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# Total 911

THE PORSCHE MAGAZINE

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**PLUS**  
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|  |                       |
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|  | <b>DigitalEdition</b> |
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|  | ISSUE 112             |

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**W**hat a difference a day makes. After keeping a close eye on the delivery of early 991 GT3s since the model's inception, we've been galvanised by owner accounts marvelling at the sheer accomplishments of the car. We even witnessed the birth of an early second-hand market in the UK, giving opportunity – for a fee well above book price, of course – to those who didn't want to dally on Porsche's waiting list for the hottest 991.

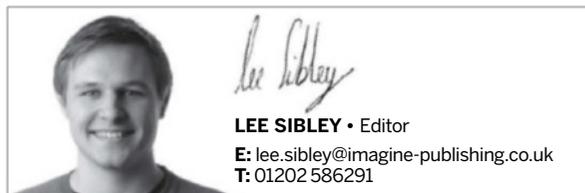
Then came the rumours. Various blogs and forums began commenting on speculation that some GT3s had caught fire, and for a long afternoon we had to cope with an eerie silence from Stuttgart, who refused to immediately ratify the claims.

**“Two units had caught fire, and all 785 GT3s delivered so far were to be grounded with immediate effect”**

The next day I received a phone call. Two units had in fact caught fire, and all GT3s were to be grounded with immediate effect, though Porsche has stopped short of immediately recalling all 785 models delivered so far.

This doesn't make the GT3 a bad car (it's brilliant, as we reported from our first drive last summer), but the knock-on effect is that, aside from there being 785 owners that can't drive their new 911, there's no glossy GT3 head-to-head in this issue as planned. We're thankful, then, that we can rely on 50 other years of 911 production with which to make this marvelous magazine, beginning with our road trip in three very special anniversary edition 911s, a test of the 2.2-litre 911S and an ultimate guide to the 993 Turbo, among others.

Finally, I recommend a visit to our all-new website, [www.total911.com](http://www.total911.com). Lavished with stunning imagery and day-to-day Porsche news and lifestyle, the website has thrived since going live three weeks ago. Have you visited it yet?



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# 1911 Opening Shot

The 964 has enjoyed a surge in popularity among 911 fanatics for months now, and few variations can surely command more adulation than the special edition '30 Jahre' anniversary, finished here in brilliant Viola metallic.

Photograph by **Alisdair Cusick**



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## 16 ANNIVERSARY 911s

“Each special edition here marks a peerless commitment from their manufacturer to continuous precision and quality in a sports car”



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# Update

Latest news, key dates, star products and race results from the world of Porsche



## SharkWerks unveil 4.1-litre 997 GT3 RS

Californian tuners release kit for sale after two years of development

**S**harkWerks, the Californian Porsche 911 modifier, has unveiled its 4.1-litre engine kit for the 997 GT3 RS Gen2. The large displacement Power Kit complements the similar 3.9-litre package that is already available for the Gen1 997 GT3 RS.

"There has been a lot of interest in our 3.9-litre kit for the Gen1 997 GT3 RS," explains product manager Dan Kennedy. However, with 4.0-litre RS examples selling in California for over \$300,000, SharkWerks were finding "quite a lot of people out here with the 3.8-litre GT3 RSs who wanted something similar."

After picking up the Gulf livery-inspired car in November 2011, SharkWerks entered into a collaborative relationship with Evolution Motorsport in January 2012. Initial tuning of the base 3.8-litre engine eventually found glass ceilings in the performance of the OEM components, leading to a complete overhaul of the powerplant.

Jointly developed 104.5mm bore pistons with custom piston rings and a lightweight billet crankshaft were fitted, along with forged con-rods specially designed for the 4.1-litre engine's 80.44mm stroke. Further work was performed on the engine block and cylinder head, with custom cam profiles maintaining a usable character during road use. Alongside the obligatory EVOMS ECU tune, a RS 4.0 clutch and a SharkWerks' exhaust system, the newly developed engine produces 540hp on 93 octane fuel. "It will realistically rev to 8,700rpm," Kennedy explains "and the torque delivery is much smoother."

The finished kit took two years to finalise after stringent R&D and testing phases. While this may sound unusual for an aftermarket tuner, SharkWerks takes great pride in the quality of its kits, only releasing them for sale when they are completely sure that they are safe and reliable. "We like to make sure with all our stuff that it is completely ready, as

we've heard of people doing 4.4-litre conversions, but I haven't seen any out there," says Kennedy.

"There were quite a few things internally that had to be changed or modified on the engine to make it strong enough," he continues. "But the car has now done about 10,000 without any problems."

The full package of parts fitted to SharkWerks' eye-catching blue and orange test car also includes taller rear wing uprights, as well as RS 4.0 dive planes on the front bumper. Adding to the aesthetic appeal is a set of Forgeline GA1-R centre-lock wheels (9x19-inch on the front, 12x19-inch on the rear) painted in matching orange and fitted with 245/35 and 335/30 Michelin Pilot Sport Cup tyres respectively.

Kennedy explains that SharkWerks "already have a few customers lined up for the 4.1-litre kit", which starts at \$59,000 with installation. To see and hear this phenomenal car in action, head over to Total911.com and search 'SharkWerks'.

## What's on in 2014

| April   | April - May   | May   | June   |
|---|---|---|--|
| <p><b>New York Auto Show</b><br/> <b>18-27 April</b><br/>                     Porsche North America will be in the Big Apple for the third American motor show of 2014.</p> | <p><b>California Mille</b><br/> <b>27 April-1 May</b><br/>                     The 24th running of the event pays homage to the Mille Miglia road race.</p> | <p><b>991 Targa arrival</b><br/> <b>May</b><br/>                     The first new 911 Targas are expected in showrooms in time for summer.</p> | <p><b>Goodwood Festival of Speed</b><br/> <b>26-29 June</b><br/>                     This year's theme is 'Addicted to Winning – The Unbeatable Champions of Motor Sport'.</p> |
| <p><b>Beijing Motor Show</b><br/> <b>20-29 April</b><br/>                     Expect the Panamera to steal the show in one of Porsche's largest markets.</p>                | <p><b>RM Auction Monaco</b><br/> <b>10 May</b><br/>                     One of four surviving 959 prototypes is the standout Porsche entry.</p>             |   |  |



## New Total 911 website launched

The revamped **Total 911** website has gone live, featuring improved aesthetics and ergonomics to improve your online experience. The new site combines the sophisticated style you have come to expect, along with a clean, modern design that brings the site up to date.

As well as improving the aesthetic side of Tota911.com, a host of new features

have been added, the most notable of which is the ability to enlarge our awesome photography so that you can enjoy every shot in all its hi-resolution glory.

On top of this, the Great Roads section now includes an interactive map so that you can explore all our fantastic routes in detail. On top of that, you can

now upload your own Great Roads so that your favourite ribbon of tarmac can stand alongside ours in all their digital glory.

Finally, the new site is fully receptive, meaning that all the latest news, features and motorsport reports will also be instantly accessible whether you are on your smartphone, tablet or desktop.

### 991 GT3 fire recall

Porsche has issued a 'no drive' warning to all owners of the new 991 GT3 after two recorded instances of the new high-performance 911 catching fire were brought to Porsche's attention. The two cars, one in Switzerland, one in Italy, suffered an as yet engine component failure before setting alight.

With safety the number one priority, Porsche has taken the decision to inspect all 785 991 GT3 examples delivered worldwide since the model was released to the public in December 2013. The cars will be collected by Porsche, who will then deliver them to a local Porsche Centre for immediate inspection.

The cause of the damage is still being investigated in-house at Porsche's headquarters in Zuffenhausen, with neither a diagnosis nor solution determined as **Total 911** went to print. For up-to-the-minute details of the recall's findings, head to Total911.com for all the latest 991 GT3 news.



## In brief



### EVOMS Headers

Evolution Motorsport has released its new exhaust header system for all versions of the 997 GT3, including Gen1, Gen2 and 4.0-litre RS examples.

While Evolution Motorsport understood that redesigning what is an already very effective OEM would prove to be a tough challenge, by helping to equalise the exhaust pulses in each cylinder, performance was markedly improved, with a 31hp gain when fitted to a 997 GT3 Gen1.

The new system is available to UK customers from Regal Autosport, with prices starting from £3,095. For more information, head to [www.regal-auto.co.uk](http://www.regal-auto.co.uk).



### Wilton Classic and Supercar show

A wealth of incredible and rare classics and supercars will once again take to the lawn outside Wilton House in Wiltshire, UK this year, with the 2014 running of this increasingly popular show scheduled for Sunday 10 August.

Started in 2009, the Wilton Classic and Supercar show has gone from strength to strength during its relatively short existence, drawing a parade of over 150 different supercars, including an extensive range of Porsche 911s. Advance tickets are now on sale via [www.wiltonclassicsupercar.co.uk](http://www.wiltonclassicsupercar.co.uk).

# 911 in Motorsport

The latest news and results from racing series around the globe



## Carrera Cup Australia: Adelaide report

Porsche's 991 GT3 Cup car made its national Carrera Cup debut in the opening rounds of Australia's one-make 911 series. On the streets of Adelaide, sometime V8 Supercar racer Warren Luff dominated proceedings at the Clipsal 500 meeting, winning all three races.

Pole-sitter Shae Davis led the opening encounter until being held up by a backmarker on lap seven. This allowed Luff through into a lead he would keep until the chequered flag. Davis dropped down the order after clipping a wall late in the race, allowing teammates Nick Foster and Nick McBride to round off the podium.

Despite a last-gasp attempt at the final corner on the final lap, Steven Richards couldn't stop Luff in race two either, as Foster and McBride finished third and fourth. The final race of the weekend followed much the same pattern, with Luff heading home Richards, Foster and McBride to give him a 30-point advantage over Richards and Foster as the series heads to Melbourne for round two.



## Porsche Team Manthey unveils 2014 WEC RSR



## Daytona winner Nick Tandy to join team for 24 Hours of Le Mans

**T**he 2014 Porsche 911 RSR that Porsche Team Manthey will field in this season's FIA World Endurance Championship has been unveiled at the 84th annual Geneva International Motor Show.

The 2014 evolution package first broke cover at the Bahrain round of the 2013 FIA WEC last year. However, Geneva played host to the unveiling of new livery that the two RSRs will carry in the WEC and at Le Mans. In a similar vein to last season's '911:50' design, the 2014

livery features a predominantly white car, with a stylised 'Porsche Intelligent Performance' graphic, as will the LMP1-class 919 Hybrid.

Current Porsche WEC drivers Jörg Bergmeister and Patrick Pilet will be joined for the 2014 season by Marco Holzer and former Aston Martin driver Frédéric Makowiecki. Daytona winner and **Total 911** columnist Nick Tandy, alongside USCC teammate Richard Lietz, will join the Porsche Team Manthey crew for the 24 Hours of Le Mans, as

well as the opening round of the WEC at Silverstone on 18-20 April.

Alongside 919 Hybrid (the car that returns Weissach to the top class of competition at Le Mans), this season is set to be an incredibly busy year on track for Porsche, as Head of Motorsport Hartmut Kristen explains: "Porsche is kicking off 2014 with the most extensive motorsport programme in the company's history. We have a total of 20 factory drivers now." To keep up with all the action, head to Total911.com.



## 919 Hybrid LMP1 makes public debut

Mark Webber's 2014 FIA World Endurance Championship challenger was given its public debut at Geneva with Porsche taking the wraps off of its 919 Hybrid LMP1 car. The 2.0-litre V4 car shares its livery with the Porsche Team Manthey RSRs and will make its official track debut at the FIA WEC tests on 28-29 March. Head to Total911.com for a full gallery of photos.

## Motor racing in 2014

March

FIA WEC Official Test

**28-29 March**

The Porsche 919 hybrid LMP1 will make its official debut in the pre-season test at Paul Ricard.

April

Tour Auto Optic 2000

**7-12 April**

The 2014 route for this classic car rally will see competitors head from Paris to Marseille via Dijon.

Blancpain Endurance Series Monza

**12-13 April**

The first round of the hugely popular and competitive series gets underway. Expect over 50 cars to feature.



FIA WEC Silverstone 6 Hours

**18-20 April**

The 2014 FIA World Endurance Championship gets underway, with Porsche represented in LMP1 and GTE.

British GT Oulton Park

**19-21 April**

Trackspeed will be the sole Porsche team this season, fielding a trio of 997 GT3 Rs.

## Total 911's racing columnists



### The Supercup driver: Ben Barker

In his first column for Total 911, Ben gives an insight into a professional racer's off-season

There's still a few things that we're waiting on, but it's not going to jeopardise my season (I certainly won't be pulling out half way through). Any extra funding will go towards extra testing, which is vital for car/driver development. I can't wait to get cracking with such an experienced team!

Every Christmas (since my Australian F3 Championship win), I head back Down Under to see my mates, hit some waves on the surf board, drink an insane amount of coffee and dabble in some tuition. For example, I helped Porsche Australia with the launch of the 991 Cup car, which involved giving advice and generally making the transition as chilled as possible for the 997 drivers. To top this wicked trip off, I got asked by Stephen Grove from Grove Racing to race at the Bathurst 12 Hour with him and Porsche Junior, Earl Bamber, in a 997 Cup, which I thoroughly enjoyed – especially when I got to squeeze a class win trophy into my suitcase!

The work of an aspiring professional driver is never done. As soon as we reached the last race of 2013, I was already beginning to talk to teams about this year. A big part of my off-season is spent dealing with contracts – I spend much of my time behind my laptop screen sifting through emails. It can all be quite stressful, and if somebody pulls out at the last minute it can leave you stuck. It's about keeping your options open.

Eventually, I was able to sort out a deal to race with a big team in the 2014 Mobil 1 Supercup.



### The factory driver: Nick Tandy

In the second instalment of the Porsche works driver's diary, Nick reveals his preparation for the 2014 season

In January, as part of Porsche's GT driver contingent, I spent nine days at a top athletic training facility on the west coast of Tenerife. It's an annual excursion for all the drivers, and we take in a variety of exercises focused on how a racing driver's body needs to function.

We don't use our muscles to their power extremes, but we do use them for a long time, so we aim for endurance rather than peak performance. For example, the average stint length at a race like Daytona is 2-2.5 hours depending on safety car periods. However, you've got to be prepared to do up to 3.5 hours should you need to.

On top of this training camp, twice a year we visit the doctors and training staff at our partner university in Potsdam, Germany, where we run through our individual programmes. Back in the UK, I like to run or get on the bike in the spring and summer. Gym and strength work is important, and I'm fortunate to have access to my old upper school and college gym and sports facilities less than two miles away, but I prefer being out in the open air.

Outside fitness training, Porsche North America had a team-building weekend at the PNA/CORE Autosport race shop in Charlotte, North Carolina. It helped us get to know each other better and appreciate the different language and cultures, while still understanding that we are all united under the Porsche banner. It may not bring any extra speed on the circuit, but days like that are worthwhile as a means of establishing different people's ways of working.

I can't finish this without talking about my new 991 Carrera 4S. Last year, I was fortunate enough to have my Panamera, but this year I've gone for the full-fat sports car option. It's the small details that really please me. For example, I specced an Alcantara steering wheel, which feels great every time you drive, especially with the paddles behind (PDK, you see). It's just like what we have in the RSR. I just wish we had the C4S's launch control.

### The Carrera Cup driver: Josh Webster

Josh looks ahead to his first race in a 911 GT3 Cup car after spending the winter preparing



It's a really exciting time at the moment. With the help of Nine Group and the Porsche Scholarship bursary, I've signed a deal with Redline Racing for this season's Carrera Cup GB, driving alongside double champion Michael Meadows. This season is new for me in a number of ways, so I hope I can gain a lot from working with Michael and sharing his data.

I've had a busy testing schedule ahead of the first round, with my first time in the car only coming at the official media day on 18 March, but I believe I've settled in well. The driving style is obviously different to a single seater; you have to use the curbs in the Porsche, while in a single seater you want to avoid them. It's all

topsy-turvy, but I managed to get to grips with the car reasonably well.

Although the 911 isn't as tough to drive as a GP3 car in the heat of Abu Dhabi, I've been in the gym twice a day, six days a week in preparation for 2014. I went to the Mark Webber 'Get Race Fit' weekend at the Porsche Human Performance Centre too, which was a great chance to meet the man himself.

For Brands Hatch, I just want to get some solid finishes and some points towards the championship. Hopefully I will be able to challenge for podiums – that would be excellent for my first weekend in the championship. I can't wait to get going.

# Porsche lifestyle

**Total 911** brings you some of the best trackday essentials ahead of the 2014 racing season

## Bell Mag 1 helmet £179 (exc VAT)

In the confines of a closed-top car, an open-face helmet provides welcome ventilation, as well as improved peripheral vision over a full-face example. Bell has protected the heads of numerous world champions, with the nomex-lined Mag 1 also used at Porsche's Silverstone Experience Centre. The black peak helps to reduce glare from the Sun.

[www.merlinmotorsport.co.uk](http://www.merlinmotorsport.co.uk)



## GoPro roll bar mount £29.99

GoPro cameras are becoming a ubiquitous piece of kit among trackday enthusiasts. For 911s fitted with a roll cage, such as the half examples found in GT3 Clubsports, this roll bar mount (to fit 3.5-6.35cm tubing) is perfect for getting the ideal on-board camera angle thanks to its pivoting three-way adjustable arm.

[www.gopro.com](http://www.gopro.com)



## Sparco Slalom SL-3 race boot

£95.50 (exc VAT)

While the Adidas boots provide a high cut for added support, some drivers prefer the lightweight and extra manoeuvrability afforded by a mid-cut offering. These Sparco boots do away with superfluous Velcro straps to cut complexity, while the oil-resistant sole will ensure maximum grip and feel in the pedal box.

[www.merlinmotorsport.co.uk](http://www.merlinmotorsport.co.uk)



## The Track Day Manual £18.99

Haynes may be better known for their famous maintenance manuals, but they are also creators of other useful titles. If you are planning your first trackday then this 176-page full-colour manual is easy to understand and full of useful tips, hints and advice to ensure that you maximise your on-track experiences.

[www.haynes.co.uk](http://www.haynes.co.uk)



## Alpinestars Tech 1 Race gloves £63.96 (exc VAT)

When on track, you need to be in full control, and with the silicone treatment on the fingers and palms of these Alpinestars gloves you will have a fantastic grip on your 911's steering wheel. The fingers and palms are also pre-curved to improve comfort and reduce muscle fatigue.

[www.merlinmotorsport.co.uk](http://www.merlinmotorsport.co.uk)

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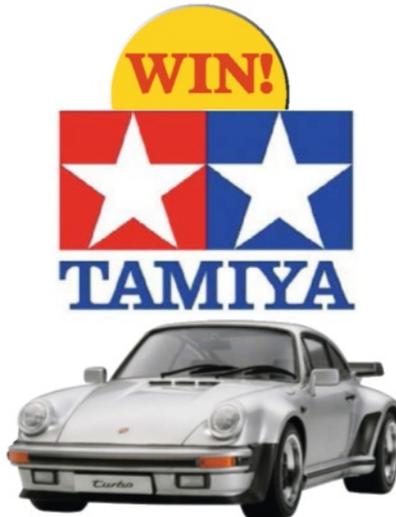
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Here's the best photos we've  
tweeted this month:

Is the simple elegance of the 991 Carrera 4S  
narrower body more beautiful than the  
wide-body Carrera 4?



## Win a Tamiya 911 Turbo kit

In the 911 Turbo's 40th anniversary year, the latest **Total 911** competition prize seems particularly apt. Expert model makers Tamiya are giving one reader the chance to win one of their 1:24 scale Porsche 3.3-litre 930 model kits, worth £32.99.

Like all their model kits, the precision in this classic 911 Turbo offering is unrivalled, with every detail accounted for from the engine to the interior. In order to achieve their famed accuracy, Tamiya is reported to have stripped a 911 road car to the bare shell in the Seventies, measuring all the components to ensure their models would be as exact as possible. The only problem was they couldn't put it back together afterwards.

With the clear instructions included, though, you can ensure that your model 3.3-litre 930 is built with absolute precision, providing you with an excellent piece for your desk at work or home.

To be in with a chance of winning this brilliant model – an excellent evening project for your inner 'big kid' – just answer this simple question:

**In what decade did Tamiya disassemble and measure the components of a real 911 road car?**

Send your answer, along with your name and address, to competitions@total911.com with 'Tamiya' in the subject line before the closing date of 23 April 2014.

## Letter of the month

Write or email in with your Porsche opinions and the author of the letter of the month will receive a complimentary copy of the special **Porsche 911 50th Anniversary Collection** bookazine!



## GT3 problems overplayed?

Dear Sir,  
It seems 991 GT3s are catching fire, and the motoring press, Porsche haters and even some 911 owners are having a field day on various internet automotive forums.

While I can understand owners' frustrations at not being able to use their new toy (and I would certainly be apoplectic if one of the cars to have gone up in flames was mine), I can't understand why this is being used as a stick to beat Zuffenhausen with. People appear to be especially vocal because this is the first GT3 without a Mezger engine and manual gearbox, but I don't see why this is a huge issue, even if Porsche has confirmed that it

is some kind of engine failure that has caused the two fiery incidents.

After all, with the 4.0-litre 997 GT3 RS, Porsche arguably took the Mezger platform to its zenith, creating the pinnacle of water-cooled 911s. With the introduction of the 991, Stuttgart faced a choice: continue with the Mezger and face possible stagnation of the GT3, or develop a new powerplant with an eye on progressing the model.

Obviously, with Porsche's ethos, the latter was chosen. But when you are pushing the technological boundaries, there are sometimes teething problems.

Until Porsche announces the full details, the internet forums are only

good for rife speculation from an audience that have probably never even driven a 911 to begin with. As an owner (997.1 C2S) and avid Porsche diehard, I find this irritating.

Either way, they are certainly not the first sports car manufacturer to come a cropper: Ferrari 458 or Lamborghini Gallardo, anyone?

Best regards,

*Roy Harding, via email*

*The 991 GT3's problems are unusual for Porsche. As you say, there is a lot of speculation around the car, but until Stuttgart say otherwise, perhaps staying away from the forums may prove wise!*

After our road trip today, we've decided that the 50th anniversary 911 is even better in the flesh. What are your thoughts?



@snapperali hard at work for our latest group shoot:



## Stars not aligned?

Dear Sir,

Within the magazine's data file section you have provided a star rating for each Porsche 911 based on the following criteria: performance, handling, appearance and desirability.

With this in mind, can you please explain how the Gen1.997 Carrera 2S has the same star rating as a Gen1.997 Carrera 2? In all four categories the C2S outweighs the C2. I was just wondering if any other readers agree with this assessment?

Best regards,

*Steve Kriescher, via email*

*We only provide a rating out of five stars, with every car requiring a whole-star score. With over 80 cars, this obviously creates a fairly imprecise method for comparing each 911. It's something we will be changing going forwards, with the introduction of half-star ratings imminent to increase the differences between models. We'll also have a comprehensive reassessment of all the ratings, scoring the cars against a stricter set of criteria.*



## Ask the expert

Dear Sir,

I've had my 2001 996 Carrera 4 Cabriolet for just over a year. One of its traits is that when cold, the gear change selection (particularly first and second) is a bit ponderous and stiff. It's not clunky, but you have to be firm with the gear lever to engage the first couple of gears in particular. This disappears once it has warmed up.

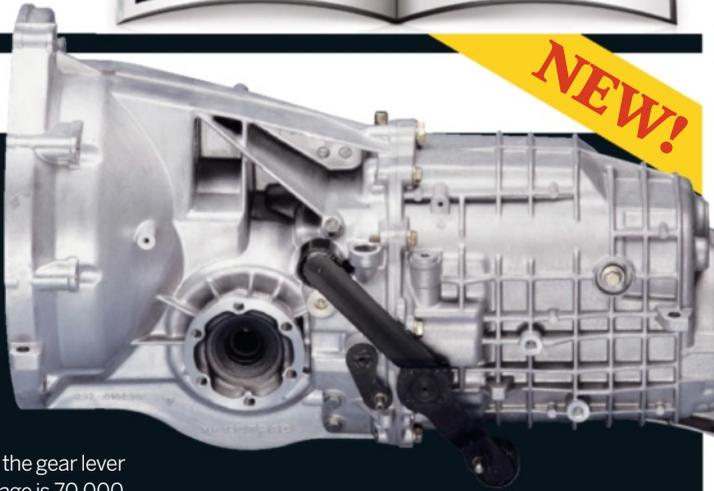
It has never jumped out of gear – the gear change just feels a bit imprecise, like the gear lever is pushing through a thick liquid. The mileage is 70,000, and I do a 20-mile daily commute to work with the car nearly every day. I don't accelerate harshly or drive fast when cold, and the oil level is where it should be. The car otherwise performs beautifully – what could this be?

Kind regards,

*Mike MacLennan, via email*

*Barry Hart, technical director at Bolton-based specialists Hartech, has this to say: "The gear engagement uses conical cones to slow down the rotating parts to the same speed and enable smooth engagement. Your description sounds like this could be slipping too much from cold and not slowing the faster part quickly enough.*

*"This is usually caused by a previous gearbox oil change using a 'slippy' ingredient or adding a 'slippy' ingredient to*



*the oil. It drains away the standard oil content overnight into the bottom of the gearbox and leaves a residue of the sticky slippy stuff coating the selectors, preventing the slowing of the rotating parts so they engage from cold improperly until the standard type of oil has circulated to dilute it at the selectors.*

*"I suggest you change the gearbox oil for the recommended oil and then it will still take a short while to dilute the slippy additives before it works okay again.*

*"A similar experience can result from a worn clutch binding a bit from cold (in which case it usually feels heavy near the bottom of the pedal movement and engages low down). If this does not work then it may well need new selector rings."*

# Total 911

THE PORSCHE MAGAZINE

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# PORSCHE

## — A CELEBRATION —

Written by **Lee Sibley** Photography by **Alisdair Cusick**



**996 anniversary**  
'40 Jahre' edition  
Manufactured in 2003  
1,963 models produced



**964 anniversary**  
'30 Jahre' edition  
Manufactured in 1993  
911 models produced



**991 anniversary**  
‘50 Jahre’ edition  
Manufactured in 2013  
1,963 models produced

**T**he Porsche 911 has been on some journey. A monumental half-century of production has seen more than 820,000 models leave through the front doors at Zuffenhausen and Weissach and delivered all over the globe, with the race cars leaving the latter accounting for over 20,000 race victories – and counting, as our new columnists and Porsche racing drivers Nick Tandy, Ben Barker and Josh Webster will tell you.

Among the plethora of racing disciplines that the 911 has conquered – as documented in our feature back in issue 107 – Ferry Porsche's darling sports car has enjoyed a throng of special variations coming to market along the way, with a host of models propelled into the halcyon realms of popularity soon after. Just cast your mind back over stellar flat-six sports cars like the 911S, Carrera RS and the early 911 Turbo, to name but a few. On top of that, there have been myriad special editions to whet the appetites of even the most eloquent

Porsche connoisseurs. Think the 911 Speedster, 930 LE, 930 SE, 997 GT3 RS 4.0, 997 Sport Classic – the list is endless.

And yet, with such a decorated tapestry lavishing this sportscar's history, Porsche has kept to task in marking this peerless 50th anniversary of production in the best way possible: with a new 911. Much like the 30th anniversary in 1993 and the 40th in 2003, Zuffenhausen has produced a special edition of the current 911 to celebrate another decade of existence.

And so to our photoshoot with the three anniversary 911s, 2,000 feet above sea level in the heart of the Lake District. The temperature has dipped below freezing and the relentless Northern gales are hammering at the otherwise picturesque landscape. I've just made the five-hour journey from the south coast's sunnier beachside climes, where I've proceeded to warm greatly to the sheer charm radiating off my brilliantly nostalgic 50 Jahre edition Type 991.

The slow ascent up the Cumbrian mountains for the last hour proved a tricky as the temperature plummeted, with photographer Ali and I having to entertain slippery conditions with the rear-driven yet wide-bodied special edition 911. As we climbed ever higher, traversing the tight B-roads overlooking the Lakes, I worried that the shoot might have to be postponed, as the threat of heavy snow loomed.

However, just miles from our rendezvous at the mountain-top Hartside Café just outside Alston, the clouds cleared and the snow thinned, and we were left with spectacular views of the Lake District for miles around. By the time I first set eyes on the anniversary-edition 964 and 996 awaiting our arrival at the café, I was adamant that the sun had even come out, too. Very quickly, then, we found ourselves in the perfect location to stretch the legs of three exceedingly special Porsches, each built to account for a further decade of production over the last. We were in for a good day. ➔





“Porsche has marked this  
**50th year**  
anniversary of  
production in the  
**best** way possible:  
with a new 911”

“The 991 is lavished with  
**throwbacks** to the 911s  
**Sixties heritage”**



### **Mystery of the 991 50 years edition Powerkit**

After all 996 anniversary-edition 911s were delivered to customers with the optional Powerkit fitted as standard, many expected the 991 anniversary 911 to follow suit in its specification a decade later. Sure enough, 991 '50 Jahre' editions were fitted with the optional 30hp Powerkit as standard, but only for customers in the United States. When **Total 911** questioned the move, Porsche GB explained that

the decision was down to regional customer preferences: "A Porsche market subsidiary is able to influence the specification of its cars to suit long-established customer preferences and/or reflect subtle considerations relating to the marketplace positioning. Hence the US has added the Powerkit to all examples of the Anniversary 911 and priced the car accordingly.

"If Porsche GB had offered the Powerkit as standard in the UK, the price of the car would have risen. The 911 Anniversary is already a desirable, exclusive edition with a lot of unique styling and design features, and we felt that allowing the customer the choice of whether or not to specify the Powerkit was preferable to increasing the spec further – and also the price – for all."



The striking 964 '30 Jahre' was the first such 911 to celebrate the model's length of time in production and is an incredibly sought-after model today. Upon first purchase, owners were presented with a matching 30th anniversary Porsche timepiece, middle right



I began by sizing up the 964. Introduced at the Geneva Motor Show in March 1993, just 911 examples of the 30 Jahre edition were built, although interestingly none were set for the USA. Afforded some striking visuals by Porsche, the model was based on the four-wheel-drive Carrera 4, but had the imposing wide arches of the 964 Turbo. The 964 anniversary models were predominantly delivered in a choice between Viola metallic – as seen here – Polar silver or Amethyst, although a handful were finished in Guards red or Metallic black. Of the 911 examples, just 41 right-hand-drive variants came here to the UK.

To compliment the wide body, the 964 anniversaries were superbly finished with 9x17-inch Cup alloys sitting perfectly inside the extended 'Turbo' arches.

It certainly made for some viewing. Sitting atop the still bitterly cold mountain, I was absolutely smitten by the presence of the wide-bodied 964. It's a sensation that its owner, Michael Moore, can remember well, having first laid his eyes on a 964 anniversary model while on holiday in Fuerteventura, part of the Canary islands.

"The 911 belonged to the hotel manager. I didn't know what it was," he admits, "but I knew I had to have one for myself. I went home and did some research on the car, realised just how special it really was, and then began my hunt for one in

earnest." That search would take three years, but finally this intrinsic Porsche enthusiast had the keys to a genuine special edition 964.

"I eventually found this one in Jersey in April 2010. It took a bit of effort to get it home – I had to pay tax on it too, even though it was originally supplied by Porsche GB," Michael says – and he's certainly had a great deal of fun with the car during his four years of ownership. The 911 has regularly been abroad, culminating in a rally with other 964 anniversary owners to the Museum at Porscheplatz last year to mark the 20th anniversary of the 30 Jahre Jubi model's existence.

Turning my attention to the 996, I realised that its narrow-bodied shell makes it look compromised next to the wide 964, despite the dimensions of the 996 generally being greater. However, the trademark GT silver paintwork was resplendent in the flickering sunlight – offset, of course, by those chrome-finished Carrera wheels.

Porsche upped the numbers when it came to the 996 anniversary model, building 1,963 units in a nod to that very first year of production. As with the 964, the 996 was lavished with a generous specification, though aside from the Turbo front end greater emphasis was placed on mechanical appendages rather than merely the aesthetics enjoyed by the 964. Chief among these was the Powerkit offered as standard specification, where

reworked intake and exhaust manifolds, cylinder heads, camshafts and a recalibrated ECU took power to 345bhp from the standard 320. The 996 anniversary also had sports suspension fitted, sitting the 911 10mm closer to the ground than standard Carreras, and a mechanical LSD was fitted to the rear (and only driven) axle for better traction.

This immaculate 40 Jahre anniversary belongs to Paul Churnside, a charismatic northerner who has owned one 911, and wants it to remain that way. "I was looking for a 996 and was visiting all the usual websites when I saw this about four years ago," Paul explains. "I really liked the look of them and did some research: they tick all the boxes for me, ➡

## The 'other' special edition 911

In 1988, Porsche ran a limited production of 875 'commemorative edition' 3.2-litre Carreras to mark 250,000 911s being produced. Not to be confused with the 'anniversary' special editions seen here that instead marked each decade of production, the commemorative editions were treated to a diamond blue metallic finish with matching Fuchs centres, and had Ferry Porsche's signature rather ominously stitched into the headrests of the two front seats. The G50 gearbox was short-shifted, and a sunroof and luxury carpet were standard equipment inside. The commemorative edition 3.2s were available in Coupe, Cabriolet or Targa body form.

| Model Year                | 964 anniversary (1993-94)  |    |
|---------------------------|--|---|
| <b>Engine Capacity</b>    | 3,600cc  |    |
| <b>Compression ratio</b>  | 10.3:1   |   |
| <b>Maximum power</b>      | 250bhp @ 6,100rpm  |   |
| <b>Maximum torque</b>     | 310Nm @ 4,800rpm   |   |
| <b>Transmission</b>       | Five-speed manual  |   |
| <b>Suspension</b>         |  |   |
| <b>Front</b>              | Independent; lower wishbones; Macpherson struts; H&R 'green' springs -20mm; antiroll bar |   |
| <b>Rear</b>               | Independent; Macpherson struts; H&R 'green' springs -20mm; antiroll bar                  |   |
| <b>Wheels &amp; tyres</b> |  |  |
| <b>Front</b>              | 7x17-inch Cup alloys; 205/50/ZR17 tyres  |   |
| <b>Rear</b>               | 9x17-inch Cup alloys; 255/40/ZR17 tyres  |   |
| <b>Dimensions</b>         |  |  |
| <b>Length</b>             | 4,250mm  |   |
| <b>Width</b>              | 1,775mm  |   |
| <b>Weight</b>             | 1,470kg  |   |
| <b>Performance</b>        |  |   |
| <b>0-62mph</b>            | 5.7 secs   |   |
| <b>Top speed</b>          | 162mph   |   |

| Model Year                | 996 anniversary (2003-04)                                  |    |
|---------------------------|--|---|
| <b>Engine Capacity</b>    | 3,596cc  |    |
| <b>Compression ratio</b>  | 11.3:1   |   |
| <b>Maximum power</b>      | 345bhp @ 6,800rpm  |   |
| <b>Maximum torque</b>     | 370Nm @ 4,800rpm   |   |
| <b>Transmission</b>       | Six-speed manual   |   |
| <b>Suspension</b>         |  |   |
| <b>Front</b>              | Independent; MacPherson struts; coil springs; antiroll bar |   |
| <b>Rear</b>               | Multi-link; coil springs; antiroll bar                     |   |
| <b>Wheels &amp; tyres</b> |  |  |
| <b>Front</b>              | 8x18-inch Carrera alloys; 225/40/ZR18 tyres                |   |
| <b>Rear</b>               | 10x18-inch Carrera alloys; 285/30/ZR18 tyres               |   |
| <b>Dimensions</b>         |  |  |
| <b>Length</b>             | 4,430mm  |   |
| <b>Width</b>              | 1,770mm  |   |
| <b>Weight</b>             | 1,370kg  |   |
| <b>Performance</b>        |  |   |
| <b>0-62mph</b>            | 4.9 secs   |   |
| <b>Top speed</b>          | 175mph   |   |



especially the X51 Powerkit option, which makes such a difference. I really like the combination of the Turbo front end and GT3 side skirts.”

However, it wasn't all plain sailing with this 911 '40 Jahre', and Paul has certainly endured a testing time with his 996 passion: “The first month was a horror story. I had scored bores and the car needed an engine rebuild. I had the work done by Hartech, and to be honest if they hadn't been so pleasant and helpful to deal with then I may have sold the car.”

Paul continues: “I decided it was the 911 for me, and a long-term keeper, so I had a comprehensive engine rebuild, including all of the upgrades Hartech had available: three new liners, six pistons, changing to a closed deck design and improved cooling. I also had new brake discs, pads and refurbished calipers.”

The 964 and 996 anniversary models are a testament to Porsche's commitment to honouring the 911's longevity. Both have their merits as limited-

edition Porsches, as certified by the display of their unique serial number, shown by a plaque in the rear window for the 964 and 996s centre console.

However, as we decide to move on to the next location and I climb back into my 991, I decide there's no doubt that for the big half-century celebration, stylists at Zuffenhausen stayed at the design table a little while longer to instil a unique sentimental aura into this otherwise 21st Century-looking Porsche 911.

“The 964 and 996 anniversary models are a testament to the 911’s longevity”

|                           |   |  |
|---------------------------|---|--|
| <b>Model</b>              | <b>991 anniversary</b>                      |   |
| <b>Year</b>               | <b>(2013-14)</b>                            |  |
| <b>Engine</b>             |   |   |
| <b>Capacity</b>           | 3,800cc                                     |  |
| <b>Compression ratio</b>  | 12.5:1                                      |  |
| <b>Maximum power</b>      | 400bhp @ 7,400rpm                           |  |
| <b>Maximum torque</b>     | 440Nm @ 5,600rpm                            |  |
| <b>Transmission</b>       | Seven-speed manual                          |  |
| <b>Suspension</b>         |   |  |
| <b>Front</b>              | independent Macpherson struts; coil springs |  |
| <b>Rear</b>               | Independent; multi-link; coil springs;      |  |
| <b>Wheels &amp; tyres</b> |   |  |
| <b>Front</b>              | 9x20-inch alloys; 245/35/R20 tyres          |  |
| <b>Rear</b>               | 11.5x20-inch alloys; 305/30/R20 tyres       |  |
| <b>Dimensions</b>         |   |  |
| <b>Length</b>             | 4,491mm                                     |  |
| <b>Width</b>              | 1,852mm                                     |  |
| <b>Weight</b>             | 1,420kg                                     |  |
| <b>Performance</b>        |   |  |
| <b>0-62mph</b>            | 4.5 secs                                    |  |
| <b>Top speed</b>          | 188mph                                      |  |



At the Frankfurt Motor Show last year, Porsche unveiled the Type 991's exuberant anniversary variant. So-called the 911:50 Jahre, this special edition is lavished with a generously high specification once again, not least by melding the 3.8-litre, 400bhp DFI Carrera S engine to the more imposing widebody usually reserved for the Carrera 4. As per the 996 40th anniversary edition, the first year of production has been honoured with 1,963 units built, available in black, Graphite grey or

the vibrant Geyser grey, as shown on our 911 here.

Mechanically, it drives a little differently to a narrow-body Carrera S, with the 3.8-litre engine proving once again to be a far more exciting powerplant than its 3.4-litre Carrera counterpart. From the driver's seat (themselves finished in cloth centres with '911:50' stitching in the headrest), numerous nonchalant throwbacks to the 911's Sixties heritage are evident, and I'm quickly fascinated by the green clocks and white dials

housed in the instrument panel. Outside, the imposing rear hips of the wider body look back at me from the upgraded aero wing mirrors.

Around the car are a plethora of chrome grille slats – reminiscent of the Sixties 911 – and the huge 19-inch wheels are a contemporary take on the once 15-inch diameter Fuchs wheels. I wasn't sold on these at first, noting how the flat face differed greatly to the originals, which also had the bolt holes sitting centrally in each spoke. However, ➔



Of the three anniversary 911s, the 991 is the only variant to be loaded with styling cues in a throwback to the model's original existence – an apt move to celebrate a monumental half-century of production

I soon decided they were an apt, modern take on a classic wheel, especially when compared to the those found on the 997 Sport Classic – which despite purveying a more 'like for like' appearance, proved to me once and for all that Fuchs belong on air-cooled 911s in a size no bigger than 16 inches.

Back inside, I have reservations over the long-term durability of the cloth centres on the seats, but the rest of the 991 interior is reflective of the exclusivity and reminiscence that its £92,000 price tag commands. The drive itself is like any

other similarly specced 991 Carrera S, with PASM providing added stiffness as the flat six unleashes that famous flat-six shrill past 6,000rpm to the engulfing Cumbrian countryside.

This is in stark contrast to the 964, which I discover is far quieter on full chat, although the sound at approximately 5,000 revs is more mechanical, alluring exclusively to the sum of its parts. It's a lot more cosy inside the 964 – quintessential 911, even – as the lack of a centre console straddling the transmission tunnel means

driver and passenger are seated much closer together. The dashboard is considerably shallower and the windscreen more upright; it almost feels like it's invading your personal space. The purple interior is classy and not tacky, with the mechanical front and rear diff locks (remember, this is the only four-wheel-drive anniversary) positioned just in front of the long-throw gear leaver. From the driver's position, the steering wheel is more chunky than its usual Carrera 4 compeer, and the huge rear arches perturb much of the vision through the side mirrors. Looking ahead, the classic front arches stride forwards towards the road like two purposeful talons of intent. It may be 20 years old, but this 964 still carries a beauty that most modern sports cars can't touch.

After a short stop, the three anniversary 911s decided to press on further into the Lake District, nipping and diving along the curvy mountainside roads. This afforded me time in the 996, which is as different to the 964 as it is the 991. The windscreen is raked further back than the 964, and the huge front arches have gone, too. The interior is fairly reminiscent of a standard 996, though the chrome detailing will tell connoisseurs that this is something special. The 996 is certainly fast thanks to that factory Powerkit, and the narrow body seems to aid its agility. Grip is sensational for a rear-driven 911 without PTV, although the ride feels a



The 996 '40 Jahre' was the first anniversary 911 to be universally offered with a factory Powerkit as standard equipment, which proved popular among fanatics



little more bumpy than even the PASM-clad 991.

Of the three anniversary models, the 996 feels a little underwhelming. Sure, it has that beautiful Turbo front end married to a narrow body, but to me it doesn't have as many tell-tale signs that Porsche themselves believe this to be a special car (although I can appreciate how some may find that appealing). That said, you can't forget that around the time of production of the 996 anniversary model, Porsche were only just starting to make money again after the successful reinvention of the brand under the 996/986 Boxster umbrella platform. All things considered, then – and despite

the costs – this is a super 996 Carrera, in my opinion bettered only by the C4S.

Since these photos were taken, Paul has had the suspension of the 996 completely rebuilt with new components. It has been a long road to perfection, but the exclusivity of this 996 has ensured that its owner has remained loyal to the cause. "I'll probably never sell it," Paul tells me defiantly. "If you do an article on the 60th anniversary in ten years' time, let me know and I'll be there in my 996." Somehow, I believe him, and I'd like to join him in this 991, because fresh out the box, this is the best Carrera available from the

current range in my view. What's more, there's no doubting it will age well, too.

The three anniversary 911s see out the day exploring the local mountain roads, eventually reducing altitude and rejoining the civilisation of some small nearby towns. Here, I conclude that each special edition justifiably marks a peerless commitment from a manufacturer to continuous precision in a sports car. Fifty years on from that first 2.0-litre flat six concept at Frankfurt, the picture is still rosy, marked by that rich history of stunning 911s that Porsche is now famed. I can't wait for the next half-century of production. **911**

“This is the  
best Carrera  
in the current range”





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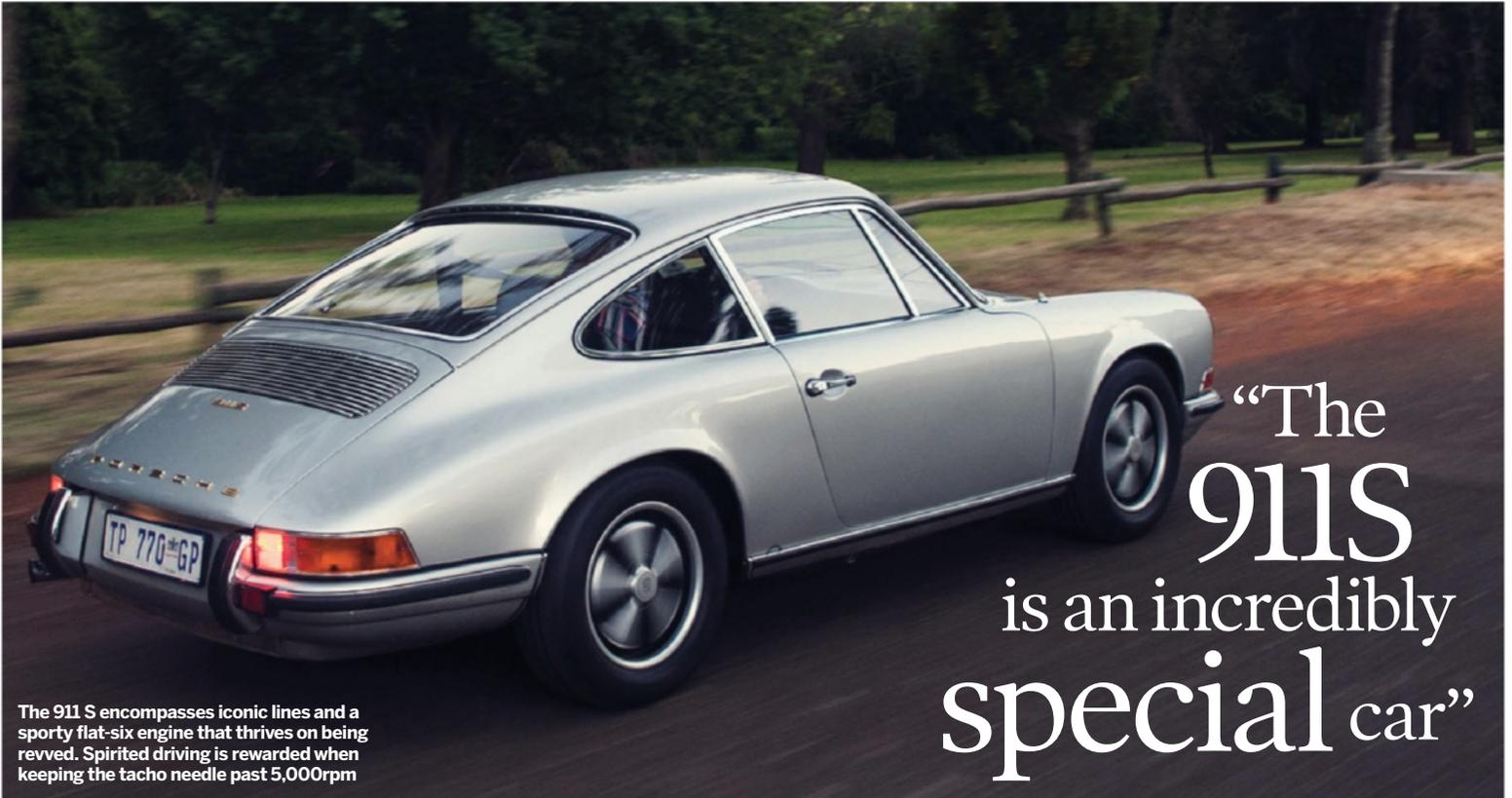


# THE SMALL WONDER

Playing second only to the venerable RS for naturally aspirated Seventies prowess, the little 911S is held in high esteem by many air-cooled fanatics. Total 911 drives a 2.2-litre 911S and discovers what makes them so great

Written by **Wilhelm Lutjeharms** Photography by **Oliver Hirtenfelder**





“The  
911S  
is an incredibly  
special car”

The 911 S encompasses iconic lines and a sporty flat-six engine that thrives on being revved. Spirited driving is rewarded when keeping the tachometer needle past 5,000rpm

I'll start this feature with a confession. As a motoring writer, I've driven all the early 911s, can tell them apart from 100 feet, and can recognise their engine sizes simply by listening to them while idle – blindfolded.

However, in this instance I am unsuccessful. This afternoon, not far from Johannesburg's central business district, marks the first occasion in which I will spend some time in the company of a 2.2-litre S and, more importantly, get to drive it. However, the owner is as enthusiastic about Porsches as most of you reading this magazine, and for the best part of four hours we would only discuss 911s – pre-1973 models in particular.

Aside from the hallowed RS moniker, the S signature has been used by Porsche for the best part of the 911's existence. The original 911S's genealogy can be traced back to the first 2.0-litre 911S released in 1967. It didn't take long for Porsche to increase the capacity of the 911 for the first time, and in August 1969 the 2.2-litre flat six was released. Generally, these are referred to as 1970 models, and the S engines developed 180bhp, compared to the original 2.0-litre S's 160bhp.

The increase in engine size was due to the enlarged cylinder bores, from 80 to 84mm. Another important mechanical update was the replacement of the 215mm clutch with a larger 225mm item. Porsche didn't simply increase the engine size for road use; with its capacity now above 2,001 cubic centimetres, the 911 could be more competitive in the 2,001-2,500 cubic centimetre class for race purposes. 911 anoraks will appreciate the fact that the increase to 2.2 litres

also signalled the introduction of Porsche's engine type number prefix, which changed from 901 to 911, meaning the 2.2-litre S's engine was referred to as the 911/02. These engines were the first step towards more flexible and quieter 911s, but the Porsche engineers still had performance as the crux of their ambition.

Those with an eye on the auctions will know that the later 2.4-litre S started to rise in value earlier than the 2.2-litre S, but last year a US-spec, matching-numbers 2.2-litre S with a Porsche Certificate of Authenticity achieved a high bid of \$120,000 (£72,000) at an RM Auctions event in Monterey. With current estimates of a good S fetching close to £100,000, the days of picking up a neat 2.2-litre S at an affordable price seem to have passed. Production figures won't help, with 4,691 2.2-litre Coupe and Targa 911S models produced between 1970-71, compared to 5,056 Coupe and Targa 2.0-litre S models between 1967-69.

The 2.2-litre S in our pictures might not be cocooned in a nice garage or have a Porsche Certificate of Authenticity, but it's a 911 that has stayed true to Ferry Porsche's heart as an all-conquering and usable sports car, covering over 100 miles of driving pleasure every weekend.

As the photographer starts taking pictures, the owner and I are granted time to discuss the car, as well as the finer elements of the interior. Statutory for a vehicle of this age, the owner has made a few necessary tweaks to uphold the car's usability, but none of it distracts from the classic driving experience that these cars offer. 911 connoisseurs might notice the H4 headlight covers in place of

the original H1 units, done so as this Porsche is also driven hard at night. Cross-drilled brake discs were also fitted as further testament to the owner's driving style, telling us: "I'm happy to say this is no trailer queen; she gets driven regularly."

Step inside, and you will notice the presence of the optional Recaro driver's seat – plus the OE sunroof – to go with the smaller, non-standard 2.7-litre RS-derived steering wheel. The seatbelts were also overhauled, and a different radio is currently in use.

Other work that was done included an engine rebuild before the car was purchased in 2012, followed by a full suspension and brake system overhaul. The car has the original six-inch Fuchs wheels, but instead of the factory-spec 185/70 tyres (which cost a fortune to import from Europe), it rolls on 195/65/R15 specification tyres.

As Oliver's camera clicks for the final time, I can finally get the go-ahead to climb behind the wheel. As the door is already open, I simply pull it shut, and it responds with that beautiful metal-on-metal 'thud' that has become a classic 911 sound.

The original Recaro seats do a perfect job, offering support when cornering, and are noticeably softer than any of today's sporty, bucket-type seats, with enough support around the lower areas owing to the thick side bolsters. The seats' dark colour matches the dashboard, and contrasts with the lighter roof lining, which gives the upper part of the cabin an airy feel. Should you wish to have fresh air barrelling into the cabin, you can simply open the optional sunroof. Once you have found your ideal driving position, you realise

## Timeline of the S

### 1967 O-series 911S

The first S offered 160bhp from its 1.991 cubic centimetre engine, and was sold in both Coupe and Targa derivatives.

### 1970 C & D-series 2.2 S

As illustrated here, the engine capacity was increased to 2.2 litres and power went up to 180bhp.

### 1972 E & F-series 2.4 S

One of the most sought-after S models today, the 2.4-litre engine offered 190bhp.

### 1974 H-series 2.7 S

This model was only referred to as an S in the USA, and delivered 165bhp from its 2.7-litre engine.

### 1996 993 Carrera S

Featuring the 993 Turbo's distinctive wide body, it is highly sought after today along with its all-wheel drive counterpart.

### 2002 996 Carrera 4S

One of the highlights of the 996 range, offering the wider Turbo body, although power was at the same 320bhp as the standard Carrera model. The Cabriolet followed in 2003.

### 2006 997 Gen1 Carrera S

The 3.8-litre engine delivered 355bhp compared to the standard Carrera's 325bhp, as well as bigger brakes and wheels, lowered suspension, and PASM as standard equipment.

### 2009 997 Gen2 Carrera S

The 3.8-litre engine's power was improved even further. With 385bhp, German publication, *Auto Motor und Sport* achieved figures of 0-62mph in 4.4 seconds.

### 2011 991 Carrera S

The latest S model boasted a 50bhp increase over the standard Carrera's 350bhp, thanks largely to a larger-capacity 3.8-litre DFI engine.



how close you sit to the door, roof and dashboard, making for a delightfully engaging driving experience as you mould yourself into the car.

Being a left-hand-drive example built in December 1969 somehow adds to the appeal of this 911 for me. It is, after all, the side the Germans themselves drive on. People drive on the left in South Africa, and little effort is required to place the S on the road in such a way that enables you to see what is going on ahead of you. These early 911s are decidedly compact compared to today's examples, and so their footprint is smaller on the road. The Type 911 (updated from the 901 unit) gearbox takes a few minutes to get used to, feeling rather clunky at first as the gearbox oil heats up, but once on the move, you can start to relax at gear changes and instead concentrate on actually enjoying the ride.

Tonight's playing field is unfortunately in a built-up area, but the roads offer everything from tight 90-degree bends and slightly faster, less tight corners around the city suburbs. After a few kilometres the engine has warmed up, and ahead of me the owner is pushing on in my hired car. He reminded me that I really do need to rev the engine hard, as it only comes alive at 5,000rpm, and I duly oblige, keeping the revs high in the tachometer.

It doesn't take long before I decided to see what happens in second gear if you keep the throttle pinned to the floor. The engine builds up

towards 5,000rpm on the rev counter with great enthusiasm, but the moment you pass this mark the rev needle gets a dose of engineering excellence and picks up speed. I keep the pedal pinned to around 6,600rpm and guide the bended gearlever as quick as it can towards third gear. Being a dog-leg first, you need to pull it down from second straight into third gear. I could have kept the throttle pressed to the floor to around 7,200rpm – as the owner admits he does regularly – but common sense prevails, and I decide to play things safe.

Apart from the thrill of speed, I realise that as the engine hurtles past 5,000rpm, its note dramatically changes. The 2.2-litre S sounds like it contains a small engine upon start-up, but the last few thousand rpms contain that rich flat-six sound that 911s of all ages are famous for augmenting.

As I find myself comforted by my surroundings, I concentrate hard on the experience granted by the 2.2-litre S. I start to lean a little more on the tyres' available grip, using the brakes a little later and pushing past 6,000rpm whenever I can. Maybe it's because I didn't expect a serious level of performance, but this car is deceptively fast, revving with encouraging ease. The pronounced front wings make it easy to place the car, just as Ferry intended, while the steering wheel offers enough feedback, so much so that the S reacts to steering inputs more quickly than I expected.

The hire car is a modern, compact German Coupe developing 175bhp from its turbocharged engine. The owner is not holding back, and only slightly pulls ahead of me when the opportunity presents itself. When we arrived back at his house, he tells me, "You didn't drive it hard enough, otherwise you would have kept up with me." He is probably right, but I was too busy taking in the exhilarating experience afforded by this 45-year-old classic. That such an old car can have so much pace, be so easy to drive below the limit and feel so solid while braking and accelerating is quite astonishing. Yes, there are a few squeaks in the cabin (as you would expect), but the 911 is devoid of any rattles, with the main thrust of noise coming exclusively from the boxer engine behind.

It suddenly dawns on me why the 911 dominated so many races back in the Seventies. Apart from a few niche British sports car manufacturers, this 911S is one of the lightest cars I've ever driven. Although I tried to focus on the whole experience while driving the car, it was without a doubt the engine that dominated my sensations. I had to constantly remind myself that the car was 45-years old, and that it is these cars that paved the way for the extreme 911s that Porsche build today. The 911S is an incredibly special car – what a pleasure it must be to have one in your garage. **911**

## Tale of the S/Ts

Something of a sporting middle-ground between a conventional 911 T and S, Porsche took full advantage of the new FIA rules to build an S/T, which allowed for a two-inch increase in track width.

The car was stripped of all non-race related equipment and made lighter in every conceivable way. This included thinner steel for the roof and floor plans, and soundproofing and under-seal were deleted. A 2.5-litre engine was also installed, delivering a healthy 270bhp.

An S/T won the 1968 Swedish Rally, followed by more victories in 1969 and 1970 in Monte Carlo. A total of 33 S/Ts were built, making it one of the most sought-after 911s of the era. In 2010, the Sporting Classics of Monaco RM Auctions offered an example that was built for the East African Safari Rally and raced by well-known Porsche rally racer Björn Waldegård. It wasn't sold, but it did achieve a high bid of €275,000 (£223,000).





|                           |  |
|---------------------------|--|
| <b>Model</b>              | <b>911S (C &amp; D series)</b>   |
| <b>Year</b>               | <b>(1969-71)</b>   |
| <b>Engine</b>             |  |
| <b>Capacity</b>           | 2,195cc  |
| <b>Compression ratio</b>  | 9.8:1  |
| <b>Maximum power</b>      | 180bhp @ 6,500rpm  |
| <b>Maximum torque</b>     | 199Nm @ 5,200rpm   |
| <b>Transmission</b>       | Five-speed manual; rear-wheel drive  |
| <b>Suspension</b>         |  |
| <b>Front</b>              | MacPherson strut; telescopic damper; torsion bar spring; antiroll bar        |
| <b>Rear</b>               | Trailing wishbones; telescopic dampers; transverse torsion bar; antiroll bar |
| <b>Wheels &amp; tyres</b> |  |
| <b>Front</b>              | 6x15-inch Fuchs; 195/65/R15 tyres  |
| <b>Rear</b>               | 6x15-inch Fuchs; 195/65/R15 tyres  |
| <b>Dimensions</b>         |  |
| <b>Length</b>             | 4,163mm  |
| <b>Width</b>              | 1,610mm  |
| <b>Weight</b>             | 1,020kg  |
| <b>Performance</b>        |  |
| <b>0-62mph</b>            | 6.6 secs   |
| <b>Top speed</b>          | 155mph   |



## 993 TURBO

The comprehensively wider rear track ensured the 993 Turbo had good grip and a commanding road presence. On top, a whaletail-style fixed rear wing housed the Turbo's intercoolers



'Big red' brake calipers made a huge statement as to the Turbo's unworlly performance for the time

“

IT WOULD STAY IN PRODUCTION UNTIL 1998, AFTER THE WORLD HAD BEEN INTRODUCED TO WATER-COOLING

”

A turbocharged 911 is a special car indeed, and being the last of the air-cooled models, the 993 Turbo deserves a closer look...

Written by **Chris Randall** Photography by **Phil Steinhardt**



|                           |  |
|---------------------------|--|
| <b>Model</b>              | <b>993 Turbo</b>   |
| <b>Year</b>               | <b>(1996)</b>  |
| <b>Engine</b>             | 3,600cc air-cooled flat six                                    |
| <b>Capacity</b>           | 8.0:1  |
| <b>Compression ratio</b>  | 408bhp @ 5,750rpm  |
| <b>Maximum power</b>      | 540Nm @ 4,500rpm   |
| <b>Maximum torque</b>     | Six-speed manual;<br>four-wheel drive                          |
| <b>Suspension</b>         |  |
| <b>Front</b>              | MacPherson strut; coil springs; antiroll bar                   |
| <b>Rear</b>               | Multi-link with telescopic dampers; coil springs; antiroll bar |
| <b>Wheels &amp; tyres</b> |  |
| <b>Front</b>              | 8x18 inches, 225/40/ZR18                                       |
| <b>Rear</b>               | 10x18 inches, 285/30/ZR18                                      |
| <b>Dimensions</b>         |  |
| <b>Length</b>             | 4,245mm  |
| <b>Width</b>              | 1,795mm  |
| <b>Weight</b>             | 1,500kg  |
| <b>Performance</b>        |  |
| <b>0-62mph</b>            | 4.3 secs   |
| <b>Top speed</b>          | 180mph   |

In issue 110, we subjected the 993 Carrera to the Ultimate Guide spotlight, and it's worth briefly recapping that model's place in the 911 story. Launched in 1993 and styled by Tony Hatter, it would prove to be a big leap over the outgoing 964 generation.

This was not only due to its looks – which more closely reflected the classic 911 outline – but also the host of technical improvements it contained. Chief among them were a bodyshell that was claimed to be 80 per cent new and a lot stiffer (it also featured bonded front and rear screens and quirky, centrally pivoting wipers); a revised 3.6-litre engine that would host a new VarioRam intake system, and a new multi-link rear suspension layout that would finally lay to rest the ghost of tricky handling.

It was a model that would prove to be hugely popular, with more than 75,000 examples being sold. But since first adopting the technology for their road cars back in 1975, the company found themselves without a turbocharged model in their line-up, the 964 Turbo having ended production

in the early part of 1994. Step forward the new 993 Turbo, launched in 1995 for the 1996 model year, and a car that would stay in production until July 1998, after the world had been introduced to the idea of water-cooling courtesy of the divisive 996.

Only ever available with the Coupe body, from the outside it was instantly recognisable as being a bit special, perfectly blending the smooth new look of the 993 with a subtle helping of aggression. At the front was a unique front bumper and apron that was deeper and featured three substantial air intakes to feed the radiators and brakes. Small slats on the outer edge of the spoiler also contributed to the carefully tuned aerodynamics by smoothing the airflow around the front wheels.

Head to the back, and you'd be confronted with a whaletail-style fixed rear spoiler in place of the pop-up item – needed because of the intercoolers that sat beneath – and a deeper rear apron housing twin exhaust outlets. Sitting between the new extremities were curvaceous rear wings that added a couple of inches to the overall width, and a new

design of sill cover that flared outwards as they approached the rear arches, giving the side profile a more purposeful and hunkered-down look. Further distinguishing the new car from its normally aspirated brethren was a body-colour moulding above the rear screen that housed the high-level brake light, which was standard on UK cars.

So Porsche's designers had nailed the looks, but what of the mechanicals? Starting with the engine, the M64/60 unit benefitted from many of the improvements applied to the 3.6-litre motor found in standard 993s. Revisions over the 964 model included lighter pistons and connecting rods, a stronger crankshaft, plus hydraulic valve adjusters operated by a single overhead camshaft per bank. There was also greater use of magnesium alloy and plastics for key components and a much-improved lubrication system, but Porsche would go further still for the new Turbo. The dual spark plugs were replaced with some ➔



## TURBO TIMELINE

**1974**

The 3.0-litre 911 Turbo with 260bhp is revealed at the London Motor Show in October to huge acclaim

**1977**

Porsche announces a revised version, with 300bhp thanks to a 3.3-litre engine and intercooler

**1979**

Production of the 930 generation Turbo ends with over 21,000 sold, making way for the new 964

**1990**

The 964 Turbo is launched. Gen1 cars appear with 320bhp and a modified 3.3-litre engine

**1995**

The 993 Turbo arrives, with more power and now fitted with twin-turbochargers

**2001**

Power rises to 420bhp with the arrival of the 996, the first of the water-cooled Turbo engines

**2006**

The 997 Turbo introduced with 500bhp. It would later spawn an 'S' variant with more power and PDK

**2013**

Porsche announces the 991 Turbo with 520bhp and four-wheel steering as standard

### SPECIALIST VIEW

"The 993 Turbo is a stunning car, one which the market has always loved, and I dare say will continue to. The curves of the modern classic 993 shape, but with a motor that packs a properly modern punch, means it appeals to a broad spectrum of customers. Being four-wheel drive, it is also a usable machine that, if desired, could be a daily driver as well as a weekend special. With production under 6,000 worldwide, there aren't many around, and if you are lucky enough to have bought a Turbo S a few years ago (only 345 were produced) then they are solid investments. The usual scary running costs can apply, and look out for cars that have been crash-damaged, but providing they have been maintained on time and with someone who knows their 993s, high-mileage cars can be a bargain. An inspection before you buy is a must with this one."

**Greig Daly, RPM Technik**



Five-spoke Turbo alloy wheels were hollow-spoked, while C4S items were solid



The reflective strip connecting the rear clusters also housed the reverse and fog lights, and wouldn't appear on a 911 again until the 996 C4S, 997.2 C4 and the new 991 C4



“

**TOPPING THINGS OFF WAS A REVISED EXHAUST SYSTEM WITH A CATALYTIC CONVERTER FOR EACH BANK OF CYLINDERS AND FOUR OXYGEN SENSORS FEEDING BACK DATA**

”

single items, while out went the single KKK K27 blower, to be replaced by a pair of smaller K16 units with vacuum-controlled wastegates that improved response at low rpm, backed by a pair of intercoolers that sat on top of the flat six.

The cylinder heads were now forged rather than cast and with redesigned mountings (the cylinder barrels revised for improved cooling) and the pistons – Grafal-coated to reduce piston noise under high loads – travelled a further 5mm into the combustion chamber area, which helped minimise internal stresses. Stronger connecting rods, a ceramic coating for the larger inlet and exhaust ports and sodium-filled exhaust valves completed the transformation. Also new was a revised Bosch Motronic 5.2 engine management system that incorporated OBDII on-board diagnostics, and

a knock control system that not only upped the compression ratio from 7.5 to 8.0:1, but also enabled the new model to run on 95 or 98 RON fuel.

Topping things off was a revised exhaust system with a catalytic converter for each bank of cylinders and four oxygen sensors feeding back data. The result of all this technical wizardry was 408bhp, 540Nm of torque and headline performance figures that quoted a 0-60 sprint time of less than 4.5 seconds and a maximum speed of 180mph.

Impressive numbers indeed, but that power needed to be deployed and, via a dual-mass flywheel, duties were handed to a six-speed manual gearbox (the G64/51 unit – there was no Tiptronic option thanks to that torque) and the lightweight four-wheel drive system in the Carrera 4. It was a sophisticated setup that utilised a viscous coupling



Although bereft of the carbon fibre trim bestowed on the 993 Turbo S, the cabin of the 408bhp 993 Turbo still made for an opulent environment with an array of leather. In terms of performance – and in classic Porsche fashion – the short-travel pedals are mounted close together, providing ample means for heel and toe under concerted driving. Transmission was six-speed manual



## TURBO S

Should you have found yourself contemplating the purchase of a 993 Turbo but wishing that it was just a bit more powerful and, well, exclusive, then you were in luck. In 1998, Porsche chose to celebrate the end of air-cooled 911 production by introducing the Turbo S. Courtesy of a new exhaust and other tweaks, power was increased to 450bhp and torque to a slightly bonkers 585Nm, enough to reduce the 0-60 time to a fraction over four seconds with a maximum speed of 186mph. Externally, the Aerokit II brought new spoilers on the front and rear, there were air intakes ahead of the rear wheel arches and special script on the engine lid.

Additionally, the interior was smothered in leather and carbon fibre trim, and there was a lengthy list of standard kit – including bigger brakes – making this the most luxurious 911 yet. And the price, if you needed to ask, was in the region of £130,000.



The 993 Turbo came with luxurious Sports seats as standard equipment, ensuring the driver remained in a suitably fixed position even when committed through corners



as its centre differential, as well as incorporating Porsche's 'Automatic Brake Differential' technology that braked a spinning wheel and diverted torque to the wheels that did have traction.

One notable addition to the driveline was a power-assisted clutch mechanism, the higher clamping pressure needed to cope with the power likely having made things uncomfortable for any driver unlucky enough to find themselves in a traffic jam. Porsche's answer was to use the power steering pump to charge an accumulator, the stored pressure being released to the clutch slave cylinder as required. The reduced effort and shorter pedal travel made things more manageable and less likely to result in bulging left leg muscles. Interestingly, the power steering (and associated clutch hydraulics) used a special mineral oil rather than the ATF found in most systems, a difference that had potentially expensive consequences for anyone who forgot.

Accurate rack and pinion steering was retained and the suspension essentially carried over from the standard 993, albeit with some strengthening of the ball joints and a degree of adjustability. There were MacPherson struts at the front and the new multi-link setup – the 'Lightweight-Stable-Agile' arrangement mounted on a cast alloy subframe – that impressed everyone when the 993 was launched. Unsurprisingly, where the Turbo did depart from standard was in the braking department, the system comprising larger 322mm cross-drilled and ventilated discs squeezed by four-piston alloy calipers, the latter notably dubbed 'big reds'. Bosch ABS was standard, and also new were a set of hollow-spoke 'Technologie' alloy rims that were friction-welded for strength and lightness, measuring 18 inches in diameter and wrapped in a choice of wide Pirelli P-Zero Asimmetrico or Bridgestone S-02 tyres.

Buyers opting for the Turbo were also treated to the full range of interior improvements Porsche had heaped on the 993, from an impressive solidity of construction to top-quality materials. The new and vastly improved electronically controlled climate control system with dust and pollen filters was standard, as was leather upholstery on just about every surface, while owners could choose from electrically adjustable seats or manual sports items. As befitting the new range-topper, there was plenty of standard kit, including electric windows and a sunroof, central locking, an integrated alarm system and a hi-fi, along with a trip computer that was home to a digital boost pressure gauge.

To remind owners of the money they'd spent, various 'Turbo' scripts were scattered around the cabin, including – in a nod to earlier Turbo models – being embroidered in the back of the left-hand rear seat. Moreover, it hardly needs adding that a raft of options were available to owners looking to personalise their car further, not to mention inflate a starting price that was over £90,000 when new, a substantial £20,000 or so more than the 964

## BUYING TIPS

Impressive build quality was a 993 feature, but it's the engine that's the star here, and with this sort of power and performance on offer you should run a mile from anything that looks neglected.

- **Bodywork:** Few corrosion worries, but condition is everything, so it needs careful examination. Replacing Turbo-specific parts will be expensive, and accident damage is always a possibility.
- **Engines:** Bulletproof in normal use, but rebuild costs will be eye-watering. Expect a fat sheaf of servicing bills for peace of mind, and keep an eye out for oil leaks or worn turbos.
- **Transmission:** Like the engine, it's strong and reliable, but any odd noises should cause alarm bells to ring. Replacing the clutch is expensive, so watch for any slippage or signs that the hydraulic assistance is faltering.
- **Suspension/Brakes:** No particular vices, but hard use will eat pads and discs. Be sure to check the condition and budget accordingly if an overhaul is due.
- **Interior:** A well-cared for example should be pristine, but it's worth ensuring that everything works as intended, particularly the air conditioning.

“

**BUYERS OPTING FOR THE TURBO WERE ALSO TREATED TO THE FULL RANGE OF INTERIOR IMPROVEMENTS THAT PORSCHE HAD HEAPED ON THE 993**

”



**OWNING A 993 TURBO**

- Price new: £91,950
- Total numbers sold: 5,939
- Service intervals: 1 year/12,000 miles
- Service costs minor: £398
- Service costs major: £888

Figures courtesy of RPM Technik

**Thanks**

Thanks to Redtek and Hendon Way Motors for the use of the 993 Turbo. For more information on Redtek, the air-cooled engine specialists, visit the website: [www.redtek.co.uk](http://www.redtek.co.uk). For the full list of cars currently under offer from Hendon Way Motors, visit the website: [www.hendonwaymotors.co.uk](http://www.hendonwaymotors.co.uk).

Turbo it replaced, like the chance to tick the box for the expensive 'Litronic' gas discharge headlamps. Thankfully, given the monstrous pace on offer, Porsche had also equipped the 993 Turbo - indeed, all 993s - with plenty of safety kit, including driver and passenger airbags, as well as a bodyshell that had been strengthened in strategic areas.

Ultimately, the result of this fettling was a seriously impressive 911 that fully deserved its place in a line of turbocharged models stretching back 20 years. The 996 would move the game on again, of course, but in the meantime the car featured here is very much one to relish. **911**

**"I'VE GOT ONE"**

"I purchased this car from a customer in 2007 after he originally brought the car in for us to take a look at the hydraulic tappets. Since then, it's developed into an ever-evolving project: while the head was off, we decided to tear the engine and gearbox down to the last nut and bolt for a full rebuild. The Bilstein shocks were then serviced, the turbochargers reconditioned and the car treated to new tyres and brakes as part of the overhaul. The 993 Turbo is still quick by today's standards, and signals the end of an era - the best of the best of air-cooled - before it all changed with the 996."

**Nick Fulljames, Redtek engine specialists**



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# THE **ART** OF DRIVING

The 911 may be an example of automotive perfection, but are you getting the best from it? Total 911 explores the merits of using advanced driver training

Written by **Lee Sibley** Photography by **James Sheppard**





A tailor-made advanced driving course will ensure you're getting the very most from your beloved 911, in a variety of conditions and environments



**T**he Porsche 911 has a long and illustrious history as perhaps the archetypal premium sports car, having twinned exceptional performance and refinement with an unrivalled everyday usability for the past 50 years. However, stepping into a Zuffenhausen-bred sportscar doesn't automatically elevate your own personal driving skills.

There's no question that cars have got safer as they've become faster during the 911's evolution, with more cutting-edge technology than ever ensuring optimum adhesion is maintained between your N-rated rubber and the asphalt. However, an advanced driver's skillset is still essential for getting the most from your flat six – after all, the 911 is the intelligent sportscar for the intelligent driver.

Porsche are aware of this, with the purchase of a new 911 from a UK OPC guaranteeing a half-day course to hone your talent in the world-class facilities of Silverstone's Porsche Experience Centre. However, stepping into a used 911 can leave you in the dark when it comes to the performance capabilities of both yourself and your newly acquired sportscar.

There is an answer though, with a variety of specialist driving instructors readily available for one-to-one tuition. One such consultant is Robert Colbourn, who calls on a wealth of experience with manufacturers such as Porsche, Mercedes, Jaguar and Lexus, specialising in high-performance car control, limit handling skills, skid detection and prevention, and advanced on-road driving skills.

Enlisting in Rob's expertise for a day course of advanced road training, I first asked what stimulates such a profession as we set off in our 430hp 991 Carrera 4S with Powerkit.

"I had been a driving instructor for around two months when I met Bernard Aubry (the famed Porsche driving instructor who helped set up driving tuition courses for AFN), who quite simply revolutionised my view of driving," Rob says. "Being taught can often feel laborious, but this felt effortless and enjoyable, yet I was acutely aware that my driving was significantly more skilful and rewarding on the way home – I was hooked."

Bernard himself is a famed advanced driving instructor who has coached across a wide spectrum of sports car owners for more than four decades. He was once described by Richard Attwood as "Simply the best road instructor in the country," and has been personally mentoring Rob for nearly 15 years.

Back on the road in our 991, and good practice is already being instilled as we head towards Zig-Zag Hill in Dorset, our Great Driving Road from issue 63. Invaluable techniques to improve vision, throttle application and steering are instilled to guarantee a beautifully smooth driving process, and before long we're looking into the finer intricacies of the 911's dynamics and how to get the best from it.

There is always much to be learnt, regardless of your level, as Rob readily appreciates that different driving applications are needed for different circumstances – his notion of speed being your saviour one day but your downfall the next is a particularly memorable anecdote. Moreover, I'm continually enlightened to a different way of doing things, which only adds to the enjoyment of expanding your driving knowledge and competency so rapidly. The thrill of continuously executing a new technique becomes addictive, and the excitement at implementing it on the road is prolonged. It's here where the experience of advanced driving tuition becomes invaluable, as

Rob confirms: "Everything I first learned from Bernard would have been redundant and short-lived if I hadn't been inspired to use them: for example, when he isn't in the car anymore. Imagine it's three years on, you're late, fed up and nobody is watching. This is when your own relationship with driving will dictate your style and choices."

It's a perfect synopsis that exemplifies what advanced driver training is all about: being better-informed to make the right choices at the wheel and adopting a better driving style. Rob continues: "The collective goal is to explore the art of driving high-performance vehicles, with the aim that you aspire to be the best, most accomplished driver that you can be, and really enjoy the benefits of the skills I impart to each and every one of my clients."

Of course, the race track is a different environment to the road, but I was enamoured to see that some skills honed on the road can be transferred to the circuit. After all, safe, smooth and swift driving are key essentials to a quick lap time.

So what did I learn? Well, chiefly, that regardless of how accomplished you think you are behind the wheel, enlisting the insight of a professional can be as beneficial to your technique as it is to your ego. As I steered the Carrera 4S back towards town, I realised that I've become galvanised by the view that driving is as much of a work of art as the car you're piloting – and when that car is a Porsche 911, only the best will do. **911**

## Thanks

Thanks to Rob Colbourn for the comprehensive insight into advanced driving. Further information on the variety of high-performance driver training Rob offers can be found via telephone: 07939 268 688, or on the website: [www.robertcolbourn.co.uk](http://www.robertcolbourn.co.uk).

# Nick Tandy

Having strapped himself into the cockpit of various Porsche 911 race cars since 2010, Nick Tandy's star has been in the ascendency, leading to a role in the new Porsche North America Racing factory team and a column in Total 911...

Written by **Josh Barnett**  
Photography by **Andrew Tipping**



Nicky Tandy's path to the top has not always been traditional, starting in short oval stock car racing in 1996, and it certainly hasn't been easy, especially with the death of his elder brother (and team manager) Joe in the middle of the 2009 season. However, after battling this loss and a lack of funding, Nick's phenomenal speed behind the wheel of a racing car has made him one of the hottest prospects in international GT competition.

Now, our regular racing columnist hands over the pen to talk through his remarkable rise to the top.

#### **Ministox was a rather unusual route into motorsport, wasn't it?**

It was usual for us. It's unusual for someone who is now racing in a series such as United SportsCars, but when we were growing up that was the racing we did. My father raced for 20-odd years in national hot rods, and the first memories I've got are from a stock car track at Brayfield, around Northampton.

#### **You went from that into the Mini Se7ens series. What was that like?**

Me and Joe we were enthusiastic with our racing, shall

## ESSENTIAL FACTS

- A scholarship prize led to a full season in the 2005 BRDC Single Seater series, which Tandy won after 11 victories from 14 races.
- After racing in British Formula Ford for two years, Tandy won the 2007 Formula Ford Festival.
- On a guest drive in the Carrera Cup GB in 2008, Nick won on his debut race in a 911 GT3 Cup car.
- He was the British Formula 3 race winner for his late brother's eponymous team in 2009 at Rockingham Motorsport Speedway.
- In just his second full year of racing Porsche 911s, Tandy won the prestigious Carrera Cup Deutschland in 2011.
- As the third driver for Team Falken, Tandy won his first major endurance race at the 2013 Petit Le Mans.
- Tandy was the GTLM class winner at the 2014 24 Hours of Daytona, the inaugural race for the new Tudor United SportsCar Championship.

we say. We didn't like to lose, and did everything we could to win. A few people at the club didn't like the way we raced, so in 2005 we left to do something else.

#### **How was that first experience of jumping in a 'proper' racing car in the BRDC Single Seater series?**

Although I was very proud of my car in the Minis, there were guys who had much better equipment, so when we started in the BRDC Single Seaters it was a breath of fresh air. I could concentrate on my driving and not worry too much about the car. After I stopped making mistakes in the first couple of rounds we won every single race of the season. It was great fun.

#### **Why did you switch to a family-run car during your British Formula Ford campaign?**

Because I'd won the BRDC series, I had £30,000 to go racing with. We did what we thought was best and went racing with the Raysport team [in British Formula Ford]. It was a great way into national racing, and we had some good success winning races with Raysport, but when the prize money ran out and we looked at what we'd have to spend to carry on the season between me, my father and my brother, we thought it would be a lot better idea for us financially – and me personally – to start running our own car.

Me and my dad took out a loan to buy a car and, because Joe was the best mechanic at Bedford Autodrome, one of the best race car mechanics that was about at that time, we put together a very good car. As soon as we got our own car, the wins and podiums just didn't stop coming. 🏁

A man with short brown hair and a friendly smile is wearing a brown V-neck sweater over a light-colored patterned collared shirt. He is standing against a plain white background.

“As soon as we got our own car, the wins and podiums just didn’t stop coming”





### How did you cope with always being tight on funding?

I went to work every other day that we weren't in the workshop, and what I earned at work was what paid for my racing. I used to spend a lot of money on parts back in those days for some reason.

### Was there ever a point where you didn't think your career would go any further?

There have been plenty of times when I thought it was not going to carry on. At the end of 2004 it was a case of, 'We do this, or we stop.' Mid-season in 2006, it was, 'Do we take these two loans out, or do we give up?' and in mid-2009, 'Do we do something else, or do we carry on?' so more or less every year. Even after my first year in Cup in 2010, options weren't materialising.

### So, how did the switch to racing Porsches come about?

After my brother, the person who has helped me out the most along the way and got me into Porsche was Franz Konrad.

We happened to be in a hotel bar at Zandvoort one night, and Jerry Bond – who worked for Hewland, which we knew from Formula 3 – was at the bar with Franz. So I went over to say hello to Jerry, and he introduced me to Franz.

Jerry knew that I did a guest drive at Silverstone in the Carrera Cup GB and won the race, so he said, "This is Nick, you should give him a drive. He's won his only race in GB." Of course, Franz said, "Yeah, no problem. Come and talk to me tomorrow." I'm sure he was more interested in how the evening

was going to go rather than which latest young hotshoe was going to come and bother him about driving his cars.

I saw him a couple of times after that, and kept phoning him and asking him if there was ever going to be a chance to test or race a car. This went on for a few months, and eventually he had a driver who was ill for a test, so he said, "Yeah, come along," probably to try and shut me up as much as anything.

I borrowed my girlfriend's father's estate car, packed some bedding and drove all the way down to Dijon. I spoke to him at 11pm the night before, and I had to be there for the start of the test day.

I was the fastest car there, under the lap record, so on the back of that he said, "Right, come and do the race," and that was it. I did the race, and probably should have won, but came second, which was still a great result considering how competitive the Carrera Cup Deutschland is. I would probably say that the quality is normally above Supercup, because it's got such a depth of career drivers.

### What is it about the 911 that you click so well with?

I don't really know, to be honest. I haven't driven anything but a 911 since Formula 3!

In Formula Ford, one of the key things was managing weight transfer and using it to help each individual axle get the most grip. That's kind of also the case in a 911, especially a Cup car.

### Is there anyone along the way who stands out as playing a pivotal role?

My brother quit his job and racing in 2006 to run

the team, for which I was the first driver. Going into Formula 3, he wanted the team to progress, but probably the biggest thing he wanted to do was see his little brother progress.

### Did 2013 and the works contract bring a lot more stability?

Yes. That's when you realise you've done what you always aspired to do: become a professional race car driver.

### Is there less pressure racing for Porsche?

It's a different kind of pressure; you realise you are now representing Porsche. Before I got the factory contract in 2013, the pressure of going racing was that if I wasn't successful, I wouldn't be there the next week. It was that simple.

### So you put the pressure on yourself?

I had to; I had to perform. If I didn't, I wouldn't be in a car the next week or month, let alone the next season. You're reliant on people helping you out and giving you tests along the way. You have to be consistently successful. Now I'm part of the factory team, I don't have to prove anything to anybody!

### And you don't have to worry about the bill!

Porsche said to me, "You're racing one of four RSRs in the world. They're worth around €1 million each. But don't worry about that; if you write it off, we'll build a new one." That's not bad!

### How did you find out about the contract?

During 2012 I was under contract at Porsche, but not



This season started in the best possible way, with victory at the 24 Hours of Daytona alongside teammates Patrick Pilet (left) and Richard Lietz (right)



Tandy may have missed out on the Supercup crown in 2010, but 2011 brought the Briton the title in the Carrera Cup Deutschland



Tandy shows off his complimentary Rolex timepiece, the race sponsor's award for his GTLM class win at Daytona in January



as a factory driver. After the success in that year at the Porsche awards night, when I won the Porsche Cup [for best privateer in a 911] Mr Kristen said to me, "We will offer you a contract for next year." At the time I thought he was probably talking about the same sort of thing that we did the year before.

Then I got an email confirming my flight details to come over for the meeting to talk about it with a draft copy of the contract attached, which I was supposed to read before I came. Not really thinking about it, I opened the contract and went through a few pages on my phone. I couldn't understand why it had so much detail until I flicked back to the top and it said, 'Works Driver Contract'.

#### And that was what led to you to racing in the United States...

Yes. In 2013 I did the third driver role with Falken at Sebring and Petit Le Mans. I also did a race in GTC at Laguna Seca, which we won. I said to Jens Walther (the American motorsport manager) how much I liked racing in the US, and when I heard that they were going to have a factory team with two cars, I desperately hoped I would get a drive.

#### What is it about racing in the US that is so appealing?

It's a different way of racing. There are more fans and it's more popular, it's a different atmosphere. I also find the American way of life and culture very appealing. It's easy-going and a fun place to be. The racing is great, and I like the country. I like the people, and I speak the language (some of the time!).

#### Do you see yourself moving out there?

No. I like to keep racing and home separate. I really like, at the end of a weekend, to come home to my quiet village, have a quiet pint in the pub, or just go to the farm and get away from it all. Treating the two aspects of my life separately is much nicer.

#### How did your first endurance race go?

I did a VLN round at the Nordschleife in 2010, and it was very different because, for a start, you have to trust someone else with your car, which was the biggest thing: handing your car over to somebody else or watching them go out and start the race in 'your' car.

#### Are the 24-hour races physically tough?

If you're not fit enough in the specific car that you're going to be driving, then yes. By that, I mean you can be completely unfit as a sportsman, but if your muscles are tuned into sitting there and driving this car then you can do it all day.

You've got to be fit and you've got to understand the way your body is going to be working, so fluid and food intake is one of the biggest things that Porsche has trained us in: to keep us in the best possible condition for the end of the race.

#### Does concentration factor into it as well?

To be honest I have never had to think about it. I've never found myself thinking, "Shit, I'm not concentrating!" One of the more difficult aspects is getting yourself ready when you're about to get back into the car. As soon as you get out the pit

lane, that's it. You can't afford to warm up, and you can't afford a moment think about what you're doing.

#### Do you get much sleep during a race?

I don't generally sleep much, if at all. I try, but I'm just too excited at being part of the race. I find it very difficult to sleep during a 24-hour race. I had 20 minutes on and off at Daytona, but as long as you're prepared, know what's going on and are fit cardiovascularly, then it's not really an issue.

#### What has been your most memorable Porsche moment to date?

Getting the works contract!

#### Other than getting the contract?

Winning Petit was very, very special. It was my first big win and I was in the car when the race finished.

#### Did the difficulty level of that race make the victory sweeter?

Yeah, it was a proper race – we were completely flat out for ten hours. To get that first big win was really, really special. It was at that point that I sat back and said, "No matter what happens from now on in, I've won Petit Le Mans." It's like Daytona: every time I go back, I go as a champion.

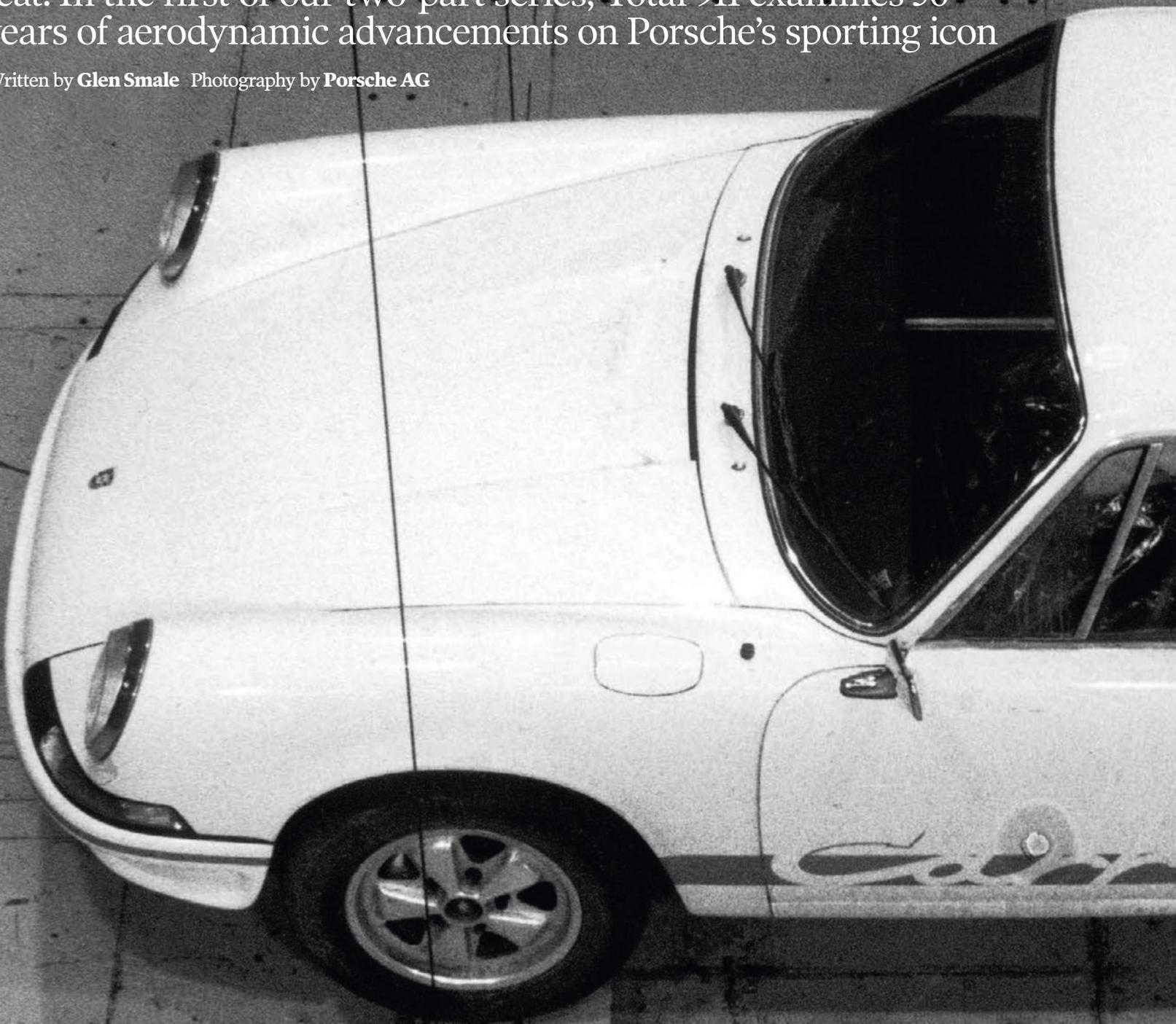
#### And every time you look at your Rolex watch!

Yes! It's those sort of things, like winning the Carrera Cup Deutschland. That was amazing also. Those two, Petit and the Carrera Cup. **911**

# AERODYNAMICS OF THE 911

Constantly developing and refining a familiar design is no easy feat. In the first of our two-part series, Total 911 examines 50 years of aerodynamic advancements on Porsche's sporting icon

Written by **Glen Smale** Photography by **Porsche AG**



Porsche's new sports car hit the headlines on its release in 1963. The Sixties was all about performance, which the 911 had, but efficiency didn't usually get a look in. However, the Porsche Type 901 set new standards in the sports car world, providing comfort, performance and efficiency. Ferry Porsche's rear engine layout initially brought with it certain problems, such as a propensity to oversteer, some instability at high speed and sensitivity to side winds. While all of these factors could be resolved, they were caused by the centre of pressure being ahead of the car's centre of gravity. In other words, it was tail-happy.

For the 1969 model year, Porsche increased the wheelbase from 2,211mm to 2,268mm, and the wings were flared to accommodate six-inch wide wheels, requiring an increase in both front and rear track dimensions. These changes improved stability, but it forced the coefficient of drag over the 0.40 level, the highest the 911 would achieve.

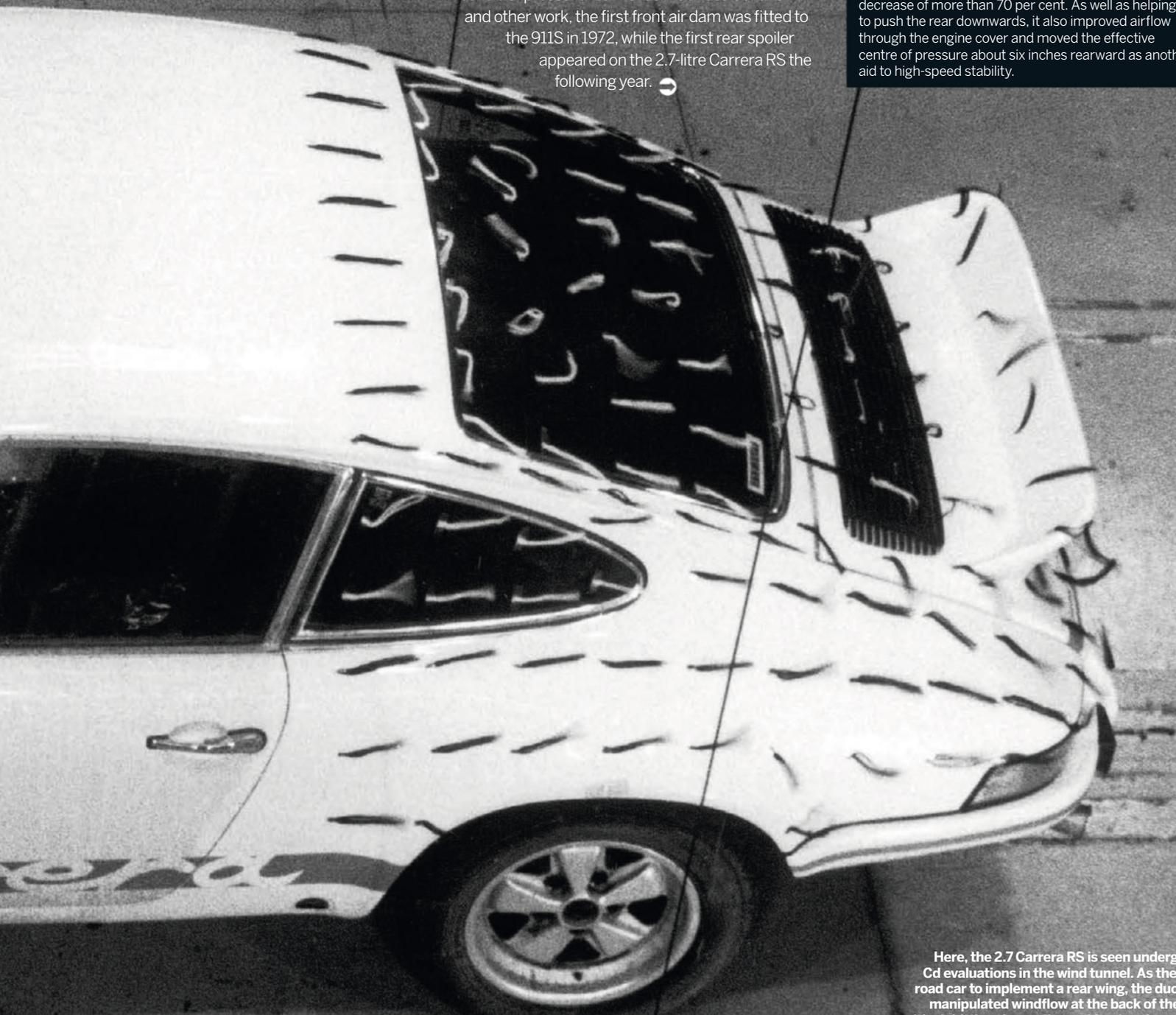
It was only through racing that the engineers realised aerodynamic lift was an issue when at speed, something that was not taken into account when the 911 was originally designed. Studies conducted in the Stuttgart University wind tunnel from 1968 showed the engineers that by increasing the car's height at the rear, it effectively moved the centre of pressure rearwards. As a result of this and other work, the first front air dam was fitted to the 911S in 1972, while the first rear spoiler appeared on the 2.7-litre Carrera RS the following year. ➔

### 911 Carrera RS 2.7 'ducktail'

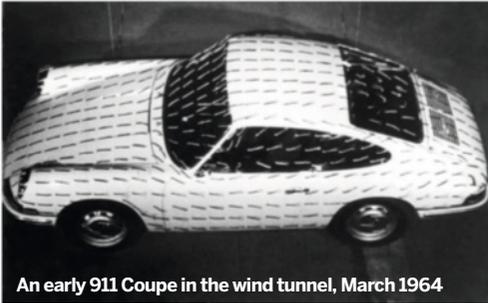
With the 917 ruled out of contention at the end of the 1971 season, Porsche looked for other opportunities with which to continue its involvement in European racing. As the 911 was eligible for the new European GT Championships, it was decided to develop the 911S into a Group 4 racer that could take on the much larger-engined Ferraris.

Boasting wider tyres and wings, an increase in engine capacity, lightened and with suitable aerodynamic aids, an altogether new model was introduced, of which 500 units were initially produced. This, then, is how the 911 Carrera RS 2.7 was born, and with it the famous aerodynamic 'ducktail'.

This new design worked aerodynamically to keep the rear of the 911 firmly planted at high speed by reducing lift from 145 kilograms to 42 kilograms – resulting in a decrease of more than 70 per cent. As well as helping to push the rear downwards, it also improved airflow through the engine cover and moved the effective centre of pressure about six inches rearward as another aid to high-speed stability.



Here, the 2.7 Carrera RS is seen undergoing Cd evaluations in the wind tunnel. As the first road car to implement a rear wing, the ducktail manipulated windflow at the back of the car, with air hitting the spoiler and forcing the rear of the car down, improving high-speed traction



An early 911 Coupe in the wind tunnel, March 1964

With the introduction of the '930' Turbo in 1975, the Carrera's ducktail morphed into the iconic flatter and larger 'tea tray' spoiler. Not necessary to make way for the Turbo's intercooler, the flatter profile was also found to be more effective.

The Seventies saw heightened activity in Zuffenhausen in the area of turbocharging, but along with the much-anticipated increase in performance came the requirement for additional cooling and vast improvements in high-speed stability and downforce. Again, motorsport taught

Porsche much in this area, and soon models like the 1976/77 Porsche 934 and 935 influenced production models like the later 'Slantnose' with its aerodynamic nose and rear wing.

In 1983, exactly two decades after the introduction of the 911, Porsche revealed arguably its most radical and advanced model to date. The Type 959 was intended as a Group B design study to compete with the likes of Ferrari's 288 GTO, but this class was scrapped before these two gladiators could do battle. One of the development goals for the 959 was zero lift, and as such the body's form was shaped around this specific set of aerodynamic demands. The fixed rear wing was derived from wind tunnel testing, being integrated into the body design so that the whole rear section lifted as one piece. The wider front and rear track resulted in pronounced wheel arches that were joined below the doors by a running board. The result was a drag coefficient of just 0.31. The 911 would learn a great deal here, as we'll see next month. **911**

## 911 aerodynamic stats: the early years



|                                     | 911 SWB | 911 LWB | 911 G-Series |
|-------------------------------------|---------|---------|--------------|
| <b>Cd</b>                           | 0.363   | 0.408   | 0.39         |
| <b>Frontal area (m<sup>2</sup>)</b> | 1.685   | 1.71    | 1.76         |
| <b>Cd x area</b>                    | 0.612   | 0.697   | 0.686        |
| <b>Wheelbase (mm)</b>               | 2211    | 2268    | 2271         |
| <b>Front track (mm)</b>             | 1337    | 1362    | 1360         |
| <b>Rear track (mm)</b>              | 1317    | 1343    | 1342         |
| <b>Length (mm)</b>                  | 4163    | 4163    | 4291         |
| <b>Width (mm)</b>                   | 1610    | 1610    | 1610         |
| <b>Height (mm)</b>                  | 1320    | 1320    | 1320         |

“It was only through racing that the engineers realised that aerodynamic lift was an issue when at speed”



The Porsche Typ 959 underwent extensive aerodynamic testing in the new wind tunnel at Weissach in 1986, crucial for a supercar with a top speed of 186mph. This would be to the benefit of the 911 going forward, as we reveal next month



// TUNING  
// MODIFICATION  
// UPGRADES



// EXPERIENCE  
// SERVICING  
// REPAIR



// CLASSICS  
// RESTORATION  
// SALES



// KNOWLEDGE  
// FACILITIES  
// VALUE



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# SELLING YOUR 911

There's plenty of advice readily available for when it comes to buying a Porsche, but what do you know about selling one? Total 911 explores the world of prestige car sales...

Written by **Josh Barnett** Photography by **Phil Steinhardt**

**B**uyers' guide features have been staples of car magazines such as **Total 911** for as long as automotive publications have existed. However, for every person buying a Porsche 911, there needs to be someone willing to part with their pride and joy.

When it comes to selling your 911, privately listing in the classifieds is often the go-to option. While unable to command the prices listed by recognised specialists and Porsche's approved used scheme, private sales ensure that you receive 100 per cent of the agreed sale price, with no third parties involved. It's just you and the buyer.

At face value, a private listing can seem like a relatively simple and hassle-free way of passing your used 911 onto the next enthusiastic owner.

However, with no outside assistance, you are responsible for preparing the car for sale, taking photos, advertising the car, dealing with phone and email enquiries, facilitating viewings and ultimately overseeing the eventual sale of the car. While the process can feel extremely rewarding (especially once the car has been sold), for anyone who has experienced the dreaded 'tyre kicker' it can prove to be a frustrating and time-consuming procedure.

A more guaranteed sale can be found in the auction house, where the sales process is taken out of your hands. More suited to rare or intriguing classics with exceptional histories, this means of sale can result in huge prices. However, without a reserve, you could end up parting with your car for less than you hoped for. ➔



people's next choice if a private sale is becoming protracted (or if the money is needed in a hurry). Choosing this path will almost guarantee that your 911 is sold quickly, with the whole process taking less than a couple of hours. You simply turn up at your local dealer or specialist, they will quote you a price and, once the paperwork is signed, the money is transferred into your account immediately.

It can be an inviting prospect. However, while the majority of traders will be happy to take your 911 off of your hands, this ease of sale will come at a severely discounted rate compared to the price you could achieve by selling privately. Those in the trade have various overhead costs that need to be factored in, meaning that the price you are offered is often quite a way below what your old car is actually worth.

Choosing to part-exchange your car at a dealer or specialist may see you achieve a slightly better deal than a straight trade-in, as will choosing a specialist over a main dealer franchise but, ultimately, both will be about maximising the respective company's profit when it comes to reselling the car.

If at this point you are thinking, 'What other options do I have?' then our third possibility might just be the sale process for you. Sale or return (SOR) combines many of the attributes of both private sale and trading in, and is a service offered by specialists such as Hertfordshire-based RPM Technik. In short, your 911 is sold via a recognised specialist, but at a price agreed between you and the trader. As the car remains in your ownership until the ultimate sale, you are able to pull the car from sale if you wish, or if the sale is taking too long.

"The main benefit of sale or return compared to selling privately is that we're a dedicated specialist with all the facilities and all the assurances in place," explains RPM Technik sales manager Greig Daly. "We have the technical know-how, the advertising, and the footfall through our website and showroom, allowing us to get a good market price for the car."

Financially, sale or return doesn't hit your wallet quite as hard as trading in at a dealer either. "We don't have quite the same overheads as a main dealer does," Greig says "and because we're not having to financially stock the car with our own funds, there is another cost taken out of the sale of the car." This isn't to say that sale or return is a free service. RPM charge a commission fee based on the agreed value of your car, although it still leaves you better off than a sale to an OPC, for example.

Sale or return also provides an ease of sale that can't be found when selling privately. "You're not going to have to take time off work to see someone who potentially lets you down and doesn't show up," explains Greig.

While it may appear that sale or return is the saviour for all 911 owners wishing to sell their current car, there is one significant hurdle that your car needs to overcome before a specialist such as RPM Technik takes your case onboard: the pre-purchase inspection. When buying a luxury or



When a 911 first arrives at RPM, Greig Daly immediately gets to work checking the ECU (top right) and the paint depth (middle left)

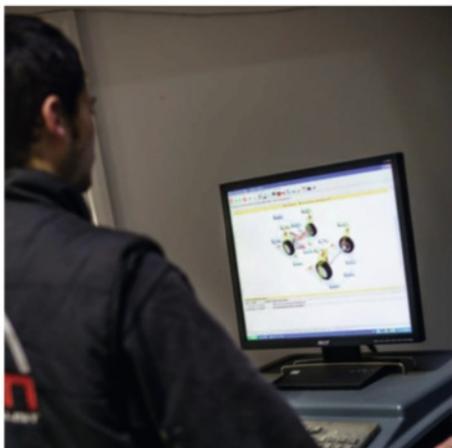


If the preliminary tests prove positive, the 911 is then transferred to RPM's service bay for a full Pre Purchase Inspection (below)

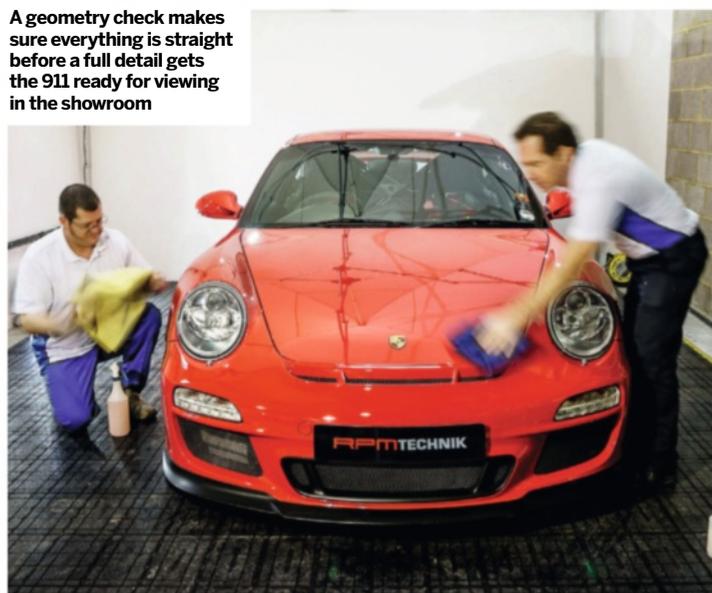




**Greig is fastidious with his paperwork checks, ensuring regular servicing has taken place on the 911 using Porsche-approved parts throughout**



**A geometry check makes sure everything is straight before a full detail gets the 911 ready for viewing in the showroom**



sports car (the 911 probably falls into both camps) Greig explains to us that, "with something like a Gen2 997 GT3, you can bet that the buyer is going to want it inspected. So if it's in with us, that's already been done, speeding up the sale."

It also ensures that the cars RPM take on board under the sale or return scheme are of the highest quality, maintaining their reputation as purveyors of some of the finest 911s in the UK, as well as facilitating the unseen sale of cars to overseas customers.

The whole process starts on the phone, with most of RPM's enquiries coming through their existing base of service and sales customers, as well as referrals based on the service experienced by others. The first 'qualification conversation' is crucial, according to Greig, as it sets out exactly what the seller is hoping to achieve – and gives Greig a chance to see if sale or return is the correct path to take. RPM themselves are well positioned to give buyers multiple sale options as they will always offer a cash purchase (trade purchase) option to consider alongside any sale or return proposal they put together. For example, a cherished classic is ideal for sale or return, while a depreciating 991 Carrera is more suited to a quicker sales process. Once out of the way, RPM encourage the current owner to bring their car into the showroom to get a feel for the staff and the environment.

After that, it is time for the Pre Purchase Inspection (a process that is outlined on the phone). As soon as the car arrives at the showroom, Greig

## Preparing for sale

As you can see, ensuring your car is an attractive sales proposition – especially from a sale or return aspect – requires a high calibre of 911. Of course, there are many steps you can take to maintain your 911's desirability when it comes to selling, be it privately or through the various trade methods.

"The overriding thing is a good service history," explains Greig Daly. "Regularly serviced, on time and always with a specialist or a main dealer, ideally. That's what we like to see." On top of that, genuine Porsche parts, such as N-rated tyres, genuine brake discs and pads and other service items should be first in line when it comes to replacing worn-out components.

While smokers' cars tend to be less popular, a car that has seen active trackday service is not such a turn-off, according to Greig: "I would much rather have a car that has been serviced every 4,000 miles, warmed up properly, used on track and maintained with genuine parts than a car that has done 30,000 miles, lived in a city and been thrashed from cold."

To RPM, a car that is strong mechanically is preferable to a 911 with perfect bodywork, as it is easy to spot and touch in a scratch, while underlying mechanical problems are harder to see and rectify. Classic restorations should be carried out by known specialists and accompanied by a plethora of build photos.

"It's clichéd, but true; there's no point cutting corners," Greig explains. "If I gave you £20,000 in £10 notes and told you to give them back to me in a year's time, you'd make sure you looked after them. But people buy £20,000 cars and do not look after them. It's like handing the £20,000 back and saying, 'I think most of them are still there.'" It's an apt analogy from Greig, and sound advice to ensure that you get the best price for your 911 when the time comes to sell on.



With the 911 now taking pride of place in the showroom, all that is left is for a buyer to put in a matching offer on the car for the sale to be completed



plugs a diagnostic computer in to check for over-revs recorded on the engine's management system. This is crucial to understand how the car has been driven and can be a deciding factor on whether or not they can assist in the sale. The ignition data is studied by Greig and Ollie (RPM Technical Director) to ensure it passes their PPI assessment criteria and in turn the RPM in-house warranty.

On classic 911s, a cylinder leak down test is performed with losses of up to 15 per cent accepted. If the figures are anywhere from 25 to 30 per cent upwards then a rebuild is recommended. Similarly, for 996s onwards (bar Mezger-engined cars) a 'boroscope' inspection is carried out to check for bore scoring.

If the engine's ECU readings are favourable, Greig will also perform a quick paint depth check to ascertain if the car has had any panel repair. While an untouched car is preferred, resprays are accepted "as long as there is a paper trail and a genuine reason for having the work done. Ideally, you'll want a photo before, during and after," Greig explains.

Assuming the ECU and paint checks are passed (as well as a quick road test) Greig then agrees values with the owner, as well as talking through

RPM's fees and their likely net return. Assuming all parties are happy to proceed, the Pre Purchase Inspection can commence.

This is the stage where the car goes into RPM's fully kitted-out workshop, where their trained technicians perform a 110-point check of the entire car. Once this has been done, the seller is provided with a list of items filtered into three categories: features that need to be fixed to make the car safe for sale, advisory items that would benefit the sale, and minors that aren't detrimental (such as a stone chip on the front bonnet).

"Once the PPI is done, I will talk the customer through those points and explain the bits that we suggest need to be done, if anything" explains Greig. "If they don't agree with our assessment or don't want to take the process any further, they'll just have to pay for the PPI, and that's that."

If you choose to proceed, once the required work has been carried out the car is then transferred to an adjoining bay for a geometry check before heading next door to Extreme Detailing to be readied for photography and the showroom. Like any of the work required after the PPI, the detailing is one of the costs outlined by Greig that the customer will most likely have to bear. Although some owners

may be offended when told that their car needs a professional detail, transparency is key, according to Greig. "I've had cars come in here that are astonishing, but the majority benefit from a detail. On the phone it can offend some people, but when they get here and understand what we are trying to achieve, it makes sense."

After photographing and listing the car, it is then a case of finding the right buyer. Usually, RPM will only accept the asking price but, "if the offer is a little bit off but it's sensible," Greig will "put that offer to the owner to see if a deal can be agreed."

RPM aim for a four-week turnaround from getting the car in for its inspection to passing the car onto its new owner. It's an aggressive time scale, but Greig is proud of the company's success rate, with around 90 to 95 per cent of sale or return cars sold. It can, of course, take longer than four weeks depending on the market and the type of 911 on offer though, hence why Greig suggests that the process suits appreciating rather than depreciating Porsches.

Whether it's to fund a newer model or it's the painful end of a wonderful 911 relationship, if you have a desirable 911, sale or return might just be the unknown sales method you've been looking for to maximise your return. **911**

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# THE £25K SHOWDOWN

It's an ever-more common debate among Porschephiles:  
which is better, a top-spec 996 or newer 997?  
Total 911 investigates...

Written by Neill Watson Photography by Chris Wallbank





**T**he Americans have a phrase for it: Mission Creep. We start out with one objective in mind, but as time progresses we end up being far further committed than originally intended. When buying Porsches we run similar risks, and we've all done it. We set ourselves a price, subconsciously aware that we're probably going to be over budget by the time we're sitting behind the wheel of our new purchase. And if your Porsche 911 budget swings around the £25,000 area, it's a hazardous environment. We're not talking about a rarely used air-cooled classic investment, rather a car that will be a more regular drive.

So the obvious choice is a Gen1 997. They're relatively cheap right now, and we're starting to see scruffy sub-£20,000 cars in the UK. It's a simple

decision that is made easier still, with plenty of cars to choose from.

So we find ourselves at Specialist Cars in Malton, admiring a used 997 Carrera we've found. At £25,000, the 3.6-litre Gen1 997 THAT we're considering is right on the budget. Okay, so it's Atlas grey with grey leather, which isn't exactly the most inspiring combination, but it does actually look very contemporary, with a good specification containing useful options.

However, for those who aren't afraid of delving into the realms of an older car, there may be more on offer. Alas, the perfect example is sitting opposite our Gen1 997 Carrera in the Malton showroom. Gleaming in Arctic silver, it has a huge spec direct from the factory, as well as the big, wide rear end of a Turbo, sitting low down on sports

suspension, with fat rear tyres and that smart red trim filling in the space between the tail lights. That rear reflective trim is an icon in itself, so much so that Porsche has brought it back as a design feature on the rear of the 991. While this 911's not a Turbo, it is a Carrera 4S, and looks immaculate. But of course, it's a 996. The keyboard heroes are going to love it if we buy this instead of the 997. I can see it now: "You bought an old model car," the forums will tell me, supplemented by further cries of "It's a 996 you fool, run away as fast as you can." But in truth, it's only the same 3.6-litre engine as the newer 997, plus it's a Turbo-bodied 911, and at £21,950 it's actually under our target £25,000 mark. What's not to like? I feel a headache coming on. It looks like we'd better drive them to find out what they're both really like, then. ➔



|  |   |  |   |  |
|--|---|--|---|--|
|  | <b>997.1 Carrera</b><br>(2005)  | <b>Model</b><br><b>Year</b>  | <b>996.2 Carrera 4S</b><br>(2004)   |  |
|  | 3,596cc<br>11.8:1<br>325bhp @ 6,800rpm<br>370Nm @ 4,250rpm<br>Six-speed manual  | <b>Engine Capacity</b><br><b>Compression ratio</b><br><b>Maximum power</b><br><b>Maximum torque</b><br><b>Transmission</b> | 3,596cc<br>11.3:1<br>320bhp @ 6,800rpm<br>370Nm @ 4,250rpm<br>Five-speed Tiptronic  |  |
|  | Standard Independent strut with coil springs and antiroll bar<br>Independent five-link with coil springs and antiroll bar | <b>Suspension</b><br><br><b>Front</b><br><br><b>Rear</b>   | Standard Independent strut with coil springs and antiroll bar<br>Independent five-link with coil springs and antiroll bar |  |
|  | 8x18 inches, 253/40/ZR18<br>10x18 inches, 265/40/ZR18   | <b>Wheels &amp; tyres</b><br><b>Front</b><br><b>Rear</b>   | 8x18 inches; 225/40/ZR18<br>11x18 inches; 295/30/ZR18   |  |
|  | 4,427mm<br>1,808mm<br>1,395kg   | <b>Dimensions</b><br><b>Length</b><br><b>Width</b><br><b>Weight</b>  | 4,435mm<br>1,830mm<br>1,495kg   |  |
|  | 5.0 secs<br>177mph  | <b>Performance</b><br><b>0-62mph</b><br><b>Top speed</b>   | 5.0 secs<br>175mph  |  |



“Compared to the 996, the 997 interior is impeccably executed”



Anyone who's driven a 996 Turbo will feel at home sitting in the Carrera 4S. Everything is exactly the same: identical seating with full power adjustment, and the same steering wheel. The rounded corners of the centre console house the period Porsche navigation system which, it must be said, won't live up to the Porsche Communication Management systems with satnav that we're used to today. The BOSE sound system, however, sounds as good as ever, and is a welcome addition in a 911 you're likely to use often. You can retain that factory-installed cellphone handset with the huge credit card SIM slot: in years to come it'll be a valuable 'original feature' at classic car auctions.

Overall, the 996 interior design is going through that period where it looks a little old-fashioned in the way that designs sometimes do before they become popular once more. Outside, it's all Turbo-look with wide arches, red brake calipers and

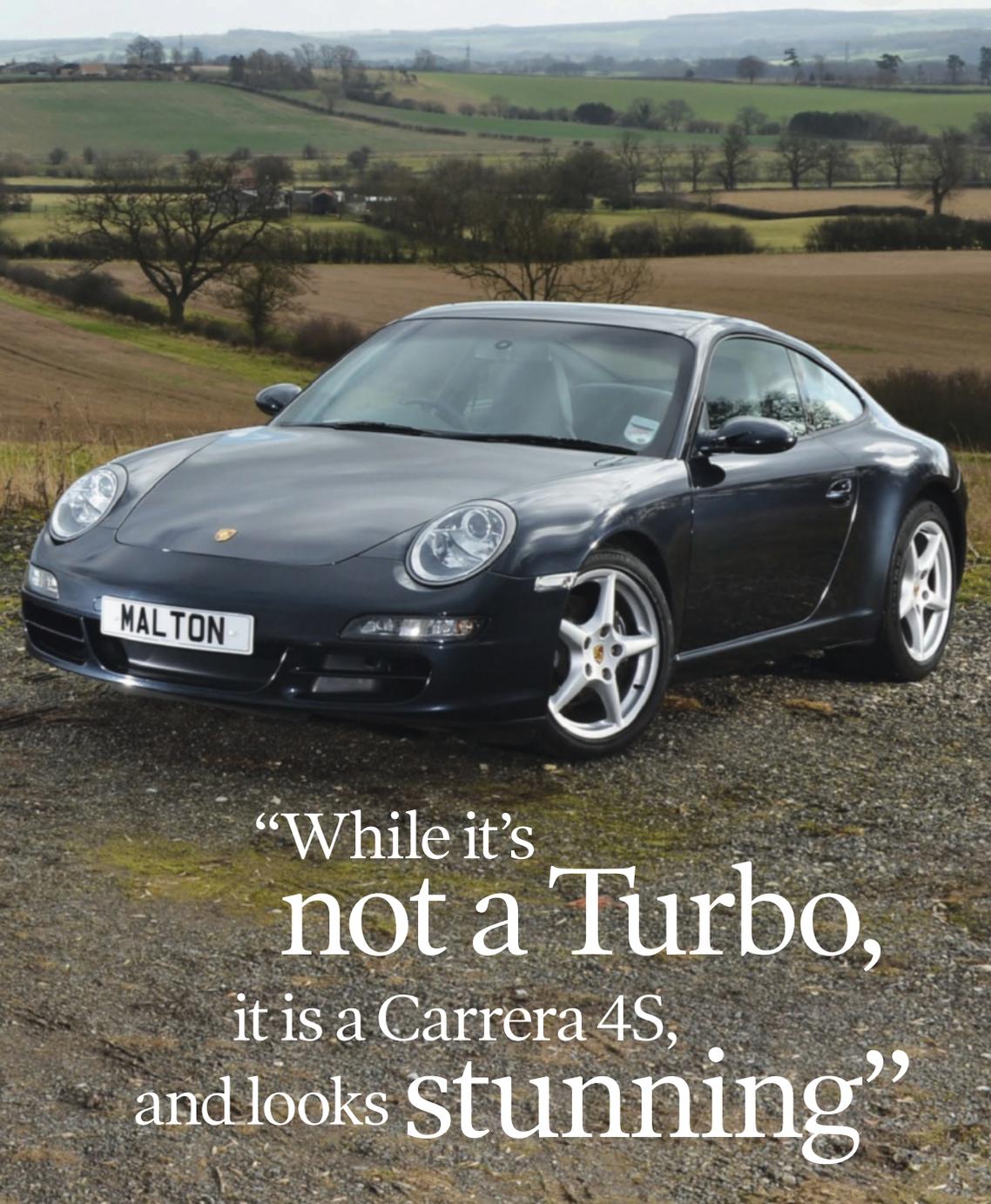
Turbo alloys, but there's no side intakes or rising rear wing. The front end has those contentious headlights, but they are, of course, an improvement over the Gen1 996 items.

In contrast, the 997 brought us back to that rounder headlight style that Porsche aficionados love, with a far cleaner treatment that takes us back to the years of the much-loved 993.

The 996 Carrera 4S engine has a lovely sharp response, too. Heading out, I'm expecting it to feel a

little down on power, as I'm subconsciously sitting in a Turbo surrounding, but it's no slouch, with a very free-spinning engine that's happy to whip all the way around the rev band on the tacho. This car is a Tiptronic, and while I'm not personally a fan, it doesn't blunt the performance when moved across the gate into manual mode. Anticipation on the upshifts is required in manual mode, thanks to a bit of satellite delay between your thumb rocking the switch and the gear actually changing. There's no





“While it’s  
not a Turbo,  
it is a Carrera 4S,  
and looks stunning”

Turbo slingshot of torque, but it’s very satisfying to drive, and the engine note certainly puts a smile on your face.

The Turbo suspension feels poised on smooth roads, but less so on the bumpy Yorkshire B-roads, skipping across small bumps and feeling slightly nervous – a legacy of the chassis’ original objective of big open roads and three-figure speeds. Insist on pressing on over this surface, and you quickly become quite busy, the rebound damping not quite doing the job and the car spending more time off the surface making it quite clear that it’s not happy. On smoother roads lateral grip is superb though, the chassis feeling much more in its element. The Turbo brakes with the red calipers have a very easy time stopping us without ever breaking sweat. We soon roll to a halt, staring out of the windscreen at the profile of the Atlas grey 997 Carrera.

We look at the smooth outline, free from wings,

vents and other body styling, and it’s plain to see why it this generation has become one of the best-selling 911s ever, with plenty of Porsche DNA evident in the styling cues. Open the door, and compared to the 996 the 997 interior is impeccably executed, with nice, sharp angles to the centre console housing quality stitching and a more intuitive interface. Best of all is the driving position. With a far wider range of steering column tilt and rake adjustment, coupled with the optional full electric seats, tall, thin people like myself are provided with enough options to be truly comfortable. Moreover, the under-thigh and lateral support means I can use the steering wheel as an instrument to steer the car rather than having to hang onto it as I slide around in the 996 seats. I can sit lower in the 997, steering set so that I’m able to look over the top of the rim, as I like it. Comfy.

Out onto the same route in the 997 Carrera,

## Market watch: the 25k 911s



### The favourite

For £25,000 you can get a 996 Turbo, with 420bhp from a prized Mezger engine that offers copious mid-range power. Prices have been low, but are recovering.



### The bargain

This lovely purple 993 Cabriolet was sold at the Silverstone Auctions sale at Race Retro. A nice, straight car with a good history, it went for just £20,000.



### The banker

At the same Race Retro auction was a design icon in a Guards red impact bumper 3.2 with whaletail spoiler and black Fuchs alloys. We’ve blown the budget here at £32,000, but park it up, never drive it and you’ll probably be immune to the next banking crisis.

and the advances made in chassis development immediately become clear. Even taking into account the Carrera 4S’s firmer Turbo suspension, the later model car’s damping is significantly better. Those small undulations that caused upset in the 996 are absorbed without drama in the 997. It’s unfair to make a direct comparison, as we’re not comparing apples with apples, strictly speaking, but the biggest single advance in the 997 is in its chassis, steering and overall ride comfort. The six-speed manual in this car has the meatiness that was absent in an equivalent 996 manual change too, making the whole car much more tactile. Drive the two cars back to back, and for every merit of the Carrera 4S you will see another useful feature of the 997. And there’s more: for those willing to succeed the £25,000 mark, there’s also the 997.1 Carrera S to consider.

The black Carrera S in our moving shots has ➔



The 3.8-litre Carrera S leads the way here, but if you're looking for a usable modern sports car on the right side of £25k, a choice between the 996 C4S or 3.6-litre engine 997 Carrera awaits

the newer 3.8-litre engine, producing 355bhp – 30 more than the Carrera. Some useful factory options include PASM, with that Sport button to sharpen everything up, combining the suppleness of the Atlas grey car with the stiffness of the Turbo setup all at the push of a button.

The S may prove too tempting for some, but for that £25,000 price bracket, we must return to the Gen2 996 and Gen1 997: two sports cars that offer vastly different experiences for the same money. Personally, I'd buy the Atlas grey 3.6-litre 997 with manual gearshift. I'd rather use a car, put miles on it and get value from it over a longer term, so the better dynamics and driving position are important to me. You could buy that car with 45,000 miles and run it for 100,000 miles across Europe for a few years and probably sell it for around £10,000. If it remained trouble-free then that could prove to be enjoyable and good-value driving. On the other side, Editor Lee is taken with the shiny Arctic silver, black leather combination and those Turbo-body looks of the Carrera 4S – which, of course, is the whole point of that car.

So which one to buy? Get the 997 and you will have a car with more capable chassis dynamics, a higher-quality, more modern interior and a headlight arrangement that's far more pleasing to

the eye. The manual transmission has better action and overall tactile feel than the equivalent 996, but it hasn't finished depreciating yet, and it's 'just another' Gen1 997, a Porsche produced in bigger numbers than any other 911. The 996 C4S, on the other hand, is relatively rare and has the pleasing visual impact of the Turbo. Running the later model of the 3.6's water-cooled engine should make you immune from many of the reported engine issues, and it's a limited-numbers 911 that in my view will be sucked along in the vortex of the 996 Turbo's price recovery.

It's a good drive on the right surface, visually very appealing and has the potential for low depreciation or even a slight profit. So if you want a daily driver to put significant mileage on, buy the 997. If you're looking for a weekend car then a 996 Carrera 4S has significant potential.

There are other 911 variants available in the £25,000 price bracket, of course, but when it comes to a modern car you can feasibly use every day in style and comfort, don't be surprised if your trail of thought repeatedly returns to the 997 Carrera or 996 Carrera 4S. Opinions will differ between buying the more generously specced 996 or newer-looking 997, but let's face it, it's not a bad headache to have: they're both 911s, after all. **911**



## 997 Carrera: 3.6 vs 3.8

The 997 is the biggest-selling 911 ever, but with well over 20 different models in the line-up, the range can become confusing. Previous 911 models had generally used the 'S' designation to signify the wide body, Turbo-look cars, but in the 997, the wide body is reserved for the Carrera 4. The Carrera S designation in the 997.1 models is used to signify the larger 3.8-litre engine. Confused? We're only scratching the surface. The essential things that would make you pay extra for the 3.8-litre Carrera S are obviously the larger engine, bored out from 96mm to 99mm and developing 350bhp as opposed to 320bhp in the 3.6. The other very significant addition is the Porsche Active Suspension Management as standard, allowing softer damper settings for town driving and a Sports setting for track work. Other changes included 19-inch wheels as standard and larger 330mm discs with red brake calipers. Find a car with the optional Sport Chrono package with sharper throttle responses, and you have a very capable car that's visually not that different from a 3.6-litre 997.



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Written and photographed by **Glen Smale**

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**B**ack in 1973, the world was changing. Russia sent its Luna 21 module to the Moon, the USA launched Pioneer 11 to study Jupiter and Saturn, and the first mobile phone call was made in New York. While these big events made headlines around the world, a relatively small Stuttgart-based motor manufacturer called Porsche was about to launch its own big-news model: the 911 Turbo.

The principle of forcing air into combustion chambers to boost power may seem like an obvious solution to us today, but getting this system working in an efficient and cost-effective manner on a production car in the Seventies was not without its

difficulties. This not-insignificant obstacle might account for the reason why, up to this point, no other manufacturer had really put this technology into practice on a production car – until, that is, Porsche proved it could be done.

The story of turbo power at Porsche started with the 917/10 Can-Am Spyder race car in 1972, which proceeded to pulverise the American series in that year and the next, when the 1,100hp Sunoco 917/30 of Mark Donohue dominated so completely. Of course, development and testing on these race cars would have taken place during 1971 in order for the turbo system to be ready for the 1972 season, so the engineers without question had one eye on a production car application. ➔

## The essential facts

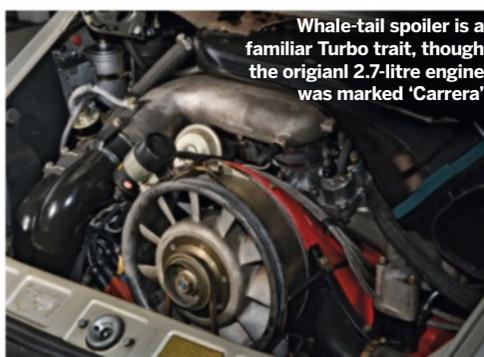
- Chassis 9115600042 is the first turbocharged 911 production car made by the factory
- The first prototype Turbo used a standard 911 Carrera narrow body and chassis
- Initially fitted with 2.7-litre turbo engine, it was later replaced with a 3.0-litre powerplant
- The car was presented to Louise Piëch by the factory on the occasion of her 70th birthday, on 29 August 1974
- The first Turbo features the familiar five-dial dashboard but, uniquely, sports a 10,000rpm race car rev counter

|                           |   |
|---------------------------|---|
| <b>Model Year</b>         | <b>911 Turbo (1974)</b>   |
| <b>Engine Capacity</b>    | 2,687cc   |
| <b>Maximum power</b>      | 240bhp (176kW)  |
| <b>Transmission</b>       | Four-speed manual   |
| <b>Suspension</b>         |   |
| <b>Front</b>              | Independent suspension with wishbones and MacPherson struts; one round, longitudinal torsion bar per wheel; hydraulic double-action shock absorbers; antiroll bar |
| <b>Rear</b>               | Independent suspension with light-alloy semi-trailing arms; one round, transverse torsion bar per wheel; hydraulic double-action shock absorbers; antiroll bar    |
| <b>Wheels &amp; tyres</b> |   |
| <b>Front</b>              | 7x15-inch Fuchs, 205/50/15 tyres  |
| <b>Rear</b>               | 8x15-inch Fuchs, 225/50/15 tyres  |
| <b>Brakes</b>             |   |
| <b>Front</b>              | Ventilated discs 282.5x20, two-piston fixed aluminium callipers   |
| <b>Rear</b>               | Ventilated discs 290x20, two-piston fixed cast-iron callipers   |
| <b>Dimensions</b>         |   |
| <b>Length</b>             | 4,291mm   |
| <b>Width</b>              | 1,775mm   |
| <b>Weight</b>             | 1,195kg   |
| <b>Performance</b>        |   |
| <b>0-62mph</b>            | 5.5 secs  |
| <b>Top speed</b>          | 155mph  |

Following the success of turbo power in competition, it wasn't long before the technology found its way into the realms of the production department, and in 1973 the 911 Turbo prototype was shown at the Frankfurt Motor Show. This was a decade after the introduction of the 911 model at the same show, and a year later the polished Turbo was unveiled in Paris.

Delivery of the first Turbos to customers started in March 1975 – but initially the factory only planned a production run of 500 units. This decision must be seen in context with the times, as at around 65,000 Deutschmarks each, the Turbo cost almost the equivalent of two 911 Carreras, and the automotive world had just been turned on its head by the infamous oil crisis of the previous year. The response of the public to the 911 Turbo was nevertheless overwhelming, and the first batch of 500 cars was sold quickly. A second run of 500 units was commissioned, and before long so was a third. However, long before the early 3.0-litre 930s captured the imaginations and bank accounts of affluent petrolheads, Porsche had built an early Turbo derivative as a birthday present for none other than Louise Piëch.

Unlike later 930 Turbo models, the first Turbo was melded to a narrow body 'Carrera' shell



Whale-tail spoiler is a familiar Turbo trait, though the original 2.7-litre engine was marked 'Carrera'

Louise Piëch (née Porsche) was Ferry's sister and married to Anton Piëch, the one-time head of the Volkswagen factory at Wolfsburg. For Louise's 70th birthday on 29 August 1974, the Porsche factory gave her the very first 911 Turbo to be produced in Stuttgart-Zuffenhausen. The silver car, chassis number 9115600042, was fabricated just prior to the annual August shutdown on 17 July 1974, but as with all Porsche prototypes or racing cars, it did not adhere to production model years.

The early chassis number – with a '911' prefix above it – would appear to support the plans for limited production of the Turbo model that would not require additional expensive chassis and body modifications. However, the series soon took on its own '930' prefix that commenced with the first production cars in 1975 – for example, 9305700001, where the first three digits identify the Turbo model and the '5' refers to the model year.

This early 'Piëch' Turbo has several unique identifying features. Firstly, in support of the plans to produce just a limited number of cars, a standard narrow-chassis 911 Carrera body was used, and the car still wears its 'Carrera' badge on the engine cover. It also sports a rather



ambitious 10,000rpm rev counter that was taken from a race car (both the regular 911 Carrera and production Turbo were fitted with a rev counter that was marked up to 8,000rpm, with a recommended usable limit of 7,200rpm).

However, the most telling feature of this mysterious Turbo lies under the decklid with the 911's powerplant. Unlike the 3.0-litre engine used in the production Turbo on launch in 1975, Louise Piëch's Turbo originally held a 2,687cc turbocharged unit.

The Piëch car's odometer reads 31,999 kilometres too, a sure sign of its past lifestyle, supported by the presence of the Austrian vehicle authorities' autobahn tag on the front right fender, which shows it was registered there for road use in August 1979. The Porsche and Piëch clans have a family home at Zell am See in Austria – no doubt this car was used on a few trips to and from Stuttgart.

When your family name is written on the factory building, it is a little easier to get your new vehicle ordered with the colours and options of your choice, especially if they differ from the standard options list. With this in mind, Louise Piëch selected the McLaughlin tartan interior



Austrian road tag (above) is a sure sign of its past use, though today the first Turbo can be found at the Zuffenhausen museum



finish to match the silver exterior colour – a handsome combination. What's more, this Turbo is accompanied by an official interior colour chart showing the owner's name and date (17 July 1974) of implementation. These early vehicle detail cards were only kept for cars destined for the Porsche and Piëch families, plus other senior company officials or dignitaries, and are stored deep inside the Porsche Museum in Porscheplatz.

Traditionally, the Stuttgart manufacturer adopted a fairly conservative approach to colours and detailing, but the tartan styling applied to the decals running along the bottom of the door of the Piëch Turbo is typical of the Seventies – at this time, Porsche was experimenting with external styling and decoration. In 1973, the 2.7-litre Carrera RS had appeared with some bold scripting along the bottoms of the doors, and in '74 optional 'safety stripe' lettering became available for the luggage compartment cover.

The fitting of impact bumpers in line with US Federal regulations posed more than a few problems for many manufacturers. Porsche designer Tony Lapine set about turning this potential problem into a styling success so as



Chassis number 9115600042 was equipped with a McLaughlin tartan interior, personally chosen by Louise Piëch



not to disturb the styling of the timeless lines of the 911, and it became a feature on all Porsches as of '74. Also, from the 1976 model year (autumn 1975), the 911 received an electrically adjustable, heated and body-coloured exterior wing mirror. However, as the Piëch 911 was produced in '74, this car's mirror has been retro-fitted.

Of course, one of the 911 Turbo's most prominent characteristics is its large rear spoiler. Porsche was the first manufacturer to introduce the concept of a rear spoiler on a road-going sports car when it appeared on the 2.7-litre 911 Carrera RS in 1973. The rear wing was received with mixed feelings at first, as there were those who said it spoils the classic lines of the 911, while others felt it gave the car a more aggressive look. Taking this concept a step further, the Turbo's rear wing two years later was larger, flat and had a polyurethane rim to it – a requirement by the authorities should a passer-by walk into the protrusion and injure themselves on a sharp corner. Today, this wing has developed further in that it now remains submerged in the engine lid for low-speed driving, extending automatically at higher speeds.

Factory records show that in May 1977 a service was carried out on the Piëch 911 Turbo, at which

stage the odometer read 30,500 kilometres. In the following year, Louise Piëch handed the vehicle back to the factory to become part of the Museum collection. Considering the Turbo's odometer reading of 31,999 kilometres today, it is interesting to note that most of the distance travelled by this car was done by Mrs Piëch prior to it entering the Museum's collection in 1978.

Turbocharging was responsible for much of Porsche's success throughout the Seventies as the company sold 2,850 units of the 3.0-litre model (1975-77) and 14,500 of the 3.3-litre model (1978-88). From this first model, the Turbo has expanded over the years to include Targa, Cabriolet and Turbo-look derivatives, as well as powerful versions like the 'Slantnose' cars. On the race track in the Seventies and Eighties, the 934 and 935 models rose to such prominence that they were almost unbeatable, as the victory of the Kremer 935 K3 in the 1979 24 Hours of Le Mans stands testament to.

The Porsche 3.0-litre engine had reached its development ceiling, but turbocharging would open a world of new opportunities for the 911, and from humble beginnings the 911 Turbo has grown into one of the most evocative sports cars in the world. Long may its success continue. **911**



### 'Carrera RS 2.7' in the making (1972)

With the 911 model established in the market, it was time to produce what Porsche called a 'hammer' model. The Seventies were all about colour and radical ideas, but it had been almost a decade since the last road-going Carrera model was in the product line-up. To throw snoopers off the trail, Porsche prepared a squadron of nine standard 911S 2.4-litre cars and fitted them with 2.7-litre engines for testing and development in spring and summer of 1972. Looking like any other 911S without any engine badging, the cars were aimed at a group of enthusiasts who wanted to compete on the track at amateur level. In typical fashion, the Porsche sales department completely underestimated the market response when they decided to sell 500 of these cars, and eventually around 1,580 units were produced.



### 911 Carrera Speedster Study, IAA (1987)

West Coast agent Johnny von Neumann persuaded Porsche's American importer Max Hoffman to get Stuttgart to make a stripped-out, low-cost 356, and the Speedster was born in 1956: a lightened, no-frills version of the 356 aimed at the performance-orientated young buyer. 30 years later, Porsche revealed its 3.2-litre 911 Carrera Speedster Clubsport, a one-off concept car built for the 1987 Frankfurt Motor Show. Based on the 911, the engine produced 231bhp, but the Speedster was 70 kilograms lighter than the Cabriolet and laid out as a two-seater. Intended to be more sport-orientated, the Clubsport featured a top that was hinged behind the occupants, and swung upwards in one piece. While it couldn't be road-registered, the Speedster could. Over 2,000 of these were made in 1989.



### Panamericana Concept (1989)

Based on the 964 Carrera 4 platform, the Panamericana concept represented fresh thinking by Dr Ulrich Bez and Harm Lagaaij. Created by Style Porsche, the Panamericana concept was intended to represent a study in future-orientated thinking, creativity and competence in technology, but such abstract marketing terminology only created confusion. The concept car was presented to Ferry Porsche at the 1989 Geneva Motor Show on his 80th birthday. It was reported that he wasn't impressed with it, but it's fair to say that the Bez/Lagaaij team probably developed it more as a test of the public's reaction than anything else. Looking more like a beach buggy on steroids, the word 'pretty' doesn't instantly spring to mind, but it is an interesting representation of some broad Eighties thinking.



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# Living the Legend

Our band of contributors from around the world share their real-life experiences with their Porsche 911s



Sven's mouth-watering collection of Porsches have been photographed here by Ron Widdeson



'61 356 T5B;  
'73 911E;  
'74 2.7 MFI;  
'75 Carrera  
MFI race car;  
'95 993 RS  
Clubsport;  
2012 991  
Carrera S



**Sven Burchartz**  
Victoria, Australia

**Dates acquired:**  
Various

**blame my mother. In case you've now got a mental picture of me as some kind of latter-day Norman Bates, let me explain.**

My mum lives on Phillip Island in Victoria, Australia, which has one of the best race tracks in Australia, if not the world, and has previously played host to the World Superbike Championship. Until recently, she used to have Superbike teams stay with her, but the small matter of fused spinal discs stopped her, as she could no longer deliver the requisite care to her guests. They still send her tickets, however, and she stays up to watch all the GPs.

It started when I was about four. Mum had a Karmann Ghia that transported her, my brother and me around Europe for about three years until we came to Australia. It was very cool, apart from the fact that I was car-sick for the whole duration!

She has also competed in a tarmac rally in a 911 that her boss lent her. That it ended up in an ADAC navigational rally, which she

won, was incidental. As proof, she gave me her winner's medal in 2007 when I won the local equivalent of the Porsche Cup.

In 1975 I bought my first car magazine, which had an overhead shot of a 930 Turbo on its cover. I worked through my adolescent years trying to put Porsches out of my mind. When me and my mates were picking favourite car makes, I 'opted' for Volvo. Okay, all the good ones were taken, but I was determined to make a positive out of it, so I became an expert on the entire range.

While others had posters of Lambos, I had a burnt orange 240 wagon. It now appears that my mates were taking the proverbial out of me by saying that Volvo was a great choice, balanced by the fact that despite a shaky start, I stayed true to the dream, and since 1997 have had the privilege to drive, race and own quite a few Porsches.

The present portfolio is a bit eclectic, following no particular pattern. They each

represent a moment in Porsche history, and I enjoy thrashing them as much as possible.

Currently, I have a 1961 356 T5B rat rod, 1973 911E, 1974 Carrera MFI, 1975 Carrera MFI race car, 1995 993 RSCS and a 2012 991 Carrera S. I still tell myself that I'm waiting for the market curve to peak, but the truth is I can't think of a reason to sell them.

I'll start with the 356. Raucous, smelly and loud – it's a laugh, basically. It's slammed, with no front or rear bumpers, has five-inch chrome wheels, and a whole lot of bits from Karmann Connection – like a Sebring neighbour-hater exhaust, speedster seats, Plexiglas windows, roll bar and centre bonnet fuel filler.

It's currently at the paint shop getting a matt black paint job, and then it's going back to be reassembled prior to getting a full red leather custom interior. The dash and door caps are also getting the matt treatment, the door winder mechanism is out and leather pull straps in. It's got a 'warm' 912 motor, and stock gearbox and brakes, just

### 1988 3.2 Carrera Cabriolet



**Ben Przekop**  
Georgia, USA

**Date acquired:**  
November 2011



so the concourse judges have something to call a redeeming feature.

At the other end of the air-cooled spectrum is my RS. I had spotted a white 993 Turbo for sale, and was speaking with my finance broker about funding when he mentioned that he had an RSCS for sale. It seemed like a good substitute for the Turbo, with no interior trim, no rear seats, full cage, straight cut gears, race spec motor, solid engine mounts, headers and no heater.

It has received the back-to-metal paint job, I've replaced all of the suspension arms, uprights and brakes, and installed new dampers, all-new under body plastics and a heater. It was once a race car, so I needed to be sure that all was in working order. I took it out for a blast before Christmas at a local race track. Three hours later, I put it on the trailer and took it home. I washed the body, removed some rubber marks, checked the oil and put it back under the car cover. Name another car you can do that with. More on my collection next issue!

**A**t a recent Porsche Club gathering, my friend Jeff Frye said to me, "Hey, that was a really great article on your '88 911, but you left out the most important piece of information: I was the one who told you to buy that car!"

For the record, Jeff was actually the second person who told me to buy the car, the first being close friend David Wilhide, but fair enough, both deserve credit for pushing me into the ranks of vintage 911 ownership. Jeff and David are both avid Concours competitors who have won countless trophies at Porsche Club America

events all around the USA, so when they both told me that this Guards red 911 was a winner, I immediately knew that the decision to buy one was a no-brainer. It is hard to believe that purchase was over two years ago; the time I've owned my 3.2 Carrera Cabriolet has just flown by.

The time of writing this entry marked the first day in 2014 that I was able to put the top down and enjoy driving in the sun-dappled warmth of an early spring day. And as I sped along the twisting country lanes, I smiled and said a silent thanks to Jeff and David, as well as to Rudy, who had taken such good care of this car until it found me. Thanks, guys.



### 1999 996 Carrera 4



**Joel Newman**  
London, UK

**Date acquired:**  
December 2011



**Joel's 996 has just had a comprehensive gearbox rebuild after first emptying it of bearing shards**

**D**espite planning to sell the car and move on to a 996 Turbo, I have had my gearbox rebuilt, and fitted a brand new clutch and flywheel! To whet your appetite, take a look at the gearbox magnet that Sport and Classic removed – it is literally full to the brim with shards of regurgitated bearings! Next month, you will see in glorious detail exactly what happens when you leave a faint gearbox whining for 20,000 miles!

I also started to add up how much I've spent over the past 18 months, excluding the purchase price – when I got to £12,000

I could take no more! I know I have been enhancing the old girl since day one, but I am also aware that it's totally nonsensical. Without ever really intending to, I have managed to fix or replace every single component that wasn't perfect, as well as rejuvenating all the paint, adding Bilstein suspension, OZ Motorsport wheels, EBC brakes, QuickSilver exhaust, carbon induction system, Revo remap and more.

So who wants to own a slice of **Total 911** history? Make me a sensible offer, and I assure you that you will never drive a sharper 996 or have to spend another penny!

**1988  
Carrera 3.2**

**Gina Purcell**  
Oxford, UK

**Date acquired:**  
July 2013

**R**ecently, I mentioned the then-new 911 in our household, a 1988 Carrera 3.2-litre sports car that we named 'Sabine'. At first glance, our two Eighties GP white cars seem similar, yet there's a world of difference between them considering their manufacture dates are separated by just 18 months.

My husband began looking in June last year, but the idea of adding a 911 to his 986 Boxster S hatched nine months earlier. So what drove the driver of a modern and well-balanced icon of mid-engined excellence to fall for the charms of a gnarly, old-school, rear-engined rebel? I sat Al down for an exclusive interview (ahem) with **Total 911**.

"I wanted a car that offered more feedback at the wheel, and delivered more rewards and true feel at any speed, even when doing the daily commute. While the Boxster is great when stringing a series of bends together, it all felt too easy. I wanted something with a greater degree of throttle steer; something that would be an event to drive each and every time.

"It didn't take long for me to decide to settle on the classic 3.2 with a G50 gearbox. I thought about a Carrera 3, but opted for something that would need less remedial work. Before I bought the 911, I had considered replacing the Boxster with a new 981 model, but it didn't seem £40,000 better than my old 986. Then there was depreciation to consider, and with air-cooled 911 values rising, I decided to buy."

So Al roped me in to help him select a prime candidate to be Wolfi's girlfriend. Having fallen into most of the bear traps myself with four 911 purchases, I was intent on being hyper-critical of any prospective buy. Some folk spend months looking for



Sabine (left) is the latest 911 purchase for Gina's household



the right car, but a good one popped up quite quickly. It arrived in the Pistonheads classifieds, having only passed through a few owners' hands, with a recent one having spent a lot on keeping the car looking fresh.

Al and I spent several hours on one hot afternoon poring over the paperwork, as well as over and under his car (coincidentally, there was a bill for rust repair and paint in the sills and engine lid. The guy who did the work was in the middle of restoring and painting Wolfi at the time! It's a small world). But it was worth it. You know the indefinable feeling you get from both owner and car, the one that tells you everything is basically sound?

Yeah, that's the one, with all the tingles and goosebumps. The deal was done, subject to the usual professional inspections.

Sabine was bought for £17,500 – in today's market it would be priced from £22-25,000. Needless to say, Al is a very happy bunny. Whenever we drive somewhere in convoy with Al in front, pedestrians stop and stare at Sabine's retro curves, sexy black Fuchs wheels, stone guards and whailetail. Wolfi barely gets a look in!

It's going to be interesting comparing the two cars over the long term as, despite appearances, you just know they're as similar as chalk and cheese!

**2005 997  
Carrera S**

**Chris Wallbank**  
Leeds, UK

**Date acquired:**  
November 2012

**T**his month's highlight was a great Sunday drive with the Supercar Driver club, whose existence I was made aware of by the owner of a Porsche I shot for a feature. From what he told me it sounded like a great club, with a bunch of like-minded people, with events and road trips every month!

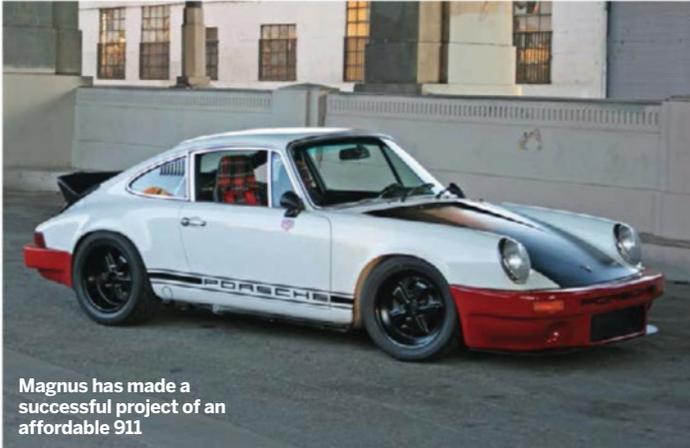
I phoned the club's founder, Adam Thorby, to find out more, and he invited me to their next meet, which involved driving from the outskirts of Sheffield over the Snake Pass to Manchester.

At 8am on a crisp February morning, we met at a pub near the start of the Snake Pass, where we were joined by another 20 members. There was an amazing variety of cars, ranging from a Lamborghini Aventador to a 997 Turbo S!

We ended up in between an X50 996 Turbo and the 997 Turbo S. Although our 997 4S put in a good effort, we couldn't quite keep up with either, but seeing the characteristics of each 911 model round corners – ours being lowered by Eibach springs – was fun. After an adrenaline-fuelled drive we arrived in Manchester, where we spent hours chatting to various owners.

All in all, we had a really good day. My co-pilot Joe and I enjoyed it so much that we both signed up for membership, and we're especially looking forward to the tour of Scotland in May. If you're looking to join a club with a huge variety of road trips and events then I suggest looking at [www.supercardriver.com](http://www.supercardriver.com) or emailing [adam@supercardriver.com](mailto:adam@supercardriver.com).





Magnus has made a successful project of an affordable 911



## 1978 911 SC



**Magnus Walker**  
Los Angeles, USA

**Date acquired:**  
November 2013

I have completed my slide down the Porsche light-restoration slope on my '78 SC. As I stated last month, my goal was to build a car that answers some of the many emails I receive about what an affordable Porsche is for first-time buyers.

First I removed the front portion of the bolt-in cage, the side rocker panel covers and whaletail, then installed the ducktail. I kept the body white, and had my paint guy Jose rework the front fibreglass RSR-inspired bumper. The car then received a race-inspired three-colour paint scheme – I'm a fan of the multi-colour look.

One of the most distinct features of the car is the seats, a mismatched set of used

Corbeau cloth bucket race seats. One came with the car, and the other I bought used. I took some leftover Tartan fabric, stripped the seat covers and replaced the centres, topped off with fresh Sparco seatbelts.

The addition of a resprayed knee guard, door panels, tartan door pull straps, handles and a Momo steering wheel finished the interior. The exterior got a set of used Valentoni mirrors that replaced the Original Flag Mirrors, along with an R Porsche side decal.

So far I am enjoying a new driving experience, having put little over 200 miles on the car since its completion. Only time will tell whether I can bear to leave it alone...

## 2005 996.2 GT3



**Ben James**  
Kent, UK

**Date acquired:**  
March 2012



Brands Hatch proved to be a good testing ground for the GT3

Last month we went to Brands Hatch for another trackday. I took my Mazda MX5 along, so both my dad (in the GT3) and I were on the track at the same time. It was interesting comparing the two setups – the Mazda has some expensive coilovers for track use, yet failed to perform as well as the 911's suspension on the track!

The difference between the two was a testament to the suspension and damping on the 911. Despite having smaller ground clearance, it would never bottom out, while the Mazda would brush its underside against the tarmac on Paddock Hill.

Another corner (Surtees) is a fast sweeping bend with a bumpy inside curb, which at high speed would unsettle the MX5 and cause 'bounce' on the exit. This is common in many cars – their dampers can't handle it. This wasn't the case with the GT3, however, and it just goes to show what a great setup the GT3 has. If the parts are in good condition then the GT3 has more than enough performance on the track.

One thing we noticed was that the Michelin PS2 tyres resembled chewing gum after a number of laps, so we now have Yokohama ADO8s fitted. I'll let you know how these perform after another trackday.



## 2006 997.1 Carrera 4S

**Maxie Islam**  
Stevenage, UK

**Date acquired:**  
August 2010

Just £200 to cover my Carrera 4S! March is insurance time, and it was once again onto the comparison websites. My renewal quote came through from my existing insurer for £455 – pretty much the same as last year. However, as many comparison websites have my details from past searches, they sent me many quotes beginning with '2' – a far cry from the £1,000+ for my Targa 996.

I know cheap doesn't always mean best, but there's a reason why there are more expensive quotes. You see, my insurance is bog-standard basic; I don't want a hire car if mine is off-road, and I don't want tyre insurance. What I did opt for was legal assistance and lost keys cover. The latter is £9.99, and covers you if you lose your keys. My final quote came to £240, including a £250 compulsory excess, £300 voluntary excess and driving limited to 6,000 miles – a saving of over £200. I also got a reasonable quote for my second car with the same broker.

Other than that, not a lot has been happening. In case you hadn't noticed, the year has started off with record amounts of rainfall, and even though the car has four-wheel drive, I am loathe to take it out, especially considering that there is no undertray to protect the engine from the elements like on a 993 or 964, and that rain may cause the PSE vacuum valves to rust and seize up.

Spring is fast approaching, and I am looking forward to drier weather and, of course, organising some drives with the 911uk.com forum. As ever, if you're not a member of this, then sign up – it's free – and the amount of knowledge available across all 911s – including 997s – is insurmountable.



**2003 996 Turbo**  
**Ray Chandler**  
Surrey, UK

**Date acquired:**  
August 2011

**D**are I use the F-word in **Total 911?** Let me explain. A good friend of mine has a notion of acquiring a Ferrari 360 Modena, but would a 997 Turbo be a better buy?

A 2000 F360 manual with 20,000 miles on the clock costs around £46,000, while a 2007 Gen1 997 Turbo with four-wheel drive and 33,000 is just under £50,000. As for the transmission, the F360 is a manual, and its clutch life 15-20,000 miles. The 997T comes with Tiptronic transmission rather than PDK. But Tiptronic does have benefits, as the engine is less likely to be over revved or blipped. The F360's engine, on the other hand, can suffer from both.

Comfort is good in both, but space in the F360 is at a premium, making weekend trips a problem. The 997T will take a suitcase and more, which still leaves the back seat to fill. Passenger accommodation in the F360 is a definite two and no more, while the 997T will take a passenger up front and two children in the back, or at least a third adult.

As for servicing, the F360 costs £500 every 6,000 miles and double that at 12,000, and a new cam belt costs a further £500. New front suspension front hub ball joints may be needed, as they are deemed a 'wearing' item. If we look at a 997T then a minor service at 20,000 miles is £500 and a major service on reaching 40,000 is £1,300.

I'd still choose the 997T. It is durable and copes with day-to-day driving, but is always ready to play supercar. The F360 has high emotional appeal due to its looks and sounds, but in terms of practicality the 997T wins.



**2011 997 GT3 RS**



**Tony McGuinness**  
San Diego, USA

**Date acquired:**  
February 2011

**P**orsche events in Southern California always come with a surprise. When a 2011 GT3 RS 4.0 and my 2011 3.8-litre GT3 RS turned up together at a recent Porsche event in sunny San Diego, they created quite a commotion. The 4.0 is number 239 of 600 – the ultimate RS collector's car. At a scorching 500bhp, this was the last of the 997 cars to come off the production line before the 991 was introduced. All 600 sold out quickly, with only 126 coming to the USA.

Jessie Menczer – the owner of the black 4.0-litre 997 GT3 RS – and I discussed the differences between my 2011 3.8-litre GT3 RS and his rare 2011 4.0-litre GT3 RS. When Porsche decided to end the run of

the 997, they went out with a bang. With dive planes on the front fenders and a rear wing emblazoned with 'Porsche', it's a staggering motorsport-inspired car.

With most of these 911s being hidden away by collectors, its price is going through the roof. Therefore, it isn't often you get to see one of these extraordinary 911s. Jessie's car has nearly 8,000 miles on it, making it possibly one of the highest-mileage 4.0-litre machines in existence. An experienced track driver, Jessie also has one of the fastest lap times at Laguna Seca: 1:33.1.

Jessie believes in driving it as much as possible, and by bringing it out to this event with my GT3 RS he made it one of the most enjoyable gatherings of Porsche 911 enthusiasts so far in 2014.



**1972 911T**



**Kris Clewell**  
Minneapolis, USA

**Date acquired:**  
February 2012

**T**he concept of 'while you're in there' can spin out of control; there are many things to do to a 911 engine while you're in there.

Some of you may remember a 911 SC I rebuilt a few years ago. It looked great – the only problem was that it drove the same as before. It sounds petty, but I don't think I'll ever own something stock. It's not about speed; it's about crafting and making something truly mine.

In 1984, Porsche increased the stroke for the Carrera, making it a 3.2. I planned to increase the compression for a short-stroke, high-compression 3.2 motor with a nice set of cams. I pulled the engine out in 2013 and began the long road of trying not to screw everything up.



**1979 930 3.3**



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Date acquired:**  
May 2012

**I**t's summer in Rio, with temperatures exceeding 40 degrees Celsius, and it's in this heat that my engine stopped working after being held up for over an hour.

Brazil is a tropical country with traditionally blended gasoline and ethanol, along with poor-quality surfaces compared to other countries. This combination means that my car requires much more attention by way of maintenance. Moreover, obtaining parts isn't easy, necessitating me combing the internet. The only problem is that you can't import tyres for some reason. These circumstances mean I have to take great care of my 930, but I'm happy – after all, I'll keep it forever.

## 1982 SC Targa



**Sean Parr**  
Harpenden, UK  
**Date acquired:**  
November 2013

**T**he words of the seller were ringing in my ears: "Don't lock the passenger door or you'll be locked out!" I had a non-matching passenger door lock, broken driver's door trigger and busted door handle on the inside of the passenger door.

I found a website called [www.porschedoorhandles.com](http://www.porschedoorhandles.com) (yes, really), which contained instructions for pulling the door trim off, as well as how to strip the exterior door handle and replace the trigger. I got a new handle off eBay and an interior one from Nick Moss at early911, and started pulling the door apart. I also trimmed the grommet where the door 'snib' was sticking, as it was incredibly hard to lock the door.

I'd sorted the locking, but still had no heating. My 1982 has Autoheat, which wasn't connected. I wired it up and it seemed to make the fan run, so assuming Autoheat was broken, I found a new one. When it arrived I wired it up, only to be met with the same thing. Hours of searching internet forums later, and it seemed that the best thing would be to backdate the system, remove Autoheat and get a new lever system. The only problem was that my stubby lever didn't seem to make any difference, as my



Sean's had a busy month with his SC, replenishing the door locks, heating, and Targa roof

Bowden cables, which connect the lever with the delightfully named flapper boxes, had melted. So after fiddling around under the car I gave it to my mechanic, who jerry-rigged the flapper boxes open so that I could get some heat into the car.

The car was now warm, but the noise from my roof was pretty loud. Foolishly, I purchased a new Targa cover. Bartons in Luton did a great job, but it was now even louder. This led to further issues, as one of the previous owners had tried to make it all

fit, allowing the windows to start higher up the door and pushing them past the seal at the top. Anyone who worries about how tiring a sports exhaust system can be has nothing to worry about compared to the racket an ill-fitted Targa roof can make. Hopefully by my next instalment I'll have a new header seal.

The next time anyone tries to tell you that an SC Targa is 'just' a cheap entry into a 911, ask if they have driven one. Mark my words, everyone will be 'forward-dating' their old-fashioned long hoods to SC spec in no time.

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STATS INSIDE**  
Full details of every 911, including classics, can be found in our data file, beginning on page 88



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you're looking for**

Our Premier Porsche section mixes 911-related facts and information with advertisements from top Porsche suppliers around the world. To help you navigate through the section, we've colour-coded the tabs below.

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Porsche Center  
Dubai

# OPC DUBAI

Total 911 goes behind the scenes at the top-selling OPC for the past nine years

Written and photographed by **Steve Hall**

POA



Dubai looked very different in the early Nineties. Back then, the Sheikh Zayed road, which runs the length of Dubai, was bordered largely by desert and the occasional palm tree, with a few hundred metres of sand separating it from the sea to the west. The buildings were rather sparsely distributed and modestly sized by the standard of today's thriving emirate.

In much the same way, Porsche is a dramatically different-looking company to that of the early Nineties. 1993's 993 was launched on a shoestring by today's standards, and the balance sheets made for grim reading. Contrast that to the 2012 Porsche, which generated \$2.4 billion (£1.45 billion) from 143,000 sales and claims the highest profit per unit of any volume car maker on the planet. As transformations go, it's as impressive as the evolution of the Dubai skyline.

So it makes sense that these two fiscal powers should make for happy bedfellows, and the local population would seem to agree, for the Dubai OPC - Al Nabooda Automobiles - has held its position as the top-selling Official Porsche Centre in the world for the last nine years. Not bad for a city of just over

2 million inhabitants, although the average salary here is more penthouse flat than semi-detached.

When the Dubai Printing Press was formed over 50 years ago, the success of the company would probably have seen the boss ordering himself a Porsche (had they been available then!). Fast-forward to 2014, and the company has evolved into the Al Nabooda Group, a hugely diverse and successful operation with interests in real estate, civil and marine engineering, printing, and automobiles, to name just a few. Established in 1976, Al Nabooda Automobiles have vast dealerships for Audi and Volkswagen as well as Porsche - keeping it in the family, you could say.

The expansion of the Porsche side of the business has been as impressive as the inexorable rise of Dubai itself, with the main OPC now supplemented by two separate service centres away from the main city and bespoke premises keeping the pre-owned Porsche away from the new. The ample new car showroom sits a few metres from the Sheikh Zayed road on the western side, in the shadow of the world's tallest building, the 830-metre Burj Khalifa. Not your normal view from an OPC, but then this is far from your normal OPC altogether.

The key lies in that figure we alluded to earlier - Al Nabooda Porsche Dubai holds the honour of the top-selling individual Porsche outlet globally for the last nine years, and only the resurgence of the Far East might affect that, with the Hong Kong OPC understood to be in line to snatch the record. Come what may, it's a hugely impressive performance and reflects just how successful - and popular - Porsche is in the UAE. Exact figures were not given (discretion in business being highly valued here), but chatting with some of the sales team suggested a figure over six cars per day isn't wide of the mark, based on a six-day week, and taking into account public holidays, that's well over 1,800 cars a year.

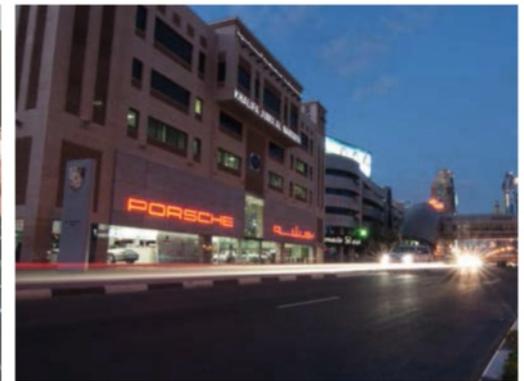
Driving around the UAE - Dubai in particular - it's not hard to believe. You see many Porsches cruising around, and while this may be partially reflective of the amount of folks with the required disposable income, it's not as though there's a lack of choice when debating how to splurge the end-of-year bonus. Porsche has made its mark here.

In a country where fuel is cheaper than water and premium cars are used to commute to the office (where vast underground car parks facilitate the lifestyle), the Cayenne is by far the most popular





**Cayennes and Panameras prove the most popular buys at Dubai's OPC, but a vast array of 911s still make sale, where the Coupe variant remains king**



## “Dubai OPC has held its position as the top-selling Official Porsche Centre in the world for the last nine years”

model. This is hardly a surprise, given that the Cayenne outsold the 911 by almost three to one globally. What we do see is the European trend for diesel taking a back seat – many of the Cayennes (and Panameras) which roll out of Al Nabooda will sport V8 power, and most will be augmented by Turbos. Given the fuel prices, I'd do the same.

So where does this leave the evergreen 911? The third most popular Porsche ordered here (just behind the Panamera), and therefore the top-selling, top-level sports car. That's reflective of the global trend too, only more so; you won't travel far before spotting that ubiquitous glasshouse. And chances are it will be a hard-top – it's easy to imagine that with only five days of rain per year, a convertible would be the natural choice, but in reality the sunshine is too harsh, and most prefer to take refuge in their air-conditioned cocoons.

By far the most dominant colour choice is white; another choice driven by the local climate, and

thankfully one that graces the shape of a modern Porsche beautifully. I may well be thinking of the stunning white 991 GT3 sitting in the customer collection bay as I write that. Colour choice, then, follows the European trend, with the silver-grey-black colour pallets all proving to be popular. Shouty reds and yellows are less common, and are found mainly on the sports models, with the same philosophy applied when selecting interior colours. Speed bumps may be abundant in the residential areas here, but that doesn't stop most buyers opting for the largest and most expensive wheel options. With many of the roads built or resurfaced in the last decade, the trade-off in ride quality here is largely inconsequential.

Otherwise, the options list sees just little more indulgence than a typical Euro-spec car, but perhaps not the tick-every-box approach that you might expect. Wealthy, yes, but discerning with it, and it's an essential part of Porsches success, with

### Company profile

- **Owner:** Al Nabooda Automobiles
- **Location:** Al Quoz Industrial Area 3, Dubai
- **Most popular Porsche sales:** Cayenne S
- **Most popular 911 hue:** Carrera white
- **Did you know?** Al Nabooda Automobiles regularly goes racing with a two-car team in the Porsche GT3 Cup Challenge Middle East. Owned by Porsche Centre Dubai, Al Nabooda Racing has been in competition since 2005, winning the Gulf Radical Championship for the first two seasons with long-standing driver Karim Al Azhari. The team also went on to secure successive GT racing titles in the UAE in 2007 and 2008.

### Contact

- **Website:** [porsche.com/middle-east/dubai](http://porsche.com/middle-east/dubai)
- **Telephone:** +971 4 371 6700



11,609 cars delivered across the Middle East and Africa region, figures which show Dubai's 14 per cent growth in 2013 contributed over ten per cent of the region's total sales. With more 911 derivatives to come – and the Macan recently launched – we won't be surprised to see the Dubai OPC back at the top of the sales charts in 2014. **911**

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**PORSCHE 997 - TURBO, GT2, C2S, C2**

**2012 - 991 C2S PDK COUPE (GUARDS RED) 14,000 Miles**  
3.8L, Black Leather Interior, PDK Gearbox, PSM, PASM, PCM, Sat Nav, BOSE Sound System, Sports Exhausts, Embossed Leather Headrests And Wheel Crests, Porsche Vehicle Tracking System, Bi-Xenon Headlights, 20" Alloy Wheels, Porsche Warranty.

**2008 - 997 GT2 CLUB SPORT (GUARDS RED) 11,000 Miles**  
Carbon Interior Pack, Black Leather And Alcantara Interior, Original Rollcage Fitted, Alcantara Roof Lining, PASM, PCM, Sat Nav, Sports Chrono Pack, Xenon Headlights, Ceramic Brakes With Yellow Callipers, 19" GT2 Alloy Wheels With Michelin Super Cup Tyres, Full Porsche Service History And 2 Sets Of Keys, Outstanding Condition.

**2009 - 997 TURBO CABRIOLET MAN (BASALT BLACK) 27,000 Miles**  
Full Black Leather Interior, PSM, PCM, Sat Nav, BOSE-CD Changer, White Dials, Sports Exhaust, Chrono Package Plus, Multi Function Steering Wheel, Xenon Headlights, 19" Gen II Turbo Alloys, Full Porsche Service History.

**2008 - 997 TURBO CAB TIP S (MACADAMIA BROWN) 34,000 Miles**  
Macadamia Metallic, Sand Beige Full Leather Interior, Sport Chrono Pack, PCCB Porsche Ceramic Composite Brakes, BOSE Sound System, PSM, PASM, PCM, Sat Nav, Porsche VTs System, Xenon Headlights, 19" Turbo Alloy Wheels, Only 2 Previous Owners, Full Porsche Service History, Recent Major Service.

**2007/56 - 997 TURBO COUPE TIP (ATLAS GREY) 43,000 Miles**  
Sports Chrono, PASM Active Suspension, PSM, PCM, Sat Nav, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking Sensors, 19" Turbo Alloy Wheels, Full Porsche Service History.

**2009/58 - 997 C2S COUPE PDK (GEN II) (MIDNIGHT BLUE) 32,000 Miles**  
Full Grey Leather Interior, PDK Gearbox, Sports Chrono Plus, BOSE Sound System, Sports Mode, PSM, PASM, PCM, Sat Nav, White Dials, 19" Turbo S Alloy Wheels, Xenon Headlights, Full Porsche Service History.

**2006 - 997 C2S CABRIOLET TIP (SILVER) 22,000 Miles**  
Full Metropole Blue Leather Interior, PSM, PASM, PCM, Sat Nav, White Dials, 19" Carrera S Alloy Wheels, Xenon Headlights, Original Wind Deflector, Full Porsche Service History.

**2006/55 - 997 C2S COUPE TIP (ARCTIC SILVER) 33,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, CD Changer, Multi Function Steering Wheel, White Dials, Sports Exhaust, Climate Control, Xenon Headlights, Sunroof, 19" Carrera S Alloy Wheels, Full Porsche Service History.

**2007 - 997 C2 COUPE MANUAL (BASALT BLACK) 32,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, CD Changer, BOSE Sound System, White Dials, Climate Control, Rear Park Assist, Xenon Headlights, Full Porsche Service History.

**2005/54 - 997 C2S COUPE TIP (ARCTIC SILVER) 59,000 Miles**  
Grey Leather Interior, PSM, PCM, Telephone, Computer, BOSE Sound System, CD Changer, Sunroof, 19" Carrera S Alloy Wheels, Rear Park Assist, Full Service History.

**PORSCHE 996 - GT3, TURBO, C2**

**2004 - 996 GT3 (ATLAS GREY) 30,000 Miles**  
Comfort Specification, Full Black Leather Interior, Porsche Crested Sport Bucket Seats, Guards Red Seat Belt, Porsche CD Player And Radio, 18" GT3 Alloy Wheels With Coloured Crested Wheel Centres, On-Board Computer, Only 2 Owners From New, Recently Fitted Tyres, Full Porsche Service History.

**2004 - 996 TURBO CABRIOLET TIP (BASALT BLACK) 53,000 Miles**  
Full Black Leather Interior, PSM, PCM, Sat Nav, Cruise Control, BOSE Sound System, Climate Control, Xenon Headlights, 19" 997 Turbo Diamond Cut Alloy Wheels, New Tyres All Around, Full Porsche Service History.

**2004 - 996 TURBO CABRIOLET TIP (BASALT BLACK) 67,000 Miles**  
Full Black Leather Interior, PSM, PCM, Sat Nav, Cruise Control, BOSE Sound System, Climate Control, 19" 997 Turbo Diamond Cut Alloy Wheels, Xenon Headlights, New Tyres All Around, Full Porsche Service History.

**2004 - 996 TURBO COUPE TIP S (ATLAS GREY) 53,000 Miles**  
Full Black Leather Interior, PSM, PCM, Sat Nav With Full Set Of DVDs For Europe, BOSE Sound System, Cruise Control, Rear Parking Sensors, 18" Turbo Alloys With A Set Of New Tyres, Full Porsche Service History.

**2002 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 Miles**  
Mid Grey Leather Interior, PCM, PSM, Sat Nav, Telephone Module, BOSE Sound System, Sunroof, White Dials, Computer Climate Control, Xenon Headlights, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

**1999 - 996 C2 CABRIOLET MANUAL (BASALT BLACK) 63,000 Miles**  
Black Leather Interior, PSM, Electric Windows/Mirror, Climate Control, Hard Top, Full Service History, Low Number Of Keepers, Many More Extras.

**PORSCHE 993 - TURBO, C2, TARGA, CARRERA**

**1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles**  
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio and Single CD Changer, Yellow Seat Belts, Sunroof, Rear Wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, Full Service History.

**1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles**  
Grey Leather Interior, Wood Package, Electric Sunroof, Sports Seats, Cruise Control, Upated Becker CD Player, Bluetooth, Speakers, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

**1996 - 993 C2 TARGA TIP 'VARIORAM' (TURQUOISE) 83,000 Miles**  
Marble Grey Leather Interior, Electric Glass Targa Roof, Electric Seats, Electric Mirrors, Porsche Stereo, Air Conditioning, Rear Wiper, On-Board Computer, 17" Targa Alloy Wheels, Full Specialist Service History.

**1996 - 993 C2 COUPE TIP (ARENA RED) 73,000 Miles**  
Black Leather Interior, Part Electric Sports Seats, Sony Radio Player, Sunroof, Climate Control, 17" Alloy Wheels, Full Main Dealer And Porsche Specialist Service History.

**1994 - 993 CARRERA COUPE TIP (BLACK METALLIC) 73,000 Miles**  
Black Leather Interior, Kenwood CD Player And Radio, Sunroof, Rear Wiper, Electric Windows/Mirror, Factory Fitted Alarm System, 17" Alloy Wheels, Full Main Dealer And Porsche Specialist Service History.

**1994 - 993 C2 COUPE TIP (BLACK) 92,000 Miles**  
Black Leather Interior, Upated Becker Radio System, 17" Alloy Wheels, Central Locking With Immobiliser, Full Service History, Extremely Comprehensive Service History. (Spare Key, Old MOTs And Tax Discs, Original Manuals, etc)

**1994 - 993 C2 COUPE TIP (BLACK) 99,000 Miles**  
Marble Grey Leather Interior, Sunroof, Becker Radio, Electric Seats, 17" Alloy Wheels, Full Porsche And Specialist Service History (Just Been Serviced).

**1987 - 930 TURBO COUPE MAN (BLACK METALLIC) 140,000 Miles**  
Deep Plum Leather Interior, 3.3L Engine, KKK27 Turbo, Alcantara Headliner, Full Climate Control, Upated High End Sound System, Upated Bi-Xenon Lights, Original 16" Fuchs Alloys With New Continental N1 Tyres, Full Service History With Invoices And Photographs Documenting The Full Restoration. Concours Condition Throughout.

**1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles**  
Iris Blue Metallic, Full Beige Interior, Manual Gearbox, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Softtop, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

**1984 - 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles**  
Black Leather Interior, Manual, Sunroof, Electric Mirror/Window, Factory Fitted Air Conditioning, Factory Fitted Alarm System, Fully Documented Service History, Rust Free, Accident Free And Finance Free.

**PORSCHE BOXSTER S**

**2006 - BOXSTER (987) 2.7L TIP (BASALT BLACK) 30,000 Miles**  
Full Black Leather Interior, PSM, BOSE Sound System, CD Changer, Full Leather Seats With Electric Adjustment And Heating, Xenon Headlights, 19" Carrera S Alloy Wheels, Full Official Porsche Service History, Two Previous Owners Only.

**PORSCHE PANAMERA**

**2010 - PANAMERA 4 TIP (CARBON GREY) 25,000 Miles**  
4.5L V8 Engine, BOSE Sound System, Sat Nav, PCM Unit, Active Suspension, Parking Sensors Front and Rear, Heated Seats, Multi Function Steering Wheel, Xenon Headlights, 22" Alloy Wheels With New Tyres, Foldable Tow Hook, Very Good Service History, One Previous Keeper.

**FERRARI - MODELS FROM 1967 +**

**2006 - F430 SPIDER V8 MANUAL (TITANIUM SILVER) 28,000 Miles**  
6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo With A Telephone Module, Manettino With Sports And Track Settings, Climate Control, Ferrari Crested Headrests, Full Ferrari Service History.

**2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles**  
Full Nero Black Leather Interior, HGTC Package, Sports Exhaust, Ferrari Ceramic Brakes, Second Generation Sat Nav, iPod Connection, USB Connection, CD Changer, Enhanced Sound System (BOSE), Nero Daytona Seats, Tyre Pressure Monitoring System, Xenon Headlights, Climate Control, Tracker System, 18" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

**2005 - FERRARI F430 SPIDER V8 MAN (NERO BLACK) 18,000 Miles**  
Crema Leather Daytona Seats With Black Stitching, Ferrari Becker CD Player And Radio, Electric Seats, Carbon Pack, Climate Control, New Ball Joints All Round, 18" Ferrari F430 Alloy Wheels, Full Ferrari Service History, Just Been Serviced.

**2003 - 360 SPIDER F1 (GRIGIO SILVER) 28,000 Miles**  
Black Leather Interior, Sat Nav With DVD, ASR Sports Mode, Electric Seats, Upated Radio And 6 CD Changer, Climate Control, Ferrari Service History, Two Previous Keepers.

**1998 - 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles**  
Navy Leather Interior, Sat Nav With DVD, ASR Sports Mode, Electric Seats, Upated Radio And 6 CD Changer, Climate Control, Ferrari Service History.

**1996 - F355 SPIDER MANUAL (GIALLLO MODENA) 28,000 Miles**  
Giallo Modena Yellow, Full Nero Black Interior, Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, Air Conditioning, 18" Ferrari 355 Alloys, Full Service History, Recently Serviced, This Car Has Been Known To Us For A Period Of 5 Years.

**1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles**  
Black/Red Leather Interior Red Carpets, Climate Control, "Ferrari Classiche", Full Continuous History, Superb Provenance, 3 Owners From New.

**1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles**  
Full Black Leather Interior, Detailed Restoration History, Original Build Sheets, Sales Invoice, Tool Kit, Wallet, Hand Books, Numerous Concours And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos Showing The Repair And Work Done By Ferrari, Exceptional Condition Throughout.

**CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY, PGO, LAMBORGHINI, MERCEDES**

**1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles**  
1 Of 26 RHD Lightweight, Black Leather, Black Metallic Coachwork With White Stripes Full Black Leather Interior, Absolutely Stunning Condition, Very Rare With Approximately Only 26 Vehicles Manufactured.

**1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)**  
1600cc Signal Red Coachwork, Soft Beige Leather Interior, Left Hand Drive, 4 Speed Manual, Recent Restoration To Concours Standard, Eligible For Many European Events.

**1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles**  
Automatic Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

**1962 - JAGUAR 'E' TYPE ROADSTER 3.8 (OPALESCENT SILVER BLUE)**  
Black Leather Seats With Navy Blue Carpets, Series 1, Refurbished By One Of The UK's Most Renowned E-Type Specialists, Restored To Concours Level, Manual, Aluminium Centre Console, Soft Top, Chromed Wire Wheels, Restoration Work Fully Documented.

**1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)**  
Grey Leather Gurney Nutting Coachwork, 1 Owner In 40 Years, Extensive History, A True Classic Completely Original Throughout And Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting, Chassis Completely Original Throughout.

**1935 - BENTLEY DERBY 3.8L SALOON**  
A True Classic, Completely Original Throughout and With a Very Well Documented History. Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP, Date Of First Registration: 30.08.1935, Had A Bare Chassis Restoration, Rebuilt To The Highest Standard. The Restoration Took Over 5 Years.

**2010 - PGO BUGGY - 500 RCN PGO BUGRACER (White) 700 Miles**  
Original PGO Buggy, Powered by a 500 cc Motorbike Engine, Steel Tube Frame, Right Hand Drive, Road Legal, LCD Dashboard, Locking Differential, Hand Brake Reverse.

**2008/57 - LAMBORGHINI GALLARDO SPYDER (BLACK) 21,000 Miles**  
Interior In Nero Leather With Yellow Stitching, 19" Lamborghini Crested Alloys With Yellow Callipers, Satellite Navigation, Full Electric Seats With Lamborghini Crests And Yellow Piping, Tracker Fitted, Bi-Xenon Lights, Full Official Lamborghini Service History, Recently Serviced, New Lamborghini Continental Tyres Fitted, An Immaculate Example.

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established 1952



**911 PREMIER PORSCHE**

# Data file

## Definitive facts and figures for every 911 model from 1963 – present

Welcome to the **Total 911** data file, the definitive verdict to assist you in the world of 911s. All data here has been compiled, where possible, from Porsche's own figures. The cars are organised in rows according to release date beginning with the very first model, the 901 in 1963, right up to today's latest 991. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Data here has been provided from the Coupe variants unless stated.

**Ratings: ★★★★★**  
Each model is rated according to performance, handling, appearance and desirability. Do you agree? Tell us your thoughts: [editorial@total911.com](mailto:editorial@total911.com).

**ULTRA RARE** You'll be lucky to see one on the road.

**GREAT VALUE** Provides a generous dose of 911 for your money.

**INTRO 911** An ideal first 911 – affordable and largely trouble-free.

### Sales debate: Have inflated 991 GT3 prices had a knock-on effect on 997 GT3 values?



As you will have seen recently on **Total911.com**, second-hand 991 GT3s are commanding vast values in the classified listings. Combined with the large waiting list for the current-generation GT3, **Total 911** wanted to know if this has resulted in increased interest in the 997 GT3.

"Without a doubt," Darren Anderson, director at independent Porsche specialists RPM Technik, explains succinctly. "And like all these things, when demand goes up the prices are affected." While Anderson is not sure when the 991 GT3 bubble is going to burst, he believes the effect it has had on the GT3 market is three-fold.

"You've got strong demand across every GT3 model. If you look at the bottom of that market – the 996 – the

Gen1s have gone up in value quite a lot thanks to the way in which they were effectively hand-built. The Gen1 997s have been coming down very slowly because they haven't got very far to go before they start tangling with the Gen2 996s. And you've got the top of the market – the 991 – pulling the top of the market up.

With the strength of the GT3 market, Anderson maintains that he would "stock my entire showroom with GT3s [if I could]. You don't suffer the depreciation the regular models suffer."

While 991s are commanding upwards of £120,000, manual GT3s are attractive propositions for investment, with values on the rise and interest in the car at an all-time high. If you have the money, now could be the time to buy.

### 911 2.0-litre **ULTRA RARE** (O series) 1963-67



The 911 that started it all off exactly 50 years ago when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to eventually replace the 356, the 911 was an all-new design that was undoubtedly a better all-round drive than its predecessor.

**Capacity:** 1,991cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 130bhp @ 6,100rpm  
**Maximum torque:** 149Nm @ 5,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,075kg  
**0-60mph:** 7.9 sec  
**Top speed:** 152mph

**RATING:**  
★★★★★

### 911S (O and A series) 1966-68



Porsche soon started off something that would continue to be popular throughout the 911's history: producing more powerful variants. The first of these was the 911S (for Super), which had a higher compression engine and twin Weber 40IDS carburetors.

**Capacity:** 1,991cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 160bhp @ 6,800rpm  
**Maximum torque:** 180Nm @ 5,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,075kg  
**0-60mph:** 7.9 sec  
**Top speed:** 152mph

**RATING:**  
★★★★★

### 911E (C & D series) 1969-71



The C series saw an increase in engine capacity to 2,195cc. Other minor improvements made to the engine included revised cylinder heads, larger valves and stronger connecting rods. In 1970 the D series cars had hot-zinc coated undersides and other minor changes.

**Capacity:** 2,195cc  
**Compression ratio:** 9.1:1  
**Maximum power:** 155bhp @ 6,200rpm  
**Maximum torque:** 191Nm @ 4,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,020kg  
**0-60mph:** 7.5 sec  
**Top speed:** 137mph

**RATING:**  
★★★★★

### 911S (C & D series) 1969-71



An upgrade in engine size from 1,991cc to 2,195 gave the 911S a useful 10bhp hike in power to 180bhp. Unlike the 911E, though, the S didn't gain such an improvement in low-down power and torque, so you had to keep the revs up to get the full benefit of the extra horsepower.

**Capacity:** 2,195cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 180bhp @ 6,500rpm  
**Maximum torque:** 199Nm @ 5,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185HR; Rear: 15x6J, 185HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,020kg  
**0-60mph:** 6.6 sec  
**Top speed:** 155mph

**RATING:**  
★★★★★

### 911S (F series) 1973



For the F series, the 190bhp 911S followed the same upgrades as the 911E, the most significant being the deletion of the external oil-filler flap in the right-hand rear wing. It also adopted black trim around the front and rear lights and black front quarter grilles.

**Capacity:** 2,341cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 190bhp @ 6,500rpm  
**Maximum torque:** 216Nm @ 5,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,050kg  
**0-60mph:** 6.6 sec  
**Top speed:** 144mph

**RATING:**  
★★★★★

### 911T (F series) 1973



US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection. This was fundamentally mechanical with some electronic sensors. It gave precise injections of fuel as required, in the process keeping emissions down and improving economy.

**Capacity:** 2,341cc  
**Compression ratio:** 8.0:1  
**Maximum power:** 165bhp @ 6,200rpm  
**Maximum torque:** 206Nm @ 4,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,050kg  
**0-60mph:** 7.0 sec (est)  
**Top speed:** 140mph (est)

**RATING:**  
★★★★★

### 911 Carrera 2.7 (G & H series) 1974-75



From 1974, Porsche used the Carrera name on its range-topping 911. The 911 Carrera used essentially the same 2.7-litre, 210bhp engine as the previous year's RS for all markets except the USA. In 1975 it was available with an optional new whale tail spoiler.

**Capacity:** 2,687cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 210bhp @ 6,300rpm  
**Maximum torque:** 255Nm @ 5,100rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x7J, 215VR  
**Length:** 4,291mm  
**Width:** 1,610mm  
**Weight:** 1,075kg  
**0-60mph:** 6.1 sec  
**Top speed:** 149mph

**RATING:**  
★★★★★

### 911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2.994cc engine, which was essentially that from the 911 Turbo. This engine, with the addition of some minor changes, continued to power the 911 until 1989.

**Capacity:** 2,994cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 200bhp @ 6,000rpm  
**Maximum torque:** 255Nm @ 4,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J; Rear: 15x7J, 215VR  
**Length:** 4,291mm  
**Width:** 1,610mm  
**Weight:** 1,093kg  
**0-62mph:** 6.3 sec  
**Top speed:** 145mph

**RATING:**  
★★★★★

## 911L

(A series)  
1967-68



In 1967, the 911 received its first update with the A-series. This coincided with an expansion to the range: the standard car became known as the 911L (Lux) and sat alongside the high-performance 911S and the entry-level 911T.

**Capacity:** 1,991cc  
**Compression ratio:** 9.0:1  
**Maximum power:** 130bhp @ 6,100rpm  
**Maximum torque:** 173Nm @ 4,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 185HR; Rear: 15x5.5J, 185HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,075kg  
**0-60mph:** 8.4 sec  
**Top speed:** 132mph

**RATING:**  
★★★★★

## 911T

(A & B series)  
1967-68



The entry-level 911T had a 110bhp engine that, to save money, used cast-iron cylinder heads (as opposed to the Biral aluminium/iron items which gave more efficient cooling) and carburetors instead of fuel injection. The interior specification was similar to that of the 912.

**Capacity:** 1,991cc  
**Compression ratio:** 8.6:1  
**Maximum power:** 110bhp @ 5,800rpm  
**Maximum torque:** 156Nm @ 4,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,020kg  
**0-60mph:** 8.8 sec (est)  
**Top speed:** 124mph

**RATING:**  
★★★★★

## 911E

(B series)  
1968-69



In 1968 the 911 received its first significant update, enabling it to evolve into what is known as the B series. Central to the new model line-up was the 911E, which replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz', which is German for injection.

**Capacity:** 1,991cc  
**Compression ratio:** 9.1:1  
**Maximum power:** 140bhp @ 6,500rpm  
**Maximum torque:** 175Nm @ 4,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,020kg  
**0-60mph:** 7.6 sec  
**Top speed:** 130mph

**RATING:**  
★★★★★

## 911S

(B series)  
1968-69



The 911S was updated to B series specification in line with the 911E. Like the E, the more sporty S gained a fuel injection, boosting power to a useful 170bhp. To help cope with the extra demands this put on the engine, an additional oil cooler was fitted in the front right-hand wing.

**Capacity:** 1,991cc  
**Compression ratio:** 9.9:1  
**Maximum power:** 170bhp @ 6,800rpm  
**Maximum torque:** 183Nm @ 5,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185HR; Rear: 15x6J, 185HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 995kg  
**0-60mph:** 6.6 sec  
**Top speed:** 155mph

**RATING:**  
★★★★★

## 911T

(C & D series)  
1969-71



When the 911E and 911S increased their engine capacity to 2.2 litres, their little brother followed suit. Like the 911E, the torque curve was now flatter, in the process making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

**Capacity:** 2,195cc  
**Compression ratio:** 8.6:1  
**Maximum power:** 125bhp @ 5,800rpm  
**Maximum torque:** 177Nm @ 4,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,020kg  
**0-60mph:** 7.0 sec (est)  
**Top speed:** 123mph

**RATING:**  
★★★★★

## 911E

(E series)  
1972



An increase in engine capacity to 2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was a stronger unit, making it better suited to the extra power.

**Capacity:** 2,341cc  
**Compression ratio:** 8.0:1  
**Maximum power:** 165bhp @ 6,200rpm  
**Maximum torque:** 206Nm @ 4,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,050kg  
**0-60mph:** 7.5 sec  
**Top speed:** 137mph

**RATING:**  
★★★★★

## 911T

(E series)  
1972



The entry-level 911T received a boost in engine size to 2,341cc in 1972 to compensate for its increased power. However, a lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburetors led to the relatively lower power output of 130bhp.

**Capacity:** 2,341cc  
**Compression ratio:** 7.5:1  
**Maximum power:** 130bhp @ 6,200rpm  
**Maximum torque:** 196Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,050kg  
**0-60mph:** 7.6 sec  
**Top speed:** 128mph

**RATING:**  
★★★★★

## 911E

(F series)  
1973



After a number of incidents in which people filled E series 911s with petrol via the external oil-filler, the filler returned to under the engine compartment lid. The 911E was fitted with a new type of ATS cast-aluminium wheels and had the front spoiler of the 911S.

**Capacity:** 2,341cc  
**Compression ratio:** 7.5:1  
**Maximum power:** 130bhp @ 6,200rpm  
**Maximum torque:** 196Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 1,050kg  
**0-60mph:** 7.6 sec (est)  
**Top speed:** 140mph (est)

**RATING:**  
★★★★★

## 911

(G, H, I, J series)  
1974-77



For 1974, the entry-level car was badged '911' and fitted with a 2.7-litre engine. Bumpers were added to conform to US regulations, and from 1976 all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

**Capacity:** 2,687cc  
**Compression ratio:** 8.0:1  
**Maximum power:** 150bhp @ 5,700rpm (165bhp @ 5,800 from 1,976)  
**Maximum torque:** 235Nm @ 3,800rpm (235Nm @ 4,000rpm from '76)  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J; Rear: 15x6J, 185VR  
**Length:** 4,291mm  
**Width:** 1,610mm  
**Weight:** 1,075kg  
**0-60mph:** 8.5 sec  
**Top speed:** 130mph

**RATING:**  
★★★★★

## 911S

(G, H, I, J series)  
1974-77



For 1974, Porsche realigned its model line-up, and the 911S was no longer the range-topping car, but rather a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 15-inch ATS 'cookie cutter' wheels.

**Capacity:** 2,687cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 175bhp @ 5,800rpm  
**Maximum torque:** 235Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4,291mm  
**Width:** 1,610mm  
**Weight:** 1,075kg  
**0-60mph:** 7.0 sec  
**Top speed:** 142mph

**RATING:**  
★★★★★

## ULTRA-RARE MODEL

ULTRA RARE

# 1972-73 Carrera 2.7 RS

The RS had a 2,681cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. The RS Sport was an ultra-light model, while the Touring car retained some creature comforts.

**Capacity:** 2,681cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 210bhp @ 6,300rpm  
**Maximum torque:** 255Nm @ 5,100rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x7J, 215VR  
**Length:** 4,163mm  
**Width:** 1,610mm  
**Weight:** 975kg (Sport)  
**0-60mph:** 5.6 sec  
**Top speed:** 153mph

**RATING:**  
★★★★★



## 930 3.0

1975-77



Fitted with a KKK turbocharger, this was the world's first production car to be turbocharged. Flared arches and a whaletail spoiler created a look that would become legendary. Brakes weren't good on early Turbos, and the four-speed gearbox was standard.

**Capacity:** 2,994cc  
**Compression ratio:** 6.5:1  
**Maximum power:** 260bhp @ 5,500rpm  
**Maximum torque:** 343Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR  
**Length:** 4,291mm  
**Width:** 1,610mm  
**Weight:** 1,140kg (1,195kg '76)  
**0-62mph:** 5.5 sec  
**Top speed:** 155mph

**RATING:**  
★★★★★

## 930 3.3

1978-83



A larger engine led to an extra 40bhp of power, and an intercooler on top of the engine led to the adoption of a new 'teatray' spoiler. The brakes were upgraded with 917 racecar-based items, larger discs and four-piston calipers.

**Capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 300bhp @ 5,500rpm  
**Maximum torque:** 412Nm @ 4,000rpm  
**Brakes:** Front: 304mm discs; Rear: 309mm discs  
**Wheels & tyres:** Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR  
**Length:** 4,491mm  
**Width:** 1,775mm  
**Weight:** 1,300kg  
**0-62mph:** 5.4 sec  
**Top speed:** 160mph

**RATING:**  
★★★★★

## 911 SC

INTRO 911

1978-83



From 1978, the SC was the only normally aspirated 911. It was a development of the Carrera 3.0, but the engine produced less power to suit all markets. A Sport option allowed for the inclusion of front and rear spoilers, 16-inch Fuchs alloy wheels, sports seats and dampers.

**Capacity:** 2,994cc  
**Compression ratio:** 8.5:1/8.6:1/9.8:1  
**Maximum power:** 180/188/204bhp @ 5,500rpm  
**Maximum torque:** 265/265/267Nm @ 4,300rpm  
**Brakes:** Front: 287mm discs; Rear: 295mm discs  
**Wheels & tyres:** Front: 15x6J, 185/70VR; Rear: 15x7J, 215/60VR (16-inch optional)  
**Length:** 4,291mm  
**Width:** 1,626mm  
**Weight:** 1,160kg (1978 Coupe)  
**0-62mph:** 6.5 sec  
**Top speed:** 141mph

**RATING:**  
★★★★★

## 930 3.3

1984-89



A revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions when the car returned to the US market. Perforated brake discs later appeared in 1988, while a five-speed gearbox arrived in 1989.

**Capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 300bhp @ 5,500rpm  
**Maximum torque:** 432Nm @ 4,000rpm  
**Brakes:** Front: 304mm discs; Rear: 309mm discs  
**Wheels & tyres:** Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR  
**Length:** 4,491mm  
**Width:** 1,775mm  
**Weight:** 1,335kg  
**0-62mph:** 5.4 sec  
**Top speed:** 161mph

**RATING:**  
★★★★★

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#### Carrera 3.2 INTRO 911 1984-89



The Carrera 3.2 had almost the same galvanised body as the SC. The engine was claimed by Porsche to be 80 per cent new, and was the first production 911 motor to feature an ECU to control the ignition and fuel systems. The Getrag G50 gearbox appeared in 1987.

Capacity: 3,164cc  
Compression ratio: 10.3:1  
Maximum power: 231bhp @ 5,900rpm  
Maximum torque: 284Nm @ 4,800rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs.  
Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR (16 inches for 1989)  
Length: 4,291mm  
Width: 1,650mm  
Weight: 1,210kg  
0-62mph: 5.6 sec  
Top speed: 148mph

**RATING:**  
★★★★★

#### 930 LE ULTRA RARE 1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. The fully spec'd interior and 'Limited Edition' status meant the LE was initially thought by many to be the last ever 911 Turbo. Of course, that wasn't the case...

Capacity: 3,299cc  
Compression ratio: 70:1  
Maximum power: 330bhp @ 5,500rpm  
Maximum torque: 432Nm @ 4,000rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs  
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR  
Length: 4,491mm  
Width: 1,775mm  
Weight: 1,335kg  
0-62mph: 4.6 sec  
Top speed: 173mph

**RATING:**  
★★★★★

#### 964 Carrera 2 1990-93



Not everyone wanted four-wheel drive. Reflecting this attitude, the rear-drive Carrera 2 offered an emphatically more traditional 911 experience and was 100kg lighter, but

looked identical to the Carrera 4. Tiptronic automatic transmission was a new option.

Capacity: 3,600cc  
Compression ratio: 10.3:1  
Maximum power: 250bhp @ 6,100rpm  
Maximum torque: 310Nm @ 4,800rpm  
Brakes: Front: 298mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)  
Length: 4,250mm  
Width: 1,650mm  
Weight: 1,350kg  
0-62mph: 5.5 sec  
Top speed: 164mph

**RATING:**  
★★★★★

#### 964 Turbo 1990-92



This used the revised 964 body shell, extended arches and 'teatray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated to give more power.

Brakes were ABS-equipped. 17-inch Cup wheels were a new design, as were the 'teardrop' door mirrors.

Capacity: 3,299cc  
Compression ratio: 70:1  
Maximum power: 320bhp @ 5,750rpm  
Maximum torque: 450Nm @ 4,500rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/45ZR17  
Length: 4,250mm  
Width: 1,775mm  
Weight: 1,470kg  
0-62mph: 5.0 sec  
Top speed: 169mph

**RATING:**  
★★★★★

#### 964 Turbo 3.6 1993-94



The Turbo received an engine based on the 3.6-litre 964 unit, albeit one that had been modified. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake

calipers. Suspension was lowered by 20mm (not in the US) and a front strut-brace was fitted.

Capacity: 3,600cc  
Compression ratio: 75:1  
Maximum power: 360bhp @ 5,500rpm  
Maximum torque: 520Nm @ 4,200rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs.  
Wheels & tyres: Front: 18x8J with 225/40ZR18 tyres; Rear: 18x10J with 265/35ZR18 tyres  
Length: 4,250mm  
Width: 1,775mm  
Weight: 1,470kg  
0-62mph: 4.8 sec  
Top speed: 174mph

**RATING:**  
★★★★★

#### 964 3.8 RS 1993



Identified by a lightweight Turbo bodysell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Suspension was RS-derived, while brakes were a mix of RS and Turbo 3.6 items.

Capacity: 3,746cc  
Compression ratio: 11.6:1  
Maximum power: 300bhp @ 6,500rpm  
Maximum torque: 359Nm @ 5,250rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs.  
Wheels & tyres: Front: 18x9J, 235/40ZR; Rear: 18x11J, 285/35ZR  
Length: 4,250mm  
Width: 1,775mm  
Weight: 1,210kg  
0-62mph: 4.9 sec  
Top speed: 169mph

**RATING:**  
★★★★★

#### 993 Turbo 1996-98



The Turbo was fitted with two KKK turbochargers in order to reduce lag. Also, the power went to all four wheels using the Carrera 4's transmission system. Brakes

were distinctive 'big reds' under hollow-spoked 18-inch wheels.

Capacity: 3,600cc  
Compression ratio: 8.0:1  
Maximum power: 408bhp @ 5,750rpm  
Maximum torque: 540Nm @ 4,500rpm  
Brakes: Front: 322mm discs; Rear: 322mm discs  
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18  
Length: 4,245mm  
Width: 1,795mm  
Weight: 1,500kg  
0-62mph: 4.3 sec  
Top speed: 180mph

**RATING:**  
★★★★★

#### 993 GT2 1995-96



Basically a 911 Turbo, but with reduced equipment. It also included rear-wheel-drive, making it a better track car. The massive front and rear spoilers and bolt-on wheel-arch extensions give it a distinctive appearance.

Capacity: 3,600cc  
Compression ratio: 8.0:1  
Maximum power: 430bhp @ 5,750rpm  
Maximum torque: 540Nm @ 4,500rpm  
Brakes: Front: 322mm discs; Rear: 322mm discs  
Wheels & tyres: Front: 18x9J, 235/40ZR18; Rear: 18x11J, 285/35ZR18  
Length: 4,245mm  
Width: 1,855mm  
Weight: 1,290kg  
0-62mph: 3.9 sec  
Top speed: 189mph

**RATING:**  
★★★★★

**930 SE** ULTRA RARE 1986-89



Slantnosed and based on that of the 935 racecars, with pop-up headlamps. The front spoiler was made deeper in order to accommodate the extra oil cooler, while intakes in the rear wings fed air to the brakes. The larger turbocharger and four-outlet exhaust gave 30bhp of extra power.

Capacity: 3,299cc  
 Compression ratio: 7.0:1  
 Maximum power: 330bhp @ 5,500rpm  
 Maximum torque: 432Nm @ 4,000rpm  
 Brakes: Front: 304mm discs; Rear: 309mm discs  
 Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR  
 Length: 4,491mm  
 Width: 1,775mm  
 Weight: 1,335kg  
 0-62mph: 4.6 sec  
 Top speed: 173mph

**RATING:**  
 ★★★★★

**3.2 Clubsport** 1987-89



Removing the 'luxuries' from the Carrera 3.2 sliced around 40kg off the car's weight. Revised engine management gave a higher rev limit of 6,840rpm, but Porsche never claimed there was any increase in power. Suspension uprated and limited-slip differential standard.

Capacity: 3,164cc  
 Compression ratio: 10.3:1  
 Maximum power: 231bhp @ 5,900rpm  
 Maximum torque: 284Nm @ 4,800rpm  
 Brakes: Front: 304mm discs; Rear: 309mm discs.  
 Wheels & tyres: Front: 15x6J, 195/65VR; Rear: 15x7J, 215/60VR  
 Length: 4,291mm  
 Width: 1,650mm  
 Weight: 1,170kg  
 0-60mph: 5.1 sec  
 Top speed: 151mph

**RATING:**  
 ★★★★★

**Speedster** 1989



Essentially a Carrera 3.2 with a chopped, more steeply raked windscreen and hood and stripped-out interior. Most had wide Turbo bodies. Porsche insisted that the simple hood was not designed to be 100 per cent watertight. 2,065 examples of this model were built.

Capacity: 3,164cc  
 Compression ratio: 10.3:1  
 Maximum power: 231bhp @ 5,900rpm  
 Maximum torque: 284Nm @ 4,800rpm  
 Brakes: Front: 304mm discs; Rear: 309mm discs.  
 Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR  
 Length: 4,291mm  
 Width: 1,650mm  
 Weight: 1,210kg  
 0-60mph: 5.6 sec  
 Top speed: 148mph

**RATING:**  
 ★★★★★

**964 Carrera 4** 1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the 911, which Porsche claimed was 87 per cent new. The 3.6-litre engine featured two spark plugs per cylinder and ceramic exhaust port liners.

Capacity: 3,600cc  
 Compression ratio: 10.3:1  
 Maximum power: 250bhp @ 6,100rpm  
 Maximum torque: 310Nm @ 4,800rpm  
 Brakes: Front: 298mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)  
 Length: 4,250mm  
 Width: 1,650mm  
 Weight: 1,450kg  
 0-62mph: 5.7 sec  
 Top speed: 162mph

**RATING:**  
 ★★★★★

**964 RS** 1991-92



Around 120kg was lost by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp and fed through a flywheel and uprated clutch. Suspension was lowered by 40mm and uprated, as were the brakes. Sport and Touring versions were also offered.

Capacity: 3,600cc  
 Compression ratio: 10.3:1  
 Maximum power: 260bhp @ 6,100rpm  
 Maximum torque: 310Nm @ 4,800rpm  
 Brakes: Front: 322mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 17x7.5J, 205/50ZR17; Rear: 17x9J, 255/40ZR17  
 Length: 4,250mm  
 Width: 1,650mm  
 Weight: 1,230kg (Sport)  
 0-62mph: 5.2 sec  
 Top speed: 162mph

**RATING:**  
 ★★★★★

**964 C2 Speedster** 1993-94



This combined the 964 bodysell with the hood and windscreen of the Carrera 3.2 Speedster plus the RS interior. It is thought that Porsche planned to build around 3,000, but only 936 were made, many in bright colours such as yellow or red with colour-coded wheels.

Capacity: 3,600cc  
 Compression ratio: 10.3:1  
 Maximum power: 250bhp @ 6,100rpm  
 Maximum torque: 310Nm @ 4,800rpm  
 Brakes: Front: 298mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)  
 Length: 4,250mm  
 Width: 1,650mm  
 Weight: 1,340kg  
 0-62mph: 5.5 sec  
 Top speed: 164mph

**RATING:**  
 ★★★★★

**ULTRA RARE MODEL** ULTRA RARE

1992-93 **964 Turbo S**

Essentially a 911 Turbo, but with 180kg of weight saved. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp thanks to the larger turbocharger, bigger valves and revised engine management, with the suspension uprated as per the RS. Just 80 examples were built.

Capacity: 3,299cc  
 Compression ratio: 7.0:1  
 Maximum power: 381bhp @ 6,000rpm  
 Maximum torque: 490Nm @ 4,800rpm  
 Brakes: Front: 322mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/35ZR18  
 Length: 4,250mm  
 Width: 1,775mm  
 Weight: 1,290kg  
 0-62mph: 4.6 sec  
 Top speed: 180mph

**RATING:**  
 ★★★★★



**993 Carrera** 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The engine was revised with hydraulic tappets and hot-film air flow sensor, plus VarioRam from 1996. All-new multilink rear suspension gave improved handling.

Capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 272bhp @ 6,000rpm  
 Maximum torque: 330Nm @ 5,000rpm  
 Brakes: Front: 304mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)  
 Length: 4,245mm  
 Width: 1,735mm  
 Weight: 1,370kg (Coupe)  
 0-62mph: 5.6 sec  
 Top speed: 168mph

**RATING:**  
 ★★★★★

**993 Carrera 4** 1994-97



As per the 993-model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give the driving experience a more rear-drive-esque feel. Automatic Brake Differential (ABD) compensated for wheelspin.

Capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 272bhp @ 6,000rpm  
 Maximum torque: 330Nm @ 5,000rpm  
 Brakes: Front: 304mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)  
 Length: 4,245mm  
 Width: 1,735mm  
 Weight: 1,420kg  
 0-62mph: 5.8 sec  
 Top speed: 166mph

**RATING:**  
 ★★★★★

**993 Carrera RS** 1995-96



Had a lightweight body as per RS tradition, but teamed with a 3.8-litre engine. VarioRam intake system and remapped ECU to create 200bhp, fed to the rear wheels only, with suspension and brakes all uprated. It is recognisable by the fixed rear whaletail and large front spoiler.

Capacity: 3,746cc  
 Compression ratio: 11.5:1  
 Maximum power: 300bhp @ 6,000rpm  
 Maximum torque: 355Nm @ 5,400rpm  
 Brakes: Front: 322mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 265/35ZR18  
 Length: 4,245mm  
 Width: 1,735mm  
 Weight: 1,279kg  
 0-62mph: 5.0 sec  
 Top speed: 172mph

**RATING:**  
 ★★★★★

**993 Carrera 4S** 1995-96



The 4S was effectively a Carrera 4 with a Turbo wide bodysell (albeit lacking a fixed rear spoiler). It also boasted Turbo brakes and suspension, and the 18-inch wheels were aesthetically similar to the equivalent Turbo items.

Capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 285bhp @ 6,100rpm  
 Maximum torque: 340Nm @ 5,250rpm  
 Brakes: Front: 322mm discs; Rear: 322mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18  
 Length: 4,245mm  
 Width: 1,795mm  
 Weight: 1,520kg  
 0-62mph: 5.3 sec  
 Top speed: 168mph

**RATING:**  
 ★★★★★

**993 Carrera S** 1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only in rear-wheel-drive. Sought after for its superb handling and looks, the split engine cover lid and wide body give it a distinctive appearance.

Capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 285bhp @ 6,100rpm  
 Maximum torque: 340Nm @ 5,250rpm  
 Brakes: Front: 322mm discs; Rear: 322mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18  
 Length: 4,245mm  
 Width: 1,795mm  
 Weight: 1,450kg  
 0-62mph: 5.4 sec  
 Top speed: 168mph

**RATING:**  
 ★★★★★

**993 Turbo S** 1998



The 993 Turbo S was a fitting final hurrah to the last air-cooled 911. With 450bhp for UK models, it was the fastest and most luxurious road going model Stuttgart had ever produced. Manual only as Tiptronic had not been developed to manage the abundance of torque.

Capacity: 3,600cc  
 Compression ratio: 8.0:1  
 Maximum power: 450bhp @ 5,750rpm  
 Maximum torque: 585Nm @ 4,500rpm  
 Brakes: Front: 320mm discs; Rear: 322mm discs  
 Wheels & tyres: Front: 18x8J, 225/40/18; Rear: 18x10J, 285/30/18  
 Length: 4,245mm  
 Width: 1,795mm  
 Weight: 1,583kg  
 0-62mph: 4.1 sec  
 Top speed: 186mph

**RATING:**  
 ★★★★★

**996 Carrera** INTRO 911 1998-2001



An all-new 911 with larger, restyled bodywork and a 3.4-litre water-cooled engine. The interior was redesigned in order to enable better ergonomic efficiency and allow for more room. The Carrera was a rear-wheel-drive, entry-level model, ideal for first-time Porsche drivers.

Capacity: 3,387cc  
 Compression ratio: 11.3:1  
 Maximum power: 300bhp @ 6,800rpm  
 Maximum torque: 350Nm @ 4,600rpm  
 Brakes: Front: 318mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)  
 Length: 4,430mm  
 Width: 1,765mm  
 Weight: 1,320kg  
 0-62mph: 5.2 sec  
 Top speed: 174mph

**RATING:**  
 ★★★★★

**996 Carrera 4** 1998-2001



Four-wheel-drive transmission fed only five per cent of power to front in normal driving, increasing to up to 40 per cent when required. Porsche Stability Management combined traction control, anti-slip control and Automatic Braking Differential.

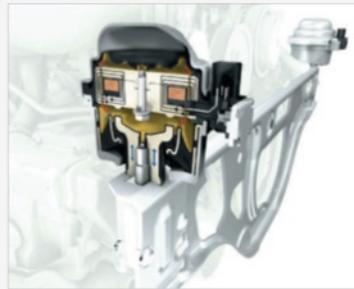
Capacity: 3,387cc  
 Compression ratio: 11.3:1  
 Maximum power: 300bhp @ 6,800rpm  
 Maximum torque: 350Nm @ 4,600rpm  
 Brakes: Front: 318mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)  
 Length: 4,430mm  
 Width: 1,765mm  
 Weight: 1,375kg  
 0-62mph: 5.2 sec  
 Top speed: 174mph

**RATING:**  
 ★★★★★

911 technology explained

# PADM

Porsche Active Drivetrain Mounts (PADM) made their debut on the Gen2 997 GT3. **Total 911** explains how this system works



The Porsche 911 was designed to be driven "on an African safari or at Le Mans, to the theatre or through New York City traffic," according to Ferry Porsche. However, unlike building a racing car, the construction process on a road car is full of compromises, with one such concession being the balance between stiffness and comfort. Make a road car too stiff, and the ride will become harsh and unforgiving. Conversely, if the ride is too soft then the handling response will be decreased.

magnetorheological fluid containing microscopic iron particles. Each mount contains two chambers, with a circular slot that allows the fluid to pass between the top and bottom chambers. At the centre is a doughnut-shaped electromagnet, which is used to control the fluid's viscosity.

While he conceded that "there is no such thing as the perfect car," Ferry pushed his company to do "everything in our power to approach this ideal." In 2010, Porsche was able to satisfy this demand with two rear mounts that stiffened at high rpm to provide responsive handling, before turning more flexible at low engine speeds, providing better comfort during normal driving.

At low engine speeds, the fluid flows freely to provide a more comfortable driving experience. However, the voltage that reaches the electromagnetic is controlled by the ECU, with the map based predominantly on engine speed. As the engine rpm increases, so does the electromagnet's voltage, creating a stronger magnetic field. This increases the chains of aligned iron particles, decreasing the fluid's viscosity. Eventually, these chains render the mount solid.

To achieve this duality, the Porsche Active Drivetrain Mounts are filled with

While this decreases ride quality, it also increases stiffness at the rear end of the car, providing improved responsiveness when cornering. PADM is part of the Sport Chrono package, letting the driver activate the system using the Sport Plus button.

## Head to head: 964 RS N/GT v 993 RS Supercharged



Conventional Rennsport offerings are considered to provide the ultimate Porsche driving experience, being focused on speed and handling. For some, they are too extreme. However, in issue 107 we found two RS models that were even more intense.

By comparison, the Riviera blue 993 RS next to it seems luxurious inside, even if its exterior is equally aggressive. However, this Rennsport offering also has a hard edge, brought about by its TPC supercharger. With its smooth yet punchy torque and power delivery, the modified engine in the back provides an extra element to the usual RS experience.

In its Racing yellow hue, the 964 RS N/GT (often known in the UK as the RS Clubsport) is no wallflower. Built to Group N competition regulations, it was designed to dominate on track and stage. Inside, its motorsport credentials are evident, with a heavily stripped out interior.

To find out how this electrifying pairing got on against one another, simply pick up a copy of issue 107 from [www.imagineshop.co.uk](http://www.imagineshop.co.uk) or download it from [www.greatdigitalmags.com](http://www.greatdigitalmags.com).

### 996 GT3

1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with a 3.6-litre engine driving the rear wheels. Suspension was lowered by 30mm and brakes uprated.

Available in Clubsport and Comfort guises, 1,890 were built, of which 103 were right-hand-drive.

Capacity: 3,600cc  
 Compression ratio: 11.7:1  
 Maximum power: 360bhp @ 6,300rpm  
 Maximum torque: 370Nm @ 5,100rpm  
 Brakes: Front: 330mm discs; Rear: 330mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18  
 Length: 4,430mm  
 Width: 1,765mm  
 Weight: 1,350kg  
 0-62mph: 4.8 sec  
 Top speed: 188mph

**RATING:**  
★★★★★

### 996 Turbo

2000-05



Distinguished by wide rear arches, air intakes and a deep front spoiler, plus part-fixed, part-retractable rear spoiler. The 3.6-litre engine is different to the naturally aspirated 996 unit and fitted with twin KKK K17 turbochargers and VarioCam Plus. PSM is standard.

Capacity: 3,600cc  
 Compression ratio: 9.4:1  
 Maximum power: 420bhp @ 6,000rpm  
 Maximum torque: 560Nm @ 2,700 to 4,600rpm  
 Brakes: Front: 330mm discs; Rear: 330mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18  
 Length: 4,435mm  
 Width: 1,830mm  
 Weight: 1,540kg  
 0-62mph: 4.2 sec  
 Top speed: 189mph

**RATING:**  
★★★★★

### 996 GT2

2001-03



A lightweight, Turbo-bodied 996 with uprated turbocharged engine that produced 460bhp and drove the rear wheels. The suspension was uprated.

while brakes had ceramic discs. Revised ECU later gave extra 21bhp and came with PCCB as standard.

Capacity: 3,600cc  
 Compression ratio: 9.4:1  
 Maximum power: 462bhp @ 5,700rpm  
 Maximum torque: 620Nm @ 3,500 to 4,500rpm  
 Brakes: Front: 350mm discs; Rear: 350mm discs  
 Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x12J, 315/30ZR18  
 Length: 4,435mm  
 Width: 1,830mm  
 Weight: 1,440kg  
 0-62mph: 4.1 sec  
 Top speed: 195mph

**RATING:**  
★★★★★

### Gen2 996 C2

2001-04



Face-lifted with Turbo-style headlamps and revised front and rear bumpers. Fitted with the more powerful 3.6-litre engine, VarioCam Plus and other refinements. Manual and Tiptronic transmission was also improved on. Moreover, the cabin received minor updates.

Capacity: 3,596cc  
 Compression ratio: 11.3:1  
 Maximum power: 320bhp @ 6,800rpm  
 Maximum torque: 370Nm @ 4,250rpm  
 Brakes: Front: 318mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)  
 Length: 4,430mm  
 Width: 1,765mm  
 Weight: 1,345kg  
 0-62mph: 5.0 sec  
 Top speed: 178mph

**RATING:**  
★★★★★

### 996 GT3 RS

2004-05



Same 3,600cc engine as in GT3, but with excessive weight saving, offering 280bhp per ton – an improvement of four per cent over the Clubsport version of the 996

GT3. Moreover, it also came with PCCB included as standard. White with side inscriptions in blue or red.

Capacity: 3,600cc  
 Compression ratio: 11.7:1  
 Maximum power: 381bhp @ 7,400rpm  
 Maximum torque: 385Nm @ 3,500 to 5,000rpm  
 Brakes: Six piston calipers front, four piston rear  
 Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18  
 Length: 4,435mm  
 Width: 1,770mm  
 Weight: 1,360kg  
 0-62mph: 4.4 sec  
 Top speed: 190mph

**RATING:**  
★★★★★

### 996 Turbo S

2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, uprated intercoolers and revised ECU. The ceramic brakes were standard, and 18-inch alloys finished in GT Metallic Silver paint, in addition to the highly specced interior.

Capacity: 3,600cc  
 Compression ratio: 9.4:1  
 Maximum power: 450bhp @ 5,000rpm  
 Maximum torque: 620Nm @ 3,500 to 4,400rpm  
 Brakes: Front: 350mm discs; Rear: 350mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18  
 Length: 4,435mm  
 Width: 1,830mm  
 Weight: 1,590kg  
 0-62mph: 4.1 sec  
 Top speed: 191mph

**RATING:**  
★★★★★

### 997 Carrera 4

2005-08



The Carrera 4 was much like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling that transferred between five and 40 per cent of traction to the front wheels. It was 44mm wider at the rear than the Carrera in order to allow for wider wheels.

Capacity: 3,596cc  
 Compression ratio: 11.8:1  
 Maximum power: 325bhp @ 6,800rpm  
 Maximum torque: 370Nm @ 4,250rpm  
 Brakes: Front: 318mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x11J, 295/35ZR18  
 Length: 4,427mm  
 Width: 1,852mm  
 Weight: 1,495kg  
 0-62mph: 5.1 sec  
 Top speed: 174mph

**RATING:**  
★★★★★

### 997 Carrera 4S

2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, but coupled with the four-wheel-drive system on the Carrera 4. It also had 44mm wider rear arches to compensate for the 11-inch wider wheels and helped give a more aggressive look.

Capacity: 3,824cc  
 Compression ratio: 11.8:1  
 Maximum power: 355bhp @ 6,800rpm  
 Maximum torque: 400Nm @ 4,250rpm  
 Brakes: Front: 330mm discs; Rear: 330mm discs  
 Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19  
 Length: 4,427mm  
 Width: 1,852mm  
 Weight: 1,550kg  
 0-62mph: 4.8 sec  
 Top speed: 179mph

**RATING:**  
★★★★★

**GREAT VALUE GREAT**

## 2001-2005 996 Carrera 4S

Basically a Carrera 4 with the Turbo bodyshell, without rear air intakes, and with a full-width rear reflector panel. The suspension and brakes were similar to the Turbo, while wheels were 18-inch items. The interior spec was higher than that of conventional Carrera 4.

Capacity: 3,596cc  
 Compression ratio: 11.3:1  
 Maximum power: 320bhp @ 6,800rpm  
 Maximum torque: 370Nm @ 4,250rpm  
 Brakes: Front: 330mm discs; Rear: 330mm discs  
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18  
 Length: 4,435mm  
 Width: 1,830mm  
 Weight: 1,495kg  
 0-62mph: 5.0 sec  
 Top speed: 175mph

**RATING:**  
 ★★★★★



### Gen2 996 C4

2001-04



Face-lifted in line with the rear-drive Carrera, this was the four-wheel-drive incarnation of the aforementioned earlier model. For most people who have experienced it, it drove

a lot like the Carrera and, indeed, there is very little to choose from between them.

Capacity: 3,596cc  
 Compression ratio: 11.3:1  
 Maximum power: 320bhp @ 6,800rpm  
 Maximum torque: 370Nm @ 4,250rpm  
 Brakes: Front: 318mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)  
 Length: 4,430mm  
 Width: 1,765mm  
 Weight: 1,405kg  
 0-62mph: 5.3 sec  
 Top speed: 175mph

**RATING:**  
 ★★★★★

### Gen2 996 GT3

2003-05



Also known as the GT3 Gen2, it was based on the facelifted 996 Carrera, but with new spoilers. The 3.6-litre engine produced 381bhp. Suspension was lowered and

uprated, and ceramic brakes optional. The interior was full-spec unless you opted for the Clubsport.

Capacity: 3,600cc  
 Compression ratio: 11.7:1  
 Maximum power: 381bhp @ 7,400rpm  
 Maximum torque: 385Nm @ 5,000rpm  
 Brakes: Front: 350mm discs; Rear: 330mm discs  
 Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18  
 Length: 4,435mm  
 Width: 1,770mm  
 Weight: 1,380kg  
 0-62mph: 4.5 sec  
 Top speed: 190mph

**RATING:**  
 ★★★★★

### 997 Carrera

2004-08



Fully revised 911 with 993-influenced bodywork and a new interior. The 3.6-litre engine was like the 996, but refined for more power. Additionally, twin exhaust

tailpipes were coupled with rear-wheel drive via six-speed Tiptronic transmission.

Capacity: 3,596cc  
 Compression ratio: 11.8:1  
 Maximum power: 325bhp @ 6,800rpm  
 Maximum torque: 370Nm @ 4,250rpm  
 Brakes: Front: 318mm discs; Rear: 299mm discs  
 Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18  
 Length: 4,427mm  
 Width: 1,808mm  
 Weight: 1,395kg  
 0-62mph: 5.0 sec  
 Top speed: 177mph

**RATING:**  
 ★★★★★

### 997 Carrera S

2004-08



As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels came as standard, with larger 330mm ventilated discs. It had Quad

exhaust tailpipes, and was available as rear-wheel-drive only.

Capacity: 3,824cc  
 Compression ratio: 11.8:1  
 Maximum power: 355bhp @ 6,800rpm  
 Maximum torque: 400Nm @ 4,600rpm  
 Brakes: Front: 330mm discs; Rear: 330mm discs  
 Wheels & tyres: Front: 19x8J, 235/35/ZR19; Rear: 19x11J, 295/30/ZR19  
 Length: 4,427mm  
 Width: 1,808mm  
 Weight: 1,495kg  
 0-62mph: 4.7 sec  
 Top speed: 182mph

**RATING:**  
 ★★★★★

### 997 Turbo

2005-10



Similar to the 997 Carrera 4S body, but with extra intakes at the front and sides. It essentially had the 996 Turbo engine, but with all-new twin turbos, Variable Turbine

Geometry (VTG) that effectively gave the best of both small and large turbochargers.

Capacity: 3,600cc  
 Compression ratio: 9.0:1  
 Maximum power: 480bhp @ 6,000rpm  
 Maximum torque: 620Nm @ 2,100-4,000rpm  
 Brakes: Front: 350mm discs; Rear: 350mm discs  
 Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19  
 Length: 4,450mm  
 Width: 1,852mm  
 Weight: 1,585kg  
 0-62mph: 3.9 sec  
 Top speed: 193mph

**RATING:**  
 ★★★★★

### 997 GT3

2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to

8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

Capacity: 3,600cc  
 Compression ratio: 12.0:1  
 Maximum power: 415bhp @ 7,600rpm  
 Maximum torque: 405Nm @ 5,500rpm  
 Brakes: Front: 380mm discs; Rear: 340mm discs  
 Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19  
 Length: 4,445mm  
 Width: 1,808mm  
 Weight: 1,395kg  
 0-62mph: 4.3sec  
 Top speed: 192mph

**RATING:**  
 ★★★★★

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### 997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg of weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

Capacity: 3,600cc  
Compression ratio: 12.0:1  
Maximum power: 415bhp @ 7,600rpm  
Maximum torque: 405Nm @ 5,500rpm  
Brakes: Front: 380mm discs; Rear: 340mm discs  
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19  
Length: 4,445mm  
Width: 1,852mm  
Weight: 1,375kg  
0-62mph: 4.2 sec  
Top speed: 187mph

**RATING:**  
★★★★★

### 997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power at 523bhp. Porsche Stability Management and Porsche Active Suspension Management used.

Capacity: 3,600cc  
Compression ratio: 9.0:1  
Maximum power: 530bhp @ 6,500rpm  
Maximum torque: 680Nm @ 2,200-4,500rpm  
Brakes: Front: 380mm discs; Rear: 350mm discs  
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19  
Length: 4,469mm  
Width: 1,852mm  
Weight: 1,440kg  
0-62mph: 3.7 sec  
Top speed: 204mph

**RATING:**  
★★★★★

### Gen2 997 GT3

2009-2012



This was updated as per the Carrera, but with a unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. An already great car made better.

Problems with rear hubs led to a recall for model year 2010 GT3s.  
Capacity: 3,800cc  
Compression ratio: 12.2:1  
Maximum power: 435bhp @ 7,900rpm  
Maximum torque: 430Nm @ 3,250rpm  
Brakes: Front: 380mm discs; Rear: 350mm discs  
Wheels & tyres: Front: 8.5Jx19J 235/35 ZR19 Rear: 12x19J 305/30 ZR19  
Length: 4,460mm  
Width: 1,808mm  
Weight: 1,395kg  
0-62mph: 4.1sec  
Top speed: 194mph

**RATING:**  
★★★★★

### Gen2 997 Turbo

2009-13



Basically the same as the original 997 Turbo, but with new LED taillights and driver lights up front. Features larger tailpipes, plus a larger 3.8-litre engine with direct fuel injection. PDK transmission is optional. Fuel consumption cut by 16 per cent.

Capacity: 3,800cc  
Compression ratio: 9.8:1  
Maximum power: 500bhp @ 6,000rpm  
Maximum torque: 650Nm @ 1,950-5,000rpm  
Brakes: Front: 350mm discs; Rear: 350mm discs  
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19  
Length: 4,450mm  
Width: 1,852mm  
Weight: 1,570kg  
0-62mph: 3.4 sec  
Top speed: 194mph

**RATING:**  
★★★★★

### 997 C4 GTS

2010-



As Carrera 2 997 GTS but slightly heavier with four-wheel drive. In either C2 or C4 form, the 997 GTS represented a great saving over optioning up a 997 Carrera counterpart.

Capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 402bhp @ 7,300rpm  
Maximum torque: 420Nm @ 4,200 - 5,600rpm  
Brakes: Front: 330mm discs; rear: 330mm discs  
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19  
Length: 4,435mm  
Width: 1,852mm  
Weight: 1,555kg  
0-62mph: 4.6 sec  
Top speed: 188mph

**RATING:**  
★★★★★

### 997 GT2 RS

2010-



The GT2 went back to its roots, with an RS-style lightweight body and interior, plus extra power (620bhp). Instantly recognisable over standard GT2 thanks to lashings of carbon fibre on bonnet, air intake and mirrors.

Capacity: 3,600cc  
Compression ratio: 9.0:1  
Maximum power: 620bhp @ 6,500rpm  
Maximum torque: 700Nm @ 2,500 - 5,500rpm  
Brakes: Front: 380mm discs; Rear: 350mm discs  
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19  
Length: 4,460mm  
Width: 1,852mm  
Weight: 1,370kg  
0-62mph: 3.5 sec  
Top speed: 205mph

**RATING:**  
★★★★★

### 991 Carrera 4

2012-



This model enjoys a wider body, with rear fenders pulled out by 22mm on each side. A major telltale sign that tells it apart from the Carrera 2 is the connecting rear tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed on where the car is distributing torque.

Capacity: 3,436cc  
Compression ratio: 12.5:1  
Maximum power: 350bhp @ 7,400rpm  
Maximum torque: 390Nm @ 5,600rpm  
Wheels & tyres: 8.5Jx19 235/40 ZR19 Rear: 11Jx19 295/35 ZR 19  
Length: 4,491mm  
Width: 1,852mm  
Weight: 1,450kg  
0-62mph: 4.9sec  
Top speed: 177mph

**RATING:**  
★★★★★

### 991 Carrera 4S

2012-



Has the same wider body styling as the Carrera 4, with a rear connecting tail light coupled to 3.8-litre 400bhp flat six engine. Also features six-piston brake calipers at front as opposed to four. Seven speed manual or PDK gearbox option available. Bigger wheels than C4 and 15kg heavier.

Capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 400bhp @ 7,400rpm  
Maximum torque: 440Nm @ 5,600rpm  
Wheels & tyres: Front: 8.5Jx20, 245/35 ZR 20; Rear: 11Jx20, 305/30 ZR 20  
Length: 4,491mm  
Width: 1,852mm  
Weight: 1,450kg  
0-62mph: 4.5sec  
Top speed: 185mph

**RATING:**  
★★★★★

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|---|---|---|---|
| <h3>Gen2 997 C2</h3> <p>2008-12</p>  <p>Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts (with no problematic Intermediate Shaft) and direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.</p> <p><b>Capacity:</b> 3.614cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 345bhp @ 6,500rpm<br/><b>Maximum torque:</b> 390Nm @ 4,400rpm<br/><b>Brakes:</b> Front: 330mm discs; Rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.808mm<br/><b>Weight:</b> 1.490kg<br/><b>0-62mph:</b> 4.9sec<br/><b>Top speed:</b> 180mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>Gen2 997 C2 S</h3> <p>2008-12</p>  <p>Revised as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. The engine stroke was reduced from 82.8mm to 77.5mm, while the bore went up by 3mm to 102mm, in the process reducing the capacity to exactly 3.800cc.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 385bhp @ 6,500rpm<br/><b>Maximum torque:</b> 420Nm @ 4,400rpm<br/><b>Brakes:</b> Front: 330mm discs; Rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.808mm<br/><b>Weight:</b> 1.500kg<br/><b>0-62mph:</b> 4.7sec<br/><b>Top speed:</b> 188mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>Gen2 997 C4</h3> <p>2008-12</p>  <p>There were numerous engine and body changes as per the Carrera, but with a wider rear end plus the welcome return of the full-width rear reflector, situated between the light clusters. The new all-wheel drive was appropriated from the 997 Turbo.</p> <p><b>Capacity:</b> 3.614cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 345bhp @ 6,500rpm<br/><b>Maximum torque:</b> 390Nm @ 4,400rpm<br/><b>Brakes:</b> Front: 330mm discs; Rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.545kg<br/><b>0-62mph:</b> 5.0sec<br/><b>Top speed:</b> 176mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>Gen2 997 C4S</h3> <p>2008-12</p>  <p>The bodywork was as per the Carrera 4, but with the larger 3.8-litre engine. Utilised the 997 Turbo's four-wheel-drive, and Porsche Traction Management. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 385bhp @ 6,500rpm<br/><b>Maximum torque:</b> 420Nm @ 4,400rpm<br/><b>Brakes:</b> Front: 330mm discs; Rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 19x8J, 235/30ZR19; Rear: 19x11J, 295/30ZR19<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.555kg<br/><b>0-62mph:</b> 4.7sec<br/><b>Top speed:</b> 185mph</p> <p><b>RATING:</b><br/>★★★★★</p> |
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| <h3>Gen2 997 GT3 RS</h3> <p>2009-</p>  <p>Has wider front arches and a larger spoiler. Dynamic engine mounts and PASM are standard. Air con is optional, with no door handles, wheel brace or sound proofing. Had the lap record for road models at the Nürburgring.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.2:1<br/><b>Maximum power:</b> 450bhp @ 7,900rpm<br/><b>Maximum torque:</b> 430Nm @ 6,750rpm<br/><b>Brakes:</b> Front: 380mm discs; Rear: 380mm discs<br/><b>Wheels &amp; tyres:</b> Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19<br/><b>Length:</b> 4.460mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.370kg<br/><b>0-62mph:</b> 4.0sec<br/><b>Top speed:</b> 192mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>997 Turbo S</h3> <p>2011-13</p>  <p>As standard 997 Turbo, but with face-lifted body, more power (530bhp) and higher levels of standard equipment, including PCCB, centrelock wheels and ceramic brakes to go with unique two-tone interior and Sport Chrono Plus.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 9.8:1<br/><b>Maximum power:</b> 530bhp @ 6,250 - 6,750rpm<br/><b>Maximum torque:</b> 700Nm @ 2,100 - 4,250rpm<br/><b>Brakes:</b> Front: 380mm discs; Rear: 350mm discs<br/><b>Wheels &amp; tyres:</b> Front: 8.5Jx19, 235/35ZR19; Rear: 11Jx19 on 305/30ZR19<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.585kg<br/><b>0-62mph:</b> 3.3sec<br/><b>Top speed:</b> 195mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>997 Sport Classic</h3> <p>2010</p>  <p>Based on a 3.8-litre, rear wheel-drive Carrera S, but with 44mm wider rear arches. Several instances of retro styling including iconic ducktail spoiler and large Fuchs wheels. Only 250 examples have been sold worldwide.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 408bhp @ 7,300rpm<br/><b>Maximum torque:</b> 420Nm @ 4200 - 5600rpm<br/><b>Brakes:</b> Front: 350mm discs; Rear: 350mm discs<br/><b>Wheels &amp; tyres:</b> Front: 19x8.5J, 235; Rear: 19x11J, 305<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.425kg<br/><b>0-62mph:</b> 4.1sec<br/><b>Top speed:</b> 194mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>997 C2 GTS</h3> <p>2010-</p>  <p>Features the C4's wider rear body and is powered by the 3.8-litre Carrera S engine with a powerkit producing 25bhp extra. The GTS is laden with Porsche options, including PASM, sports exhaust and centre-locking alloys.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 402bhp @ 7,300rpm<br/><b>Maximum torque:</b> 420Nm @ 4,200 - 5,600rpm<br/><b>Brakes:</b> Front: 330mm discs; Rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 8.5x19, 235/35/19; Rear: 11x19, 305/30/19<br/><b>Length:</b> 4.435mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.420kg<br/><b>0-60mph:</b> 4.6sec<br/><b>Top speed:</b> 190mph</p> <p><b>RATING:</b><br/>★★★★★</p> |
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## 2010 997 GT3 RS 4.0

The pinnacle of 997 ownership, just 600 units were produced. The engine was upgraded and aerodynamically tweaked, too, with angle of rear wing increased and dive planes on either side of the front nose. A future collectors' gem.



**Capacity:** 3.996cc  
**Compression ratio:** 12.6:1  
**Maximum power:** 493bhp @ 8,250rpm  
**Maximum torque:** 460Nm @ 5,750rpm  
**Brakes:** Front: 380mm discs; Rear: 380mm discs  
**Wheels & tyres:** Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19  
**Length:** 4.460mm  
**Width:** 1.852mm  
**Weight:** 1.360kg  
**0-62mph:** 3.5sec  
**Top speed:** 193mph

**RATING:**  
★★★★★

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| <h3>991 Carrera</h3> <p>2011-</p>  <p>The first 911 of the newest and latest seventh generation, the Carrera features a 350bhp 3.4-litre engine and takes styling hues from the 993. Completely redesigned chassis, with lengthened wheelbase reducing overhang of engine weight. Panamera-esque interior.</p> <p><b>Capacity:</b> 3.436cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 350bhp @ 7,400rpm<br/><b>Maximum torque:</b> 390Nm @ 5,600rpm<br/><b>Brakes:</b> Front: 330mm discs; rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 8.5Jx19, 235/40ZR19; Rear: 11Jx19, 285/35ZR19<br/><b>Length:</b> 4.491mm<br/><b>Width:</b> 1.808mm<br/><b>Weight:</b> 1.380kg<br/><b>0-62mph:</b> 4.8sec<br/><b>Top speed:</b> 179.6mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>991 Carrera S</h3> <p>2011-</p>  <p>Same as Carrera, including seven-speed manual box, but utilising 400bhp from a bigger 3.8-litre engine. Slightly larger front brakes than the standard Carrera (10mm bigger discs), with MacPherson front axle and multi-link suspension at the rear. Distinctive 'S' badging on rear decklid.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.5:1<br/><b>Maximum power:</b> 400bhp @ 7,400rpm<br/><b>Maximum torque:</b> 440Nm @ 5,600rpm<br/><b>Brakes:</b> Front: 340mm discs; rear: 330mm discs<br/><b>Wheels &amp; tyres:</b> Front: 8.5Jx20, 245/35ZR20; Rear: 8.5Jx20, 245/35ZR20<br/><b>Length:</b> 4.491mm<br/><b>Width:</b> 1.808mm<br/><b>Weight:</b> 1.395kg<br/><b>0-62mph:</b> 4.5sec<br/><b>Top speed:</b> 188.9mph</p> <p><b>RATING:</b><br/>★★★★★</p> |
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| <h3>991 GT3</h3> <p>2013-</p>  <p>Electric power steering and widebody shell from 991 Carrera 4 was used for the first time here. PDK transmission only, no manual option. Mezger engine from previous GT3s replaced with revamped version of direct injection 991 Carrera S engine. First models now in the hands of customers.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 12.9:1<br/><b>Maximum power:</b> 475hp @ 8,250rpm<br/><b>Maximum torque:</b> 440Nm @ 6,250rpm<br/><b>Wheels &amp; tyres:</b> Front: 9Jx20, 245/35ZR 20; Rear: 12Jx20, 305/30ZR 20<br/><b>Length:</b> 4.545mm<br/><b>Width:</b> 1.852mm<br/><b>Weight:</b> 1.430kg<br/><b>0-62mph:</b> 3.5sec<br/><b>Top speed:</b> 196mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>991 Turbo</h3> <p>2013-</p>  <p>The new Turbo marks the introduction of electric and rear axle steering, plus PDK-only transmission to forced induction 991 models. With a 100mm longer wheelbase than the 997 Turbo and rear fenders being 28mm wider than even the 991 Carrera 4, this is the longest and widest Turbo model yet.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 9.8:1<br/><b>Maximum power:</b> 520hp @ 6,000 - 6,500rpm<br/><b>Maximum torque:</b> 660Nm @ 1,950 - 5,000rpm<br/><b>Wheels &amp; tyres:</b> Front: 8.5x20-inch, 245/35/ZR20; Rear: 11x20-inch, 305/30/ZR20<br/><b>Length:</b> 4.506mm<br/><b>Width:</b> 1.880mm<br/><b>Weight:</b> 1.595kg<br/><b>0-62mph:</b> 3.4sec<br/><b>Top speed:</b> 195mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>991 Turbo S</h3> <p>2013-</p>  <p>Same dimensions as 991 Turbo, but with a tweaked map to provide an extra 40hp. Turbo S also benefits from usual Turbo options as standard including centre lock wheels and PCCB, with Porsche Dynamic chassis Control (PDC) offered standard for the first time. PTM is all new on both Turbo and Turbo S.</p> <p><b>Capacity:</b> 3.800cc<br/><b>Compression ratio:</b> 9.8:1<br/><b>Maximum power:</b> 560hp @ 6,500 - 6,750rpm<br/><b>Maximum torque:</b> 700Nm @ 2,100 - 4,250<br/><b>Wheels &amp; tyres:</b> Front: 9x20-inch, 245/35/ZR20; Rear: 11x20-inch, 305/30/ZR20<br/><b>Length:</b> 4.506mm<br/><b>Width:</b> 1.880mm<br/><b>Weight:</b> 1.605kg<br/><b>0-62mph:</b> 3.1sec<br/><b>Top speed:</b> 197mph</p> <p><b>RATING:</b><br/>★★★★★</p> | <h3>991 GT3 RS</h3> <p>2014-</p>  <p><b>RATING:</b><br/>UNKNOWN</p> |
|---|---|--|--|

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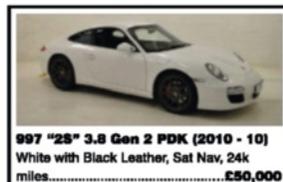
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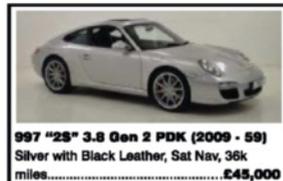
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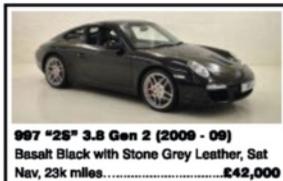
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miles.....£45,000



997 "25" 3.8 Gen 2 (2009 - 09)  
Basalt Black with Stone Grey Leather, Sat  
Nav, 23k miles.....£42,000



997 "25" 3.8 Gen 2 Cab (2008 - 08)  
Aqua Blue with Ocean Blue Leather, Sat  
Nav, 46k miles.....£42,000



997 Turbo 3.6 Tip (2006 - 06)  
Basalt Black with Stone Grey Leather, Sat  
Nav, 44k miles.....£42,000



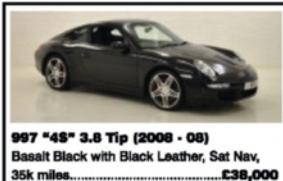
997 Turbo 3.6 Tip (2007 - 07)  
Basalt Black with Black Leather, Sat Nav,  
51k miles.....£42,000



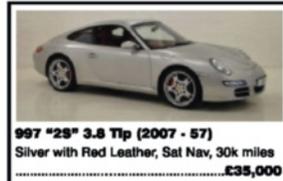
997 Turbo 3.6 (2006 - 06)  
Cobalt Blue with Black Leather, Sat Nav, 44k  
miles.....£42,000



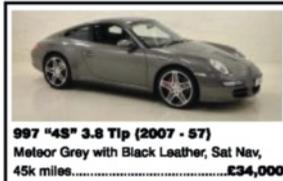
997 Turbo 3.6 (2006 - 06)  
Basalt Black with Black Leather, Sat Nav,  
55k miles.....£41,000



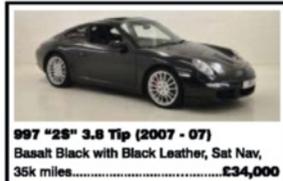
997 "45" 3.8 Tip (2008 - 08)  
Basalt Black with Black Leather, Sat Nav,  
35k miles.....£38,000



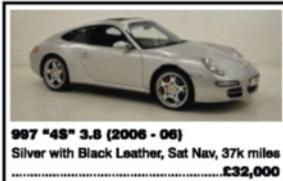
997 "25" 3.8 Tip (2007 - 07)  
Silver with Red Leather, Sat Nav, 30k miles  
.....£35,000



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Meteor Grey with Black Leather, Sat Nav,  
45k miles.....£34,000



997 "25" 3.8 Tip (2007 - 07)  
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Seal Grey metallic with Black Leather interior 82,000 miles

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|                          |                      |                             |                  |
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| AirCon & Climate Control | Multichanger Blue Hood | PSM              | 18" Alloys              |

**2005 997 C2S  
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MANUAL**  
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Lagoon Silver/Green metallic with Black Leather interior 40,000 miles

|                |                                      |                          |                      |
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| 6 Speed Manual | Multichanger with Sound Package Plus | AirCon & Climate Control | Litronic Lights      |
| Comfort Seats  |                                      | Electric Sunroof         | 19" Carrera S Alloys |

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|                                     |               |               |                  |
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| AirCon & Climate Control            |               | PSM           | Electric sunroof |

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|                |                  |                          |                      |
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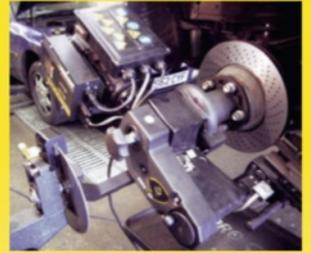
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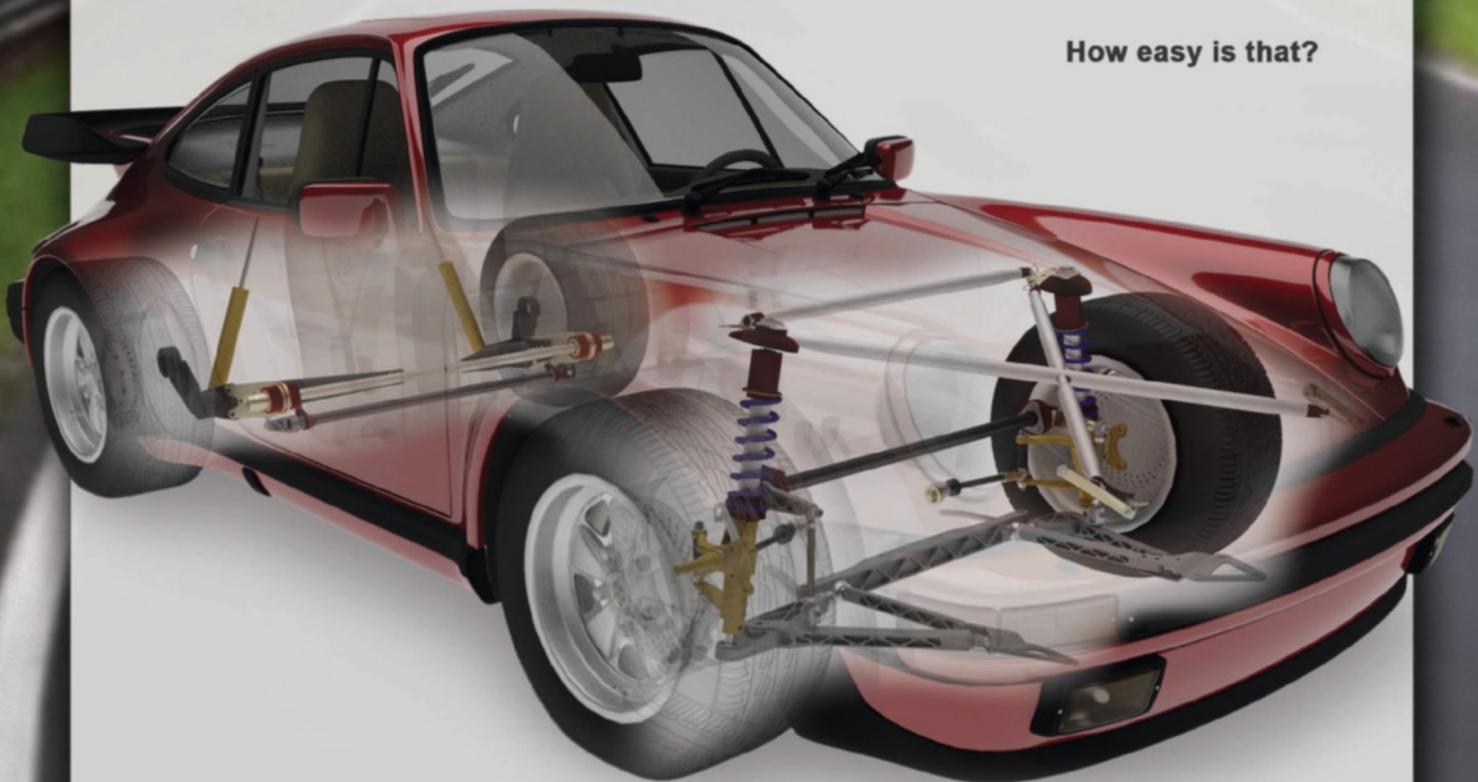
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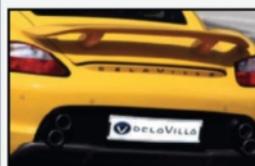
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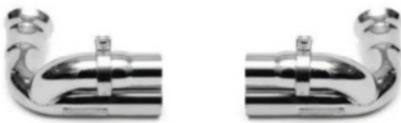
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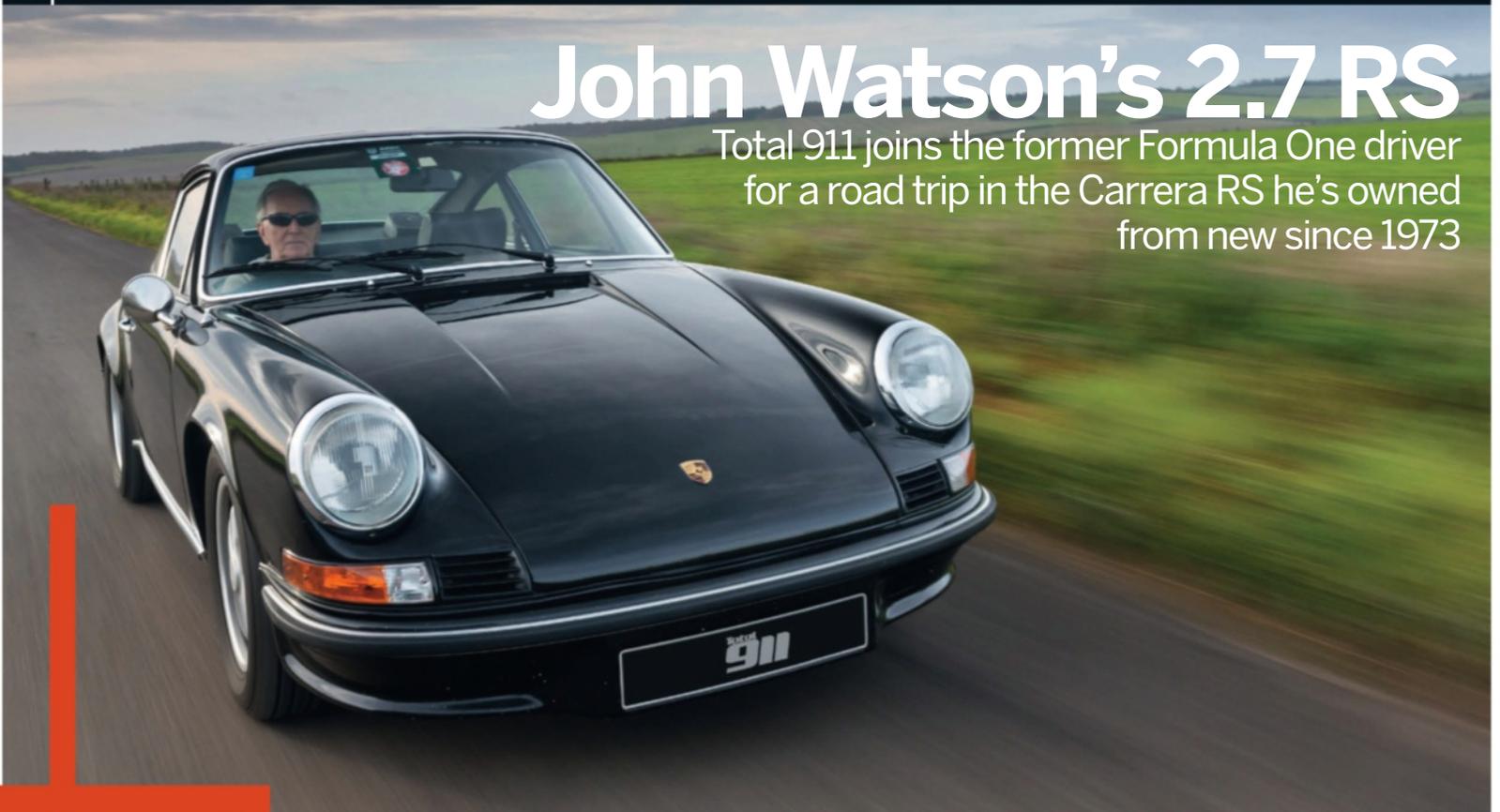
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# NEXT ISSUE

In **Total 911** the world's only magazine dedicated to the iconic Porsche 911

## John Watson's 2.7 RS

Total 911 joins the former Formula One driver for a road trip in the Carrera RS he's owned from new since 1973



### THE HIGH MILEAGE 911

Tempted by the price? We look at the pros and cons of a high-mileage Porsche purchase



### MANUAL VS PDK

Two different transmissions, one debate: we test seven-speed manual and PDK gearboxes



### 30 YEARS OF 3.2 CARRERA

Celebrate three decades of existence for the 911's quintessential classic



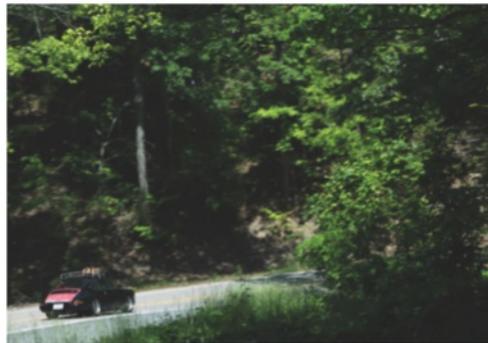
### 911 AERO TECH PART 2

The second part of our look at aerodynamics examines water-cooled 911s

Issue 113 is available to buy and download from 23 April

# Tail of the Dragon, NC, USA

Written and photographed by **Kris Clewell**



**WHAT'S YOUR ROAD?**  
 Upload your own great road via [total911.com](http://total911.com) or let us know via Twitter: @Total911 and have your say

## Essential info

**LOCATION:** Deal's Gap, North Carolina  
**LATITUDE:** 35.4910° N 83.9400° W



**LENGTH OF DRIVE:**  
 11 miles

**POINTS OF INTEREST:**  
 Tail of the Dragon, State Parks, Miles upon miles of good roads  
**FOOD AND ACCOMMODATION:**  
 Tapoco Lodge, Deal's Gap Motorcycle Resort

Total 911 samples one of the USA's greatest driving roads: the Tail of the Dragon, complete with 318 corners in 11 miles

**N**earing the Dragon, I climbed out of North Carolina and into Tennessee to an elevation of 1,756 feet at Deal's Gap. 11 miles long and packed with over 300 curves, the 'Tail of the Dragon' is one of the most technical roads I've ever driven.

I'll be the first to admit that I'm scared of the driving dynamics of an old 911, and the road's technicality unnerved me at times. Taking advantage of the plethora of sweeping banked turns and quick dips and dives can prove difficult if you don't have a wealth of experience at the wheel of such a car. I wanted to push my own 911 harder, but never had the chance in the circumstances.

The problem with the Tail of the Dragon, you see, is that it is filled with traffic. If you ever find yourself in a post-apocalyptic America, the route from Deal's Gap may in fact be one of the most challenging roads on Earth, but until then it's hard to think of it as anything more than a tourist trap, rife with opportunities to get yourself into trouble with cyclists or pedestrians.

The Tail of the Dragon is often touted as the best road in America, although there are other great roads for enthusiasts in the area too, should you wish to venture off course.

Approximately two hours south from Deal's Gap, you'll find the Unicoi Turnpike in Helen, GA, as one such example. West is Highway 348 and Gainesville Highway, and some

more of the best roads I've ever personally driven on unravel once more, offering everything Deal's Gap may not be able to provide on a busy day. Quiet and untravellered, they twist around on themselves.

The scenery, if you dare to look, is beautiful. I learned a lot about my car on those roads, and the 911 chassis handles better than I'm willing to push it. I did drive some of these roads in a pretty dedicated manner, but didn't need to push too hard to get the best from car or road.

Looking back, I can see that I missed even more great driving roads. I didn't think to pull out my phone; I was too busy enjoying the absence of radio and cruise control in the twists and turns of North Carolina. **911**

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