter front bumper, an oil pressure gauge and oil thermometer from the 911 S, a racing clutch, reinforced engine bearings, and a new engine called 901/30. This variant had the smaller cylinder heads and channels from the 911 L but the camshafts from the 911 S. With the available fine-tuning, this machine boasted 150bhp.

At the same time, an even sportier version was created on the basis of the 911 T, which was homologated for GT Group 3, and enabled a homologation weight 52 kilogrammes lighter than a 911 S. Next to the 160bhp 911 S engine and the components of the 911 L kit, the car also had a

starkly reduced interior, inner-vented brake discs, a lowered suspension and no underbody protection, while most of the noise insulation was removed to save a further 25 kilogrammes. The price of this kit was 5,150 German marks. With an engine boosted to 180bhp and a weight slimmed down to 1,070 kilogrammes, this car enabled Vic Elford to win the 1968 Rallye Monte Carlo.

At this point, the crew around Ferdinand Piëch had an even more uncompromising 911 in the works: the 911 R. This was essentially the nucleus of the fantastic RS and RSR models which play such a significant role in the brand's renown today. After more than 50 years, it is no longer easy to determine its exact date of birth, but it could be assumed that initial contemplations took place in the autumn of 1966. A supplementary test report from August 14, 1967, revealing how the decision to build the 911 R had already been made, states:



Press presentation at Hockenheim. The car was driven by Vic Elford.

1. A sports car derived from the current series Type 911 shall be built. All potentialities within the homologation formula that can be exploited with reasonable outlays shall be pursued.
2. In the version of the 911 R described in the following (plastic version), the following weights can be expected:

Kerb weight as per DIN 70020 with Scheel seats and 100 litre fuel, oil tank with approx. 7 litres full

Rims: 5 1/2 x 15, aluminium

Tyres: Dunlop R 7; 50 L x 15

G/DIN = 870 ... 875 kp

For the series vehicle, the minimally achievable weight should be just under 900 kilos.

Four prototypes were produced:

<i>Chassis No.</i>	<i>Vehicle</i>	<i>Color</i>
<i>305 876 S</i>	<i>911 R/1</i>	<i>Light ivory</i>
<i>306 681 S</i>	<i>911 R/2</i>	<i>Fire red</i>
<i>307 671 S</i>	<i>911 R/3</i>	<i>Blood orange</i>
<i>307 670 S</i>	<i>911 R/4</i>	<i>Lemon yellow</i>

Vehicles 911 R/1/2 and /4 are equipped with GFK components, vehicle 911 R/3 is fitted out with alloy parts.

It's interesting that Porsche broke new ground with these four ultra-light and muscle-bound prototypes. It suddenly became possible to up the pace considerably in rallies and GT races, even if it hadn't been clarified yet how and in what form the 911 R could be homologated. As long as this question remained unanswered, however, they could enter races as prototypes, albeit in competition with substantially more powerful prototypes. Porsche happily grabbed the opportunity to gain experience. Meanwhile, there were persistent rumours that Porsche planned a limited run of 500 units, the minimum for the 911 R to be homologated in the GT class. Racing director Huschke von Hanstein, for instance, wrote a paper dated October 12, 1967, in which he advised in favour of building the special series. But it was rather improbable that Porsche would embark on such an adventure in those tough times. The prospect of building and selling 500 units of a purebred racecar for 45,000 German marks – almost double that of a 911 S – was destined for failure from the outset. So Huschke von Hanstein already had an answer on October 25:



A concise query from Mr. Schmidt of the sales department on the question of whether the extremely light 911 R sports car could be built was answered negatively. One does not believe that over the course of a year 40 units could be sold monthly.

Nevertheless, another 20 units were built, with which Porsche and several private drivers later achieved countless wins and spectacular results. As early as November 4-5, 1967, British driver Vic Elford and his co-driver, David Stone, grabbed third place with their R/2 prototype in the Tour de Corse. And over the next few years, the 911 R took several impressive and occasionally surprising victories, which burnished the reputation of the brand, and of the 911 itself.



The two biggest successes were perhaps scored by Gérard Larrousse in 1969, when he won the Tour de Corse and the grinding Tour de France with chassis number 911 899 005 R, the fifth of the 911 R series, if one can reasonably regard 20 units as a series.

The 911 R can now be seen as a test vehicle with which Porsche pushed the limits of the 911's technical possibilities ever further, and assessed its real capabilities on track. What had the team around Ferdinand Piëch envisioned in order to turn the not-exactly-slow 911 S into one of the fastest cars of its era?

A press release published in late 1967 might well be the only official works description. With this paper, Porsche officially confirmed for the first time the existence of the 911 R, as well as the plan to offer it for sale. The text reads: *For a small circle of serious sport drivers, Porsche has created a one-of-a-kind series of 15 competition vehicles of the Type 911 R (Racing), which will be delivered, starting December 1, 1967. The car is intended exclusively for competition and will be provided with a racing passport. The price, ex-works, is 45,000 German marks.* Its baptism of fire was a rousing success: at the World Sportscar Championship in Mugello, Italy, a 911 R (R/2) with Vic Elford and Gijs Van Lennep took third place overall behind two Porsche 910 prototypes.

Porsche's take on the 911 R:

The 911 R is a coupé with a self-supporting body, partially composed of plastic, with a 210bhp flat-six rear engine. With this vehicle type, Porsche continues its recent tradition of building a competitive racer for sport drivers: the Carrera 2, the 904 GTS, and, just two years ago, the Carrera 6, which became the world's most successful racecar.

Engine: *In its basic structure, the 911 R flat-six resembles the series engines of the Type 911 and 911 S, displacement 1991cc, bore/stroke 80/66 mm, a forged eight-bearing crankshaft, 210 DIN bhp at 8,000 rpm, max. torque of 21 mkg at 6,000 rpm, individual cylinder heads made of alloy and hard-chrome-plated cylinder liner surfaces, overhead camshafts. Two electric fuel pumps convey two Weber triple-downdraft carburetors. Dry-sump lubrication, two oil coolers under the front fenders, 12-Volt AC alternator (840 W), transistor dual ignition (two spark plugs per cylinder). Single-disc dry clutch, five-speed transmission, Porsche synchronisation and differential lock, Dunlop 185 HR x 15 radial tyres.*

Chassis and body: *Independent suspension in front with a transverse wishbone and spring strut. Independent suspension in back with a*

transverse wishbone, torsion bars and shock absorbers, double-acting telescopic shock absorbers in front and back, drop-centre rims in front: 6 J x 15, rear: 7 J x 15, 100 litre fuel tank, oil tank approximately 14 litres when full.

The body is made of sheet steel and welded to the frame. The doors are constructed of plastic and attached to the front door posts with interior aluminium hinges. The front and rear hoods are composed of plastic, the windshield of laminated glass, and the side and rear windows of Plexiglas.

As is often the case, the reality was somewhat more complex. On two further pages of its press release on the 911 R, Porsche mentioned the technical details of a two litre DOHC engine with type number 916, which was known to only a few insiders and would ultimately remain a marginal feature.

Jürgen Barth and Gustav Büsing describe the 911 R in their standard work, *Das große Buch der Porsche Typen* ("The Big Book of Porsche Types"), as follows:

The small special series of 19 units of the 911 R (R = Racing) was manufactured in collaboration with the Stuttgart-based coach worker Karl Baur. These cars were used in the GTP class, particularly in rallies, but also by the works team at the Targa Florio and the world record drives in Monza as a substitute for the withdrawn 906.

The sheet thickness remained as in the series; hood and door hinges were made of aluminium. The doors, hoods, front fenders and both bumpers, by contrast, were made of plastic. The oil lines from the oil coolers positioned under the right and left fenders ran through the door sills to the engine and back. In front, no bulges were required in the fenders, although the inward-facing seam was sanded down. In the rear, the fenders flared out somewhat to accommodate the wider rims.

The windshield was just four millimetres thick. The door windows were made of Plexiglas and were barely two millimetres thick. They had hinged windows like the Porsche 906. The rear side windows also featured two-millimetre Plexiglas with slats and water drain. For the rear window, two-millimetre-thick Plexidur was used.

The aluminium oil tank was positioned in front of the rear axle, with filling and venting performed from the right side. Special bucket seats were supplied by Scheel. The rear backrests were omitted. Additional heating was available only upon request. The sun visor on the passenger side was gone. The 100 litre fuel tank could be fashioned from steel or

left – Bastia, 1968. Pauli Toivonen with his 911 R before the start of the Corsica rally.



Tour de Corse 1969, with Gérard Larousse and Maurice Gelin

plastic on demand, and had a central filler pipe. The electrics remained all but unchanged from the series 911 S. The dashboard, by contrast, was a stripped-down affair. The ashtray and cigarette lighter were missing, and there were barely three instruments left: the tachometer, the speedometer and the instrument cluster. There was a control lamp for the fuel level display in the middle of the dashboard, and a Monza steering wheel without a horn – this was placed on the dashboard – while the steering column had an ignition lock, yet no steering lock. If something other than the series' light ivory paint finish was selected, the customer had to send a written request at least three weeks prior to the car's completion.



Vic Elford and David Stone with one of the four prototypes in the Tour de Corse in 1967

The suspension and the shocks were nearly identical to the series'. The stabilisers were 14 millimeters thick in the front and 16 millimetres thick in the back, while the spring rods were 19 millimetres thick in the front and 22 millimetres thick in the rear. The brake calipers for the four disc brakes were adjusted to the higher output. Girling racing brake fluid had to be used. The standard wheels were six inches wide in the front and seven inches in the rear. The cars were delivered with 185 HR 15 Dunlop tyres. The weight of the road-ready 911 R was just 800 kilogrammes.

The vehicles were equipped with the engine Type 901/22, which was also used in a minimally modified form as the 901/20 in the 906 racecar. In its basic structure, it was similar to the series 911 S-2.0 drivetrain, although the case was made from magnesium, compared to aluminium for the 911 S. The six-cylinder featured a forged, eight-bearing crankshaft and boasted 210bhp at 8,000 rpm. The cylinder heads were made of alloy, the cylinder liner surfaces were hard-chrome plated and the camshafts were driven by chains. Two electric pumps conveyed fuel to the two Weber triple-type 46 J carburetors. The dry-sump lubrication system had a capacity of ten litres.

The 12-Volt AC alternator generated 840 watts of output. The axle turning the axial blower was extended. The transistor ignition system was partially transistorised and designed as a dual ignition with two spark plugs per cylinder.

The five-speed transmission (Type 901) was fitted with the Nürburgring gear ratio, with two additional gear variations available to choose from. In addition to the 7.3 L ring and bevel gear, there was also a 6.32 version. The shafts were from the 906 transmission and the ZF differential had a 40% locking effect. Nadella axle shafts connected the transmission with the rear wheels. The single-disc dry clutch was specially finished.

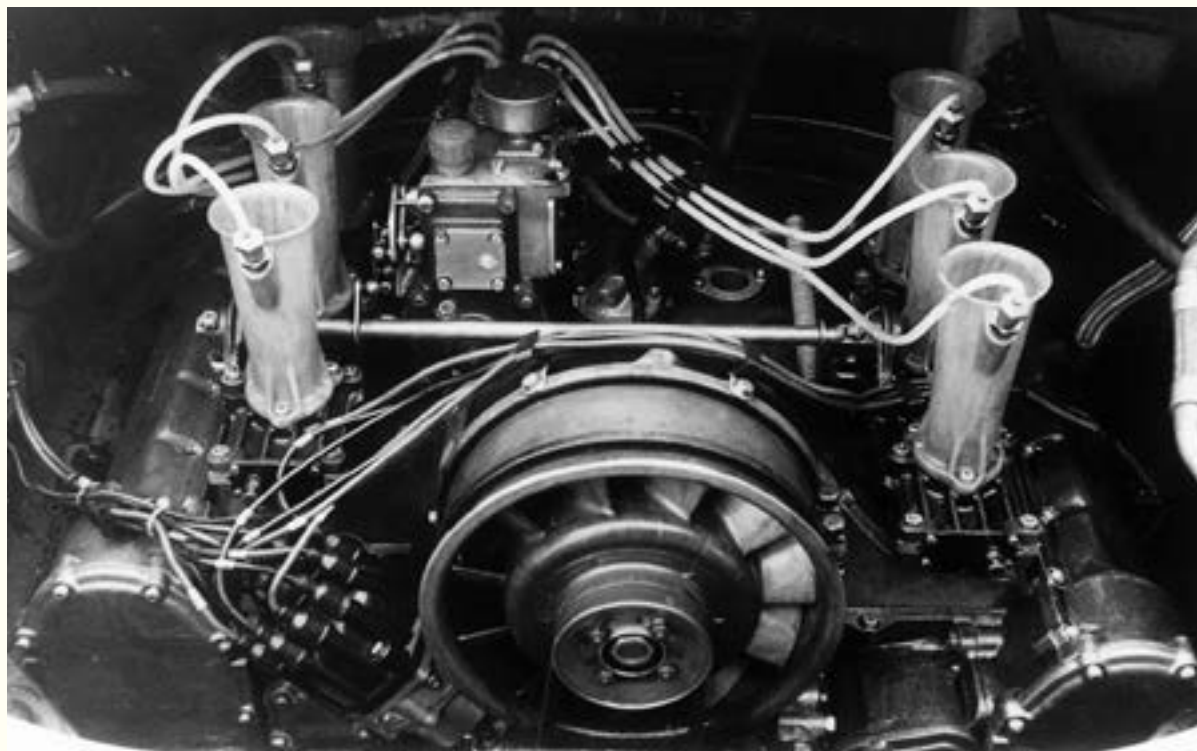
This sober, concise description of the 911 R explains the fascinating combination of an extremely stripped-down 911 with a 906 racing engine – also used in a similar form in the 914/6 GT. And it illustrates how this enabled previously unthinkable levels of driving performance. That the exceptionally well informed Jürgen Barth counts 19 series vehicles is because chassis number 16 was delivered with a standard 911 S engine. This was probably why he did not class this “hybrid” 911 R together with the “real” 911 Rs. The chassis numbers range from 911 899 001 to 911 899 020, so 20 copies of the 911 R were indeed manufactured in the autumn of 1967.

A few 911 R models – presumably only two or three vehicles – were outfitted with an experimental engine known as the Type 916. In its press release from the autumn of 1967, Porsche itself had drawn attention to this powertrain and announced the construction of 15 cars. These would never see the light of day, however.

This two litre six-cylinder featured four overhead camshafts and provided no less than 230bhp at 8,000 rpm. Porsche later described this engine as a first rough sketch for the 12-cylinder of the legendary 917s. But more similarities are evident with the flat-eight in the 908, which was first deployed in Monza in April 1968. This model clinched many important victories in various stages of evolution and far into the early 1970s.



Mugello 1967



The experimental 916 DOHC engine as tested in the 911 R

With his three-volume book, *Porsche: Excellence was expected*, Karl Ludvigsen wrote what is probably the best-researched work on Porsche's history. And he naturally elaborates on this DOHC engine in detail:

The 916 was a high-performance variant of the 901 six-cylinder with four overhead camshafts. The crankcase and shaft were identical to the 901 except for a few minor details. The one in the 901 drove the two timing chains with a shaft rotating at half speed on the nose of the crankshaft. In this case, however, the chains drove not one but two camshafts each. The cylinders of the 916 got lower cooling ribs like those in the Carrera 6. In the half-spherical combustion chambers, the valves were 12 degrees further apart than in the 901 in order to allow bigger valves and channels (although the valves were not larger than those in the Carrera 6, where they were configured at tighter angles). The new valve angles ran to 33 degrees to vertical for the intake and 38 degrees for the outlet valves, with their dimensions being 46 mm (intake) and 40 mm (outlet). The 916 six-cylinder was the first Porsche car engine with bucket tappets between the camshafts and the valve shafts.

According to the original plans for 1966, the gasoline in the 916 was to be injected into the intake ports in the cylinder heads, below the throttle valves. The planned fuel pump was a Bosch unit, driven by one of the inlet camshafts by means of a rubber belt and a gear wheel. When the DOHC six-cylinder was used for racing in 1968, it had a lighter, more compact Bosch pump whose stamps were configured in a tight V. The position of the fuel injectors was altered as well: they were now doing duty above the throttle valve in the suction trumpets.

This most exotic Porsche six-cylinder of the 1960s was planned for possible series production, while racing use was a certainty from the outset. It posted an output of 230bhp at 9,000 rpm, putting its nominal revs 1,000 rpm higher than in the Carrera 6. The maximum torque of 206 Nm also came at the higher engine speed of 6,800 rpm. At 149.5 kilogrammes, the 916 was some 15 kilogrammes heavier than the 901/21 in the 906 E, which provided similar performance figures at lower revs. Three or four units of the 916 were built at the outset. Six further units were built later as race and spare engines for the three 911 Rs slated to

compete in the 1968 Tour de Corse. But luck was not on the side of the three cars. One of the DOHC-911 Rs crashed out, Pauli Toivonen stalled with differential problems, and Vic Elford's 911 R had a damaged oil filter. As if that were not enough, the DOHC 911 R with Pauli Toivonen and Dieter Spoerry behind the wheel broke down in the 1969 Targa Florio.

G rard Larrousse was among the few drivers who piloted this DOHC engine over greater distances. He was not overly impressed by it, however, and insisted on having the "normal" 210bhp six-cylinder from the Carrera 6 mounted in his chassis number 911 899 005 for his victorious campaigns in the Tour de France and the Tour de Corse. Yet the exotic engine did post one win: Larrousse won the Rallye Neige et Glace with the DOHC powertrain in precisely this vehicle. In a later interview with Porsche Panorama magazine, Larrousse said:

'Porsche only mounted the DOHC in my car for a few rallies, and I was happy to win at least one race with it, since, honestly, it was really quite strange. I preferred the 906 engine because the output curve of the DOHC was not impressive, and I truly had to work hard to keep it in good spirits. The 916 engine was okay for testing, but I constantly wanted to win, and the few encounters I had with race director Rico Steinemann always revolved around the use of this engine. I remember one race in which I had to accept it, because Steinemann told me that so many employees from the plant were eagerly waiting to finally see it in action.'

Later, French racer Jean-Pierre Beltoise said: *'It's a bomb, but I was really surprised how inelastic the six-cylinder was. Usable power is only available over 5,000 rpm, which is pretty high. The engine seems robust and can be revved up to 9,000 rpm.'*

The final assessment came from Karl Ludvigsen: *'Although the 916 was a dead end as a series model, it opened up new possibilities for racing. Extended by two cylinders, it served as the drive unit for the 908, one of the most successful Porsche racecars.'*

The 911 R was not an economic success, and it took several years before all the cars had been sold. It did help Ferdinand Pi ch, however, to show what the new 911 was capable of – if one assembled the right pieces from the shelf and took the lightweight concept seriously. The 911 R also showed that the crews in Zuffenhausen and Weissach could build nimble yet indestructible cars, as proven by the test vehicle that stoically racked up around 20,000 kilometres without a peep

of complaint during the Monza record run. But most crucially, just a few years later, the 911 R perfectly illustrated how Zuffenhausen had the guts to offer its loyal customers a sizeable number of a limited homologation model.

Without the 911 R, the Carrera RS 2.7, the model which truly launched the Porsche hype, would never have existed.



Another one of the four prototypes of the 911 R

PORSCHE 911 R

THE
UNBEARABLE
LIGHTNESS
OF BEING

Most Porsche love affairs begin with a 911 beating everything in sight on the racetrack.

This one is about a lonesome Porsche. And it starts with failure.



It was a cold October night in 1967. The racing season was over and done with. Champions had been crowned, the cars and drivers could all lean back and relax. Apart from a small crew from Switzerland. F1 ace Jo Siffert, gentleman driver Charles Vögele and young guns Rico Steinemann and Dieter Spoerry had lived through such an exciting season, they didn't want it to stop. Not yet.

It was Steinemann who first came up with the idea. Why not try to beat a few long-distance speed records? Ford and Toyota proudly held the most significant ones. How cool would it be to conquer a few of those? Why not with the Porsche 906 Steinemann had shared with Spoerry this season? The car was nimble, fast and as reliable as a guide dog. What could go wrong?

Porsche Switzerland fancied the idea, while BP, seeing a beautiful opportunity to prove how good its oils really were, chipped in the necessary cash to make it happen. And Firestone gladly provided sufficient tyres. Jo Siffert recognised a cunning plan when he saw one. He jumped right in. After that, Charles Vögele could not stay on the sidelines.

Finding the right track was easy. Monza, in the north of Italy and close to Milan, was adequately fast for record attempts, and it probably was the only place where the weather wouldn't turn against them so late in the year.

Monza has such a crushing history, fans get goosebumps even on a hot summer's day. But it is rough, too. And dangerous as hell. Last year, Richie Ginther almost lost his life here during the Italian Grand Prix. Even so, the crew was confident enough to invite a Swiss newspaper to cover the entire undertaking. Too confident, perhaps.

The first test drives were a cold shower. The track was so bumpy and covered with so many potholes, the pilots were shuddering in the bucket seat and could hardly see where they went. But the speed was there, the records within reach.

On Sunday morning, October 29th, the ambitious undertaking started. Four days and four nights at full throttle. Each minute in the pits could spoil everything.

The first three records were in the bag after only ten hours. A thousand kilometres at 226.252km/h, three hours at an average of 226.687km/h and six hours at 225.256km/h.

Then, a shock absorber broke. Obviously it could be repaired. However, within an hour, two more shocks failed. The 906 was just too light, the track too harsh.

Rico Steinemann had no other choice but to call Stuttgart. They had to throw in the towel. The records would remain in the hands of Ford and Toyota.

It was a bitter pill to swallow. Too bitter for young Ferdinand Piëch. A grandson of Ferdinand Porsche, this engineer was determined to leave his mark. He had studied the rules. He knew they could begin a next attempt within 48 hours. Improving and reinforcing the 906 wasn't possible on such short notice. But what if they chose a different car? Why not the 911 R? There were two of them around at the factory.





WORLD RECORD

BP World Record
103



WORLD RECORD



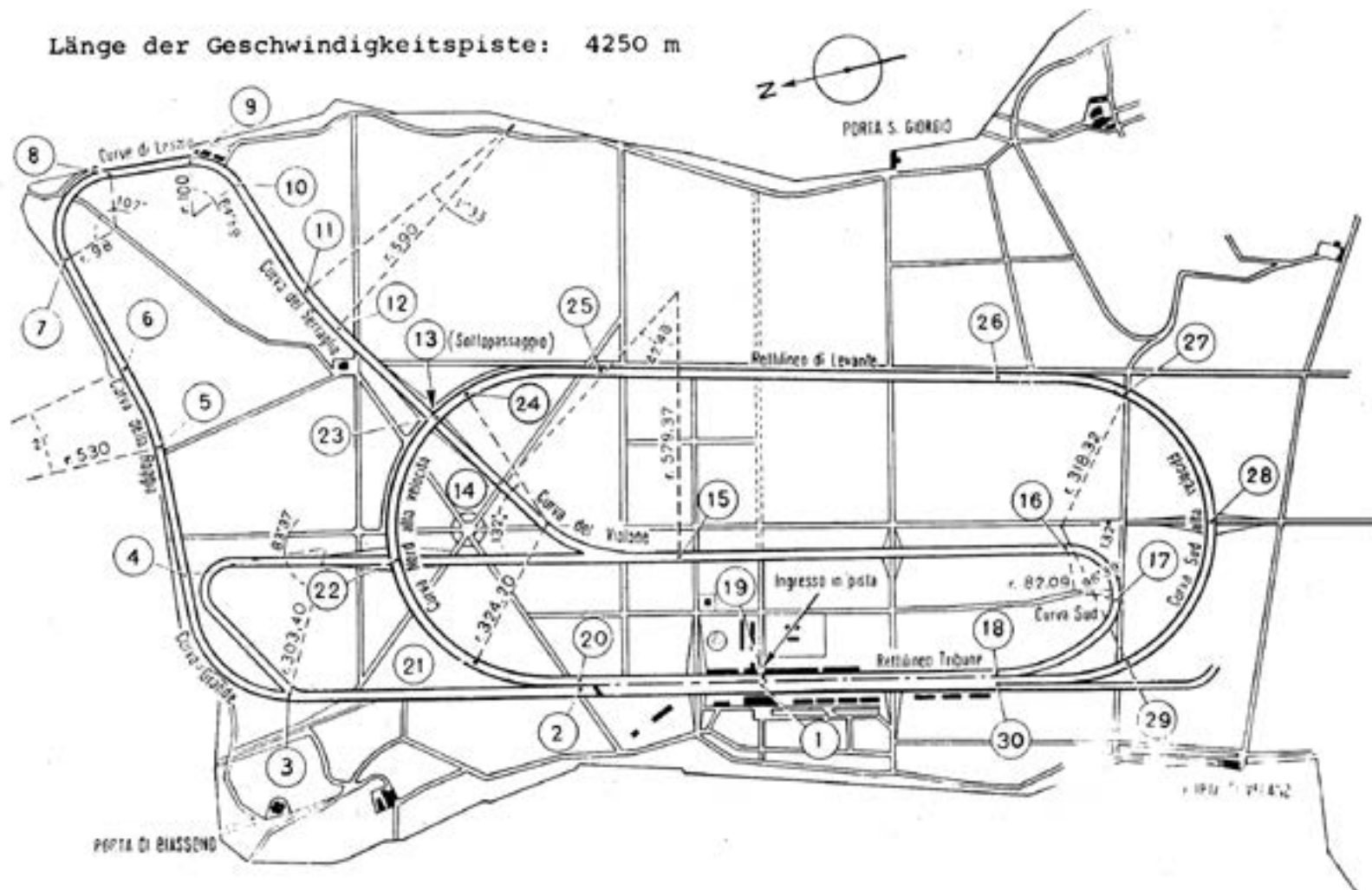
WORLD

Gulf



GULF





Dieter Spoerry

Sadly, quick calculations revealed the 911 R lacked raw pace. It did have the same engine as the 906 but, despite its relentless diet, was still 200 kilos heavier. It just wasn't as hard-core a racecar as the uncompromising 906. The 911 wasn't fast enough. They could all pack up and go home.

Siffert couldn't believe it. He had already driven the 911 R. He had experienced how blisteringly quick it was.

Within an hour, Piëch called back. Maybe there was a mistake in the calculations. It was Sunday evening. There was little he could do now. But he would call a crisis meeting on Monday morning.

Zuffenhausen's smartest brains had many pressing issues on the agenda. Some still doubted whether the car was fast enough. While those who knew the 911 R well were convinced it could do the job. And how about engines, gearboxes, spares? The freshest of the two available vehicles had already run for more than 100 hours. Its engine had been rebuilt since, but nobody really knew if the job had been done properly. And there was no time to check, let alone redo it. Others feared fifth gear might not endure such a long distance at full blast. Replacing it during the attempt would take too long. Instead, they could mount a second fifth now, because fourth gear wouldn't be required anyway at Monza's high speeds.





Jo Siffert



Charles Vögele



R. Steinemann

above – Jo Siffert
middle – Charles Vögele
under – Rico Steinemann

BP WORLD RECORD		FAHRTENPROTOKOLL		SIFFERT		
				Fahrer	58	
				Datum	1.11.67	
					58	
					58	
Runde	Zeit	Geschwindigkeit	Totalzeit	Durchschnitt	Total km	Bemerkungen
41	1.10.9				4347.750	1021 Runden
42	1.10.9				4352.000	
43	1.10.3				4356.250	
44	1.10.8				4360.500	
45	1.11.4				4364.750	
46	1.10.7				4369.000	
47	1.10.4				4373.250	
48	1.10.8				4377.500	
49	1.10.6				4381.750	
50	1.11.0				4386.000	1032 Runden
51	1.11.2				4390.250	
52	1.11.5				4394.500	
53	1.11.0				4398.750	
54	1.10.3				4403.000	
55	1.10.3				4407.250	
56	1.10.8				4411.500	
57	1.10.9				4415.750	
58	1.10.4				4420.000	
59	1.11.0				4424.250	
60	1.11.7				4428.500	1042 Runden

BP WORLD RECORD

PROGRAMM

Freitag, 27. Oktober 1967

Eintreffen aller Teilnehmer im Autodrom von Monza
19.00 Uhr gemeinsames Nachtessen im Restaurant

Samstag, 28. Oktober 1967

Vorbereitung des Fahrzeuges und der Piste
09.00 Uhr ärztliche Untersuchung der Fahrer
16.00 Uhr Instruktion aller Teilnehmer im Restaurant

Sonntag, 29. Oktober 1967

12.00 Uhr Start der Rekordfahrt

Donnerstag, 2. November 1967

12.00 Uhr Ende der Rekordfahrt

Spares were another matter. As difficult as it was, Firestone guaranteed it would supply enough proper tyres for the 911. They could start with the rubbers available, and the rest would be flown in. But what about gearboxes and suspension parts? There wasn't time to prepare the duty papers and formalities for a double border crossing from Stuttgart to Switzerland and finally Italy. They only saw one alternative. Chassis number 118-990-01, which was supposed to chase records, had to be driven on the open road. And a second car, too, to serve as a rolling warehouse.

Luckily, both cars arrived in Monza on time. One was immediately taken apart, to ensure they had sufficient spares. The focus was on suspension parts, obviously. There was no time to waste. After all, the team had only until 10pm to prepare and start a last attempt. The first tests were encouraging. The R was five to six seconds

a lap slower than the 906, but fast enough to take at least a few records home. An average of 210km/h would be feasible if they didn't run into technical problems. Which wasn't so sure on this rough concrete. Peter Falk even painted white arrows on the track to warn the drivers of the toughest spots and deepest potholes. Hopefully, the stronger 911 could endure where the 906 had broken down.

At 8pm, on October 31st, the 911 R finally took off. To the record books. Or towards total failure.

The first day went smoothly. The ivory-white 911 R passed the pits every one minute, 11 seconds, each time eating into four





kilometres and 250 metres of the 20,000 kilometres on its menu. The drivers performed consistently, while the little Porsche proved to be reliable. They had to stop only to refuel, check the oil, change the tyres, swap drivers, clean the windscreen. All went to plan.

When a front suspension strut broke after 7,000 kilometres, it could be repaired without losing too much time. But they knew one thing: it would probably snap again before the 20,000 kilometres were done.

It got worse. From the second day on, it rained so relentlessly, they needed all their talent and good luck just to keep the nimble 911 on track. It wasn't problematic in the corners. The rain was so heavy and the banking so steep, the water simply flushed away. So long as they went in high and fast, it barely bothered them. But it required a lot of skill and courage to steer the car at 200km/h through the small lakes of standing water at the beginning of the straight.

Right when they believed the rain couldn't get any worse, fog also kicked in. Thick as pea soup. At times, they could barely see 30 metres. Even though they knew the track better than their pockets after thousands of laps, it was still so tough, one driver refused to take the wheel. The crew in the pits tried everything to help. They placed burning oil tins on the track, hoping it would make the fog disappear. It didn't. The best solution turned out to be pocket lights aligning the track, one every few metres, like an airstrip. But the batteries ran dry after three hours and it required four men to constantly replace them.

By the third day, and with 15,000 kilometers on the clock, fifth gear broke. Luckily, the second fifth at their disposal allowed them to keep the same pace for the last day. As improvised as it had been, the thorough preparation paid off.

After 96 hours, 90 worn-out tyres, hundreds of shots of adrenaline, thousands of litres of fuel and 4,716 laps, the chequered flag fell. Porsche's gamble had worked out beautifully. The 911 R smashed five world records and 11 international records, and it was 18km/h faster than the previous best. Apart from winning the Tour de France Auto in 1969, it was the biggest feat for the tiny 911 with big ambitions. The 911 R later disappeared into oblivion for decades, because Porsche hadn't produced enough copies to be allowed to compete in a suitable class. But it did start a magnificent family with many beautiful kids.

*right — The bonnet was so light,
it got dented by the wind at high speed.*



F

911 CARRERA 2.7 RS
911 CARRERA 2.8 RS



PORSCHE 911 2.7 CARRERA RS



How the 911 2.7 RS was born

The icon

While the 911 R hardly got noticed by the public, the Carrera RS 2.7 unleashed an avalanche: suddenly, rear spoilers were all the rage and Porsche received an unexpected rush of orders.

Following the 911 R, Porsche, of course, continued to develop race-cars based on the 911. The ambitious Ferdinand Piëch and his team were way too keen to explore the possibilities of the car, and to use its racing achievements to build the foundations for commercial success.

It started in 1970, when the two litre 911 ST served as the basis for versions with a displacement of 2.2 and 2.3 litres. They retained the “ST” designation which originated from homologating the lighter T-model with the powertrain from the S model. Whereas the rally version was given the engine from the 911 S 2.2 in virtually unchanged form, the circuit versions received an engine with 52 cc extra capacity. Basically, the displacement was increased by enlarging the bore by one millimetre, creating more than 240bhp, compared with the 180bhp from the standard version. Seven cars were to be made – plus a very special 911 in 1970, in which a 2.4 litre engine with 260bhp had already been tested.

This unique vehicle was built for Gérard Larrousse and his co-driver, Maurice Gelin, to enter the Tour de France. Enormous effort was put into its performance and weight because this 911 S 2.4 “Tour de France” would have to face dramatically superior opponents like the Matra V12 racecar, which had already been successful at Le Mans.

Larrousse told the mechanics: ‘If you manage to get the weight below 800 kilogrammes, I’ll buy the team a case of champagne.’ And that’s precisely what he had to do. Thanks to a magnesium crankcase and radical weight reduction, this particular 911 tipped the scales at 777 kilos. It probably still has the honour of being the lightest 911 race-car in Porsche’s history. After 4,525 harsh racing kilometres through France, the expensive weight-loss programme eventually yielded a third-place finish for the 911 behind the two Matras. The brutal character of the race is evident in one single fact alone – barely 42 of the 112 starters crossed the finish line.

From 1970 to 1972, Porsche also turned its attention to the toughest of rallies, the East African Safari Rally, for which it prepared a few 911 S 2.2s with the standard 180bhp flat-six. In addition, it made another 21 copies of the 911 S 2.5 in 1972, which were sold to private buyers for 49,000 German marks. Extremely lightweight at only 960 kilogrammes, and equipped with a 2.5 litre six cylinder engine and 270bhp, these racecars racked up several major successes on circuits and at rallies.

Ferdinand Piëch, who had acquired the title of *Technischer Geschäftsführer* – “Technical Managing Director” – in 1971, had also produced his next trump card by then: the Porsche Carrera RS 2.7. Ten years after the 356 Carrera GT, this new car was finally allowed to bear the legendary “Carrera” designation again, as was recorded in a memorandum from July 4, 1972. And it was Piëch’s way to pursue the course he had already hoped to take in 1967 with the 911 R. It was perfectly prepared for racing, with the sole aim of making and selling 500 of them, the minimum number required to get it homologated in the GT 3 class. Once again, the marketing department wondered whether it was a good idea to try to sell 500 such vehicles so obviously intended for racing.

The overall figures were quite appealing, though. For “only” 33,000 German marks, one could purchase a 911 which barely weighed 960 kilogrammes, and whose 210bhp, six cylinder engine could power it to an impressive 240 km/h. It hit 100 km/h in 5.8 seconds, while its front



A design study from the early 1970s

and rear spoilers increased top speed and reduced the tendency to oversteer. However, the rear spoiler triggered considerable debate on taste and aesthetics. But discussion quickly ceased when test drives showed a striking improvement in performance and road holding with the spoilers in place. Porsche wisely communicated to its customers that it would be their own responsibility if the rear spoiler was replaced with a standard rear lid. Registration turned out to be complicated, because many buyers had to take their spoilers to their local registration centers, have the conversion recorded, and only then actually mount them. But nobody complained about how much effort it took. On the contrary, a growing number of 911s with front and rear spoilers soon appeared on the roads, and they clearly weren't Carrera RS 2.7 models.

The world premiere took place on October 5, 1972, at the Paris Motor Show, where 51 orders were promptly signed. This immediate success surprised everyone at Porsche. After the first 500 vehicles were sold by

November 1972, the Carrera RS 2.7 could be homologated in the Group 4 category for special grand touring cars. The company immediately decided to assemble a second batch of 500, which were also sold in no time and enabled homologation in Group 3 for production grand touring cars. But some loyal customers still expressed their disappointment in no uncertain terms at not being allocated a Carrera RS. So, production of the car was extended until the end of the 1973 model year, albeit with a price tag of an extra 1,000 German marks. Ultimately, no fewer than 1,580 Carrera RS 2.7s would be delivered to happy clients. The basic model of the Carrera RS 2.7 was, of course, sparsely equipped and only moderately comfortable. Porsche therefore offered two variants: one with a sports package and the other with a touring package for a surcharge of around 2,500 German marks. As could be expected, 1,325 of the new owners opted for the slightly more comfortable version, while 200 chose the sporty original. With the addition of the RSH and RSR 2.8, Porsche ended up building four different variants.



Testblatt FIA/CSI Homologation Nr. 637
 Gruppe A: 4

FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE
 Testblatt gemäß den Bestimmungen des Internationalen Automobil-Sportgesetzes
 Anhang „J“

Hersteller Dr.-Ing.h.c.F.Porsche KG, Stuttgart-Zuffenhausen

Bezeichnung/Typ Carrera RS Hubraum 2687 cm

Regeljahr/Modelljahr 1972/1973 Beginn der Serienfertigung Oktober 1972

Seriennummer / Fahrgestell 911.360.0001 uzf. Motor 663.0001 uzf.

Art des Karosserie-Aufbaus a) Coupé

Art des Karosserie-Aufbaus b) _____

Art des Karosserie-Aufbaus c) _____

Grand-Tourisme Herstellung des 500. Fahrzeuges erfolgte am _____ 19__

Berlin-Grand Tourisme Herstellung des 1000. Fahrzeuges erfolgte am _____ 19__

Tourenwagen Herstellung des 1000. Fahrzeuges erfolgte am _____ 19__

Berlin-Tourenwagen Herstellung des 5000. Fahrzeuges erfolgte am _____ 19__

OWS/FIA Eintragungen

Datum der Antragstellung November 1972

Antrag von [Signature]



Anzahl der Testblattseiten (Grundhomologation) 12 FIA-Anerkennungsg

Anzahl der Nachtragsseiten _____ FIA-Stempel [Signature]
 Olschiff

Einstufung gültig ab 1. März 73

Liste Nr. _____



The 2.7 RS at the Paris Motor Show in 1972



A prototype of the 2.7 RS lightweight

The RSH came first and it was considered to be a basic RS homologation model. The lightest of all was built specifically to achieve as low a homologation weight as possible. It had the thinnest metal panels, no stabilisers, no rust prevention, no insulating material, and very narrow tyres. Barely 17 of these cars were made. The additional sports version of the RS (M 471) was not only good for customer racing, it also was street legal and perfectly suitable for everyday purposes. The RSL (for L) was intended as a touring version (M 472) for clients who wanted the same driving performance in a more luxurious package. Last but not least, the RSR 2.8 was meant for the racetrack. Its fender flares flirted with the maximum dimensions allowed by the regulations, and it had a roll cage, a six cylinder engine with 2,806cc and double ignition, performing around 300bhp. The larger capacity came from a two-millimetre increase in the bore, now measuring 92 mm. Fifty-seven of these vehicles would ultimately be sold for 59,000 German marks.

What were the reasons behind the RS 2.7? Dr Thomas Gruber and Dr Georg Konradshiem describe the situation succinctly in their reference work on the Carrera RS 2.7: *The regulations initially limited the 911 S 2.4 to a displacement of 2.5 litres, and a weight of no less than 995 kilogrammes. The fender flares could be an extra 50 millimetres wider at most, which restricted the tyre width because they had to be entirely covered. Apart from the fenders, no changes could be made to the body above the wheel hubs. However, Porsche came under increasing pressure during the 1971 racing season. The Group 2 Ford Capris were starting to threaten the superiority the 911 had enjoyed for years in Group 3. Furthermore, the European GT championship wasn't going to limit the displacement anymore. The following year would bring large-calibre opponents like the Ferrari 365 GTB/4 and the De Tomaso Pantera to the scene. A more powerful racing version of the 911 was urgently needed.*

Since it was not financially feasible to build a totally new model – like Lancia was doing with the Stratos – Porsche set about modifying the 911. It made sense, because the 911's rear engine naturally gave it the best traction. Its tendency to oversteer could be cured, even if most drivers actually quite liked this behaviour. Its larger engine ensured outstanding performance, as did its sophisticated aerodynamics and the spoilers mentioned above. It was also finally possible to reach a displacement of 2,687cc by expanding the cylinder bore from 84 millimetres in the 2.4-litre to 90 millimetres in the 2.7 RS. It had forged pistons with flatter heads as well, while other components and valve timing kept similar to the 2.4 S engine. In fact, an astonishing number of parts in the Carrera RS 2.7 remained identical to the 2.4 litre 911 S – and even many details from the L version's interior resembled those in the RS.



A publicity shot showing prototype cars with the front spoiler of the 911 2.4 S instead of the real 2.7 RS front spoiler. The one with the blue striping is a lightweight prototype, the one with the red striping is a touring prototype.

But one problem remained. The six cylinder engine, which was initially designed for a displacement of only two litres, had reached the limits of its capacity at 2.4 litres. The 2.5 litre racing engine was already considered a fragile piece of engineering. So where was the additional displacement going to come from? The solution was found in the legendary 917 racecar. The aluminium cylinders from the 1971 flat-12 received a sleeve of nickel-silicon carbide, which was just a few hundredths of a millimetre thick and had better slide properties. Thanks to this extremely thin liner, material could once again be removed from the relatively thick cylinder walls to increase the bore. It grew from 84 to 90 millimetres and enabled a capacity of 2,687cc for an identical stroke of 70.4 millimetres.



A pre-production RS. The car already has the wider rear flares and the 2.7 badge, but still carries the 911 S label. Porsche considered a 2.7 S as their top of the line before the Carrera RS arrived in 1973.



Different proposals for the 2.8 RSR

Porsche still wasn't courageous enough in those months to blatantly opt for the biggest possible capacity of three litres, because there were some strength problems to be solved like detached flywheels and damage to the crankshaft. So, for the time being, the racing version kept the above-mentioned capacity of 2.8 litres. There was also much fine-tuning required on the RS 2.7 of course, although the total amount of development turned out to be less than expected.

Today, the "duck tail" Carrera is one of Porsche's most iconic cars – as illustrated by the many replicas and new constructions on the market. The RS 2.7 enjoys this status thanks to Porsche's unprecedented decision to produce a totally unexpected number of these uncompromisingly sporty cars, but also because it offered outstanding driving performance comparable to a Ferrari, Maserati or Lamborghini – at half the price. Moreover, the RS 2.7 provided this driving pleasure for considerably lower maintenance expenses and greater reliability. And finally, its rear spoiler, visually, set it totally apart from every other sports car.



above – Early windtunnel tests
right – The Geneva Motor Show in 1973



PORSCHE

INTERMECCANICA

OPEL

HALLE
3



PORSCHE 911 CARRERA 2.7 RS/H

THE GRAND- FATHER

Most Porsche stories start with a fantasising kid.
This one had a teenager with the coolest grandparents ever.





Grandpa had done well in life and regularly bought a new Porsche. A 2.0 Targa S in 1969, then a 2.2 Targa S and a 2.4 Targa S. But he shifted to another gear in 1973, when he acquired a 911 2.7 RS with a Touring body. It was as yellow as the sun in spring, sparkling as life itself, lightweight as this man's deepest sorrows. The world adored its magnificence. And his grandson, young Johan, fell deeply in love with it. 'All automobiles looked like shoeboxes next to my grandad's Porsche. No other car had spoilers or stickers, and its stance was wider at the back – which was absolutely not done. It got even sexier when Peter Gregg and Hurley Haywood won the Daytona 24 Hours a few weeks later with a 911. The 911 also won Sebring before the success story of the Martini 911s started. Gijs Van Lennep's 911 beating the Ferrari and Alfa Romeo prototypes in the Targa Florio was mind-boggling. I was a 14-year-old kid with big dreams. In my view, their 2.8 RSR was similar to my grandparents' car. To me, they owned a vehicle they could drive to renowned races and battle for victory.'

A few years later, it got even better.

When Johan finally earned his driving licence at 18, his grandad happily threw him the keys of the coveted bright yellow marvel.

'It was the very first car I ever drove. I constantly hit 245km/h on the freshly constructed highway between Antwerp and Brussels.'

It was such a blast, there was only one conclusion.

'One day I had to have this RS,' remembers Johan 40 years later.

'Is a 2.7 RS beautiful? Not everybody fancies the ducktail. Does it make sense that Porsche asks so much more money for basically less car? Not really. But it has this *je ne sais quoi*. It had never happened before that a vehicle which had been developed for competition became such a commercial success.'

However, even the coolest grandad can move in mysterious ways.

'I constantly assured him he should warn me if he were to sell the RS. Obviously, he didn't. I might have called him an idiot the day I found out the apple of my eye was gone.'

Johan wanted the car so badly, it took him the better part of 30 years to trace it down again. But when he finally unearthed it in Spain, it was a cold shower.

'It had been rebodied after a huge crash. I didn't buy it. To me, the real car didn't exist any more.'

Of course Johan fancied the 2.7 RS. He's not a man to live by the rules or conform with society. He's a rebel with a leaden foot.



'I had always hoped to inherit a few Porsches from my grandfather. That didn't happen. And my father kept telling me: "If you don't have the money to buy a Porsche, you will never own one." He often let his children feel we weren't very talented. We all proved him wrong. One brother in literature, another in films and me in cars. I was as proud as a peacock, owning a closed and an open Porsche after years of hard work. I couldn't expect more.'

'Driving a racing car on the street among countless commuters... it hardly gets any better.'

Sadly, the 2.7 RS also got out of reach financially in the late 1980s. Johan saved hard, but prices for a 2.7 RS rose harder. Reality struck. He would probably never possess one. So he purchased a new 964 RS instead, partly out of frustration.

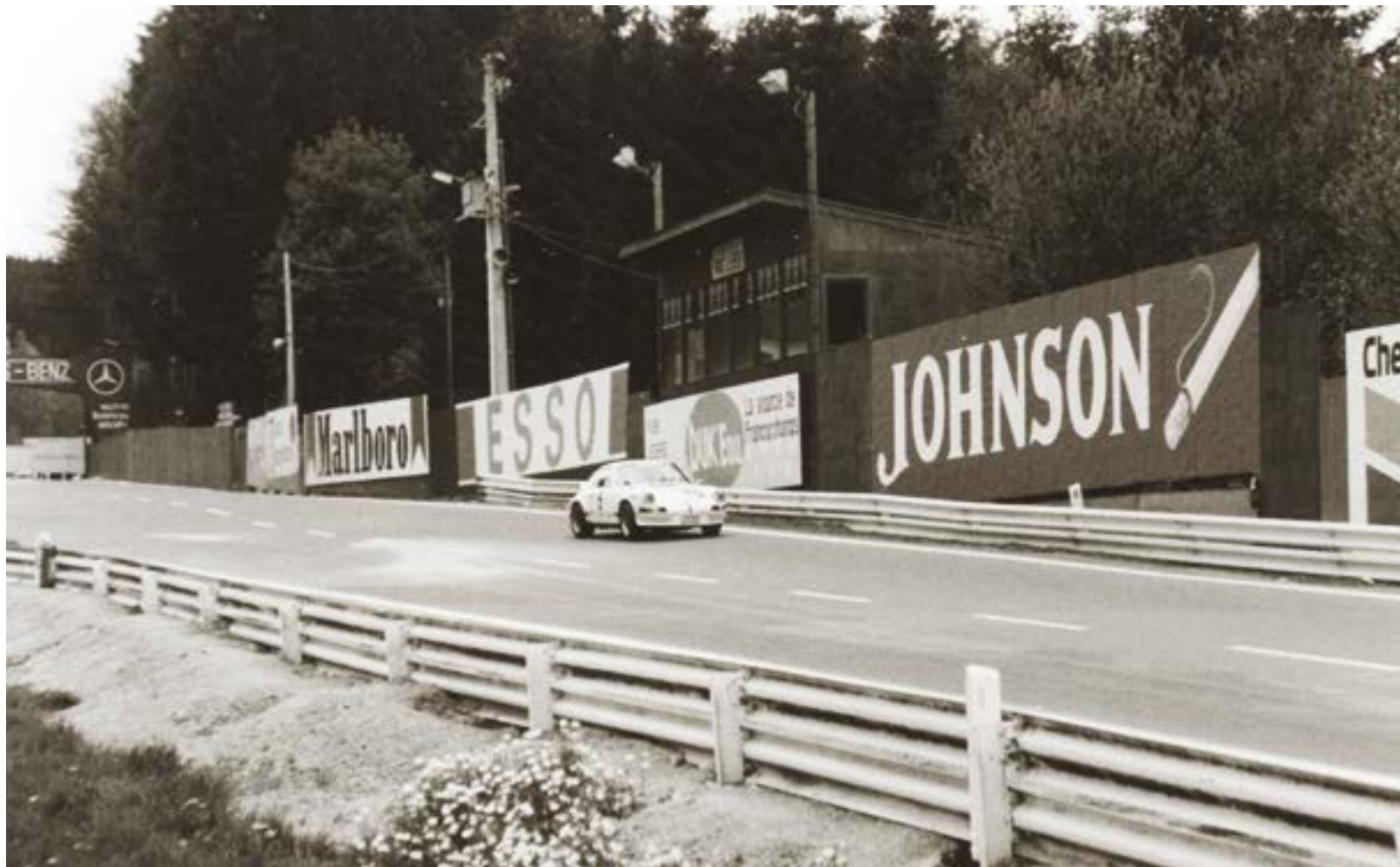
'Because it was reasonably affordable. It cost 3.2 million Belgian francs, while a good 2.7 RS was worth at least five million. I was very happy with it and truly believed this would be my one and only Porsche ever.'

It wasn't. A year later, he also bought a new 911 Speedster.

But good things come to those who wait. The market finally imploded and prices plummeted halfway through the 90s. Although a 2.7 RS remained repulsively expensive, it was within reach again. And one peculiar RS touched a sweet spot. As a kid, when visiting a Porsche dealership with his grandfather, Johan witnessed someone taking delivery of a brand-new 2.7 RS/H, one of only 17 lightweight-bodied cars. It was already 1974, so it must have been standing there for a year, possibly because the customer faced financial worries. And other clients didn't grow on trees. Not for such a spartan car costing a whopping 12,500 euros. Turned out, this man was quite the personality, like most RS buyers probably.

'Paul De Cock was a true gentleman racer. "Alex" was his alias. His 2.7 RS was completely standard, apart from half of a roll cage. He drove it to the office on weekdays and raced it on weekends. Paul knew how to turn the wheel and grabbed three Belgian championships in the Group 3 class from 1975 to 1977. He later competed with a 3.3 Turbo and an ex-Bob Wollek 934. He sadly died in 1981, returning from the Cote d'Azur with his 3.3 Turbo. Hearing a weird sound underneath, he stopped and jacked up the car. When a truck passed, the 911 fell off and Paul was crushed by his Porsche. That's how the unfortunate story goes.'

Despite Johan's becoming friends with Paul's widow, she never felt the urge to sell the RS/H. Certainly not after marrying a Porsche specialist who had restored an endless row of 911s.



Paul 'Alex' De Cock at Spa Francorchamps



In the mid-90s, another 2.7 RS crossed Johan's path. It wasn't as lovely as Alex's lightweight RS, but nice enough to spend the last of his money on. It was Johan's third and definitely his last Porsche.

A week later, Paul De Cock's widow called with the one message he had hoped to hear for ages. She had finally decided to sell. Johan was devastated. Luckily, the widow understood. Charmed by so much passion, she kept the car aside until Johan managed to get rid of his RS and use the money to buy the one he had fancied for so long.

'The circle was round. I had a 964 RS, a Speedster and this 2.7 RS. The holy three-some.'

Until Johan began to know a bit more about himself. It was time to face the facts: he was troubled by a collector's mind. Books, model cars, brochures, folders: he keeps everything he's passionate about. Including cars. All 911s, obviously. All lightweight. At the end of the 90s, he purchased another new RS: a 993 with a 3.6 litre flat-six. And a few hot summers later he could acquire a restored SC-RS. Afterwards, he more or less lost count.

Today, Johan is a grandmaster in Porsche's lightweight universe, and his JFD collection might well be one of the most treasured around. Not in terms of money, because such cars only accumulate value when they're for sale. And if there's one thing he won't do...





'Never say never, but I can't think of any reason to get rid of my 911s for now. The 2.7 RS will probably stay as long as I live. After all, it's the ultimate RS of the series. However, my 964 RS means that little bit more to me, being the first car I bought new. Truth be told, it's the model which has the least RS spirit in its genes. It's a great little automobile with a fantastic engine and beautiful handling, but it looks like any other 964. It's slightly lowered, that's it. The later 3.8 is a genuine RS with evolved technology, huge spoilers and massively improved road holding.'

Johan is not a man to sit and watch his Porsche collection grow, nor one to attend a concours d'elegance weekly. He loves a good chat about Porsches, but he fancies a hot drive way more. Going sideways is his ultimate pleasure. Out of line, yet perfectly in control. He also picked up racing. With classic 911s, obviously. And with Gijs Van Lennep as his co-driver, the same pilot who won the Targa Florio in 1973. So that was another dream come true.

Johan never races this 2.7 RS, though.

'After a tough first few years, this car deserves a quiet retirement. It's very authentic, only suffering a few minor accidents after race encounters, and it was resprayed only once on the outside. I don't want to prep its brakes or suspension for racing while I can go crazy with so many other 911s.'

The JFD collection isn't about money or creating assets. It's about conserving, enjoying and transferring the passion. There never was a big plan, either. It just happened.

'Fortunately, it's never finished. It wouldn't be fun otherwise. Sadly, prices again rose to such enormous heights, there's little chance that I can buy the few iconic cars I still fancy. It also becomes truly hard to keep my vehicles in perfect shape, even with talented guys like Mike, Joe, Laurent, Hans and Killian looking after them. So, I might sell a few.'

In a way, it's total coincidence that Johan's hobby resulted in such a prized assembly. He never considered the cars as returns on investment, and most of them were bought in *tempore non suspecto* – when the 911 craze only occurred in a small circle of true connoisseurs. It's the stuff of kids' dreams, fulfilled by a grandchild who never really grew up.





PORSCHE 911 2.7 RS TOURING

PAID IN FULL

Most Porsche owners
worked hard to buy
the 911 of their dreams.

John Watson did what others
would have paid even more for:
drive a Formula 1 car, that is.







It had been tough to secure a place in motorsport's highest tier, but John Watson managed it. It was 1974, and he had found a seat at Goldie Hexagon Racing for his second season in Formula 1. To earn decent money, the team also exploited such a successful Porsche dealership in north-London, the big boss could happily drive a brand-new, raven black 2.7 RS.

At least until Watson noticed the 911.

It was love at first sight. And it continues, 43 odd and stormy years later.

'I wanted it so badly, I made them an offer they couldn't refuse. I traded in my first car – a dull Ford Granada – and proposed to deduct the balance from my salary as their racing driver.'

It was a pact with only winners.

'Money wasn't such an issue in this phase of my life. I could survive on £100 a month. This Porsche mattered most to me.'

Next to being a Formula 1 driver, it was another childhood dream come true.

'Ever since I was a kid, I followed Porsche, whether they raced at Le Mans, rally or Daytona. It probably traced back to 1955, when I first saw a 550 Spyder and a 356 Coupe competing in the Irish Tourist Trophy. Even if Stirling Moss brought a magnificent Mercedes, there was something magical about the shape and sound of those Porsches. From that day on, it wasn't Ferrari, Mercedes, Maserati, Jaguar or Aston Martin for me. I'm a real Porsche guy.'

Watson wasn't the only Porsche aficionado in the Formula 1 paddock.

'James Hunt often drove a white 2.7 RS, a lightweight to my recollection, while I have the Touring version. The lightweight is more desirable now, but back then I was rather happy mine had a sunroof, electric windows and a bit of comfort.'





Watson was living the high life and used his 2.7 RS daily from April 1974 up to mid-1975. He took it to most European races until he was engaged by John Surtees, who furnished him with another car.

‘I could have sold the 911 but never felt the need. Things I have, I tend to keep. So I decided to hang on to it, and kept hanging on to it, and kept hanging on to it. And here we are, 43 years later.’

Apart from some damage to the front, which needed to be repaired, the car still has its original paint. And it barely has 48,000 miles on the clock.

‘I did 30,000 of those before 1990. Afterwards, I asked Porsche of Great Britain to completely overhaul its engine and gearbox. I don’t use the car a lot any more. I guess it clocks 500 to 1,000 miles a year. It’s now maintained by Autofarm, close to Oxford. For them, it’s like a baby coming home each time.’

Watson never raced his beloved 911, and will certainly not do so now.

‘I love classic cars, but I have no interest in historic racing. I’ve been very fortunate to have been a grand prix driver for ten seasons, so I leave it to that. Nothing beats Formula 1. I recently did the Mille Miglia, though, in a Porsche 356 pre-A coupe. I honestly hadn’t expected it to be so much fun.’

And it gave him a big confidence boost, too.

‘At a certain point, we had to make up for some lost time. It then struck me how quickly my old racing reflexes returned. After a few miles, I completely got into the game again. That was pretty cool,’ says the man who survived ten seasons in Formula 1, took five victories, beat his teammate Niki Lauda regularly and missed the world championship by an inch in 1982.

'It's true that no world champion can be a pleasant person. Not in this sport. In hindsight, being too nice certainly was my biggest flaw. Although others probably consider it a quality. My life might have developed differently if I had been world champion, but I don't regret anything. Whereas it would certainly have fulfilled a childhood dream, I'm not so sure it would have made me happier in the long run.'

Being able to talk about it is already a victory in itself. 'I lived through the most exciting yet also the most lethal era of Formula 1. François Cevert died during my second grand prix, Peter Revson lost his life during my fifth race. If we left our hotel, we never knew if we would return. We just tried to block out those thoughts and rely on ourselves and on the team. It was the only way to deal with it, really.'
In turn, they got a great run at the wild side.

'They were different times. Modern Formula 1 could use flamboyant stars like James Hunt. Unfortunately, such a lifestyle became impossible. Back then, nobody knew what happened after the races. Now, every escapade immediately lands on social media.'

Despite his addiction to his favourite brand, Watson only raced for Porsche in the second part of his career, after he swapped from Formula 1 to sports cars.

'I did Le Mans in 1985 with a Rothmans 962, Spa 1984 with Vern Schuppan, and I won in Fuji with Stefan Bellof. In total, five or six races. I was supposed to be doing two more with Jacky Ickx while we were developing the PDK gearbox. It was typical Porsche engineering. The concept was brilliant, the execution was...well...it was just too early. They lacked the electronics to make it happen.'

Watson still loves Porsche today, even if it's not the same company any more.

'If only because it's owned by VW now. It has annoyed me a little how they've left the collectors slightly in the cold, whereas

Ferrari does a much better job by handing out certificates of authenticity. Validating vintage cars immediately improves their value. Porsche is quite slow in that respect. Tracing down correct spare parts also became extremely challenging and truly expensive. While to me, it's a no-brainer: only original parts out of a brown box with a red Porsche logo are mounted on my 2.7 RS, even if it costs three times as much as something from Brazil or Taiwan. Porsche should help us a bit more, because owners and collectors are the bedrock of their success. We tend to use our cars and keep them in perfect shape. If you enter the Porsche community, you want to feel the family is taking care of you, instead of just taking your money. They shouldn't radiate they're only interested in selling new vehicles. The old stuff is what this company was based on. It creates the legend and makes the brand so strong.'



Which doesn't mean Watson dislikes new Porsches.

'I have a 991 GT3 RS, the great-successor to my 2.7 RS. What a car. But as a former Formula 1 driver, I can say this without shame: it's just too fast. You can touch 200km/h only by looking at the throttle. In normal traffic, you'll end up in jail if you put it through its paces.'

Watson owns a Beetle and a Porsche 356 as well, and he has piloted the best gear imaginable: the hottest Formula 1s, the fastest Le Mans sports cars and many supercars of the past decades. Even so, he has only one eternal love. Like a couple on the brink of their golden wedding anniversary, Watson and his black 911 RS are totally at ease with each other.

There is one pickle, though.

What's next?

'Rust remains a problem with old cars. But once you restore a vehicle, it can never be unrestored. My dilemma is: how much should I do to maintain its condition and let it get old gracefully, without losing its originality? Sadly, many potential buyers are interested in such cars for all the wrong reasons. It's often about vanity, or getting invited to Pebble Beach or Villa d'Este. So they restore their automobiles to a level they never attained when new. I don't like that too much. I'm not sure if I perfectly succeed, but I'm trying to keep my RS as authentic as possible.'

Watson's biggest pride?

'I'm still waiting. "Never stop having aspirations", that's my motto. But the Porsche fulfilled a dream when I bought it in 1974, and it's still very nice to have 43 years later.'

No matter how profitable the deal had been for Hexagon in 1974, Watson didn't only win on the track.

'It now turns out that our agreement was much more favourable for me than for them. Although it wasn't my goal, I might have secured myself a profitable pension plan with this enjoyable machine. The value of these things has taken on massively, but nobody had any indication in 1974 where the market would go.'

Today, this particular 911 clearly is the catch of the century for Porsche addicts. More 911 RS were used by grand prix winners. Yet none is still in the same talented hands.

'This probably is the only RS in such long single ownership. And it will remain to be seen whether I will say goodbye to it, or it will say goodbye to me. If I keep it for another seven years, it'll have been mine for half a century. That could be a good moment to part ways. I'll be 78 then, an age when you start wondering what to do with your worldly goods. If I do decide to sell, it won't take long. But I would like to make sure it goes to a good home.'





PORSCHE 911 2.7 RS LIGHTWEIGHT

ALWAYS WEAR SUNSCREEN

Most Porsche love affairs are about absolute loyalty. This one suffered from a little fling on the side.









It all began in the 1950s with a bright yellow Porsche 356 Convertible. Michael Willms was only a toddler, but he already understood there was something about his uncle's car. 'I probably got infected with the virus before I was four.' It was just a start. Things got much worse afterwards.

Michael was one lucky dude. His father was such a car nut, he took his equally enthusiastic son to all the races in the wider area.

'His friend was a big shot at Philip Morris. He gave me a job at Marlboro during the German Grand Prix when I was 16. Around the same time, I interviewed Willy Kauhsen for our school magazine. A former Le Mans hero, Willy had raced 917s as if there were no tomorrow. After that, I spent all my free time in his workshop, cleaning wheels and helping out with small stuff. We got along so well, he asked me to assist him during a few of his races. He's 78 now, but we still are good friends.'

After his wild student years, Michael started writing for the German motorsport magazine *Rallye Racing*, while accepting any other job with a slightest link to motorsport. When tuning became Germany's biggest

craze in the early 80s – and everything was a matter of how wide and how low you could go – Willms was working for a tuning parts company. Then, he spotted another opportunity to climb the ladder.

'After I grabbed the post of managing director at Eibach, a very small company producing springs, I tried to establish it as a renowned name, like Bilstein was for shock absorbers. During the Spa 24 Hours, I literally peddled from pit to pit with my brochures. It was a long and hard work, but eventually it paid off.' Meanwhile, an advertising company on the side also grew to enormous heights. And he became PR for Bridgestone's motorsport activities.

'They were cool times, and Eibach was really booming. However, after ten years, I got slightly bored. So I engaged myself in the Formula 1 universe instead. I became Benetton's German agent in 1993, the year before young Michael Schumacher claimed his first title. And I was connected with most other teams in one way or another afterwards.'

While it's easy to find countless men who lost an entire family fortune on motor racing, Michael Willms clearly is one of the happy few on the other side of the fence.



Although Willms has collected cars since he was 28, his Porsche love affair started relatively late.

'I bought my first 911 in 1987, a nice Carrera convertible.'

A few years later, he acquired his first significant Porsche, even if it was partly by coincidence.

'I could not possibly afford a new 911. But Willy Kauhsen helped me buy a nice Carrera 4 from the factory at a reduced price. It was one of 50 prototypes used for road testing from Death Valley to the Arctic. They were all white and none had any extras. Only later did I understand how special it was. This car gave me another shot of this poisonous Porsche virus.'

Afterwards, things went truly crazy.

'As soon as I had enough money, I purchased another Porsche. And another, and yet another. I established a first theme around early short wheel base 911s with 0-chassis numbers, and another around low-mileage soft window 911 Targas with original paint.'

Meanwhile, Michael also took a serious detour around Italy's finest. Raging Ferraris, wild Maseratis – a lot of them. He even picked up racing them in vintage events. It was fun, but it wasn't fulfilling. Not really. It was time to commit to the brand fitting his own character best. Porsche, obviously.

His collector's mind now focused on the most powerful 911 in each model range, and on 911s with a direct link to the Porsche family. There's a 911 from 1967, which was owned by "Ferry" Porsche, and one from 1972 with a very tasteful interior created by Anatole Lapine for Ferdinand Piëch's brother Hans Michel. 'He told his secretary to get some wool samples in Ludwigsburg. It took me four years to properly restore it.'

Hans Michel Piëch's former 911 is now parked next to the 964 coupe of his mother, Louise Porsche. And there's more to come, hopefully.

'It's not easy, though, if only because Wolfgang Porsche is also trying to purchase cars which belonged to his family. I have quite the competitor there.'

However, no collection is really complete without at least one 911 RS. Willms, too, knew he had to have one: 'As a kid, when driving my bike to Willy Kauhsen's office, there was always an RS parked around the corner. Willy kept assuring me I would buy one, one day. I could only agree. An RS has such a gorgeous stance.'





Willms got his first 2.7 RS with a Touring body 20 years ago: 'It's one of the very few without the ducktail. I used it for years as a daily driver, even on winter tyres. After all, the first owner drove it 365 days a year. It has a sunroof, which is ideal for long-distance rallies. I once did the French Tour Auto with it.'

Then, six years ago, he could lay his hands on Zuffenhausen's finest: 'This orange lightweight 2.7 RS originates from the first batch of 500, and it was built for a guy who wanted a sunroof. Which wasn't a problem. Quite a few Touring-bodied RSs had one. However, because this guy didn't have much money, he opted for the lightweight variant since it was 1,000 German marks cheaper.'

It seemed a weird choice, considering that the few lightweights all went to men with their eyes on the road, not with their head in the air. But, in the long term, it proved extremely smart. What started as a way to save money grew into the ultimate investment. Today, the rare lightweights all belong to important collections, and none can be associated with the idea of a bargain. Certainly not this orange marvel, one of only two lightweights with a clear view to the sky. It's unknown whether the other survived.

Willms is over the moon with his peculiar car park and with this athletic sibling: 'Both RS cars behave really differently. Whereas the Touring is more comfortable, the lightweight handles better, is much easier to control and gives a better connection because there's no insulation. Turns out, 100 kilos truly matters.'

Over the years, Willms got infected so deeply with the Porsche virus, he even founded a small club with a few friends: 'The Series 0-registry is limited to owners of an original 911 from the first three production years. Although we're officially recognised by Porsche, we don't try to grow. We're all guys happily wearing the *Ferry Mutze*. We only want to drive to nice places, organise unique trips – car or art related – and talk a lot of bullshit,' he smiles.

In hindsight, Willms's eternal Porsche-love hasn't suffered from his Ferrari fling on the side. On the contrary. His Italian flirtation probably helped him understand to which family he truly belonged. Porsche isn't arrogant or high-brow just for the sake of it.

This brand is on top of things yet compassionate, brilliant yet sympathetic, ragingly popular yet attainable, dedicated to the bone yet marinated in the finest humour left of England. It can even laugh with itself, from time to time. Because men who remain boys just want to have fun. If possible, with a warm ray of sunlight on their fortunate head.

PORSCHE 911 2.8 CARRERA RS



AND NOW
FOR SOMETHING
COMPLETELY
DIFFERENT

A CARRERA RS 2.7 THAT WAS AN RS 2.8

Built for Ferry Porsche,
this unique car paved the
way for the G-model

Many people who have grown up in and around Porsches mention the smells, sounds and sentiments etched deep into their mind. And when they talk about their passion for cars from Zuffenhausen, they rarely cite hard technical facts and figures. Instead, they recount magnificent experiences, great encounters and close friendships. They obviously possess an undying fondness for these automobiles, which are way more than just a means of transport. Their Porsches have become a part of their lives, almost a part of themselves.

One owner of an irreplaceable car remembers to this day the exact sound of his uncle's 356. 'I used to wait for him to arrive in his Porsche. I really looked forward to it, but it was only later that I became consciously aware of my fascination for this brand.' Unsurprisingly, this particular automotive path led straight to Zuffenhausen's creations and culminated in a high degree of connoisseurship. To truly enjoy a conversation with him, one has to have more than a passing familiarity with the intricacies of 911 history, for next to several classics, his intriguing collection also includes a few gems which can't be found in the abundant literature surrounding Porsche.

The fact even connoisseurs might overlook these rare marvels illustrates his taste and his love for understatement. 'What excites me about a particular car has more to do with its past and the people associated with it. It makes me happy that this exact machine wrote a piece of Porsche history.' This was one of the reasons for buying one very peculiar 911, one whose significance or even existence was known to none but a few





You can well imagine all the important engineers back then – not to mention Ferry Porsche himself – sitting there, testing every detail in their quest to bring the next generation of technology to the road. Precisely that is what fascinates the car's current owner: 'It's fabulous to know it has played a specific role in the development of the legendary 911 series.'

After it eventually fulfilled its purpose as a test vehicle, it was sold to bring cash into the company's coffers. Its well-utilised 210bhp offered more than enough temperament to inspire a woman from Monaco to purchase it in 1976, followed by two French owners a couple of years later. Not much is known about this specific period in the car's history, except that one day it was acquired by a British collector who sold it in 2004 to its present owner, with around 90,000 kilometres on its odometer.

people: a Porsche Carrera RS 2.7 in Ice Green Metallic, first owned by Ferry Porsche. Obviously, the company had built something special for its chief. 'Porsche aficionados will spot a few details which can't be found on any other Carrera RS 2.7. That's because this unique vehicle represents the first step towards the G-model.'

'The interior and exterior were still in completely original condition. The paint had been renewed once, and we just had to give it a thorough technical overhaul. Since then, this Carrera RS 2.7 – which was once a Carrera RS 2.8 – looks just the way it did when Ferry Porsche drove it nearly 40 years ago.'

The major exterior difference may well be the lack of a rear spoiler. Also noteworthy are the matte-black, anodised window frames and the ATS rims in the colour of the car, neither of which can be found on any other Carrera RS 2.7. Additionally, it has a sunroof, an Ice Green Metallic rear-view mirror and rear bumper overriders. The interior has two seats from the nascent G-model. Upon examining the underpinnings, we see an ultra-special test engine in the rear with 2.8 litre displacement, a KA injection system (a very early K-Jetronic), and 175bhp. Of course, it would be wonderful if this 2.8 litre power plant were still present, but it was replaced in 1975 with a standard 2.7 litre RS engine because, obviously, there are no spare parts for such a one-of-a-kind car.



G

911 CARRERA 3.0 RS
911 CARRERA RS TURBO
911 SC-RS (E-SERIES)



PORSCHE 911 3.0 RS



How the 911 3.0 RS was born

The culmination

Porsche laid the groundwork for an absolute legend with the Carrera RS 2.7, and it sold the niche model brilliantly. But the RS 3.0 ultimately applied the sporting regulations to maximum effect and dominated the world's racing scene.

It would take a full year before Porsche was able to offer its customers the three litre variant of the Carrera RS 2.7 and thus tap the maximum displacement allowed. For the 1974 model year, they presented the RS 3.0 with 230bhp and road approval for rallies and races, while the RSR 3.0 was homologated in Group 4 and only designed for the track.

Although Porsche had managed to make the six-cylinder in the RSR 2.8 litre so reliable it could win the European GT Cup and the American IMSA Camel Cup, the team perfectly understood what challenge they were up against. The homologation of the Carrera 2.7 RS left no room to modify its body in order to mount wider rims and tyres. However, after intensively studying the rulebook, they discovered the possibility of creating an evolutionary model which could more than compensate for the weaknesses of the Carrera RS 2.7. Having to assemble at least 100 units didn't appear too daunting a hurdle in the light of the sensational success of the previous Carrera RS 2.7.

This was the birth of the Carrera RS 3.0, of which 109 copies would ultimately be built, available at a base price of 64,980 German marks. Forty-two of them were converted into RSR 3.0 racecars before leaving

the plant, for a minimum surcharge of 30,000 German marks. Fifty five vehicles were street legal when they were delivered to their proud owners. Porsche also constructed 15 cars for the American racer and businessman Roger Penske. Those were used in his International Race of Champions series in the United States, although they mounted the 3.0 litre RSR racing engine in a normal RS 3.0 body. After the RSR 3.0 proved to be extremely successful on the track, 12 additional cars were built in 1975.

For the substantially higher price, customers received one of the most fascinating sport and racecars ever offered by Porsche. Its masculine, widened stance made it even more attractive, and allowed the possibility to mount eight-inch Fuchs rims on the front and nine-inch rims on the rear. Its gigantic rear spoiler was unparalleled in those days. The rims were outfitted with Pirelli CN-36 tyres – 215/60 VR 15s in the front and 235/60 VR 15s in the back. Clients who wanted to take their RS 3.0 to the track could also mount nine-inch and 11-inch rims with corresponding racing tyres on the front and rear axles. It was to be expected that the authorities wouldn't allow such a gargantuan rear spoiler, so street-legal versions received a smaller example. Incidentally, the 3.0 RS with chassis number 911 460 9079 was specially ordered with an electric steel sliding roof, an interesting combination which was promptly removed by the second owner. And the buyer of 460 9027 didn't want to race, so he demanded the more comfortable touring equipment package.

Obviously, the output of the RS 3.0 was somewhat bigger than the RS 2.7's: 210bhp became 230bhp, now available at 6,200 rpm. The increased displacement of 2,993 cubic centimeters arose from enlarging the bore from 92 to 95 millimetres, and the compression ratio got lowered to 9.8:1. While the cylinder heads were still made from alloy, the crankcase was no longer constructed from die-cast magnesium but from aluminium sand casting. The crankshaft was aluminium. In the end, this drive unit was pretty much a reduced racing engine with a compression ratio decreased from 10.3:1 to 9.8:1 and without the RSR's dual ignition.



The kerb weight of 900 kilogrammes was achieved by using the thinnest sheet-metal components and very basic equipment. A good deal of plastic was applied for the rear bumper and the front bumper with integrated oil cooler shaft. The boot lid and the hood, including the rear spoiler, consisted of glass-reinforced plastic. Whereas the windshield was taken from the series production, the side and rear windows were made of thin glass. The interior was radically reduced and lightened, with simple door lining and a felt-covered dashboard without a clock (time can mean weight, too). The driver got an adjustable Recaro lightweight bucket seat, the passenger had to make do with a Recaro racing seat. Four-point seat belts came as standard, and a roll cage was available upon request.

Obviously, a few car magazines extensively tested this Carrera RS and unanimously found it to be outstanding. Hardly surprising, the driving performance differed only minimally from the Carrera RS 2.7: the additional 20bhp was totally absorbed by the wider fenders and the poorer drag coefficient associated with the changed aerodynamics. Whereas the RS 2.7 needed 5.8 seconds to reach the 100km/h mark,



the RS 3.0 managed the same feat in 5.5 seconds. In terms of top speed, the two models were practically identical. Between 240 and 245km/h was possible, depending on the weather and weight, and the number of people on board. In the hands of a good driver, the RS 3.0 was faster on the road and on the track, though, as the wider tyres offered extra grip and allowed higher cornering speeds.

The differences were even more pronounced with the RSR variants: the RSR 2.8 delivered exactly 300bhp, while the RSR 3.0 was first launched with 315bhp and then with 330bhp, available at 8,000 rpm. And if a racing team had an experienced engine man on the squad, almost 360bhp could be conjured up. The combination of this added power and the significantly wider racing tyres resulted in a driving performance substantially superior to the RS 2.8.



*left — Singer Reinhard Mey picks up his 3.0 RS at the factory.
The car will be stolen in Paris not much later.
under — A 911 3.0 RS with a rear wing that wasn't homologated*

The engine of the racing version had a dual ignition and a compression ratio of 10.3:1. The track width also rose compared to the RS 3.0, from 1,437 to 1,472 millimetres on the front axle and from 1,462 to 1,528 millimetres in the rear. In conjunction with the initially used nine-inch and 14-inch rims, this created the unmistakable impression of brute force for the 3.0 RSR. Over the course of the season, those dimensions increased even further to 11-inch and 16-inch rims, with the rim diameter growing from 15 to 16 inches.

The Carrera RSR 3.0 was the racecar to beat in the GT class and kept on scoring impressive results for years in endurance races, thanks to its unmatched reliability. Eckhard Schimpf, the man who was responsible for the sponsorship of the Jägermeister-Porsche for a long time and successfully competed in an RSR 3.0, recalls: 'Even after a 1,000 kilometre race on the Nürburgring, you had the feeling you could drive it home and to the office the next day. At the end of the season, the engine was overhauled and then it was ready for a next campaign.'





Le Mans 1976. Raymond Touroul and Alain Cudini on their way to 6th place

■ PORSCHE 911 CARRERA 3.0 RS ■





HIGH FIVE

Most Porsche love affairs feature men who've promised eternal loyalty to their favourite marque. This one is about a guy who tried and owned almost every other iconic car as well.

Koni Lutziger is 72, as joyful as a kid, as experienced as a patriarch, and successful in his own atypical way. He doesn't live the high life, nor does he reside in a monumental villa.

'Since I needed extra storage for my cars anyhow, I figured I might as well build a house on top,' he smiles.

Lutziger is just happy when he can spend his precious time with his kids: his son Fabian and around 80 truly special vehicles. There are mighty Lamborghinis, charming Alfa Romeos, gorgeous Maseratis, elegant Bugattis, a few Ferraris and, obviously, a bunch of Porsches.

Beautiful technology and splendid shapes: those two passions defined all Koni Lutziger ever did or acquired.

It first inspired him to work for professional motor racing teams as a young man, and to found his own company later.

'Because technology rules in the motorcycle cosmos.'

A dexterous bloke, Lutziger successfully prepared motor bikes for the Swiss racer Bruno Kneubühler, until he suddenly had 14 collaborators on the payroll and big troubles on his mind.

'Technology can be complex. But handling such a bunch of people is far more difficult.'

So he switched to an easier profession with a simpler plan. He started selling classic cars.

Lutziger never thought deeply about return on investment or potential profit. He just purchased the motorbikes and automobiles he liked best. He bought with a bit of money, but mostly with his adoring heart. Turned out, his taste was so representative, he established a healthy business in no time.

After four decades of trading, he still has a particular craving for his own merchandise. Perhaps too much, even. The maxim "Don't get high on your own supply" never troubled him, and not everything is for sale in his peculiar universe. The cars with a particularly nice story never leave his premises again. There are over 80 vehicles now, all loved and cherished that little bit more. There are so many "keepers", they're spread over four warehouses around Bergdietikon, a Swiss village in the shadow of Zurich.



Lutziger's interest is far too extensive to restrict him to one brand. Even so, his admiration for complex technology and beautiful shapes automatically drove him into Porsche's loving arms.

'They've built the best sports cars in the world. They're so reliable, yet fast as anything. They were almost unbeatable in the 1970s.'

There's a 3.0 SC with 2,400 kilometres, bought by a couple on the brink of retirement and never touched after the wife unexpectedly passed away. Lutziger also has an only one owner 2.7 Carrera Targa with 24,000 kilometres, two first-owner 2.2 911 Targas with little mileage, and one of barely 21 copies of the 2.7 RS in an exquisite Light Green.

Since Lutziger had already parked the best of the best in his garage, he quickly reached the point where he would be content only with the ultimate 911: a 3.0 RS. Well, five, actually. Or six, if you also count the 2.8 RSR with 6,000 kilometres he had. 'The finest race-car ever,' the modest Swiss judges.

'I owned one-tenth of all 3.0 RS streetcars globally. It was magnificent to see them together. They were all from Switzerland, except for the ex-Herbert von Karajan 3.0 RS.'

Sadly, Koni never took one picture of this glorious fivesome.

'It seemed normal. We just didn't think about it.'



Lutziger's knowledge is infinite, his esteem widespread.

'My Lamborghini Miura and Countach "Periscopio" are absolute milestones. I have a few divine Alfa Romeos and my Amilcar is fabulous.'

But if he had to save one car in a fire, it'd probably be this Porsche.

Just look at it. It's the only 3.0 RS I kept, because it might well be the nicest around. The engine was rebuilt after it had been raced for two years in Switzerland by Willi Spavetti, and it once got repainted. That's normal for competition cars. It has been untouched since I became the third owner in the early 80s and now has 26,000 kilometres on the clock. I only swapped the lightweight driver's seat for a safer one. The passenger chair is authentic, though.'

It's not hard to understand why this admirer of mechanics and aesthetics considers such a gorgeous brute his all-time favourite.

'This is the last Porsche you could drive to a race, take the win and return home again. It's so fierce, you can hear the locking differential working like crazy in short corners, as if metal mice are nibbling their way out. It's much sportier than a 2.7 RS. It's light, it has power for grabs, a really good suspension and the best brakes. They originate from the Porsche 917 and were available in a spec for short distance racing – like this one – and another for long distance runs. On most cars, flying stones would destroy the additional cooling ribs on the front brake saddles. Here, they're still intact. And the rear spoiler lip is in perfect shape, which is extremely rare because the integrated steel brackets always rust and deform the rubber.'

Having owned six 3.0 RSs in total, and seen many more, Lutziger may well be the ultimate connoisseur. 'I'm a bit of a perfectionist,' he says with typical Swiss understatement.





PORSCHE

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This 3.0 RS also received a slightly changed fuel injection and, after eight years, central wheel lock rims from the RSR. It illustrates how crazy Porsche was and how good it understood its trade. The wheels are partly from aluminium and titanium, whereas the central part is made from titanium.

'Except for Nasa, nobody used such exotic materials. Those wheels cost 20,000 Swiss francs back then.'

Lutziger never raced but regularly performs demonstration runs at classic events. Also with the ex-Lorenzo Bandini Cooper single-seater he cherishes.

'In my early days, I wasn't slow,' he says with more dry understatement. 'I wasn't attracted to racing, though. I didn't see why I should risk my life.'

Maybe his love for beautiful technology barred him from pushing such unique cars beyond their limits. He'll certainly never race the 3.0 RS.

'How unfortunate would it be if I damaged this authentic piece of history in a pretty useless competition?'





Three Carrera 3.0 RS in line.

While people considered it crazy to buy so many examples of the 3.0 RS, Lutziger never really cared.

‘I’ve only followed my own path.’

He just knew time was on his side and bought most of his automobiles more than 30 years ago, when they were worth close to nothing. Not the 3.0 RS, however.

‘It’s always been sought after and hence truly expensive because there were so few of them, and because it had been so successful in racing. A new one cost 65,000 Swiss francs, compared to 63,000 francs for a Ferrari Daytona. I have an invoice for a new 3.0 RS being sold for 112,000 Swiss francs to a privateer. Even when the 3.0 RS was six or seven years old – and values typically at their lowest – they didn’t go below 60,000 francs, while a 2.7 RS could be had for 15,000 Swiss francs.’

Vintage car dealers talk smoothly and sell hard, while archetypal collectors act as if they can carry everything with them to the afterlife. Lutziger is none of these. He won’t be caught in clichés. He’s unique. Like his paper white Porsche 3.0. And he has a phone which never stops ringing. Many aficionados already found their way to Switzerland to try to lure these fine automobiles away from him. In vain. The world can already note that this 3.0 RS will be the last to go, because it found the way to his heart.





PORSCHE 911 CARRERA 3.0 RS



THE COOL HUNTER

Most Porsche love affairs start
with a kid looking in awe at a
spectacular 911 driving by.
This one is exactly like that.

Even though Nigel Corner was only 12, he had already seen an exciting part of the world. Nigel's father, Neil, was a total car nut, raced vintage cars when hardly anybody else did, and owned two Silver Arrows – a Mercedes and an Auto Union – at one point.

'My dad has had three Ferrari 250 GTOs as well. But they were just old racecars. No one cared about them. He bought one for £6,000. Honestly, I hated them. They were loud, uncomfortable and got terribly hot inside,' remembers the blindingly sympathetic man.

Young Nigel preferred his own Bugatti 52, a half-scale 35 with electric motor, to learn

the noble trade of...well...cornering around the family estate in North Yorkshire.

Yet the teenager's life was completely turned upside down one grey summer's day while hanging around in the Silverstone paddock when his father served as a steward during the British Grand Prix.

There it was, arriving from another planet. Yellow as a submarine from the Beatles, as impressive as Battlestar Galactica, dazzlingly fast, even when parked.

This Porsche 911 3.0 RS was like nothing Nigel had ever seen before. Its wing was ambitious enough to travel to the moon, its stickers more psychedelic than LSD, its aura ten years ahead of everything else. And the ultimate British hero sat behind



the wheel. James Hunt was larger than life, and his girlfriend, top model Suzy Miller, was a stunner. The earthly existence just couldn't get any better. It certainly couldn't get any sexier.

The Porsche wasn't Hunt's. Apart from good looks, endless charisma and big balls, the world's coolest racing driver didn't have anything at all. The yellow marvel actually belonged to Lord Alexander Hesketh, such a wealthy heir, not even the stupidest idea since the invention of diet water – running a privateer F2 team – could begin to dent the family fortune. Something as ordinary as sponsorship

obviously was out of the question. The new team only sewed one patch on the driver's racing overalls: *Sex, the breakfast of champions.*

'My father was a good friend of Alexander's. Already back then, at barely 22 years old, Hesketh was so patriotic, he wanted Great Britain to shine and just painted his racecars in white, red and blue.'

Hesketh was extremely intelligent, and a party animal of the wildest breed, with helicopters for the odd commute, champagne to bathe in abundance, caviar to snack on and a wonderful estate in North Hampshire to build the racecars. And they had discovered the perfect driver: the restlessly young and awfully talented James Hunt.





James Hunt and Lord Alexander Hesketh in front of the chateau where they stayed for the night during the French Grand Prix.



‘James was exactly what you expect a Formula 1 hero to be: a superstar. He fitted in beautifully. It was racing as in the old days. A bunch of friends, big laughs, no stress. But they were actually very good at it. Harvey Postlethwaite understood how to design a car, James certainly knew how to drive it.’

Although they mainly wanted to kick as much ass as humanly possible, the small team quickly made the step to the highest level: Formula 1. Why wouldn’t they? Hunt crashed so often, Hesketh figured it was as expensive to write off a genuine F1. Much to everybody’s surprise, they only needed a couple of years to score one win, a few podiums – and a bad reputation.

Conventions? There were none. They stitched their nicknames on their backs, and one day were caught praying to the great chicken in the sky for a new engine. Max Mosley never truly appreciated the new moniker he earned by helping them out – “The great chicken of Bicester” – nor the clucking sounds each time he walked by.

Monaco was their habitat. Hesketh’s 162-foot superyacht – the *Summer Breeze* – was packed with champagne, laughter and drop-dead-gorgeous women. Shuttle drives were executed with a pinstriped Rolls-Royce Corniche, whereas the white Porsche 2.7 RS with Hesketh livery remained reserved for “the Good Lord”, as Hunt constantly called his notorious boss. Nonetheless, Hunt blatantly took the Porsche after the race. It was only to get to Marbella, he said, where the F1 driver was living. He would get the Porsche serviced, he said.

Hesketh never saw it back.

The Lord couldn’t mourn too long about his sudden loss. Porsche had, by then, something even more spectacular: the 3.0 RS.



There are barely six right-hand drive 3.0 RSs, of which five went to the UK: one white, one black, one red, one blue and one yellow. Hesketh picked the yellow one, obviously, in tune with the teddy bear he had stolen from illustrator Dick Bruna for the team's logo. After its delivery in June 1974, he immediately took the Porsche to the French Grand Prix in Dijon, where he and James stayed in a *chateau*. 'Both men standing in front of the castle is the only period picture we have.' They were probably too occupied to document their escapades.

Nigel spotted the same car again a few years later, after Lord Bamford had bought it from Lord Hesketh in 1976 and Bamford's racer, Willy Green, had driven him around Silverstone. It left an impression Nigel would never forget.

Decades passed and Nigel picked up racing as well in the Porsche Cup in 1998, where his 911 2.7 RS gave the latest Porsches a good run for their money. More races followed, including the Spa and Nürburgring 24 Hours for touring cars, and classic events with a Ferrari Dino 246 or the Maserati 250 F driven by Juan Manuel Fangio in the famous Nürburgring Grand Prix of 1957. But karma can be a bitch. Regardless of his last name, Nigel suffered a huge crash in his Dino along the Goodwood straight, right after the start of a Revival race. 'Two perforated lungs, 22 broken bones. It took me years to recover, and it still hurts from time to time. Although the sport has been good to me for 95 percent of the time, it was a good reason to stop. If you do enough motor racing, eventually you'll crash. That's the nature of it, really.'

Thirty-odd years, a couple of Porsche RSs, a bunch of blood-curdling races and one awful bang after that grey day in Silverstone, Nigel Corner could finally fulfil his ultimate dream.

'When this 911 came on the market in 2010, it was a no-brainer: I bought it without driving it. A 3.0 RS doesn't pop up often. It's the one Porsche everybody has forgotten about, but I knew how good they were. Porsche was very clever in those days, while the others didn't act on such a high level. Certainly not the Italian brands. Moreover, the history of this peculiar one is too good to be true. It epitomises this whole Hesketh adventure – probably the sexiest period of British motorsport. They were pretty much the last privateers in Formula 1. Afterwards, it became so expensive, even a guy like Hesketh had to throw in the towel.'





As amazing as the Hesketh era was, Hunt beating Niki Lauda for the world championship in 1976 with McLaren touched such a level of awesomeness, not even Hollywood could make it up. In fact, when they made *Rush*, the movie covering this epic battle, they actually tuned the story down a little to keep it credible. 'Sadly, I refused to lend this Porsche for a few movie scenes because I was convinced they would get it totally wrong. I regret this ever since, as they did a magnificent job.'





The 3.0 RS is still as authentic as the Sistine Chapel, apart from the BRDC sticker Nigel put on it. And the number plate he bought from a special Porsche Carrera raced by Dickie Stoop in 1963.

‘I figured it was a fitting tribute for this car.’

The Porsche has been repainted once, but that’s it. It has not even 40,000 kilometres on the clock, most of them driven by Hesketh travelling to grand prix. It’s equipped with electric windows, once installed by second owner Anthony Bamford. And the radio was mounted by the UK Porsche importer AFN from day one on behalf of Lord Hesketh, who loved music. No roll cage, because it never raced. And it never will, swears Nigel.

The closest it came to competing was when James’s son Tom drove it up the hill at Goodwood in 2016.

‘Tom and his brother Freddy look a lot like their father physically, but they don’t live the same life. They’re very nice and extremely responsible guys. They’re so proud of their dad, yet feel sad as well. He’s not with them any more, and they had a tough life. James did not have much money, as he spent most of it enjoying himself. We all knew he wasn’t going to live for long. It can’t have been easy for his sons. Tom, the oldest boy, had to run the family.’

Nigel Corner always owned a couple of 2.7 RSs, and still uses one as a daily driver today.

‘However, if I want to go faster, I prefer this 3.0 RS. As great as the 2.7 RS is, it’s a hotted-up 911. Although the 3.0 litre entered the market only a year after the 2.7 RS, it took a step ahead of at least ten years on anybody. Nobody had ever seen anything like it. It’s an RSR for the road. Simple as that. The way it turns in and sits on the asphalt, the grip, the brakes: it’s all far better. It’s a genuine racing car. The brakes alone cost as much as a VW saloon back then. At double the price of a 2.7 RS, barely five really wealthy blokes in the UK could afford one, including Lord Hesketh. They got a good run for their money, though. You could participate with any Porsche in the Porsche Cup in 1998, as long as it wasn’t a 3.0 RS. Because it would destroy even the latest stuff. It was just too good.’

PORSCHE 911 CARRERA RS TURBO

**AND NOW
FOR SOMETHING
COMPLETELY
DIFFERENT**

HORN CONCERTO IN G MAJOR

MOZART FELSSENREITSCHULE





*Herbert von Karajan visits Zuffenhausen in 1975.
From left to right: Manfred Jantke, Helmuth Bott,
Herbert von Karajan, Ernst Fuhrmann and Hans Klausner*

Porsche wasn't in such a comfortable place when the 930 Turbo was launched in 1974. The company enjoyed great success on the race track but not necessarily in the showroom. It was a matter of win on Sunday and sell only a little on Monday. In those days, every customer counted. And the judgement of a renowned star like Herbert von Karajan was crucial.

The world's most famous orchestra conductor was a true car guy and had owned some impressive machinery, including a mighty Mercedes Gullwing, a fast Ferrari 275 GTB, a royal Rolls-Royce Silver Cloud, a fierce Ford GT40 and a focused Lancia Stratos. All connoisseur cars. Hardly any Porsches, however. Except for one of the first 356 Speedsters and an ex-von Frankenberg 550 A Spyder in 1957. Although von Karajan once tested a Porsche 908/2 on the Salzburgring in 1969, only his

brother Wolfgang actually took part in any races. The maestro never bought a 911, either. Not until 1974, when he acquired a rare 3.0 RS for street use. Overwhelmed with confidence now von Karajan had finally caved, Porsche tried to push him for more. Why not give him a taste of the new 930 Turbo, the first Porsche with ambitions to take on Ferrari?

Despite only having 260bhp, the 930 accelerated as swiftly as the fastest Ferraris and Lamborghinis. Sadly, its gusto didn't impress a perfectionist like Herbert von Karajan as much. It just wasn't pure enough. Von Karajan liked the Turbo, but not in a shut-up-and-take-my-money kind of way.

To him, it felt far too heavy and had little in common with the 911 Turbo concept car from the Frankfurt Motor Show the year before. That silver bird had a powerful turbo engine – the technology of the future – in a lightweight body von Karajan knew all too well: the one from the 3.0 RS. Unfortunately, the idea had taken on a baffling 300 kilos extra transferring into a production car, while it barely had 30bhp more than von Karajan's outrageous 3.0 RS.

Many fans had hoped that the 930 Turbo would be a next evolution of the RS line after the 2.1 RSR Turbo took second place among all the prototypes at Le Mans. But the 1973 oil crisis hadn't been properly digested yet. Launching a top-class sports car with a turbo engine was pretty risky in such uncertain times. Certainly for a company with so little financial backing. It's true that the marketing department had never believed they could sell the 500 copies needed to homologate the 2.7 RS in Group 3, let alone triple it. But it still represented only 1,580 vehicles, of which 1,380 had the slightly more luxurious equipment. It was a no-brainer: the Turbo had to be a comfortable GT.

Porsche recognised von Karajan's commercial value, however. He was ragingly popular and had magnificent taste. What if they tried to fulfill his ultimate desire? Porsche didn't run the *Sonderwunsch Programm* yet, let alone the Exclusive Department, which came much later. But there were enough people around of good will to give von Karajan what he wanted. And more. Well, less, in fact.



Herbert von Karajan checks out a 2.8 RSR.

They did not just remove electric windows, rear couch and right sun visor from a 930 Turbo. They really implemented the drivetrain of a 930 Turbo in a sportier 3.0 RS shell, and mounted two rally-style high beams on the front. Different camshafts and a bigger turbo added the necessary poise. Up to 360bhp, according to some. After all, von Karajan hadn't only complained about excessive weight. He also believed the 930 Turbo lacked power.

Von Karajan didn't want a radio. Why add weight, when only the best of Mozart could top the car's gorgeous soundtrack? A perfectionist from ear to ear, he even tested several exhaust systems for their sound quality.





The maestro didn't only fancy baroque performances in concert halls. He also opted for a striking livery on the street, in line with the Martini-Porsches stealing the show on the track. He even got written permission from Martini owner Count Rossi.

When the car was delivered to von Karajan's second home, in Sankt Moritz, in June 1975, it was equipped with a roll cage, 15-inch wheels and 930-ish bumpers. It almost looked like any other ordinary 930 Turbo, if such an animal existed in the first place.

Von Karajan was so happy with it, the car made it to the cover of his album *Famous Overtures*. Yet he didn't put it through its paces much. He sold it five-odd years later with barely 3,000 kilometres on the clock. Von Karajan appreciated the effort Porsche had gone through, however, and remained a Porsche aficionado. At the age of 80, he even bought a 959. And another one, after he crashed the first. It would be the last automobile he ever owned.

The French dentist who purchased von Karajan's pride and joy later judged it undriveable and swapped the fat rubber bumpers for lighter 3.0 RS-like shields, hoping to improve the overall balance. He also gave it competition wheels and calmed the brutal engine down.

Yet another owner felt it was not powerful enough and is supposed to have yanked it up to 420bhp. True or not, it surely wasn't clever. Shortly after the extra vitamin injection, the car crashed so heavily, only Porsche Classic could bring it salvation. Although it seemed smarter and cheaper to rebuild the 911 around a new body, the spirit of this unique car wouldn't survive if the original RS body was discarded. The special livery remained in place, too, except for the Turbo inscriptions on the doors. The same owner who had the seats trimmed in leather considered it too vulgar. Luckily, the iconic letters returned later.

Even if the current curator of this patrimony went through many lengths to return the 911 Turbo RS to how it was delivered to von Karajan, its authenticity is subject for lively discussion. It doesn't feel wrong, though. The car is an overture like no other. It's normal that it has been reworked endlessly. That's an honour which remains reserved for true masterworks.





PORSCHE 911 SC-RS



How the 911 SC-RS was born

A successful surprise

After the RS and RSR models had created a hype, Porsche more or less forgot about these magic initials. It was only in 1984 that the new 911 SC-RS was again able to amass wins and titles on the world's rally circuits.

Porsche could be thought of as a giant testing lab. Time and again, new alternatives have been tried in trials – and, equally often, boldly discarded. It is little wonder, then, that the company boss, Ferry Porsche, frequently had engines from the testing department installed in his cars. One of them was the RS 2.8, shown elsewhere, which survives in a German collection after a long and eventful life. This one-off represents the transition from the original RS 2.7 to the Carrera variants based on the subsequent G-model.

This new 911 G-model celebrated its world premiere at the German International Motor Show in Frankfurt, in September 1973. The G in its name kept with the custom of adding a letter to designate the model line. This being the seventh model year, it received the seventh letter of the alphabet. Significantly revised and optically most identifiable for its aluminium bumpers with rubber bellows, the 911 was now available as a coupé or Targa, and with three different engines. They all had a displacement of 2.7 litres: the base 911 with 150bhp, the 911 S with 175bhp, and the 911 Carrera with 210bhp. The latter was the company's creative solution for prospective buyers who could no longer procure a "real" RS 2.7 now that the new model rendered impossible further

production of its predecessor. It was sold until 1976, thus extending the RS fame in a somewhat understated form without actually being one. In those three years, 1,647 coupés and 630 Targas were built with the 210bhp engine. Today, they are both much sought after by those who cannot acquire a genuine RS 2.7.

To understand the complex history of the 911 in the late 1970s and early 1980s, it's necessary to look briefly at the 928, which Porsche attempted to position as the 911's successor from 1977 onwards. The management under Ernst Fuhrmann, the chairman of the executive board since 1972, was convinced that the 911 wouldn't be able to fulfil emission and safety regulations in the long run. Hence the decision had been made to shift to front engine, water-cooled sports cars some years prior. The Type 924 was added to the portfolio as the "junior" Porsche in 1976, while the 928 was slated to occupy the top segment. As a consequence, the 911 programme was massively stripped down on the orders of Fuhrmann. From 1977 on, there were just two types of 911 available. The base model was the 911 SC, or Super Carrera, which could be ordered as either a Coupé or a Targa, both equipped with a three litre six-cylinder boasting 180bhp. Those who really wanted performance could, from 1974 onwards, opt for the Turbo. The latter started out as a three litre engine with 260bhp and became a 3.3 litre six-cylinder with 300bhp in 1978.

It would take many years before the legendary letters "RS" would reappear in the Porsche lineup. Due to continuous improvements, the SC and Turbo versions became better and more mature. And when a full-fledged convertible finally resurfaced in 1982, signs were beginning to indicate that Porsche once again considered the 911 as an essential contributor to its business. The driving force behind this fundamental change of opinion was the new chairman of the executive board, Peter W. Schutz, who was inaugurated as Ernst Fuhrmann's successor on November 28, 1980. Schutz's first move was to send Porsche back to Le Mans in 1981 with two modified Porsche 936s. Their one-two finish generated considerable enthusiasm. But Schutz posed another crucial



Werk Zwei in Zuffenhausen, 1983: all 911 SC-RS together. At least three cars are ordinary Carrera's instead of SC-RS's. Porsche probably tricked the FIA a bit to get the homologation done, as they had done in 1969 with the 25 examples of the 917.

constructed. A mere 20 vehicles, hence, in addition to the prototype, would suffice. This was how the 911 SC-RS was born.

Internally designated as Type 954, the car was marketed as "911 SC-RS", and it was optimally prepared for a rally career in Weissach. The kerb weight was reduced from 1,160 to 960 kilogrammes, with the fenders, bonnets and doors now made of aluminium, while the bumpers and the front skirt consisted of glass-reinforced plastic. All sound insulation mats were removed and the thinnest glass was used. The heat exchangers in the exhaust tract were eliminated. Anyone who wanted to get warm in their 911 SC-RS had to order it as an option.

question: 'Which of our three model lines actually makes money?' When it turned out that the 911, slated for mothballing, was still the top earner, the car again received the support it deserved. This moment heralded the renaissance of the 911.

The first step was the introduction of the Cabriolet. The 911 also returned more frequently to motorsport. One of the leading figures behind this revival was Jürgen Barth, who drove a 911 to ninth place overall at the 1983 Rallye Automobile Monte Carlo with his co-driver Roland Kußmaul. This raised the question of whether it might not be sensible to take the evidently still-competitive car and produce a limited run perfectly adapted to rally racing. After the board approved an initial paper, the Motorsports Department got down to the task of developing and assembling a small run of competitive rally vehicles.

Porsche's capacity for artful interpretation of the homologation regulations of the FIA (International Automobile Federation) again proved extremely useful. At the time, homologation in Group B required the construction of 200 vehicles within 12 months – an issue that would later foil the homologation of the Porsche 959. But it was, of course, no problem to homologate the 911 SC as a Group B car, because it had been assembled in considerably greater numbers. The trick was that the FIA allowed manufacturers to build a so-called evolution based on the Group B car, of which only a tenth of the 200 copies had to be

Since 1981, Weissach had been devoting some attention to the possibility of a rally engine for the 911, and the fruits of those efforts were largely integrated into the drivetrain of the Monte Carlo Rally car driven by Barth and Kußmaul. Unsurprisingly, the SC-RS's three-litre kept rather close to that engine. With a compression ratio of 10.3:1, the base version delivered 255bhp at 7,000 rpm and 249 Nm of torque at 6,500 rpm. In later racing deployments, it crept up to 280bhp. Interestingly, it used the legendary Porsche 935's cylinder heads. The corresponding deceleration was provided by the brakes of the 911



A 911 SC-RS in 1983 at the test centre in Weissach

Turbo, which in turn could be traced down to the 917. Of course, there were also adapted axle drives, gear-ratio variants and a differential with a 40 percent locking effect available. The five-speed transmission originated from the 1984 Carrera.

Obviously, Porsche had investigated in advance whether there would be enough potential buyers for the car. A few initial conversations with David Richards promptly clarified the matter. Richards knew what he was talking about. He had won the 1981 World Rally Championship as Ari Vatanen's co-driver, and his consulting firm, David Richards Autosport, had collaborated with Rothmans, March and Porsche. Now wanting to enter the 1984 Middle East Rally Championship with the first team of his own, he ordered two 911 SC-RS to be raced in the Rothmans sponsor colours and went on to win the championship without further ado. No wonder that practically all the SC-RS units homologated on January 7, 1984, were quickly sold.

The 911 SC-RS was initially offered at a price of 120,000 German marks, and Porsche received orders for all 20 cars by autumn. Seven were destined for the United States, three for France, two each for Belgium, Germany, England and Italy, as well as one each for Spain, Lebanon and Switzerland. Two buyers withdrew when Porsche suddenly raised the price to 188,100 German marks, but even those cars eventually found a client. They not only provided their buyers with an exceptional driving experience, but also proved outstanding investments: today, each SC-RS is easily worth a seven-figure sum. In addition to the two cars sold to buyers in Belgium (chassis number 10 for Bastos and number 12 for Belga), the Belga team acquired chassis number 3 in 1985.

There were, of course, only a few driving reports about such a special vehicle. The most detailed was written by Belgian Paul Frère, who was among the best in his field both as a driver (Le Mans winner in 1960) and as a journalist. Frère wrote in the magazine *Road & Track*:

The engine awakens to its full potential at 4,500 rpm and revs like a dream up to its limit of 7,600 rpm – all while delivering astonishing driving performance. In corners, the SC-RS is truly in its element. It sticks to the ground, but remains incredibly agile thanks to its immediate response to steering-wheel movements, especially when one is skilled at sharp cornering manoeuvres while easing off the gas. With all this performance at your disposal, you are the king of the road.



More testing in Weissach in 1983

With the many strong results, victories and titles won by the 911 SC-RS in the years to follow, this limited homologation model wrote a new chapter in the racing history of the 911. Having nearly been snuffed out by Stuttgart, the car was now, indisputably, back. Once again, it was possible to admire the 911 on the racing and rally circuits. It represented the beginning of a new heyday that continues to this day.

The only driving impressions of the SC-RS ever published in a newspaper may be those printed in Germany's *Süddeutsche Zeitung* on June 13, 1984. Here follow the lines written for a comparison test between a 911 Carrera and one of the first 911 four-wheel-drive prototypes.





Henri Toivonen and Juha Piironen win the Rally Costa Smeralda in 1984, 17 years after his father Pauli Toivonen drove for Porsche.

Built to rally

To say that Porsche has no knack for motorsport would be a joke. At the same time, it appears to focus its ardour on just a few types of motorsports. This theory seems to find confirmation in the fact that the 911 has been deployed only sparingly in rallies, albeit quite successfully. Zuffenhausen has now sought to remedy this deficiency with the production of 20 units of the 911 SC-RS. In this homologation version, the six-cylinder still boasts a displacement of three litres and 255bhp, which achieves even faster acceleration for the just 960-kilogramme racecar: the 100km/h mark is reached in roughly five seconds, and the SC-RS hits 200km/h after just 17 seconds. The top speed is more of a marginal factor for a rally machine. Small wonder, then, that Porsche offers the 20 buyers multiple rear-axle-gear ratios capable of top speeds between 200 and 240km/h depending on the intended use.

Rally racing is the priority here: the 911 SC-RS lacks insulation mats and carpets. Doors, fenders, engine lid, and boot lid are made of aluminium. The glazing is thin glass, and the missing clock in the dashboard demonstrates that time is not only money, but also weight.

Driving such a car illustrates once again how pampered the normal driver is nowadays. The pedal forces are considerably above those in the series vehicle, the interior noise is roughly to the level of a jackhammer, and the suspension amply proves that comfort only costs time. It's as tough as nails and, with increasing speed, reveals what it's capable of in the hands of an experienced driver.

A very select group will be able to do so – whether it is enjoyable is another question. Then again, an outing in such a car shows the hard work involved in covering thousands of kilometres at rally speeds. The 911 SC-RS can only be of interest for professionals who not only have the acquisition price of 188,000 German marks on hand, but also the exceptional driving skills it requires. For the average consumer, the car is unsuitable.

JÜRGEN LEWANDOWSKI

PORSCHE 911 SC-RS

CIGARETTE- WARS

Most Porsche affairs start with kids staring in awe at pictures in magazines. This one began with a Ford Escort. And with a nickname.





Young rally drivers Marc Duez, Robert Droogmans and Patrick Snijers knew they were on the brink of a promising career as soon as the moniker first popped up: the three musketeers. Three young gods, talented to the bone, eager to win and with nothing to lose. They were discovered by rally ace Gilbert Staepelaere, who allowed each a few rallies in his factory-supported Ford Escort after he retired. It set in motion the most thrilling chapter in Belgian and European motorsport.

While Duez quickly professionalised with a Porsche 911 SC and a semi-official Audi Quattro, Droogmans and Snijers had to be more patient. Although Ford had launched their careers, it probably slowed them down a little at this point as well. Certainly Droogmans, who carried the blue oval deep in his heart: 'When Ford stopped in 1983 because the Escort was totally outdated, my loyal sponsor, Belga, a Belgian cigarette brand, put all

its eggs in the basket of racing team RAS and its genius engineer, Henri Lotterer, father of Le Mans winner André.'

The four-wheel-drive Audi Quattro topped their wish list, yet was sickeningly expensive. As were the other newfangled Group B cars. Luckily, Porsche had discovered a loophole in the new rules and created the SC-RS.

Since Patrick Snijers had been Belgian rally champion the year before with a fast and reliable 911 SC, Belga reckoned the newer, stronger and more powerful SC-RS could only be better. And it was reasonably affordable. Who cared if it was only a mishmash of stuff Porsche had found in the warehouse, including the rear spoiler from the 930 Turbo and 944 rear-view mirrors and wheels?

Remarkably, Patrick Snijers's loyal cigarette sponsor, Bastos, reasoned similarly: 'After I won my first championship, it was logical to step up a notch with the Group B SC-RS in 1984.'

Two musketeers, two Porsches, two cigarette sponsors, two guys from the same 'hood: it was the stuff of legend.

'It just happened, though,' remembers Robert Droogmans. 'We were on our sponsor's payroll. We didn't have a big say in our car choice.'

There they were, for another challenging season against the one competitor they knew even better than themselves. Both were blindingly fast and ragingly popular, yet very different. Snijers was the ideal son-in-law. Droogmans the guy you wanted to end up with at the bar. Snijers was younger and more ambitious. Droogmans was more down to earth and ran a successful business in construction materials. When he wasn't drifting after seconds during rallies, he carried bricks around in a forklift. Snijers embodied absolute finesse, Droogmans raw speed. Belga was slightly fancy, Bastos offered consolation for the average working man.

Snijers's SC-RS was prepared by Jean-Pierre Gaban, a former racing driver and Porsche specialist from Brussels. ' "Mister Iron Wire", they called him, because he repaired everything with nothing at all. Our only mechanic had magical fingers.'

RAS and Belga played in a different league.

'The owner of RAS was quite wealthy and wanted to win at whatever cost. For him, it was mainly a hobby,' recalls Droogmans. 'He bought a Group 4 Porsche for me in France, just so I could get used to the 911. Which didn't go so well. First outing in Austria, I rolled the Porsche and totally destroyed it.'

It was experience versus endless means.

'In the end, the two cars probably were equally performant, even if the approach was completely different,' agree both musketeers.

'It was one big party. Rally was extremely popular, the cars were spectacular, the budgets weren't pressing and there were many talented drivers,' Robert recalls.

'We made each other better. Certainly with the Porsches...the first time we had comparable material,' says Patrick.

It was a battle of the giants. Who was the best? They never really found out.

'I was more brutal and dared to cut corners where others stayed on the tarmac. I sometimes won because of this approach, but my car also broke down regularly,' admits Robert.

'In which rally did we go to the limit and beyond? In which one didn't we? That's the real question. We were always at full attack mode,' smiles Snijers.

Today, they don't even remember who grabbed the championship at the end of the year.





welcome

café

41

Castrol
JVC

Belga
team

4

110

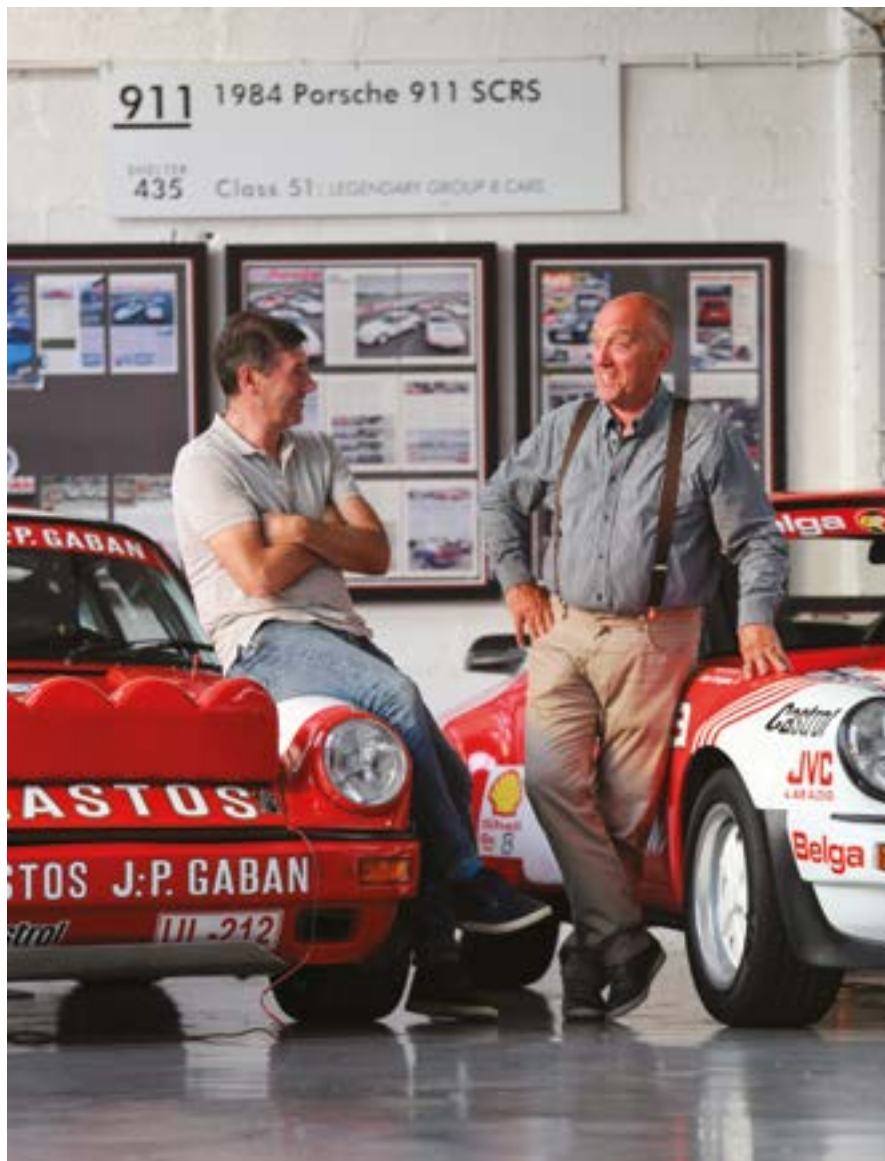
95

98

‘Probably me,’ jokes Snijers, the man who ultimately took seven crowns. ‘But it doesn’t matter. Winning too much isn’t good for the sport, nor for yourself. It’s better for everybody if you’re able to lose as well.’

Despite the 911’s terrible reputation, neither considered it hard to tame this beast. ‘While many say it’s a tough nut to crack, I can read and write with a Porsche. It’s so controllable in a drift,’ says Patrick.

‘I also immediately got the hang of it. It’s one of the easiest rally cars I’ve ever driven,’ adds Droogmans. ‘The traction was fabulous, thanks to the engine in the back. And it steered as taut as anything. The nose isn’t too light. It only seems to be that way. There was barely any difference compared to more conventional vehicles when it comes to kilos on the front wheels. My Ford Escort was great, but it was a commuter car transformed for rally. The Porsche was a genuine racecar from day one. It’s truly magnificent. You can take whichever 911 and perform well in competition. Moreover, it didn’t break down and it was good in whatever terrain. Even if nobody expected this, nothing beats a Porsche on gravel or tough roads.’ Weirdly, no other sports car ever managed the same.



Left to right: Patrick Snijers and Robert Droogmans, reunited after 33 years.



‘Only Ferrari won a few rallies with the 308 – yet spent four times as much to make it competitive,’ remembers Snijers. Both drivers were never scared, either.

‘Scared?’ scoffs Patrick.

‘You just have to go fast enough. Then the trees become shelves,’ replies Robert. ‘If you’re afraid behind the wheel, you’d better stop immediately. Obviously, more than once, we were very, very relieved after a corner. But that’s something else.’

They were like the Beatles and the Stones: all spectators had to choose sides.

They’re friends, though, and partners in crime.

‘We fought fierce battles, but never had one dispute outside the car. Sadly, some fans got carried away and were too aggressive,’ says Robert.

They lived through many adventures together and through a fair share of drama, too. They saw magnificent things, and a few ugly ones.

‘In those days, you could take three foreign rallies into account for the Belgian championship. It was beautiful. We gathered points in the Madeira rally, Algarve, the Costa Smeralda and wherever else,’ concludes Patrick.

Sadly, it came at a price, the biggest imaginable.

‘Patrick had swapped to a Lancia 037 in 1985, while Belga







engaged a Porsche SC-RS for me, and an identical one for Jean-Louis Dumont, another talented driver from our region who finally got his big break,' says Robert.

Two aces in one team seemed a good idea. It probably wasn't.

'Belga announced that the fastest of us during the second rally would be able to compete on a European level as well. The stakes were high.'

Even so, Dumont was almost half a minute behind at the beginning of the second day.

'We both drove so hard, every detail mattered. At one point, I asked to remove the light beams on the nose to gain an extra two seconds. But the team leader had sponsor interests in mind and refused,' explains Robert.

When Robert looked in his mirror before the eighth special stage, he noticed the extra lights on Dumont's Porsche were taken down. 'At that moment, I assured my co-driver I was not going to kill myself there. We were pushing so hard, there barely was any margin left.'

Then, the inevitable happened.

'Jean-Louis lost control in an extremely fast right-hander, smashed into an electricity pole and died at the spot.'

Apparently, the Porsche wasn't so easy.

'Jean-Louis was exceptionally talented, but probably wasn't so great in a Porsche,' believes Patrick.

'I later used his settings in a rally. It was undriveable. In my view, his differential was locked far too much,' adds Robert.

Today, both cars are again as they were before that exciting season in 1984. That's close to perfect for the Belga Porsche, and with a few alterations for the Bastos 911. For starters, it has a polyester spoiler from the 1977 Turbo. This was to save weight, defended Gaban back then. Others claim, however, the tuner had sold the original rear spoiler to another client. He most likely did the same with the wheels, which explains the cheaper Rials. It also has a heavier steel roll cage, while all SC-RSs were equipped with an aluminium one from Matter. Always looking for easy money, Gaban had probably bought the slightly lower-priced SC-RS street version, and





mounted the SC cage from the previous year. The exhaust is another product of his own imagination and experience, whereas his Belga brother still has the authentic installation, with two additional exits for use on the special stages. In normal traffic, they can be closed to keep its soundtrack within reason, even if it eats up around 30bhp.

Both heroes reuniting with their preferred rally cars decades later caused mixed feelings.

'I was surprised that the Porsches were still so fast. It immediately felt good. I had expected them to be much slower,' recalls Patrick.

'It didn't go very well for me,' admits Robert. 'It's great to see these 911s again, but I never felt nostalgic about the cars, nor about the races. My problem has always been that I was not a real petrolhead like my competitors. I sold all my cars a few years ago, obviously right before the prices sky-rocketed. I once could buy this Belga Porsche for 70,000 euros, close to nothing considering its worth nowadays.

Today, I own only a magnificent 991 GT3.'

Robert almost accidentally ended up in rally and never believed he had more talent than anybody else: 'Which explains why I kept running my business. Otherwise, I could have reached higher levels in this sport. I don't have any regrets, though. I'm only nostalgic about how this sport lost a bit of its appeal. After a jump, we didn't have a clue where we would land. Now, it's all perfectly calculated.'

Patrick knows what his friend and nemesis is talking about. He still regularly competes with a Porsche GT3 professionally: 'I sometimes get to drive the new generation of rally cars as well. They're mighty fast and handle beautifully, yet they're underpowered. A Porsche isn't. And it has a real soul. I absolutely adore it.'

964

964 3.6 RS
964 RS SPEEDSTER
964 3.8 RS/RSR



PORSCHE 964 RS



Porsche 964 3.6 RS

How the 964 RS was born

Everything new and better

When Porsche finally reinvented the 911 with the Type 964 after so many years, it fulfilled a big wish for racing fans: there was again a 911 for road and track, there was again a new RS.

It's safe to say that the period during which Porsche put the 911 on the back burner was not beneficial to the company. While the 928 wasn't performing particularly well in the luxury GT class, the unpopular 924 morphed into the 944, whose four cylinder engine essentially reflected the right cylinder bank of the 928 and started off with 163bhp. The 944 was part of the model range for an entire decade, undergoing constant development and eventually hitting 250bhp as the 944 Turbo S. To boost its popularity, the 944 Turbo Cup was launched in Germany in 1986. The racing series debuted on the Nürburgring and was won by Joachim Winkelhock. A native of Swabia, Winkelhock took two more victories to secure the championship title. Porsche kept a keen eye on how the races regularly attracted more than 30 cars, all capable of 270 km/h. Roland Asch, who entered a few meetings in 1986 with *Sponsor wanted* stickers on his 944, finished fourth that season. He signed a professional contract the following year, which helped him win the title in each of the 944 Turbo Cup's remaining three seasons.

In the meantime, Porsche had realised how important the 911 was. Under the leadership of Peter W. Schutz, the company introduced the Cabriolet and began to develop a successor to the ageing G series. Although Schutz raised the turnover from 850 million to 3.7 billion German marks, he had to step down at the end of 1987 because the weak dollar had greatly undermined sales until they eventually dropped to 10,000 cars in the United States. Heinz Branitzki, the board member

in charge of finances, was appointed to succeed Schutz at the start of 1988. That same year he had the honour of presenting the first new 911 since 1973: the Carrera 4 of the 964 series. Interestingly, Porsche launched the Carrera 4 exclusively with all-wheel drive. The Carrera 2 with rear-wheel drive came later, followed by the Carrera 2 and Carrera 4 versions of the Targa and the Cabriolet. The Speedster and various Turbo models would join the portfolio as well.

The 964 RS traces back to the successful 964 Carrera Cup, which was quickly extended to other countries, and which triggered the increasingly frequent question of why these popular races didn't feature the classic Porsche – the 911. Certainly because the days were clearly numbered for the water-cooled 928 and 944, even though 11,241 of the latter's successor, the 968, were assembled between 1991 and 1995. This prompted the company to organise the Porsche Cup around the 911 in 1990, launching a triumphant tradition as the Porsche Carrera Cup Deutschland.

This racing series, which is still one of the world's most popular, evolved impressively. The first Carrera Cup car in the autumn of 1989 kept rather closely to the 964 production vehicle. Helmut Flegl and Roland Kußmaul had modified it only moderately at the request of Doctor Ulrich Bez, the board member in charge of development. At a starting price of 123,000 German marks – in contrast to 90,000 German marks for the 944 Cup car – it had 265bhp compared with the standard 250bhp, a welded-in roll cage by Matter, a reduction in ground clearance of up to 55 millimetres, and a height-adjustable coilover sports suspension. To save weight, the Cup car did not have a passenger seat, rear seats or any insulating material. It had a smaller, lighter battery and the wiring loom had shed another five kilos. The boot lid was made of aluminium and, from 1992, the panes were thinner, whereas the heating system was smaller and less heavy. The car also lacked power steering. Its synchronised five-speed transmission with steel rings had shorter ratios for third, fourth and fifth, because acceleration was more important than absolute top speed. An anti-lock system and a catalytic converter came as standard. Porsche produced 50 Cup cars for the

first season, including one with a Tiptronic transmission to promote the Carrera 2 with automatic gearbox. It was only entered by the factory with Walter Röhrl at the wheel and clocked practically the same lap times as the cars with manual transmission.

Today, we have the Porsche Supercup, the Porsche Carrera World Cup and the International Race of Champions in the United States, in

addition to eight national Carrera Cup championships and 11 regional GT3 and IMSA Cup Challenges. Because all these championships require new cars yearly, Porsche has, over the past few decades, become the world's largest manufacturer of racing cars.

No one could imagine this fascinating path back in 1990, but the quick success and rapidly rising popularity of the cup races played a crucial



Porsche 964 3.6 RS



The three hours of Zhuhai 1994

role in the presentation of a distinctly sportier 911 at the Birmingham Motor Show in October 1990: the new Carrera RS. Once again, the RS served as a homologation model, with barely 1,000 copies to be made by the end of 1991. According to the N-GT regulations for production-based GTs, the Clubsport version of the Carrera RS was then eligible to enter multi-brand races.

The 911 RS killed two birds with one stone. For starters, the 911 could finally abandon the confines of one-make cup races. Customers were now free to put their Porsche through the test against other manufacturers. In addition, and as might be expected, the 1,000 cars were sold in the blink of an eye. After Porsche managed to retail precisely 1,053 of them in 1991, it obviously continued assembly until the end of the model year to deliver another 1,229 vehicles. It contributed greatly to its success that the 911 Carrera RS was road legal and could be used for everyday driving. Porsche would sell no fewer than 1,873 of the sporty yet non-racing Carrera RS, at a price of 145,450 German marks in 1991 and 160,000 German marks in 1992.

The RS was available in three different liveries for the same price. The first was a road-legal touring version with a standard dual-mass flywheel, delivered exclusively to the UK, France, Scandinavia, the Benelux countries, Italy, Spain and Portugal. The second was sportier, with a basic flywheel and spring-loaded clutch. And for those who wanted to head straight for the racetrack, the Clubsport had a clutch disc with sintered linings, although it could be made road-legal on special request. An additional 290 units of the Cup Carrera-derived N-GT variant with FIA homologation were available at a price of 160,000 German marks each.

The RS was essentially nothing more than a slightly civilised Cup car, combining its weight-reducing features with a somewhat comfier interior and two seats. The new RS was designed as purposely as possible for racing. Its furnishings were cut back wherever possible.



The interior of the 964 3.6 RS

Buyers had to relinquish power windows, extensive noise insulation and rear seats – and instead got narrow bucket seats and three-point safety belts. Its small, four-spoke steering wheel with a diameter of 360 millimetres fits perfectly in the driver's hands, and its rear-view mirror required manual adjustment, since electric motors got removed to save weight. An airbag wasn't possible, either. This version of the Carrera RS could indeed be used for racing and would eventually be ordered 290 times with the optional safety features obligatory for the N-GT Group: a roll cage, six-point safety belts, a fire extinguishing system, and a safety switch on the electric circuit.

The superior driving performance of the Carrera RS was due in part to its lower overall weight of 1,320 kilogrammes compared with the 1,450 for the standard Carrera 2. The racing version's kerb weight was cut back to a mere 1,200 kilogrammes. At the same time, the output had increased from 250 to 260bhp at 6,100 rpm. The ten additional horsepower was the result of specially selected pistons and cylinders, as well as the adaptation to 98 octane super-plus fuel. It allowed the RS to achieve a top speed of 260 km/h and reach 100 km/h in 5.4 seconds. Porsche provided an especially effective braking system, using the best components from the Turbo and the Cup Carrera. Naturally, the RS had to do without power steering.



Porsche 964 3.8 RS

Its body was 30 millimetres lower than the production variant. Its suspension was tuned to be taut yet bearable for everyday use, albeit not as hard as a genuine racecar on the track. And it hit the road with the Cup Carrera's 17-inch magnesium rims and tyres of 7.5 J x 17 with 205/50 ZR 17 in the front and 9 J x 17 with 255/40 ZR 17 in the rear.

Once again, Porsche showed it had no trouble selling impressive numbers of these rather austere furnished, but markedly sports-oriented cars for the purpose of homologation. In its efforts to rapidly assemble and shift 1,000 vehicles, the company hadn't bothered with homologating the Carrera RS for the US. Predictably, this prompted potential American customers to turn their gaze enviously towards Europe. When calls for an RS for the US began to sound ever louder from across the Atlantic, Zuffenhausen decided to make a special version: the 911 RS America. Since the cars built for Europe had already fulfilled the RS's actual purpose – namely, homologation for amateur racing – the 1993 RS America was based on the Carrera 2's standard drivetrain with 250bhp. Nevertheless, a sports-tuned suspension, the Cup car's 17-inch magnesium rims, and a large, fixed rear spoiler gave it a more dynamic quality. 701 copies were sold at a price of 53,900 dollars.

When Porsche noticed that the newest Cup Carrera, which entered cup races in 1992 as the RS 3.6 with 275bhp, didn't perform sufficiently in major endurance races, it developed the RS 3.8 and the 3.8 RSR for 1993. These were also intended for the BPR Global GT racing series launched on the initiative of Jürgen Barth, Patrick Peter and Stéphane Ratel, and christened with the first letter of their surnames. It provided a replacement for the World Sports Car Championship, which was stopped after 1992. The BPR started in 1994 with eight events, including contests in Japan and China, but the RSR 3.8 had already successfully competed in 1993. It had promptly won its class at the 24

Hours of Le Mans, in Spa, and at the Nürburgring, while it entered in the US Supercup as well. From 1993, it could also join the ADAC GT Cup. As such, the RS 3.8 and its racy brother, the RSR 3.8, were winners right from the beginning and could be sold, albeit in smaller numbers.

While the Carrera RS 3.6 still had a bore of 100 millimetres and a stroke of 76.4 millimetres, yielding a capacity of precisely 3,600 cubic centimetres, the RS 3.8 and RSR 3.8's expanded bore of 102 millimetres and identical stroke resulted in a capacity of 3,746 cubic centimetres. The factory claimed the RS 3.8 now developed exactly 300bhp at 6,500 rpm, and its torque rose from 310 Nm at 4,800 rpm to 360 Nm at 5,250 rpm. The RSR had more power, of course. Air restrictors of different sizes were mandatory, depending on the regulations stipulated by the race organisers. To enter the ADAC Cup, for example, the RSR 3.8 required an air restrictor with a diameter of 41 millimetres, which resulted in 325bhp on the rear axle at 6,900 rpm. By contrast, Le Mans allowed restrictors with 48 millimetres, giving the drivers an additional 25bhp.

Porsche sold the RS 3.8 for 225,000 German marks, for which buyers received a racecar that was authorised and halfway suited for the road. But those who wanted to replace their ageing 935 opted for the RSR 3.8 at a price of 270,000 German marks. Because the factory did not always record exact numbers, estimates differed widely as to how many cars were actually produced. Today, it's certain there are 55 RS 3.8s and 52 RSR 3.8s.



Porsche 964 3.8 RS

PORSCHE 964 3.6 RS

MOUNTAIN MAN

Most Porsche love affairs began with kids gazing at glossy folders, or at polished cars in shiny showrooms. This one started on the world's mightiest mountain roads, and with an industrial designer from Munich who tried to capture this awesomeness in inspiring images.





Which doesn't mean Stefan Bogner wasn't infected way earlier.

'I've always adored cars, and my family consisted of "Porschisti". Sitting in the back of my dad's 911 Targa probably sparked my adoration for this brand. But my first automobile was a light-weight Lancia A112 Abarth. A couple of Beetles, a Mini and a Saab followed, until I finally got my first 911 3.2 Carrera in 1999. I still have it. It has run 180,000 miles, yet looks like new.'

Even so, a young Stefan Bogner didn't have a clue and just studied the same as the nicest girl he knew: industrial design. The training was great, the prospect of boring jobs less so. So they founded their own bureau and became awfully successful. 'We produced album covers for techno music, worked for clubs and trendy labels, and also for major companies in the field of product and communication design. After a while, we employed 15 people.'

It became so huge, Bogner needed something to correct the balance.

'I often used to drive off with my best friends in our cars into the mountains, just to cool down a bit.'

And to spark even more creative ideas, apparently.

'One day, it struck me how many people are attracted by the mountains, while there's not one decent magazine on the subject. I saw room for something fresh next to the traditional motorbike magazines, which just deal with driving as fast as possible.'

The concept was ready in five minutes – often a recipe for success.

Defining an appropriate name didn't take much longer.

'Curves – Soulful driving.'

Bogner had the idea of a car magazine in which lots of curves would be seen, but not a single car. Although he was first met by the shaking of heads, it was probably the secret to his success. 'Each issue covers five days, the ideal timing for a decent road trip. And the text is witty, as if Quentin Tarantino and Sofia Coppola are talking, chatting, reflecting in a car. Not showing any cars, bikes, motorcycles or mobile homes allows everybody to imagine it's him on that road, if only because these groups don't like each other's presence too much when they're travelling.'

Bogner tackles all corners of each pass, but he works very fast and dedicates not more than five minutes to each turn: 'No tripods or artificial light. There's nobody in the mountains early in the morning or late in the evening, and the light is magnificent. It's a road trip, so it needs to go quickly. Two weeks suffice to prepare one magazine.'



Six years later, it has all worked out very, very well. What started as a way of relaxing on the few free days he had, developed into a full-time profession. Bogner now has eight magazines and a couple of books on his shelves, all with his name on the cover.

‘It was like a Karma highway. Initially, I could not really be bothered if it became popular, since I didn’t need it to make money. A few years down the road, *Curves* had become a success and I had arrived at a point where I wanted to place a new focus on my professional life. I sold my shares in the agency. I now dedicate half of my time and energy to establishing *Curves* as a brand and work for other design projects in my main fields of work, which are automotive, travel, food, and hospitality.’

Bogner’s design background fits in beautifully here.

‘The sum of its parts is what this project is about: a pictorial language of empty roads developed specifically for *Curves* – in some cases photographed from a helicopter, plus a clear layout with useful map material. *Escapes: Winter* is my favourite book because it features only snowy and hence useless roads. But I felt I had to make it, if only to close the

circle of the four seasons. It now is the book I’m most proud of. From the *Curves* magazines, I prefer the French edition. The Swiss Alps are fantastic, yet the French counterpart has everything. It’s magnificent to travel from the Mont Blanc to Nice and from snow to sea. First, you’re in rough terrain, four hours later you’re enjoying a delicious fish with sparkling wine on the French Riviera.’

Bogner, being a Porsche guy and a passionate driver, perfectly blends into the picture. If only to give him street credibility.

‘Next to my old 3.2 Carrera, I have a new 911 GTS as a daily driver, and a 911 S from 1970, which has been converted into an ST, with a twin-spark 2.5 litre flat-six. If it breaks down, I have a serious problem. It has such rare parts, the repairs would take months. Quite apart from what it would cost me. I have a love-hate relationship with it. It’s so pure and beautiful, it takes everything out of me. After three days travelling up and down the Alps, I’m completely exhausted, but extremely happy. I also have a 911 T with a 2.4 litre S engine in Bahama yellow. The ideal café racer.’







And then there's the apple of his eye.
'I bought this 964 RS a year ago, because it was totally original and came in the one colour to have. To me, this is the classic racing Porsche. It's very light, still has the old body, yet already the RS engine and it drives like hell. Mine has the Walter Röhrl kit, boasting an extra 30bhp. Its sound is just overwhelming.'
It's no easy animal, though.

'Although it seems to be smiling, it actually is a fierce beast. The bonkers-hard suspension makes it quite dangerous. It goes really well until a certain point. But if it snaps, it snaps extremely brutally. To me, the 964 has finally grown up, compared to the early RS models, while it isn't spoiled by electronics. This one constantly demands all your attention. The 993 RS is already too big and its spoilers are way too exaggerated. I like how the 964 is very understated yet totally evil.'

Bogner is not a member of any club. 'I am simply not the club type, never have been.' He prefers to cruise through the mountains with his friends in his five Porsches. 'Driving, eating, drinking...spending one's time with friends. It's the perfect recipe as a way of compensating for the daily grind. Every 911 drives differently. And they're so reliable, they're ideal for road-tripping.' That's why this quintet will probably stay with him forever. 'I share such fantastic memories with them. Selling them would feel like losing a good friend.'

In the last few years, the close collaboration between Bogner and his favourite brand, Porsche, has been growing. A win-win situation. 'We both believe we don't necessarily need to show cars to illustrate our commitment, Porsche isn't after ordinary marketing. In the second part of the magazine, the 'Making of' section, the reader sees the cars we were driving and is given a backstage impression of the production. It's simply fantastic to share the passion I have with the brand that I was so enthusiastic about as a child. I'm a Porsche guy.'



The mountains are Bogner's stage, and he knows perfectly what to do with it. He understands how this eternal battle of mankind versus nature plays on two levels. The roads curling up and down are, for humanity, a way of controlling these mighty mountains, of trying to tie them down and reduce them to mortal dimensions. Then, in a next phase, travelling over the same roads on bike, motorcycle or car helps to escape the daily grind.

Bogner gets lots of feedback from the readers of his *Curves* books. 'I receive countless emails from fans who recognise the roads they did during their wedding holiday 50 years ago. It's great to stir up those emotions again. Some write to me, saying that I should not promote driving in the Alps. I can understand that to some degree of course. But what will be the consequence of that? If you want no traffic, then you will have to completely block off the roads to motor vehicles. As is the case in many tourist hotspots, we will in future have to consider how we deal with increasing numbers of visitors in a sensible manner and in a way that protects the environment. This discussion is important.'

Bogner doesn't lack enthusiasm. Nor self-confidence. He has this ability to turn everything into gold. Or at least into a cool story. 'Do I have the best job in the world? Probably not. Although I can't think of one aspect which I hate. So yes, I might have the world's best job. How about that?' Even so, Bogner has no idea where all this will lead to. After all, it's just another road trip.

PORSCHE 964 RS SPEEDSTER



AND NOW
FOR SOMETHING
COMPLETELY
DIFFERENT

SPEEDSTERS

Most Porsche stories begin with kids falling in love. This one started with an ambitious youngster buying a 964 RS and crashing it the very same day.

The crash would have been only a sorry footnote in his own existence. Though faith sometimes moves in mysterious ways.

Years earlier, another Porsche devotee got to know Herr Müller and Herr Keller from Porsche's development team in Weissach, because they often tinkered with 911s after hours. One day, while chatting, both Porsche guys unveiled the factory plans for a new Speedster on a G-model basis. Would this aficionado be interested in a pre-series model, perhaps? He could acquire one with a small body for 70,000 German marks, as opposed to the wide-body 911 Speedsters that eventually went on sale later.

The Porsche fan recognised the unique opportunity and confirmed the deal, yet asked for a week's extension to decide on the perfect colour. A planned winter holiday would give him enough time to reflect on this vibrant matter.

When he returned home and called Müller and Keller to communicate that silver would be the right choice, it was too late. A mutual acquaintance had already placed a down payment on the same car.

It didn't feel right. To him, a word is a word. But it wasn't a reason to drown in bitterness. These things happen. It was just bad luck. In a way, it even turned out for the better. Because this missed opportunity meant the beginning of a beautiful, long-lasting friendship with both Porsche engineers. And it gave him a direct link to Weissach.



Years later, it was payback time.

In 1993, the same Porsche fan could buy the brand-new 964 RS from the young real estate agent who had just picked it up at the factory and rolled it over before he got home.

The 911 was still drivable, but the body was pretty damaged.

What on Earth should be done with it? Perhaps something truly special?

So he called his friends in Weissach. Maybe they had an idea.

Turned out, Müller and Keller were building a 993 Speedster for Ferry Porsche. What if they carried the concept even further? Why not combine it with the unfortunate 964 RS? They could chop its dented roof, mount a speedster windscreen and visually update it to a 993. The colour remained the same Amethyst as how it had left the factory. The car was equipped

with bigger rims and spoilers in line with the 3.8 RS only later. Its original 3.6 litre flat-six was also replaced with a 3.8 litre engine.

This is how the most unusual of all unusual RSs was born, probably the only one without a roof. Except that it has one, made by Strosek. The hard top can't be removed, however, if only because it has a roll cage built by Matter. After all, this still is an RS. It needs torsional stiffness. It's meant to be driven. Fast.



PORSCHE 964 3.8 RSR

WINGMAN



Most Porsche love affairs start with a young kid looking in awe at a beautiful Porsche parked around the corner. This one began at a much later stage of life, and with a film.



It all began with a film. *Harold and Maude*, a feel-good movie about life – a lot – about death – a little – and about a teenager who was obsessed with his own demise. The film didn't feature a Porsche. But young Harold was given a Jaguar E-Type by his mother, hoping the morbid teenager would finally embrace life. The kid quickly transformed it into a hearse, though, which he drove as if there were no tomorrow.

It was too funny, judged Heinz Emmerling from Frankfurt. It was too cool, believed his son Frank. Young and restless, the kid wanted a hearse as well. Heinz, a supportive father, was determined to make the dreams of his 16-year-old son come true.

A few weeks later, he discovered an Opel Diplomat hearse at a gas station in Frankfurt's dodgiest alley. It was totally run-down, while



the owner wasn't a very lively creature, either. He first didn't want to sell. When he eventually did, he came up with the weirdest condition. For no particular reason, he forced Emmerling to buy two additional vehicles.

It was such a strange deal, Emmerling was intrigued to death. Turned out, the man wanted to get rid of two Porsche 911s with a misty past and an unclear future. A Targa and a Coupe, both neglected and partly disassembled. The idea was so bizarre, it was just too tempting. Emmerling caved, bought the three cars and brought them back to life.

The son was the talk of the town when going out with his killer hearse. And the father was happy, too. He sold the 911 Coupe in the blink of an eye with a nice profit. And he used the 911 Targa during a few hot summers.



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Für kurze Zeit:
Crossino 100%
Avocado vegetarisch
Mozzarella!



REWE



Thirty-odd years later, the Opel hearse is long gone. But the Porsche-love grew bigger than ever.

‘Since that day, I have hardly driven anything else. My passion truly took off when I acquired my first RS, a 2.7 litre from 1973. In the early eighties, nobody wanted those vehicles because they were so basic. I used to buy them for 10,000 euros a piece. Even if some were a bit tired, they were still great to drive.’

Emmerling owns around thirty 911s now, all ready to run. There’s a 1968 Porsche 911 T/R with a lighter Karmann body, which he hopes to race at Le Mans Classic with Walter Röhr. And his 930 Turbo prototype is a final relic of an era when Porsche still sold its experimental cars to its own staff. Until Wendelin Wiedeking became CEO and warranty worries ended this venture.

‘I received the body, but had to wait until the model had been officially launched and all dealers had got at least one car before I received engine and drivetrain.’

Heinz Emmerling has a sweet spot for all of his 911s. Nonetheless, the apple of his eye is a 964 3.8 litre RSR. It was slightly damaged at the front and back when he obtained it. And like most racing cars, it didn’t have matching numbers any more after the original engine had been blown up in action. But when he called Porsche to know in which livery this peculiar 911 had left the factory, they immediately congratulated him. Turned out, he had purchased something very special.

Porsche only constructed 55 copies of the 3.8 litre RS and another 52 RSRs for the ADAC GT Cup and other races. While they were technically more or less identical, the RSR had hydraulic jacks, a full roll cage and its interior had been stripped of carpets, upholstery and luxury.

Whereas the 3.8 litre left the factory with 325bhp, the cup cars offered 340bhp and were equipped with the ABS Five system, which now probably is the easiest way to recognise them.

Only two RSRs were road legal. This was one of them.

The Porsche fascination within the Emmerling family became so crushing over the years, it developed into a real undertaking. Not for Heinz, though. He loves cars and Porsches so much, it has to remain a hobby. But his son Frank has managed to make a nice

living out of it. Frank’s workshop is located in Rheinland-Pfalz, in the middle of the vineyards. He performs restorations, maintenance and conversions, so long as it’s on Porsches. He also brought this RSR back to the condition it had left the factory, including the racing equipment, the special fuel tank for road use – where the alloy tank isn’t allowed – and the cool yellow dye.

The RSR is now one of the stars of Heinz’s collection. All of them Porsches. Except one. Emmerling wants to have at least one strange animal in house. It used to be a Ferrari. Now it’s a Viper. It fits. This man is the German nephew of the Rolling Stones. A grandad in disguise, a rebel with a cause, a smile on legs. Like the 911, he never ages. Like the 911, he refuses to conform.





993

993 RS
993 RS CLUBSPORT



PORSCHE 993 RS



How the 993 RS was born

The 928 is dead – long live the 911.

Although the relaunch of the 993 was the responsibility of a large team, a few personalities behind the scenes shared an ambition to establish Porsche at the top. Clearly, the letters “RS” fitted in beautifully.

As incredible as it may seem today, the 964 lineup was not considered especially agile at the time. Peter Falk, one of the most important Porsche engineers, criticised the car’s handling characteristics and eagerly stated that its successor would require more than just a few changes. Likewise, a good many voices weren’t totally happy with the shape of the 964, but that’s another story. Meanwhile, sweeping personnel changes had taken place. Appointed chairman of the executive board in 1988, Heinz Brantzki was replaced in March 1990 by Arno Bohn, who in turn would only occupy the post for two-and-a-half years before being succeeded by Wendelin Wiedeking. And there was more going on at a lower echelon. Ulrich Bez was poached from BMW to be Porsche’s new head of technology in 1988 and became instrumental in the development of the 993. ‘We’d fallen asleep on the future of the 911 back then,’ recalls Bez. ‘I argued intensely in favour of a brilliant future of the 911. To me, it was the backbone of the company.’ At the same time, Bez was working on a four-door Porsche with the type designation “989”, which was never produced, despite the supervisory board’s approval. The reason was simple: Ferdinand Piëch was developing the Audi A8, and two competing models were not permitted. Plans for an SUV died for the same motives. One can only wonder where Porsche would have ended up if it had had the courage to launch a four-door and an SUV in those days. In September 1991, it was Ulrich Bez’s turn to leave Porsche.

The new 911 celebrated its world premiere at the International Motor Show in Frankfurt in September 1993. With this model line, Porsche not only successfully carried the 911 aesthetic to the next level, it showed some decisive technical innovations as well. There was a novel front axle with aluminium wishbones, and the rear axle featured a completely new construction tracing back to the passive rear-axle steering on the 928. Despite the financial controller’s concerns, this expensive solution gave the 993 the significantly improved driving behaviour Ulrich Bez and Paul Hensler had demanded.

The 3.6 litre flat-six was modified, too. Optimised pistons and connecting rods, hydraulic valve-clearance compensation and a new Bosch electronic engine management system resulted in 272bhp at 6,100 rpm. The hydraulic valve-clearance compensation was received with enthusiasm because it enabled longer service intervals and made it unnecessary to check valve clearances every 20,000 kilometres. A totally reworked exhaust system improved performance and exhaust after-treatment. Also new was the six-speed manual transmission as standard equipment, while the Tiptronic was significantly overhauled. With a top speed of 270 km/h and an acceleration from 0 to 100 km/h in 5.6 seconds, the 993 proved to be a remarkably sporty machine which, in conjunction with the upgraded suspension and lower operating costs, promptly resulted in rising sales numbers.

This was crucial, because Porsche faced deep financial troubles. Zuffenhausen had shifted a meagre 8,341 units of the 964 Carrera 2 and Carrera 4. The 968 had fared worse than expected, with only 1,881 copies sold, not to mention the 119 entities of the 928 S4. Unsurprisingly, Porsche posted a loss of 253 million German marks in 1993. The 993 arrived right on time, with 2,374 coupés sold and 22 pre-production cabriolets already assembled.

But the 993 represented much more than just the ambition of Ulrich Bez and his technicians to build a significantly better vehicle. It also marked the beginning of the era with Wendelin Wiedeking as chairman of the executive board. He improved the production process in Zuffenhausen



dramatically with the help of two former ranking Toyota staff members who had founded a consulting company named Shingijutsu. Whereas Porsche had previously held inventory in stock for 28 production days, storage length was now reduced to 30 minutes. Suppliers unwilling or unable to deliver their parts pre-assembled and right on time to the production line simply lost their assignment. Wiedeking quickly brought Porsche back to profitability with these rigorous changes. A further contribution to the upcoming success was Wiedeking's decision to cease production of the 968 and 928 in 1995. It meant the end of Porsche's endeavours in the front-engine department for quite some time, once the replacement model – the mid-engine Boxster – joined in August 1996.

Porsche was back in the fast lane with the Type 993. In 1994, the company managed to build and sell 7,074 cabriolets, 7,865 coupés, and no fewer than 100 units of the new 305bhp Carrera Cup for various racing series in Europe and the United States. Once again, we return to the Carrera Cup series, being held in an increasing number of countries around the world. The previous year, Porsche had created the RS 3.8 and the RSR 3.8, which scored a few major successes in the recently initiated BPR series. More importantly, the big races had gained in popularity due to new homologation models such as the Jaguar XJ 220, Lotus Esprit, Venturi and Ferrari 348 LM. It was a great relief after 1992, when barely 28 cars had made it to Le Mans.

Porsche recognised that customers were more interested than ever in competition – and not only in the increasingly popular Cup and Supercup races, but also in the bare-knuckle battle with other manufacturers. A broader range of classes was achieved by creating the GT2 category, requiring manufacturers to produce at least 25 identical vehicles. Porsche's GT2, which weighed 1,112 kilogrammes for the track version and 1,295 kilogrammes for the road variant, was sold no less than 172 times between 1995 and 1997, including the Clubsport. The street version, whose 3.6 litre turbo engine delivered 430bhp, started at 276,000 German marks, while the racing alternative was listed at 248,500 German marks. A complete racing equipment package with jack system, fire extinguisher and more raised the price to a stately 335,000 German marks in 1996. In order to stay competitive, the racing cars constantly improved and power output was increased, resulting in a vast number of evolutionary stages. Power went up from 450 to 485bhp and torque climbed to 665 Nm. The ultimate racing model was called 911 GT2 R and was offered at a base price of 506,000

German marks. A last evolution of the street-legal GT2 was called GT2 GT Series 2 and officially delivered 450bhp, although the actual output was nearer to 490bhp. Barely 20 copies were built and given out to “friends of the house” at a price of 287,500 German marks. One additional vehicle was assembled for a member of the Porsche family. All having rear-wheel drive in contrast to the four-wheel-drive Turbo models on which they were based, they were quite a handful to control. The reason was simple: the BPR regulations did not allow four-wheel drive.



995 900L

BASE MODULE
(MIT KLEINE ENDSTÜCK)

KONZEPT.

FÜR 995 RS/RSR

MODULAR SPOILER

① BASIS RS SPOILER

② STRASSEN SEIT WAKEL

③ STRASSE BREIT VERBUND

④ RENN "ENDPLATES"

FULLY ADJUSTABLE
ENDPLATE

ALU "EDGE CARROW"
ENDPLATES

MULTI ANGLE
ENDPLATE

STEFAN MURKETT 28.10.93



From 1994 onwards, Porsche fielded the Cup 3.8, which competed in the Carrera Supercup of 1994 and 1995 with a 3.8 litre engine and 310bhp, and was sold to 147 buyers at a price of 173,000 German marks. In the next two years, the 993 3.8 Cup boasted 315bhp, and its maximum torque rose from 360 to 370 Nm. Evidently, the one-make cup allowed Porsche to sell an astonishing amount of racecars. In 1997 and 1998, the company sold at least 15 units of the 993 Cup 3.8 RSR, whose 350bhp offered an ample replacement for the now ageing 964 Cup 3.8 RSR. There was also a version with a catalytic converter and silencer, enabling participation in the Veedol Endurance Cup.

Despite having so many different models on offer, Porsche was not prepared to rest on its laurels. After all, the decision-makers in Zuffenhausen and Weissach clearly understood that fans were waiting for a Carrera RS. From this moment on, the pattern of developing an RS on the basis of the Supercup vehicles would be further perfected with each new generation.

The 993 Carrera RS made its first appearance at the 1995 Amsterdam International Motor Show. And, once again, it was built to the tune of a minimum 1,000 units to be homologated for the international group N-GT. More precisely, 1,130 Carrera RS were sold in 1995 and another 57 a year later. Altogether 1,203 copies were delivered, including Clubsport models. These burnished Porsche's renown on the track and quickly became prized collector's items.

The Carrera RS with the basic equipment package was road legal, but remained a pure two-seater. It also received an extremely sporty suspension to enable Clubsport versions to be used in club activities and endurance races alike. With the two additional small spoilers on

the front and a now-fixed rear spoiler, the RS looked considerably sportier than its predecessor, whereas lift was reduced to almost nothing, without increasing drag. Track aficionados could also order the big spoiler package. At 1,270 kilogrammes, the RS was some 100 kilogrammes lighter than the basic Carrera, and the long list of measures shows how demanding a strict diet can be. Let us consider everything that raises weight: power windows (remained optional), power mirrors, a central locking system, radio and speakers, driver and passenger airbags (still available on request), heated rear window, rear seats and the accordant seat belts. A front bonnet of aluminium shaved off another 7.5 kilogrammes. Two bucket seats painted to match the car and covered in leather spared yet another 30 kilogrammes. The vehicle was priced at 147,000 German marks.

The heart of the new Carrera RS, however, was the significantly overhauled six-cylinder, now with more than 3.8 litres of displacement, thanks to the 102-millimetre bore with a constant stroke of 76.4 millimetres, as also previously modified in the 964 RS 3.8. Compared with last year's model, the output rose from 272 to 300bhp, now offered at 6,500 rpm. The intake and outlet valves were enlarged to 51.5 and 43 millimetres, respectively. The decisive difference, though, was the introduction of the Varioram system, in which the intake manifold lengths were variable – that is, adjustable – for higher output and increased torque at mid-engine revs.



The chassis was modified accordingly. The front axle was lowered by 30 millimetres and the rear axle by 40, whereas various settings could be selected for the front and rear stabilisers. Last but not least, the RS featured a standard driver-controlled locking differential, available as an option in the series model. The car got an enlarged brake system, while ground contact was provided by eight-inch-wide rims with 225/40 ZR 18 tyres on the front, and by ten-inch-wide rims in the RS Cup design with 265/35 ZR 18 on the rear.

For those who found the street-legal version too tame, there was the Carrera RS Clubsport, in which the entire interior was stripped of upholstery and insulation material and painted to match the car. With enlarged front and rear spoilers, this reserved-for-racing variant looked markedly fiercer. In all other ways, the RS Clubsport was technically identical to the basic 911 Carrera RS. Its price was 164,700 German marks.

At the same time, Porsche kept the GT2 going, which was – casually speaking – a lightweight version of the 911 Turbo. Since all-wheel drive was not allowed in the BPR series, the GT2 plied its trade with rear-wheel drive. With the proven 3.6-litre from the Turbo (final types had a displacement of 3.8 litres), the turbo pressure was raised to 1.8 bar, the intake and outlet systems were designed a bit more freely, and TAG provided specially configured engine electronics. Meanwhile, the valve-clearance compensation gave way to valve caps. The initial 450bhp would later increase to 485bhp in the 1998 racing versions. The price: 506,000 German marks.

Those who wished to enjoy the GT2 on the road could opt for the somewhat tamer variant starting at 430bhp. By 1998, the output had reached 450bhp. For the adventure of driving the 450bhp Turbo with rear-wheel drive, one had to cough up 267,500 German marks.



Porsche 993 RS (yellow) and 993 RS Clubsport (red)



PORSCHE 993 RS CLUBSPORT

STREET RAGER

Most Porsche stories feature successful businessmen who managed to fulfil their wildest childhood reveries. This one is about a smart guy with golden hands.







Franz-Josef Schwarz wasn't born wealthy, and his parents didn't have a big heart for sports cars. Only young Franz did have.

'Already as a kid, I loved cars and hoped of one day owning a Porsche. Its shape and aura are just magnificent. It's a timeless beauty. My parents lived in the middle of the woods and I often got to drive their old Volkswagen Beetle. In my innocent mind, it wasn't such a big step from this tatty Beetle to a genuine Porsche.'

In real life, the shift was slightly harder. Schwarz didn't have any means. But he was willing to toil hard. And he was dexterous.

'I studied mechanics, hoping I could later repair cars and improve them. After I finished school, I started working for Lorenz & Rankl Fahrzeugbau. They were building prototypes, the Silver Falcon Roadster with Mercedes V8, and a few Ferrari Testarossa convertibles. I learned a lot there.'

That's how Franz moved to Munich and earned enough to buy a 911 at the age of 24.

'My first automobile was a Series One Ford Escort, followed by a Mini Cooper. But in 1984, I could afford a simple yet lovely 3.0 SC from 1981.'

When Franz reached his early 30s, he fulfilled another dream.

'I started racing in Formula Opel Lotus, although I was way too old for a professional career. I just wanted to have fun.'



T8L 0911



It did lead to more, however, and to a flourishing trade. Since Franz kept his own car fit for duty, he might as well do it for customers. Before he knew it, Barus Racing was born.

It now resides in a neat little workshop in the very south of Germany, right behind a few golden haystacks, dodgy barns and enormous wood piles. It's as far from a race track as the Nürburgring is from autonomous driving, but this doesn't hurt his activities at all. Franz doesn't run any publicity, either. The right clients find him anyway. And he has no desire to attract others. Franz works alone, and growth is not his priority. Quality is.

Having 30 years' experience, Franz has cultivated a client list that reads like a "who's who" of all successful businessmen this side of England. But discretion is his middle name.

'Quite a few customers from Switzerland and Austria often bring impressive gear. Also Formula 1s and Group C monsters, including the ex-Michael Schumacher Sauber Mercedes, a few Aston Martins and a lot of Porsches. I'm now preparing a Porsche 962 for Le Mans Classic. An original Joest car, it raced at Le Mans in 1990 with Henri Pescarolo. It's rather challenging to bring it back to health. All parts are extremely expensive and the electronics are so complicated.'

Next to the Porsche, there's an ex-Eddie Cheever Alfa Romeo Formula 1 from 1984, equipped with a 1.5 litre V8 turbo boosting out 800 to 1,000bhp.

'The Autodelta engine is broken and it's almost impossible to find the right parts.'

Like any good chef, Franz tried most of the gear passing through his workshop.

'Honestly, the Porsche 962 wasn't as difficult as expected thanks to the ground-effect. The faster you go, the easier it becomes. You need to turn a switch in your head, though. It behaves really well above 230km/h. If you're too slow, it's a tough nut to crack. At the Festival of Speed, I once drove the Lotus used by Jochen Rindt in Monaco. That was pretty cool. And I've just competed in the Modena Cento Ore Classica with a 911 3.0 RS.'



Next to his expanding business, Franz also grew a small toy collection for himself. Over the years, he has acquired a two litre 356 Carrera, a brutal 997 GT3 RS and a 964 RS.

Unfortunately, the 964 and Franz weren't a match made in heaven.

So he sold it to a good friend, only to trace down a bright yellow 993 RS in Stockholm, where it had been cherished for years by a total Porsche freak.

'Although I liked the 964 RS, its suspension was just too hard. The 993 is smoother for body and mind if you want to clock the miles.'

Which Franz does. He never raced the 993 RS, but he often puts it through its paces on his own track, right around the corner. The Kesselbergstrasse, in between the Walchensee and the Kochelsee, used to be the stage of the Kesselberg hill climb. Today, it's Franz's private proving ground.

The 993 RS is a loyal soldier. The first five years of its exciting life, from 1995 to 2000, it spent at the factory in Zuffenhausen. Of the 1,014 copies produced, two were kept aside, both as yellow as a bathing duck. The one with the number plates S-PR-911 had the more discreet spoilers and served for PR purposes.



The other is this flamboyant piece of kit with 9-RS-986 plates, used mainly to grace events and to lure potential customers into a new venture. It's totally original, though, and only has air-conditioning, the bigger wings front and back, and an extra strut between the front shock absorbers for added rigidity.

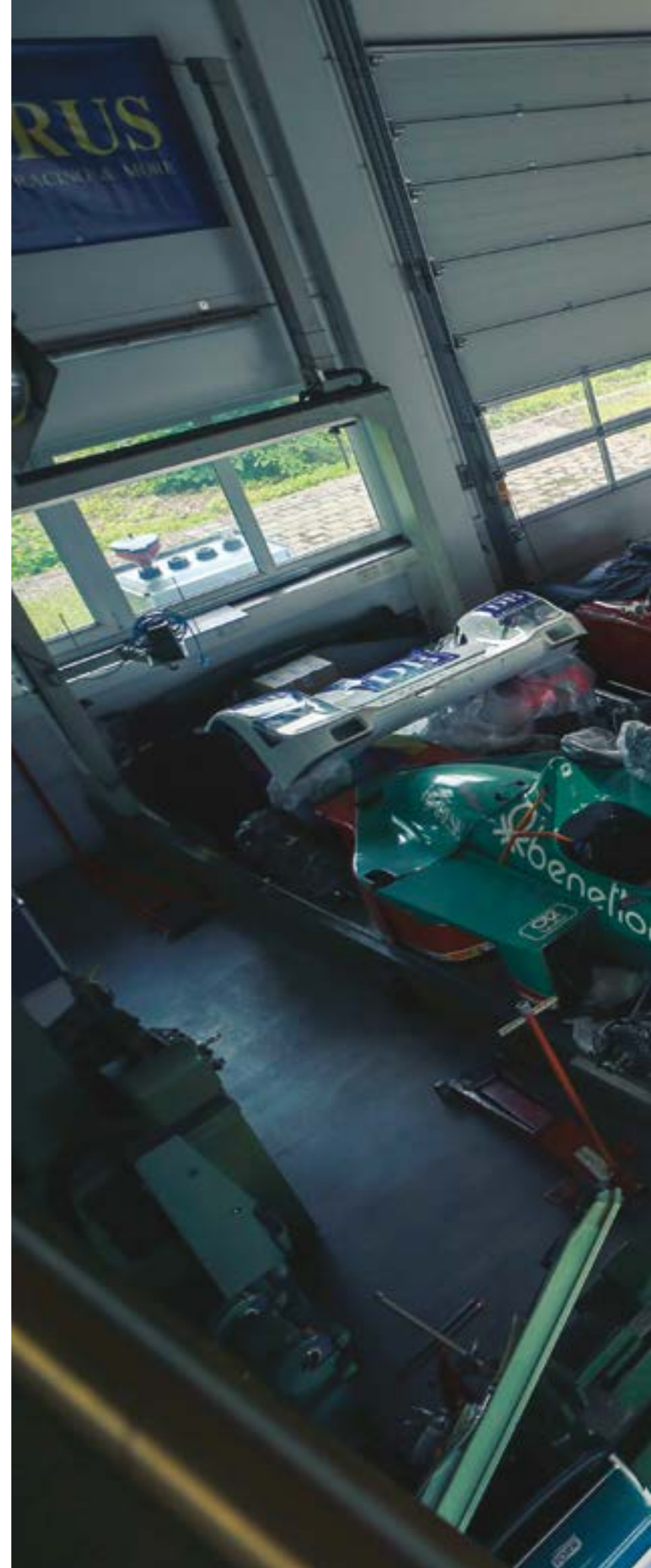
Franz is as modest as a Buddhist, as warm-hearted as one of the seven dwarfs, as happy as a dog. He has achieved more from his career than he could ever have expected. But he still has some dreams. It wouldn't be entertaining otherwise.

'The 911 F-model is my absolute favourite. One of my clients owns the 2.7 RS with chassis number 012, the second RS ever. It's a prototype without the duck tail, first owned by Helmuth Koinigg. As a factory racer, he was given the 911 2.7 RS as a sort of payment. It's such an interesting vehicle, but it'll probably be a bit too expensive.'

Meanwhile, he's over the moon with this hot threesome.

'If I ever need to sell something, the 356 will be the last to go. It's a great little car and there are only 300 of them. The 964 was splendid, and the 997 GT3 RS is extremely powerful, but I don't use it as much and there are quite a few of them around. I honestly prefer the 993. It's so exquisite in everyday use and performs impressively on a track. Moreover, it's not complicated at all and it turns out to be surprisingly reliable.'

Which makes it the perfect partner for a man earning his daily bread in his own workshop. If Franz constantly had to tinker with his own vehicle, it wouldn't be a hobby any more. Not for a street racer who just wants to have fun.



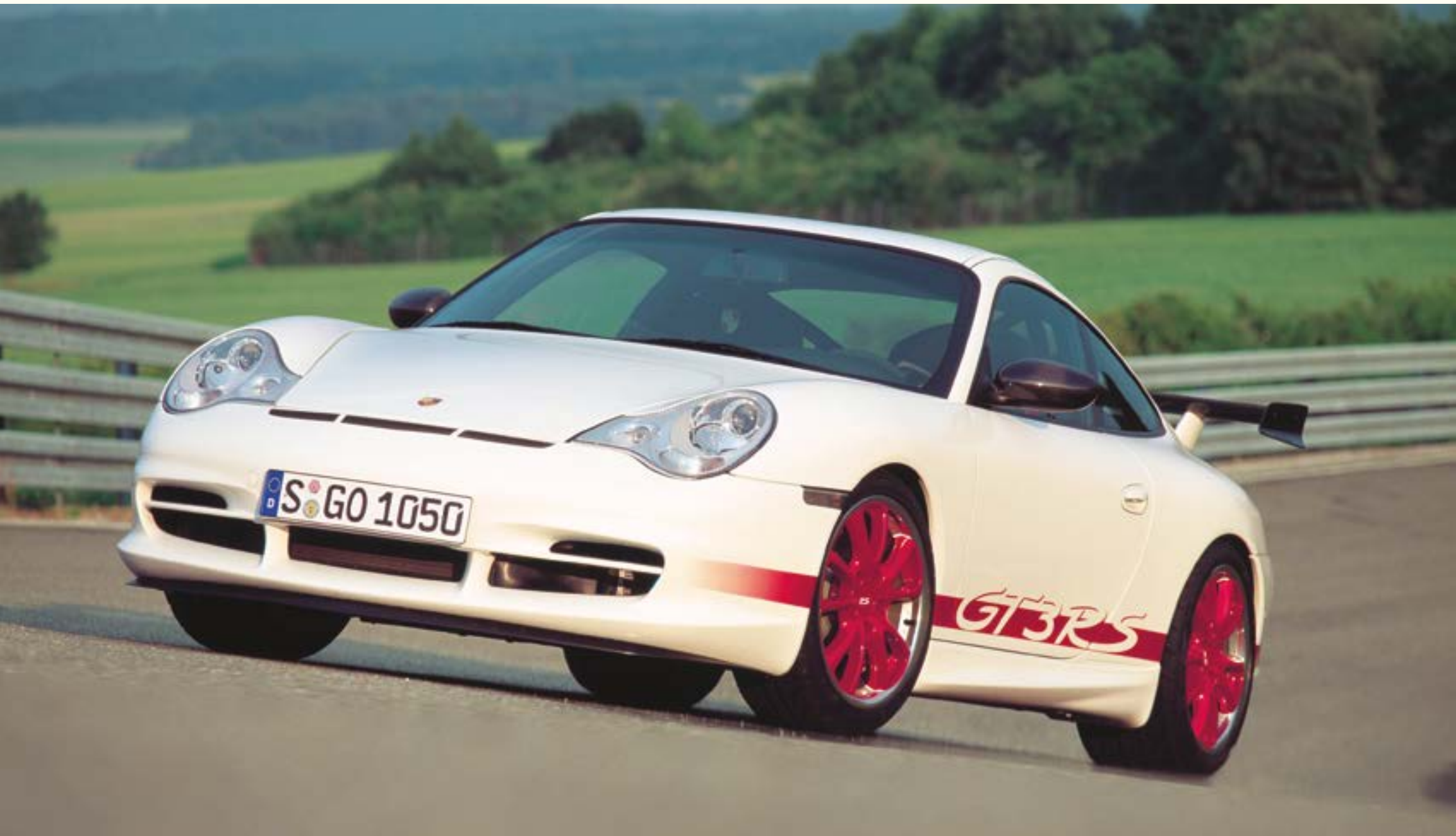


996

996 GT3 RS



PORSCHE 996 GT3 RS



How the 996 GT3 RS was born

The end of the air-cooled era

Suddenly, everything was different: Porsche was focusing on water-cooling and the Boxster, although the 911 remained the company's backbone. The new 996 line had brought an explosion of variants, and the magical RS letters would return at a later stage.

As mentioned in the chapter on the 993, Porsche lived through turbulent times from the late 80s to the mid-90s. After barely two years, executive chairman Heinz Branitzki had been replaced by Arno Bohn, who, in another two years, had to make way for Wendelin Wiedeking. Together with Bohn, Ulrich Bez left his post as head of technology in September 1991, to be substituted by Horst Marchart. Wiedeking was appointed member of the board in 1991, spokesman of the board the next year, and ultimately chairman of the executive board in 1993. He also quickly brought the company back to success. Meanwhile, Horst Marchart was the architect of a new generation appearing in the second half of the 90s. Karl Ludvigsen describes this transition in his book *Porsche: Excellence was expected*:

The new Boxster and 911 Carrera emerged from a state of chaos. In 1991 and 1992, Porsche AG lost races, saw its sales plummet, sustained losses and offered three different model ranges. Wendelin Wiedeking recalled 'that 1992 was a very critical period. We tried to analyse our situation, determine what had gone wrong and what needed to be done. We then completely revised more or less all our processes, in order to reduce the lead times for the design and the development of a car.'

In this difficult era, and with money being so scarce, Horst Marchart had to establish new ideas. Karl Ludvigsen again:

Porsche desperately needed a second vehicle line after the demise of the 968 and 928. And Marchart found the solution: two vehicles that shared the same front part. After all, the part up to the windshield – including crash structures, doors and the complex dashboard with



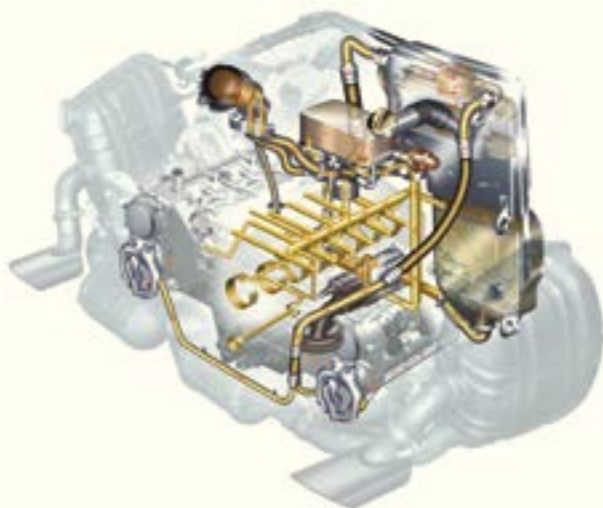
heating and air conditioning – contributed disproportionately to the overall development costs. A good deal of money could be saved if the expenses for these elements were spread over two vehicle types. The same was true if both models shared parts like headlights, fenders, steering systems and front axles. The two cars had to look totally different from the front seats to the rear end, but they could share a drivetrain or at least the engine family. This was how the Boxster was born, of which hundreds of thousands were sold to date.

Unquestionably, Porsche was able to survive this tough transition period due to the quality of the 993. This was offered in so many variants through 1998 that it did what it had to do: provide enough sales to keep going. For just under a year after the discontinuation of the 968 and 928, Porsche depended entirely on the success of the 993, until the Boxster joined the range in August 1996. The Boxster had already been shown at the Detroit Auto Show in January 1993, but more than three years passed before it could be produced.

Those who could interpret the sign of the times recognised that the era of the air-cooled six-cylinder was coming to an end. This became awfully clear when the Boxster's 2.5-litre revealed itself to be a flat-six engine with water-cooling, four-valve technology and four overhead camshafts. Engineers had been working on this powerplant for years and pulled off a small miracle with a plethora of advantages. Although it had 24 valves instead of the previous 12, and four camshafts instead of two, the new machine consisted of barely 408 parts compared with 480

in the past. Despite the added complexity, the engine no longer took seven man-hours to complete, just one. It was ten centimetres shorter and weighed 182 kilogrammes – clutch included – in contrast to the 232 kilogrammes of its air-cooled counterpart, even if the water-cooled system meant that the cooler and coolant had to be added to the total.

Porsche nonetheless seriously doubted whether customers would accept all these advantages in exchange for their beloved and revered air-cooling. 'But astonishingly,' recalls Peter Falk, 'the transition worked much better than expected.'



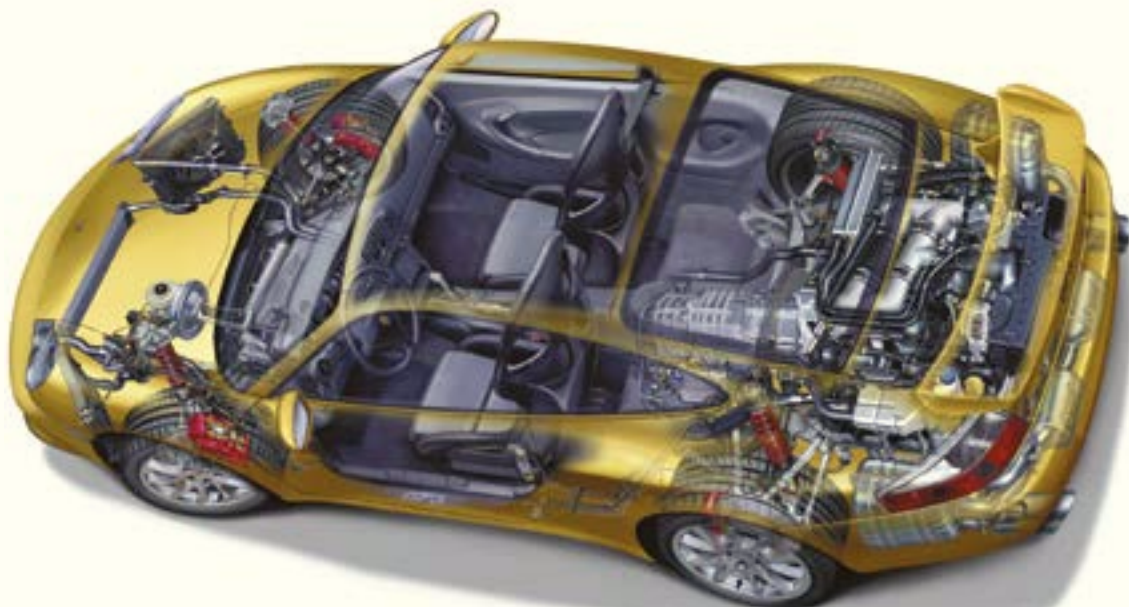
Porsche 996 GT3

This somewhat lengthy introduction is necessary to understand how Porsche had brought a completely new model to maturity in 1997 with the 996. A novel engine was already bold in itself, yet the vehicle also differed significantly from its predecessor on the interior and exterior. The wheelbase grew from 2,270 to 2,350 millimetres, resulting in an extension of the chassis from 4,245 to 4,430 millimetres, while the overall width increased from 1,735 to 1,765 millimetres. It nevertheless seemed lower than its predecessor because the height only augmented by five millimetres; the new 911 was now 1,305 millimetres tall. Customers were obviously very pleased with the significantly bigger interior. By contrast, the nearly identical front ends of the Boxster and the 996 caused some frustration. While the shared headlights offered the Boxster driver an additional touch of road prestige, they were less popular among 911 owners. Luckily, the 996 compensated for this flaw with a multitude of additional advantages: with 1,320 kilogrammes, it weighed 50 kilogrammes less than its predecessor, whereas the lighter engine presented a more favourable weight distribution. The drag coefficient shrunk from 0.34 to 0.30, which helped the new 3.4 litre six-cylinder (bore x stroke: 96 x 78 millimetres, displacement: 3,387 cubic centimetres) reach 300bhp and the 280 km/h barrier.

As if all that wasn't impressive enough, high-strength steel gave the 996 a 45 percent increased torsional stiffness and 50 percent higher flexional resistance compared to its predecessor. In conjunction with the McPherson spring struts on the front and the five-link LSA axle in the rear, all this gave the 996 unparalleled road behaviour.

Porsche AG was expecting enthusiastic customer reactions when the newcomer celebrated its world premiere at the 1997 International Motor Show (IAA) in Frankfurt. But the combination of more interior space, better driving performance, a modified chassis and improved consumption values – knowing that the old engines would not have met the upcoming emission requirements anyway – resulted in less commotion than Porsche had imagined.

As to motor racing, the interested clients had to wait until April 1998, when the vehicle for the 1999 Carrera Cup was presented. The new 911 Carrera Cup proved once again how Porsche had gradually perfected its resolute sport policy. It made the non-street-legal Carrera Cup vehicles, which were basically unadulterated racecars, available for cup competitions. The 996 initially offered 360bhp, followed a year later by a 370bhp version. No fewer than 81 of these vehicles were built and sold in 1999, and a further 71 were tallied in 2000.



To ensure that fans of the notably sport-minded 911 would be able to compete with other manufacturers in FIVA competitions, Porsche launched the GT3 at the International Geneva Motor Show in March 1999. This homologation model boasted 360bhp for a kerb weight of 1,350 kilogrammes. 1,358 units were sold before 2000, at a price of 179,500 German marks in 1999 and 181,295 German marks in 2000. Naturally, there was a Clubsport with a permanent roll cage, which found 66 buyers.

On the exterior, the GT3 mainly differed from its civilian siblings by the large, fixed rear spoiler and the additional ventilation fins in the front bumper. Its 3.6 litre flat-six performed 360bhp at 7,200 rpm, making it the first 911 to crack the 300km/h threshold

with a top speed of 302km/h. Just how good it was in experienced hands was demonstrated by Walter Röhrl, who stayed below the eight-minute barrier on the Nürburgring with a lap time of 7:56.3.

The GT3 offered an engine based on the Le Mans-winning GT1, in which high-tech materials such as titanium connecting rods were used. The chassis was lowered by 30 millimetres, the car was equipped with brakes from the 911 Turbo, whereas 18-inch rims with the tyre sizes 225/40 ZR 18 (front) and 285/30 ZR 18 (rear) ensured the best possible road contact. The interior was stripped down to keep the weight as low as possible, while tightly contoured bucket seats were indispensable with such driving performance.

The GT3 quickly revealed itself to be a top seller: 1,868 units were sold in 1999 and 2000. It is no wonder, then, that Porsche released a second version of the GT3 in April 2003 – mainly distinguishable from its predecessor by new bumpers, headlights adopted from the 911 Turbo and a large, fixed rear spoiler. Its updated 3.6 litre six-cylinder now mustered 381bhp at 7,400 rpm and could rev up to 8,200 rpm. The maximum torque rose from 370 to 385 Nm at 5,000 rpm and the performance improved accordingly. The GT3 now accelerated to 100 km/h in just 4.5 seconds and reached a striking speed of 306 km/h. It was available for 102,112 euros and weighed 30 kilogrammes more due to driver, passenger and side airbags, power windows, an engine



immobiliser, and a central locking system with remote control – all of which were now standard equipment. And those who wanted to enjoy their GT3 at the perfect temperature all year round could order an air-conditioning system. Nineteen cars were built before 2003 came to a close, while 2,237 vehicles would roll off the assembly line in 2004, and the final 277 GT3s found a buyer in 2005.

Needless to say, Porsche offered a Clubsport variant of the GT3's second generation – at the same price as the road version – with a roll cage, bucket seats with flame-retardant covers, a six-point safety belt on the driver's side, and a fire extinguisher for race use.

RS aficionados had to wait until 2004, when a GT3 homologation series was initiated, although this GT3 RS actually premiered at the IAA in Frankfurt in September 2003 and was sold for 120,788 euros. Its engine posted the already familiar 381bhp, though the car weighed a further 50 kilogrammes less than the 911 GT3 Clubsport. The reason behind this special model was once again homologation. If Porsche could assemble at least 200 street-legal vehicles, it could engage the even more powerful RSR on the track. Exclusively offered in Carrara White – the colour was actually called that, and not Carrera White – the car was available with red or blue lettering on the doors. The company did not bother to gain road approval in the United States and Canada. A total of 634 vehicles were sold in Europe.



Porsche 996 GT3 RS







Clearly, the suspension would be adapted to racecar specifications. Those who parked a GT3 RS in the garage had purchased a barely street-legal racecar with a matching performance, and driving characteristics and braking behaviour that could only be described as extreme. One had to be prepared to take a fair bit of punishment to drive the GT3 RS on our roads – but the pleasure was exhilarating.

The GT3 was considered to be the new 911 RS, at least if we define the RS in a classic sense as the sportiest 911. From this day on, when the letter combination RS was applied on a 911, it signified it was a markedly more dynamic variant that was, in effect, too rough and uncompromising for daily use.

As complicated as it all sounds, there's a logic to it. Only by structuring the programme as such could Porsche present a perfect car for each purpose. Those who believed the Carrera was not sporty enough, yet weren't keen to race, could opt for the GT3 in comfort trim. Clients wanting to take part in club races could order the GT3 Clubsport. Customers who aimed at serious racing could acquire the GT3 RS or the even more race-minded GT3 RSR. And cup fans simply bought a Carrera Cup racecar.

Brief mention should be given to the next generation of the GT2. Here, customers had to wait until August 2000 before the water-cooled GT2 saw the light of day at the North American International Auto Show. If the first GT2 generation owed its existence to the motorsport

regulations in place at that time, new regulations blocked its way to the track after 2000. Although there were, of course, still customers who raced these powerful cars, Porsche spared itself the trouble of a homologation version. Whereas it would presumably have sold well, it just took up too much development capacity. Even if the new GT2 featured many details from the motor racing universe, most of the 963 customers ordered the comfort version. Only a few opted for the Clubsport, which could take part in Porsche events. Here, the six-cylinder put out 462bhp – enough to sprint to 100 km/h in just 4.1 seconds and reach a top speed of 315 km/h. Braking was taken care of by the first carbon-ceramic brakes offered by Porsche as standard equipment. The car fetched a price of 339,000 German marks.

From April 2003, the company delighted customers who found even these stats unimpressive with a revised variant conjuring up 482bhp, a maximum torque of 640 Nm, and a top speed of 319 km/h. A total of 75 left-hand and 20 right-hand drive units were sold.

This portfolio offered a remarkable range of exceptionally sporty 911s that held their own in Carrera Cup races and posted outstanding successes at racetracks all over the world. All these cars were enthusiastically received by buyers who wanted a fantastic sports car with racing genes they could enjoy every day.

PORSCHE 996 GT3 RS

THE BROTHERHOOD OF MEN

Most passionate Porsche stories start with a youngster fantasising about cool cars. This one began with two kids, and a loving father.







From left to right: Patrick and Marc Hoffmann

Marc and Patrick Hoffmann were children when their father regularly brought home little Matchbox cars. ‘After he passed away, we had around 1,000 of them. We always played with them on the carpet. Our dad ignited quite a fire there.’

Young Marc also had a quartets game. With cars as a central theme, obviously. Lamborghini Miura, Ferrari Daytona and more. It was stuff for daydreams. But as Marc grew up, collecting little cards was no longer satisfying. A cunning plan arose. ‘Why not gather them in life size?’

The cars came quickly. Marc was young and restless, the world lying at his feet. ‘I always had Fiat and Alfa Romeo Spiders. Until I bought my first Porsche, a 944, from a dodgy car dealer. It cost close to nothing and was meant to get me through the harsh winter, because I didn’t want the salt on the roads to ruin my Italian spiders.’

Even if the 944 surprised Marc positively, he soon acquired a Mercedes SL and a Lotus Esprit, which he eventually traded in for his first 911.



'A nice 964 Convertible. But truth be told, my eight-years-younger brother, Patrick, had a 911 before me.'

Even cooler stuff arrived, because the kid inside never disappeared. Nor did Marc's wish to own the quartets game in reality.

'I've never had the means to get all those marvels together, but with a bit of wheeling and dealing, I realised quite a few of my childhood dreams and managed to play the quartets game with real cars.'

The Hoffmann brothers didn't pursue a career in cars. A hobby needs to stay a hobby. They're both dentists, albeit in separate practices.

However, they went to all the lengths after work. Especially Marc, who got deeply involved in racing sports cars from the 1950s.

'Purely gentleman racing, though. We were the smallest team among a pack of millionaires, but we played it hard.'

It was so much fun, he engaged himself in what he calls "the Italian job".







'I climbed the ladder and raced Italian sports cars from the 1970s, including a magnificent Ferrari Daytona Competition. It's a bit of a truck, yet an extremely quick truck, and it's as reliable as a guide dog.' However, for some guys, truly fast isn't fast enough. Together with a friend, Marc Hoffmann bought an ex-Jean Alesi Ferrari F1 with a fierce three litre V12. 'I literally get goosebumps thinking about my baptism of fire. It was so exciting and extremely hard, because our necks weren't properly trained. It almost felt as if it was driving with me. Afterwards, I just had to hug everybody. It was too emotional. We never raced it,

but often performed demonstration runs. I once spun it. Scary stuff. After such an experience, nothing is the same any more.'

But when they received an offer they couldn't refuse, the F1 got sold again. And Marc's activities in the Ferrari-Maserati challenge evaporated as well.

'The fun quickly died as soon as Ferrari understood they could earn a lot of money with these historic races.'

These brothers are too relaxed and sympathetic for politics or complex mind games. They're more the kind of people who play with Porsches.

And that's exactly what they do.

'We're addicted to Porsche, while no doctor or shrink knows a cure.'

Marc even set a blistering pace during an innocent jog in the winter of 2004.

'I had already gone through so much effort to try to lay my hands on a new 996 GT3 RS. But Porsche barely assembled 200 of them and, as always, I was too late. While jogging, I stopped by the local Porsche dealer. This guy, too, told me the goddamn thing was sold out. Until he called me two weeks later. I could have one if I signed the contract immediately.'

A few wild summers into the future, the 996 GT3 RS had to go again. But not really.

'I needed money for a new 997 GT3 RS, yet didn't want to lose this 996 GT3 RS. So I convinced my brother to buy this one from me. He still owns it today. I didn't want someone else to have it. Sadly, I didn't get the 997 GT3 RS in the end. It was sold out. Again.'

Only later did they find out Porsche hadn't played it totally fair.

'They had announced 200 copies of the 996 GT3 RS, yet eventually assembled more than 600.'

Luckily, they had so much fun with it, they can't nag too long about it. Certainly because their preferred toy is now worth more than its sticker price when new.

'But we'll never sell it, so its value is irrelevant.'

Who cares if most aficionados consider it the least popular of the entire breed?

'Those who love Porsche need to buy a 996 now. It's the only one that's still affordable, while it's absolutely great. We nonetheless truly regret that countless investors ruin our hobby. Many cars have become unattainable for genuine amateurs who want to use them for precisely what they've been built for: driving,' says Patrick.

Which he does a lot, because his 996 RS already has 33,000 scorching kilometres on the clock.

'It never ran into problems. A Porsche is so reliable. Initially, I even used it daily. Driving through winter on the Pirelli Corsa semi-slicks probably wasn't smart. Honestly, these tyres are shit. In the wet, I got passed by women in Renault Twingos.'

Each detail matters for the Hoffmanns. As does the dedicated number plate. And the sticker on the windscreen. It traces back to the Oldtimer Grand Prix in 2006, when Marc had pushed like hell on the Nürburgring.

'There was an enormous party in Dusseldorf the same evening, so I blasted over the autobahn with the Porsche, still wearing my racing suit. I don't know what I would have said if the police had stopped me. Obviously, the party was wild. The drive back to the Nürburgring the next morning even wilder.'

It's hard to believe, seeing how relaxed Marc appears now, leaning on the rear spoiler.

'The *Frittentheke*, we call it. A picnic table for French fries,' smiles Patrick.

Evidently, possessing Porsches is like attending parties: it is never enough.

'I try to keep less than 15 vehicles, of which no more than ten Porsches,' admits Marc. 'I fancy cars with a nice story or a special colour combination. The apple

of my eye is the ex-Elke Sommer Porsche 912. And my 356 with 60bhp is perfect to de-stress. It's a one owner car in original paint, complete with the second key, tool set and whatever else. Apart from the owner, nothing is missing. However, the owner's widow didn't fancy the 356 as much. The man probably loved it more than her.'

Patrick's collection is more moderate, but only slightly. Next to this 996 RS, he has a Ferrari 512BB, a 911 3.3 Turbo and half of a 991 GT3 RS.

'We were on a Francorchamps track day when Jacky Ickx did demonstration runs with one. We immediately fell in love with the car and decided to buy one together.'

Their smiles are so heart-warming, it's hard to believe they've driven with knives between their teeth, as they did during two hot days in the Alps with the 991 GT3 RS.

It paints a laugh on Patrick's face, as wide as the Gotthard tunnel.

'Grimsel Pass, Furka Pass, Susten Pass and others. Corner after corner, 1,000 kilometres daily. Our wives don't get the fuzz. We just drive and drive, and enjoy a simple pizza with

some red wine in the evening. We go for cheap hotels. We barely see the room anyway. We spend all our money on gas. Who's the best pilot? The one behind the wheel. Our trust is endless. And we never have one fight or discussion. We're never scared, either.'

Marc dares to steer clear of diplomatic answers, however. He's the racer. He's mastered such brutal beasts, he doesn't have anything to prove any more.

'Ten years ago, I reached a very nice level behind the wheel. Since then, my little brother is slowly, yet steadily, catching up. He's good. He's really good.'

Patrick can only grin. But he's as proud as a peacock. It's nice to receive compliments from someone so close to your heart, or from the most experienced half of this brotherhood of men.



997

997 GT3 RS
997 GT3 4.0 RS
997 GT2 RS



PORSCHE 997 GT3 RS



Porsche 997 GT3 RS

How the 997 RS was born

Holding the course with fine tuning

Porsche had easily overcome the biggest hurdle: customers clearly didn't have any issues with the water-cooled 996 series. So, fine-tuning sufficed for the novel 997 to shine, while new territory could be conquered with the Cayenne and Panamera.

Everything had worked out superbly: the clients had acknowledged the 996, the Boxster had proven to be the perfect entry-level model, whereas the Cayenne offered off-road properties and enjoyed full acceptance as the first four-seater Porsche. Unsurprisingly, the company now focused its efforts on the Panamera, a four-door sedan which was supposed to be launched in 2009. Spirits were high, Wendelin Wiedeking was firmly in charge, and sales and profits rose steadily.

Although it might have seemed as if Porsche wanted to take a mental break in the evolution of the 911, this was certainly not the case. But Weissach now had to handle three different models, with the upcoming Panamera as the fourth. The next generation of the 911 was launched on July 17, 2004, both as the Carrera Coupé and Carrera S Coupé. This new 997 series displayed rather marginal modifications, at least when it came to its visual appearance. Design chief Harm Lagaij, who was to

retire on November 1, 2004, had given the 911 round headlights again, which was warmly welcomed by the Porsche community. However, even if the identity of the 911 clearly survived, more than 80 percent of its components were new. It's easier, in fact, to describe what had survived from its predecessor: the engine, including the crankshaft, the roof and the rear seats.

The engineers had given the body eight percent extra torsional stiffness and 40 percent greater flexural strength, while the designers had created more pronounced rear wings. Although it widened the body by barely 38 millimetres, the car looked substantially manlier. And after spending countless hours in the wind tunnel, the 997's drag coefficient was reduced to 0.28. These enhancements were partially due to the fact that the cabriolet had been established first, because it was considerably easier to build an even stiffer coupé and Targa if they started from an already stiff open-top body.

The basic Carrera had a 3.6 litre six-cylinder engine with a capacity of 3,596 cubic centimetres and 325bhp, whereas the S-version got a new 3.8-litre with 355bhp. Thanks to a torque of 370 Nm at 4,250 rpm, the standard Carrera already performed impressively, with a top speed of 285 km/h and an ability to accelerate from 0 to 100 km/h in five seconds. But the Carrera S, whose engine now had 3,824 cubic centimetres and a peak torque of 400 Nm at 4,600 rpm, was even faster. It could reach 293 km/h and needed only 4.8 seconds to hit 100 km/h. The larger displacement was achieved by increasing the bore from 96 to 99 millimetres for the same 82.8 millimetre stroke, while the cylinders were revised and given modified camshafts. Its six-speed manual transmission was newly developed, and a Tiptronic transmission was also available. The transmission had to be reworked because the 997 used 19-inch rims. Last but not least, the car received an Active Suspension Management System (PASM), with electronic springs and dampers to loosen or tauten the suspension.



Porsche 997 GT3

As was customary at Porsche, the range was quickly and systematically expanded. In April 2005, the cabriolet appeared both as Carrera and Carrera S. In August, after the factory's summer holidays, the four-wheel-drive 911 Carrera 4 and Carrera 4S entered dealerships in both coupé and cabriolet form. Friends of the Targa had to wait until November 2007, when the 911 Targa 4 and Targa 4S appeared. This nomenclature tells connoisseurs immediately the Targa was available only with all-wheel drive. The ultra-spartan Speedster followed later.

Fans of extremely sporty 911s did not have to wait as long. The new GT3 had already celebrated its world premiere at the Geneva International Motor Show in early March 2006, while the Turbo arrived in the showroom at the same time. Customers who promptly ordered a GT3 for 108,083 euros started receiving their keys in May. Once again, the GT3 was a road-legal sports car that performed impressively on the track. Porsche had done some fine-tuning on the proven 3.6 litre

engine, which developed an astonishing 415bhp at 7,600 rpm. The maximum revs of 8,400 rpm were unheard of for a road car in those days. Unsurprisingly, this 911 could accelerate from 0 to 100 km/h in 4.1 seconds and reach 311 km/h.

Project leader Andreas Preuninger said the following at the press conference: 'A street-legal car cannot get any closer to racing. We wanted the GT3 to give a racing feeling to people who rather drive on a track than straight ahead, so they will no longer have to get out of their vehicle.'

On the exterior, the GT3 had a distinct black front spoiler lip and a black strip in front of the boot lid to supply extra cooling. The biggest difference to the standard Carrera consisted of twin tailpipes in the middle, a first in Porsche's history. While the black GT3 insignia could be omitted, the newly designed rear wing was clearly obligatory. The engineers were particularly proud that the GT3 created essentially no lift any more, thanks to the new front design and the rear wing.

Since the 3.6 litre six-cylinder engine had celebrated major successes in the previous GT3 and in the 996 GT3 R, RS and RSR racecars, it only received some fine-tuning for the 997. After all, 415bhp was more than enough. Even so, a “sport” button on the central console briefly added 25 Nm to the peak torque of 405 Nm at 5,500 rpm.

As was customary with GT3 and GT2 models, the chassis was lowered by 30 millimetres, and the reworked suspension was considerably firmer. The car hit the road on Michelin Pilot Sport Cup tyres of 235/35 ZR 19 (front) and 305/30 ZR 19 (rear) on single-component 19-inch GT3 wheels sized 8.5 J × 19 (front) and 12 J × 19 (rear) with theft protection and wheel-hub covers. While the rear axle had a multi-link suspension with a chassis subframe, the front axle was equipped with McPherson suspension struts and transverse control and trailing arms. This additional power clearly required an adequate braking system. Six-piston aluminium calipers at the front and four-piston aluminium calipers at the rear, plus 350 millimetre steel brake discs all around ensured deceleration values suitable for racing. Those who still wanted more could order ceramic discs for an extra 8,710 euros.

By now, the specialists in Weissach knew how a GT3 interior should look like: stripped, lightweight, and enriched with leather for the seats and Alcantara for the steering wheel, gear lever and hand-brake lever. Considering that GT3 owners often drove long distances, a climate control system was standard equipment. Buyers with especially sporty preferences could have carbon fibre-reinforced lightweight bucket seats for an additional 4,582 euros. These were initially developed for the Carrera GT and took away another 24 kilogrammes.

As was to be expected, a Clubsport version of the 997 GT3 was offered with no extra charge, aiming at clients who wanted to explore its driving properties on racing circuits occasionally. Porsche saw no reason to cast aside the experience gathered with the 996: the roll cage bolted to the floor behind the front seats came as standard, while the front part of the roll cage, as was required for FIA-authorised events, could be ordered separately from Porsche’s Motorsport Division. The car had a six-point safety harness and a fire extinguisher, as well as a battery main switch available from the Motorsport Division. Made of carbon fibre-reinforced plastic (CFRP), the bucket seats only weighed ten kilogrammes and were covered in a fire-retardant material. These seats were also optional in a “normal” GT3 for an additional 2,082 euros. The GT3 had become so popular by then that an astonishing 2,378 cars were delivered between 2006 and 2008.

The next generation of the GT3 RS appeared at the Paris Motor Show in October 2006. Once again, this version served as a homologation model for the RSR entering the GT2 class in the FIA GT Championship. Even more designed for racing, the GT3 RS had to be street legal as well, which didn’t bother any buyers. They happily paid 129,659 euros for this 911 with the proven 415bhp, 3.6 litre engine. Thanks to a standard Clubsport package, the engineers lowered its weight by another 20 kilogrammes. A large rear spoiler made of CFRP again increased downforce, while the rear axle of the RSR allowed more fine-tuning during calibration. Driving stability was further enhanced by an extra five millimetres in the wheelbase. Using the 44-millimetre wider Carrera 4 body made it possible to mount track spacers and improve road holding in corners.

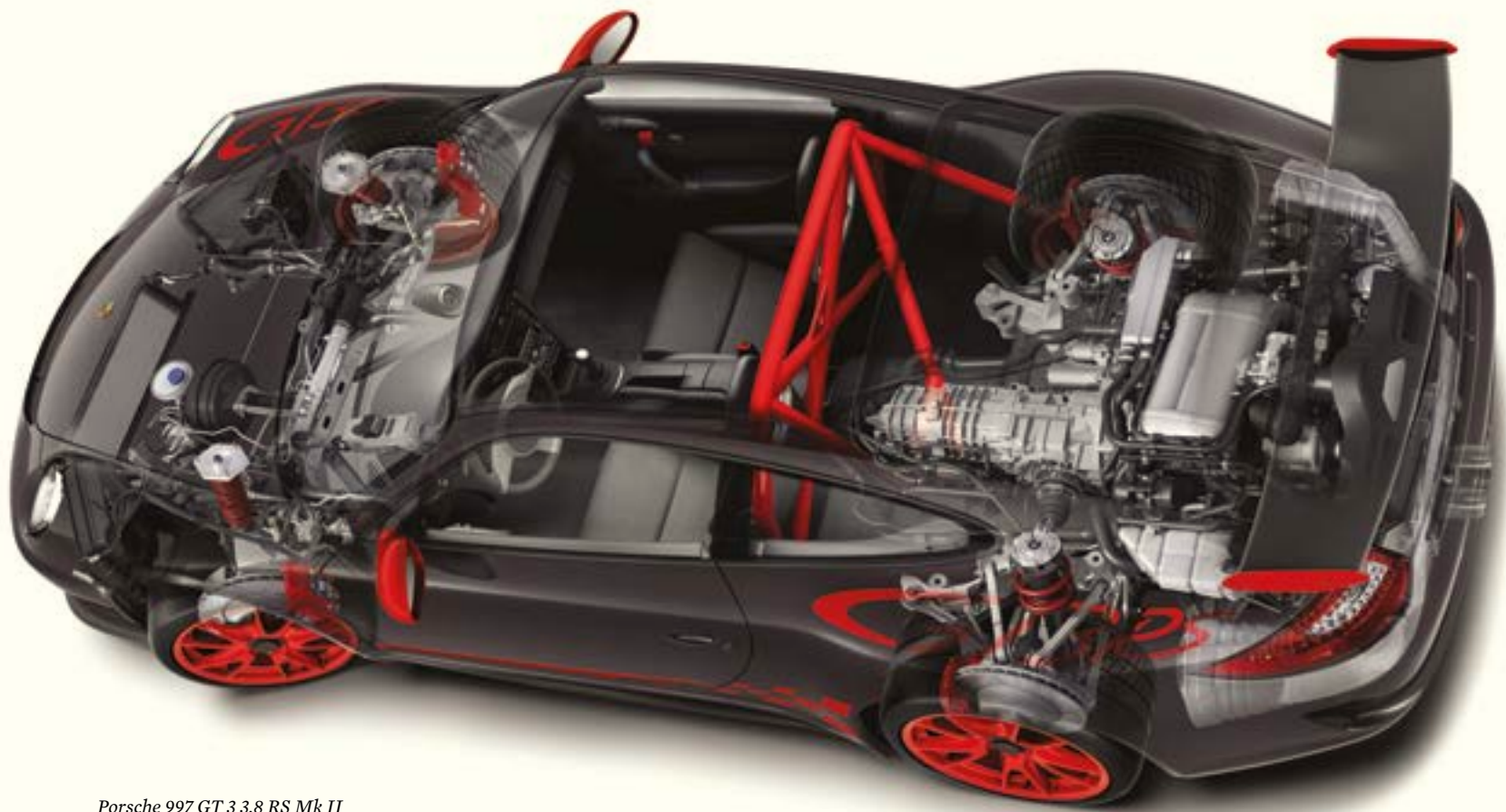
Those still not entirely happy with this racing car for the road could acquire a 911 GT3 RSR as of 2007, equipped with a 3.8 litre engine that generated 465bhp at 8,000 rpm. However, Ferrari in particular became a serious competitor on the racetrack during the course of this and subsequent years. So, the 911 GT3 RSR was developed with four litre displacement for the 2009 season. Twenty of these cars would be offered at a price of 380,000 euros each.



As if this abundance of variants was not enough, the 997 series was given a sizeable facelift in 2008. For the first time, LED technology was standard for tail lights, indicators, brake lights, daytime running lights and parking lights. And both the headlights and the optional cornering lights were Bi-Xenon.

New powertrains showed off with direct fuel injection in order to combine better performance with lower fuel consumption. The Carrera now generated 345bhp, while the Carrera S and Carrera 4S performed 385bhp. For the first time, customers who wanted an automatic gearbox could order Porsche dual-clutch PDK transmission – actually, a ZF gearbox – which didn't interrupt traction during gear shifts. To lower fuel consumption and emission values for the registration authorities, seventh gear was given an extra-long ratio, leaving sixth gear in charge of reaching top speed.

These improvements were obviously extended to the GT3 and GT2. One year after the base car, the new GT3 appeared with a number of modifications at the Geneva International Motor Show in 2009. Most significant was a bigger displacement of 3,795 cubic centimetres, achieved by increasing the bore from 100 to 102.7 millimetres for the same stroke of 76.4 millimetres. Although the GT3 and GT3 RS didn't have the base model's direct fuel injection, their performance still grew to 435bhp at 7,600 rpm. The suspension was also reworked; the newly adjusted Porsche Stability Management (PSM) made the vehicle safer and easier to control than ever before. The price for this racing car in disguise was 116,947 euros. Those who preferred more safety could now choose the optional electronic stability control. Naturally, drivers could deactivate the stability and traction control systems for augmented fun.



Porsche 997 GT 3 3.8 RS Mk II



Porsche 997 GT3 RS 3.6 Mk I

After the 1,000 cars required for homologation were built and sold in a record time of 12 months – a total of 4,141 cars would ultimately be made (MK1, 3.6: 1,909 copies / MK2, 3.8: 1,619 copies / MK3, 4.0: 613 copies) – the road was open for the third generation GT3 RS. This super sports car with 450bhp premiered at the IAA in September 2009 and deliveries began in January 2010, at a cost of 145,871 euros. The special feature of this model, which was offered with a racing transmission, were the higher revs of its 3.8 litre six-cylinder engine: the limiter now only kicked in at 8,500 rpm.

A quartet of drivers demonstrated how good this street-legal GT3 RS really was. Roland Asch, Patrick Simon, Chris Harris, and Horst von Saurma drove a production GT3 RS from Stuttgart to the Nürburgring, where they completed the ADAC 24-Hour race without any problems, taking fourth place in the SP7 class and 13th spot overall. Needless to say, they brought the 911 back to the factory afterwards over the open roads.

On top of that, Porsche surprised its loyal RS customers in April 2011 with a limited edition of 600 cars bearing the designation GT3 RS 4.0. Clearly, this new model had a displacement of four litres and no fewer than 500bhp at 8,250 rpm. The exact displacement of 3,996 cubic centimetres resulted from increasing the stroke from 76.4 to 80.4 millimetres. Because this four litre power unit had proved itself since 2010 in the RSR 4.0, it made perfect sense to offer a street-legal version aiming at performance-hungry customers. A starting price of 178,600 euros would buy the ultimate GT3 RS with the largest-capacity boxer in Porsche's history, thus providing a fitting conclusion to the 997 story. The crankshaft originated from the GT3 RSR 4.0 and the suspension components from the GT2 RS, a car we will get to shortly. It also had a roll bar, bucket seats and a large rear spoiler. Its overall weight was reduced by ten kilos to 1,360 kilogrammes. Extra deflectors on the front bumper minimised lift at high speeds. The 4.0 RS was fine-tuned so magnificently, its Nürburgring lap time of 7:27 minutes was one second faster than the legendary Carrera GT, with its 612bhp, V10-cylinder mid-engine.

Porsche wouldn't be Porsche, however, if there hadn't been something beyond the GT3. This next step – a GT2 with 530bhp and a top speed of 328 km/h – had its world premiere at the IAA in September 2007. Whereas the GT3 was the road-going base for entire generations of racing cars, the GT2 had served its role as a homologation model for even more powerful racing monsters. A regulation change meant there no longer existed any suitable racing classes for the GT2. But this didn't prevent Porsche from offering a Turbo with rear-wheel drive to customers who loved brutal force, which was, after all, the business model of this GT2.

Newly developed aspiration technology and slightly higher charging pressure ensured the 3.6 litre engine performed 530bhp – 50bhp more compared to the basic 997 Turbo. The car now sprinted from 0 to 100 km/h in 3.7 seconds and reached a top speed of 329 km/h. The peak torque of 680 Nm was available between 2,200 and 4,500 rpm. Equally impressive was the starting price of 189,496 euros, which could obviously increase from there. Buyers had to do without all-wheel drive, rear seats, a good deal of insulating material, and a number of comfort features – all necessary sacrifices to attain the kerb weight of 1,515 kilogrammes (DIN). To help master this vicious power, Porsche now provided an acceleration function known as Launch Assist. When full throttle was applied from a standstill, electronics kept the power close to the grip limits of the driven wheels – a first for a car with a manual transmission. A Clubsport package with a bolted roll cage, fire extinguisher mount and red six-point racing harnesses was obtainable at no extra charge, for those wanting to take their new GT2 to club events on racetracks.

As with the limited series of the GT3 4.0 RS, Porsche gave GT2 fans a final treat with the GT2 RS in a limited run of 500 units. First presented on May 12, 2010, this model weighed barely 1,370 kilogrammes, thanks to massive weight reduction and extensive use of CFRP materials. Its 620bhp had little trouble moving the vehicle. It hit 100 km/h in 3.5 seconds, 200 km/h in 9.4, and 300 km/h in 26.7 clicks. Its top speed was restricted to 330 km/h and it cost an impressive 237,578 euros. These 500 cars, which visually differed from the basic GT2 only in a carbon fibre black front boot lid, were sold within two months.



Porsche 997 GT2 RS

PORSCHE 997 GT3 4.0 RS



ADRENALINE RUSH



Most Porsche stories start with a kid fantasising about racing a 911. But young Tom Boonen lacked the means and had to be content with much less.



So, he kicked off another racing career, one on two wheels. It wasn't easy. In fact, it was terribly hard. And he fell a lot. Countless scrapes and scratches. A few fractures, too. A broken elbow was not a gift from heaven, a fractured skull was far worse. But what doesn't kill you only makes you stronger.

Tom turned out to be a real *Flandrien*. Tough as nails. He won just about every bicycle race, including the green jersey in the Tour de France, three Belgian crowns, one world championship in 2005 and numerous classic cycle races. The king of cobblestones took home the Tour of Flanders three times and Paris-Roubaix four times.

'Honestly, you can't train for tackling the cobblestones. It's simple: either you have the talent or you don't. I guess I did.'

However, despite his love for bicycles, Tom was a petrolhead from his very first days.

'Sadly, I dare say. Because it's an expensive hobby. Where does it come from? Honestly, I have no idea. From my father, I reckon. He also had a wide interest in cars.'

Not that Tom ever fancied a career in motor racing. Financially, it was so far out of reach, it didn't even pop up in his mind.

'As far as I can remember, I always wanted to be bicycle racer.'

Luckily, the kid from the Belgian Campine region had so much power in his legs, he became world famous. And very soon he could afford all he had dreamt of as a kid.

'My first sports car would have been a Porsche Turbo if I hadn't succumbed to a Lamborghini Murciélago at the very last minute. Back then, it was a no-brainer. What a beast. I adored it, although I wouldn't do it again. But I was young and restless.'

After a charming farewell tour, Boonen stopped racing in the spring of 2017. For good.

A few months on, he doesn't miss the sport for a second.

'Because it was such a clear decision. And I'm extremely busy. I just miss it to be in perfect shape. The downturn goes so fast, my brother is already quicker than me on a bike. I need to pick up training as quickly as possible.'

In Tom's view, he's not retired either.

'If you give up work, you stop living. I'm just so extremely fortunate that I can start something new at the age of 37.'

A second career which obviously involves his first love. Cars, of course.



'I'm now establishing a business in exceptional automobiles. It's what carries my interest and it's what I know a lot about. I also have quite a large circle of potential clients around me, and I look forward to meeting others who are interested in such vehicles. They tend to be very special individuals.'

There are cobblestones on the driveway of the king of the classic bicycle races – obviously – but none in his house. Not even the four stones he earned by winning Paris-Roubaix. His living room is a huge playground for his three-year-old twin daughters instead, and the fireplace hosts some stylish car books. Bicycle trophies are absent. Tom is no man to live in the past. He clearly has his focus on the future.

That's why he's not such a big fan of classic cars.

'Honestly, most of them don't drive very well. Although I'm now transferring a 1966 Porsche 912 short wheel base into an outlaw-ish hot rod. It has a 964 engine, better brakes and goes like stink. It's pretty amazing.'



Next to a BMW M5, Boonen also owns a holy threesome of Porsches, including this 997 four litre RS.

'Its story goes back a long way. When I had my Ferrari 599, a guy proposed to trade it in for a 997 four litre RS, one of barely 600 copies worldwide. I've regretted ever since that I didn't grab the opportunity. I always kept an eye on these Porsches, only to see their value increasing continuously. So, two years ago, I decided I had waited long enough and bought this one. I don't think it was a mistake, because someone already offered way more for it. But I won't let it go. I want to enjoy it now I finally have sufficient time. If you think this four litre is loud, you should hear my orange 997 3.6 RS with a Cup exhaust. I might sell it, though. It's a quite useless to have both. And since the four litre is that little bit more special and much wilder..'







Tom glances again at his white beauty.

'Just look at it. What a car. It has female shapes. That's probably why we all love it so much. Besides, a Porsche just never breaks down. One man recently drove 1,150,000 kilometres with a 911 Turbo. Who cares if Porsche has built so many 911s? It only means they constantly improved it. My kids love sitting in it and my wife likes it, too. While she never wanted to join me in the Ferrari. I guess the Porsche family is much nicer. They are all drivers who take their cars out as often as possible.'

And then there's Tom's 964 Turbo, the apple of his eye.

'This 997 RS might be a tough nut to crack, but the 964 Turbo is even tougher. What a fierce beast. When you go on the throttle, first nothing happens at all. And then the tempest unleashes. It's totally old school, with just one gigantic turbo and no traction control to assist you. It's genuine clammy-hands-cold-sweat-on-your-back material. I adore how it requires all my attention.'

Boonen doesn't have any other ambitious dreams for the time being.

'I'm happy with how things are for now. I could get a new GT2 RS, but I'm in doubt. Will Porsche really build no more than 1,000 copies?'

On the other hand, it could well be the most exciting pension plan since Hugh Hefner's Playboy Mansion. Its value will surely increase, certainly with Boonen's name on the registration.

Once a sports man, always a sports man.

A few months after Boonen parked his bike, he started a second racing career. On four wheels, this time.

'I recently did my baptism of fire in the VW Fun Cup. What a magnificent experience. And it went well for a debut. Because these cars have so little power, real driving skill matters. These guys are so rough, they push you ahead on the straight to win a bit of speed. At 180km/h, that's pretty scary,' says the man who was afraid of nothing while sprinting for victory on two wheels.

The adventure asked for a sequel on all sides of the pitlane, apparently.

'I will finish the entire season in the Fun Cup and got some offers from other teams in other competitions as well.'

Spoilt for choice, Tom eventually got hooked up in an undertaking with a Ford Mustang.

'It's pretty cool to develop such a new car for endurance racing. And I must say I have a good feeling for it. I studied automotive technology when I was young. I still know how it all functions. But it's very challenging, to say the least. It would have been easier to join a Porsche team. A 911 is as fast as anything, doesn't break down and offers fun for grabs.'

So that's what he'll do next year.

'I'm hoping to find a racing seat in a Porsche. Nothing professional, though. Just for fun. And no classic car racing. Way too dangerous. Motor racing is much harder, too, compared to bicycling, if you want to reach a professional level. In motor racing, you can be three times the best and still not make it to the top. That's so frustrating. I'm happy I never had to go through this process.'

Weirdly, car racing is now very much a family gathering for Tom.

'My wife Lore rarely joined me at bike races, because it was so complicated and she just saw me at the finish. Now, we spend the entire weekend together. It's a great atmosphere in the pits. And our two daughters adore it. They go completely crazy from the noise. I never saw them so happy.'

Tom's fast return to competition – albeit on four wheels – certainly sparked great feelings.

'Even if I didn't miss bicycle racing as such, I missed the adrenaline right before a race. During the 25-hour Fun Cup in Spa, stress meters proved I was extremely calm behind the wheel. But the meters went into the red ten minutes before I got into the car. It's great to experience how my body puts itself in attack *modus*. I'm addicted to it, I'm afraid.'





PORSCHE 997 GT2 RS





RACE TO THE CLOUDS

Most Porsche love affairs travel around in circles on racetracks. This one climbs to heavenly heights.

It's hard to tell what really does the trick. Jeff? Jezebel the...dog? Or the ten Porsches Jeff owns in his little collection? Who's most charming? What's not to like? It probably is about the inherent harmony. No portion of this holy threesome would be as strong on its own. Jeff Zwart is not just a racing driver. Jezebel is not just another dog. This ain't no ordinary Porsche collection. But together, they are like the stuff movies are made of.

Incidentally, that's what Jeff Zwart does. He produces movies. Commercials, mainly. About cars. BMWs, Cadillacs, Fords, Hyundais. If it drives around on four wheels, he makes it gorgeous on screen. For himself, however, he relies only on Porsche. For his racing ambitions, too. Loyal like Jezebel. This tight liaison traces back to his childhood years.

'I'm from California, lived on the East Coast and spent most of my time in Long Beach, California. It's a great place with a glorious car culture. It has to do with the weather, and with the movie stars. Steve McQueen and James Dean driving the cool stuff inspired all others. Fifty years ago, half of Porsche's entire production went to the States, and half of that was sold in California. Everybody owned magnificent automobiles, and nobody was afraid to use them. It might sound like the American dream, but I was still a kid when my dad brought home his first and only brand-new Porsche. I loved this 356C to death. It looked like nothing else in the neighborhood. Two weeks later, my parents took me for a road trip to the Indy 500 for my ninth birthday. Life could not possibly get any better.'

Little did he know...

Life surely got better. Five decades later, Jeff Zwart has a track record to be proud of – in racing and in filming – and a Porsche collection to dedicate books on.

'I've owned a few spectacular racecars, including a 962 with Le Mans history. But racing is too time consuming to align with my professional engagements. I prefer road racing and rallying with road-legal cars. I can grab those any time for a cup of coffee. Or I take my 906 out at night. Shifting from two to three and accelerating away while this beast screams behind your back...suddenly, Newport Beach turns into Mul-sanne Straight. I also have the ex-Gerard Larousse Monte Carlo 911 and the ex-Bjorn Waldegaard Safari 911. They're the hot and cold of 911s. I possessed an original R as well. Chassis number 11 was one of the last untouched ones. I had it when the *R-Gruppe* was formed in southern California. They do great stuff with early short wheel base 911s, so I became member number 11. I probably should have kept it, certainly now there's a new R. But I preferred to walk other paths and gain new experiences.'





Even if cars were always on his mind, teenage Jeff cherished high hopes to be a veterinarian. But during his studies in Germany, he grabbed each occasion to go and watch races.

‘I desperately wanted to participate myself. Sadly, I had no clue how. And no money, either. A job as a mechanic wasn’t an option. I have two left hands. Taking pictures seemed smart. Photographers are always close to the action. Before I knew it, I was working for *Road & Track*. I later studied photography at the Art Centre College of design in Pasadena. While all other scholars did fashion and stuff, I smuggled a car into pretty much each assignment. Also, Art Centre runs the world’s best transportation design course. So I was relentlessly discussing cars with those students. Afterwards, I quickly realised there wasn’t a lot of money to be made from photography. So I focused on commercial activities.’

It took Zwart a lot of effort to arrive where he is. And talent, too. Behind the camera. Behind the wheel. He established an impressive career at a blistering pace, with a reel filled with professional commercials for Porsche, BMW and Mercedes. This portfolio allowed him to develop further race plans. Which, again, pushed his movie business forward. And vice versa.

‘If racing is in your genes, you quickly end up with Ferrari or Porsche. To me, it’s always been Porsche. It’s such a cool brand. And a great family. I can go to whatever race track in the world and know somebody. This sport connects people. I’ve worked with Michael Schumacher. Who can say that? Would my life have been different if my father had come home with a Ferrari in 1964? Probably so. The Porsche community is very accessible and down to earth. This fits my personality. My strong ties with Porsche certainly didn’t damage business. Porsche is a reference. And its success can easily be translated to other areas. Everybody else is eager to grasp a piece of that. My huge understanding of Porsche helps me to push other carmakers to bigger heights. It’s perfect. My wide racing experience helps me to be comfortable when an automobile is pushed to the limit and gives my work credibility. To get stunning images, you have to fully understand the aesthetics of a car, and the dynamics when it moves. I’ve been doing this for so long, I know what I want and how to get it. But I’m not a one-trick pony. I constantly try to reinvent things. Customers love that we bring a complete story. It’s unique.’

Zwart never got something for free. He worked hard. Even as a kid.

‘When I ran a paper route to earn a few bucks, my father wanted me to invest half of the return on the stock market. It wasn’t easy. But after finishing high school, my piggy bank was fat enough to buy a Porsche. Unfortunately, a 911 was out of my league. So I opted for a 914/6 with the same superb flat-six. It cost me a year to find the right one, and I still own it today. Twenty-five years after I bought it, I prepped it for off-road rallying and participated in the 10,000 mile, 25-day Panama-Alaska rally. The fact that my dad drove the service Jeep made it all the more valuable. The circle was round, certainly when we finished second.’

It’s not Jeff Zwart’s favourite position to finish, obviously. Even if he also took second place in one of his greatest exploits ever.

‘I’ve done all kinds of car competition, including ALMS and IMSA, only to realise that the Pikes Peak hill climb has it all. Just me, the car, the chronometer and the long, winding road to the top of this glorious mountain. The atmosphere is very laid-back, and the race is open to grease monkeys, evolved amateurs and real pros. Where else can Joe Average compete against nine-time world champion Sebastien Loeb in a monstrous Peugeot? All the sensations I’m after are contained in those 12.5 miles. There are flat-out straights, hairpin corners and everything else a driver can dream of. I touched 235km/h last year, while the road constantly changes and you’re panting for oxygen at the top. I adore it. No warming up, straight out of the box. Pikes Peak is not your typical race where you tackle the same corners every two minutes. One run, that’s all you get. So the pressure is on. Big time. If you blow it, you’ll have to wait another year. You can do a few practice runs, but never the entire track. Each day you only get to test a third three times. Then there’s qualifying and raceday. Experience is crucial, hence. After 16 participations with 12 different Porsches, Pikes Peak doesn’t hold many secrets for me any more. Still, each Porsche meant another challenge. That’s what makes it fun.’

Jeff’s ultimate Pikes Peak probably was his 2011 attempt.

‘The year before, 75 percent of the course was still unpaved. But we knew it wouldn’t remain like that for long. This gave us the idea to participate with a 911 GT3 Cup. I was so connected to it, I wore it like a perfectly tailored suit, won, and broke the track record. It was beautiful. And the adventure tasted for more.’

Since Jeff made it a tradition of racing the latest Porsche at Pikes Peak, and bringing a new story each year, Porsche proposed to do something spectacular for the next edition. Why not with their fastest road-legal car, the brand-new 620bhp 911 GT2 RS?

‘I was so intrigued, I decided to take it to yet another level. What if I went there, did the race and returned home with the car over the open roads? This is exactly what happened. I drove





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from Santa Ana, California, the full 1,132 miles via Las Vegas, Utah and the Rocky Mountains close to Colorado Springs, all the way to Pikes Peak. The car was pretty much standard, except for a roll cage, fire extinguisher, harness belts and further safety gear. But it had a sat nav, air conditioning, stereo and other stuff to make the ride comfortable. It was such a mighty trip. While it didn't make much sense to take it over the strip in Vegas, it resulted in great shots. We had beautiful crazy weather and it was magical to see the sun set on Utah. Quite a few Porsche fans recognised us along the way. I spent the night in a motel in St. George, Utah, with another 668 miles left for the next day. It was amazing, seeing the landscapes change, from hot and sunny California to rainy Utah and snowy Colorado.'

It wasn't just a publicity stunt, though. Jeff was confident his result at Pikes Peak could surprise a few people.

'It was like racing in the old days. We kept the car clean and didn't run any sponsors. I just glued numbers on the doors and went for it – boom. It wasn't easy to control so much power, but I played it beautifully. Even if it was sunny and dry, I did all practice runs on rain tyres. It made sense with such a beast, because half of the track was still unpaved. With 620bhp, you can use all the grip you can get. I mainly hoped to blind my opponents, though. I didn't want them to think I was going on full slicks for raceday. And certainly not 12-time winner Rod Millen in his race-prepared Hyundai Special. It was a big gamble with one huge disadvantage: I couldn't train on the proper tyres. Eventually, I missed victory in the two-wheel-drive class by less than one second. Millen won and scored a new record, while I set one in the standard production class.'





Despite the magnificent result, losing by such a small margin was a bitter pill to swallow.

‘In retrospect, I should have trained on slicks. On the other hand, I wouldn’t have had the surprise effect. It is what it is. When it comes down to this, you second guess a lot. What if? There are 12.5 miles, 13 first-gear hairpins and hundreds of spots where I could have gained that little bit more and taken the win. But the same goes for Rod Millen, obviously. It was a good battle among friends, and I’m proud we did it.’

The grande finale of Jeff’s particular Porsche mission didn’t happen, though.

‘I never took the GT2 RS back home for one simple reason: I sold it on the spot. I slightly regret this now. Not only would it have been a cool drive, this 911 was also a real keeper. Before I got it, it had a pretty tough life as Porsche America’s press car. *Top Gear* drove it, as did Patrick Long, and it was on the cover

of practically every American automobile magazine. There are hardly 500 copies worldwide, and this is one of the rare street cars that has been prepared by Porsche Motorsport. Its history is exceptional. The current owner uses it on the road, in the exact same livery as I had it in Pikes Peak, even with my name on it. But I’m not crying over spilled milk. In the end, I’m not a real automobile collector. I’m primarily after unique experiences.’

And boy, this was a big one. Selling the GT2 RS allowed Zwart to pursue other dreams. And, eventually, to add a next episode to the tantalising story.

‘We were so successful because the GT2 RS is great, but mainly because the turbo-charged engine was extremely powerful all over the course. To put things in perspective: while my 911 GT3 Cup car from 2010 performed around 450bhp at sea level, barely 370bhp remained at the starting point of Pikes Peak. And on the top at 4,300 metres, I only had 285bhp under my right foot.





That's what altitude does with a naturally aspirated engine. With the GT2 RS, however, I felt no difference at all. Thanks to the turbo, it was as strong as a bull all the way to the top. This got me thinking. What if I combined the best of both worlds by mounting the GT2 RS engine in the lighter GT3 Cup car, with its sequential gearbox and big brakes? It turned out to be a match made in heaven. I drove it in three editions and took victory in 2015.'

For the remainder of the year, Jeff tends to drive each new Porsche. Including all RSs. Although he now often takes his white 356 pre-A. With an original Pikes Peak sticker, obviously.

'A short movie on me driving it in the snow probably best reflects my philosophy. In 1953, people rallied these cars and slid them around. I still do that now, instead of dragging it around on a trailer to exhibitions. I keep it standard. A 1953 car should behave as it did in 1953. To me, the thickness of the steering wheel exemplifies how fast I can drive a Porsche. The vague steering, the tiny ivory rim, the poor brakes, terrible radial tyres and other shortcomings make it fun. I can push and have a smile from here to Pikes Peak and back, while never exceeding 100km/h. It's very different with the new 911 RS 4.0. Compared to the first GT3 RS, it's phenomenal how the same package has become so refined. Even tyre wear is better. Sadly, it's not acceptable any more to push it to the limit on public roads. Which explains the new R. It's just a little less sophisticated with slightly narrower tyres and a balance that's more towards driveability. It's splendid. It's not ideal for Pikes Peak, though. You really need turbo-charging there. Luckily, there's a new GT2 RS. So stay tuned.'

991

991 GT3 4.0 RS

991 GT2 RS

991 R



PORSCHE 991 GT3 4.0 RS



How the 991 RS was born

All new with the old feel

Even a classic has to adjust to modern times occasionally. When customers and lawmakers set new requirements, Porsche just had to build a completely new 911 – the Type 991.

With the seventh generation, the evolution of the 911 once again took a major step. When the new 991 debuted at the IAA in Frankfurt on September 15, 2011, honoured guests saw a startling reincarnation of the iconic theme. Porsche again maintained a striking continuity in the car's traditional form and specific appeal in the face of ever-changing legal issues and shifting customer taste. This surely represents the secret to success of this timeless classic. The assignment given at the outset had been quite challenging, however. The 991 had to combine more power with lower consumption and emission values. It also needed to have superior driving dynamics and stability, whereas significantly better aerodynamics and improved downforce again had to reduce fuel consumption. At the same time, the 991 had to become safer yet nimbler. Losing 50 kilogrammes figured on the to-do list. Because the lighter and stiffer body enabled the use of an enhanced suspension, there were additional gains to be had in terms of agility, which simultaneously allowed the engineers to focus on comfort. Marketing tossed in this insight: fans of the 911 wanted more comfort, a bigger interior space, and state-of-the-art audio and communication systems. Clients who believed it was all too soft and preferred things to be hard and hearty could be certain that Porsche would look after them with various GT3 and GT2 variants.

All these requirements strongly suggested the new 991 would have to be entirely redesigned and redrawn from the ground up – without betraying the 911's typical appearance and classic driving characteristics and soundtrack.

Indeed, the 911 changed dramatically compared to its predecessor, due in part to a ten-centimetre-longer wheelbase, now a full 2,450 millimetres long. The Carrera's dimensions rose to 4,491 millimetres in length, 1,808 millimetres in width and 1,303 millimetres in height. Considering its proportions, the 991's noticeably longer wheelbase yet shorter overhangs made it appear somehow smaller despite it being precisely 56 millimetres bigger. Introduced in mid-2012, the Carrera 4 was again wider – 1,852 millimetres in total – in order to host the larger tyres and rims, together with the all-wheel-drive technology.

As customary, the model range was presented in various stages: Porsche first launched the Carrera 2 and Carrera S Coupé at the IAA in 2012. The Carrera 2 had an engine with 3,436 cubic centimetres and 350bhp at 7,400 rpm. The S boasted a 3.8 litre six-cylinder in which the bore was enlarged from 97.0 to 102.0 millimetres, with an unchanged stroke of 77.5 millimetres, mustering 400bhp at 7,400 rpm. The standard package included a totally new seven-speed manual transmission, whereas the seven-speed PDK transmission was available at a surcharge. The Cabriolet arrived at the dealerships four months after the coupé's market launch. Porsche delighted its power-hungry and decidedly sporty buyers with the GT3 Cup model in the second half of 2012, on the heels of the aforementioned Carrera 4 and 4S variants. The car was used in the Carrera Supercup races starting in 2013.

Those who delved deeper into the 991 made a fascinating discovery. The development department had devised an intriguing creation packed with the latest technology. It carried an overwhelming number of electronic aids in order to fulfil the safety and environmental regulations, yet maintained the 911 feel, including its typical sound,

road handling and power delivery, as well as its characteristic driving pleasure. To describe the 991 in detail would go beyond the scope allotted here. A book of its own, with hundreds of pages, would be necessary.

The significantly stiffer yet lighter body benefitted from the generous use of aluminium and innovative types of steel. Being less heavy made the 991 not only faster, but also more sparing. The official fuel consumption sank by up to 16 percent and CO2 emissions were ten to 16 percent lower. Despite the lower engine displacement, it produced more power by considerably heightening the revolution speed. The Carrera offered 350bhp and the Carrera S 400bhp at a blistering 7,400 rpm. The standard equipment for all Carrera 911 models – whether with manual or PDK transmission – now included an automatic start-stop function.

The focus of the engineers has always been on the 911's driving behaviour. The 991 was outstanding in this respect, even without any electronic aids. But the marriage of a magnificent chassis and state-of-the-art electronics truly enabled driving dynamics that were unthinkable just a few years earlier. The reviewed rear-axle assembly and the modified front axle, combined with the Porsche Active Suspension Management, assured new levels of road handling, comfort and sportiness. The innovative Dynamic Chassis Control system played a decisive role in anti-roll stabilisation and the power steering was totally redesigned. A technical description of it would already cover numerous pages of the aforementioned 991 book. And let us not forget the Stability Management System, in which the following functions were integrated: the anti-lock brake system (ABS), ADTC (engine drag control), automatic brake differential (ABD), and an automatic hold function (hill-start assistant) in conjunction with an electric parking brake. Those who ordered their 991 with the new double-clutch transmission could also buy the adaptive cruise control system, PAS. Obviously, the 991 was equipped with the latest light technology.

In short, the 991 immediately revealed itself to be a compelling mix of state-of-the-art know-how and ingeniously integrated nods to the past. It all flowed so seamlessly into the concept, even sceptical 911 drivers were thrilled.

At the end of each year, Porsche celebrates the Night of the Champions, to honour the most successful racers of the season. This was the perfect stage to introduce the 911 GT3 Cup car, first presented in Weissach on December 8, 2012. Once again the power was increased (this time by ten bhp), with the GT3 putting out 460bhp at 7,500 rpm. Otherwise, the engine was merely fine-tuned, while the air intake system was modified to allow fast and easy installation and removal. For the first time, the six-speed jaw-type gearshift was controlled with paddles. The car also had new brakes, with 38-centimetre big, slotted and internally vented steel discs all around.

The 991 Carrera GT3 would only celebrate its premiere at the Geneva Motor Show in March 2013. Close observers noted that Porsche had envisioned a completely new vehicle. Although the entirely revised naturally aspirated engine was based on the powertrain of the Carrera S, they shared only few parts. The 3.8-litre received titanium connecting rods and forged aluminium pistons, as well as direct fuel injection and a demand-controlled oil pump. Due to copious use of lightweight materials and the GT3's typically stripped-down comfort equipment, it lost some 40 kilogrammes to end up at 1,450 kilogrammes. This made the 991 GT3 – as Porsche proudly announced – the lightest representative of its kind since the first GT3 was shown at the Geneva Motor Show in March 1999.

This GT3 was visually recognisable by its fixed rear wing and special front and rear bumper shields. The two centrally positioned exhaust pipes, by contrast, had already been seen on the 997 GT3 from 2006 to 2011. Rather surprisingly, the GT3 featured an exceptional double-clutch transmission and rear-axle steering as standard equipment. This decision was clearly influenced by the significantly increased wheelbase, which obviously compromised agility. Porsche considered it appropriate to deploy this rear axle steering on the GT3 after it had been successfully introduced on top models like the Turbo and the Turbo S.

The company explained the move by stating that it combined greater cornering agility with improved straight-line stability. The system allows the rear wheels to steer or counter-steer up to 1.5 degrees, depending on the speed, steering angle and driving situation. This resulted in a virtual wheelbase change of minus 250 and plus 500 millimetres. At speeds of up to 50 km/h, the rear wheels steer in the opposite direction to the front wheels, thereby reducing the turning circle. At speeds of more than 80 km/h, they steer parallel to the front wheels, enabling optimal balance between agility and driving stability.





Porsche 991 GT3

In its "Supertest" on December 24, 2013, the magazine *Auto, Motor und Sport* reported:

We are not aware of four-wheel steering in a racing context. So it's highly remarkable that Porsche, a company dedicated to racing in general and driving dynamics in particular, has picked up this heretofore only fleetingly considered topic to mount this technology on its best cars. Aside from the recently introduced Turbo, it is now being used on the model with the fewest conflicting objectives, the 911 GT3. Its sporting merits have no doubt grown substantially thanks to the rear-axle

steering system. According to Porsche, it kills two birds with one stone, although, staying within the metaphor, the birds are exceptionally far apart: enhanced manoeuvrability and agility in the lower speed ranges and greater stability at higher speeds. All of this is topped off with the assertion to post faster lap times than ever. The benefits of steering up to 1.5 degrees opposite to the direction of the front wheels at speeds under 50 km/h and in the same direction as the front wheels over 80 km/h was explained by Porsche with an illustrative example: at slow pace, the wheelbase feels shorter; when going fast, it's as if it were longer.





With its 475bhp at 8,250 rpm and a maximum torque of 440 Nm available at 6,250 rpm, the GT3 was one of the kings of the road. A top speed of 315 km/h and a 0 to 100 km/h time of 3.5 seconds were undeniably impressive. According to *Auto, Motor und Sport*, Porsche was on the right track with so many technical aids:

The degree of automation is high, unquestionably near perfection, and designed for people who quickly want to scan the limits of the car's potential without much preparation or years of training. The 911 GT3 can certainly be regarded by such drivers as a complete success.

The price of the GT3 was 137,303 euros including VAT.

RS aficionados had to wait until March 2015, when the GT3 RS was presented at the Geneva Motor Show. Porsche demanded no less than 181,690 euros for the RS, though in return offered a four litre flat-six performing 500bhp at 8,250 rpm and a whopping torque of 460 Nm. This growth of power was provided by a crankshaft made of high-purity quenched and tempered steel, improved pistons and titanium connecting rods, modified camshafts, upgraded valve springs, a modified dry-sump lubrication system and a new exhaust – all of this mated to a seven-speed, double-clutch PDK transmission.

Hitting the market in May 2015, the 991 GT3 RS looked markedly more brutal than its predecessor. The effect was due not only to the pronounced fenders – the rear axle now featured 21-inch rims with 325/30 ZR 21 tyres while the front axle sported 20-inch rims with 265/35 ZR 20 tyres – but also to the huge rear spoiler, brashly illustrating the

RSR was not far away any more. Porsche was especially proud it had managed to get the wheel-well vents on the front homologated. It took quite some effort before the technical inspection authority approved it, ultimately due to the fins and grates beneath them. These vents allowed air to escape from the wheel well, thus improving the front axle's downforce by a factor of three compared to the GT3. The rear-axle steering was configured differently as well. The kerb weight was reduced by a further ten kilogrammes and, ready-to-drive, the car weighed 1,420 kilogrammes. However, the RS could now be ordered with air conditioning and other comfort features, meaning few of these cars were actually delivered with the lower weight. Naturally, a Clubsport version was available with integrated roll cage.

Just how good the RS had become was demonstrated on the Nürburgring, where works drivers managed to be faster than the Carrera GT with a V10.

The GT3 RSR racing car was presented in 2014, although it had already raced at Le Mans in June 2013, posting a one-two finish in its category. The RSR had never been as far from a normal GT3 RS as this one because the homologation rules merely required that the middle 12 centimetres of the vehicle contour matched the basis, being the GT3 RS. The rest of the body could be fully adapted to aerodynamic necessities. The price was now 798,000 euros plus country-specific VAT. A total of 18 delivered RSRs scored no fewer than seven championship titles and 46 podium finishes in the pro category, including the manufacturer, team and driver titles in the IMSA 2015 and WEC 2015.



Porsche 991 GT3 RS

This RSR served as the basis for a new generation of racecars that would become even more extreme in 2017, yet also meant an opening for teams who were reluctant to move up to the major league. For these drivers, Porsche launched the 991 GT3 R in the autumn of 2015. This dedicated customer racecar essentially replaced the previous RSR models that had impressed on tracks since 1974. Porsche's press release from May 15, 2015, announced the R as "lighter, more economical, faster". And, one could have added, "more expensive". After all, the price for this 500bhp racecar was 429,000 euros plus country-specific VAT. Again, from the press release:

In developing the 368 kW (500bhp) racing 911, special attention was paid to lightweight design, better aerodynamic efficiency, reduced fuel consumption, improved handling, further optimised safety, as well as lower service costs and spare part expenses.

Still, the price didn't hold anyone back. More than 50 units were delivered and used worldwide in 2016. The homologation basis of the R was the 991 GT3, which featured the four litre boxer in the rear. Porsche declared it had 500bhp, yet this number could be raised or lowered with various restrictors, depending on the race series and the associated regulations. As was to be expected, the GT3 R collected and continues to collect titles on the world's racetracks.

The latest generation of the GT3 Cup car was unveiled at the Los Angeles Motor Show in October 2016, with the ultimate aim of sending amateur racers into the 2017 season with a new and even better weapon. Distinguishable by redesigned front and rear ends, the six-cylinder with 3,996 cubic centimetres boasted a mighty 485bhp and a maximum torque of 480 Nm. This abundance of power didn't have much trouble getting the barely 1,200-kilogramme Cup car on the move. Of particular interest were the after-sales packages, which included a passenger seat for "taxi" rides, interior lighting, a heated windscreen, and an exhaust with a front silencer or open tailpipes.

On May 12, 2016, Porsche announced that the successor to the 991 RSR had entered its test phase. The real sensation followed six months later in a press release from November 16, 2016:

The new 991 RSR makes full use of the Le Mans 24 Hours GT regulations. In addition to systematic lightweight design, it features the ultra-modern, flat-six unit positioned in front of the rear axle.

In other words: since the GT1 scored a one-two finish at Le Mans in 1988, this new RSR is only the second mid-engined 911. For this radical transformation, the Motorsports Department relied on the mid-engine modules from the Cayman and the 918, keeping the expended effort somewhat within reason. In the end, the time-tested configuration was simply turned around. The engine now sat before the rear axle with the transmission shifted behind it, whereas the wheelbase was extended by 60 millimetres to allow the drive shafts to be positioned in line with the rear wheels.

This extreme change led to a superior axle-load distribution and reduced the previously enormous load on the rear tyres. The rear could now be completely reimagined as well, while there was adequate space for a dramatically widened and higher rear diffuser for added downforce. The rear wing was now top-mounted and provided even better aerodynamics and downforce. The heart of this athlete was the four-litre naturally aspirated flat-six engine with direct fuel injection. Shifted far to the front and mounted in a rotated position for the first time, it improved the driving dynamics and increased the set-up options. The new six-speed, constant-mesh gearbox with magnesium housing and electronic shift actuator shortened shift times and minimised all disruptive factors. The result was better handling and augmented reliability in the entire drivetrain.

After the GT3 production had stopped, the customers who considered these RS, R and RSR variants too radical and wanted "only" a sportier 911 had to wait for the 2017 Geneva Motor Show, when the second generation of the 991 GT3 was unveiled. It was announced in a press release as follows:

The 991 GT3 delivers motorsport-like performance, a systematic lightweight construction and an unfiltered driving experience. In the new generation of the radical 911, the connection between everyday driving and the racetrack is even more intense. At the heart of the latest enhancement beats a four litre flat-six. The extremely high-revving naturally aspirated engine with 368 kW (500bhp) remains virtually unchanged from the thoroughbred 991 GT3 Cup racing car. The redesigned chassis with rear-axle steering and the lightweight construction are specifically tuned to convert the power into superior driving dynamics. With a seven-speed double-clutch transmission (PDK) as standard, specifically tuned for this GT, the two-seater weighs 1,430 kilogrammes with a full fuel tank, accelerates from 0 to 100 km/h in 3.4 seconds and boasts a top speed of 318 km/h. For proponents of

pure unadulterated driving, Porsche also offers the 911 GT3 with a six-speed sports manual gearbox, allowing a sprint from 0 to 100 km/h in 3.9 seconds and a top speed of 320 km/h.

DIN fuel consumption values came in between 12.7 and 12.9 l/100 km for combined driving.

Visually, the new GT3 showed off with a dominant carbon fibre rear wing and a lightweight front end and front spoiler – not to mention the rear vents and redesigned diffuser as visible indicators of aerodynamic refinement. The Motorsports Department had fine-tuned the suspension for better driving dynamics. The new two-seater rode 25 millimetres lower than the 911 Carrera S, and the active rear-axle steering contributed significantly to the improved handling. Depending on the speed, it steered in the opposite or the same direction as the front wheels to further progress the car's agility and stability. Porsche's Communication Management (PCM) system, including the online navigation module, was enhanced with real-time traffic information, the Connect Plus module and the Track Precision App as standard. This app gave GT3 drivers the opportunity to display, record and analyse detailed driving data on a smartphone.

Fans were able to order the GT3 as early as March 2017, and the first cars were delivered in mid-June at a price of 152,416 euros including VAT. It does not take a prophet to foretell a brilliant future for this latest GT3. These models can be considered the legitimate successors to the Carrera RS 2.7.

Porsche celebrated the world premiere of the 911 GT2 RS on June 30, 2017, at the renowned Goodwood Festival of Speed in England – the perfect setting to unveil a super sports car with an eye-popping 700bhp under the hood. Its heart is a 3.8 litre, bi-turbo flat-six, catapulting the 1,470-kilogramme two-seater (with a full tank) from 0 to 100 km/h in 2.8 seconds and allowing a top speed of 340 km/h. The top model's price: 285,220 euros.

The engine of the GT2 RS is based on the 3.8 litre unit in the 911 Turbo S with 580bhp. The car's prodigious power is boosted by larger turbochargers pressing more exhaust air into the combustion chambers, while a new, additional cooling system ensures optimal cooling during peak loads. It sprays the charge air cooler with water when it reaches very high temperatures, thereby lowering the gas temperature in the overpressure range. A GT-specific set-up of the seven-speed double-clutch transmission (PDK) takes away almost all interruption while shifting. The specially developed exhaust consists of super-light titanium and weighs some seven kilogrammes less than that of the 911 Turbo.

In the world of super sports cars, cornering speeds are on another level. The 911 GT2 RS reaches these thanks to its flawless racing chassis with rear-axle steering and Ultra High Performance (UHP) tyres. Like all GTs, this top model has a specially tuned PSM system with a sport mode for optimal driving dynamics. The dominating rear wing, huge air intakes and outlets illustrate how aerodynamics define its form and design. The large and wide wheels (265/35 ZR 20 in front and 325/30 ZR 21 in the back) ensure outstanding braking and cornering forces. The 911 GT2 RS features the Porsche Ceramic Composite Brake (PCCB) as standard. The front wings, wheel-well vents, outer shells of the Sport Design exterior mirrors, air intakes on the flanks and elements of the rear are made of CFRP, as are many interior components. The front bonnet is made of carbon and the roof of magnesium to further reduce weight. The standard interior is dominated by red Alcantara, black leather and interior elements made of visible carbon. The GT2 RS sports steering wheel with gearshift paddles allows gear changes with a flick of the hand. The driver and passenger experience the sensations of this high-performance sports car in full bucket seats with a carbon-weave finish. This 911 GT2 RS adds a new milestone to the 50-year history of the R and RS models. Who could have imagined a 911 with 700bhp five decades ago?

Precisely. No one.





Porsche 991 GT2 RS

PORSCHE 991 GT3 4.0 RS



ROUGH AROUND THE EDGES

Most Porsche love affairs start with an awesome drive. This one, with a pencil and a piece of paper. Ever since Michael Mauer was a young boy, he knew he wanted to draw cars. Well, Porsches really.

Which he eventually managed. And more. After his car design studies in Pforzheim, Mauer immediately secured a job at Mercedes. He contributed to several models – including the A-Class and SLK – became head of design at Smart and then moved to Saab in Sweden. Things could not get any better after he was hired as Porsche’s design director in 2004. Except they did. In 2016, Michael was promoted to lead the design activities of the entire VW group, alongside his task at Porsche.

The job would be too vast for one man. But not for Mauer. He’s as charming as the loveliest Smart, as dedicated as the weirdest Saab, as comforting as the biggest Mercedes, yet as focused as the wildest Porsche RS.

‘Being a car designer is the world’s nicest profession for car nuts like us. Working at Porsche is even better. But designing a 911 RS? That’s the ultimate level of excitement. It’s the one assignment my entire team fights for. I never have to ask them for proposals for an RS. The guys in the studio spontaneously do it. That’s one reason why we don’t employ special designers for RS models. It would be too demotivating for all others.’

Mauer proudly shows the current 991 GT3 RS in the Kesselhaus in Munich’s Motorworld. Once an industrial boiler room, it is now a concert hall and fancy gathering place. And an inspiration, apparently. ‘Everything is for a creative mind. I just love how



such old buildings come back to life by combining new and vintage elements. It's fascinating to decide what's worth keeping and what needs to be rebuilt.'

Like with the design of a new 911, almost.

'Porsche's design philosophy is clearly based on the past, and our approach is more evolutionary compared to other carmakers. Our history is even more important for hard-core models like GT3 and GT3 RS. During the design process, we always park all previous RS models in the studio, although we absolutely want to avoid ending up with a sort of replica. We already finished the design of the Porsche 992 – the successor to the current 991 – and just started on the 992 GT3 and GT3 RS. It's a bit early to say, but

we might stretch their look a little further than usual. While defining the base 911, we already have the sporty spin-offs in mind. If we change the proportions of the 911 – as has happened with the 991 – we immediately take into account that the Turbo will be even wider. Knowing that the GT3 and GT3 RS will probably use the side panels of the Turbo, we also leave enough space for added wings, front and back. Sometimes, we have a very exciting idea for a bumper, but judge it as too much for the base model. We then let it digest for a while, and after a few months consider it again for the Turbo or the RS.'









Because each RS is highly influenced by engineering, the design process is quite different compared to a “normal” Porsche, if such an animal exists in the first place.

‘Everybody in this industry loves to talk about “agile teams” and “agile development”. But the way our design team and Andreas Preuninger’s racing division collaborate for an RS really creates a special momentum. His squad doesn’t do anything according to official processes. They just test on the track, where the driver gives direct feedback to the engineer, who straightaway talks to the designer. Because these procedures differ

totally from how a regular production car comes together, the designers are over the moon with excitement and utterly motivated to find the best result.’

What could be a clash of egos turns out to be an alliance with nothing but winners. ‘For the limited edition of the 997 4.0 RS with 500bhp, Porsche immediately understood it needed extra downforce. The bigger rear wing and the small front deflectors wouldn’t be a designer’s natural solution. But I like it a lot that such projects show a certain roughness around the edges, which wouldn’t be accepted on any other 911. And then it turns out they have an aesthetic value of their own.’

Today's GT3 RS is asphalt grey with yellow calipers, Mauer's absolute favourite combination.

'It's so tasteful, if only because the contrast with the black parts isn't as outspoken. Looking at how the front spoiler moves into the fender on this latest RS, there's a disconnection with a little offset because the fenders are wider. No designer would ever start like this. But it happened for reasons of efficiency, and it gives the car a nice touch of brutality. The extra opening above the front wheels for additional down-force would never be proposed by our studio from the beginning, either. However, by collaborating and searching for a solution which works well for design and engineering, we come much closer to the old axiom of "form follows function".'

Mauer is a designer. He obviously prefers simplicity. 'I'm very much into pure and reduced shapes. While we more or less managed to integrate the rear spoiler into the design on a GT3, that's a no-go for an RS. These are totally driven by ultimate track performance. It's nice that the rear wing on a GT3 is quite organic as a shape, but I love the race aesthetics of the wing on the 997 GT3 4.0 RS. It's less stylish and more functional. Sadly, we had to smoothen the braces for safety and homologation reasons. It's ridiculous how the law obliges us to soften all radiuses where people can touch their head in one way or another. It would have been even cooler if it looked like it had been laser cut. I never fancied the ducktail on the 2.7 RS, however. To me, this weird triangle spoils the elegant sloping roof.'



And then there's the new R, the apple of Mauer's eye. 'When I bought a GT3 for myself, I had a coffee with Andreas Preuninger from the special division and told him I dreamt of making a sort of "sleeper", by removing all the spoilers and added aerodynamics from a GT3. The end result would seem to be a normal 911, while it's anything but. It's kind of cool when nobody sees how exceptional it is, apart from a few experts who can spot the different exhausts or whatever. Even if Andreas had already been chewing on such a concept, he immediately objected. The balance would be completely destroyed without the aero-

dynamic devices, he said. But the idea had touched a sweet spot. Considering they were dreaming of reviving the R in one way or another, while our design department produces free proposals yearly – like a GT3 convertible and a spoiler-less GT3 – a common brainstorm eventually led to the R.'

Mauer is very happy with it. Yet, at the same time, he's not.

'Sadly, I couldn't get hold of one, whereas it's absolutely my kind of car. If you take away the stripes, 90 percent of onlookers will not recognise it. The R also has a manual gearbox, which I prefer on public roads. On a track, I'd rather have the PDK, though. I'm not a world champion-type driver, and the PDK just makes me feel better about the level of my skills.'

Since Mauer has the world's best job, he's parked a few Porsches in his private garage.

'I bought a 997 GT3 because it was the first Porsche designed under my responsibility. When I joined the company, the base model, convertible and turbo versions of the 997 had been done, and we initiated the work on the GT3 and GT3 RS. To me, the division between GT3 and GT3 RS makes a lot of sense. The differentiation is quite big, which creates a nice offer for our customers. It's clear what each of them stands for. I prefer the GT3 on public roads, but I clearly fancy the GT3 RS on the track. If we're not talking about track performance, the 997 GT3 is my pick, if only because it's smaller. Which obviously was our aim for the 992. Not saying it will actually be more compact, but it will certainly seem less big.'



Because no man of good taste can ever own enough 911s, Mauer also enjoys himself after working hours with a very special one.

'I'm building a 964 convertible with an RS flavour, slightly commemorating the idea of the first Speedster. It's a 911 that has never existed. It's totally understated and a bit rough, just like an outlaw.'

It'll be his Sunday morning partner in crime.

'Because with my GT3, I've always got one foot in jail. It's so blindingly fast, and the speed limits are becoming severer by the day. That's why I love old cars. They feel fast at reasonable speeds. I bought a 1984 G-model but quickly realised it was too old for me. The 964 offers the perfect compromise. It's modern yet looks like the old one. It's my favourite design anyway. I don't fancy the 993 too much. The back is okay, but the front tries too hard.'

Mauer is as friendly as a boy scout, but his humour can be a little rough around the edges. It might well be his refined way of saying things, if the bare truth hurts too much. After all, he's the world's most important car designer, since he has so many brands under his responsibility. 'I don't feel like that at all, however, and my task differs considerably from what my predecessor, Walter de' Silva, had to do. While he influenced each individual car of the entire group, my job is more strategic. Our CEO, Matthias Müller, leads this concern in another way and gives a lot of confidence to the management of each brand. I apply the same strategy for design. I just overlook it, search for synergies and coordinate everything. And I interfere – or help – if one brand doesn't evolve in the right direction. I also provide the design philosophy we established at Porsche, since it's so highly valued by our management. Every six weeks, all our brands propose their novelties at big design reviews. Although they might have to go back and change the design if I don't like it, I still see my job mostly as assisting my colleagues, and supporting them against the finance or marketing departments. I also communicate constantly. In a creative business, it helps a lot if you talk to each other. So I organise *Stammtisch* days for the design chiefs, just to discuss whatever what in a relaxed atmosphere. I don't believe so much in harsh competition. I prefer to inspire.'





PORSCHE 991 R



How the 991 R was born

Back to the roots

Although the new 911 R could not possibly be as pure as its predecessor from 1967, Porsche did recognise the desire of certain clients to once again acquire a 911 in the classic style. Unsurprisingly, the planned 991 units sold out in a matter of hours.

Certain segments of Porsche's loyal customer base regularly voiced complaints about how the 911 was becoming ever larger, heavier and more comfortable. A GT3 RS with air conditioning? Of course. A seven-speed double-clutch transmission? Sure. It's practical, convenient and allows you to shift in fractions of a second. But weren't the old-fashioned manual transmissions more exciting and wilful?

Porsche was obviously aware of these criticisms, while the 50th anniversary of 1967's legendary 911 R loomed on the horizon. The longer they mulled over this issue in Zuffenhausen, the clearer it became for all involved: a new R was not a bad idea at all. Moreover, a limited edition of 991 units would surely sell out in no time. No-one imagined it would ultimately take less than a few hours, though. Unsurprisingly, Porsche proudly announced the following in a press release from March 2016:

With its present 911 R, Porsche unveils a puristic sports car in a classical sense at the 2016 Geneva International Motor Show. Its 368 kW (500bhp) four-litre naturally aspirated flat-six and six-speed manual sports transmission places the 911 R firmly in the tradition of its

historic role model: a road-legal racecar from 1967. Produced as part of a limited series, the 911 R (R for Racing) performed in rallies, the Targa Florio and in world-record runs.

Like its legendary predecessor, the modern 911 R relies on systematic lightweight construction, maximum performance and an unfiltered driving experience: this limited edition of 991 units has an overall weight of 1,370 kilogrammes and is currently the lightest 911 version. With the high-revving naturally aspirated six-cylinder and manual sports transmission, Porsche once again displays its commitment to emotional high-performance sports cars. Born in the motorsport workshop, the 911 R extends the spectrum of high-performance naturally aspirated engines alongside the racy models 911 GT3 and 911 GT3 RS.

Designers and technicians needed barely 14 months to develop the new 911 R, which obviously featured the rear-mounted, four litre flat-six engine from the 911 GT3 RS, also used in racing. It boasts 500bhp at 8,500 rpm and musters 460 Nm of torque at 6,250 rpm, while its compression ratio of 13.2:1 is a record-setting value. Blessed with such abundant power, the new R cracks the 100km/h barrier from a standstill in just 3.8 seconds, tops 200 km/h in 11.6 seconds and reaches a top speed of 323km/h. And, of course, there was the DIN standard consumption: 13.3 litres of super per 100 kilometres. Specialists swore such impressive values could be reached. But was it any fun to drive a 911 like that?

What a difference to its predecessor, which 50 years ago astonished its environment with what were then unbelievable numbers. 210bhp became 500bhp, 220km/h with the appropriate gear ratio stands against 323km/h now, whereas the kerb weight grew from 800 to 1,370 kilogrammes, even if the new 911 R is 50 kilogrammes lighter than the reigning champ, the 991 GT3 RS.

The price in 1967 was 45,000 German marks. Those with the good fortune to score a modern 911 R were asked to cough up 189,544 euros. And while there weren't any options in 1967 – what for, after all? – Porsche now offered R-buyers such things as a lightweight battery

for 2,261 euros, a single-mass flywheel for 2,975 euros, a lift system for the front axle at 2,975 euros, the Sport Chrono package at 1,664 euros, and automatically dimming interior and exterior mirrors at 547 euros. There were a number of ways to boost the price even further: Bi-Xenon headlights for 1,195 euros or LED main headlights, including the Porsche Dynamic Light system, for 3,088 euros.

The reduction to 1,370 kilogrammes was achieved through the resolute use of carbon fibre body parts. The wings and front bonnet were constructed from this lightweight material, for example. The Zagato double-bubble roof was made of magnesium, while the rear side windows and rear window consisted of plastic. Thick door handles on the inside were replaced by straps, whereas radio, air conditioning and rear seats were never installed in the first place. The roll cage was missing and the brand logo was forced to slim down, too. As with the "old" 911 R, a sticker indicated the manufacturer's name.

The new 911 R is unmistakably a racecar tamed for the street, characterised first and foremost by its obsessive lightweight construction. Even so, it will never be seen on circuits. Those who want to hit the throttle on the track should opt for a 991 GT3 RS Clubsport, a 991 GT3 R or a 991 GT3 RSR. The 911 R is more suitable for museums and private collections, and will undoubtedly hardly be seen on the road.

The exterior design of the 911 R remains reserved and understated. At first sight, the body resembles that of a simple Carrera. Merely the nose and rear body parts from the 911 GT3 hint at the birthplace of the 911 R: the Motorsport Department in Flacht. However, the 911 R has a lot to show under the bonnet, since the drivetrain originates from the GT3 RS. All the lightweight body components and the complete chassis are also taken from the 911 GT3. With road use in mind, there's no longer a fixed rear wing, though. Instead, the retractable rear spoiler from the Carrera and a specific rear diffuser provide the necessary downforce. Front and rear bumper shields come from the 911 GT3 as well. The centrally positioned sports exhaust system consists of lightweight titanium. A redesigned spoiler lip is installed at the front. Logos on the sides and colour stripes in red or green over the entire mid-section illustrate the link with its legendary predecessor.

And the interior? The press department had this to say:

The driver sits in a carbon full-bucket seat with fabric centre panels in Pepita tartan design, recalling the first 911 of the 1960s. An "R-specific"



GT sport steering wheel with a diameter of 360 millimetres receives steering commands from the driver. Gearshifts take place in traditional manner through an R-specific short gearshift lever and the clutch pedal. Carbon-trim strips in the interior with an embedded aluminium badge on the passenger's side indicate the limited number of the 911 R.

Zuffenhausen is also keen to emphasise that “in keeping with the puristic character of the vehicle, the 911 is available exclusively with a six-speed manual sports transmission.”

While the early 911s required an expert at the wheel when taken to the limit, owners of the new model had state-of-the-art electronic aids at their disposal. Porsche described it this way:

It's as if the 911 R is made for tight corners. The specially tuned rear-axle steering guarantees direct turn-in and precise handling while maintaining high stability. The mechanical rear differential lock builds up maximum traction and the standard Porsche Ceramic Composite Brake (PCCB) ensures the greatest possible deceleration. Brake discs measure a generous 410 millimetres on the front axle and 390 millimetres on the rear. Ultra High Performance tyres are responsible for contact to the road. They are mounted on forged 20-inch lightweight wheels with central lock in matte aluminium in the following dimensions: 9 x 20" on the front axle (245/35 ZR 20) and 12 x 20" on the rear axle (305/30 ZR 20).





Motorsport Development has specially adapted the Porsche Stability Management (PSM) for the 911 R. A double-declutch function can be activated with a button to ensure perfect down shifting, while a single-mass flywheel is optional. This significantly improves the spontaneity and high-revving dynamics of the engine. For unrestricted practicality in everyday use, a lift system can also be ordered. It raises ground clearance of the front by approximately 30 millimetres at the touch of a button.

Bonnet and wings are made of carbon and the roof of magnesium, to reduce the centre of gravity. Rear windscreen and rear side windows consist of lightweight plastic. Additional factors are the stripped interior insulation and the omission of a rear bench. The optional air-conditioning system and the radio, including audio system, also fell victim to the diet. They could, however, be re-added through the options list.


From this perspective, the new 911 R was essentially a stripped-down RS. Those who didn't fancy the martial looks of a huge rear spoiler on the GT3 RS were perfectly served by the R. This is a wolf in sheep's clothing. Or, more precisely, a classic 911 with racing technology beneath its carbon shell.

It requires a good eye for detail to recognise the R. The broad decorative stripes stretching from the bonnet over the top and down to the rear spoiler naturally helped. But what if the customer didn't opt for this visual aid? Then a glance at the R rims, including the ceramic brakes with yellow calipers, provides a first clue. And the magnesium roof with two humps could also only be found on the 991 GT3 RS. The same goes for the centrally positioned dual exhaust with two titanium tailpipes. A peek into the interior gives another hint. The Pepita-upholstered bucket seats make it perfectly clear that you're looking at a 911 R bought by a clever person who knew what had to be done during the few hours before it sold out. Or it might be from someone who loved the 911 R so much yet failed to score one initially, and who had to pay a good deal more at a second stage. In just a few days, the 911 R became an object of speculation which made a lot of money for a few dealers. It's a pity, because the new R has so much to offer, it really belongs in the hands of true aficionados who'll cherish and care for it, and who, once in a while in pristine weather, will take it out for a magnificent spin.



PORSCHE 991 R

PILGRIMAGE

A scenic landscape featuring a road in the foreground, trees with autumn foliage, a calm lake, and snow-capped mountains under a blue sky with wispy clouds. The scene is captured from a slightly elevated perspective, looking down towards the water and across the valley.

Many Porsche love affairs consist
of the odd Sunday afternoon drive.
This one is about an epic road trip
with a father and son.

A misty November morning in Zuffenhausen, close to Stuttgart. It's another day at the office for most, if such a thing exists in the first place at the Mecca of Porsche's exceptional universe. The sky is as grey as an elephant, the clouds heavy as a truck, the atmosphere clammy as a night in Bangkok, the temperature in the low fives. But all hearts warm up surprisingly quickly at the sound of one peculiar 911 revving to eleven. Backed up by over-enthusiastic overhead cams and two slurping and sucking Weber carburetors, the song of this vintage flat-six is louder than words, purer than water from a well.

While all Porsches are always welcome in Zuffenhausen, this particular one gets permanent priority boarding. Because it's the only genuine R in Europe. Because it's the ultimate 911 in the eyes of many. Because Porsche doesn't own one, despite the

countless unique pieces in its historic collection. There are simply none on the market. It's almost too ironic.

After all, it took Porsche the better part of three years and more effort to sell 24 copies of the R in the late 1960s. The stripped-bare car was judged too expensive, certainly since it was barely welcome in any racing class. Only decades later did it ultimately become the most sought-after 911. For connoisseurs, at least. They consider it the definitive 911 of all 911s.

What a difference 50 years make. After five decades of overwhelming success, it was hardly a challenge for Porsche to find enough clients for a commemoration. The list of potential buyers for the new 911 R far exceeded the 991 available cars. It was mainly a case of not offending too many loyal clients who couldn't lay their hands on one. But some guys have all the luck, and the right credentials, to get a new 911 R. Or an old one, for instance, which the factory regularly borrows for publicity stunts or as a special guest at events.



This particular R from 1967 clearly has paid a visit to Zuffenhausen before. A few years ago, it was even invited for Porsche's Sound Night. The museum's wildest evening celebrates the loud and melodious from Porsche's history, giving a free podium to those who like to perform their mechanical arias for a loving crowd. The higher the revs, the more ferocious the octaves, the bigger the goosebumps.

Today, it's here for a unique occasion. Family affairs. It descended upon Zuffenhausen to welcome the birth of its grandchild: a novel 911 R. If possible, even more special than all the other extremely special 911 Rs from the new breed. Because this loving tribute to chassis number 11899002 R is dressed for the occasion with commemorative plates on its thresholds and the same Elfenbein paint on its sculpted body.

Porsche knows how to treat its guest. The *Kundendienst* prepared a magnificent one-off book on the making of, and there's a small yet charming ceremony. Andreas Preuninger is head of Porsche's GT department and hence responsible for all the out-of-the-ordinary 911s. Although he's always as busy as an ant, he makes the effort to come over for a chat and a loving embrace.

Cameras flash while the cloth drops. The grandfather sniffs at its grandson. More pictures, more laughter, topped off with a relaxed lunch. It hardly gets any better for a Porsche aficionado. Then the new Porsche is given a go. Most 911 Rs immediately disappear into gorgeous collections to gather dust – a little – and even more value – a lot. This one is after experiences of a different kind. And after eternal glory.

What would be an exceptional day for every Porsche fan is only the formal prelude to an epic road trip in the traces of Ludwig Lehner and Heinz Bäuerle, who



steered this very same 911 R to Monza 50 years ago. Because Porsches need to be driven, no matter how priceless they became over time. Because everybody should at least cross the French Alps once and lap Monza's high-speed track in a 911 R. Or with two of them, if possible.

A lot has changed in the past 50 years. A lot has remained the same.

The Porsche factory in Zuffenhausen grew like cabbage. When Lehner and Bäuerle left *Werk Eins* in 1967, it was a small company with enormous ambitions to win races, conquer championships, beat records. Now, it's a huge enterprise with an impressive infrastructure along the *Schwieberdingerstrasse*, including a museum, a showroom, an experience centre, assembly lines – the works. Back then, both men left in silence, if that's at all possible with such a screamer. Nobody knew what they were up to, where they were headed, what cunning plans they had in mind. Nobody cared, either. Now, thousands of smartphones feed countless Instagram accounts and Facebook pages. It's a very different experience, yet it feels valiant to go south with both Rs again.

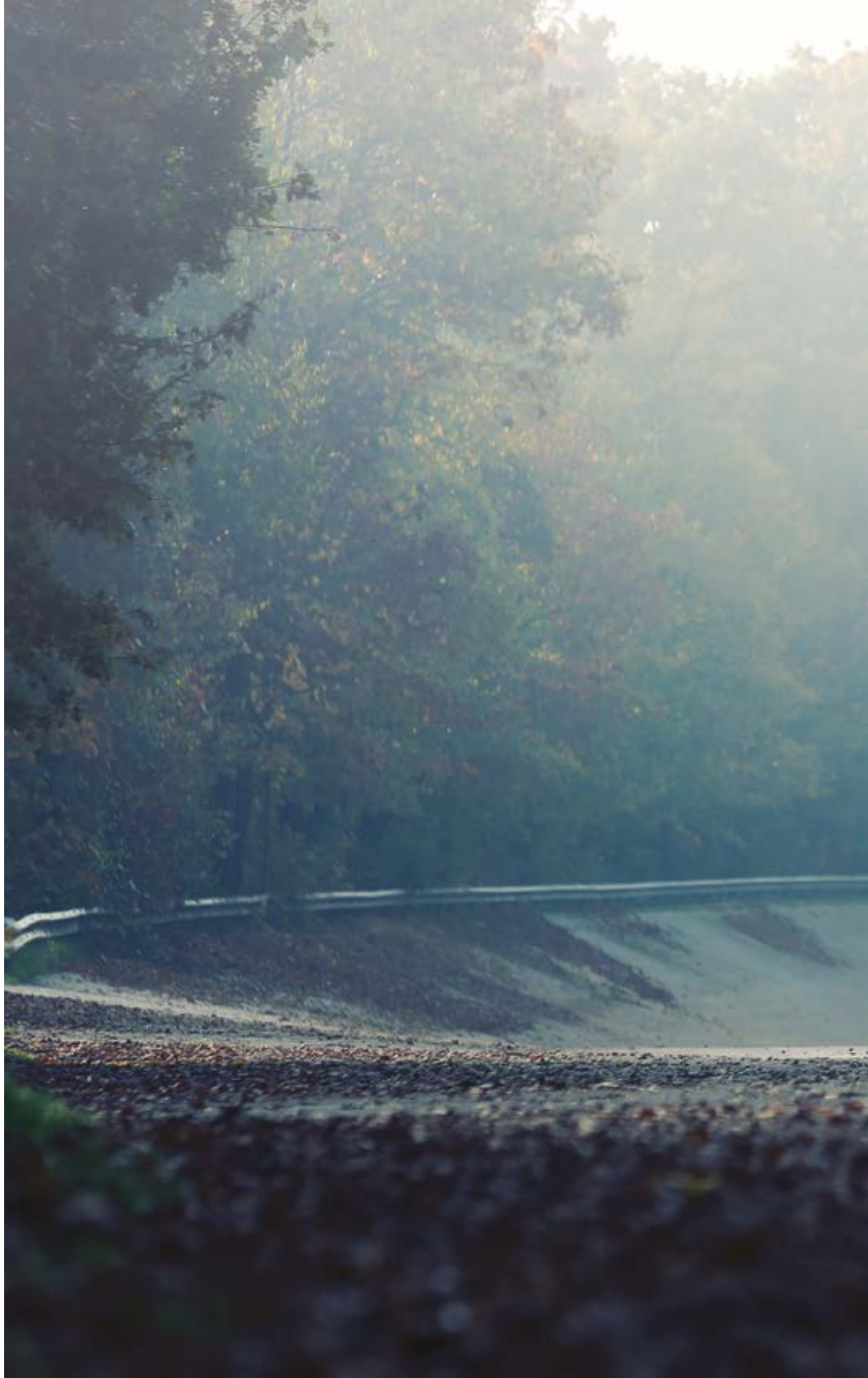
Lehner and Bäuerle left in 1967 because this 911 R was needed in Monza, where four Swiss racing drivers hoped to break several high-speed endurance records, including the 20,000 kilometre holy grail. When their 906 proved to be too frail, Porsche hoped the 911 R could do a better job. But there wasn't enough time to ship the vehicles or spares, so two Rs had to be driven on open roads. This one left the factory first, on Monday at 5pm. Luckily, it was only a 400 kilometre trip over Basel, Lucerne, the Gotthard tunnel, Lugano and Monza.

It wasn't. The team suffered another, totally unexpected setback in Basel. The customs authorities didn't let the white Porsche pass. In their judgement, it was way too loud. Lehner and Bäuerle just managed to phone Stuttgart and warn the second team to take an alternative route over Austria, while they shifted to Plan B. The sole alternative was driving around Switzerland over the French Alps with the clock ticking, because a new record attempt could only be validated if it started before 10pm Tuesday evening. Suddenly, their five-hour commute became a 1,000 kilometre undertaking through a cold fall night.

The huge setback was a lucky coincidence, too. Driving 500 kilometres in a genuine R is pretty cool. Clocking double this distance, partly over the French Alps? It hardly gets any better.

Yet there was no margin for error. To arrive there on time, they first had to arrive. And winter was right around the corner. With each hairpin they tackled, with each 100 metres they climbed, chances grew they would run into snow. The Porsche didn't have winter equipment. It didn't even have heating or any insulation.

Fortunately, their gear was heart-warming. The high-revving engine is a feast, the five-speed gearbox a delight. While the car is far too bouncy for today's standards, its surprisingly soft suspension helps keep the 200bhp on the ground, although it can be scary at high speeds when the asphalt isn't silky smooth.









The new R happily dances from corner to corner as well, with a wide grin on its face. On paper, it seems weird that Porsche deliberately made the ultimate 911 somewhat slower than the GT3 RS. After all, it lacks the spoilers and the imminent downforce, while the wheel geometry is slightly less aggressive. However, this particular setting allows more movement to attack these mountain roads and to provide loads of fun. Certainly because it has a manual gearbox instead of the flappy gearbox of the GT3 RS. It costs speed but adds drama. Which is exactly what you want in these circumstances.

Eventually, Lehner and Bäuerle succeeded. They brought the 911 R to Monza in time. The attempt was on. The records got broken.

The track is still there, right in the middle of a lovely park. It's been out of use for decades now. Too rough, too risky. No high-speed runs here. It's a relic of past times, when sex was safe and motor racing dangerous. Today, people walk their dogs here, perform their morning jog or enjoy a relaxed bike ride. But hardly any car ever sets a wheel on this holy concrete any more. Except for today. The gates swing open invitingly for this unique pair, travelling half of Europe on a family outing.





It's breathtaking to catch again that same sound which could be heard so long in 1967. It's extraordinary to steer the 911 R around one more time, certainly with its grandchild in its wake.

Only now does it become palpable how tough it must have been for the car and for the four drivers in 1967.

The track is so pockmarked, the old and nimble 911 R becomes dreadfully unstable at high speeds. And the banking is so steep, it's hardly imaginable that the engines continued for so long at full throttle without missing a beat. How is it even possible that the oil never ran dry, that the fuel supply kept on flowing, that the carburetors never flooded, that the differential didn't crack under the pressure, that the wheel bearings didn't cave under the weight?

If possible, it was even harder for the drivers.

A 24-hour race is such a challenge for a vehicle and its team.

These guys did four of them in a row, constantly at top speed. Driving for 96 hours at an average of 209km/h, pit stops included. In modern times, that's two and a half working weeks. Without coffee pauses or lunch breaks.

If Porsche would consider a new high-speed attempt, it probably wouldn't pick the 911 R. Other 911s are even faster. Turbos have more power in the back and the GT3 RS possesses better aerodynamics. The R is obviously at ease in Monza. Yet this track is not its natural habitat. For a good drive, it rather returns to the twisty and curly French Alps, the same long and winding roads where Lehner and Bäuerle lived through their finest hour.





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