

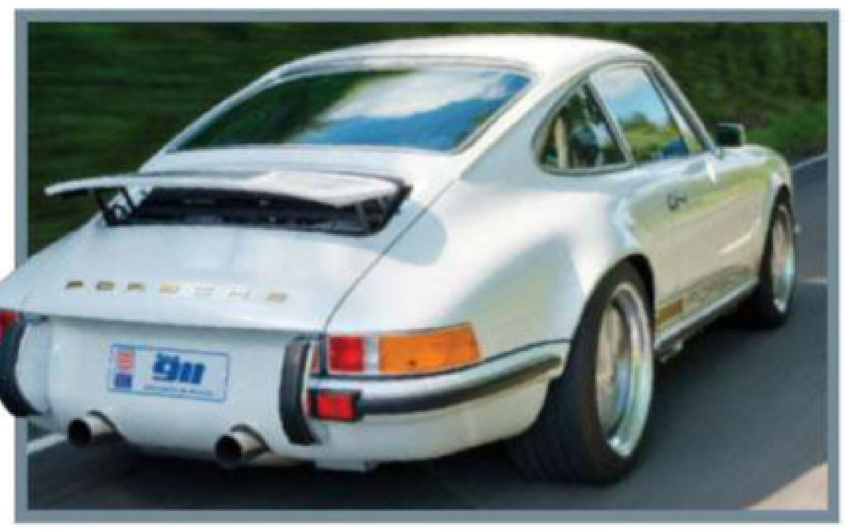
40 YEARS OF TURBO THE SEVEN-GENERATION SHOWDOWN

Total 911

THE PORSCHE MAGAZINE

RETRO TOURING R

Modern technology meets classic styling: is this the ultimate 911?



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260HP • 162MPH • 1,220KG

964 RS

Your essential guide to the ultra-desirable early Nineties Rennsport

91 UPDATED 911 RATINGS FOR 2014



PLUS

991 Turbo S hillclimb •
Hartmut Kristen interview •
Behind the scenes at Le Mans •



GT3 RS ON TRACK

Can this modified 997 transcend the performance of its Cup car equivalent?

BUILD AN RS REPLICA

Renowned specialists Autofarm reveal the secrets to building an immaculate 2.7 RS

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ISSUE 116

‘What gives *you* the license to do *this*?’

THE CEO OF A MAJOR SWISS WATCH BRAND ON HEARING ABOUT CALIBRE SH21, CHRISTOPHER WARD’S FIRST IN-HOUSE MOVEMENT.



The chronometer-certified ***C9 Harrison 5 Day Automatic***, with 120-hour power reserve, is the first watch to house our own movement. Conceived and designed by our master watchmaker Johannes Jahnke and manufactured by some of Switzerland’s finest watchmaking craftsmen, it is destined to be one of the most talked about watches in years. *And, yes, you do have the license to own one.*



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Welcome



It's hard to think of another feature in the preceding 115 issues of Total 911 that can stand up to the sheer exotica on show in this month's Turbo group shoot. Representing seven generations of forced induction in the Porsche 911, having the Turbo's entire lineage laid bare before my eyes proved suitably electrifying. And, as speculation mounted over the cumulative value of Stuttgart metal in our presence, Turbo predilections reached fever pitch.

What struck me most when walking among 2,708bhp of combined Turbo power, though, was that despite unprecedented evolution of the model, 911 Turbo DNA hasn't changed since that first wide-arched, big-power 930 seduced the motoring world in 1974. Still so evident in today's 991, it's clear that having such an abiding endearment to heritage is part of what makes the Porsche name so special, and the Turbo is the very embodiment of that truism at its peak.

Away from our glamorous Turbo feature – not forgetting our cover story on the enchanting 964 RS, of course – I'm certain you'll also find our revamped Data File section to be of particular interest this issue.

It's been a desire of mine to revise the ratings system in the section for some time now. Put simply, the cars have evolved, a vast array of new technology has been introduced, and perhaps most importantly of all, the market has changed. These key factors meant our previous ratings had become somewhat dated, though I hope you'll find our revised ratings system has addressed that. As ever, I welcome your feedback.

Away from our Data File, I'm pleased to say we've been hard at work evolving the Porsche content delivered to you digitally. With immediate effect, you'll find special editions individually dedicated to each generation of 911 ready to download from our Newsstand app. Now, back to that group of Turbos...

"The 911 Turbo DNA hasn't changed since the first 930 3.0-litre in 1974"

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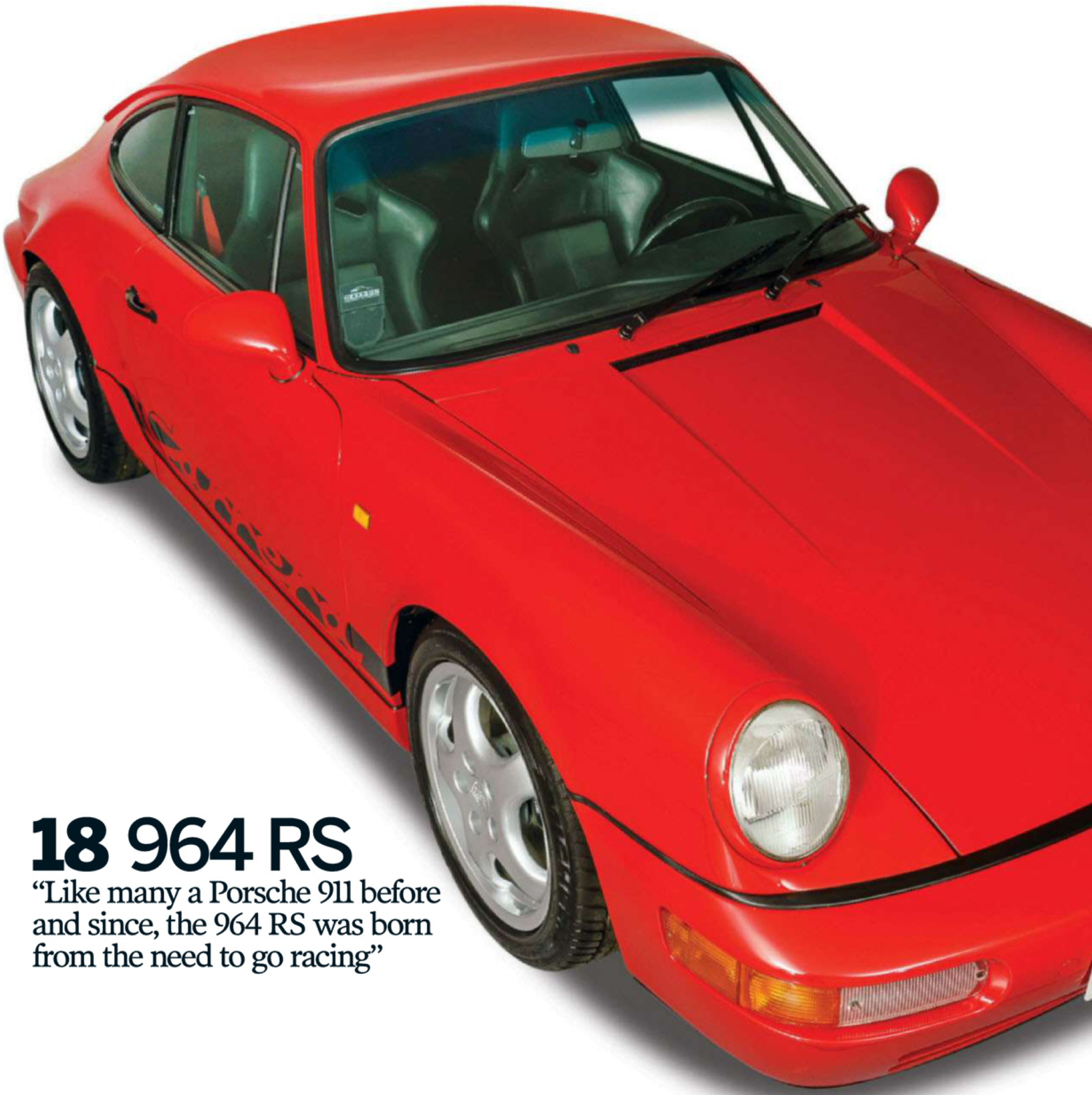

HY
919 hybrid
DMG MORI
THE
IGENT
ORMANCE

911 Opening Shot

After more than 15 years, Porsche returned to the top class of competition at the 24 Hours of Le Mans with the innovative 919 Hybrid. Lady Luck would not be on Weissach's side though; only the fabled 911 achieved a podium finish.

Photograph by **Steve Hall**

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"Like many a Porsche 911 before and since, the 964 RS was born from the need to go racing"

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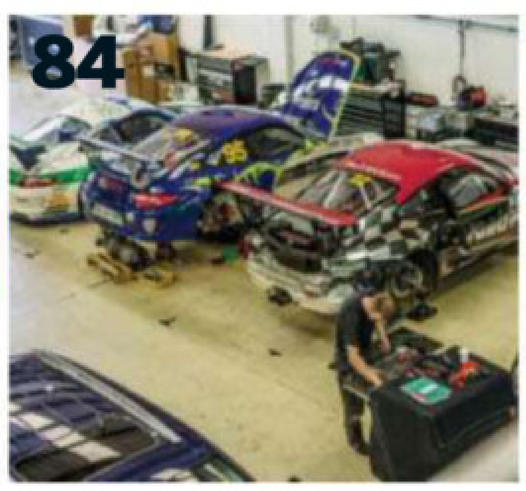












Update

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



Martini Racing 991 revealed

Iconic motorsport livery will be produced for limited edition 911 Carrera S road car

To tie in with Porsche's return to the top class of racing at Le Mans (which you can read more about on page 10), Zuffenhausen has announced a limited run of 'Martini Racing Edition' Porsche 991 Carrera S road cars, produced through the German manufacturer's Exclusive department.

The famous Martini logo first appeared on a Porsche racing car in 1969 when the Martini Racing team ran two 907s in international sports car races. A year later, and the Martini Racing squad had become a works effort alongside Porsche Salzburg, running the psychedelic blue-and-green 917s.

It wasn't until 1971 that the iconic red-and-blue stripes made their appearance on a white car, with Gijs Van Lennep and Helmut Marko winning the 24 Hours of Le Mans in their factory 917K, instantly providing the livery with iconic status. Later through the Seventies, the stripes appeared on a silver Targa Florio-winning 911 Carrera RSR before returning to Le Mans with the white 935s and 936s that helped to cement the design's legendary standing among motorsport fans.

Just 80 991 Carrera S Martini Racing Editions will be released worldwide, of which only two (one white, the other black) will make it to British shores, with a starting price of £102,862. As well as the famous decals running over the bonnet, roof and along the sides, the Martini Racing Edition will include a host of options included as standard for its six-figure price tag, the most visual of which is the fitment of the Aerokit Cup front spoiler and rear wing.

Inside, the Exclusive touches continue with red illuminated sill panels. The stainless steel items read '911 Carrera S – Martini Racing Edition', while similar branding is continued on the body-coloured dashboard trim. A Sport Design wheel is fitted, along with the Sports Chrono package, PCM system with navigation, and all-electric sports seats in black leather. Underneath, the 400bhp, 3.8-litre engine is unchanged, powering through a PDK gearbox.

The car has already launched in some European markets, including the UK, Italy, Spain and Holland, with China getting their allocation in August and Japan and Latin America following in October.





What's on in 2014

July

RM Auctions Motor City
26 July
Another premium sale held in the heartland of the American auto industry.

August

Wilton Classic and Supercar
10 August
One of the UK's biggest outdoor classic and supercar shows in a stunning, regal setting.

Monterey Car Week
11-17 August
This world-famous car festival features the iconic Pebble Beach show.

PCGB R3 region concours
17 August
Free meet at Witton Castle. The biggest gathering of Porsches in the UK's north-east.

September -

Classics at the Castle
7 September
One of the year's standout Porsche shows takes place at Hedingham Castle.

'Project: Top Secret' at Porsche Museum
17 September – 11 January 2015
Explore 60 years of Porsche's rarest prototypes in this latest exhibition.



Autofarm sell RS Touring for £500,000

In issue 113, we brought you news of the 1973 911 Carrera RS Lightweight that Gooding and Company sold for more than £800,000. After that new world record, it appears the market for the iconic 2.7-litre 911 continues to go from strength to strength, as British Porsche specialist Autofarm has announced the sale of a recently restored Carrera RS Touring for more than £500,000. What's more, the car passed on to its new owner before Josh Sadler's esteemed firm even had the chance to publicly market the legendary Stuttgart sports car.

Chassis 0899 (from the second run of 2.7 Carrera RS production) was originally supplied to an Italian customer before its second owner drove the left-hand-drive 'M492' spec car to the UK in 1983. After seven years of active service, the car went into storage before Autofarm performed an engine and gearbox rebuild on the car as part of a light renovation in 2002.

After 24 years off the road, Autofarm's RS specialist Mike Evans has prepared the car to as-new standard, right down to the period-correct, raised-letter numberplates.

"Demand remains strong and, despite not marketing the car publicly or even getting it onto our website, we already had a number of very keen purchasers, eager to acquire a desirable, matching-numbers car that we have known for over 30 years," Josh Sadler said of the remarkable car's even more remarkable sale. "We couldn't predict the rocketing values, however; otherwise I would have put more old racers we had away in our store!"



Turbo restoration competition for 40th anniversary year

To celebrate the 911 Turbo's 40th anniversary, Porsche Centres in the UK have been invited to take part in a forced-induction restoration project, with the winner due to be announced in October.

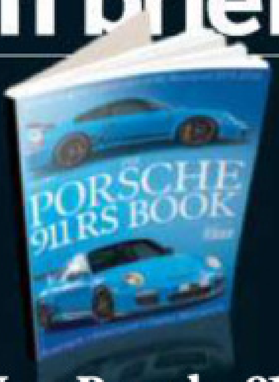
Porsche Centre Leeds has chosen to take on the challenge of bringing a 1981 930 3.3 Coupe back to as-new condition after being offered the car by customer David Graves. "We are really excited to have the opportunity to use our specialist restoration skills on such a beautiful and classic model, particularly as the car was originally purchased from JCT600 some 33 years ago," explained the centre's service manager, Ben Mills.

"Although the vehicle is in a sad condition now, it has huge potential and we are confident it will be as good as new once our renovation is finished in time to enter the competition in September."

The first stage of the project included stripping the car back to a bare shell, with engine, gearbox and body refreshing all in the pipeline for the Guards red car, along with a retrimmed interior.



In brief



New Porsche 911 RS book released

The all-new collectors' edition **Porsche 911 RS** book, from the makers of **Total 911**, is available to purchase in print or digitally now.

Packed with the very latest in lavish features dedicated to the iconic Rennsport moniker, this revised edition celebrates over 40 years of RS heritage, from the first 911 RS in 1973 to the latest iteration in stunning 997 GT3 RS 4.0 form.

Glorious road trips, head-to-head tests and exclusive buying guides decorate 180 glorious pages of RS utopia.

Priced at £9.99, you can get your copy from the motoring section at www.imagineshop.co.uk/bookazines.

997-only digital issue on sale

Total 911 has introduced an innovative digital-only special issue format showcasing each and every generation of the Porsche 911 individually.

Starting with the Type 997 edition, you can now enjoy your favourite Porsche magazine with filtered content focusing purely on, in the first instance, the previous generation of 911.

Moreover, hot on the heels of the inaugural 997-generation issue will be further editions dedicated to the 991, 996, 993, 964 and 3.2 Carrera eras.

If you haven't done so already, simply download the issue via your tablet or smartphone from the **Total 911** Newsstand app.



911 in Motorsport

The latest news and results from racing series around the globe



Porsche overcame various setbacks to reach the podium

Porsche 911 RSRs gain Le Mans podium

GTE-Pro and GTE-Am silverware for Weissach at La Sarthe

Following on from its GTE-Pro and GTE-Am victories at the 2013 24 Hours of Le Mans, Porsche has again secured podium positions in the latest edition of the famous French endurance race.

The factory-run number 92 Porsche Team Manthey 911 RSR of Marco Holzer, Frédéric Makowiecki and Richard Lietz crossed the line in third place after 337 laps. However, it wasn't all plain sailing for the works Porsche 911s, as the number 91 car of Nick Tandy, Patrick Pilet and Jörg Bergmeister finished in a disappointing seventh in GTE-Pro after fuel pressure problems during the night.

The two Porsche Team Manthey racers struggled in qualifying, where yellow flags and a pair of incidents ruined the team's chances. Numbers 92 and 91 would take the start from sixth and seventh respectively, and after making up a position apiece, were content to sit behind the lead Ferrari, Aston Martin and Corvette duo.

It was only after rainstorms in the opening hours that the two 911 RSRs reached the head of the GTE field after some slick strategy calls. As the track dried out, the two cars dropped back slightly, with 92 asserting itself ahead of the sister 911 before the latter encountered problems, although they were able to hold on to a podium position after a solid run through Sunday morning.

In GTE-Am, the 2013-spec RSRs of Proton Competition finished second and fifth, with the lead car of Klaus Bachler, Khaled Al Qubaisi and Christian Ried enjoying a reasonably trouble-free run.



Barker wins at Le Mans

Ben Barker, **Total 911**'s Supercup-racing columnist, triumphed in the Carrera Cup support race at Le Mans, taking the highest-profile victory of his promising career in Porsche 911 racing.

Driving the daunting, high-speed track for the first time, Barker qualified in an impressive fourth overall in the combined Carrera Cup France and GB grid of 62 cars, yet was confident of further improvements after yellow flags necessitated him backing off on his fastest lap.

After moving into third early on, Barker was stalking the leading duo of Kévin Estre and Earl Bamber when they made contact at the final chicane, forcing Bamber into retirement. From here, Barker was able to stick with the French racer, taking the lead when Estre suffered a puncture on the final lap.

Fellow **Total 911** columnist Josh Webster was the second Carrera Cup GB competitor, coming home in seventh overall after overhauling championship leader Michael Meadows late on.

Victory no 17 eludes Porsche in Le Mans top class

The Porsche 919 Hybrid failed to secure a 17th overall Le Mans win for Porsche despite a strong showing on its La Sarthe debut.

A heavy rain shower after the first hour saw the number 20 Porsche 919 Hybrid head the field with Timo Bernhard at the wheel. As the track dried, Bernhard, Mark Webber and Brendon Hartley lost touch with the leaders. However, when the leading number 7 Toyota ground to a halt in the early hours of the morning, Porsche was thrust back into contention for victory. With four hours left, the two remaining Audis encountered turbocharger problems, leaving Bernhard once again in the lead.

Unfortunately, the number 20 919 was struggling with a powertrain issue, and was caught by the number 2 Audi in the last three hours before Webber was forced to limp back to the pits under electric power in the 23rd hour.

The number 14 Porsche dropped out of contention inside the first half an hour after a fuel flow problem. A gearbox failure further hampered its progress, but the newly assembled team was able to get the car back out for the finish, crossing the line in 11th overall.



Ultimately, La Sarthe wasn't fruitful for the 919 Hybrid

Motor racing in 2014

July

Porsche Supercup Germany
18-20 July
The premier 911 series in the world visits Hockenheim, Porsche's home circuit.

Brickyard Grand Prix
24-25 July
Porsche North America Racing will be in action on the famous Indianapolis Motor Speedway.

Silverstone Classic
25 – 27 July
One of the best historic race meetings in the world will see the GT1 era celebrated.

Porsche Supercup Hungary
25 – 27 July
Just one week after Germany, Ben Barker and the Supercup circus head to Budapest.

August

Carrera Cup GB Snetterton
2-3 August
Josh Webster and Michael Meadows continue their battle at the Norfolk circuit.

TUSCC Road America
8-10 August
The American 911 RSRs will take to the US's most daunting track.

Total 911's racing columnists



The Supercup driver: Ben Barker

Total 911's Supercup ace talks through his victorious La Sarthe experience



Le Mans proved to be successful for Ben on his track debut



As you've no doubt been finding out, I've been fortunate enough to land a number of extra drives on top of my main Supercup campaign this season. This has included a number of firsts, such as my first endurance race at the Bathurst 12 Hours and my first race in America thanks to the Tully's Coffee GB Autosport squad.

However, racing at Le Mans really ranks up there as a highlight. It was my first time at the race, and it's safe to say that it's a pretty amazing place; the event is a complete spectacle. The passionate fans are just everywhere, and I loved it. The whole atmosphere surrounding the 24 Hours rubs off on the crowd, and on the support races as well. I went on a tour of the factory Porsche GT garage too, and I really like the track. It just made me want to do the main event, which hopefully I can next year (I'm certainly working hard towards it).

Obviously, winning helped a lot. Realistically, second place was on the cards, but I got a little bit fortunate. I was holding the gap to Kévin Estre, who was driving quite aggressively before he got a blowout with half a lap to go. We were all running less camber, so the high-speed stuff put a lot of load on the tyres' outside edge. For the last two laps, I was really looking after my tyres because I could feel them going, so if I had pushed I think my left-rear tyre would have gone.

It was special to win for Parr too in their 30th anniversary year. I really made my mark against the British drivers, and showed that Supercup has really done a lot for me.

It was probably the biggest victory of my career so far, with 61 other cars on the grid, including guys like Estre and Earl Bamber (as well as five or so really quick French guys). A Supercup win would probably trump this, and hopefully it's not far away, as this victory has given me good momentum.



The Carrera Cup driver: Josh Webster

It was a memorable Le Mans debut for Porsche scholar Josh Webster



Josh talks glowingly about the spectacle of the event

We have just returned from Le Mans – what a fantastic experience! There were 62 cars in the Porsche Carrera Cup field, made up of Porsche Carrera Cup France and GB, plus invitational entries from around the world.

Le Mans is really long at over 13 kilometres – three times longer than a normal circuit. Our first laps were at 8.30pm on Wednesday for practice, with the sun going down behind the famous Ferris Wheel. It was amazing to be flat-out on public roads.

The next day in qualifying, I struggled with the handling, and didn't manage the traffic well. I was disappointed to be starting from 18th. However, on Saturday, after some great work from Redline Racing, the car felt great. I had a really exciting race from 18th on the grid to seventh overall and second in the GB field to the overall winner – and fellow **Total 911** columnist – Porsche Supercup driver Ben Barker. To cap a great day, I was awarded the Porsche Carrera Cup GB 'Driver of the Weekend'.

The whole event is such a spectacle – it's something you can't really explain until you see it for yourself. Watching the LMP cars at night was awesome, and the fans really know how to party! Porsche had a huge presence at Le Mans, and although it was a shame they weren't able to get the dream result, they did a great job.

It was an honour to race there, so I have to say thanks to Porsche, Redline Racing, my sponsors and everyone who gave me such great support. Hopefully, I can return to Le Mans and race in the 24 Hours in the future.

Until then, I'm focusing on the rest of my first season in the Porsche Carrera Cup GB. Following the Le Mans race I'm 14 points behind Michael Meadows in the standings, and hopefully I'll be able to close the gap.

Carrera Cup roundup



Carrera Cup France

Tom Dillmann got his championship chase back on track with class victory in the 24 Hours of Le Mans support race. The Frenchman finished second overall behind Ben Barker (see left), while fellow countrymen Lonni Martins and Laurent Aiello took second and third.



Carrera Cup Italia

Vito Postiglione extended his championship lead in round two at the high-speed Monza circuit, near Milan. Postiglione was beaten by Gianluca Giraudi in the first race (the latter taking his first win of 2014), before seeing off Edoardo Liberati and championship rival Matteo Cairoli in race two.

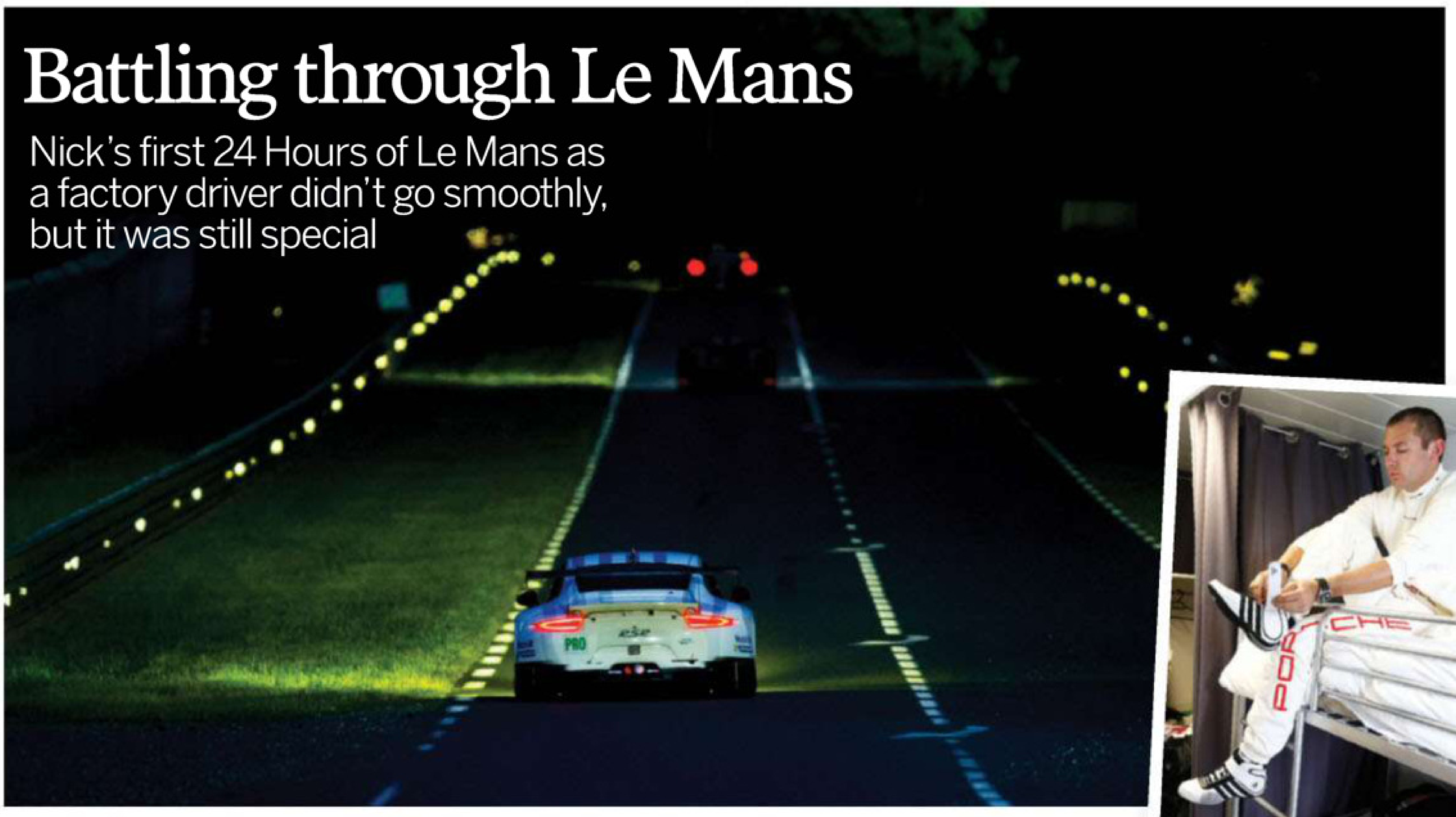


The factory driver:

Nick Tandy gives his views from beyond the pit wall

Battling through Le Mans

Nick's first 24 Hours of Le Mans as a factory driver didn't go smoothly, but it was still special



While Daytona has a more compact schedule, making it a little more enjoyable to me as a driver, the 24 Hours of Le Mans is always an incredible experience. This year was my second time at the event, but my first as part of the Porsche works team, which certainly made the event even more special.

It was brilliant to see all the fans around the circuit over the course of the week, especially getting to meet a lot of them at the driver's parade in Le Mans' centre on the Friday before the race. Although you'd think we would be preoccupied with the driving, it was noticeable how many Porsche flags were being waved on the short chute between Indianapolis and Arnage corners.

Unfortunately, the race didn't quite go to plan, topping off a challenging two weeks for the number 91 squad. It started at the official test day two weeks before the race when Jörg [Bergmeister] had a minor excursion that turned into something dramatic. His heavy landing, after taking flights following a trip through the gravel, required us to get a new chassis from Weissach, which the team worked flat out on getting ready for practice and qualifying on race week.

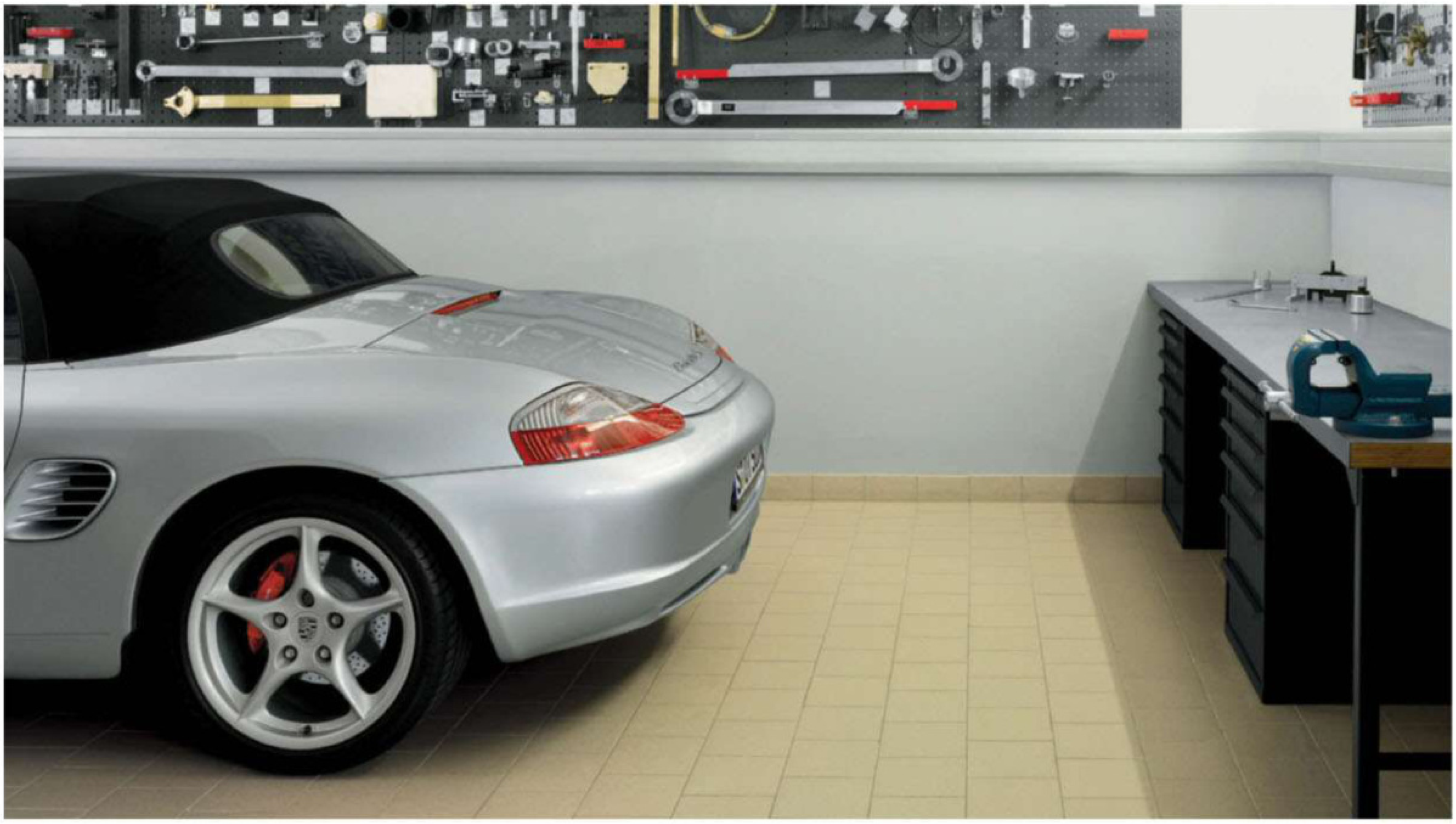
These also weren't the smoothest of sessions for us as the red flags on Wednesday (which hindered all the teams) were followed by a driveline failure for us on Thursday, putting us out of the final qualifying session. Every year at Le Mans, every driver has to complete five laps during the night sessions and, with all these problems preventing us from running in the darkness, I had to jump in the number 92 car after some negotiating with the stewards in order to complete my mandatory laps.

We knew we didn't have the pace of our rivals in the hot conditions, so it wasn't a case of 'Get to the front early on' when the race got underway. Instead, we were waiting for the cooler conditions – which would suit our car – to come. As it was, the rain in the first few hours helped us out massively. Patrick [Pilet] made the brave decision to stay out on dry tyres behind the safety car, then pit when it was more advantageous for our strategy. Although you're only doing 60kph in the train, our slick tyres act more like water skis, so Patrick did well just to keep up with the safety car.

In the pitstops that followed (as the track dried, then got wet again), we were able to jump up the order, with our car running first with the sister no 92 car behind in second at around hours five and six. However, you're only a quarter of the way through the race at that point, so we weren't getting ahead of ourselves. This turned out to be just as well, because our number 91 RSR had a fuel pick-up problem that reared its head during my first stint. This required attention in the garage three times, eventually losing us an hour after we had to replace the whole fuel system.

From then, it was a case of getting to the finish. It was a little disheartening doing the final 14 hours knowing your hopes of victory are more or less out the window, but there were still points on offer for the championship. Plus, it was good to get my first finish at Le Mans, including a chance to drive the car during sunrise, which was a special yet surreal experience. In one direction it was bright sunshine, but as you turned back on yourself at Tertre Rouge, there was just darkness in front of you. It only lasted a couple of laps, but it was pretty incredible.

We also got to cross the finish line alongside the number 92 car after we ended up running on the track together in the final few laps. I was told by the pits to drop behind our teammates (who were third), and we did the last few side-by-side. It was a nice way to say thank-you to the guys and girls in the pit after they'd worked flat-out not just for 24 hours, but for three weeks. It's a tough old race, but we'll be back stronger next year.



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Porsche lifestyle

Total 911 brings you the best selection of 1:32-scale Porsche 911 slot cars to race around your living room

Ninco Porsche 997 GT3 Cup £44.95

Pretend to be multiple Carrera Cup and Supercup champion René Rast with this excellent model of his Deutsche Post 997 GT3 Cup from Spanish firm, Ninco.

www.scalextric-shop.com

Flyslot Porsche 934 1977 £34.95

This Spanish 934 may not have tasted Le Mans success, but Flyslots' reproduction is to be commended, with all the details present and correct.

www.porsche-design.com

Carrera 911 GT3 RSR 'Manthey Racing' £29.99

The last time Porsche won the 24 Hours of Nürburgring was in 2011 with this Manthey Racing GT3 RSR. Now, you can replicate that victory in 1:32 scale.

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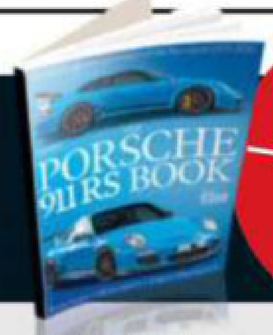
Here's the best photos we've tweeted this month:

There's a trio of buttons on the centre-console of this 991 that we're not too familiar with #911Cabriolet



Letter of the month

Write to or email us with your Porsche opinions and the author of the letter of the month will receive a complimentary copy of the special **Total 911 Collection Volume 2** bookazine worth £9.99!



WIN! The Total 911 Collection bookazine



Four-cylinder fear

Dear Sir,

The motoring press has been awash with rumours in recent weeks of Porsche's intentions to build a turbocharged flat-four engine. This motor is likely to find its way into the next generation of Boxster and Cayman. I ask, what if it ends up in the 911 too?

I may well be getting ahead of myself – after all, no official confirmation of a four-cylinder engine has come from Zuffenhausen, let alone confirmation of which models the new motor will be dropped into – yet I worry for the flat six that has helped make my favourite sports car so iconic. A four-cylinder 911 may sound crazy, but this is the same company that now only offers the GT3 in PDK-only form: big decisions have been made before.

"The 912 was a four-cylinder 911," cry some. Well, yes and no. It may have enjoyed the 911's styling, but the 912 was definitely a separate model. I suppose it could be revived, but in my opinion it would muddy the waters between the bottom end of the 911 range and the Boxster/Cayman line-up. Surely it is better to keep the flat four for the mid-engined cars (where it would help packaging and weight) and leave the 911 as a traditionalist's car?

Hopefully, Porsche will see sense (if they are even considering a flat-four 911). I'm sure the resulting car would be very good, but, as I'm sure your other readers will agree, it wouldn't be a proper 911.

Best regards,

Stephen D. Myers, via email

As you say, there has been no official word either way. If a turbocharged four-cylinder was to be placed in an entry-level 911 it would certainly cause problems further up the food chain, especially with the Turbo.

WIN! a Code Clean Three-Step kit



Finally it's summer, and that means it is time to regularly stretch the legs of your Porsche 911. However, while the roads are no longer wet and muddy, your car will still end up being peppered with flies and other road dirt.

Whether you regularly show your car or just enjoy driving it, you'll want to keep your prized Stuttgart metal looking perfect, so **Total 911** has teamed up with British cleaning brand Code Clean to offer one lucky reader a Three-Step Automotive Cleaning System. What's more, eight runners-up will get their hands on a Three-Step sample kit so they can test out the power of Code Clean's wares.

All of Code Clean's products are designed to be easy to apply and polish off, and the Surface Prep, Premier 40 per cent Carnuba Wax and Wash and Seal included in this excellent kit are no exception. To be in with a chance of winning, just answer this simple question:

How many steps are included in Code Clean's cleaning kit?

A. One
B. Five
C. Three

Send your answer to competitions@total911.com with 'Code Clean' in the subject line. The Editor's decision is final, and full terms and conditions can be found on the **Total 911** website. The closing date is 13 August 2014. Good luck!

The devil is in the detail with this latest PS AutoArt offering:



With qualifying for the 24 Hours tonight, as well as Carrera Cup practice, there is only one place to be today:



Missing anniversary

Dear Sir,

Thanks for the article on anniversary models in **Total 911** issue 112. I have a particular soft spot for anniversary models, as I owned a 1989 911 Carrera 3.2 anniversary from 2006 to 2010, which I sold when I bought a 1997 993 Carrera S.

I'd like to add to your article: Porsche definitely produced a 25-year anniversary edition Carrera 3.2; it was Marine Metallic, and has a plaque on the cubbyhole stating '25 Jahre'.

Regards,

Nanne Vegter, via email

You're absolutely correct, Nanne, and you'll no doubt have seen pictures supplied by Jeff Lewis (star letter, issue 114) of his pristine example. Note, though, the car was a US-only model.

Super secret owner

Dear Sir,

It was really interesting to read the account from your 'Secret GT3 Owner' in the last issue. Porsche has kept news about the whole 'fire' affair very quiet (possibly a good idea), but it was great to hear a positive account from someone with first-hand experience of the situation, without resorting to the school playground that is automotive internet forums.

Keep up the good work. I look forward to more excellent investigative pieces like that in the future.

Best wishes,

Richard Scott, via email

It was great to hear from a 991 GT3 owner who was happy with Porsche's handling of the situation – and our man is even happier now his 991 GT3 has been returned!





N for 'no'

Dear Sir,

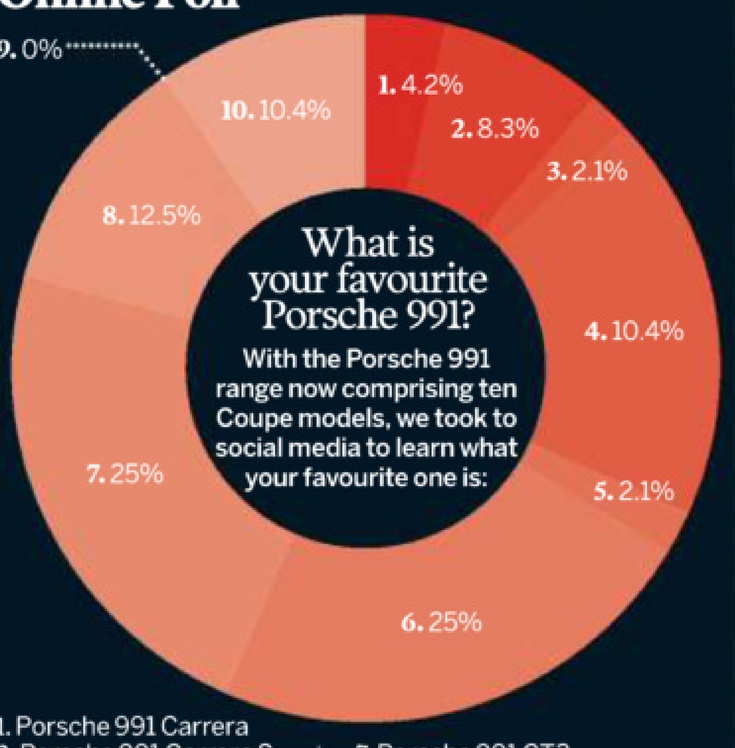
The need for N-rated tyres on 911s was confirmed in your 'Tyre Tech' feature in issue 115. However, 993 GT2 cars are denied this option, as 285/35 ZR18 tyres are not available with Porsche approval.

Regards,

Peter Griffiths, via email

It's down to tyre manufacturers to get their tyres approved by Porsche, and that does mean unusual sizes aren't available. Pirelli's P Zero Rosso is the 993 GT2 N-rated choice in either 285/30ZR18 or 295/30ZR18.

Online Poll



1. Porsche 991 Carrera
2. Porsche 991 Carrera S
3. Porsche 991 Carrera 4
4. Porsche 991 Carrera 4S
5. Porsche 991 Turbo
6. Porsche 991 Turbo S
7. Porsche 991 GT3
8. Porsche 991 50th Anniversary Edition
9. Porsche 991 Targa 4
10. Porsche 991 Targa 4S

Total911.com hot topic: In praise of the 996 Carrera

Our opinion piece this month defended the 996 Carrera. Here are your responses:

Great cars, I've had five: three Turbos, a GT3 and a GT2. I've also had a host of air-cooled cars, and I'd say the 996s are better driving cars – far quicker and better handling.

Ed Turner

It was *Evo Magazine*'s Car of the Year when it was launched, and is still regarded by the majority of the motoring press as one of the best 911s. Sadly, too many judge it on its reliability issues and not on its merits as a driver's car – more fool them.

LP

Recently watched an old episode of *Top Gear*. 1998 Porsche 996 vs Corvette vs Nissan GTR vs Acura NSX – the Porsche 996 wins. Other Porschephiles may turn their noses up at it, but that isn't bad company it just beat.

Donald Burger

Join the debate Facebook /total911magazine Twitter @Total911 Web www.total911.com

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3.8-LITRE: THE WIDEBODY 964 RS

Porsche has always been adept at going that one step further. Just when you thought a model had reached its zenith, the company would launch something that little bit more special, and that's the case with the 3.8-litre RS version of the 964. Around 100 examples were built for 1993 so Porsche could mix it with larger-capacity GT racers, and that meant fitting a 3,746cc flat six, dubbed M64/04. The increase was courtesy of a 2mm-wider bore, and it was accompanied by a variety of engine modifications that included lighter pistons and an exhaust with less back pressure. The result was a storming 300bhp and 360Nm of torque, enough to punch the RS to 62mph in 4.9 seconds and on to 170mph. Those figures might have been higher still if it wasn't for the wide body that blunted the aerodynamics, although there is no doubting the effectiveness of the adjustable bi-plane rear wing. Completing the transformation were a set of impressively large Speedline alloys, a split-rim design that measured 9x18 inches at the front and 11x18 inches at the rear. The 3.8 also marked the first appearance of 'Speed yellow' paint, although more subtle colours were available for those wishing to make less of a statement.



964 RS

The 964 generation was the first to rekindle the Rennsport moniker after an 18-year hiatus. Focusing on the 3.6, Total 911 investigates this racing-inspired lightweight

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

The last 964 to be subjected to the Ultimate Guide treatment was the Carrera 4, but this time we're focusing on a very special incarnation of the penultimate air-cooled 911.

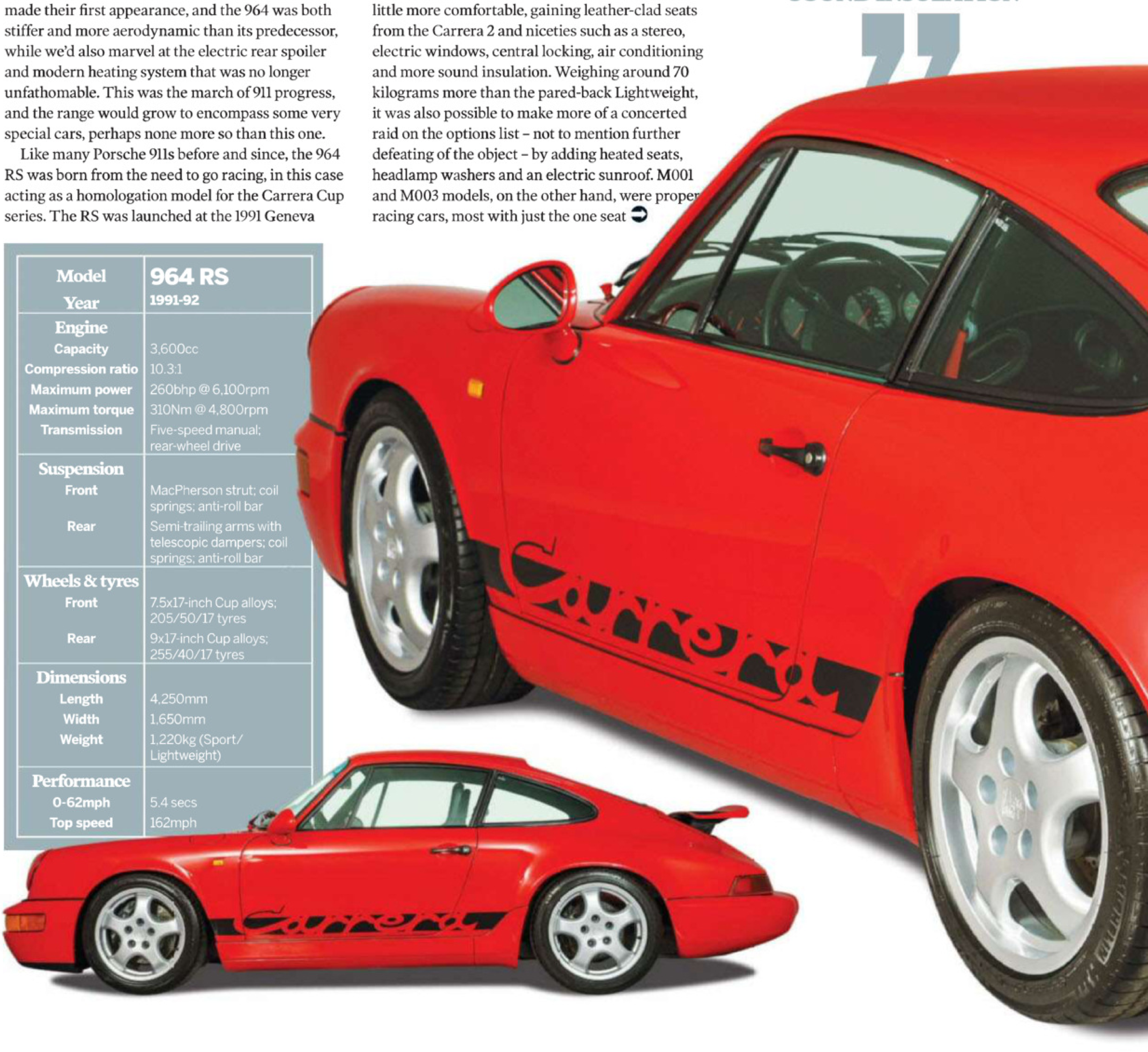
Before we get to the meat of what the RS is all about, however, it's worth taking a moment for a broader reminder of the 964's pivotal role in the model's evolution. Essentially, it stood as a bridge between the old guard that was the 3.2 Carrera and the 911s we admire today, introducing modernities such as power steering, anti-lock brakes and coil-sprung rather than torsion-bar suspension. Four-wheel drive and Tiptronic gearboxes also made their first appearance, and the 964 was both stiffer and more aerodynamic than its predecessor, while we'd also marvel at the electric rear spoiler and modern heating system that was no longer unfathomable. This was the march of 911 progress, and the range would grow to encompass some very special cars, perhaps none more so than this one.

Like many Porsche 911s before and since, the 964 RS was born from the need to go racing, in this case acting as a homologation model for the Carrera Cup series. The RS was launched at the 1991 Geneva Motor Show, and went on sale later that year as a 1992 model, with total sales reckoned to be in the region of 2,400. Production would be split between four key variants – the majority of which (just under 2,000) would be in 'Sport' or 'Touring' specification, with the remainder in 'M001' and 'M003' form – and it's worth exploring those in more detail before going any further. The Sport model was marketed as 'Lightweight' in the UK, and was designed both as a road car and club racer, making it uncompromising as a choice for the daily commute. Closer to the race cars in reality, there were no luxuries inside, although you did at least get a smattering of carpet – albeit a very thin one.

As the name suggests, Touring models were a little more comfortable, gaining leather-clad seats from the Carrera 2 and niceties such as a stereo, electric windows, central locking, air conditioning and more sound insulation. Weighing around 70 kilograms more than the pared-back Lightweight, it was also possible to make more of a concerted raid on the options list – not to mention further defeating of the object – by adding heated seats, headlamp washers and an electric sunroof. M001 and M003 models, on the other hand, were proper racing cars, most with just the one seat ➲

"AS THE NAME SUGGESTS, TOURING MODELS WERE A LITTLE MORE COMFORTABLE, GAINING LEATHER-CLAD SEATS FROM THE CARRERA 2 AND NICETIES SUCH AS A STEREO, ELECTRIC WINDOWS, CENTRAL LOCKING, AIR CONDITIONING AND MORE SOUND INSULATION"

Model Year	964 RS 1991-92
Engine	
Capacity	3,600cc
Compression ratio	10.3:1
Maximum power	260bhp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
Transmission	Five-speed manual; rear-wheel drive
Suspension	
Front	MacPherson strut; coil springs; anti-roll bar
Rear	Semi-trailing arms with telescopic dampers; coil springs; anti-roll bar
Wheels & tyres	
Front	7.5x17-inch Cup alloys; 205/50/17 tyres
Rear	9x17-inch Cup alloys; 255/40/17 tyres
Dimensions	
Length	4,250mm
Width	1,650mm
Weight	1,220kg (Sport/ Lightweight)
Performance	
0-62mph	5.4 secs
Top speed	162mph











In true racing style, the 964 RS had internal and external engine cut-off switches, with a brace linking the front suspension struts, aiding rigidity



RS TIMELINE



1972
The legendary 2.7 RS launches the breed, and is worth a fortune today. 210bhp doesn't sound like much, but the reduced weight ensured a stunning level of performance.

1991
Launched at the Geneva Show, the 964 revives the RS moniker with both 3.6 and rare 3.8-litre variants. Power is up by 10bhp in 3.6-litre form, and weight is down compared to a Carrera.

1995
Porsche reprise the RS theme with the 993, the 3.8-litre engine revised for a 300bhp output. It was rear-wheel drive only, and notable for its aggressive looks.

2005
It was the 996's turn for the lightweight treatment, the GT3 making 381bhp. Top speed is an epic 190mph, but thankfully PCCB brakes are standard.

2006
The 997 RS was available in GT3, GT2 and rare GT3 4.0 forms. Power ranged from 415bhp to a slightly bonkers 620bhp in the GT2, the latter, of course, being turbocharged.

2015
The latest 991 is likely to arrive in GT3 RS form in 2015. Expect an output of around 500bhp and PDK gearbox as standard.



The interior of the 964 RS followed the Rennsport tradition of paring back on niceties to save weight. Notice the blanking plate in place of the radio/casette player, plus the minimalist door cards with grab handles

and strictly for track sorties. The M003 – built for the European GT championship and known as the 'N-GT' – was re-named 'Clubsport' for the UK, and boasted a Recaro seat that was shelled in kevlar and covered in fire-retardant cloth, as well as a four-point Schroth harness and Matter roll cage. This was very much the business end of the 964 RS.

Less complicated than the model range was the bodywork, the outline of which deviated little from the standard 964 – save for a handful of RS-specific tweaks. All versions featured a stronger seam-welded shell to withstand the battering from circuit curbs, and although it was zinc-coated as standard, the Lightweight models lacked the layer of underseal. These cars therefore got a three-year anti-corrosion warranty rather than the usual ten years. The Turbo-style teardrop mirrors were lighter and more aerodynamic, and there was a new rear bumper identified by numberplate lights positioned at the side rather than above.

Further weight-saving measures included a luggage compartment lid that was fashioned from aluminium, side and rear glass that was now just 3mm thick instead of 4.7mm, and a larger 92-litre plastic fuel tank in the nose in place of the standard car's 75-litre steel item. Porsche had done just what you might have expected with this special model, and approached the whole business with their usual laser-sharp focus and obsessive attention to detail. There were no half measures here, and the 964 RS was all the better for it.

However, in a far cry from the stratospheric power outputs we are used to today, things were to remain fairly standard in the engine room. Power for the 3.6-litre M64/03 unit was officially increased by just 10bhp courtesy of a revised ECU (although it was likely to be a little higher in reality), and a single or dual-mass flywheel was included depending on the model. The catalytic converters were retained, along with dual-distributor ignition and Bosch DME engine management, and although Porsche were cagey about other engine changes, it is reasonable to assume that greater attention was paid to the weight and assembly of the internals.

Apart from the very rare Carrera 4 Lightweight, drive was sent to the rear wheels via a Carrera 2 gearbox with revised ratios and stronger synchromesh, and there was a limited-slip differential. But with track action very much in mind, one area that did come in for attention were the brakes, those at the front being donated by the 964 Turbo with Carrera Cup items. That meant that there were cross-drilled and ventilated discs, in addition to four-piston calipers at each corner with ABS and the standard hydraulic booster.

Given the modest power increase and lower weight, the RS was arguably over-endowed in the stopping department, but the changes would have been reassuring – especially if fast-approaching Armco barriers were involved. Hydraulically





> **LESS COMPLICATED THAN THE MODEL RANGE WAS THE BODYWORK, THE OUTLINE OF WHICH DEVIATED LITTLE FROM THE STANDARD 964 – SAVE FOR A HANDFUL OF RS-SPECIFIC TWEAKS**



BUYING TIPS

A 911 of this type needs to be in nothing short of perfect condition, and signs that it might not have received anything approaching fastidious care should have you running a mile. The cost of sorting a bad one is likely to prove stratospheric, so you have been warned.

- **History:** Provenance is everything with an RS, so be extra thorough with the background checks. Fakes do exist, so be wary.
- **Bodywork:** The rising values keep many off the race circuit, but not all of them. Evidence of previous accident repairs will need investigation and assurance that all is now well.
- **Engine and Transmission:** A specialist inspection is best for peace of mind. Needless to say, any signs of smoke, oil leaks or nasty noises are a no-no if big bills are to be avoided.
- **Suspension/Brakes:** That specialist inspection will more than likely identify any issues here. Everything needs to be spot-on in order for an RS to give its best, and there's no reason to accept an unloved example.
- **Interior:** With a variety of choices, it's up to you exactly how stripped-back you choose to go, but just make sure you can live with the more uncompromising versions. Condition should be perfect, though.

assisted rack and pinion steering was retained, while the suspension gained uni-ball top mountings for the front struts, along with a strut brace, and there were cast-aluminium components present at the rear. The RS also sat 40mm lower than regular 964s, which provided a nicely purposeful stance, as well as ensuring that the 17-inch magnesium alloy 'Cup 91' wheels filled the wheel arches. Most road-going cars came fitted with Yokohama or Bridgestone rubber when new, and with 205/50s at the front and 255/40s at the rear, you'd need to be tackling public roads at an insane speed to run out of grip in the dry.

Jump inside, and what faced you depended on the level of weight-saving you'd chosen, although it was still recognisably a 964 cabin. Setting aside the true race cars, most opted for the next closest thing in the form of the Lightweight (or Sport) model, in which case you were in for a pretty Spartan experience. It goes without saying that air-conditioning and a stereo were off the standard menu, although you could add the latter at no extra cost, even if the likelihood of being able to enjoy those early Nineties chart hits was questionable given the limited soundproofing. You'd also find manual window winders attached to vinyl door trims that sported straps rather than proper handles, a lighter wiring harness, a thin carpet, and a pair of colour-coded seat belts. Also included were some subtle reminders of this car's potential in the form of an RS logo in the centre of the four-spoke steering wheel and RS script in the carpeted area – where the rear seats once resided.

If you still liked the idea of a 911 for the track, there was always the sanctuary of the Touring's more comfortable interior. The extra luxuries are detailed earlier on, but a fair few owners found this more to their liking. Most would also have been happy with the colour choices, which generally reflected the palette available to other 964 buyers. There was the usual selection of silver, black, Guards red, and blue, as well as the fetching Amethyst Metallic and the more exotic Rubystone red. Subtle it wasn't, with 'bright pink' probably the most accurate way to best describe this striking hue.

As recent values and auction prices have shown, there's no question that the 964 RS deserves to be taken seriously. Such purity of purpose hadn't been seen since the 2.7 RS first appeared some 20 years previously, and in our eyes that makes this model something to be cherished. As for the fact that the car you see in these pictures was driven by Walter Rohrl himself in its role as development car for suspension experts Bilstein – well, that's just the icing on the cake. 911

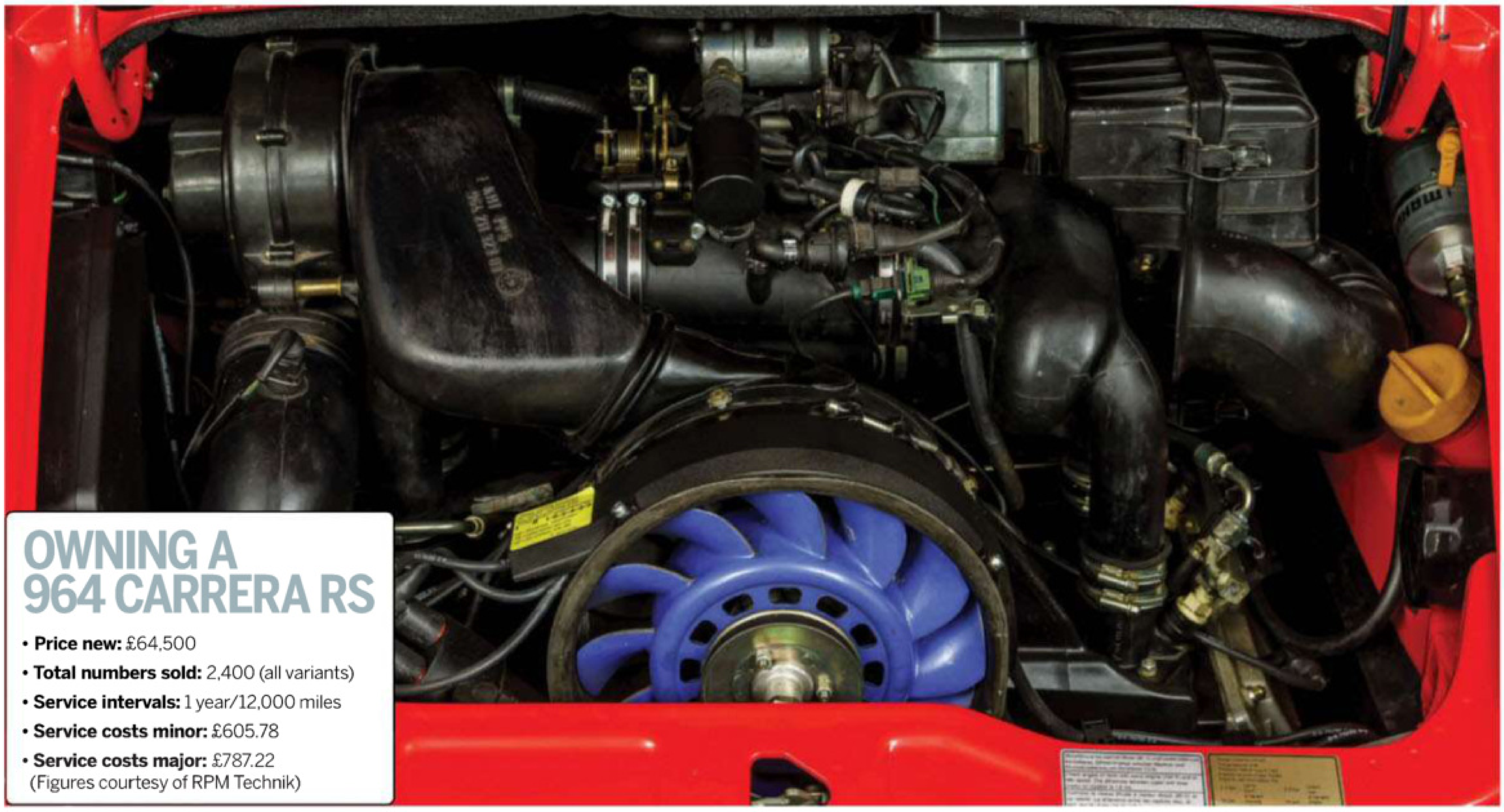
> **"THE RS SAT 40MM LOWER THAN REGULAR 964S, ENSURING THE 17-INCH MAGNESIUM ALLOY 'CUP 91' WHEELS FILLED THE WHEEL ARCHES"**



SPECIALIST VIEW

"Chassis number 491254 was originally supplied to Bilstein and driven by Walter Röhrl in the development of world-leading suspensions. The RS subsequently came to England in 2008, covering just 7,000km in the hands of one private owner since. On acquisition, Hexagon Classics embarked upon a sympathetic refurbishment programme that included a complete repaint in the original factory Guards Red with a total mechanical overhaul carried out by renowned marque specialists, BS Motorsport."

Jonathan Franklin, Hexagon

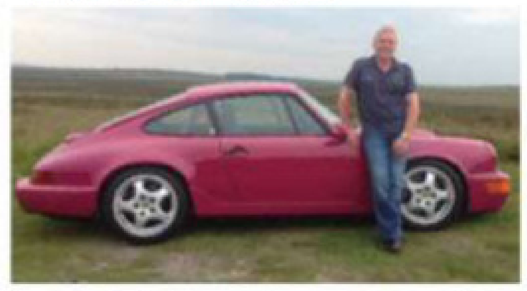


OWNING A 964 CARRERA RS

- **Price new:** £64,500
- **Total numbers sold:** 2,400 (all variants)
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £605.78
- **Service costs major:** £787.22
(Figures courtesy of RPM Technik)



"I'VE GOT ONE"



"For me it is the prettiest 911 ever made, and the sound (wow, the sound) is the purest. There's no press this, press that marketing rubbish here! It's the feel it gives you and how it rewards you that's most alluring; it's not about the 0-60 time, it's how it can carry the speed. If you can play a tune, this car can dance to it like no other."

Christian Ayres

Thanks

This immaculate 964 RS is available for immediate inspection at Hexagon Classic's London showroom. For more information on the car call +44(0)2072253388 or visit www.hexagonclassics.com.

40 YEARS OF TURBO

Equipped with savage performance and an unmistakable presence, the 930 captured hearts upon its inception in 1974. 40 years on, its evolution has proved spectacular. Total 911 examines every generation of Porsche's most glamorous supercar

Written by **Lee Sibley** & **Josh Barnett** Photography by **Alisdair Cusick**



Porsche wasn't the first manufacturer to release a turbocharged, petrol-engined road car. That accolade falls to the Chevrolet Monza, released in 1963. In fact, Porsche wasn't even the first German manufacturer to achieve that feat, with BMW's 2002 Turbo beating the 911 Turbo to market by a single year. However, while other car makers rushed to implement a technology used in the aeronautical and maritime industries since the start of the 20th Century in their production vehicles, the board at Porsche AG turned to Weissach's racing department to prove the forced-induction philosophy in the most unrelenting of arenas: the race track.

After the 917 was ruled out of international competition for 1972, Porsche turned its attention to a turbocharged version of the prototype designed to rule the US-based CanAm series – and rule it did. The 917/10 and its Penske-developed successor, the 917/30, were untouchable in 1972-73. Porsche was convinced of the concept, producing the 911 RSR Turbo 2.1 before, in 1974, an icon was born with the release of the Porsche 911 Turbo road car, popularly known as the 930 3.0.

This was a definite case of motorsport improving the breed, as the lessons learnt in the 1,000bhp+ CanAm monsters translated into the 930 3.0, earning its place as the fastest-accelerating road car ever produced upon its release to the public in 1975. Only six years before, man had set foot on the Moon for the first time, and now here was a sports car truly worthy of the space age.

Thanks to its 2,994cc capacity and a single Kühnle, Kopp & Kausch turbocharger, the first 911 Turbo was capable of sprinting from standstill to 100kph (62mph) in 5.5 seconds. Its 260bhp output may sound meagre today, but this was a car that enjoyed nearly 25 per cent more power than the previous range-topping 911 Carrera 2.7 (its engine taken from the fabled 1973 RS).



Despite its accelerative capacities, the 930 3.0 was a car at the start of turbocharging's development curve, and as such there was a lot left to be desired. With just a single turbine to spin up, turbo lag could be measured in seconds rather than tenths, making for a fearsome driving experience. Combined with a rev ceiling set at 6,200rpm, the Type 930/50 motor delivered its brutal burst of power at a relatively peaky 5,500rpm. The stories of cars going backwards through hedges are firmly routed in reality as owners struggled to tame the original 911 Turbo. The problem was exacerbated by the four-speed 915 gearbox. With its long ratios, it was a challenge to keep the engine 'on boost'. The five-speed version just wasn't mechanically ready for the task of transmitting 343Nm of torque to the tarmac.

Once spooled up, the 930 3.0 was quick to reach the horizon, yet as owners found out, it wasn't quick to slow down thanks to its unventilated brake discs and calipers. Despite these foibles, the first Turbo proves an attractive proposition, now more than ever given its increasing rarity.

"We used to think only 32 came into the country," explains John Ward, 930 Register Secretary for the Porsche Club Great Britain owner of the 3.0-litre in our pictures. "In a good year you may see five other 930 3.0s on the road in the UK," he says. Rarity is a driving force behind the soaring values of these early cars, yet John is besotted by the 930. Five of his previous ten 911s have included a forced-induction engine under the decklid. "It's just the ultimate do-it-all car," he enthuses. It's hard to disagree, especially as – with its iconic whaletail spoiler and wider-than-standard rear arches – the 930 3.0 is as arresting visually as it is technologically.

But what of the brakes? Not a problem in John's mind: "All the idiosyncrasies are what gives the car its character," he says, rounding off a solitary tale of the cold brakes forsaking him at slow speed. Yet, in reality, Porsche knew improvements needed to be made if the Turbo concept was to go down in history for the right reasons.

Three years after the launch of the first 911 Turbo, Zuffenhausen announced some major revisions to refine the nature of the 930. The most significant changes included an increase in engine capacity to 3.3 litres, while reworked engine internals and a higher compression ratio brought power up to a heady 300bhp. Under the decklid lay an obvious new addition to the engine, now codenamed 930/60, in the form of an intercooler. Placed above the fan shroud, the air-to-air intercooler demanded more space from the engine compartment, so a new 'tea-tray' rear wing design was incorporated to accommodate it. However, the four-speed 915 gearbox remained mated to the 930 powerplant, as Porsche believed there wasn't a five-speed option that could take the Turbo's torque going through it.

At least the company addressed the aforementioned handling characteristics that hampered the early 930, with thicker, cross-drilled discs from the 917 accompanying four-piston calipers and larger pads on the 3.3-litre model.

These improvements resulted in an enhanced Turbo experience, and the 3.3 is delightfully enjoyable to drive even today. With 300bhp



powering just 1,300 kilograms of car, it's still no slouch on the road, although the 930 can feel lethargic on the lesser side of 4,000rpm (remember that peak power and torque is found in the same area of the tacho as the first 930).

The ride may be deceptively firm despite the rather opulent cabin environment, but the unassisted steering provides heaps of feedback through the wheel, and the long throw over the gate when shifting gears makes for a gratifying experience from the driver's seat.

Despite the improvement over the first Turbo, the 3.3-litre isn't without its idiosyncrasies: the gearbox can be vague, those brakes need a firm stomping on to scrub off speed, and under heavy acceleration the front end has a tendency to go light, but those that know how to drive it will delight in a usable classic 911 gushing with character.

In fact, the 3.3-litre 930 was successful enough that it would continue to satisfy Turbo enthusiasts through an incredible 12 years of production. Numerous upgrades were lavished on the car during that time, including more power and torque in 1984, Motronic engine management in 1987,

The alternative Turbos

The 930s in our pictures are, of course, the conventional models to have left the Zuffenhausen factory floor through the Seventies and Eighties, but if you wanted an extra touch of extravagance from your 911 Turbo then Porsche's 'Sonderwunch' department was gladly waiting.

Through this fabled 'Special Wishes' program, Porsche officially offered the 930 in flatnose form from 1986 after numerous tuning companies, including Rinspeed and Koenig, began offering 935-inspired flatnose conversions to customers. These 'Flachbau' 930s, officially named 930 SE (for Sport Equipment), are extremely sought after today despite their divisive appearance. The 930 SE didn't merely differ cosmetically to the 930, though. Power output rose to 330bhp thanks to a larger turbocharger and intercooler, plus modified camshafts and a better exhaust system, as well as an LSD with 40 percent slip factor.

Aside from the SE, the Sonderwunch program – known these days as Porsche Exclusiv – also produced the LE in 1989 as the 930's celestial last stand. Reverting back to a more traditional 911 front end, the LE was laden with a host of optional extras and enjoyed the same power hike as the SE. Only 50 examples were sold by Porsche: one for each Official Porsche Centre at the time.

However, another credible realm of exclusivity awaited outside of Zuffenhausen. Ruf has long been famed for its turbocharged iterations of the 911 since 1977, where Alois Ruf famously added a fifth ratio to his 930 3.3's gearbox, beating Porsche themselves by more than a decade.

Since then, Ruf has released some mesmerising turbocharged projects, including the Yellowbird and RCT, culminating in the RT-35, a twin-turbocharged 991 released in 2012 (again, before Zuffenhausen) and producing a heady 630bhp.









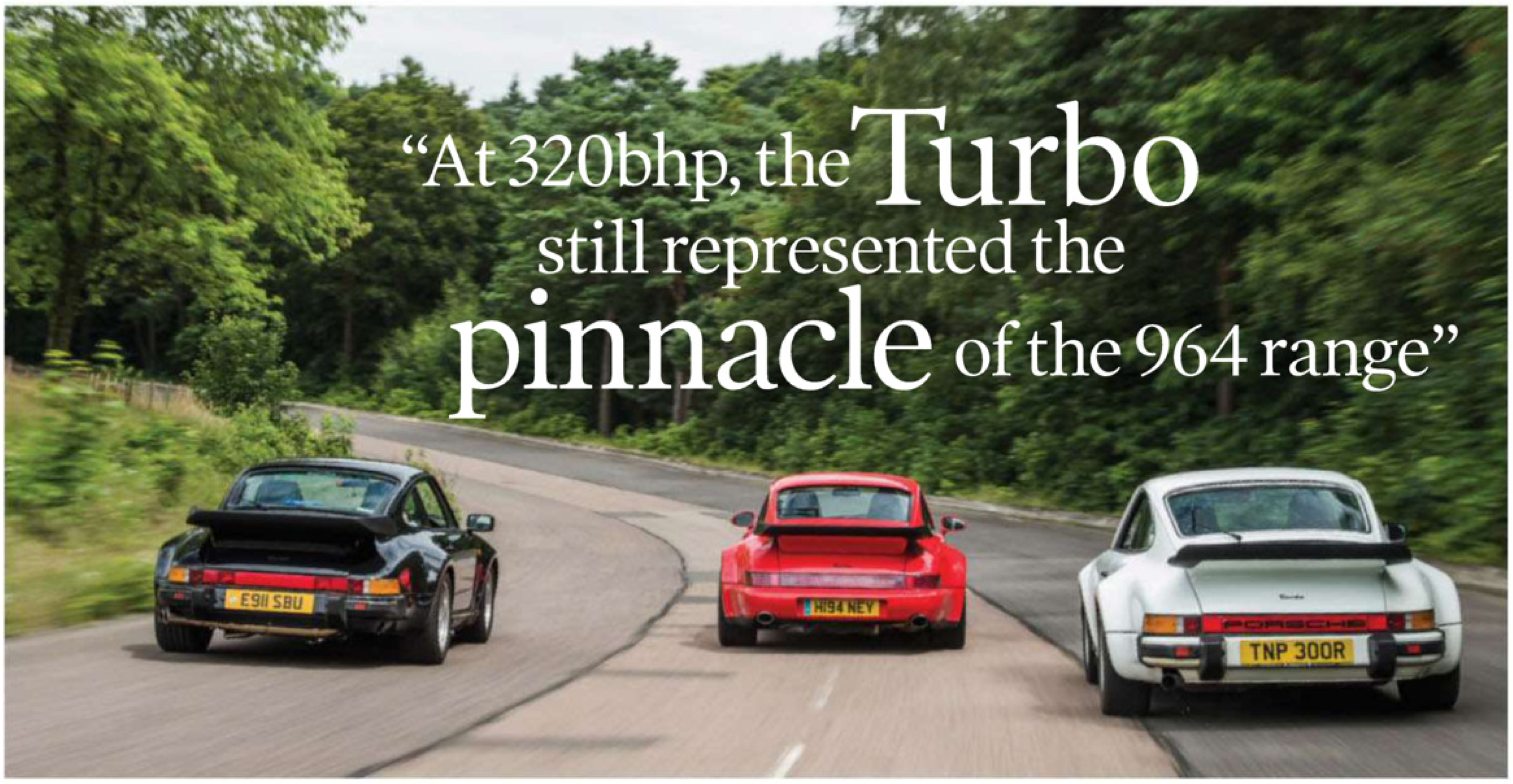
930 3.0-litre	Model	930 3.3
1974-77	Year	1978-89
	Engine	
2,994cc	Capacity	3,299cc
6.5:1	Compression ratio	7.0:1
260bhp @ 5,500rpm	Maximum power	300bhp @ 5,500rpm
343Nm @4,000rpm	Maximum torque	412Nm @ 4,000rpm (432Nm after 1984)
Four-speed manual, rear-wheel drive	Transmission	Four/five-speed manual, rear-wheel drive
	Suspension	
Independent; MacPherson struts; wishbones; longitudinal torsion bars; hydraulic dampers	Front	MacPherson strut with torsion bars
Independent; semi-trailing arms; traverse torsion bars; gas-filled dampers	Rear	Trailing wishbones with telescopic dampers and torsion bars
	Wheels & tyres	
7x15-inch Fuchs alloys; 185/70/15 tyres	Front	7x15-inch Fuchs alloys; 185/70/15 tyres
8x15-inch Fuchs alloys; 215/60/15 tyres	Rear	8x15-inch Fuchs alloys; 215/60/15 tyres
	Dimensions	
4,291mm	Length	4,491mm
1,775mm	Width	1,775mm
1,140kg (1,195kg from 1976)	Weight	1,300kg
	Performance	
5.5 secs	0-62mph	5.3 secs
155mph	Top speed	160mph











and the much-heralded switch to the five-speed G50 gearbox in 1988.

The sale of nearly 15,000 models underlined the 930's popularity in 3.3-litre form, and such was the appeal of that imposing wide body and tea-tray wing that Porsche even commissioned a Turbo-look Carrera in the form of the SSE to satisfy customers whose pockets weren't as deep as their desire to own a supercar. Without question, the 930's successor had a tough act to follow.

However, 1989 ushered in a new era for the Porsche 911 as the 964 platform came onto Zuffenhausen's production lines in both Carrera 2 and 4 form. Yet, while the new entry-level models enjoyed improved technology, the 911 Turbo remained a G-Series car for the final year of the Eighties. By 1990, the last of those G50-gearboxed cars had left showrooms, leaving Porsche to face its first 12 months without a 911 Turbo in the range for 15 years. Forced-induction fans were given hope, though, when Porsche unveiled a new 911 Turbo at the Geneva Motor Show ahead of its launch in 1991.

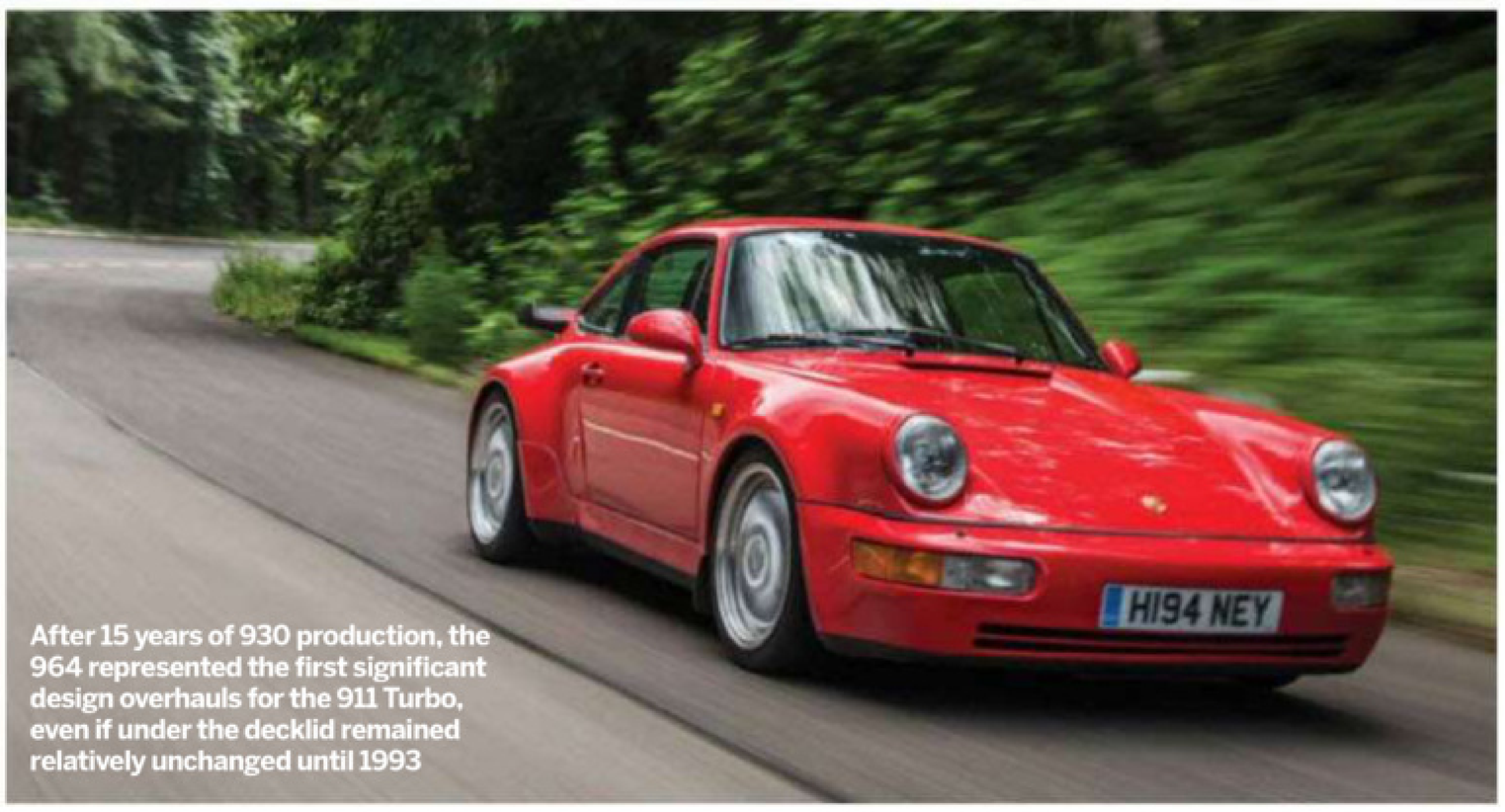
With its upright headlights and tea-tray rear wing, the new Turbo was from the same 911 stock as its predecessors. However, as with the naturally aspirated 964s, the 964 Turbo was a different beast – at least aesthetically. It sat on new 17-inch 'Cup' style wheels, while the impact bumpers were superseded with a larger, smoother-style front and rear, making it a distinctive proposition. The gorgeous 'Cup' wing mirrors also made their first appearance, aiding reduction of drag.

Like its 930 ancestors, the 964 featured a wider bodyshell than its Carrera-badged brethren, but thanks to a large-scale overhaul of the 911's aerodynamics, the new 911 Turbo no longer suffered from the front-end lift that could plague its predecessors when travelling at high speed. To this end, the iconic tea-tray was used less for generating aerodynamic grip and more as a means of directing cooling air to the engine bay and intercooler.

That intercooler was connected – much to many enthusiasts' dismay – to the same engine that had powered the outgoing 930 3.3. Porsche had ploughed substantial capital into the development of the 964 platform – claiming 85 per cent new or redesigned componentry – as well as the front-engined sports cars that Zuffenhausen proliferated in the Eighties. Plans for a bespoke unit for the new 911 Turbo were in the offing, but production capacity for the 964 Carreras meant it was put on ice, leading to an unusual mix of new and old.

At 320bhp, the car still represented the pinnacle of the 911 range, with the majority of power gains over the G-Series cars coming thanks to a modified air intake system. Slowing the car down from its 168mph top speed was improved thanks to the adoption of ABS, while it was the first Turbo to benefit from power steering. The track-correcting 'Weissach' rear suspension setup ensured that the 964 Turbo's handling was a step forward, with high-speed stability improving as a result.

Of course, Porsche wasn't happy with this ultimately pragmatic car. 1993 finally brought about the release of a 'new' 964 Turbo, complete with a bespoke 3.6-litre engine (the M64/50) turning ➲



After 15 years of 930 production, the 964 represented the first significant design overhauls for the 911 Turbo, even if under the decklid remained relatively unchanged until 1993







993 Turbo	Model Year	964 Turbo
1996-98		1989-93
	Engine	
3,600cc	Capacity	3,299cc
8.0:1	Compression ratio	7.0:1
408bhp @ 5,750rpm	Maximum power	320bhp @ 5,750rpm
540Nm @ 4,500rpm	Maximum torque	450Nm @ 4,500rpm
Six-speed manual, four-wheel drive	Transmission	Five-speed manual, rear-wheel drive
	Suspension	
MacPherson strut; coil springs; antiroll bar	Front	Independent; MacPherson struts with coil springs; lower wishbones; gas-filled dampers; antiroll bars
Multi-link with telescopic dampers; coil springs; antiroll bar	Rear	Independent; MacPherson struts with coil springs; gas-filled dampers; antiroll bars
	Wheels & tyres	
8x18-inch Turbo twist alloys; 225/40/18 tyres	Front	7x17-inch 'Cup' alloys; 205/50/17 tyres
10x18-inch Turbo twist alloys; 285/30/18 tyres	Rear	9x17-inch 'Cup' alloys; 255/40/17 tyres
	Dimensions	
4,245mm	Length	4,250mm
1,795mm	Width	1,775mm
1,500kg	Weight	1,470kg
	Performance	
4.3 secs	0-62mph	5.0 secs
180mph	Top speed	168mph









out 360bhp and 520Nm of torque. Visually, not much changed apart from a 20mm lowering of the suspension and the addition of 18-inch split-rim Speedline wheels. However, with the 'Big Red' brake calipers making their debut as standard Turbo equipment (after appearing first on the original 964 Turbo S) this was, technologically, the car the 964 Turbo should always have been. But its reign wasn't to last long. Released at the end of the 964's life, Porsche was already readying another move of the goalposts.

The last of the air-cooled Turbos was also one of the finest from Zuffenhausen, with the Type 993 Turbo arriving in showrooms in 1995 as the final hurrah before water cooling. The 993's M64/60 engine was vastly reworked over the preceding 964 Turbo, a switch to smaller twin turbochargers being the standout technological evolution in ensuring greater potency lower down the rev range. 408bhp was now the magical peak figure for the 911 Turbo, with acceleration bordering on frenetic. Porsche realised that with 540Nm of torque now available, sending all the power through the rear axle would not be wise, and so the 993 became the first Turbo to utilise four-wheel drive – a trend that has remained on the 911 Turbo ever since.

That extra exhaust turbocharger called on even greater cooling, and so for the first time, twin intercoolers found pride of place at the top of what was now a very cramped engine compartment. In true Turbo tradition, the 993 differed greatly from its Carrera counterparts in terms of aesthetics, with a huge fixed rear spoiler (the last such device on a 911 Turbo) sitting atop a gorgeously wide body.

'Big Red' brake calipers as standard followed over from the 964 Turbo, sat behind hollow five-spoke 'Turbo Twist' alloys. The Turbo also sat lower to the ground than Carrera models, improving its purposeful yet delectable stance.

As well as hosting the last air-cooled engine produced by Porsche, the cabin of the 993 Turbo also offers a final fling of the classic and quintessential 911 experience, with a small and steeply raked windscreen, a shallow dashboard largely bereft of any tech, and a supremely generous helping of leather all round.

Even by today's standards, the 993 is far from a disappointment to drive either: the ride is considerably refined, thanks in no small part to its multi-link rear suspension setup, while the steering remains perfectly weighty, with lots of feedback passed through the wheel. Power is incredibly linear, fortifying the senses after only a split second of lag when pushing the accelerator pedal.

Just like the 964, there's a much shorter throw across the gate when changing gears



Not everybody welcomed the switch to water-cooling, but the 996 Turbo is currently one of the best-value 911s you can buy today



"The last of the air-cooled Turbos was also one of the finest"

to the earlier classics, but the G64 gearbox is the perfect companion to the reworked M64/60 engine. The Turbo pulls with aplomb through every gear, including sixth, the new ratio added to improve the 911 Turbo's emissions.

The 993 is a generation of Turbo that, for many, is the best. The supercar represented the zenith of technology for the air-cooled generation while still retaining much of that inherent 911 DNA that some argue was lost by the turn of the 996.

Water-cooling, though, was nothing new at Porsche by the time the 996 Turbo was released in 2000. Weissach had developed the water-cooled Type 935 engine in 1978 for the 935 'Moby Dick' race car before moving onto the water-cooled head/air-cooled block layout that dominated Le Mans during the Eighties thanks to the 956 and 962.

In the year of the 996 Carrera's release, Porsche achieved victory once again at the 24 Hours of Le Mans, this time using the water-cooled 911 GT1-98. Its 3.2-litre, twin turbocharged, Hans Mezger-designed powerplant would form the basis of the 996 Turbo's motor, giving it some serious racing pedigree. 14 of Weissach's 16 Le Mans victories were achieved with a turbocharged engine, with 12 of those engines utilising some form of water-cooling. Despite all this, the 996 Turbo's arrival spelt the end of a glorious era in the eyes of some 911 fanatics.

Much of this can be put down to that move to water-cooling, yet the 996's divisive styling (sculpted by Harm Lagaay and Pinky Lai), with smooth front wings and 'fried egg' headlights, marked a major step away from Butzi Porsche's original concept. To appease the onslaught, the 996 Turbo was the first of the 'Gen2' cars, benefitting from sharper edges on the headlights.

Aesthetically, the 996 Turbo was more aggressive-looking than its Carrera siblings. Over two inches wider than the base car, its stance was overtly muscular, especially when coupled with the deep front chin. Behind each door sat an imposing air intake that fed air to the two intercoolers (a first for any Turbo), while out back was another new development: active aerodynamics. Gone was the 'whaletail' or 'tea tray', in their place a two-part wing with an electrically activated top section, raising at over 75mph to increase downforce.

Despite the plethora of vents, grilles and downforce-generating devices, this was still one slippery Turbo, enjoying a drag coefficient of 0.31Cd, an improvement over the outgoing 993. When combined with a 3,600cc, 420bhp engine and an ever-improving four-wheel-drive system, this was the fastest Turbo yet, hitting 62mph in 4.2 seconds before topping out at 189mph. At the time it was the fastest production 911 ever produced and, thanks to the VarioCam Plus, the most tractable too. Between 2,700-4,600rpm, you could enjoy the engine's full compliment of torque as Porsche began to exploit the benefits of turbocharging on a modern road-going 911.

You would think that with stats as fearsome as those, the 996 was the most brutish 911 Turbo



Tiptronic gearboxes were available on the 911 Turbo from the start of the new millennium





"Out back of the 996 was another new development: active aerodynamics"







996 Turbo	Model	997.1 Turbo
2000-05	Year	2006-09
	Engine	
3,600cc	Capacity	3,600cc
9.4:1	Compression ratio	9.8:1
420bhp @ 6,000rpm	Maximum power	480bhp @ 6,000rpm
560Nm @ 2,700-4,600rpm	Maximum torque	620Nm @ 1,950-5,000rpm
Six-speed manual/ Five-speed Tiptronic	Transmission	Six-speed manual/ Five-speed Tiptronic
	Suspension	
Independent; MacPherson struts with coil springs; antiroll bar	Front	Independent; MacPherson struts; PASM dampers with coil springs; antiroll bar
Independent; multi-link with telescopic dampers; coil springs; antiroll bar	Rear	Independent; multi-link with telescopic dampers; PASM dampers with coil springs; antiroll bar
	Wheels & tyres	
8x18-inch Turbo alloys; 225/40/18 tyres	Front	8.5x19-inch Turbo alloys; 235/35/19 tyres
11x18-inch Turbo alloy wheels; 295/30/18 tyres	Rear	11x19-inch Turbo alloy wheels; 305/30/19 tyres
	Dimensions	
4,435mm	Length	4,450mm
1,830mm	Width	1,852mm
1,590kg	Weight	1,585kg
	Performance	
4.2 secs	0-62mph	3.9 secs
189mph	Top speed	193mph







Model	991 Turbo
Year	2013-
Engine	
Capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520bhp @ 6,000-6,500rpm
Maximum torque	660Nm @ 1,950-5,000rpm
Transmission	Seven-speed PDK
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link; coil springs
Wheels & tyres	
Front	8.5x20-inch alloys; 245/35/20 tyres
Rear	11x20-inch alloys; 305/30/20 tyres
Dimensions	
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Performance	
0-62mph	3.4 secs
Top speed	195mph







since the original 930 3.0. If so, you would be wrong. Its twin parallel KKK turbochargers, coupled with that flat torque curve, mean that turbo lag is virtually non-existent. After the slightest of delays, the 996 Turbo thrusts forwards with a continual shove that sets it apart from its predecessors, and with the 996's more spacious, leather-clad interior, the 911 Turbo for the new millennium became even more versatile and usable than ever before.

With the feelsome, hydraulically assisted steering, the 996 Turbo's 1,540 kilogram mass is barely noticeable. If you do get things out of shape, the car was the first 911 to feature Porsche Stability Management as standard. It was truly a 911 Turbo for the 21st Century, only superseded upon the release of the 997 Turbo at the 2006 Geneva Motor Show. Bigger, faster, better was the mantra during the 997 Turbo era, although it could quite rightly be applied to the entire 40-year spectrum of forced-induction 911s too.

At just under an inch wider than the outgoing 996 variant and half an inch longer, it was easy to see why the first generation of 997 Turbo was nearly 100 kilograms heavier than the model it was replacing. To ensure the proportions looked right, a move to 19-inch wheels was a necessity. Yet, with more traditionally shaped headlights creating a better visual experience, Porschephiles overlooked the 997's growing middle-age spread, this being the car that took the strain into its fourth decade.

Instead, the focus was on the tarmac-eating performance Porsche had extracted from a car whose engine was ostensibly the same in design as the 996 it succeeded. 480bhp; 620Nm; 193mph – they are statistics that continue to impress nearly ten years on from its heyday, and that's without mentioning the fact this was the first production 911 to reach the 0-62mph sprint in under four seconds, in part thanks to the new, electronically controlled, multi-clutch, four-wheel-drive system.

The majority of the Gen1 Turbo's gains came from two new turbochargers, still mounted in parallel, but now utilising Variable Turbine Geometry, a technology not uncommon on turbo-diesel motors, but until now unseen on a mass-produced petrol-powered car (where temperatures often caused such systems to fail). As we explained in the last issue, VTG adjusted the turbine's guide vanes depending on engine speed to provide the benefits of both a small and large turbocharger. The result was a much-improved responsiveness, completely eliminating lag, according to owner of the 997 in our pictures, Andy Ransley. "The power delivery is just instant," he explains. "From pretty much 1,900rpm you're straight onto full boost."

As 2009 moved towards its conclusion, Porsche revealed that there was more to come from the 997 Turbo platform. A year earlier, the Carrera models in the range were treated to a facelift, bringing in LED rear lights and front running lights integrated into the bumper-mounted air intakes. Design-wise it wasn't a huge departure from the Gen1 car; just a case of keeping up with the automotive Joneses.

Mechanically though, the 997 Turbo Gen2 (like its naturally aspirated cousins) marked another technological leap for the Zuffenhausen



Today's 911 Turbos are as sophisticated as they are fast, with active aerodynamics aiding downforce at high speeds

"The cumulative effect of all the technologies is mesmerising"

manufacturer. The venerable 'Mezger' engine was ousted, and in its place was a new 3.8-litre motor featuring direct fuel injection. With a compression ratio that would make the original 911 Turbo blush, the 997 Gen2 became the first Porsche 911 road car to reach the 500bhp barrier, while also generating an Earth-moving 650Nm of torque, all with fuel economy improved by 16 per cent.

The transmission wasn't forgotten. Gone was the Tiptronic unit first seen on the 996, and gears could now be shifted by Porsche's PDK system, making the automatic version faster to 62mph than the manual for the first time, partly thanks to Sport Chrono's Launch Control mode. It was the biggest change to the Turbo since the introduction of water cooling nine years previously. The age of the automatic was dawning.

Just when you thought the 997 had reached the zenith of the 911 Turbo's capabilities, Porsche released the significantly revamped 991 Turbo, now boasting 520hp. Headline news for the latest generation of forced induction included the introduction of rear-axle steering, superseding the 100mm increase in wheelbase to retain the litheness of the car through corners. Active Aerodynamics was also instilled on the front apron as well as the rear wing, the rear now adjusting not only its height, but also angle of attack to maximise downforce, while the front apron aided downforce on the front axle at speed before retreating in town to allow for greater access to steep roads and driveways.

However, the tech-laden Turbo did not arrive without causing controversy among purists, who lamented the introduction of electric steering, a hallmark of the 991 generation that rather brilliantly eliminated the majority of 'noise' previously transmitted through the wheel.

Likewise, the switch to PDK-only transmission proved another divisive move. Porsche's most accomplished automatic gearbox was available as an option on the Gen2 997 Turbo, but owing to the sheer torque running through the drive gear, Zuffenhausen executively decided to not offer a manual option by the turn of the 991. In similar zest, the four-wheel-drive system is electro-hydraulically controlled, while the front axle is water-cooled to cope with such monstrous torque inputs.

The seven-speed PDK is noticeably more refined in its latest iteration, and gear shifts are lightning quick when the driver shifts up or down via paddles on the steering wheel. As such, the 991 is a technological masterpiece as much as it is automotive perfection. We were wowed upon its release back in issue 105, Kyle Fortune best surmising this when he said: "The cumulative effect of all the technologies is mesmerising".

The 991's performance is backed up by a uniquely aggressive stance. A hallmark of the Turbo has always been its wide body, usually imitated on Carrera 4S models from the 993 onwards, but for the latest Turbo model, the body gets wider still: 28mm wider than even the Carrera 4.

The 911 Turbo is ferocious in its delivery of power, picking up pace with frightening conviction to the point where the additional 25 kilograms of weight bestowed upon the 991 feels inconsequential. With the omission of that third pedal, the 991 is effortlessly easy to drive, too – perhaps too easy, according to some purists.

Parked next to the very car that gave the 991 Turbo its name some 40 years earlier, there is clear lineage in the evolution of Zuffenhausen's most glamorous 911. The Turbo moniker has forever been synonymous with superior performance and an unsurpassed opulence, and this has remained through every generation of Turbo over 40 years of evolution. The 911 Turbo is now faster, safer, more economical and intelligent than ever before, and as we now head towards the hallowed 50th anniversary of the model, you can bet that Porsche will raise the bar yet further still. 911

"The Turbo has forever been synonymous with superior performance"

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991 TURBO S HILLCLIMB AT GOODWOOD

The fastest-ever Turbo takes to the hill at Lord March's famous Festival of Speed with Total 911 at the wheel

Written by **Josh Barnett** Photography by **Louis Ruff**

With Sport Plus mode turned on, I creep up to the yard of bricks transported over to this corner of West Sussex from the Indianapolis Motor Speedway. The marshal beckons me to the start line, where I wait, watching the Nürburgring Nordschleife lap record-holding 918 Spyder disappear through an early evening heat haze.

Nearly a minute has now passed, and my left foot is resting heavily on the brake pedal as the marshal gives me the thumbs up. My time has come. I stamp down on the accelerator, engaging the 991 Turbo S's launch control function. I leave the 3.8-litre, twin-turbocharged flat six bouncing off the lowered rev limiter before letting go of the brakes.

Suddenly, I'm no longer the 'Supercar Driver' that my fabric wristband purports me to be. For the next three seconds I'm just a passenger as this time-bending missile launches forward with the ferocity of a Saturn Five rocket.

The avenue of trees lining the starting chute skip past. 6,800rpm races round, up to second and third before the shadows suddenly relent and I'm faced with bright sunshine and the first corner. A hard, short burst on the carbon ceramic brakes, and I'm out the other side and back into third before the second, quicker right-hander comes up.

After a little kiss of the grass on the exit, 560hp shoves the 1,605 kilogram car and I forward at an alarming rate, Goodwood House and Porsche Café Le Mans dancing by on my left. Up into fourth, under the bridge, I glimpse 113mph on the electronic display, and I'm still accelerating for a fleeting moment before hitting the PCCB stoppers really hard for the notorious Molecomb bend.

This devilish left-hander has a blind-sighted, downhill, curving braking zone with a narrow exit. I get through, and face my next challenge: the Flint Wall. The brakes are up to temperature, engaging the ABS as I slow down, darting right then left through the darkness and into the light.

The course is narrowing once more through the penultimate right-hander. I hesitate on the throttle in the middle of the final kink and the Porsche kicks down to third, giving me an extra boost up the steep incline as I head under the finish gantry once again well into the 110mph-plus range.

It's all over in just 55.6 seconds (the average speed of 75mph a testament to the 991's excellence). Short but sweet, taking the latest 911 Turbo S up the Goodwood Festival of Speed hillclimb course has been the perfect celebration of the decorated Turbo's 40th anniversary. 911







Although it's just 1.16 miles in length, Lord March's driveway requires your full concentration to navigate, especially when driving a £140,000 911 Turbo S

Porsche was typically well represented again at the Festival of Speed, with the 919, 'Ring conquering 918 and new Martini 991 making appearances

See the video of Josh's 991 Turbo S hillclimb online at Total911.com now.

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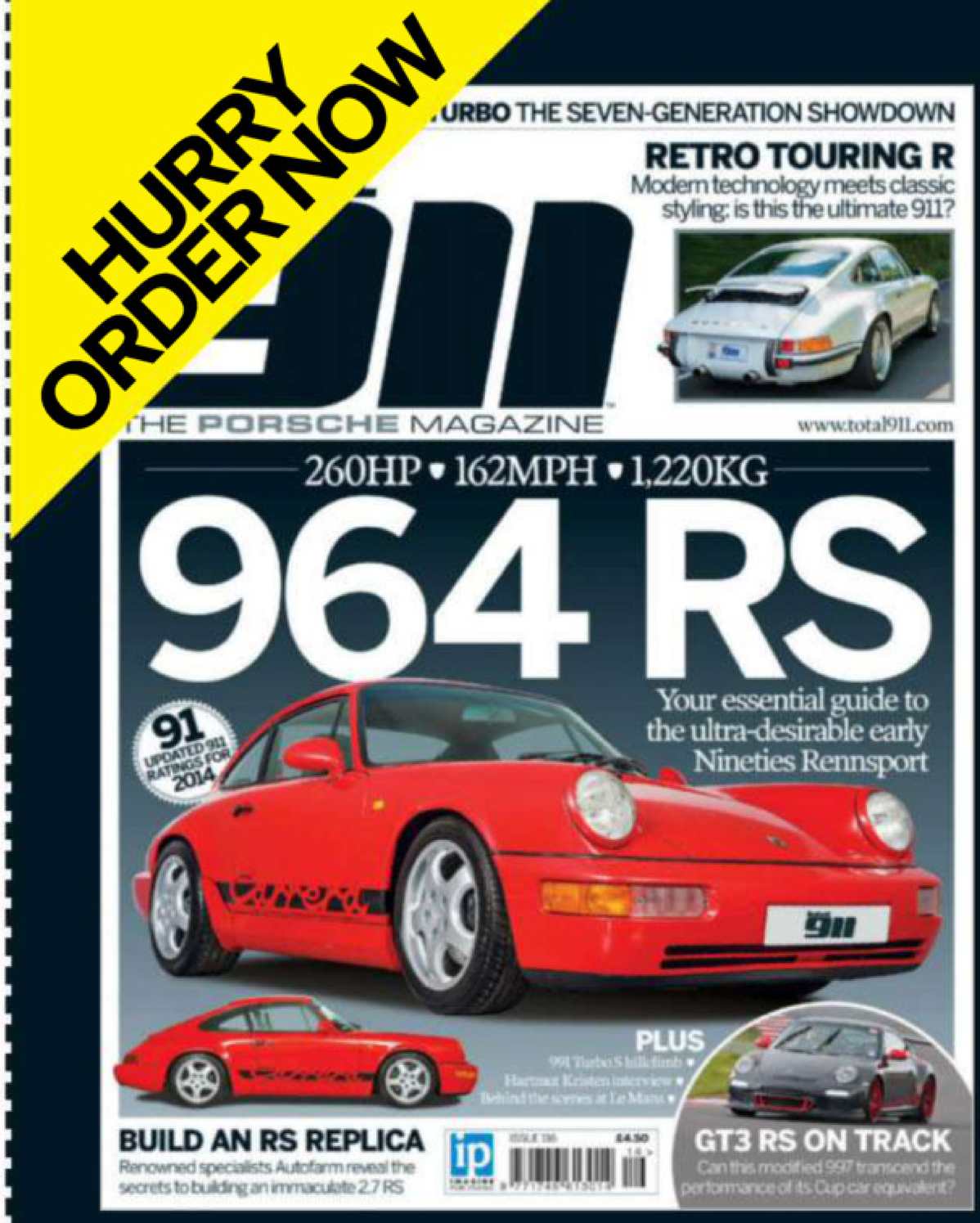
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PRINCIPAUTE DE MONACO

THE PRINCE OF MONACO

A thoroughly extravagant custom 911 destined for the lavish French Riviera lifestyle. And no, it's not built in California

Written by **Josh Barnett** Photography by **Antony Fraser**



Everything about the latest PS AutoArt 911 oozes quality, from the subtle body widening to the sublime paint finish

While outsiders might not think it, a Porsche 911 is a truly understated sports car choice. Its subtle reincarnations every generation have resulted in a plethora of performance increases, yet the car's innate grace has never been lost (although some believe this shows Porsche's lack of revolution – how wrong they are). It's hard to contend that all cars at this level are not excellent. However, while some of Porsche's rivals are often picked up by poseurs, the 911 remains the thinking man's sports car.

In many contexts, this ability to fly under the radar is what attracts customers to the Zuffenhausen brand. Monaco, however, is not one of these contexts. One of the pretenders to the crown for 'Land of the rich and famous', the 2.02-square-kilometre principality sits on the French Riviera between Nice and the Italian border, and is firmly a case of style over substance. A standard Porsche 911 is the Monaco equivalent of a Ford Focus.



Therefore, it was no surprise to Paul Stephens (head of British bespoke 911 builders PS AutoArt) when an Italian customer approached him with a request to create a car destined for Prince Albert's city state. If you want exclusivity and Stuttgart's own prancing horse adorning the front of your car then PS AutoArt is the European answer to Rob Dickinson's star ascending: Singer Vehicle Designs. In other words, they are the ideal choice for a Monaco-worthy Porsche 911.

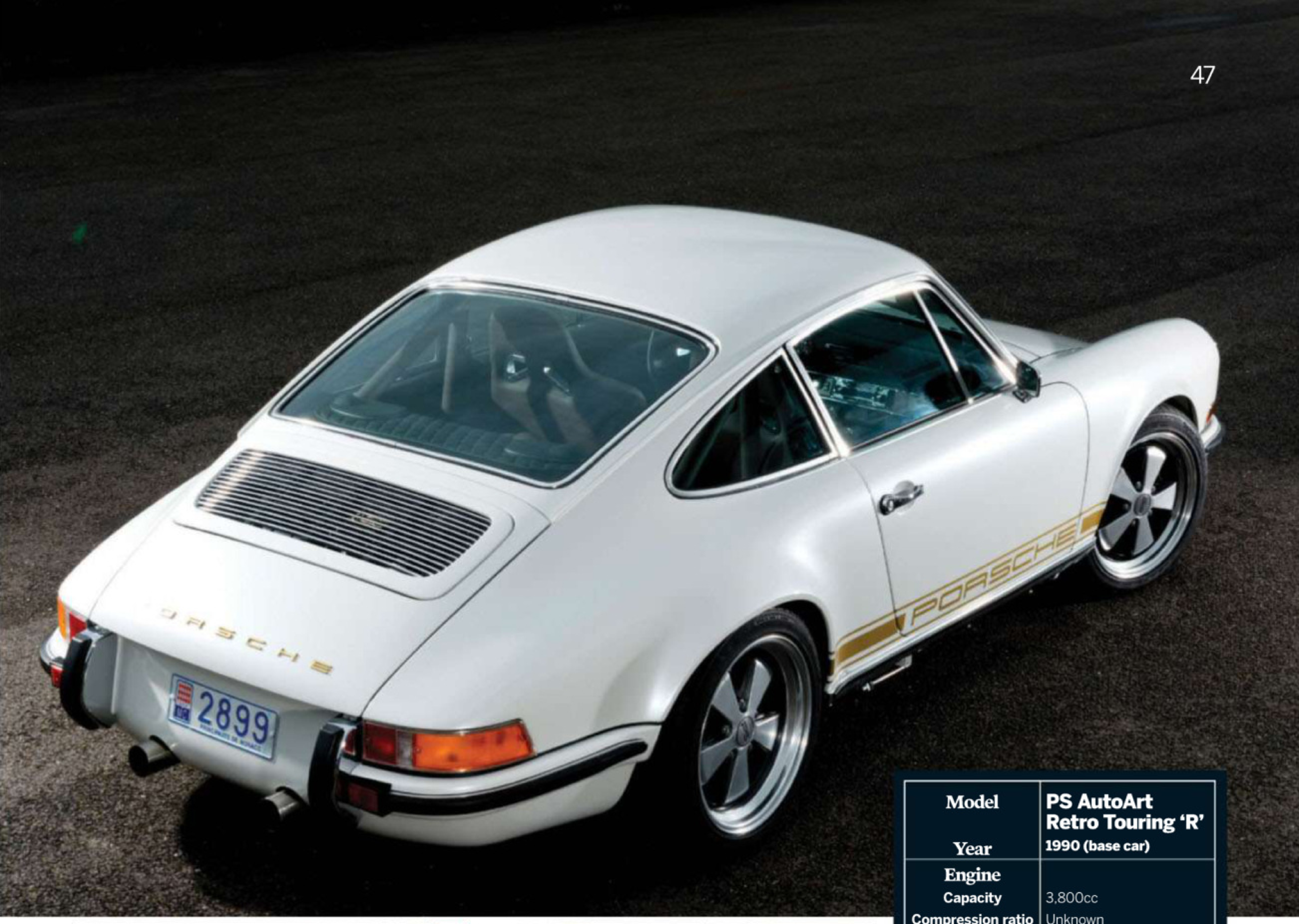
After starting his eponymous 911 specialist in 1994, a decade later Stephens founded PS AutoArt to produce one-off Porsches built to each customer's exacting standards. "The early cars, up to about number seven, were done with a fibreglass body kit. What came out of that was RS Teknik," Stephens explains, talking of his alternative custom business run out of the same Essex base, but with a completely different identity.

"There were people who wanted them better, though, so we decided to work with a coach-building company to take them above and beyond people's expectations. We moved on significantly in 2007, so by build eight they were being done to this level," he continues, pointing to the pearlescent white beauty I'm soon to step behind the wheel of.

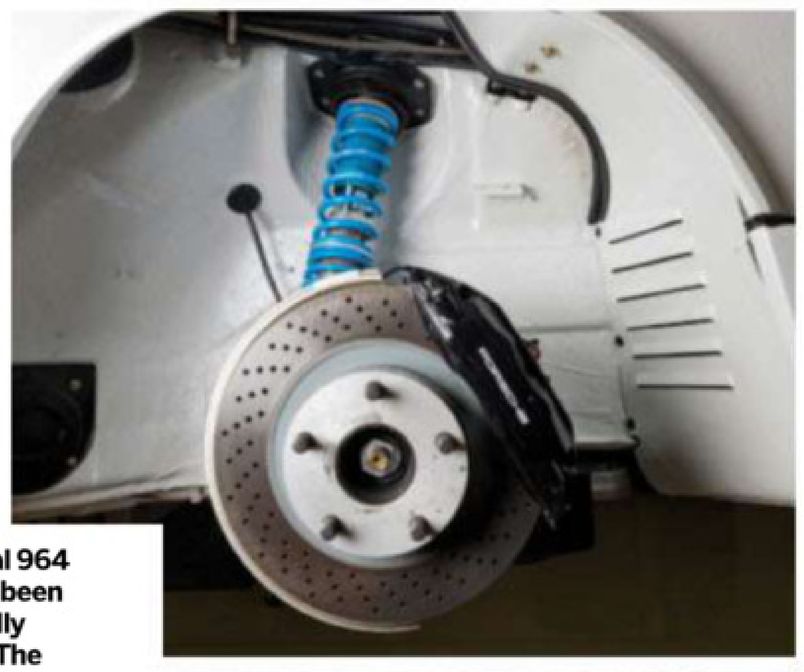
The outstanding paintwork is just one of a number of standout features included in PS AutoArt's Retro Touring 'R' platform, a 964-based build that sets out to include a modern driving experience combined with the classic, understated styling of the pre-1974 'long-nose' 911s. It's much like the remit of Singer's reimaginings.

Originally starting life as a basic 964 Carrera 4, the Italian owner chose the all-wheel-drive platform for his Retro Touring 'R' with the intention of creating a custom 911 that was just as at home in the Alps during winter as it was cruising the streets of Monaco in glorious sunshine. However, as the build progressed, it became clear that the team at PS AutoArt had created a work of art on four wheels, leaving plans for a roof rack and a life of snowy ski slopes by the wayside.

When it comes to the craftsmanship of this latest build – number 30 in the history of PS AutoArt – it's hard not to start with that incredible paint. Paul's eye for perfection means that all bespoke offerings enjoy a glass-smooth finish unlike anything that a factory geared up for mass production could recreate. There isn't a single imperfection across the entire car – a result of a process that takes days of flatting back and polishing to achieve. If that wasn't enough, the special pearlescent finish means that on the recently redressed Essex lanes, we can't afford a single stone chip: the car is off to Monaco in a few days, and according to Paul, "you can't







This special 964 hasn't just been aesthetically reworked. The mechanicals have been uprated to produce a truly stunning product





Model	PS AutoArt Retro Touring 'R'
Year	1990 (base car)
Engine	
Capacity	3,800cc
Compression ratio	Unknown
Maximum power	330bhp @ 6,200rpm
Maximum torque	400Nm @ 4,800rpm
Transmission	Five-speed G50/03
Suspension	
Front	Independent, MacPherson struts; lower wishbone; coilover Bilstein dampers; anti-roll bar
Rear	Independent, semi-trailing arms; coilover Bilstein dampers; anti-roll bar
Brakes	
Front	322mm drilled and vented discs
Rear	299mm drilled and vented discs
Wheels & tyres	
Front	8.5x17-inch three-piece PS Classic alloys; 205/50/17 tyres
Rear	10x17-inch three-piece PS Classic alloys; 255/40/17 tyres
Dimensions	
Length	4,200mm
Width	1,652mm
Weight	1,290kg
Performance	
0-62mph	4.7 secs (est)
Top speed	175mph (est)

just touch it in again. And you can't just blow a corner in. It's a three-layer finish." This would require the entire shell to be resprayed. I'm not a god-fearing man, but the thought of smattering this unique 911 with gravel rash is certainly enough to focus the senses.

Away from the remarkable colour, the 'level' that Paul alludes to with regards to PS AutoArt's coachwork is no more evident than in this latest iteration of the Retro Touring 'R'. Converting any later 911 to pre-impact bumper specification (or an ersatz of such a style) is always going to require a lot of body panel reworking, but while Stephens accepts that it would be possible to use genuine pre-'74 panels for such a project, better results are achieved (with a modicum less effort) by modifying the bodywork from the 964 base car.

For this, the talents of renowned coach-builders Clark and Carter are employed. On top of the standard long-nose conversion, the Italian owner "was quite keen to have wider wheels on it, but he didn't want aggressive, wide arches." This meant that additional metalwork was put into the panels to help flare them at all four corners, resulting in a car that is subtly wider than a standard 964 Carrera, so much so that it is only side by side that the extra girth of the Retro Touring 'R' is visible.

Under those flared arches sit Stephen's own PS Classic 17-inch, Fuchs-inspired wheels, shod in 205/50 rubber at the front, and 255/40 tyres helping to provide traction at the rear. While the lack of dish to the rim's face (along with their modern size) helps to break the classic illusion, their construction is a marker of Paul's perfection. Composed of a split rim, the wheels (to Stephen's design) feature the bolts on the inside edge, keeping the exterior visuals clean.

In order to make the classic-style wings and bumpers fit the 964 platform, the floor pan has been shortened at the front, while unlike the standard Retro Touring 'R', the car's Italian owner wished for the exposed oil lines of the early 911s to be replicated on his custom Porsche. This required extensive reworking of the 964's sill line, the result being a 911 'hot rod' with arguably more nods to the past than California's Singer.

The deeper chin on the front bumper has been made to work with the 964's undertray in order to prevent any aerodynamic instability, while inside the front wheel arches, the oil cooler exit vents have been repositioned, showing the almost limitless levels to which Stephen's company goes to in order to produce a made-to-order 911.

Inside, the level of finish continues to be first class. The interior has been retrimmed (in Britain) with Cocoa brown leather (a thoroughly modern choice, as Paul points out) and includes two sets of floor mats: a quilted leather set to match the bucket seats and a more usable 'traditional' set. The door cards have been specially created to evoke the look of pre-'74 cars, but it is the centre console where my eyes are constantly affixed.

The rather haphazard placing of the 964's switchgear has been reworked into a single central cluster, providing easy access to the full range of technology on offer in Porsche's first reworked 911. Each switch has been turned up in aluminium by Clark and Carter to match the original shape of the previous plastic items. The icons in each switch have been etched in black, with mood lighting providing a truly jaw-dropping focal point.

The seats start life as rather basic motorsport-derived buckets before the padding in the bolsters and lumbar support are adjusted by PS AutoArt to account for each owner. Straight ahead of the driver are the famous five dials, but once again with a Paul Stephens twist. Rather than turn the rev counter to place the redline at 12am, the tacho's face has been reworked to place the redline at the top without skewing the PS text in the centre. Similar anal retentiveness can be seen on the clock, where the '9' has been replaced with '911'. As with most of this car, the devil is in the detail, and that detail is superb.

Despite what looks like a lavish interior (including a half roll cage and rear seats), the Retro Touring 'R' is lighter than the 964 base car it started life as. Providing the impetus to its 1,290 kilograms is a 3.8-litre RS-style engine, including 993 RS camshafts. At the very rear are the two three-inch tailpipes of a bespoke exhaust system (its design taken from the PS Spyder) hidden behind a reworked rear bumper.







Whether pushing on or not, the bespoke interior proves to be a wonderful place in which to experience Paul Stephens' latest build

“The devil is in the detail,
and that detail
is superb”



This extensive reworking of a humble 964 has taken nearly two years according to Paul, the one-off switchgear and widening of the arches adding an extensive amount of time to an already labour-intensive process. However, this is not the biggest PS AutoArt project; the Speedster and Spyder share that mantle.

So a completely unique 911 that has taken the best part of 730 days to build, with an incredibly pricey paint job, soon to be taken (via road) to Monaco to be enjoyed by its new Italian owner. And now I'm strapping into this outstanding piece of automotive tailoring for a solo test run. As I said, I'm not a god-fearing man, but a little prayer to Saint Christopher (patron saint of travellers) can't hurt, can it?

Burbling into life quite effortlessly, the 3.8-litre engine struggles to idle cleanly. However, Paul assures me that this is to be expected. Although the car is due to head off to the south of France presently, there are a few little jobs to be finished off, the fitment of an air-temperature sensor being one of them. For now, though, it isn't causing too much of a problem, as I release the perfectly weighted clutch and smoothly roll away.

The sun has started to beam down, and as pathetic fallacies go, this is a pretty good one. Built in the workshop at Paul Stephens, the 3,800cc powerplant pulls incredibly smoothly, swiftly rotating the speedo from 40kph to 100kph (this is a 911 that is bound for the continent, after all). Its immense torque is hard to ignore, especially as on a narrow country lane, testing out the claimed 330bhp at the motor's top end is firmly out of my sights today. Instead, I revel in the car's tractability as Essex fields start to blur out of focus.

It's a shame that the large steering wheel is to be replaced for delivery, as it's a joy to hold, and with its classic looks it doesn't look out of place in an interior that I have to keep reminding myself is newly created, such is its elegance. The wheel also provides an excellent weight to the assisted steering, with just the right amount of leverage for my tastes. It feels somewhere between the lauded 997 and the most recent 991.

Handling is tricky to judge given the brevity of corners on my stretch of test tarmac, although the adjustable Bilstein dampers are giving a pleasant enough ride in setting three of 11. It would be unfair for me to comment on a car that, with me at the wheel, has no rear antiroll bar thanks to the absence of one-drop link (I'm awaiting delivery at the time of my test).

Instead, I sink back into the supremely comforting and supporting bucket and cast my eyes across all the beautiful bespokery in this Retro Touring 'R', all the while enjoying the slightly out-of-sync stereo effect idiosyncratic to dual-tailpiped air-cooled engines. It's full of tone and character, with a bass-filled bottom end that still rises to the iconic bark at full whack.

It's hard to ignore the comparisons that have been made between this latest PS AutoArt Retro Touring 'R' (the most extravagant version built yet) and the jewellery-like 911s reimagined by Singer. As I return to base, I ask Paul whether he is flattered by the comparisons to Dickinson's similar outfit.

"It has been mentioned, from people who have seen both products, that the quality of it is there," he explains. "I admire what Rob has been doing; he's doing some great work. But the European taste is different, I find. We could build that car – or something like it visually – but we've not been asked to do so.

"It'd be nice perhaps one day if somebody could do a back-to-back between the two products. That would be the acid test, wouldn't it? I'm up for it, let's put it like that!"

A battle between the two greatest 911 customisers? Now that would be a feature worthy of Monaco's extravagance. Watch this space... 911







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TRACK MASTER

997 GT3 RS TESTED **PART 2: TRACK**

Our modified 997 GT3 RS proved to be a tangible sporting accomplice on the road last issue, but can it attain the levels of performance offered by a Cup car?

Written by **Johnny Tipler** Photography by **Antony Fraser**

Greasier than John Travolta's quiff: that's the state of play around much of Silverstone's blacktop as we sashay around. I'm partnered with former GP and Group C star Mike Wilds in the GT3 RS that I've spent the last couple of days blistering the West Country lanes with (see part one last issue), and our progress on track has been severely tempered by adverse weather. Ever the pragmatist, Mike is undaunted, and merely uses the slippery surface to highlight what the car can do under tricky conditions. This is one hell of a ride!

We gather at 8am in the pits garages of the old paddock, down between Woodcote and Copse. GT3 RS owner Dave Summers has taken a pair, as he's also shown up with a Guards red 930. We sign on and attend the drivers' briefing in the clubhouse. There are 60 cars booked in, and a show of hands ➲



Pleasingly for a road car, the KW suspension isn't as stiff as a 997 Cup car, but it is firmer than a standard Gen2 RS

reveals that a large number of the attendees haven't driven on the GP circuit before, although I can claim a reasonable knowledge of the course, having trained for La Carrera Panamericana with my co-driver and 911 racer Sarah Bennett-Baggs in a classic 914 during an RMA trackday.

Today's session is hosted by BookaTrack, and master of ceremonies Jonny Leroux bids us welcome, pointing out the wide performance differentials between the Radicals, Carrera Cup 997s, Caterham rent-a-cars and the diverse hot hatches and tin-tops present. The circuit is marshalled, and we must know what the flag signals mean – blue, yellow, red-and-yellow (and in my case it will be a black one). Overtaking is strictly on the left, and only on the straights, and even a Cup Car going twice as fast as a Clio must hold back when bellowing into a corner if there's a metaphorical rabbit already hopping about there. Infringement of any of these basic rules leads the culprit directly to an early bath.

After the sighting laps, Mike and I don our race suits, boots and lids, and prepare to head out on track. Although it isn't currently raining, it is decidedly damp. Mike has known this car for a couple of years, and was involved in the Manthey KW V3 suspension upgrades carried out by JZM, taking the car to such exotic circuits as Portimao, Estoril and Jerez for testing. He's a big fan: "With slicks on, it's almost like a Cup car," he enthuses.

"It really is virtually a race car – an amazing compromise. On track it drives like a racing car, but on the road it's a GT3 RS. It's fantastic, and it's the best GT3 RS I've ever driven! It's a perfect compromise, in my view." In the past, it also sported a full-on Akrapovic Evo exhaust costing £10,000, whose blare Mike could only tolerate with ear defenders: "It sounded absolutely fantastic, but it was about 115 decibels, so there was no way we could run the car regularly in the UK." Hence frequenting foreign tracks, where they're more lenient on noise levels. "I've been racing 49 years, and until recently anything I raced wasn't silenced. I just like the noise of engines."

Despite his eulogy, Mike has reservations about one or two facets of the spec. "I love the car, even with its dummy sequential 'box. But having raced Cup cars with proper sequential boxes, it's not really my cup of tea, and I would much prefer it if the car had a H-pattern gate. At least you know you can't miss a gear with this SQS lever, but I find the travel on the throw of the shift slightly too long, and I think I could probably change gear quicker with the H-pattern box than I can with this." The rear of the cabin is a complex triangulation of roll-over scaffolding, but would he feel safer on track if the cage extended over the front as well? "It doesn't really bother me, because I never drive the car to its limit, but if it was purely a track car then I would have a full cage. However, I'm not a lover of full cages on the road: if you have an accident without a helmet on you don't want your head to be hitting a roll cage."

Mike tries the brakes on the pitlane. We flash our plastic bracelets at the marshal and ease out onto the circuit at Copse. It's still damp, but we go for it. He drives the 'dry line' first to demonstrate where he would go in the dry, and a couple of laps later he deliberately takes the wet lines. There's more grip if you stay slightly off-line where the track surface isn't as polished: "If you go out to the sides where the rough tarmac is, it gives you a little more ➲

997 GT3 RS track checklist

Owner Dave Summers is a full-blown petrolhead and loves to exploit his Porsches' potential. He bought the 3.8 GT3 RS almost a year ago from JZM because of the track-orientated spec, and then enlisted the services of F1 racer Mike Wilds to wring the best out of it. Mike already knew the car, having witnessed the mods being installed and shaking it down for its previous owner. That enabled Dave to acquire a ready-sorted car for a shade under £117,000. The car is kept and maintained at Williams Crawford near Saltash, Cornwall, Dave's former stamping ground. There are always three sets of wheels and tyres available – road-going, wets and slicks, mounted on traditional BBS rims.

In terms of trackday costs, Dave estimates a half-worn set of tyres (maybe a full set if it's hot weather) to be worth around £1,500, and three tanks of fuel per day, totalling £240, depending on the track and the weather, as if it's wet and slippery there's not so much throttle applied – unless you're Mike. He'll have a rev range check carried out after each trackday, and an oil and filter change, adding up to £350, plus a full valet at £100 to remove track rubber and grime. The GT3 RS uses Endless Pads at £1,000 for a full set, replaced every fourth trackday. It's not a cheap proposition, but as Dave says, "These cars are bulletproof if looked after and driven well."





Model Year	997 GT3 RS 2010
Engine	
Capacity	3,800cc
Compression ratio	12.0:1
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
Transmission	Close-ratio six-speed with single-mass flywheel; SQS sequential gear shift system; short-shift cable; Cup LSD diff plates
Suspension	
Front	Lower wishbones and MacPherson struts; antiroll bar; coilover dampers
Rear	Multi-link with antiroll bar; PASM; coilover dampers
Chassis modifications	Manthey KW V3 Suspension System; Alcon front discs, Endless pads; steel flex brake lines; uniball suspension; RSS engine mounts
Wheels & tyres	
Front	9x19-inch centre-lock alloys; 245/35/ZR19 tyres
Rear	12x19-inch centre-lock alloys; 25/30/ZR19 tyres
Dimensions	
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Performance	
0-62mph	4.0 secs
Top speed	192.2mph

“Nothing in our vicinity comes close to the GT3 RS”













The GT3 RS came with two sets of tyres, but rain precluded slicks. With just a few chassis modifications, Mike Wilds says this 997 has Cup car character

grip, perhaps 20-30 per cent more, even though it's still slippery – and let me tell you, it's very slippery!"

As if to prove a point, Mike takes the line of least resistance, straightlining over the grass between the Maggots-Becketts esses, as the car just won't turn in on the grease. We wait as a racing E-type comes by and then pursue it, and it's clear the Porsche is the quicker car, especially in the corners, where the Jag is twitching dramatically. Perversely, there would actually be more grip if it was wetter: "The greasiness means you don't really understand how much grip level you have, so if it was wet at least it would be consistent." Mike's unconventional lines allow us to scud past everything else out there – Caterham, Noble, Exige, not to mention Dave's lovely 930, cloaked in clouds of spray: "Amateur drivers don't think laterally and try to find where the grip levels are; they just take the same line as they would in the dry." Fortuitously, this keeps him in business, showing novices and wannabes how it should be done.

Now it's my turn. Communication is aided by helmet-based intercom. I aim to emulate Mike's lines, while moderating the GT3 RS's speed according to weather and quicker traffic. It's drying out, but still slippery. "Let the car take the strain, and just stay relaxed," counsels Mike. "Keep your hands at ten-to-two and don't move them." Here's a sample of his calm coaching spiel as we travel from Hangar Straight in sixth gear along to Abbey Curve, about a quarter of the full Grand Prix circuit: "We are coming down to Stowe, we do this in third gear, just look for the grip level. It is drying out a little, but this corner is very slippery on the exit, so be very careful with real power. You can feel it twitch there; from the middle of the corner it is unbelievably slippery. Third gear for Vale is fine; just keep an eye on what's happening behind you. Very good, across to the left of the circuit, brake and change down one, off the brakes and turn in now. Go right the way across to the other side, and then drop a gear for Abbey and turn in. On the power and aim right across the track."

That's what you'd get, lap after lap, if he was your instructor. After half-a-dozen tours, a marshal waves the black flag at us. The only time I've had this happen was while racing an Alfa GTV6 at Brands when it was leaking fuel. We do an in-lap, and the steward is waiting: "You're too loud," he says. "We recorded 106 decibels on the start finish line and the limit today is 102db. Try short shifting instead of going full bore and it wont be so noisy!"

After lunch it's dried out some more, so Mike has another run. For a few glorious laps we are really motoring, and I can feel the chassis working as the car moves around and Mike monsters the corners, sensing the G-force that the car will pull. Once a racer, always a racer, and Mike takes no prisoners: although one Caterham tries it on, nothing in our vicinity comes close to the GT3 RS. Then it drizzles again, and as if on a polished ballroom floor, it's sideways city once more.

Back in the garage, he's still bubbling with enthusiasm. "You could see the grip level with normal Continental road tyres, but with slicks it's sensational, tied in with the suspension geometry, which is set up for slicks, so we're running an awful lot of camber, which means we're not using the road tyres to their fullest extent across the tread pattern. But if you go out in the dry with slicks on, apart from being a little heavier, through the corners you wouldn't know you were not in a 997 Cup Car, and you would be astounded at how quick it is."

Sure, it is a compromise, because although the suspension is stiffer than a standard Gen2 RS, it is nowhere near as stiff as a Cup Car – and thank goodness for that, because on the road it is absolutely sensational. It could be the ultimate road and track car. We've enjoyed a slide on the wild side, so let's give Mike the last word: "Best GT3 in the world!" he beams. 911



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SPOT THE DIFFERENCE

One's the real deal, the other's a remarkable replica costing ten times less. It's easier than you think to build a good RS evocation, as Total 911 investigates...

Written by **Kieron Fennelly** Photography by **Alisdair Cusick**

One of history's ironies is that the most mythical of production Porsches, the Carrera 2.7 RS, almost never saw the light of day: Porsche's conservative salesmen were nervous about offering such a reduced-equipment model, but they were overruled by new CEO Ernst Fuhrmann, who could see its potential.

Porsche made the homologation minimum of 500, only to have to turn out another 1,090 to meet unprecedented demand. This 911 captured the imagination like no other; it was clearly the fastest, properly useable sports car you could buy, and something of a style icon to boot: affluent buyers flocked to it. Many RSs were pressed straight into Group 3 racing, and the RS only started to fall from favour in the mid Eighties as sports car fashions changed – the wedge look came in, and on the track the later 3.0-litre 911s were faster. However, interest in the original RS never really evaporated, and by the mid Nineties its value was rising steadily. This was partly because of the approaching end of the traditional air-cooled 911, and collectors' views that the RS 2.7 was the purest and most desirable model.

While there had always been an aftermarket for updating 911s – such as fitting impact bumpers, or even for crude Beetle-based 911 copies with glass fibre shells – no one had really attempted a true 911 ➲



It's a replica, but the average passer-by would be hard-pressed to tell the difference

"A poor donor 911 is a false economy, because it inevitably turns out to be more expensive with remedial work"

copy from Porsche parts. But as nostalgic interest in the early air-cooled cars gained ground, there were enthusiasts unable to aspire to an original RS who began to think in terms of an accurate copy.

Autofarm's Josh Sadler is usually the man credited with the first backdated version, or 'recreation', as he calls it. He founded Autofarm in 1973, discovered the 911 soon afterwards, and between selling, rebuilding and racing them rapidly became the independent 911 specialist. Indeed, Josh says jokingly that they used to run the company to fund their 911 racing habit, but all those years of competition certainly ensured Autofarm's 911 renown. More than 20 years later, Josh, whose abiding interest remains very much that early 911, experimented with backdating. Starting with a sound 3.2 shell, Autofarm replaced the impact bumpers with original Porsche glass fibre front and rears, fitted the correct 6 and 7x15-inch Fuchs and simplified the interior with bucket seats without seeking to reproduce exactly the original RS cabin. The engine was left standard, and suspension fitted with the original front antiroll bar among other specific backdating.

The engineering integrity of Autofarm's concept, which ensured an authentic pre-G series 911 'feel' as well as displaying a quality of finish not previously associated with such reproductions, opened a niche: for roughly a third of the price of a genuine RS, or the same price as a new 996, enthusiasts could enjoy vintage 911 motoring without the usual worries about maintaining orginality at all cost.

The original RS 2.7 (on the left in our opening picture, if you hadn't guessed) is now worth £500,000, and people look upon it not as a feat of engineering, but as an untouchable investment. So when they see an RS, they automatically assume that it's a replica. This attitude means the top end of the replica market has credibility, a situation which suits Autofarm because its carefully rebuilt product is evidently far from being simply a rebodied SC or 3.2. To the specialist, such cars never feel right, and in this business few rebuilds are worse than a 911 that purports to be an RS or other early 911, yet manifestly behaves like a tired SC. The devil's in the detail then, so just how do you turn a humble impact-bumper 911 into a good replica of one of the motoring industry's great icons? Here's your definitive checklist... ➲







1. The donor car

Mikey Wastie, Projects manager at Autofarm, is clear that the donor car needs to have an absolutely sound chassis. This is crucial: if the chassis is corroded to the point where the kidney bowls are rusted through, this is structural with potentially a huge bill for remedial work before the conversion can even begin. Autofarm strongly advises customers to buy the best SC or 3.2 they can find: if that means spending £25,000-£30,000, the total replica build cost is going to be quantifiably less than a £10,000-£15,000 base car potentially needing much extra labour and time to get it up to scratch. A poor donor 911 is a false economy, because it inevitably turns out to be more expensive. For absolute authenticity, a series E or F (ie pre-Impact Bumper) shell should be used, but these are so rare and expensive in appropriate condition that Autofarm would recommend restoring rather than converting them.







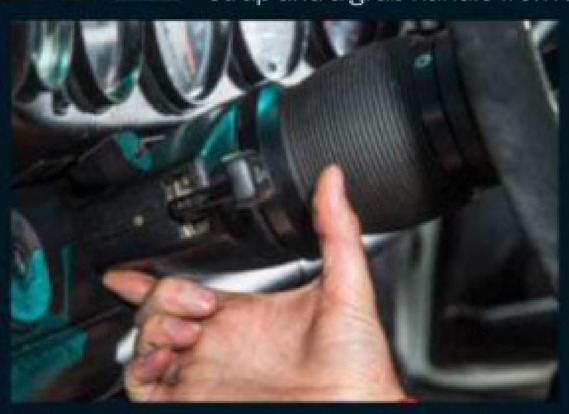


2. The cabin

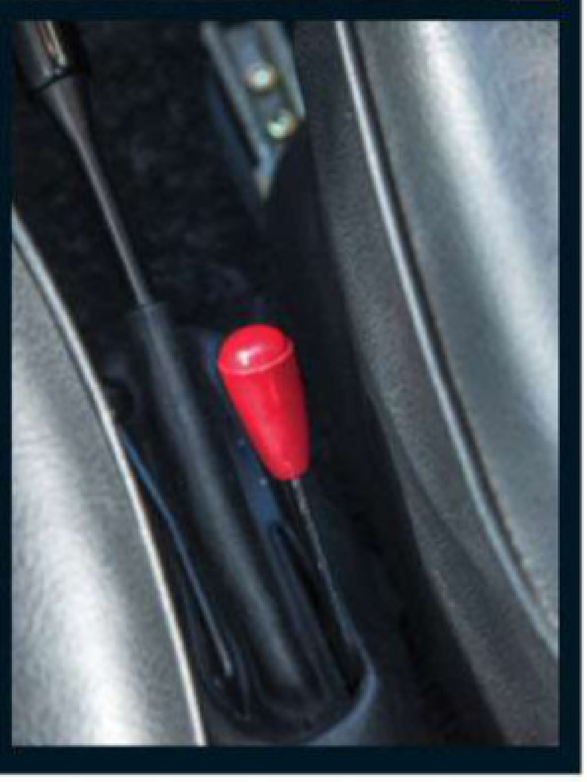
Backdating the cabin depends very much on how far the customer wants to go and how much he is prepared to spend. The white replica in our photography is an older Autofarm recreation: here, the owner specified a 911 he could use for touring in Spain, so Autofarm left the later 3.2 ventilation outlets in the dashboard (the dashboard itself is extremely difficult to backdate, and Autofarm rarely attempts to). Similarly, the air conditioning has not been deleted. The original RS seats are unobtainable now, so Autofarm uses aftermarket items: mating them with the slightly wider subframes of the G and later series is a challenge, so the choice is really around which aftermarket seat will fit with least intervention. Rear seats are deleted, the carpet relaid in a lightweight material also used in the boot; for absolute authenticity, an RS Lightweight has to have black headlining, and it should also have static seat belts. Both Lightweight and Touring RSs had door cards, available today from Porsche. The RS uses a leather pull strap and a grab handle from a Fiat 500.



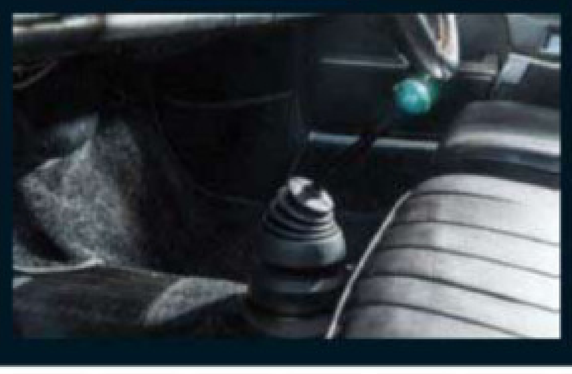












3. Powerplant

The heart of the RS is, of course, the engine. The RS's 2.7 is closely related the 3.0 SC and 3.2 designs, but it is not the same: the later engines use a heavier crankcase and in standard form, although neither revs with quite the zest of the mechanically injected RS, performance is very similar, and the Bosch LE-Jetronic 3.2 in particular has ten per cent more torque and horsepower.
The Autofarm car photographed here has a 3.5-litre engine that requires larger pistons and a machined crankcase, which isn't visible externally, although its aftermarket exhaust is. An authentic replica RS would have the one pipe outlet, which is a straightforward fit and available from Porsche.





4. Chassis

For road use, Autofarm does not systematically change the brakes; on the white photography replica, the owner specified the popular Boxster 2.5 front brake conversion. He also wanted the 16-inch Fuchs that fills the wheel arch better, and to avoid changing the gearing (the standard RS had 15-inch, so a lower rolling diameter) lower-profile tyres were fitted. With the suspension, Autofarm only intervenes if the customer requests a harder setup. The owner of the white car sought a road specification: the weight saved by removing the impact bumpers means the car feels slightly stiffer anyway, and the standard-issue Boge dampers were replaced by competition-orientated Bilsteins – a typical backdating modification. Autofarm fitted the original front antiroll bar, and would also fit the stiffer 3.2 torsion bar. Another subtle upgrade is Turbo trackrod ends, improving steering without visibly affecting originality.





5. Gearbox

A pre-1987 model 911 used the 915 gearbox with Porsche's famous sliding sleeve synchromesh, which does not wear well. Today's drivers usually prefer the conventional cone synchro of the later G50, which also had the advantage of a hydraulic clutch rather than a cable. Most buyers ask for a G50 car, and Autofarm never retro-fits a 915. For absolute authenticity, a 2.7 210bhp engine can be fitted, but then the donor car needs to be a pre-1987 car, because although the 2.7 will fit an existing 915 gearbox, it cannot sensibly be coupled up to the later G50 and the complications of its hydraulic clutch. All but the most perfectionist conversions use later engines: the RS's 2.7 is closely related the 3.0 SC and 3.2 designs, although the later engines use a heavier crankcase as mentioned (essentially the 3.3 Turbo's). In standard form, performance is very similar, and the 3.2 offers ten per cent more torque and horsepower, as well as mpg in the mid 20s against the 2.7's 18-20.

6. Body panels

The donor car is normally a 1974-89 911: the 3.2 is the usual base, as it is the most plentiful. The later 964 had a completely reworked chassis, which was heavier and used springs rather than torsion-bar suspension, factors that make it different enough from the earlier 911 to be less suitable as a basis for an RS replica.

To backdate an impact-bumper car's bodywork, Autofarm replaces the bonnet and wings with original Porsche parts. This includes the slam panel, slightly different on the G and later series and frequently neglected on lesser 'conversions'. The bonnet is aluminium, and the front bumper a glass fibre item made by Autofarm to a Porsche template. New indicators are original Porsche parts, and window seals and door frames receive the chromed inserts of the pre-1974 911. Similarly, headlamp bezels are chromed. The door handles again are original Porsche items. Normally, central locking would be deleted unless, as here, the customer wishes to retain it. Autofarm backdates the rear body with a glass fibre bumper and engine cover. It moulds the glass fibre ducktail to a Porsche template, and the black grill is usually sourced from a 1976 Carrera for closest originality.

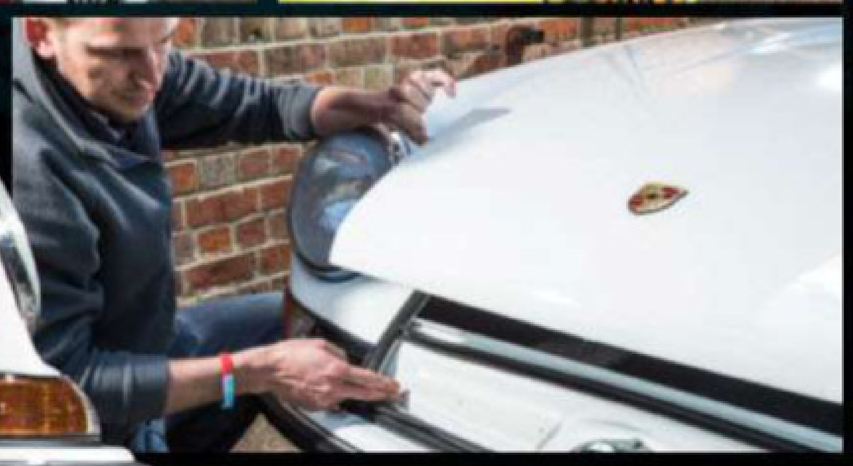
The one item now impossible to find is the RS's lightweight glass for side and rear windows. Side rubbing strips (if a Touring spec) and the Carrera graphics are simple enough to apply. Autofarm will source the authentic chromed driver's side-only door mirror – one of the RS's distinguishing features.











7. Authentic parts



Autofarm says that spares and parts have generally better availability now than a decade ago, and believes that Porsche Classic is paying this area more attention. Items that used to be 'NLS' (no longer in stock) have reappeared. Quality can sometimes be inferior, and the company will opt for an original part if available rather than a remanufactured item in a Porsche box. Mikey Wastie has the impression, though, that Porsche has recognised these shortcomings, because some parts have been withdrawn again after three years, and the company appears to be making more use of the vast resources of the VAG network to negotiate better supplier quality.

As ever, the level of replication really does come down to the size of the owner's wallet. Connoisseurs will even go as far as sourcing the original tool kit, for example, such can be the fastidious nature of the project. Regardless of your eye for detail, building a replica can be as fun as driving the car afterwards, though for best results it's advisable to turn to Josh Sadler's company that started the craze all those years ago. 911





Hartmut Kristen

As head of Porsche Motorsport, Hartmut Kristen has a busy agenda at present. Total 911 caught up with the supremo at Le Mans to discuss Weissach, Supercup, Carrera Cup and his vision for the future

Written by **Glen Smale**
Photography by **Steve Hall**



You could say that Porsche motorsport has never looked so strong. Aside from the 'big return' to the top class of the World Endurance Championship at Le Mans, Weissach has fielded factory teams in not one, but two categories of the world's premier endurance competition for the first time since the Seventies, while the company currently has the biggest works driver line-up in its history.

In the US, there's a factory-backed team competing in the United SportsCar Championship, while the globetrotting Supercup competition continues to successfully shadow the ever-popular Formula One circus. You see, for Porsche, motorsport is in the company's blood. Past achievements in this regard are the cornerstone of its illustrious history, and there seems to be no evidence to suggest that they intend to alter that outlook any time soon.

The man at the forefront of this vast expansion is Hartmut Kristen, Porsche's head of Motorsport. Taking time out from the gruelling 24-hour race at La Sarthe last month, Kristen was happy to sit down and discuss, among other topics, the past, present and future fortunes of Weissach in motor racing.

ESSENTIAL FACTS

- Hartmut Kristen watched his first race as a young boy in the summer of 1961 at the Solitude.
- He studied engineering, followed by economics, at Stuttgart University.
- Kristen started at Porsche in 1983 and rose steadily through the ranks to become head of global motorsports.
- The goal of the one-make Carrera Cup series is to provide an opportunity for aspiring drivers, mechanics, and team owners to learn the craft.
- Kristen believes that GT racing should not become something that only manufacturers can afford.
- The motorsport boss is full of new ideas, but says he'll need several more decades of working to fulfil them.

When did your interest in motorsport begin?
The first race I watched was in the summer of '61 at the Solitude. It was a very sunny Sunday, and my friend asked me to accompany him to watch the race. We had moved from Berlin to Sindelfingen the year before, and I didn't even know that there was a race track close by. It took more than an hour to ride there on our bicycles, so we were quite exhausted, but we lay in the forest, more or less within reach of the cars passing by, and since then it has always been part of my dreams. My dad brought me car magazines from the US that showed 356s racing against Triumphs and MGs as they did in the Sixties. That is something I have always remembered.

How did you become involved in motorsport?
Lucky circumstances, I would say. I mean, I always loved cars. I started with Porsche in 1983 in the marketing department, and after a year I switched to product planning, with responsibility for the 911 model range. In 1988 I was made responsible for the product planning of Porsche's entire range. After that I moved to the United States for two years, again doing marketing and after sales, and on my return I was made the vice president of marketing at Porsche AG for the launch of the 993. Then the board decided that they wanted to strengthen and grow our activities in customer racing and the GT road car business. They asked me whether I wanted to take that responsibility, and I said yes. So in April 1994 I moved from Ludwigsburg's sales & marketing department to Weissach, where I have worked since. For the last ten years I have been responsible for all our motorsport activities worldwide, including customer racing, as well as for GT road cars.

The head of Porsche Motorsport keeps an eye on the team's cars in the pit garage during the 24 Hours of Le Mans (above and below)



Kristen is passionate about all things Porsche, as he explains an aspect of the company's sporting strategy



"I have so many ideas about new cars, about things that could be done to make our brand grow"

Where did you study, and what did you do before Porsche?
I studied in Stuttgart, first of all engineering, then economics. Porsche has been my first and only job.

What inspired you in your appointment to Porsche?
In the beginning it was definitely the product that inspired me, but over the years it became more and more about how we work. Even the people who are not in higher management positions can express their own ideas and have a significant influence on the way that we work. We have very short decision-making processes, and this is definitely something that I have enjoyed since I started at Weissach. In the early days we had significantly fewer people working on projects compared to today, so it was always a hands-on approach, which had a direct impact on the result. I don't like big meetings, I want to make decisions and work with those decisions in a small team, where you can really live your creativity.

What do you regard as your greatest achievement within the company to date?
Overall, I think we have become the example that everybody aspires to if they want to be active in GT racing. We have 19 racing series all around the world, we support customers here at Le Mans and in many other GT racing activities, and we were successful with the RS Spyder programme. So we must not only keep our focus on all those activities, but also be aware in what market segment we sell most of our cars today. Sports cars are a very important element of our company, so we keep feeding the core of our brand, and that is something I am very proud of.

What is the value of the Carrera Cup in Porsche's motorsport strategy?
The value is to have people who are willing to start actively doing motorsport on various levels, whether as team owner, mechanic, engineer or driver, and give them the opportunity to learn on an equal basis. Usually, when you go into motorsport, most people think about developing the race car, but we believe that first you have to learn what motorsport is all about besides developing the race car, because today motorsport is not just a hobby; it's business. We want to provide this platform all around the world for people who actively want to do motorsport, but within an environment that they can trust, with a clearly structured platform.

Is there a greater focus on any one country's competition over another?
No, because within our one-make Cup world, we have a clear structure. The Porsche Mobil 1 Supercup is the top because it supports Formula 1 races around the world, which is a highly sophisticated environment. The second level are the Carrera Cups, because being involved in the Carrera Cup in our definition already requires a significant level of professionalism. Then you have market segments like China that don't have a very mature motorsport infrastructure, but where we believe that if you don't start at some point in time, it will never happen. In Asia, for instance, we decided not to rely on individual teams because there weren't enough of them, so we came up with the idea to have a single service provider, where the drivers come to the circuit on the weekend to find race-ready cars there. Maybe in 10 or 15 years there will be as many race-ready teams there as in Germany, but in Germany there is a completely different structure in that we have a very high level of professionalism.



Kristen (left) and Porsche CEO Matthias Müller (right) discuss the long-term objectives of the Porsche brand in motor racing







The Supercup programme goes from strength to strength, and is still on the Formula One bill. Why is it so popular?
I think it goes beyond just a logical reasoning, as there is a lot of emotion involved because there are many people who want to go racing in this way. The Supercup is played out in one of the most competitive environments. If you want to prove yourself, it might just be the type of special challenge you need. In the meantime, you also have highly sophisticated specialists that focus on the Supercup, and you also have young talent coming in who want to compete against those professionals, so it is a highly dynamic environment. You have very high visibility, whether it is as a driver or as a sponsor of a Supercup team, so there are a lot of elements that come together to make it the top series within our one-make world. Last year we signed the contract for another three years, plus the option for another three years after that. So for as long as we can keep growing, there is no reason to stop it.

What is your vision for Porsche motorsport in the future?
What we have to do consistently when we think about the new generation of 911 race cars is consider whether they fit into the racing environment or not. When I started in customer racing 20 years ago, that was the year we started with the 993 GT2, and in those days the GT race cars were much closer to road cars. Today, I would say that a GTE race car is as highly sophisticated as a GT1 race car was in 1998. If we would have seen many GT1 race cars in 1998, it would have been great, but on the other hand we always have to make sure that we don't overdo it, because I believe that GT racing especially should not become something that only manufacturers can afford. We need driver teams, and therefore we have to make sure that it is possible to run and operate a car like that as a private team.

Porsche hasn't run factory cars in two classes since the Seventies. Why now?
We know from the past that only being in the top category is not the right thing to do, and when the decision to return was made at the end of 2010, there was a clear promise not to abandon GT racing. The GT racing world has changed, and today you more or less have factory teams in the professional category. With AF Corse, I would not call this a factory team, but they work so closely together with Ferrari that it may as well be a factory team. Aston Martin is similar, but you have to do it if you want to stay competitive. At the same time we have to make sure that we don't lose all the customer teams, take them away, and we all would have a problem here at Le Mans. I believe that we need this kind of co-existence of private teams and factory teams to be successful.

What would you deem to be a successful year this season?
If we win the WEC or Tudor Sports Car Championship, then I would say it has been successful. I mean, there is always the Balance of Performance that might prevent you from being successful, but I think potentially that is possible.

You have been with Porsche for 31 years. What do you still want to achieve?
I have so many ideas about new cars, about things that could be done to make our brand grow. As somebody who has spent a significant part of my life developing cars, not necessarily as an engineer, but as a project manager, the worst thing I can imagine is not having anymore ideas about new cars, and there are so many challenges out there. I think part of my personality is that I like challenges, and in many ways it is simply necessary to work on an evolutionary basis, but from time to time there have to be these little revolutions. On the other hand, the worst that could happen to us is if there wouldn't be emotions when driving a car anymore, so this is something that I could be working on for a few more decades. 911

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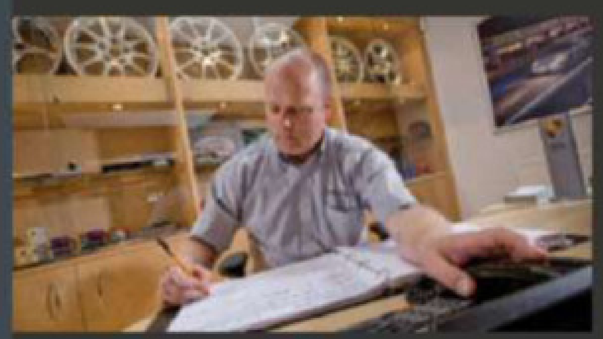


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£28,995

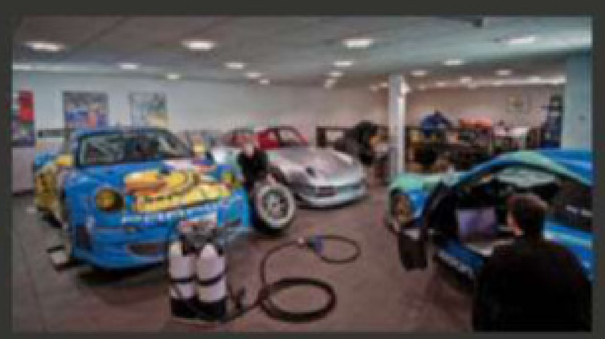


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THE MAKING OF LE MANS

What do you really know about the 24 Hours of Le Mans? Total 911 goes behind the scenes to reveal the finer details of five sectors at the world's most iconic endurance event

Written by **Glen Smale** Photography by **Steve Hall**

Tyres

Perhaps one of the most important strands of any race meet, putting rubber on a race car is more complex than you might imagine. Logistically speaking for a race like the 24 Hours of Le Mans, Michelin will bring a stock of 8,000 tyres to the circuit. With around 400 tyres per truck, that's 20 trucks needed, and Michelin will have an on-site staff of more than 40 people to mount, dismount and balance the tyres for the teams throughout the weekend. For Porsche, Michelin provide around 25 sets of tyres per car to cover practice and qualifying, not to mention the race itself.

Quality is important too. Pascal Couasnon, Michelin's director of motorsport, explains: "It's not all about grip: a wider tyre might give you more grip but also less efficiency because it will be heavier, so you can end up with 'too much tyre' for example. We must find a balance to make the tyre effective for all in races like Le Mans."

Racing is expensive, and tyres are a primary source of a car's consumable components. The tyre fitted to a 991 RSR costs €400-€600 (£320-£480) per item, but interestingly Michelin don't actually sell the tyres: "We rent them," Couasnon explains. "Each tyre is what we call a 'confidential tyre', so if a team loses a tyre, we have a clause in the contract to levy a penalty of € 1million, so people are careful; it shows that the technology inside is extremely valuable."

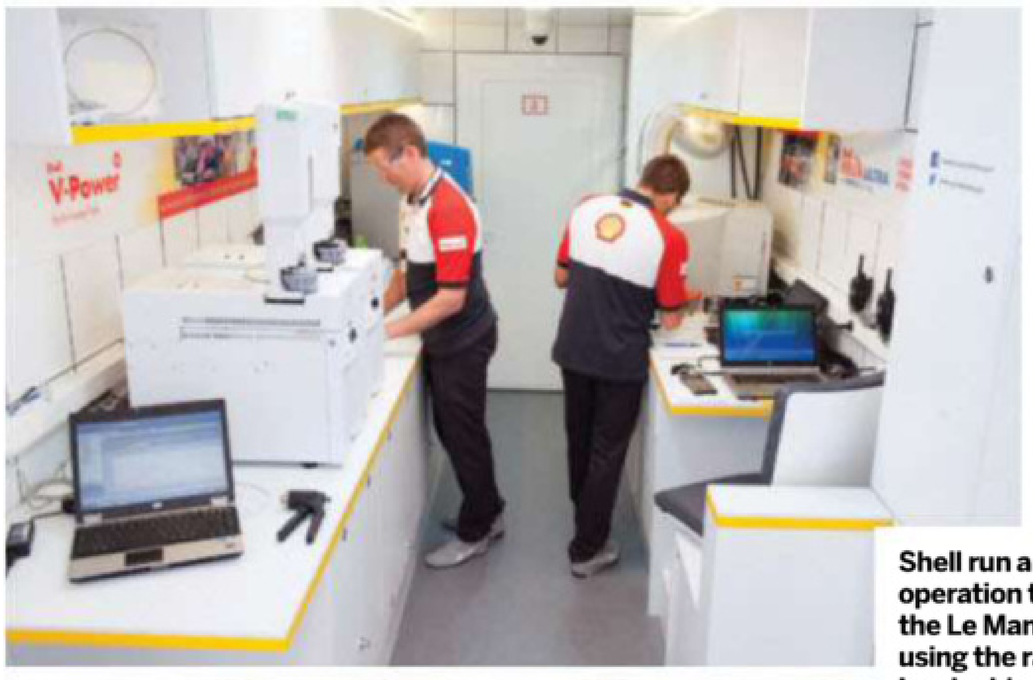
As well as providing a tyre for racing teams in the present, Michelin's core goal is to develop tyres for consumer cars of tomorrow. "It is the most important reason why we race," Couasnon confirms. "To be in a race just to put banners around the circuit is crazy and of no interest to Michelin. More importantly, the tyre technology you see racing here will be seen on your own sports car in three to four years."













Shell run a stringent operation throughout the Le Mans weekend, using the race as invaluable research for fuelling sports cars of the future











Fuelling

Fuel companies take a similar stance to racing as tyre manufacturers. Richard Karlstetter, Shell's global technology manager for speciality fuels, explains, "We don't come to Le Mans to sell race fuel. It is about enabling the next generation of technology and finding the way forward for the larger automotive industry."

Shell, the ACO, the FIA and the car manufacturers have been working on the next generation of efficient fuels, because fuel is now a critical design element for new engines. Karlstetter confirms: "We have been working with the key LMP1 manufacturers like Audi, Toyota and Porsche for about a year to produce the right gasoline and diesel fuels for Le Mans. This includes road-relevant fuels with the perspective of providing the right fuel technology for the next generation of engines that the car manufacturers are working on. We use Le Mans to demonstrate the performance of these fuels and the new targets they're intended to set."

This approach is in line with the 2014 WEC regulations, the intention of which is to improve overall efficiency and cut energy consumption by 30 per cent (for LMP1 class). This improved efficiency will come through a combination of the fuel, new engine designs and the car's hybrid system.

Naturally, fuelling is a huge operation at Le Mans: for 2014, all 56 garages dedicated to each car required their respective fuel storage tank to be filled with 3,800 litres of racing fuel, be it diesel or gasoline, and this final refuelling is done on the Friday morning before the race (chosen as there's no racing on that day). The logistics of this task are impressive: three tankers enter the pit lane on Friday morning at 6am, and reverse down the pit lane to the first of the garages, where they begin to fill all the tanks. Shell is given a four-hour window in which to carry this out, as at 10am the pit lane is opened for the public.

For Shell, the challenge of motorsport has improved the product we put into our tanks, because endurance racing enables them to create the next generation of road technology. Karlstetter concludes, "This is where you can learn the most about road fuels. It's the fastest research you can have."

Team personnel

Each team has myriad car parts, computers, stands and pit lane paraphernalia to haul around the globe as part of each WEC event. Jens Luy, team manager of Porsche Team Manthey, outlines just what the operation entails: "Like any race series, we have to ship a lot of goods, equipment, spare parts and cars, as well as the team themselves, to the various races. This takes days to then set up on site."

Typically, the team will comprise around 50 people, including marketing and press personnel. The two car crews consist of three engineers per car, plus eight mechanics, while the logistics crew adds another ten personnel. Communication is key in motorsport, and so Porsche even has a dedicated radio technician in charge of around 50 handsets and headsets for the GTE crews alone.

Each car within the works team will in turn have its own data engineer who will oversee the driver's performance and the car's reliability. The engineer will check that the car systems and temperatures are operating within the correct parameters before looking at sector times and throttle application with the driver. The lead mechanic will oversee the preparation and maintenance of the car, including any set-up changes needed by the engineer/driver. The other mechanics will assist the lead mechanic on all aspects of the car's preparation. The logistics crew, who double as pit crew during the race, are responsible for loading the 35 tons of gear plus the two cars into four transporters, driving to the track, setting up the pit garages and tearing it all down again after the race.

Scrutineering at Le Mans commences on the weekend before the race, and so the teams must have the cars ready in time for inspection by the officials, as well as public viewing. Access to the paddock at Le Mans is all according to time slots allocated by the ACO. "We are given a window by the WEC officials as to when the trucks can enter the circuit to avoid queues," said Luy.

Porsche use a combination of fixed staff and freelancers for each race meeting, simply because of the nature of business in shipping freight to events all around the world. After Le Mans, the cars head straight to Austin, Texas, and they don't return to base until January. When the cars and equipment come back they all are refurbished and maintained, with new updates being implemented before winter testing starts again in February.





Most of the team personnel arrive at Le Mans up to a week before the drivers to set up the pit lane and ready the cars for WEC scrutineering









Personnel numbers differ for each team – the Porsche works outfit is one of the larger setups, and even has a dedicated headset engineer







Le Mans in numbers

FUEL USED BY ALL CARS
212,800 Litres

ESTIMATED COMBINED POWER OUTPUT (HP) OF ALL 56 CARS
30,000

8 HOURS OF DARKNESS
The Le Mans night is one of the shortest of the year, as the sun set on Saturday at 9:55pm and rose again on Sunday at 5:53am.

263,300 SPECTATORS OVER THE LE MANS WEEKEND, THE HIGHEST IN 20 YEARS









Drivers

Preparation for such a prestigious event is key for drivers, who need to be in the best possible health and physical condition prior to a race. Joerg Bergmeister, Porsche works driver since 2002, says that the drivers travel to the event separately, and try to make the journey as relaxing an affair as possible ahead of a notoriously busy schedule.

"Le Mans is a pretty long week for us, so we arrive on Sunday morning for scrutineering. I first flew from Düsseldorf to Paris, and then I caught the train to Le Mans, because driving from Germany is 730 kilometres. I prefer it that way, because the journey is a lot more relaxed."

Monday and Tuesday are fairly relaxed for drivers, who usually take care of their media duties here, but thoughts turn to racing on Wednesday when free practice and qualifying starts. "Le Mans is different, because we have pretty late sessions, so you have to change your rhythm quite a bit," says Bergmeister. "I started staying up a little longer on Tuesday and sleeping longer to help adjust my body clock." The routine is upset once again on Saturday as the drivers transfer from their hotel to the circuit early for the morning warm-up at 9am, although the race proper only gets underway at 3pm.

Of course, sleeping is crucial to staying fresh during a 24-hour race. "Since 2013, we have been doing triple stints where you actually have a four to five-hour break, so it makes sense to rest in the sleeping quarters just behind the pits. After a stint behind the wheel, we get out of the car, do a quick debrief with the engineer, followed by a massage, then we eat," Bergmeister explains. Diets, he continues, are individually tailored for a driver: "Usually I eat a lot of pasta, and that works pretty well with something sweet in between for a bit more sugar, but in general each driver prefers something a little different."

On driver training, Porsche work together with the University of Potsdam, where they're fitness-checked twice a year with a fitness camp once a year. Much like diets, each works driver's fitness programme is individually tailored. "I personally don't do much strength training because I am already tall and fairly heavy, and I don't want to gain any more weight, so I prefer cycling," Bergmeister added.

On top of the physical conditioning, drivers must keep right up to date with the latest technology used in racing. Here, Bergmeister points out how the 911 has changed so much since the German first drove it in competition in 2002. "Back then we still had the H-pattern gearbox, but now we have a paddle shift. As well as the downforce level and technology in tyres, everything has just changed so much. We are involved in all the testing and obviously give feedback after test sessions and races, and this is used to develop the car." Drivers can also get used to the tracks – particularly useful for the 13.6-mile circuit at La Sarthe – through practicing for hours on their simulators from home.

"Drivers are fitness-checked twice a year, and have individual dietary plans"







8,000
TYRES PROVIDED BY MICHELIN OVER THE LE MANS WEEK

1,100 LOAVES OF BREAD
The shopping list for food and refreshments for the Porsche team and the media hospitality area include: 50 boxes of salad, 50kg of strawberries, 300 melons, 1.2 metric tons of meat, 500kg of fish, 600kg of noodles and 2,000 eggs.

1
THE NUMBER OF FEMALE DRIVERS AT LE MANS IN 2014
Keiko Ihara, LMP2 #50 Larbre Competition Morgan Judd, who finished ninth in class.

2014 THE PORSCHE 919 HYBRID CAR NUMBERS 20 AND 14 STAND FOR THE YEAR OF 'THE RETURN'

The cars

Weissach introduced the 991 platform to the race track as the works standard 911 for the start of the 2013 season, culminating in a scintillating first and second finish in the GTE-pro class at last year's Le Mans event.

Under current regulations, the 2013 and 2014 cars are principally the same, but the manufacturers are given a window of opportunity within which to introduce upgrades to their GTE PRO class cars. Hartmut Kristen, head of Porsche Motorsport, sheds some light on the matter: "When you homologate a new GTE car today, the homologation is frozen for two years, but you are allowed to do an upgrade within the first 12 months. However, you must race with those changes within the first season, so that's why we raced the new specs at the last race of 2013 in Bahrain."

One area of concern for Porsche in 2013 was the width of the RSR's rear wheels. The rear engine location dictates that the 991 has a 40/60 front to rear weight distribution, and the aero balance has to follow the same split, with 40 per cent of the overall downforce over the front wheels and 60 per cent over the rear. If you have 60 per cent of the downforce on the front and only 40 per cent of the weight, the car would get nose-heavy at speed, with correspondingly less downforce in the rear, which is what happened last year. The engineers worked on shifting the aero balance to the rear by 'filling in' the cutouts below the front lights for 2014, reducing front-end downforce and shifting some aero to the rear.

Another area of development was the rear wing itself, as Kristen explains, "The regulations require the rear wing to be as wide as the standard road car, but the 911 body width is the smallest in the class, so our rear wing was also the smallest. All the other race cars have either wider or deeper wing dimensions, so we were limited with rear downforce where we actually needed it most." A waiver granted to Porsche now permits the wing to be 40 mm wider this year, helping with rear downforce.

The reduction in front-end downforce and the wider rear wing, however, placed additional stress on those rear tyres, so Kristen (again) made a request to the FIA for wider rear wheels, which was granted in time for the final race of the 2013 season at Bahrain. While the mechanical side of the car remains unchanged, its better weight and aero distribution has helped the 2014 991 RSR compete successfully this year.

















Preparing the car for Le Mans is just the start: replacing brake discs, pads and calipers is the norm – gearbox or panel swaps are also common

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Living the Legend

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



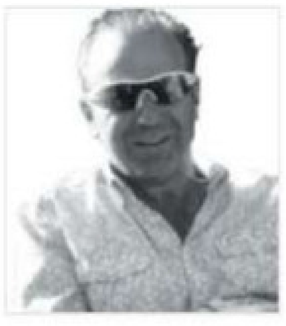
Sean's had a busy first month with the 964, purchasing a Clubsport wheel and Becker Indianapolis Pro stereo, while gaining a '£50 burn mark' (bottom right), and finding what could speculatively be a stiletto hole in the headlining (right)







1989 964 Carrera 4



Sean Parr
Harpenden, UK
Date acquired:
May 2014

I'm very happy with my new 964; it really is an amazing car. As I mentioned in my last Living the Legend column, I got it home to find that the fresh oil the guys at RPM Technik had put in that morning had mainly ended up on my driveway. I called Greig Daly at RPM, and within a few hours he had a guy around my house, who collected the car and took it to one of their workshops.

The last discussion I'd had with Greig when I bought the car was regarding the warranty. "We do a full check through, and when you leave it's yours." So as you can imagine, I was worried about the bill. As it turned out, I shouldn't have been. Greig and the guys at RPM were exceptional, saying they could have just replaced the weeping oil pipe (that word had never seemed as understated as it did at that point before), which they would have done free of charge. However, they didn't stop there. Instead, they pulled out all eight of the oil pipes, cleaned, de-greased and repainted the oil tank, cleaned up under the arch, and replaced the pipes. The charge? £400 for what should have been in excess of £1,000. That's what I call great service.

Since then, there hasn't been a weep, dribble or drip from my stunning 911. I have driven it at every opportunity, and am yet to tire of it. I've spent a bit of money on it, but not much. The car came with a modernish (very much so for me, but still with a tape player) stereo with garish flashy lights, but a brilliant speaker system (Infinity – apparently quite high-end), so I decided that I would continue my search for a Becker Indianapolis Pro stereo, a few years younger than my car, but incredibly understated and possessing a CD player, a great radio, built-in satnav and, coolest of all, a Bluetooth phone link! Of all the cars I've owned, this is the first that my phone can talk to.

I'd been after one of these for ages, but they seem to fetch amazing money on eBay – nearly £500 is typical. So imagine my delight when I found a guy on eBay selling ten of them for £49 each! Okay, they were untested and sold for spares/repairs, but still worth a punt. When I arranged to collect it, they offered me a free microphone and GPS antenna. However, upon arrival they couldn't fit me in, so they offered to bench-test a few of them. After confirming that they were all working perfectly, they posted it for me again free of charge! I had a local autosparks guy fit it, who did a great job, despite accidentally burning a hole in my overmats with his torch. In fairness,



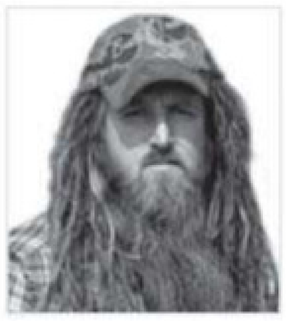




he didn't charge me for the fitting (the mats were a bit tired anyway!). After this, I got the latest CD for the satnav for £25, so all in, I paid £74 for a Becker Indi Pro CD/Radio/satnav/phone system in perfect working order that makes my car look like an understated supercar rather than a blinged-up Citroen Saxo! The sound quality is incredible, and it finishes the car off perfectly.

In short, I am thrilled with the car; it is what I've been dreaming about. It sounds a bit less air-cooled than I would like, though, so reducing the soundproofing and removing the undertray from the engine may be on the cards, as could be a look at the front wings, which are looking a little crumbly at the leading edge. Next, do I put the ducktail of the old car on here? Maybe, who knows what next?

1976 930 3.0



Magnus Walker
Los Angeles, USA

Date acquired:
August 2012



Time with racing legend Vic Elford is always well spent





Last month, Karen and I were invited down to the second annual Pinehurst Concours in North Carolina. It's a brilliant event, with great people and cars, not to mention lots of southern charm and hospitality, all in a great setting on the historic golf course at Pinehurst.

The best part was the attendance of none other than Mr Quick himself: racing legend Vic Elford. Within an hour of our plane touching down at Raleigh airport we were having dinner with Vic and a few others.

The real highlight came the next day, when Karen and I had the pleasure of driving Vic from Durham NC to Pinehurst. We got to hear all the stories first-hand, from the late Fifties all the way through the Porsche years – another memorable Porsche moment, to say the least.

Vic is the world's best backseat driver, giving pace notes from his iPhone and generally being an open, honest and down-to-earth guy – it's this kind of thing that makes him a legend.

The other highlight was getting to revisit my '72 STR 02 that now resides in a collection in North Carolina. Nothing beats visitation rights, and it was an honour for me to drive my old car in the Iron Mike rally along with over 60 other cars down to Fort Bragg.

I almost forgot to mention that I also got to drive a Carrera GT – more on that next time.

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014



After some issues, Joel's 996TT is back on the road





I'm pleased to report that my 996 Turbo is back! Having purchased it privately, I discovered that there was evidence of the dreaded second-gear popout, as it popped out with real vigour every time the revs dropped below around 3,000rpm and you lifted off the throttle. However, I managed to get the previous owner to cough up for the work and second gear rebuild, which wasn't cheap.

Recently, I got to drive the car in anger for the first time – I say anger, what I really mean is that I put my foot down a bit on the motorway! It feels a lot heavier and a little less nimble than my old C4, but also more sure-footed and confidence-inspiring when pushing on or out of corners. I'm not sure if that's because of the C4's previous Bilstein suspension upgrade or simply because the Turbo is wider, tauter and heavier.

The next point of note is the engine, and the performance is extraordinary. The torque rips you back in your seat and the surge never stops. I will take it to a track as soon as I can to get a feel for what happens when you push on, because right now I'm hampered by fear – it's that fast.

As I mentioned last month, it still sounds disappointing. I know that's a common complaint, but I have already done something about it and purchased a QuickSilver Exhaust sports system with race cats, as well as arranging a full detail. I have a feeling this could get interesting.

1982 SC



Gina Purcell
Oxford, UK

Date acquired:
May 2014

Meet Steffi, my 1982 SC Sport Coupe in platinum metallic. She sports the most amazing period brown leather interior, and shrugs off her 200,000 miles with an easy grace.

I had been looking to replace a much-loved SC I owned many years ago, but accepted that I'd never be lucky enough to own two 911s. This desire was sealed by a trip to the Porsche Museum in Stuttgart last year, where I fell in love with the plain, unadorned 2.7 on display, complete with surfboard. It wasn't an SC, but it fuelled a lust for a simpler 911. Fortunately, circumstances changed, and I could start searching earlier this year.

I didn't realise, but I had already seen the car I would buy in another Porsche periodical last December. Steffi had been loaned with two 3.2s for the feature by Paul Stephens. However, he was quoted as saying that the car wasn't for sale at that point, while he considered how to market such a high-mileage versus fantastic-condition enigma. Fortunately, I have no difficulty with high mileages; I'd rather have a car that has been used than some seized-up garage queen.

Several candidates came and went. I asked Neil Bainbridge of BS Motorsport to look for an SC, but he cautioned that many are now quite rotten. Then the SC Coupe supply seemed to dry up.

That platinum SC cast some kind of spell over me. One day, I checked back on Paul Stephens' website, and there it was, now advertised as undergoing extensive preparation work. The price was a steep £19,995, but someone was sure to swoop on it, as I couldn't be the only 911-head who found this car irresistible. Every few days I'd check back. A few weeks passed, and it was still there, but by now my desire was impossible to contain. I had to own it!



Steffi is Gina's latest 911 purchase





To this end, I phoned them. Unfortunately, I wasn't able to see the car, as it was still being prepared. Several people had expressed interest before me, and I was told that I would hear back if they weren't biting, or when the car was ready to view.

After a period of inactivity I called again, to be told that the car was still being prepared. Damn! My husband and I convened for a 'council of war'. If I was to own this car, I needed to strike quickly and decisively. I took a brave pill, called back, and left a deposit.

When I saw the car, I was amazed; the exterior was terrific, and the interior perfect. Paul raised the car, and I examined the suspension, drivetrain and undercarriage, which were in top order. Salesman Charlie hosted the test drive, which proved to be a joyful rediscovery of the link between throttle and steering. Subject to a list of jobs, Steffi was mine.

Neil has inspected the car since, and reckons she's a good example with a strong engine. There are some minor things needing attention, but that's all part of the fun – and fun is what this car is all about. Now, I just need a surfboard for the roof...

2010 997.2 Turbo; 2011 997.2 GT3 RS



Tony McGuiness
San Diego, USA

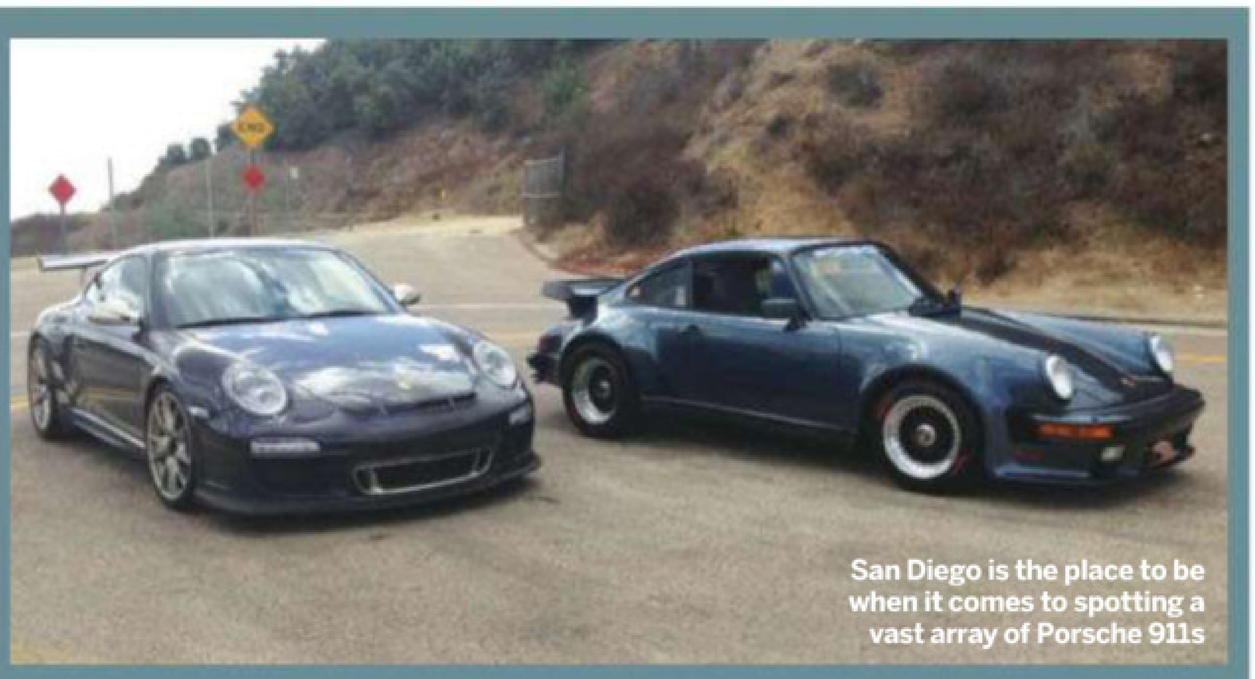
Dates acquired:
January 2010 & February 2011

Everyone knows that Southern California is a massive market for Porsche. Yet, even in this part of the world, it isn't often you see a GT3 RS and a 930 Turbo, dare I say, 'racing together'. San Diego is the perfect place to own a 911, so it was with great delight that my friend Rich and I decided to go for a drive through San Diego County. Instead of my 2010 911 Turbo, I took my GT3 RS. It's nice to have a choice, as both offer different driving experiences.

Rich acquired his Aegean blue 1987 930 Turbo several years ago, and like myself, he drives it as much as possible. Over the years he has owned several 911s, but his current 930 is by far his favourite. It's a real beauty, and as everyone who has ever driven a 930 knows, they are truly wonderfully handling 911s.

I plotted a route that would be both challenging and scenic, avoiding as much traffic as possible. The journey would take us from South Riverside County out to the west and along the scenic Pacific Coast Highway. Heading down PCH, we enjoyed the town of La Jolla, before returning back up the coast to the seaside town of Del Mar.

Turning right past Del Mar, we began the trek up into East San Diego County, where the roads become truly challenging, allowing – indeed, encouraging – you to push your 911 to its limits. Climbing into the hills away from the coast, our adrenaline was pumping through our veins, and we were enjoying our 911s in a manner they were meant to be enjoyed.


San Diego is the place to be when it comes to spotting a vast array of Porsche 911s

2005 997.1 Carrera S

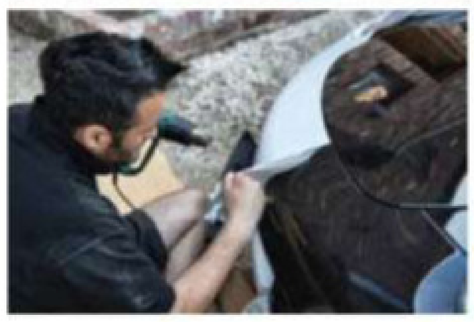


Chris Wallbank
Leeds, UK

Date acquired:
November 2012







Finally, my 997S is back to its former glory! After months of debating whether to go back to black and remove the white wrap, I took the plunge and decided to remove it. As much as I did like the gloss white for the 18 months it had been on the car, it seemed to grab a bit too much attention for my liking, and it had also started to lift around areas like the exhaust and arches.

After hearing it should be fairly easy to remove good-quality wraps like the 3M one I had applied to mine, I bravely decided to remove it myself with a little help from a friend on a warm June evening. The wrap came off remarkably easy from the larger flat panels in one piece, with a little warmth from a heat gun revealing the immaculate paint beneath. However, it was a little trickier on parts of the front and rear bumpers, where we had to take a little more time when removing around the lights.

Unfortunately, because the front bumper had previously been re-sprayed at a Porsche dealer – like most 911s have at some point in their lives – it did remove a little lacquer on the bumper. So I now need to book the car in to be professionally resprayed at the bodyshop before it can go for the full detailing of its basalt black metallic finish.

Meanwhile, I have just ordered some front and rear Eibach spacers to widen the track of the 997S, which I'm looking forward to receiving!

2006 997.1 Carrera 4S



Maxie Islam
Stevenage, UK

Date acquired:
August 2010


The bank holiday weekend didn't go as planned for Maxie





What a month it's been: the first – and hopefully only – time the 4S broke down! It started as a pleasant bank holiday weekend, with a trip from Hertfordshire to Oxfordshire.

However, on the way back, the 'Check Coolant' icon started flashing. I turned it off, thinking it was just an electronic glitch. However, ten minutes later it came on again, so I stopped at the next service station. As I went to check the engine, I saw a steady flow of water to the ground and a waft of steam. A call to the AA later, and the car was on the back of a flat-bed on the way home.

After showing photos to the ever-helpful community on the 911uk forum, the fault appears to be a broken water pump . Of course, this is without anyone having seen or examined the car. My Carrera is booked in for the major service at Cambridge OPC.

Aside from that, my Carrera is up for sale. When all the fixes have been addressed, she'll be as good as new again. If anyone is interested, get in touch via the magazine.

What's next? Well, a late 997.1 Turbo has been on my mind for some time. However, there seems to have been a resurgence in interest in the 997 GT3, as reflected in residual values. Whatever the cause may be, I am suddenly loving a be-winged 997 in either GT or Turbo form. Natural progression, you might say...


Cheap and cheerful versus specialised hardware

2003 996 Turbo



Ray Chandler
Surrey, UK

Date acquired:
August 2011

This month, I've spent a bit of time cleaning the house windows with de-ionised (distilled) water. Our cleaners have now started promoting the non-smear benefits of this product, so I thought I'd try it on the 996.

The first step was to find a supply of de-ionised water. Amazon came to the rescue, selling 25 litres for £20. Next up were a couple of buckets – one for washing and one for rinsing. I use a wash mitt rather than a sponge, as the latter holds all sorts of horrors for the paintwork. It is said by detailers that the swirl effects on your paintwork are often self-inflicted – usually by a sponge. To dry off, I use micro-fibre cloths.

As for the wash solution, there's a whole raft of products. Suffice to say, I use a quality one, although I was quite surprised to see the use of a general purpose cleaner – including toilets – being advocated on a Porsche forum.

I bought a Halfords Advanced Cone Wheel Brush for £7.99. To test it against something more basic, I also got a Tesco toilet brush for £1. That seemed better, as every time I put pressure on the Halfords one, the wire core bent, while the Tesco one could reach to the back of the inner section of the rear wheel rim. The only drawback with the Tesco brush is its shape – it was prone to getting stuck, as it only had taper on at one end.

Did it work? Well, it certainly took longer, mainly as I wasn't using the hose to wash the solution off. But there were no streaks on the glass, and the doors didn't suffer from post-wash runs and smears. She sparkled, but not for long, as the heavens opened up and down came the rain. Yet for an hour or two, I felt that progress had been made – certainly with the wheels and £1 brush.





2005 996.2 GT3

Ben James
Kent, UK

Date acquired:
March 2012

We haven't been up to much in the 911 recently, with both of us being very busy with work. So I thought this month I'd talk about one of the videos taken at our latest trackday in the GT3.

It's of a huge 'moment' we had entering the first corner off the straight at Brands Hatch, called Paddock Hill. This has happened a couple of times now, and both times the problem has come from braking too late and continuing into the corner with the brakes on. Although 911s respond well to trail braking, there's a fine line between getting the front end to grip and the rear end stepping out on you.

In this case, there was a Subaru that was quick on the straights, but not on the rest of the track. However, he refused to let anyone pass. After a few laps, it became an acceleration contest all the way down the main straight, with braking left on a knife edge going into Paddock Hill bend. You can watch the tank slapper that followed by searching '996 GT3 tank slapper' on YouTube – it should be the first result.

The only reason Dad managed to get the car straight again was due to the driver training we'd done at Millbrook. I rave about it all the time, but I believe it's the first thing you should do before any trackday, especially in any 911.

We did our training with Colin Hoad at CAT Driver Training. One day included driving on a soaked track surface in both the GT3 and one of Colin's Boxsters, where we learned about oversteer and understeer correction. This was great fun, and has helped us save some of the slides we've had on track so far.

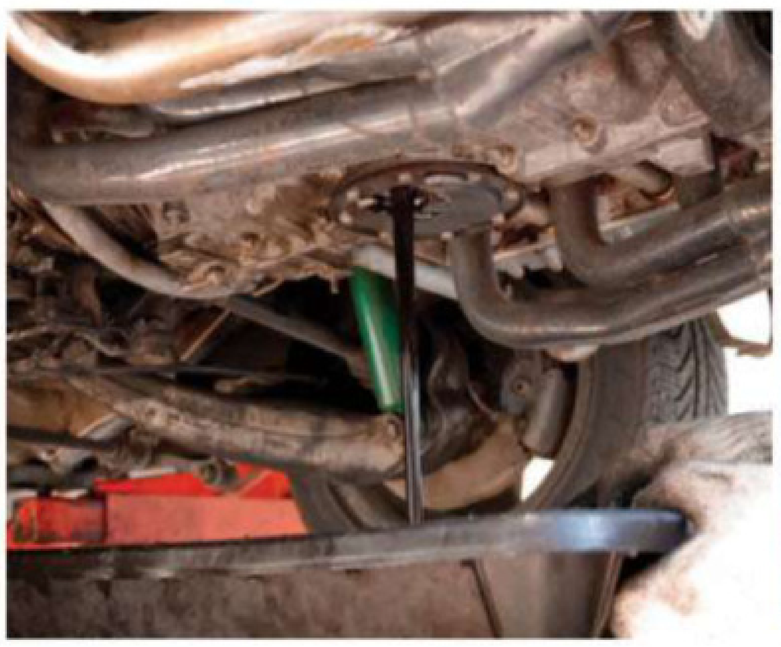
There are many other videos of the GT3 on my YouTube channel (username: SY996C2), which is regularly updated.

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012







When to change your car's engine oil? What mileage or time to do it? What kind and grade to use? Old Porsches don't like synthetic oil, as its internal engine tolerances, great heat material expansions and contractions cause them to be more drip-prone.

So for those who think modern synthetic oils are better, and are perhaps afraid of using mineral grades, keep in mind that when these old 911s were built, all we had (at least for the civilian use) were mineral oils, so you are totally safe.

The time had of course come to change the oil on my 930. Experience has proved that a good brand such as Mobil 1 with 20W50 is a good choice in hot weather. We have temperatures of above 30 degrees Celsius (around 90 degrees Fahrenheit) all year round, with many months experiencing over 40 Celsius (110 Fahrenheit). For that reason, I use a bike-designed oil, which has additives to bear high temperatures.

Another issue to bear in mind is when to change it. For an engine in good shape and with its fuel injection properly carried out, understand that as a good fuel-burning engine, I used to change the oil every year, instead of the well-known six months rate.

Owners must remember that if their cars aren't used often, they must try to let it reach a full warm-up temperature when in use to prevent the formation of harmful chemical contaminants in the oil and exhaust.





1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014

Having looked at my Porsche, Bristol OPC listed a multitude of issues, including the lower arms and bushings. They quoted £1,344 for the four, but buying parts on the internet and using a local garage to fit them came in at £423 – a saving of £921!

Malvern Tyres then adjusted all the suspension geometry, so it now feels like a new car.

However, my paranoia kicked in again when I noticed a loss of coolant, so I booked the car in for a pressure test. The garage later rang me, as follows:

Me: Hi, how is my 911 getting on?

Garage: Do you have a spare key?

Me: Er, yes somewhere, why?

Garage: The car has locked itself with the keys in it and the engine running!

This could be the alarm. More here next issue...



1981 930 3.3



Sven Burchartz
Victoria, Australia

Date acquired:
June 2014

The car that started it all for me was the 911 Turbo after I bought a copy of a magazine called *Modern Motor* in 1975, when I was 12. On the cover was a top-down shot of a Grand Prix white 911 Turbo.

I've driven a lot of Porsches, but never had the opportunity to get a good one. It's been said that anything with a Porsche badge and the words 'For Sale' gets me like a kid in a sweet shop. And so it was. I dropped past the workshop that takes care of my cars on the way back from a client, spied a tarpaulin draped over something and asked a fateful question: "What's that?" The guys pulled back the covers and presented, in all its Kodak yellow glory, a 1981 911 Turbo – totally stock. Now, I own it. The circle is complete.

2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

Nothing concentrates the mind like the prospect of driving at 150mph on a wet race track. After a hot and dry Saturday driving and instructing at Road Atlanta at the June PCA DE, overnight rain meant that I was greeted with a rather wet race track on Sunday morning, with standing water and washed-out sand in a few critical places. Regular readers may remember my accident in the rain at Barber Motorsports Park 18 months ago, and my promise that I would stay in the paddock if my GT3 was on track tyres and it started raining. But it had actually stopped raining, and the track was drying out, so I figured I should give it a try.

I spotted Cass Whitehead, the senior Porsche Sport Driving School instructor from Birmingham, who was at our event to do some pro coaching, and I asked him for his advice: "Look for the dry lines instead of just your normal line wherever possible, stay off the rumble strips, start at 6/10ths and build up from there, and you should have a lot of fun." He then added with a smile, "It can be a good learning experience." Game on.

The first group on the track that morning was my own Group 5, normally filled with all





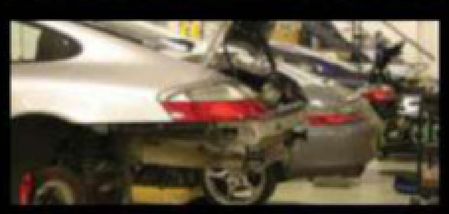
the fire-breathing club race cars on slicks, but due to the conditions, the group was much smaller. This was actually good news, as the field would get a bit more strung out, and I wouldn't have to contend with a constant stream of faster cars anxious to pass me in these conditions. In the event, I only had one minor over-steering 'wiggle' when coming out of turn five, a notorious spot that often induces spins and crashes when the track is damp or cold.

Otherwise, it was one of the most exciting drives I have had in a long time, passing many of the normally faster slick-shod cars due to the better traction afforded by my new Pilot Sport Cup tyres. Shortly after my session, the sun started to break through the clouds and dried the track, and conditions went back to normal.

Overall, it was another great weekend on the track, but my most vivid memory will be those first laps on that wet track on a cloudy Sunday morning. Images of the movie *Le Mans* flashed through my brain, my hyperactive senses searching out every puddle and dry patch, feeling with every nerve ending what my car was telling me about the surface, then pushing as hard as I dared, right up to the limits of adhesion, but thankfully on this day, not beyond...



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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.

ALL 911 STATS INSIDE

Full details of every 911 model since the 901 in 1964 can be found in our data file beginning on **page 88**

COMPANY PROFILE 84?



DATA FILE 88



ALSO INSIDE >>>

SHOWROOM 96

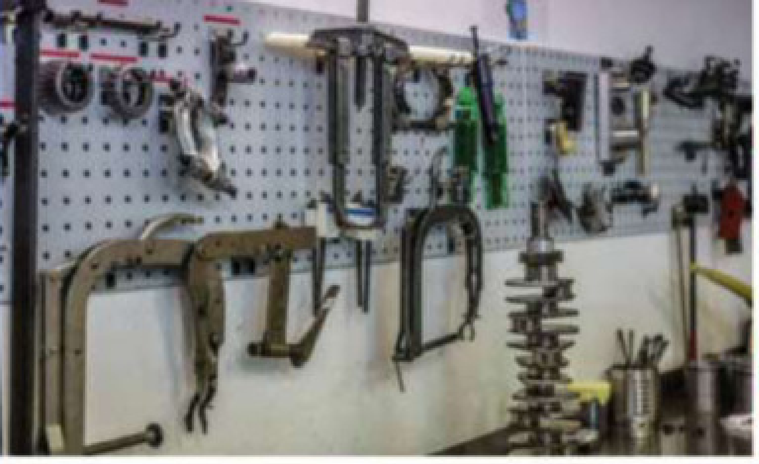
SERVICING & TUNING 99

INSURANCE & FINANCE 110

PARR

Motorsport is in the blood for this Porsche specialist, yet 30 years of history suggests that racing isn't the sole reason behind Parr's remarkable rise

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











Now in its 30th year of existence, Parr has taken its racetrack-honed skills and experience, and utilised them in their Crawley-based workshop for road cars



There aren't many places in the world where you can get your Porsche serviced by a team with a podium finish at the 24 Hours of Le Mans under their belt. In the UK, one such outfit is Parr, the West Sussex-based Porsche specialists who, in 1996, ran a Porsche 993 GT2 to second in the GT2 class at the world-famous French endurance race.

Founded in May 1984, Parr's Le Mans podium is just one in a number of racing achievements for the company that includes an appearance at the 24 Hours of Daytona (also in 1996) and a significant amount of success in the Porsche Carrera Cup GB. Of the latter, Parr enjoys a very close relationship with the championship, having been selected in 2003 by Porsche's German arm to help with the formation of the UK-based, one-make 911 series. To this day, Porsche's UK VIP car (revived for the 2014 season) has been run out of Parr's workshop.

"My relationship with Porsche in Germany grew out of the fact that we bought GT2s back in the Nineties," explained owner Paul Robe. "We bought our first direct from the factory in 1994, so we had an account with Weissach (which we've still got). So my relationship with the factory was very strong, and it still exists. I know the likes of Hartmut Kristen [Head of Porsche Motorsport] enough to say 'hello' and have a beer."

Despite their extensive motorsport experience, Robe is quick to point out that Parr was not a racing team that went into the car trade. "No, it's a father-and-son business that started out on the road," he explains, "but it was my ambition to go into motorsport."

That ambition was initially superseded by Robe's wish to see Porsche become a mainstay of the business. Before Parr's formation in mid-1984 (which leaves it celebrating its 30th anniversary this year), Robe's father Ray had also been in the car trade. "He was into Jaguars," Robe says with a smile. "His business at the time didn't really specialise in them. However, they did quite a lot."

Jaguar, though, was second in Paul's mind to the offerings from Zuffenhausen. "Seeing the rallying in the Seventies, and looking at the technical specifications of these little 2.0-litre engines, I thought, 'These are fantastic little German pieces of engineering. I like that.'" The smile on Robe's face widens as the stark contrast between the Porsches and Jaguars of the time comes to the forefront of his mind.

When the company folded, Paul stepped in alongside his father and "directed the business at Porsche as much as I could." Parr had been born, and very quickly Paul's other ambition – to go motor racing – was borne out. Yet the decision to enter the racing paddock was not one purely of passion; Paul is an astute businessman, and saw an opportunity to use motorsport as a marketing tool for the newly set-up endeavour.

Even 30 years later, motorsport is still a key means of advertising the business, as Paul divulges: "We do motorsport because it is the best way to market the company. We are partaking in what Porsche's existence is all about. It is a requirement of a Porsche business to race as well. That is how I feel about it."

Yet, while motorsport has helped Parr achieve a formidable reputation – their place as a GT3 specialist is potentially unrivalled, such is their expertise in this strain of the 911 breed – racing has sometimes acted as a double-edged sword when it comes to attracting customers to the company's bread and butter: servicing.

"I think people see us running around in our £150,000 racing cars and think, 'Oh, they're not going to be interested in the water leak on my Boxster. They're far too busy,'" Laurence Stockwell, Parr's head of PR points out. But they are far from this perceived one-trick pony. "It's really for people to understand that we are not just motorsport. We're happy with any problems," Robe adds. "We'll do door cards, window motors, anything. That's how we started." It's true. Parr has never shied away from investing in technology in order to allow them to keep up with their competitors. This has left them geared up to offer Porsche owners (not just 911 drivers) a wealth of quality services.

Traditional servicing and maintenance is a large part of their business, and with a gargantuan workshop with ample space for nearly 20 cars,





Parr personally take care of the bulk of servicing matters themselves; only tasks relating to metalwork and painting are outsourced







"It is my opinion that a very good race mechanic comes from a very good road mechanic"

road and race machinery can easily be catered for under the same roof – something that wasn't the case at Parr's previous home ten years ago. This allows the race mechanics and road technicians to work on both types of car, something that Robe feels strongly about. "It is my opinion that a very good race mechanic comes from a very good road mechanic. We try to make sure that our guys work on both, in most cases. Therefore, they get the proper range of expertise and they see both sides." Similarly, no distinction is drawn between air-cooled and water-cooled cars. With decades of experience in the workshop, Parr is happy – and extremely capable – working on both.

Engine rebuilding is done in-house, with Robe himself passing on his wisdom to the company's technicians. Once completed, each unit can be tested on one of Parr's two in-house dynamometers. Race motors can be put on a rig while other engines can be kept in the chassis and tested on a hub dyno if necessary. In a similar vein, gearbox work can also be carried out at Parr's Crawley base.

Parr's restoration skills have been tested with various 2.7 Carrera RSs, with only the metalwork and painting carried out by third parties. "I've got a metalwork guy who I've used for about 20 years. He does all my special projects," Robe explains. Sometimes it is better to admit where others are better after all. These types of project are kept at a sensible level to ensure the quality of the output is befitting the Parr name. "I won't be one of those companies that does seven all in one go, because I've only got two guys who specialise in this area," Paul says.

While these areas are familiar to Robe, one sector that Parr has only recently emerged into is sales. Thanks to the capital invested in the successful racing arm, being "cash rich is quite difficult." Without much in the way of stock money, the majority of Parr's sales are through 'Sale or Return' at the moment. However, this is something that is expected to change over the course of the next three to five years. "When we can we try and buy one or two," elucidates Robe. "If you look at it as part of a five-year plan, it will aid quite a strong growth in the business."

Yet, with a wealth of RSs outside the HQ, including a 964 RS 3.8 Clubsport and 997 GT3 RS 4.0, the current 'toe in the water' is certainly proving popular. It's testament to a reputation founded on three decades of excellent service and, if all goes to plan, the only way is up for Robe and his incredibly three-dimensional specialist. 911

Company profile

- **Owner:** Paul Robe
- **Founded:** 1984
- **Location:** Crawley, West Sussex, UK
- **Paul's first 911:** A five-year-old 2.2 911E bought in 1974
- **Rarest car worked on:** "A genuine 911 Carrera 2.8 RSR. We did a lot of work on that one: we built the engine, and we did a lot of remedial chassis work to make it look beautiful. It sold and went to Monaco. That one was a cracking car."
- **Currently racing in:** Carrera Cup GB with Kieran Gallagher (Pro-Am1) and Peter Kyle-Henney (Pro-Am2). Parr are also responsible for the Porsche UK VIP car.

Contact

- **Website:** www.parr-uk.co.uk
- **Telephone:** +44(0)1293 537911



A significant proportion of the cars we have sold this year have been bought to order for clients. If there is a specific Porsche you require not listed on our web site - please call Jonathan Franklin 07522 911911 with your requirements

1989 Porsche 911 Speedster
Guards Red. 9,000 miles. RHD

1987 Porsche 911 Supersport Cabriolet
Solid Grand Prix. RHD



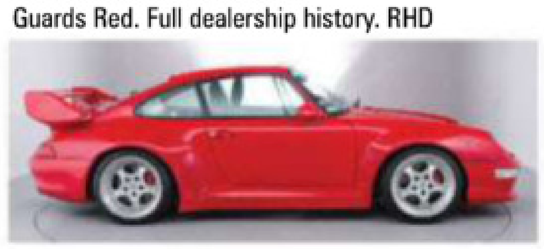
1996 Porsche 993 Turbo X50 Pack
Midnight Blue. 21,100 miles. RHD



1986 Porsche 928 Series 4
Guards Red. Full dealership history. RHD



1994 Porsche 993 Carrera 2 Coupe
Yellow. 21,100 miles. RHD



1994 Porsche 993 S GT2 recreation
Solid Guards Red. 51,300 miles. LHD



Porsche 911 Factory Targa Turbo
Guards Red. One Owner. 10,200 miles. RHD



2011 Porsche 911 GTS
Metallic Basalt Black. PDK. 5,800 miles. RHD



1984 Porsche 930 Turbo
White. 39,100 miles. RHD



1991 Porsche 911 964 RS
Metallic Amethyst. 58,500 miles. LHD

1987 Porsche 911 Carrera Sport G50
Jet Black. A/C and Cruise Control. 45,000 miles. RHD



1989 Porsche 930 Turbo LE
Metallic Baltic Blue. Upgrades. 29,900 miles. RHD



1962 Porsche 356 Super T6 Cabriolet
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Data file

Definitive facts and figures for every 911 model from 1964 – 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 in 1964, 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 in half stars according to their performance, handling, appearance and desirability.
Do you agree? Tell us your thoughts: editorial@total911.com.

Sales debate: Which 911 Turbo currently has the most investment potential?



The 911's 50th anniversary last year coincided with astronomical price rises for Zuffenhausen's iconic sports car. With the Turbo variant on its 40th birthday, now may be the last chance to jump on the forced-induction train before it's too late. But what model should you invest your money in?

"It's difficult, because there's so many of them," Jamie Tyler, Paragon's head of sales explains. While the 996 Turbo may be one of the market's entry-level cars, Tyler believes it is worth looking at more exotic fare. "3.6 Turbos (964), 993 Turbos, and obviously Turbo Ss [are all good choices]. Any of the air-cooled ones really, as they're all on the way up at the moment."

The problem is, despite starting prices of £150,000 for a 964 Turbo 3.6 (more desirable than the 3.3 due to their rarity according to Tyler), and £85,000 for 993 versions, examples of the above sell very quickly. Talking of a 993 Turbo sold recently by Paragon, Tyler mentions that it "was only on the website for about three hours, and it sold over the phone straight away."

Porsche Bournemouth's Karl Meyer, an expert in Porsche's heritage line-up, agrees that 964 and 993 Turbos are proving attractive. However, he does have a preference. "I think a 930. It is just bonkers not to buy them," he explains. "They're still the most iconic, but they haven't stretched their legs. Give it two years, and I think a £40,000 930 could be double its money."

That's a serious return, but to maximise your chances, Meyer points out that it is the earliest or the latest 930s that make the best prospects. The former "embodies the whole Seventies era," while the latter gained the excellent G50 gearbox. Either way, your Turbo should be pumping into an air-cooled flat six.

(0 series)
911 2.0-litre 1964-67



The 911 that started it all off when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

Production numbers: 9,250
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 8.3 sec
Top speed: 131mph
Issue featured: 106

★★½☆☆

(0 and A series)
911S 1967-68



Porsche soon started more powerful variants. The first of these was the 911S (for Super), which had a higher compression engine and twin Weber 40IDS carburettors.

Production numbers: 4,015
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg
0-62mph: 8.0 sec
Top speed: 137mph
Issue featured: 114

★★★☆☆

(C & D series)
911E 1969-71



Engine improvements included revised cylinder heads, larger valves and stronger con rods. 1970 'D' series cars had hot-zinc coated undersides.

Production numbers: 4,927
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-62mph: 7.0 sec
Top speed: 137mph
Issue featured: 107

★★½☆☆

(C & D series)
911S 1969-71



An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

Production numbers: 4,691
Engine 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: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width 1,610mm
Weight: 1,020kg
0-62mph: 6.6 sec
Top speed: 145mph
Issue featured: 112

★★★☆☆

(F series)
911E 1973



After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers: 4,406 (including E series)
Engine 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: 6x15-inch ATS; 185HR
Rear: 6x15-inch ATS; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.5 sec
Top speed: 137mph
Issue featured: 117

★★☆☆☆

(F series)
911S 1973



The 911S had same upgrades as the 911E, including deletion of the external oil-filler. Also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers: 5,054
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 6.6 sec
Top speed: 140mph
Issue featured: 56

★★★★½

(G & H series)
911 Carrera 2.7 1974-76



From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from '75.

Production numbers: 1,667
Engine 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: 6x15-inch; 185VR
Rear: 7x15-inch; 205VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 6.3 sec
Top speed: 148mph
Issue featured: 104

★★★½☆

(I & J series)
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, essentially from the 911 Turbo.

Production numbers: 3,687
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg
0-62mph: 6.3 sec
Top speed: 145mph
Issue featured: 3

★★☆☆☆

(A series)
911L 1967-68

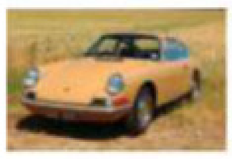


In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

Production numbers: 1,603
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,080kg
0-62mph: 8.4 sec
Top speed: 132mph
Issue featured: n/a

★★☆☆☆

(A & B series)
911T 1967-69



To save money, the 911T's engine used cast-iron cylinder heads (as opposed to the Biral aluminium/iron items, which gave more efficient cooling) and carbs instead of fuel injection.

Production numbers: 6,318
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-62mph: 8.8 sec (est)
Top speed: 124mph
Issue featured: 39

★☆☆☆☆

(B series)
911E 1968-69



The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz' (injection).

Production numbers: 2,826
Engine 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: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width 1,610mm
Weight: 1,020kg
0-62mph: 7.6 sec
Top speed: 130mph
Issue featured: n/a

★★☆☆☆

(B series)
911S 1968-69



Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

Production numbers: 2,106
Engine 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: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 995kg
0-62mph: 7.0 sec (est)
Top speed: 140mph
Issue featured: n/a

★★½☆☆

(C & D series)
911T 1969-71



Like the E, the 911T's torque curve was now flatter, making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

Production numbers: 15,082
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: Front: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-62mph: 7.0 sec (est)
Top speed: 127mph
Issue featured: 107

★★☆☆☆

(E series)
911E 1972



2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. New 915 transmission was stronger.

Production numbers: 4,406 (including F series)
Engine 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: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.5 sec
Top speed: 137mph
Issue featured: 117

★★☆☆☆

(E series)
911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers: 16,933 (including F series)
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.6 sec
Top speed: 128mph
Issue featured: n/a

★½☆☆☆

(F series)
Carrera 2.7 RS 1973



The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. Sport and Touring versions available.

Production numbers: 1,590
Engine 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: 6x15-inch; 185/70/R15
Rear: 7x15-inch; 215/60/R15
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)
0-62mph: 5.6 sec
Top speed: 152mph
Issue featured: 106

★★★★★

(F series)
911T 1973



US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

Production numbers: 16,933 (including E series)
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.6 sec
Top speed: 128mph
Issue featured: n/a

★½☆☆☆

(G, H, I, J series)
Carrera 3.0 RS 1974



Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear spoiler. Steel arches added by hand at the factory, with 917 brakes.

Production numbers: 109
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
Brakes: 300mm discs; Rear: 300m discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15
Rear: 11x15-inch; 235/60/VR15
Length: 4,135mm
Width: 1,680mm
Weight: 900kg
0-62mph: 5.3 sec
Top speed: 152mph
Issue featured: 102

★★★★★

(G, H, I, J series)
911 1974-77



'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers: 9,320
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
Max torque: 235Nm @ 3,800rpm (4,000 from '76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 8.5 sec
Top speed: 130mph
Issue featured: n/a

★½☆☆☆

(G, H, I, J series)
911S 1974-77



911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

Production numbers: 17,124
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,080kg
0-60mph: 7.0 sec
Top speed: 142mph
Issue featured: n/a

★½☆☆☆

930 3.0 1975-77



Fitted with a KKK turbo, this was the world's first production car to be turbocharged. Flared arches, whaletail spoiler and four-speed gearbox were standard.

Production numbers: 2,880 in the US
Engine 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: 7x15-inch; 185/70/VR15
Rear: 8x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,775mm
Weight: 1,140kg (1,195kg from '76)
0-62mph: 5.5 sec
Top speed: 155mph
Issue featured: 116

★★½☆☆

930 3.3 1978-83

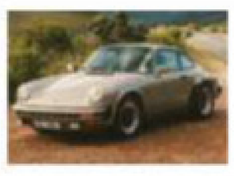


Larger engine resulted in an extra 40bhp, and an intercooler on top of the engine led to the adoption of a new 'tea tray' spoiler. Brakes were upgraded from 917 racer.

Production numbers: 5,807 (plus '78-'79 Cali cars)
Engine 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: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg
0-62mph: 5.4 sec
Top speed: 160mph
Issue featured: 104

★★★☆☆

911 SC 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power to suit all markets. Upgraded Sport options were available.

Production numbers: 60,740
Engine 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: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15 (16-inch optional)
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978 Coupe)
0-62mph: 6.5 sec
Top speed: 141/146mph
Issue featured: 110

★★½☆☆

930 3.3 1984-89



Revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers: 11,135
Engine 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: 7x16-inch; 205/55/VR16;
Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)
0-62mph: 5.4 sec
Top speed: 161mph
Issue featured: n/a

★★★½☆





Carrera 3.2 1984-89



Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, and the first production 911 to feature an ECU to control ignition and fuel systems.

Production numbers: 70,044
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 7x15-inch; 195/65/VR15; Rear: 8x15-inch, 215/60/VR15 (16 inches for '89)
Length: 4,291mm
Width: 1,652mm
Weight: 1,210kg
0-62mph: 5.6 sec
Top speed: 152mph
Issue featured: 114

★★★☆☆

Speedster 1989



Carrera 3.2 with a chopped, steeply racked windscreen and hood and stripped-out interior. Porsche insisted the simple hood was not designed to be 100 per cent watertight.

Production numbers: 2,274 (including Turbo-look)
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/VR16
Rear: 8x16-inch; 245/60/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg
0-60mph: 6.0 sec
Top speed: 148mph
Issue featured: 114

★★★½☆

964 Carrera 2 1990-93



Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

Production numbers: 19,484
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16; Rear: 8x16-inch; 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,350kg
0-62mph: 5.6 sec
Top speed: 164mph
Issue featured: 55

★★½☆☆

964 Turbo 1991-92



This used the revised 964 body shell, extended arches and 'tea tray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers: 3,660
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.4 sec
Top speed: 168mph
Issue featured: 97

★★★½☆

964 C2 Speedster 1993-94



Combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought that Porsche planned to build 3,000, but demand fell.

Production numbers: 936
Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,652mm
Weight: 1,340kg
0-62mph: 5.5 sec
Top speed: 161mph
Issue featured: 46

★★★☆☆

964 Turbo 3.6 1993-94



Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake calipers. Suspension lowered by 20mm.

Production numbers: 936
Capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 4.8 sec
Top speed: 174mph
Issue featured: 17

★★★★☆

993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodyshell (albeit lacking a fixed rear spoiler). Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers: 6,948
Engine 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: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg
0-62mph: 5.3 sec
Top speed: 168mph
Issue featured: 109

★★★★☆

993 Carrera RS 1995-96



Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 200bhp, fed to the rear wheels only.

Production numbers: 1,014
Engine 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
Issue featured: 106

★★★★½

930 LE 1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

Production numbers: 50
Engine 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: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph
Issue featured: 110

★★★★★

930 SE 1986-89

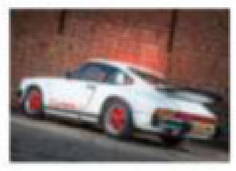


Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers: 50 (UK only)
Engine 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: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph
Issue featured: 99

★★★★½

3.2 Clubsport 1987-89



Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

Production numbers: 189
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x15-inch, 195/65/VR15;
Rear: 7x15-inch, 215/60/VR15
Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg
0-60mph: 5.1 sec
Top speed: 152mph
Issue featured: 97

★★★½☆

964 Carrera 4 1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new' 911.

Production numbers: 13,353 (Coupe)
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16
Rear: 8x16-inch; 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,450kg
0-62mph: 5.7 sec
Top speed: 162mph
Issue featured: 111

★★☆☆☆

964 C4 Lightweight 1991



964 Leichtbau made use of surplus parts from 953 Paris-Dakar project. Highlights include four-way adjustable differential, short-ratio gearbox and stripped interior.

Production numbers: 22
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x17-inch; 245/620/17
Rear: 9.5x17-inch; 265/630/17
Length: 4,275mm
Width: 1,652mm
Weight: 1,100kg
0-62mph: unknown
Top speed: unknown
Issue featured: 54

★★★★½

964 RS 1991-92



Around 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

Production numbers: 2,405
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7.5x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
0-62mph: 5.2 sec
Top speed: 168mph
Issue featured: 116

★★★½☆

964 Turbo S 1992-93



180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

Production numbers: 81
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg
0-62mph: 4.6 sec
Top speed: 180mph
Issue featured: 108

★★★★☆

964 3.8 RS 1993



Identifiable by a lightweight Turbo bodyshell, 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.

Production numbers: 55
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 290mm discs
Wheels & tyres: Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
0-62mph: 4.9 sec
Top speed: 169mph
Issue featured: n/a

★★★★½

964 Anniversary 1993-94



'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

Production numbers: 911
Engine 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: 7x17-inch; 205/50/17 tyres
Rear: 9x17-inch; 255/40/17 tyres
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.7 sec
Top speed: 162mph
Issue featured: 112

★★★★☆

964 RS America 1993-94



Offered in five colours, fixed whaletail spoiler and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

Production numbers: 701
Engine 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: 7x17-inch; 205/50/ZR17
Rear: 8x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg
0-62mph: 5.5 sec
Top speed: 164mph
Issue featured: 102

★★½☆☆

993 Carrera 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. Engine revised, with VarioRam available from 1996.

Production numbers: 38,626
Engine 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: 7x16-inch; 205/55/ZR16
Rear: 9x17-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg
0-62mph: 5.6 sec
Top speed: 168mph
Issue featured: 110

★★★☆☆

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 a more rear-drive feel.

Production numbers: 2,884 (Coupe)
Engine 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: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg
0-62mph: 5.8 sec
Top speed: 166mph
Issue featured: 111

★★★☆☆

993 GT2 1995-96



911 Turbo, but with reduced equipment. Also included rear-wheel-drive, making it a better track car. Fitted with huge front and rear spoilers and bolt-on arch extensions.

Production numbers: 194
Engine 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: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg
0-62mph: 3.9 sec
Top speed: 189mph
Issue featured: 113

★★★★★

993 Turbo 1996-98



Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

Production numbers: 5,937
Engine 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: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,500kg
0-62mph: 4.3 sec
Top speed: 180mph
Issue featured: 116

★★★★½

993 Carrera S 1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only this time in rear-wheel drive. Sought after for its superb handling and wide-body looks.

Production numbers: 3,714
Engine 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: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg
0-62mph: 5.4 sec
Top speed: 168mph
Issue featured: n/a

★★★★☆

993 Turbo S 1998



The final hurrah for 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.

Production numbers: 345
Engine 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: 8x18-inch; 225/40/18
Rear: 10x18-inch; 285/30/18
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg
0-62mph: 4.1 sec
Top speed: 186mph
Issue featured: 115

★★★★★

911 technology explained



Rear-axle steering

A new feature on the 991 GT3 and Turbo, Total 911 explains how rear-wheel steering works

Porsche first experimented with passive steering of the rear wheels on the 928, developing the clever toe-compensation 'Weissach steering' suspension setup. However, it wasn't until last year's release of the 918 Spyder that a full active rear-wheel steering system made its way onto a Zuffenhausen sports car. Since then, the system has also been rolled out on the 991 GT3 and Turbo.

Thanks to its rear-engined layout, the 911 has tended to understeer due to a lack of weight over the front wheels. In order to rectify this on the 991 generation, the wheelbase has been lengthened (more so than the body), helping to effectively transfer more load to the front wheels compared to the 997. This has brought its own problem, however: the longer the wheelbase, the less responsive the car is when it comes to handling.

This is where the rear-axle steering system comes in. At speeds of below 50kph (31mph), the rear wheels are steered up to 2.8 degrees in the opposite direction of the front wheels. This effectively reduces the car's wheelbase, making it easier to manoeuvre at low speeds. As a comparison, 2.8 degrees of turn on the front wheels would equate to 45 degrees of steering lock.

When the car is travelling over 80kph (50mph), the rear-axle steering turns the rear wheels up to 1.5 degrees in the same direction as the fronts. This effectively lengthens the wheelbase, making the car more stable in high-speed corners. However, it also enables the rear wheels to load up faster, improving the 991 GT3 and Turbo's ability to change direction.

The whole system uses two electromechanical actuators bolted onto either side of the chassis just fore of the top wishbone. Steering arms connect to the top of the rear uprights. The actuators are connected the car's ECU (which measures road speed and steering angle), before sending a signal that causes electrical motors to either 'push' or 'pull' the steering arms to create the required angle and direction of rear-wheel steering.

996 Carrera 1998-2001



An all-new 911 with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

Production numbers: 56,733
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg
0-62mph: 5.2 sec
Top speed: 174mph
Issue featured: 55

★★☆☆☆

996 Carrera 4 1998-2001



Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

Production numbers: 22,054
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg
0-62mph: 5.2 sec
Top speed: 174mph
Issue featured: 111

★★☆☆☆

996 GT3 1998-2000



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

Production numbers: 1,858
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
Brakes: Front: 330mm discs; Rear: 300mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg
0-62mph: 4.8 sec
Top speed: 188mph
Issue featured: 99

★★★★☆

996 GT2 2001-03



A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

Production numbers: 1,287
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 12x18-inch; 315/30/R18
Length: 4,450mm
Width: 1,830mm
Weight: 1,440kg
0-62mph: 4.1 sec
Top speed: 196mph
Issue featured: 108

★★★★☆

Gen2 996 C2 2002-04



Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

Production numbers: 29,389
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg
0-62mph: 5.0 sec
Top speed: 177mph
Issue featured: n/a

★★½☆☆

Gen2 996 C4 2002-04



Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-driven brethren. Cabin received minor updates over Gen1.

Production numbers: 10,386
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,430kg
0-62mph: 5.0 sec
Top speed: 177mph
Issue featured: 107

★★½☆☆

996 GT3 RS 2004-05



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

Production numbers: 682
Engine 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: 8.5x18-inch; 235/40R18
Rear: 11x18-inch; 295/30R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
0-62mph: 4.4 sec
Top speed: 190mph
Issue featured: 107

★★★★½

996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers: 1,563
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
0-62mph: 4.2 sec
Top speed: 191mph
Issue featured: 62

★★★★☆

997 Carrera 2004-08



Fully revised 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

Production numbers: 25,788
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 265/40/R18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph
Issue featured: 112

★★★☆☆

997 Carrera 4S 2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accomodate for wider rear wheels and tyres.

Production numbers: 30,973
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19
Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,475kg
0-62mph: 4.8 sec
Top speed: 179mph
Issue featured: 14

★★★½☆

997 Turbo 2005-10

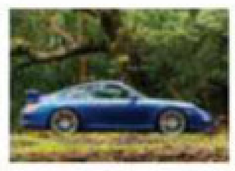


Similar to the 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave the best of small and large turbos.

Production numbers: 19,201 (up to 2008)
Engine capacity: 3,600cc
Compression ratio: 9.8:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 11x19-inch; 305/30/R19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.9 sec
Top speed: 193mph
Issue featured: 107

★★★★☆

997 GT3 2006-07



Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

Production numbers: 2,378
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.3 sec
Top speed: 192mph
Issue featured: 111

★★★★½

996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front spoiler, plus part-fixed, part-retractable spoiler. Different engine to naturally aspirated 3.6-litre 996 unit.

Production numbers: 20,499
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
0-62mph: 4.2 sec
Top speed: 189mph
Issue featured: 114

★★★★☆

996 Carrera 4S 2001-05



Basically a Carrera 4 featuring a Turbo bodyshell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers: 23,055
Engine 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: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 296/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
0-62mph: 5.1 sec
Top speed: 174mph
Issue featured: 101

★★★½☆

996 Anniversary 2003-04



Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical LSD standard.

Production numbers: 1,963
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 345bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,800rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg
0-62mph: 4.9 sec
Top speed: 175mph
Issue featured: 112

★★★☆☆

Gen2 996 GT3 2003-05

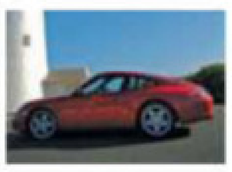


Based on facelifted 996 Carrera, but with new spoilers. Suspension lowered and uprated, PCCB optional . Full-spec interior unless Clubsport option was ordered.

Production numbers: 2,313
Engine 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: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg
0-62mph: 4.5 sec
Top speed: 190mph
Issue featured: 107

★★★★☆

997 Carrera S 2004-08



As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger venitlated brakes. Quad exhaust tailpipes.

Production numbers: 41,059
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19
Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,420kg
0-62mph: 4.8 sec
Top speed: 182mph
Issue featured: 107

★★★½☆

997 Carrera 4 2005-08



Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

Production numbers: 8,533
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 295/35/R18
Length: 4,427mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 5.1 sec
Top speed: 174mph
Issue featured: 3

★★★☆☆

997 GT3 RS 2006-07



Similar to GT3, with inclusion of wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers: 1,106
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19
Length: 4,460mm
Width: 1,808mm
Weight: 1,375kg
0-62mph: 4.2 sec
Top speed: 194mph
Issue featured: 110

★★★★½

997 GT2 2007-09



Essentially the 997 Turbo, but with rear-wheel drive only. Enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power.

Production numbers: 1,242
Engine 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: 8.5x19-inch; 235/35/ZR19
Rear: 9x11-inch; 305/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg
0-62mph: 3.7 sec
Top speed: 204mph
Issue featured: 31

★★★★½

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Gen2 997 C2 2008-12



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).

Production numbers: 7,190 (Coupe)
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18
Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,490kg
0-62mph: 4.9 sec
Top speed: 180mph
Issue featured: 89

★★★½☆

Gen2 997 C2 S 2008-12



Altered as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. Had seven-speed PDK optional, like the Carrera.

Production numbers: 9,470 (Coupe)
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/ZR19
Rear: 11x19-inch; 295/30/ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,500kg
0-62mph: 4.7 sec
Top speed: 188mph
Issue featured: 61

★★★★☆

Gen2 997 GT3 RS 2009-12



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.

Production numbers: 1,500 approx
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 4.0sec
Top speed: 192mph
Issue featured: 110

★★★★★

997 Speedster 2010



Built to mark Porsche Exclusiv's 25th anniversary. Shorter windscreen, but rake angle same as 997 Carrera. Wide body with 19-inch Fuchs wheels. Rear-wheel drive.

Production numbers: 356
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
Brakes: Front: 350mm discs; Rear: 350mm discs.
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg
0-62mph: 4.4 sec
Top speed: 190mph
Issue featured: 69

★★★★½

997 C2 GTS 2010-12



Features the C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing 25bhp extra. The GTS is laden with Porsche options.

Production numbers: Unknown
Engine 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: 8.5x19-inch; 235/35/19
Rear: 11x19-inch; 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg
0-60mph: 4.6 sec
Top speed: 190mph
Issue featured: 107

★★★★½

997 C4 GTS 2010-12



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

Production numbers: Unknown
Engine 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: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.6 sec
Top speed: 188mph
Issue featured: 91

★★★★½

991 Carrera 4S 2012-



Same wider body styling as Carrera 4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four. PTV spread torque more evenly.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,445kg
0-62mph: 4.5sec
Top speed: 185mph
Issue featured: 111

★★★★½

991 GT3 2013-



Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 475hp @ 8,250rpm
Maximum torque: 440Nm @ 6,250rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 12x20-inch; 305/30/ZR20
Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg
0-62mph: 3.5sec
Top speed: 196mph
Issue featured: 104

★★★★★

Gen2 997 C4 2008-12



Numerous engine and body changes as per the Carrera, but with a wider rear end plus full-width rear reflector. New all-wheel drive was initiated from the 997 Turbo.

Production numbers: 1,384 (Coupe)
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18
Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,545kg
0-62mph: 5.0 sec
Top speed: 176mph
Issue featured: 41

★★★½☆

Gen2 997 C4S 2008-12



Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Production numbers: 7,910 (Coupe)
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/30/ZR19
Rear: 11x19-inch; 295/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.7 sec
Top speed: 185mph
Issue featured: 111

★★★★☆

Gen2 997 GT3 2009-12



Updated as per the Carrera, but with a unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

Production numbers: Unknown
Engine capacity: 3,800cc
Compression ratio: 12.2.:1
Maximum power: 435bhp @ 7,900rpm
Maximum torque: 430Nm @3250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 12x19-inch;305/30/ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.1sec
Top speed: 194mph
Issue featured: 99

★★★★½

Gen2 997 Turbo 2009-13



Same as the original 997 Turbo, but with new LED tail-lights and driver lights up front. Larger tailpipes and DFI engine, with fuel consumption cut by 16 per cent.

Production numbers: Unknown
Engine capacity: 3,800cccc
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: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg
0-62mph: 3.4 sec
Top speed: 194mph
Issue featured: 90

★★★★½

997 Sport Classic 2010



Based on a 3.8-litre Powerkit, rear wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail spoiler and large Fuchs wheels.

Production numbers: 250
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
0-62mph: 4.6 sec
Top speed: 187mph
Issue featured: 57

★★★★★

997 GT3 RS 4.0 2010



The engine was upgraded and aerodynamically tweaked too, with the angle of rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

Production numbers: 600
Engine 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: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg
0-62mph: 3.5 sec
Top speed: 193mph
Issue featured: 115

★★★★★

997 918 Edition 2010



These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

Production numbers: Unknown
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph
Issue featured: 74

★★★☆☆

997 GT2 RS 2010-11



The GT2 went back to its roots with an RS-style lightweight body and interior, plus extra power. Recognisable thanks to carbon fibre on bonnet, air intake and mirrors.

Production numbers: 500
Engine 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: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 3.5 sec
Top speed: 205mph
Issue featured: 114

★★★★★

997 Turbo S 2011-13



As standard 997 Turbo but more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

Production numbers: 350 (UK only)
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph
Issue featured: 98

★★★★★

991 Carrera 2011-



First of the newest and latest Gen7 911, takes styling hues from 993. Redesigned chassis with lengthened wheelbase reduces overhang of engine.

Production numbers: Currently in production
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 285/35/ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg
0-62mph: 4.8sec
Top speed: 179.6mph
Issue featured: 83

★★★★☆

991 Carrera S 2011-



Same as Carrera, including seven-speed manual 'box, but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 295/30/ZR20
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.5sec
Top speed: 188.9mph
Issue featured: 114

★★★★½

991 Carrera 4 2012-



22mm wider body than C2, with 10mm wider tyres connecting rear tale light as standard. Also features a torque distribution indicator on the digital dash clock.

Production numbers: Currently in production
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch;295/35/ZR19
Length: 4,491mm
Width: 1,852mm
Weight: 1,430kg
0-62mph: 4.9 sec
Top speed: 177mph
Issue featured: 98

★★★★☆

991 Turbo 2013-



The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 520hp @ 6,000-6,500rpm
Maximum torque: 660Nm @ 1,950-5,000rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,595kg
0-62mph: 3.4sec
Top speed: 195mph
Issue featured: 109

★★★★★

991 Turbo S 2013-



Same dimensions as 991 Turbo, but with a tweaked map to provide an extra 40hp. Usual Turbo options as standard, including centre-lock wheels, PCCB, PDCC and Bose sound.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 560hp @ 6,500-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250
Brakes: Front: 410mm discs; Rear: 390mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11x20-inch, 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,605kg
0-62mph: 3.1sec
Top speed: 197mph
Issue featured: 115

★★★★★

991 Anniversary 2013-14



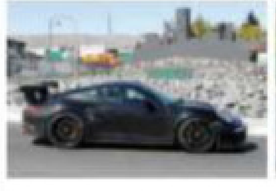
Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

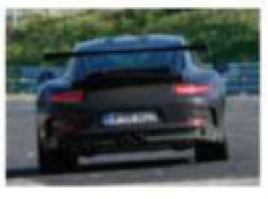
Production numbers: 1,963
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,420kg
0-62mph: 4.5 sec
Top speed: 188mph
Issue featured: 112

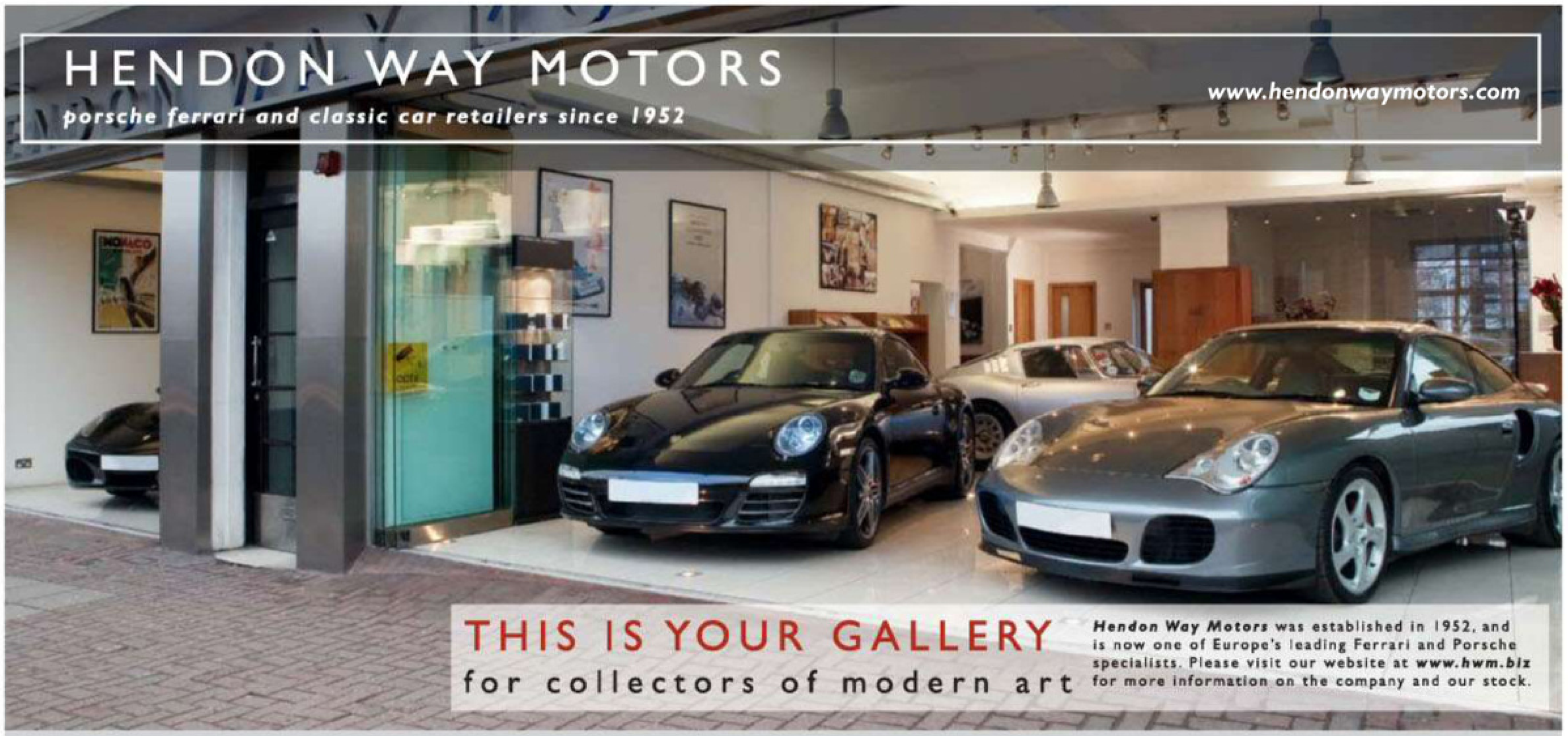
★★★★½

991 GT3 RS 2015-









PORSCHE 997 - TURBO, C2S

2010 - 997 GEN II TURBO COUPE PDK (BASALT BLACK) 20,000 Miles
Sand Beige Leather Interior, PSM, PASM, PCM, Touchscreen Sat Nav, CD Changer, Sport Chrono Package, Three Spoke Multi Function Steering Wheel, White Dials, Porsche Vehicle Tracking System, Xenon Headlights, 19" Turbo Alloy Wheels (GEN II), Full Porsche Service History.

2010 - 997 GEN II TURBO COUPE (CARRERA WHITE) 19,000 Miles
Metropole Blue Leather Interior, Manual, PSM, PASM, PCM, Touchscreen Sat Nav, BOSE Surround Sound System, CD Changer, Xenon Headlights, 19" Turbo Alloy Wheels (GEN II), Full Porsche Service History.

2007 - 997 TURBO COUPE TIP (BASALT BLACK) 43,000 Miles
Black Leather Interior, Sports Chrono Package, PASM, PSM, PCM, Sat Nav, White Dials, Porsche Crested Headrest, Traction Control, 19" Turbo Alloy Wheels, Full Porsche Service History.

2009/58 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 58,000 Miles
2009 Model, Black Leather Interior, PSM, PASM, PCM, Touch Screen Sat Nav, BOSE Sound System, Heated Memory Seats, White Dials, Climate Control, Xenon Headlights, 19" Alloy Wheels, Full Main Dealer Service History.

2007 - 997 TARGA 4 MANUAL (COBALT BLUE) 44,000 Miles
Grey Leather Interior, PSM, PCM, Sat Nav, Rear Park Assist, 19" Split Rim Alloy Wheels, Full Service History (Just Been Serviced).

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.

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 - TURBO, C4S, C2

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.

2005 - 996 C4S CABRIOLET TIP (MIDNIGHT BLUE) 63,000 Miles
Dark Navy Blue Leather Interior, PSM, PCM, Sat Nav, Telephone, Memory Seats, 4 CD Changer, Climate Control, 18" Alloy Wheels, Full Service History.

PORSCHE 993 - TURBO, C2S, C2, CARRERA

1995 - 993 CARRERA COUPE MAN (BLACK METALLIC) 111,000 Miles
Sand Beige Leather Interior, 6 Speed Manual, Sports Seats, Sunroof, Electric Windows, Electric Mirrors, Air Conditioning, 17" Alloy Wheels, Full Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Leather Interior, White Dials, Sony Single CD Player & Radio, Air Bag, Air Conditioning, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Turbo Spoiler, Fully Documented Service History.

1995 - 993 C2 COUPE MAN (IRISH BLUE METALLIC) 109,000 Miles
Black Leather Interior, Porsche Immobiliser System, Spare keys, Electric Spoiler, UK Supplied Car (C16), Full Service History.

1998 - 993 TURBO "S" COUPE MAN (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, Uprated Becker CD Player, Bluetooth, Speakers, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1996 - 993 C2S COUPE (BLACK METALLIC) 80,000 Miles
1997 Model (registered 12.1996), Carrera 2S (Widebody Specification), 6 Speed, Varioram, Full Grey Leather Interior, Alpine Upgraded Stereo, Air Con, 18" Porsche Turbo S Alloy Wheels, Full Porsche Service History, Very Clean And Cherished Weekend Car. Extremely Detailed History, With Porsche Authenticity Certificate, And One Owner Since 2004.

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.

1995- 993 C2 COUPE MAN (MIDNIGHT BLUE) 99,000 Miles
Black Leather Interior, No Accident Damage, Clear Lenses, Porsche Immobiliser And Spare Keys, Recent Cosmetic Paintwork Carried Out To Remove Stone Chips, Porsche Document Wallet And Manuals, Electric Spoiler, Porsche Inscribed Mats, Always Garaged, C16 UK Car, Very Nice Example In Excellent Condition.

1994 - 993 C2 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) 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, Upgraded High End Sound System, Upgraded 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

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.

FERRARI - MODELS FROM 1967 +

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.

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 - 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, 19" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

2003 - 360 SPIDER F1 (GRIGIO SILVER) 28,000 Miles
Black Leather Interior, F1 Gear Box, ASR, Challenge Grill, Climate Control, CD Changer, 19" Ferrari Alloy Wheels, Full 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, Upgraded Radio And 6 CD Changer, Climate Control, Ferrari Service History.

1996 - F355 SPIDER MANUAL (GIALLO 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.

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 Concourse And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos Showing The Repaint And Work Done By Ferrari, Exceptional Condition Throughout.

CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles
1 Of 26 RHD Lightweights, 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.

1958 PORSCHE 356 A COUPE 1600cc (SILVER) 73,000 Miles
Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly Restored, Concours Condition.

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.

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Panamera 3.0 Diesel Tip (2012 - 12)
White with Black Leather, 21k miles
.....**£52,000**



997 "2S" 3.8 Gen 2 PDK (2010 - 10)
White with Black Leather, Sat Nav, 20k miles.....**£50,000**



997 "4S" 3.8 Gen 2 PDK (2009 - 09)
Silver with Black Leather, Sat Nav, 28k miles.....**£46,000**



997 Turbo 3.6 Tip (2007 - 57)
Basalt Black with Black Leather, Sat Nav, 53k miles.....**£44,000**



997 Turbo 3.6 Tip (2007 - 07)
Basalt Black with Black Leather, Sat Nav, 51k miles.....**£43,000**



997 "2S" 3.8 Gen 2 PDK (2008 - 58)
Aqua Blue with Black Leather, Sat Nav, 49k miles.....**£42,000**



997 Turbo 3.6 (2006 - 06)
Cobalt Blue with Black Leather, Sat Nav, 52k miles.....**£40,000**



997 "4S" 3.8 (2008 - 08)
Silver with Black Leather, Sat Nav, 37k miles.....**£38,000**



997 "4S" 3.8 Targa (2007 - 07)
Meteor Grey with Stone Grey Leather, Sat Nav, 45k miles.....**£37,000**



997 "4S" 3.8 Cab (2006 - 56)
Silver with Black Leather, Sat Nav, 38k miles.....**£36,000**



997 "2S" 3.8 (2007 - 57)
GT Silver with Black Leather, Sat Nav, 40k miles.....**£34,000**



997 "2S" 3.8 (2008 - 57)
Silver with Black Leather, Sat Nav, 44k miles.....**£33,000**



997 "2S" 3.8 (2007 - 07)
GT Silver with Black Leather, Sat Nav, 31k miles.....**£33,000**



997 "4S" 3.8 (2006 - 56)
Basalt Black with Black Leather, Sat Nav, 53k miles.....**£33,000**



997 "4S" 3.8 (2006 - 06)
Silver with Black Leather, Sat Nav, 40k miles.....**£33,000**



997 "4S" 3.8 (2006 - 06)
Cobalt Blue with Ocean Blue Leather, Sat Nav, 36k miles.....**£33,000**



997 "2S" 3.8 Cab (2006 - 06)
Atlas Grey with Grey/Black Leather, Sat Nav, 35k miles.....**£32,000**



997 "2S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav, 50k miles.....**£32,000**

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2007 997 TURBO TIPTRONIC
£42,495

Basalt Black metallic with extended Black Leather interior 42,000 miles

Heated Seats | AirCon & Climate Control | Silver Pack | Rear Park Assist
SatNav and Phone Module | PSM and PASM | Bi Xenon Lights | Electric Sunroof | 19" Turbo Alloys



2005 997 CARRERA C2S MANUAL
£23,995

Arctic Silver metallic with Metropole Blue Leather interior 57,000 miles

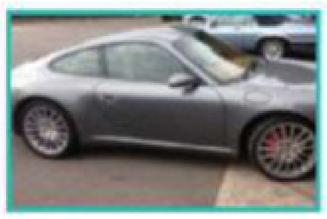
6 Speed Manual | AirCon & Climate Control | Sports Chrono Pack | Home Light
Phone Module | Multichanger | Litronic Lights | 19" Carrera S Alloys



2005 996 CARRERA 4S WIDEBODIED TIPTRONIC
£18,995

Atlas Grey metallic with extended Black Leather interior 85,000 miles

Heated Seats | SatNav and Phone Module | VTS Tracker | 18" Turbo II Monoblock Alloys
AirCon & Climate Control | Premium ICE | Rear Park Assist



2008 CARRERA 4S 3.8 MANUAL
£34,995

Seal Grey metallic with Kashmir Leather interior 30,000 miles

6 Speed Manual | Heated Comfort Seats | Phone Module | Litronic Lights
2 Owners | SatNav and | AirCon & Climate Control | 19" Multi-Spoke Alloys



2005 997 C2S MANUAL
£20,995

Lagoon Green/Grey metallic with Metropole Blue Leather interior 40,000 miles

6 Speed Manual | Multichanger with Sound Package Plus | AirCon & Climate Control | Litronic Lights
Comfort Seats | | Electric Sunroof | 19" Carrera S Alloys



2003 996 CARRERA 4S WIDEBODIED MANUAL
£17,495

Arctic Silver metallic with Black Leather interior 69,000 miles

6 Speed Manual | Onboard Computer | Climate Control | Silver Pack Interior
Memory Seats | | Rear Park Assist |
CDR22 Stereo | AirCon & | | 18" Twist Alloys



2005 997 CARRERA 3.8S TIPTRONIC
£26,995

Arctic Silver metallic with Metropole Blue Leather interior 56,000 miles

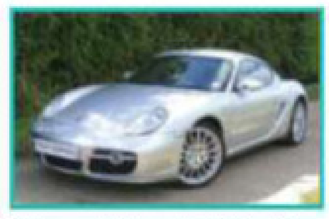
Heated Seats | Colour Coded Seats | Rear Park Assist | Rear Park Assist
SatNav and Phone Module | Litronic Lights | Cruise Control | 19" S Alloys



2004 996 CARRERA 4S WIDEBODIED MANUAL
£19,995

Seal Grey metallic with Black Leather interior 63,000 miles

Heated Seats | SatNav and Phone Module | Rear Park Assist | 18" Turbo II Monoblock Alloys
AirCon & Climate Control | PSM and PASM | Sports Exhaust |



2006 CAYMAN S 3.4 MANUAL
£15,495

Arctic Silver metallic with Black Leather interior 81,000 miles

6 Speed Manual | AirCon & Climate Control | Silver Pack | Bi Xenon Lights
Comfort Seats | | Rear Park Assist | 19" Cayman S Alloys
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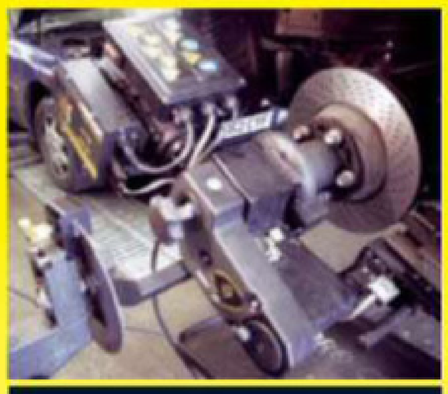
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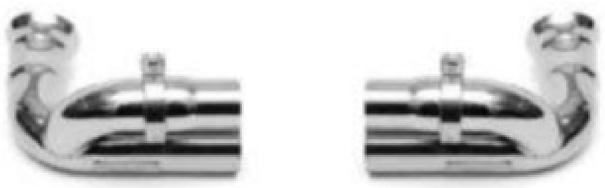
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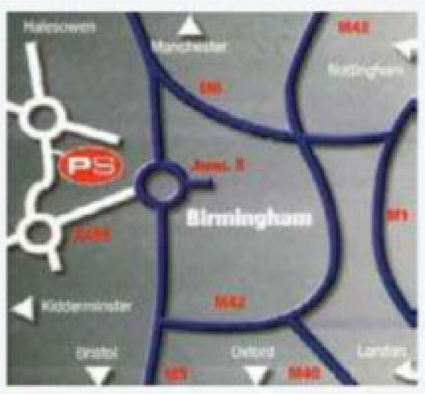
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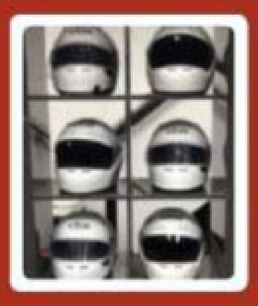


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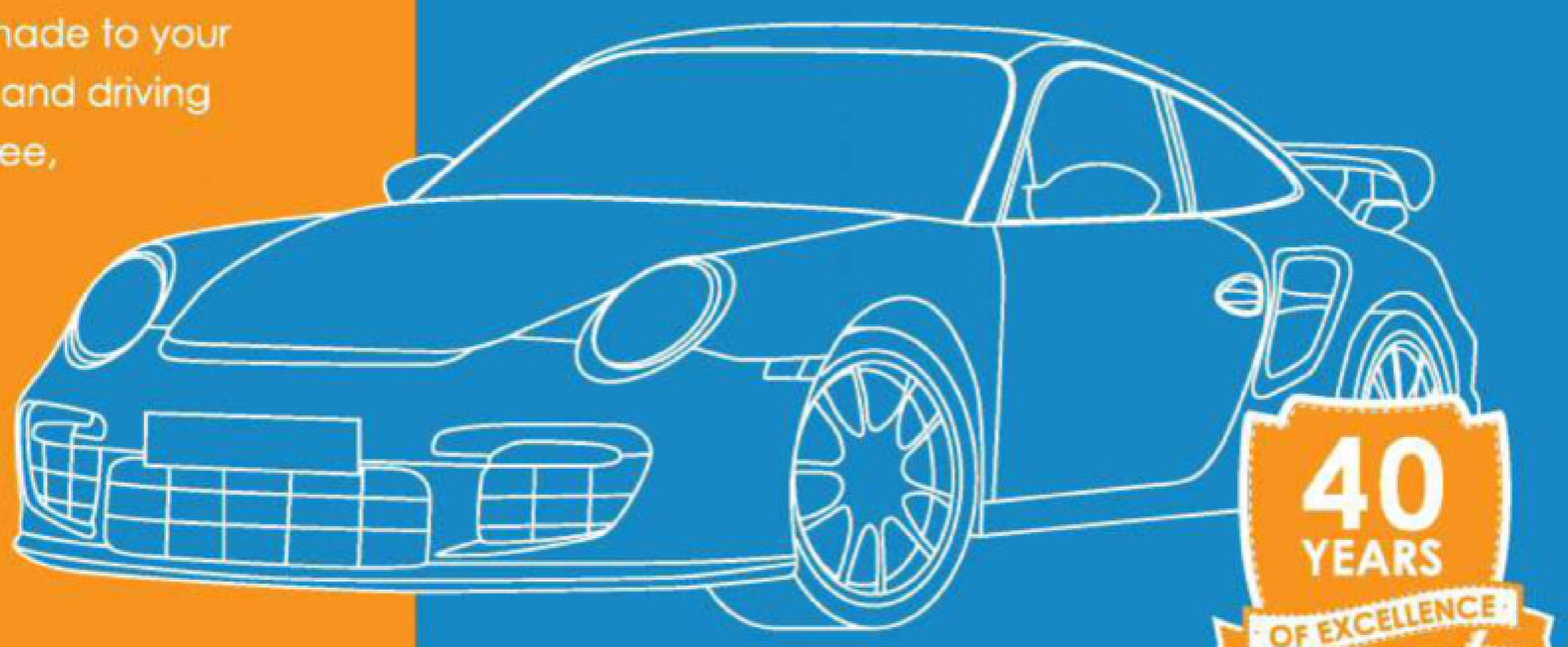
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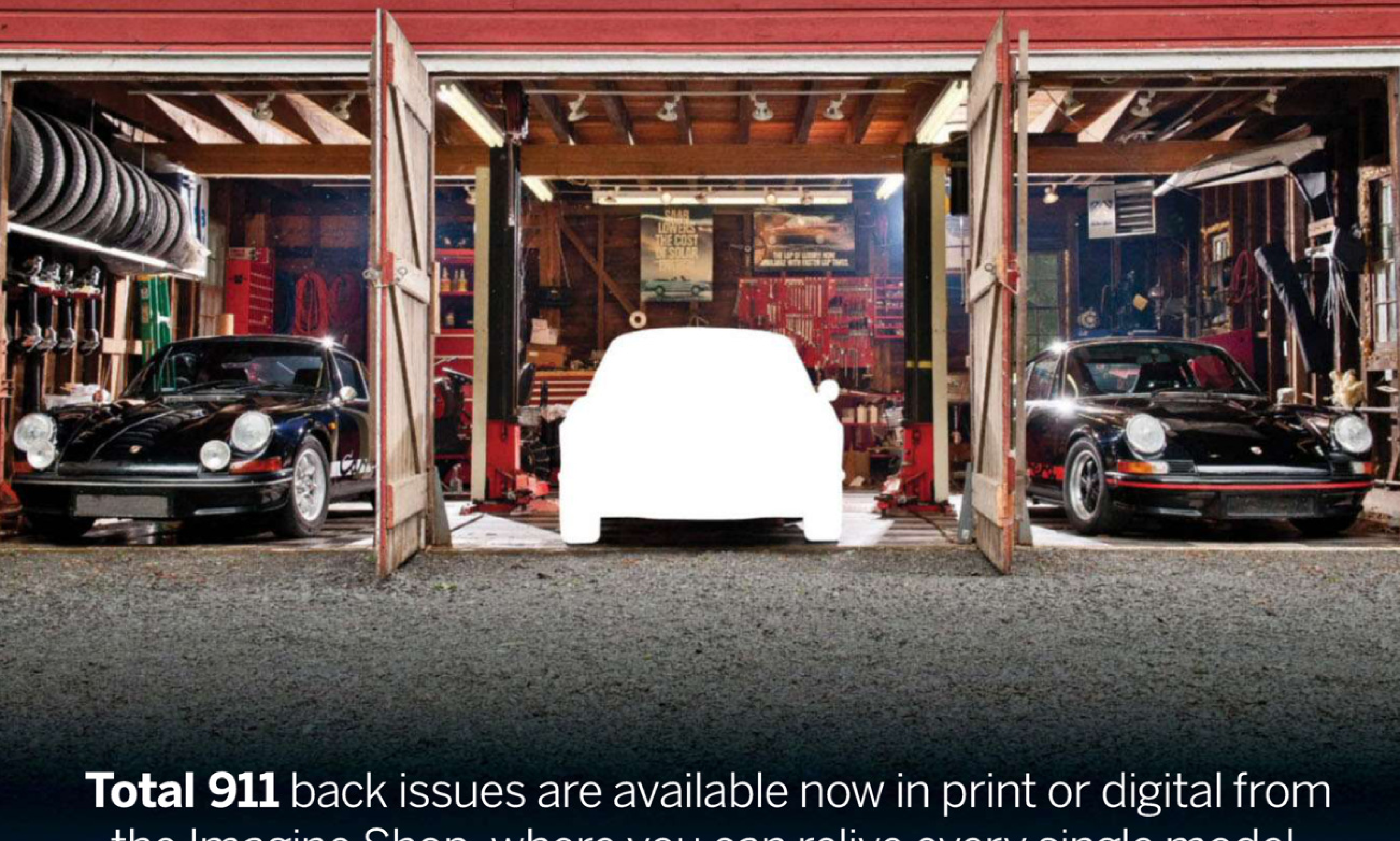
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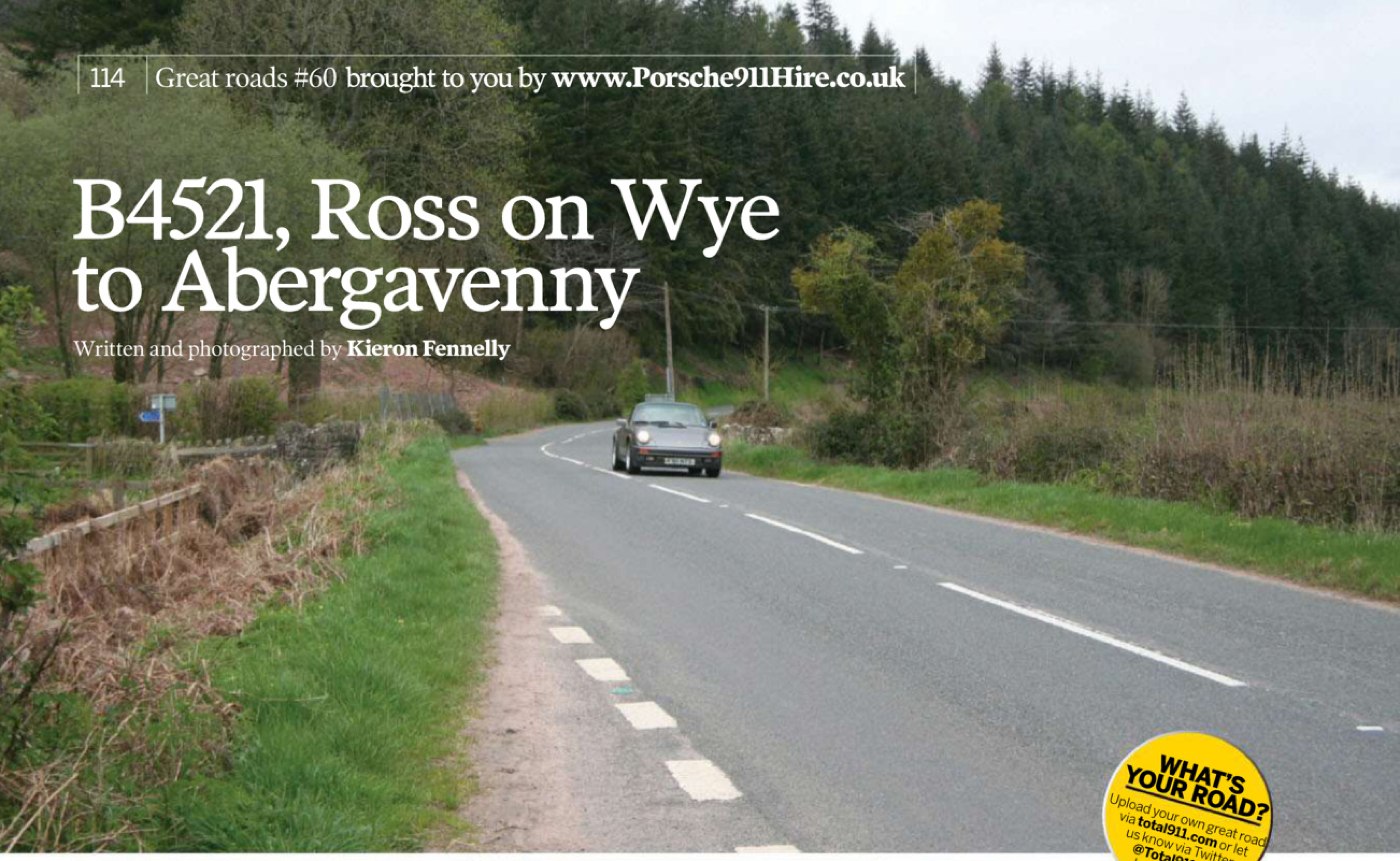
Total 911 takes a 991 Targa to Zuffenhausen to examine the last roll-bar 964 model

Issue 117 is available to buy and download from 13 August

Contents may be subject to change

B4521, Ross on Wye to Abergavenny

Written and photographed by **Kieron Fennelly**



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Despite lacking the grandeur of some of its intercontinental cousins, UK shores still boast some truly charming stretches of tarmac

UK-based readers can be forgiven for imagining that most of the best driving roads in the world are in the western US or the Alps. But while Britain can't boast a route Napoléon or a West Coast Highway, you can build a worthwhile and challenging road into many itineraries. All that is required is the short study of a document that many people now erroneously believe is obsolete: a map.

Take a journey from London to mid Wales: the M4 is boring at the best of times, so take the M40 to Oxford and the A40 across the Cotswolds to Gloucester and Ross on Wye, but then be a bit different. Forsake this relatively pleasant and usually reliable stretch of A40 dual carriageway and take the B4521 running slightly to the north. Ahead are 22 virtually uninterrupted miles of varying twists, turns, short straights and elevations.

Though perhaps a little under-specified for the latest GT3s, the B4521 is an outstanding piece of blacktop for the older 911. It has a surface that puts main roads in the home counties to shame, few other vehicles, and serves up sustained involvement for the driver so inclined.

The route traverses the pretty, rolling hills of the Welsh Marches. Fought over so fiercely in medieval times, the only reminder of those tensions today is a string of ruined castles. The hamlet of Skenfrith (Ynysgynwraidd in Welsh), notable for its castle and the welcoming Bell Inn (Michelin pub of the year in 2007), marks the half-way point: pause here to savour the intense quiet of this unspoiled settlement, described as "the village time forgot" in a recent episode of *Doctor Who*, parts of which were filmed here. Continue west for the final dozen miles to the bustling market town of Abergavenny, the gateway to mid Wales.

A low-key route, the B4521 is too remote for cyclists and of little interest to bikers, who prefer the wider, open moorland (and busier) roads beyond Abergavenny. For Porsche enthusiasts, however, it's a minor gem: half an hour of driving pleasure and a satisfying reminder of why you bought the 911 in the first place.

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