

964 TURBO-LOOK RARE WIDEBODIED CARRERA CABRIOLET DRIVEN

Total 911

THE PORSCHE MAGAZINE

G SERIES FACE-OFF

2.7 v SC v 3.2 Carrera: 15 years of impact-bumper evolution tested



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991 GTS FIRST DRIVE

Is this the most complete 911 Carrera yet?

Datafile
911 VALUES AND SPECS INSIDE

PLUS

- History of 911 suspension
- German Sports Cars profiled
- Anders Josephson 901 up close

2.7 CARRERA RS

Your complete buying guide to the most decorated air-cooled 911 Rennsport

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993 GT2 CS & EVO

Hardcore Clubsport and Evo models tested. Which GT2 is the rawest drive of them all?



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Welcome



As our man Kyle stepped out of the 991 Carrera GTS after a convincing first drive in sun-drenched California, we realised that the latest 911 iteration is welcome news for the enthusiast on so many fronts.

Not only is the GTS an instant highlight in an otherwise quiet year for the marque (in terms of new metal at least), reassuringly it's also a breathtaking 911 that shows yet more engineering evolution for Zuffenhausen's sports car supreme.

This evolution I'm referring to emanates from the 991's revised manual gearbox. I've always said that the stick shift in the 991 is not as engaging as the previous six-speed effort we all enjoyed in the 997. Shifts through each gate are vague, the spring loading is too weighty, and seventh gear is ridiculously long. I'm pleased, then, that for the new GTS, Porsche has listened to us as critics and refreshed the driving experience offered by the manual gearbox. Kyle got his hands (quite literally) on the reworked transmission during that Stateside drive of the GTS, which you can read all about in this issue, beginning on page 18.

The good news continues too, as Porsche has announced that the revised transmission setup will be allocated to all manual-specified 991 Carreras going forward. Perhaps that may help swing it back for the large numbers of buyers who are otherwise optioning PDK for their new 911s at present. Only time will tell, of course.

Away from the splendour of the 991 GTS, this issue puts to bed a fantastic year for Total 911. We've brought you along for the ride in sports cars of stratospheric stature, from the first 2.0-litre S right through to the latest Turbo S and GT3. We've helped you buy and even sell your 911, and staged some staggering group tests while watching values in the used market rocket skywards with unprecedented pace. Off the back of all that, I can't wait to see what next year brings.

> "The latest 911 iteration is welcome news on so many fronts"



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911 Opening Shot

The breathtakingly beautiful Franschhoek Mountain Pass provides an apt playground for such a mind-blowing 993. The twisting roads are best tackled at dawn to give ample room to exert this GT2's formidable performance.

Photograph by **Charles Russell**





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"Like all Porsche's current GTS models, it's the combination of the developments that add up to a more desirable whole"

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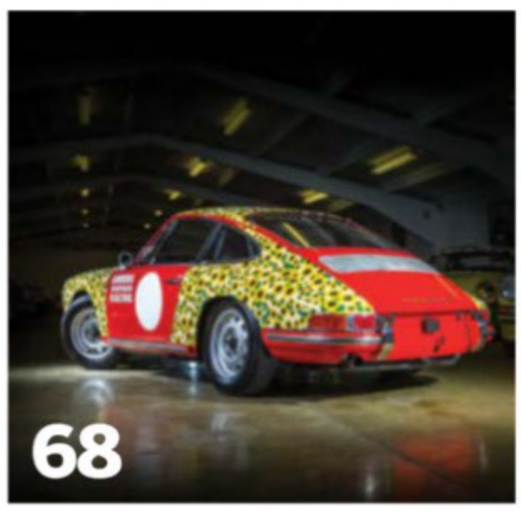
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Update

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







A 964 Turbo 3.6, top right, was the star of the show, along with an X50-powered 993 Turbo, right, and 2.4S, top

The £1,000,000 Porsche 911 auction

Silverstone Auctions' sale hits seven figures at November's Classic Motor Show

At their final sale of the year, Silverstone Auctions saw 15 Porsche 911 lots return over £1,000,000 at the 2014 Classic Motor Show. Including premiums, the UK auction house saw £1,005,865 exchange hands at Birmingham's National Exhibition Centre, with numerous 911s helping to break the seven-figure barrier.

The standout result was the sale of a Polar silver, left-hand drive Porsche 964 Turbo 3.6. The 46,000-kilometre example was estimated to fetch between £135,000-155,000. However, the hammer eventually fell at a remarkable £196,000, which rose to £220,500 once the auction premium was added.

This saw the revered Turbo model (as featured in the last issue of **Total 911**) eclipse the Porsche 993 Carrera RS as the most expensive Porsche sold over the course of the weekend. The latter made £159,750 including premiums, although this wasn't enough for it to break through the upper estimate of £170,000.

An example of the 993 Carrera RS's predecessor, the 964 Carrera RS sold for a premium-inclusive price of £112,500, rounding off a strong year for this revered Rennsport. A 1973 Porsche 911S was the only other Porsche 911 to make six figures, as the 2.4-litre car eventually sold for £106,875. The 2.4S has seen a huge rise in popularity over the past 24 months, riding on the back of the 2.7 RS's rocketing appreciation. However, this particular example's conversion from its original Sportomatic gearbox to a manual unit – breaking the matching-numbers provenance – no doubt blunted bidding.

Elsewhere, an X50-equipped 993 Turbo made £90,000, continuing the last air-cooled Turbo's rise (no doubt aided by the 2014 '40 years of Turbo' anniversary) while lesser 993's also proved popular, with two Targa variants and a Carrera 2 all making more than £40,000 (the latter achieving £48,375 including premiums).



Zuffenhausen celebratory 911 sculpture announced

New work of art at Porscheplatz to celebrate half a century of Porsche 911 production

Plans for a new sculpture at Porscheplatz have been unveiled by Porsche AG. The 24-metre high work of art will feature three stems in a design reminiscent of the 2013 Goodwood Festival of Speed centrepiece. Atop each stele, Porsche will place a 911 from various model years to celebrate the 51-year history of the iconic Zuffenhausen sports car.

The sculpture will be built on the main roundabout at Porsche's Stuttgart-Zuffenhausen home, with work scheduled to take place outside of peak traffic times during the summer of 2015.

In other news, the foundation stone of Porsche's new 10,000sqm engine plant has been laid during an official ceremony. The new plant will accommodate around 400 Porsche employees and is part of the 'Werk 4' conversion programme that will see €300 million invested into the sports car company's headquarters through until 2016.

What's on in 2014 - 2015

September 2014 - January 2015
'Project: Top Secret'
17 September – 11 January 2015
The Porsche Museum's latest exhibit will run all the way into the new year.

January
Performance Car Show
8-11 January
Held at Birmingham's NEC, this show always has something for power fans

Detroit Auto Show
12-25 January
The first major international car show of the year comes from Motor City

RM Auctions Arizona
14-16 January
RM Auctions kick off the 2015 sales season at the home of the Grand Canyon

February
RM Auctions Paris
3-4 February
The esteemed sales house heads to the first European auction

February – March
Porsche Camp4S
25 February – 1 March
This official advanced ice driving course will see you sliding around in Finland

SEMA Show round-up

The best modified Porsche 911s descend on California for the 2014 running of SEMA

Only a city like Las Vegas could put on an automotive show like SEMA, the annual display of modifying madness. On the Porsche 911 front, wide bodies were the order of the day for both classic and modern examples alike, though the likes of Magnus Walker continued to buck the trend.





The BBI Autosport 3.2 Carrera looked fantastic, especially sitting on Magnus Walker's Urban Outlaw wheels from Fifteen52



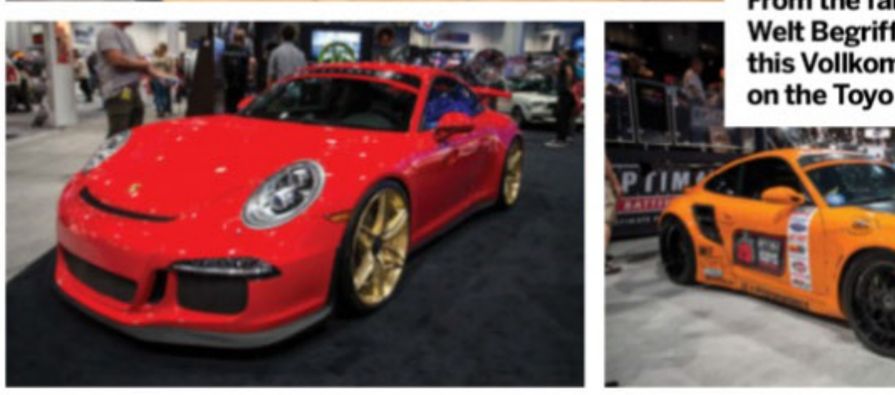








There was plenty of widened Zuffenhausen metal (and plastic). From the famous Rauh Welt Begriff 993s to this Vollkommen 997 on the Toyo stand







In brief



RSR relief valve

EB Motorsport, the UK-based classic 911 racing specialists, has released its latest reproduction motorsport component: a Carrera RSR pressure relief valve.

The oil coolers in early Seventies RSRs can only withstand 100-115psi of pressure before the extreme stresses lead to a potentially devastating failure. Now, EB has produced a replica pressure relief valve that brings RSR oil systems back to period specification.

Available for £675 plus VAT, the valve is correct right down to the original casting imperfections having been modelled on an original part and manufactured in the UK. For more information, head to www.eb-motorsport.com.



1:32 Carrera 918 slot car on sale

For car enthusiasts young and old, slot cars have often been a staple part of Christmas, with living rooms around the world rigged up with track on the big day. Now, thanks to German model maker, Carrera, Porsche fans can keep their 1:32-scale collection fresh with the addition of this Martini-liveried 918 Spyder, an excellent gift idea in the run up to December 25th.

Part of their 'Evolution' range of cars, Carrera's 918 Spyder is beautifully accurate in its detail and would make the ultimate stocking filler. For more information on Carrera's awesome range of slot cars, head to www.hobbyco.net.

911 in Motorsport

The latest news and results from racing series around the globe



Italian Matteo Cairoli can look forward to the 2015 Porsche Supercup season with haste

Cairoli secures Supercup scholarship

Italian wins 2014 International Cup Scholarship challenge

Matteo Cairoli, the 2014 Porsche Carrera Cup Italia champion, has won this year's Porsche International Cup Scholarship, seeing off eight other talented young racers (including **Total 911** columnist Josh Webster) and securing one of the most coveted prizes in Porsche motorsport.

The 18-year old was the youngest driver nominated for the two-day evaluation at Spain's Circuit de Valencia, and impressed the Porsche judges with his speed and maturity. As his prize, Cairoli will receive €200,000 (£157,000) to put towards a 2015 Porsche Mobil 1 Supercup seat. On top of this, he will also be coached by decorated former Porsche factory driver Sascha Maassen (a winner at Le Mans, Sebring and Petit Le Mans).

Further coaching in fitness, media relations and sports psychology will help Cairoli develop as a driver, with the International Cup Scholarship designed to progress drivers from Carrera Cup to professional level.

Cairoli began his motorsport career in the German ATS Formula 3 Cup before switching to the Carrera Cup Italia. "It's a dream to be chosen by Porsche. When they told me I'd won, I couldn't believe it," he remarked. "I'm looking forward to everything that my team, my coach, and the many members involved in the Porsche Motorsport scholarship programme can teach me."

Meanwhile, the man who Cairoli replaces as International Cup scholar, Earl Bamber, fittingly wrapped up this year's Porsche Mobil 1 Supercup crown at the double-header finale in Texas, United States. The Kiwi's championship victory is testament to the quality of the scholarship selection process, and will hearten Cairoli, who enjoyed a strong Supercup outing this season at Monza.

Tudor United SportsCar Championship standings after final round

Pos	Drivers	Team	Total
1	Kuno Wittmer	#93 Dodge Viper SRT	331
2	Jonathan Bomarito	#93 Dodge Viper SRT	326
3	Antonio Garcia	#3 Corvette C7.R	317
4	Marc Goosens	#91 Dodge Viper SRT	314
5	Dominik Farnbacher	#91 Dodge Viper SRT	309
6	Patrick Long/ Michael Christensen	#912 Porsche 911 RSR	303
7	Dirk Müller/ John Edwards	#56 BMW Z4 GTE	300
8	Bill Auberlen/ Andy Priaulx	#55 BMW Z4 GTE	298
9	Jan Magnussen	#3 Corvette C7.R	293
10	Oliver Gavin/ Tommy Milner	#4 Corvette C7.R	291
11	Nick Tandy	#911 Porsche 911 RSR	279

Porsche Mobil 1 Supercup standings after final round

Pos	Drivers	Team	Total
1	Earl Bamber	FACH AUTO TECH	155
2	Kuba Giermaziak	VERVA Lechner Racing	132
3	Michael Ammermüller	Lechner Racing Team	114
4	Klaus Bachler	Konrad Motorsport	112
5	Philipp Eng	Team Project 1	98
6	Ben Barker	VERVA Lechner Racing	96

Porsche Carrera Cup GB standings after final round

Pos	Drivers	Team	Total
1	Josh Webster	Redline Racing	357
2	Michael Meadows	Samsung UHD TV Racing	349
3	Paul Rees	In2 Racing	250
4	Victor Jimenez	Redline Racing	242
5	Pepe Massot	Parr Motorsport	135
6	Justin Sherwood	Team Parker Racing	128

European Carrera Cup race at Spa

Standalone event to be held at famous Belgian circuit in 2015

Porsche is to hold a 'European Carrera Cup' race at Spa-Francorchamps next season as part of the support package for the 2015 24 Hours of Spa. The event – the format of which has not been confirmed – is likely to see competitors from Europe's national Carrera Cup series compete on the circuit in a smaller version of 2011's Carrera World Cup.

The announcement came as Porsche GB revealed that its own Carrera Cup GB championship will visit the Ardennes track next May for two races at the FIA World Endurance Championship event. Unlike the European race, the double-header event will count towards the 2015 championship, just like this season's trip (alongside Carrera Cup France) to Le Mans.

"The Spa WEC event is a Porsche Cars GB initiative that is another example of how much more closely we will be aligning our domestic championship with the international Porsche Motorsport world," explained Nick Perry, Product Affairs Manager at Porsche Cars GB. For the remaining seven Carrera Cup GB rounds, the UK series will once again support the popular British Touring Car Championship, providing it with live TV coverage.



Motor racing in 2014 - 2015

December-January 2015

Africa Eco Race
30 December – 11 January
The spiritual successor to the original Paris-Dakar Rally heads across the deserts of Africa

January 2015

Autosport International
8-11 January 2015
The annual racing car show returns to Birmingham's NEC to kick off the new season

Roar Before The Rolex 24
9-11 January 2015
The 2015 USCC season kicks off in earnest with the official Daytona test day

24 Hours of Daytona
22-25 January 2015
Can Nick Tandy retain his Daytona crown as the USCC season starts?

February 2015

GT3 Cup Challenge Middle East
13-14 February 2015
The fourth round of the Middle Eastern 911 series takes place at the Losail circuit in Qatar

Legend Boucles de Spa
21 February 2015
Romain Dumas often competes in this historic rally event in Belgium's Ardennes

Total 911's racing columnists



Supercup superstar: Ben Barker

After rounding off his season in style, Ben is already looking at his options for 2015, beginning with a trip to Los Angeles

Another year's racing has come to a close. Austin marked my final races of the season, and after a few difficult Supercup rounds, it wasn't too bad an end to 2014. After struggling to P7 in the first race, I really went through the data with my engineer ahead of race two. We decided on a more aggressive camber setting, which transformed the car. I'm annoyed I didn't get another podium, but racing four-wide for the lead at one point definitely showed we had the pace and I managed to finish P4.

After Austin, I flew across to Los Angeles for a spontaneous trip. I've got a load of friends out there who I wanted to catch up with, along with my US team boss Michael Avenatti. I even got the chance to head down to Santa Monica and get some surfing in among the local dolphins.

I could really see myself moving out there. It reminds me of when I lived in Sydney, but there is a much bigger racing scene Stateside. Now is the time I have to get to work sorting out a deal for next season, and I'd love to go full-time in the Tudor Championship in 2015, so while my trip to LA was for pleasure, it was good to show my face with some of the people who matter.

I'm also looking at the Pirelli World Challenge. It's a really good series where you get to race GT3-level machinery in sprint races around the US. It sounds like great fun, and there are loads of professional drivers making a living from the championship.

Gulf Racing would like to keep me on for another European Le Mans Series campaign next season. This would also include an assault at the 24 Hours of Le Mans, but in the FIA's recent driver grading adjustments I've been upgraded from Silver to Gold. To return to the ELMS though, I need to be a Silver-graded driver, so I've already sent my letter to the governing body, lobbying for a change. I'm keeping my fingers crossed, as it would be incredible to race in the world's most famous endurance race.

It may sound like a nerve-wracking time, but I'm not panicking. I've got options for 2015, and it looks like it could turn out to be my best year yet.



Ben is aiming for more US racing time in 2015





Carrera Cup champion: Josh Webster

Our Carrera Cup champion talks us through the International Scholarship

Recently, I was lucky enough to have been nominated for the International Cup Scholarship. This competition is run by Porsche Motorsport, with the winner receiving a substantial level of funding.

The two-day assessment took place back in October after the penultimate Carrera Cup GB round at Silverstone. Once I'd done the podium celebrations and interviews, I had to quickly change and dash to the airport.

There was a small media section where we filmed a video, plus interviews with the judging panel. The rest of the time we were focused on the track. On day one we got some practice in before doing a couple of qualifying-style runs on new tyres. We later completed another qualifying run on new tyres before we all got a ten-lap race run so the judges could monitor our consistency.

I enjoyed the experience, and I'm very grateful for the opportunity. Working with the Porsche Motorsport factory team was a privilege, and I learned a lot. Away from the track, I had fun at the Carrera Cup GB awards evening where I was presented with the Championship Trophy. I was so happy to be able to share the celebrations with the Porsche Motorsport GB team, Redline Racing, my sponsors Nine Group and Porsche Retail Group, all the other Carrera Cup GB competitors, and of course my family.



Josh is thankful for the experience

I woke up the next morning with a bit of a headache, but the hangover was eased with the knowledge that I now have the keys to a new 911. I've still got my superb Cayman from Porsche Retail Group, but I'll drive the 911 when I get the chance. That is, of course, if my parents give up the keys; they're definitely enjoying having a sports car!

2014 Carrera Cup champions

Carrera Cup Deutschland
Philipp Eng

Carrera Cup France
Côme Ledogar

Carrera Cup GB
Josh Webster

Carrera Cup Australia
Steven Richards

Carrera Cup Italia
Matteo Cairoli

Carrera Cup Asia
Earl Bamber

Carrera Cup Scandinavia
Oscar Palm

Carrera Cup Japan
Ryo Ogawa



The factory driver:

Nick Tandy gives his views from beyond the pit wall



Contrary to appearances, the off-season can be just as busy as the on-season

Racking up air miles in the off-season

Competitive racing may be over for 2014, but Nick says the winter is busier than ever

It's been two months since the season came to an end at Petit Le Mans, but if you think that I've been putting my feet up during the off-season, think again. Almost immediately after leaving Road Atlanta, I was told that I would be testing the 919 Hybrid LMP1 car at Aragon in northern Spain. I didn't know that was going to be part of my off-season plans but it was an incredible experience (you can read about it in my Q&A on Total911.com).

I didn't have to wait too much longer until I was on another plane, this time bound for Le Castellet in the south of France. Porsche brought along an RSR and a GT3 Cup for some tyre evaluations and performance testing at the Paul Ricard circuit before I was back in the air again on my way to Daytona three days later.

While the Tudor USCC may be over for the year, the Porsche North America Racing team wanted to run through a few things before the 'Roar before the 24' test in January. The 911 RSR has obviously developed over the course of last season, so there were a few things we wanted to try out, along with some ideas on tyres with Michelin. Over the last couple of years the RSR has been developed in the FIA WEC. However, one of the big differences we have in the States is that we're not allowed to pre-heat the tyres.

We always start off with cold tyres and, at the start of the year, we had to work around this. Now, with a full season of development and knowledge, it was great to come back to Daytona and see the improvement at PNAR's last test before the 2015 'Roar'. We also got to test out a few new parts (such as some new dampers) that could be used across the whole RSR project worldwide, which looked promising.

From Daytona, I found myself heading to Stuttgart for a meeting with Dr Walliser, the new head of Porsche Motorsport. I went to talk through a few things in his office, and I'm pleased to say that one of those was a new contract with Porsche that will keep me on board as a factory driver for a few more years. It's exactly what I wanted; it's good to know after my 'probation' that I'll be going racing again with one of the world's biggest sports car teams.

While in Weissach, we did a short test on the track out there, testing out some gearbox parts that were then flown out to the FIA WEC race in Bahrain. It's a great facility to have, and one that as the factory team, we use quite a lot for parts and endurance tests, especially with cars that have just rolled out the factory.

A few weeks ago, after getting nearly a whole week in the UK, I flew out to Berlin with the rest of the factory drivers for our regular check-up with the team doctor. We sat down and looked through our fitness plans for the winter, planning how to work around all the Christmas chocolate!

Awards season is coming up too, with the FIA gala and then the Porsche Night of Champions, so I need to brush off the tux for its annual appearance. Oh, and in my spare moments, I'm dedicating a lot of time to my JTR race team, who will be racing in the new MSA Formula championship next season.

Even after a long season of racing, I don't mind this kind of schedule around work. Ultimately, I just love being in a racing car and, with January not far away, it won't be long until the new season is back underway in earnest.



C70
3527
GT

C70 3527 GT CHRONOMETER – LIMITED EDITION





The C70 3527 GT – named from the chassis number of the seventh Ferrari 250 GTO to leave the Maranello gates and from which it has a precious fragment of body panel in the case back – ***is a limited edition of 100.***

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Christopher Ward C700 Grande Rapide Chronograph £899

The Swiss-made C700 Grande Rapide is a chronograph clearly inspired by motorsport. From the carbon fibre face to the rubber strap, this automatic timepiece exudes plenty of racing vibes. The stainless steel casing is hand polished (and exposes the mechanism on the rear) while the three chronographs cover the standard hours, minutes and seconds. The most lavish watch here, the C700 is also available with leather and bracelet-style straps if you wish to smarten the strongly 'tech' feel to this timepiece.

www.christopherward.co.uk

Elliot Brown Canford 202-002 £500

Is your watch tested with a 5,000G impact? Unless you're wearing an Elliot Brown Canford, the answer is 'no'. This rugged dress watch features Porsche levels of engineering expertise, such as the micro adjustment clasp that keeps you comfortable as your wrist expands throughout the day, or the triple O-ring seal preventing water ingress with the crown pulled out. Built because founders Ian Elliot and Alex Brown couldn't find a watch to meet their needs, the Canford is a worthy addition to your collection.

www.elliotbrownwatches.com

Jorg Gray JG6500 Commemorative Edition £315

With a 41x14mm casing, the Jorg Gray JG6500 is a mid-size chronograph favoured by none other than Barack Obama. This commemorative edition features white stitching on the leather strap, with a laser engraving on the watch back to celebrate the inauguration of America's 44th President. The California-based watchmakers use a mechanical Japanese movement, while the stainless steel casing is silver plated around the crown. Mineral sapphire glass ensures that the face is well protected from heavy impacts.

www.jorggray.co.uk

Porsche 911 Classic chronograph £450

Porsche may be better known for their flat six sports cars, but under the 'Driver's Selection' branding they also produce a range of watches for the discerning automotive enthusiast. The 911 Classic is made in Switzerland (Zuffenhausen doesn't do things by halves) with a battery-driven movement housed inside a brushed stainless steel casing. The combination of brown leather, silver crown and white face is timelessly retro, with an aesthetic that mirrors the understated appeal of the 911 itself.

shop1.porsche.com/uk

Victorinox Alliance Automatic £580

Made by the creators of the venerable Swiss Army knife, Victorinox's Alliance timepiece uses a Swiss automatic movement, housed inside a beautifully polished stainless steel body. With a slim 40x10mm casing, the Alliance is an understated choice, especially when combined with the black leather clasp strap. The elegant face is housed behind a scratch-resistant sapphire crystal, while we especially love the exposed mechanism window on the back plate. The Victorinox Alliance is an ideal day-to-day offering.

www.watchshop.com

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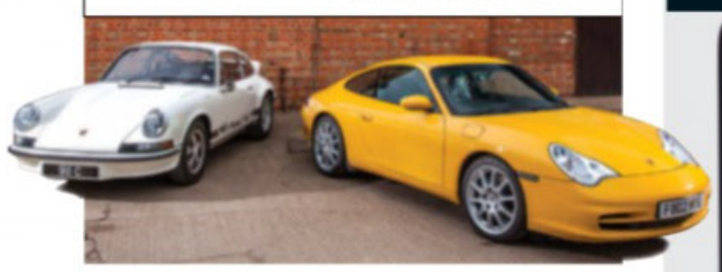
Here are the best of the Total 911 team's Twitter photos this month:

@Josh_No90:
These three stunning Porsche 911S are my first @Total911 cover feature thanks in part to some @SteinhardtPhoto magic:



WIN!

AUTOFARM
PURELY PORSCHE



Win an Autofarm servicing voucher

As we head ever further into winter's icy grasp, it's likely that you're planning to put your 911 out of harm's way during the treacherous months ahead. Before your pride and joy is put up in a garage this year though, you should make sure it is in fine fettle for when spring comes around and the roads start to dry.

This is why **Total 911** has teamed up with renowned Porsche specialists, Autofarm, to offer the chance for two readers to win a £50 servicing voucher to spend at the Oxfordshire-based independent garage.

Formed by Josh Sadler in 1973, Autofarm has built a formidable reputation in the Porsche world over the last 41 years, growing into one of the UK's foremost experts in all things 911. From pre-production 901s via the iconic 2.7 RS, right through to the second generation of 997, Autofarm has the expertise to restore, service and advise on all aspects of 911 ownership.

To be in with a chance of winning a £50 Autofarm servicing voucher, just answer this simple question:

Autofarm was founded in what year?

A) 1975
B) 1974
C) 1973

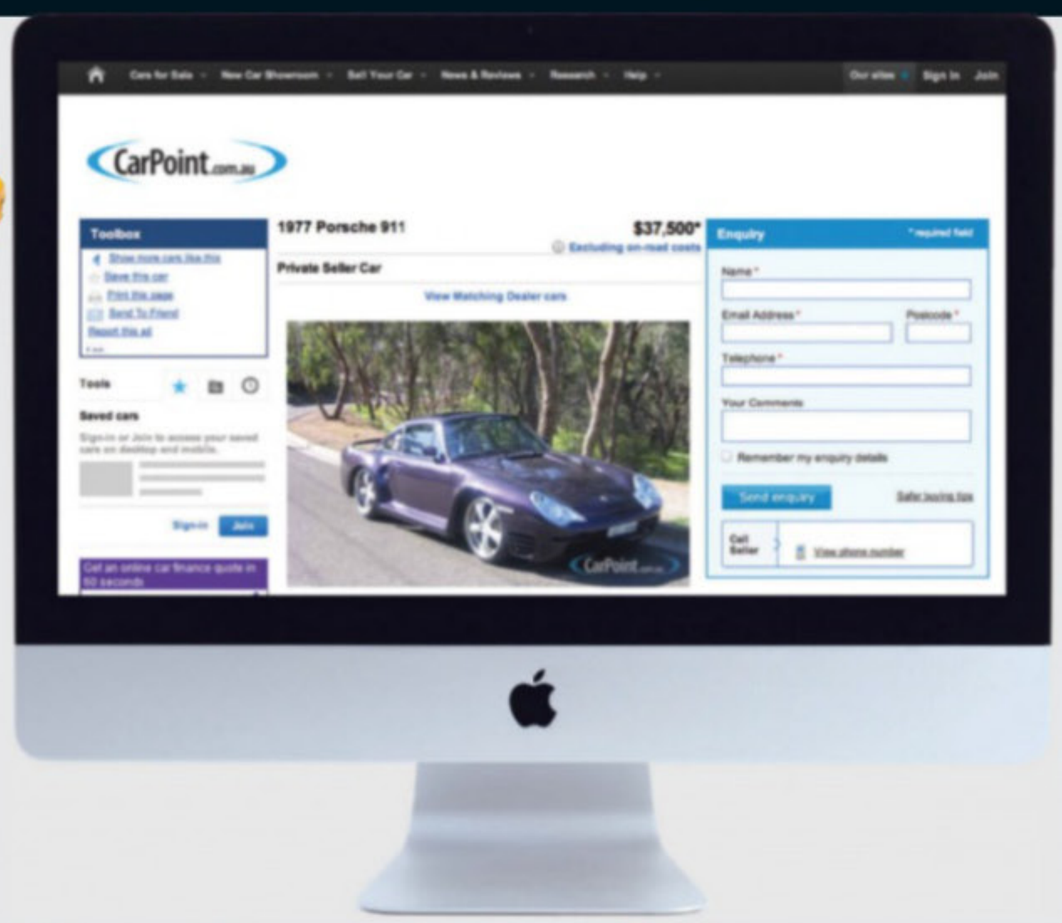
Send your answer to competitions@total911.com with 'Autofarm' in the subject line. The Editor's decision is final, and full terms and conditions can be found on the Total 911 website. The closing date is 2 January 2015. Good luck!

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 **Porsche 911 Turbo 40th Anniversary bookazine** worth £9.99!



WIN! The Total 911 Collection bookazine









The FrankenElfer

Dear fellow 911 enthusiasts,

I believe that I have found the saddest 911 on the planet! On a late evening in October, I was searching for 911s online before heading to bed. And there it was, between the excellent 991s and early cars – the FrankenElfer!

I do believe that a lot of things can be done to a car to make it suit one's personal taste, and some other touches have the ability to make every car look better like a nice set of rims. Other modifications seem funny, and some are shocking.

Luckily enough, we find ourselves in a community where owners and admirers alike have a decent base of taste. Everybody likes a Porsche. Its simple beauty appeals to everyone. Some people, however, seem to have lost all sense of taste.

This car made me feel all sorts of emotions in a matter of seconds. From being amused, I quickly went on to disappointment and anger. I could not understand how in the world something like this car could have been created; it's like taking a Wagyu steak and throwing it on a McDonald's bun.

We should all buy this car together and send its parts all over the world in the hope that the distance between them will prevent it from ever being reassembled – the curse must be broken! Please find the car and share it with the readers of **Total 911** so that nothing like it will ever be made again!

Best regards,

Michael Mamet, via email

We'd like to think that we're accepting of all forms of culture under the 911 umbrella. However, on this occasion we are genuinely lost for words.

Three 964 Turbos?

Dear Sir,

I am a keen subscriber to your excellent publication. Reading your latest issue of Total 911 (issue 120), I notice you describe the 3.6-litre 964 Turbo as 'Zuffenhausen's third attempt at a forced induction 964'. To my knowledge, Porsche only made 3.3-litre and 3.6-litre iterations of the 964 Turbo. Can you please explain where you got 'three' from?

Regards,

Phillip Marney, via email

While Porsche did make 964 Turbos with 3.3 and then 3.6-litre engines, your obvious omission is the 964 Turbo S for model years 1992 and 1993. This used the 3.3-litre engine but was 180kg lighter than the first 964 Turbo. The 3.6-litre car followed thereafter.



@Josh_No90:
Nice to see a wholly original 964 Carrera 2. I seem to have angered a few by suggesting this is better than a 993...



@itsleesibley:
Tea tray is coming into its own this morning @Total911



Clubsport downgrade

Dear Sir,
Thanks so much for the 'Lightweight Superstars' feature in issue 118. I was really looking forward to collecting a copy because I own a 1988 Clubsport myself. I love my car, and I've owned it for four years now.

I wanted one after I first owned a 1976 911 2.7 (a great car but what a rubbish gearbox!). So, thinking of upgrading at the time, I asked around, and was told that the 3.2 Clubsport was the best 911 to buy. I did so in 2010, and I have never regretted this advice.

Now to get to the reason for this letter: why did you rate the Clubsport as 5 stars in issue 114, then rate it as 3.5 stars in issue 118? That just doesn't make sense, especially when you stated on your 'Welcome' page in 114 that the Clubsport was "my personal favourite" when referring to the selection of 3.2s in that particular issue.

What has happened to make it fall out of the sky so much for you and the team at **Total 911**? I'm gutted!

All the best,

Ross Ashmore, via email

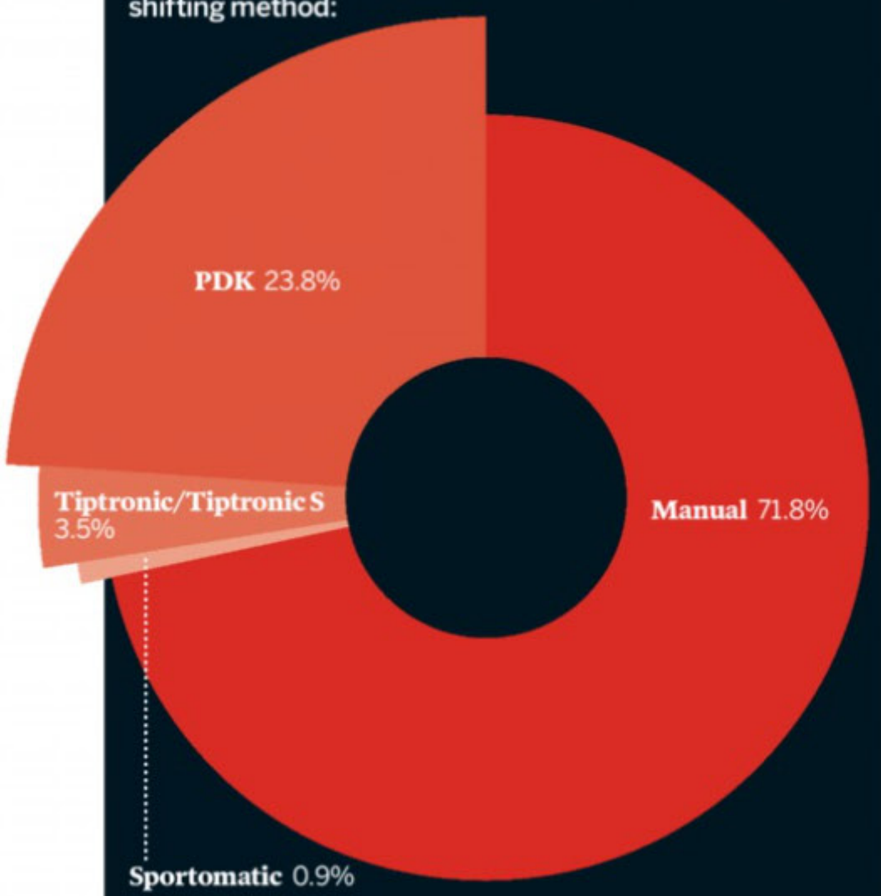
From issue 116, we revamped the Data file section as many of the ratings, we felt, were incorrect, with too little spread between the 91 cars. Inevitably, some cars were downgraded (and others upgraded). We feel the Clubsport's current 3.5-star rating is fair given its rarity but relative lack of performance. As a five-star car, it was perceived the same as a 2.7 RS or a 997 GT3 RS 4.0, both of which are far superior cars.



Online Poll

What is your preferred Porsche 911 gearbox?

As PDK comprehensively outstrips manual sales on the latest generation, we wanted to find your favourite 911 shifting method:



Total911.com hot topic:

Is the 964 a better car than the 993?

In his latest opinion column, Josh mused on the 964's appealing mix of old and new, claiming it was potentially better than the 993. Here are the best of your thoughts:

From a build quality POV, yes, the 964 was the last of the hand-built cars. Performance-wise, the 993 is superior in every respect. Each person has their own preference and both are really great cars.
SJW

964 better car no, better looking hell yes! Upright fenders/ headlights, trad door panels, rear reflector, Ferry's approval.
@tobin_bridge

I'd STILL take the 993 but, like others are posting, the 964 was more raw and visceral to drive!
Lew Azzinaro

As much as I like the 964 – I'm a 993 man through and through!
Paul McAleer

I have them both (993 C4 and RS America) and enjoy them. They are somewhat different but both enjoyable. This is like asking "which of your kids do you like better?"
Nikolay Marev

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991 GTS FIRST DRIVE

The wider, faster GTS completes the Carrera line-up and bridges the gap to the GT3, but is it all the 911 you'll ever need?

Written by **Kyle Fortune** Photography by **Porsche AG**





The four years since Porsche launched its 997 GTS in Palm Springs, USA, have passed as quickly as the 3.8-litre flat six finds its redline in first. Since then, there's barely been a week where I've not checked their prices, the first 911 GTS being one that I'd like to own. This car's not going to help that apparently, with Porsche's people saying that it's not unusual to see a spike in prices in predecessor cars when a new 911 arrives.

So the 991 GTS is upon us, Porsche choosing Pasadena rather than Palm Springs for its introduction. Useful, as around 90 miles north is Willow Springs Raceway: a challenging, undulating track hanging onto the side of a hill near Edwards Air Force base, alongside the desert where Chuck Yeager strapped himself into experimental planes in his quest to break the sound barrier.

It is likely that you know the GTS nomenclature and positioning by now, but if you need a recap, here it is. The GTS slots above the Carrera S in the range, Porsche seeing it as something of a stepping-stone or halfway house model between the Carrera range and the stripped and focussed GT3. Bridging that gap means a unique make-up, with elements of both – the GTS, for example, is the only 911 other than the GT3 (until a GT2 arrives at least) that's offered as a pure two-seater. In the GT3 you don't have that choice admittedly, but the GTS buyer is given the option to bin off the rear pews in place of a carpeted area, saving some seven kilograms over a Carrera S in the process. That's in the Coupe only though. Yes, Porsche are muddying the GTS idea and focus slightly by offering the GTS not just on its Coupe, but on the Cabriolet, too.

The GTS is a model range then, in two- or four-wheel drive, manual or PDK auto and with or without a roof. There's no Targa, but when asked whether it was feasible, Porsche's people wouldn't rule it out. We're thinking that it's best represented in rear-wheel drive, manual Coupe form, which is why we pinched the keys for the single example among the 12 cars on offer specified on the launch event. It's not just us either. Thomas Veit, who's responsible for the entire 911 range, gets animated over dinner when we say that we've got the only manual 2 Coupe, saying: "that's the real GTS".



Its technical make-up makes for an interesting read. There's the wider body of the Carrera 4 (the more shapely hips are something to be coveted), with the sheet metal covering a wider rear track of 1,560mm. Turbo S-derived wheels with single hub nuts also feature, the forged 20-inch alloy wheels wider by half an inch (front and rear) to create a larger contact patch. There is unique suspension settings to account for this too. The damper rates are firmer, with standard PASM dropping the GTS by the usual 10mm over passive chassis 911s. There's standard Porsche Torque Vectoring working on the mechanical rear diff with the manual seven-speeder, too. Cars optioned with PDK benefit from Porsche Torque Vectoring Plus, which works with an electronically controlled, fully variable rear-differential lock.

Visually, the GTS doesn't only benefit from the wide body and those silky black finished wheels; there's a black theme to the exterior trim. This includes window surrounds, the headlight rings – surrounding Porsche Dynamic Light System headlights with smoked lenses – rear vents and intake grilles on the unique front bumper, all finished in black, as is the lower side sill. There's GTS badging on the lower door fronts, as well as the engine cover, again in black. Sport Design mirrors also feature, while the reflective strip of the four-wheel drive GTS models is replaced by a black panel with glossy strips, accentuating its width.

The cumulative effect of the changes is remarkable. Even those unfamiliar with 911s will understand that the GTS is something distinct, ➲





Carrera 4 GTS Cab

If there was any evidence that the GTS badge should be limited to a handful of models rather than almost the entire 911 line-up then the Carrera 4 GTS Cabriolet PDK is it. Back over the same route we arrived at Willow Springs at via the manual Coupe, the Cabriolet GTS couldn't have felt any more different. A capable, even desirable car, but not one that lives up to the GTS badge in reality. We'd concede on PDK, with a 2 Coupe PDK proving worthy on the launch, though with four-wheel drive and the weight of the Cabriolet, it's no longer in keeping with the GTS ethos – in spirit or reality.









Model	991 Carrera GTS Coupe
Year	2015
Engine	
Capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
Transmission	Seven-speed manual (PDK optional)
Suspension	
Front	Independent; MacPherson type; coil springs with internal dampers; PASM
Rear	independent; Multi-link rear; PASM
Wheels & tyres	
Front	9x20-inches; 245/35/ZR20
Rear	11.5x20-inches; 305/30/ZR20
Dimensions	
Length	4,509mm
Width	1,852mm (1,978mm with mirrors)
Weight	1,425kg (1,445kg PDK)
Performance	
0-62mph	4.4 secs (4.0 sec PDK)
Top speed	190mph (189mph PDK)







and a bit more special than a regular Carrera. The effect is less pronounced inside, with some GTS badging on the seat headrest (the seats themselves being standard, four-way adjustable items). Swathes of Alcantara differentiate it, but the interior otherwise feels very familiar. Sports bucket seats fitted optionally add £2,258 to the price and create a bit more difficulty getting in, but they're worth every penny with a firm hold and excellent comfort when the GTS is in motion.

Starting up reveals a more assertive note from the 3.8-litre flat-six intake and exhaust. Power is up from 400hp to 430hp courtesy of the standard fitment of the Carrera S's Powerkit option, which sees extensive changes to the intake manifold. Within it, the central intake flap is supplemented by six resonance flaps working on each individual cylinder for better filling of the combustion chambers. The result is greater low-end torque response and more power at high revs, the GTS delivering that maximum 430hp output at 7,500rpm – redlining at 7,800rpm – delivering peak torque of 440Nm at 5,750rpm. All that is enough, in standard manual guise, to reach 62mph in 4.4 seconds (4.0 sec with PDK) and a maximum of 190mph (189mph PDK). There's been some acoustic tuning undertaken too, in line with the GTS's positioning as a model bridging the gap to the GT3, and so pleasingly the standard Sports Exhaust is rasping and filled with intent even when it's at its quietest.

Willow Springs is north from our start point in Pasadena, requiring a short haul through town traffic and a mercifully brief run up Highway 210. The combed concrete of Highway 210 does the GTS no favours, the throbbing drone from the tyres allied to the regular slapping through the suspension from plentiful expansion joints highlighting its more focused nature. The highway does the GTS a disservice, as proper tarmac reveals no real increase in road noise, its ride only marginally affected by the suspension's more sporting bias and the wheel and tyre changes.

Had the combed concrete not been incentive enough to escape the highway then California Route 2 makes an even stronger case. Taking in Angeles National Forest, route 2 climbs over Pacifico Mountain rather than Highway 210's skirting around it. Zooming out of the PCM nav reveals the more 'direct' route has a trace akin to a seismograph on a bad day, its route laddering its way up the side of the mountain, with countless contour-hugging switchbacks and meandering down the other side in a similarly enjoyable pattern.

It doesn't take too long to realise that the GTS does indeed raise the already lofty dynamic delights of a standard Carrera S to a different level. The mechanical grip on offer is sensational, the 991 feeling utterly planted regardless of speed into, through and exiting a corner. Optionally fitted here with Dynamic Chassis Control, there's virtually no roll, the sharpness of the turn-in the most obvious improvement over its lesser 911 siblings. Turn the steering wheel and the response is immediate, the GTS's nose utterly faithful to inputs at the wheel. There's more feel than ever too, the suspension revisions allied to the slightly wider front tyres bringing with it greater clarity at the wheel's rim as to the available grip and surface texture.

Route 2 could be enjoyed in a single gear, the engine's flexibility and breadth in third plentiful enough to cope with the roads and still have the California Highway Patrol interested. But the GTS's most significant change centres around the revised seven-speed manual transmission.

Porsche has acted on criticism from both customers and within the company to improve the seven-speeder's shift quality, extensively altering the weighting and friction of the lever through its gate. It's revelatory: the gearstick moves through its gate with a slicker precision, retaining some mechanical feel but without any of the obstructive imprecision that sometimes blights the seven-speeder. It's not quite the snicking, lightning-quick telepathic precision of the previous six-speeder, but it's reached a point that the PDK needn't necessarily be the default choice for buyers. That's not just good news if you're after a manual GTS, but any 991, with Porsche saying the improvements to the shift will feature on all Carreras.

With three pedals, an improved shift, beautifully judged steering and fine control, it's impossible not to be goaded into enjoying the full width of the 991 GTS's performance spectrum. With Sport rather than Sport+ pressed (all the better to undertake your own heel-and-toe blipping) the GTS climbs up Pacifico at an ever increasing rate. There's seemingly no end to its limits, the traction mighty enough to wonder why you'd ever want a 4, that improved manual leaving the PDK aside for

“The cumulative effect of the changes is remarkable”

involvement and connectedness. The chassis, while obviously more sporting in its make-up, comes with few compromises. The ride is a bit more brittle on nastier surfaces, but it's never an uncomfortable environment, nor does it take anything away from the 911's credentials as a useable everyday machine.

This is especially the case if your 'every day' incorporates a run around a circuit. It's been years since I've driven Willow Springs, and even then it was the so-called 'Little Willow'. Now, Porsche are allowing the challenge of the 'Big Willow'. The full circuit is a combination of technical, tight and fast corners, with some unsighted, chassis-challenging kinks that would quickly reveal any deficiencies in the GTS's chassis – deficiencies that utterly fail to materialise. It's a tough track, not least because of the fearsome drop from the narrow strip of tarmac to the dusty, gravel surface it winds through. To drop a wheel here would have you spinning into the desert for a while, but the GTS imbues you with such confidence in its ability that lapping it here is an absolute joy. All those facets that make it so interesting on the road are demonstrated at even greater speeds. The GTS's grip and faithfulness to your input are its defining characteristics, while the engine's eager revving nature and glorious sonorous accompaniment only add to the pleasure.

Like all Porsche's current GTS models, it's the combination of the developments that add up to a more desirable whole. The engine isn't dramatically different to that in a Carrera S, nor are any of the other changes. Yet when they're all working together, that more eager, faster revving and more powerful engine, the detailed revisions to the suspension, wider wheels, wider track and, perhaps most significantly for some, the improved shift quality make for a significant leap in ability across its entire performance spectrum. That makes it arguably the most rounded of the Carreras – one that can rightfully snap at the tailpipes of the GT3 until its greater aero grip and firepower leave the GTS behind, yet provide the civility and usability of the standard Carrera models. Buy a 991 Carrera GTS and you will not be disappointed. 911

991 GTS first drive: the verdict

Positives

- The GTS once again demonstrates Porsche's own fine specification. Cherry picking can create a great model in its own right.
- The car has a sonorous engine note, epic traction and a chassis that's more focused without creating any compromises.
- Revisions to the seven-speed manual shift have transformed the quality and precision of its action, the 991 no longer a PDK-only consideration.

Negatives

- Porsche should perhaps be a little more careful with its GTS badge. It's only really credible on a handful – rather than all – 911 derivatives.



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PORSCHE

993 GT2 TWIN-TEST PART I

GT2 CLUBSPORT

RAW 993

With near incomprehensible power levels and few driver aids, the 993 GT2 does not offer a drive for the faint-hearted. Total 911 straps in and attempts to tame a Clubsport...

Written by **Glen Smale** Photography by **Ali Cusick**

Simply put, the Porsche 993 GT2 is one of the most breathtaking road-going race cars to come from Stuttgart's hallowed halls. Not only is it a technically outstanding and supremely capable GT car; it also ranks as one of the most striking 911s to ever see the light of day.

The GT2 story begins back in the early Nineties with the then-recent demise of the Group C era. Racing budgets for prototype race cars had gone ballistic, and against a backdrop of a slowing global economy, many manufacturers and private teams once again considered GT racing as an attractive and affordable alternative.

As required by the FIA, in order for a new 911 to be homologated in the then-new GT2 class, 100 units of the road car had to be built. No stranger to constructing sensational GT road and race cars, Porsche's engineers and developers, including Jurgen Barth and Roland Kussmaul, put their many years of racing experience to work in order to produce a racer that could qualify for the new GT2 class regulations. The first GT2 racers were ready for the 1994 racing season. However, Porsche had 21 of these cars (badged '911 GT') available for road use by April 1995.

Far from being a dressed-up 911 Turbo (the GT2 utilised a Turbo body) with a four-wheel-drive configuration, even the road-going GT2 was just rear-wheel drive, which reduced weight considerably. Then, in order to accommodate larger rubber for better grip, the GT2 had metal pared away from its wings to allow for the wider bolt-on plastic wing extensions (32mm at the front and 30mm at the rear). A substantial splitter, similar to that on the Carrera RS Clubsport, was fitted to improve the airflow around the front of the car, while the large adjustable rear spoiler had gaping inlets at the side that rammed air into the engine for better breathing.

The two-valves-per-cylinder 3.6-litre engine in the GT2, as used in the 993 Turbo, had several

changes, which boosted the GT2's power by 22bhp to 430bhp. This came courtesy of an increase in turbocharger boost to 0.9 bar and a revised engine management system. For the Comfort-spec GT2, engine compression ran at 8.0:1, while dual, front-mounted oil coolers kept the oil temperature in check. Meanwhile, drastic weight reduction resulted in a hefty saving of just over 200 kilograms from the more luxurious Turbo.

The GT2 featured a new six-speed gearbox with longer gear ratios than the Turbo, but the ABS was identical. Cool air was channeled directly to the four-pot front brakes that featured larger cross-bored steel discs via air ducts in the front bumper. The suspension was lowered by 20mm, and the body shell also received additional strengthening and a front shock tower brace to aid that all-important rigidity.

For more adventurous drivers, a Clubsport factory option (M 003) was available. This included a welded-in Matter roll cage, which was installed in the naked shell prior to painting and assembly; no roof lining; fixed racing seats covered in Nomex cord (instead of leather); two simple car mats in place of fitted carpets; full harness seat belts (not just three-point belts, as in the Comfort-spec GT2) and a battery kill switch and fire extinguisher system, while the dual-mass flywheel was replaced by a clutch disc with torsional dampers.

To reduce weight, the side and rear windows were made of thinner gauge glass, while the doors and luggage compartment lid were of aluminium. The interior was devoid of normal comforts, with door cards merely fitted with manual window winders and door pull straps. On the other side of the door sat manually adjustable exterior mirrors. Back inside, the rear seats were removed for the roll cage. Should you want the best of both road and track use for your Clubsport, air conditioning (option M 573) and even a headlamp washer system could be specified.

Although the FIA required the aforementioned 100 units to be built for road use, Porsche built 173 of these cars from 1995-96 (with only a handful made at the end of 1996, these latter cars carrying a '97 chassis number). Later, a small run of just 21 cars were produced in 1998, but these, featuring different cylinder heads and larger K24 turbos, developed 450bhp, and are referred to as 'Limited' or 'Evo' models, as you'll find out on page 32. Although more powerful than the '95 model, these later 993 GT2s were heavier, as they featured steel doors and standard gauge 911 glass.

The stunning GT2 Clubsport in our pictures is currently residing in Thomas Schmitz's stable, who's more than happy to share his knowledge of the car with us. "This one is an original 993 GT2 Clubsport from the factory, and it is the only one that I know of in this very special colour, Riviera blue," he says.

Thomas then explains that this particular GT2 was used frequently by its first owner, a Luxembourg-based businessman, for trackdays. However, the original owner wanted even more from the car, commissioning Bavarian company RS Tuning to work their magic. Having worked for teams like the Alzen brothers and Freisinger Motorsport, RS Tuning was instructed by the car's owner to give the GT2 a money-is-no-object upgrade. Work on the engine included fitting Carrillo conrods, bespoke pistons and aluminium L-ring head gaskets (as fitted by Porsche to their race cars), resulting in a monstrous 574bhp at 6,280rpm, with torque of 770Nm at 4,560rpm. This was achieved with a maximum boost of 1.2 bar, although a peak of 1.3 bar was seen on the dyno.

FIA-approved race exhaust catalytic converters were also fitted, with 100 cpsi (cells per square inch), as opposed to the 400-600 cpsi of an average road car. The GT2 also received a fully adjustable H&R twin-spring trackday suspension. The clutch system from a 993 RS was fitted, this being a single-mass flywheel, standard pressure plate and Sachs motorsport clutch disc with torsion spring dampers. For a time, the ring and pinion set was changed from the standard 3.44:1 to 4.0:1 – about 15 per cent lower – improving acceleration while lowering the top end, but later the standard set was replaced. The body was further lightened by removing the aluminium doors and steel front wings, as well as the impact protection aluminium bars under the plastic bumpers, and replaced with kevlar units. The result is a scarily potent 993 GT2 Clubsport.

With the hair-raising specification now firmly ensconced in my mind, it was time to get this very special turbocharged 911 out on the road.



911 GT2 and GT2 RS production

Model	Year	Quantity
993 GT2 G1	1995-97	173
996 GT2 G1	2001-02	963
996 GT2 G2	2003-05	324
997 GT2	2008-09	1,242
997 GT2 RS	2010-11	510

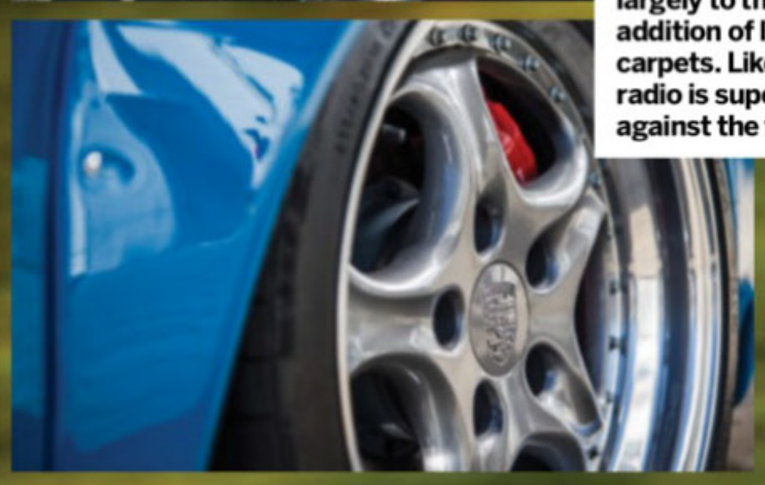
Source: Porsche Archive







The interior spec isn't as minimalist as you'd expect here, thanks largely to the unusual addition of lightweight carpets. Likewise, the radio is superfluous against the flat-six bark





Model	993 GT2 Clubsport
Year	1995-1997
Engine	
Capacity	3,600cc
Compression ratio	8.0:1
Maximum power	430bhp @ 5,750rpm* uprated to 574bhp @ 6,280rpm
Maximum torque	398Nm @ 4,500rpm* uprated to 540Nm @4,560rpm
Transmission	Six-speed manual (G64/51)
Engine modifications	RS Tuning pistons; conrods; heads; gaskets; exhaust; revised engine mapping
Suspension	
Front	Fully adjustable H&R twin spring competition suspension
Rear	Fully adjustable H&R twin spring competition suspension
Wheels & tyres	
Front	9x18-inch Speedlines; 235/40/ZR18 tyres
Rear	11x18-inch Speedlines; 295/30/ZR18 tyres
Dimensions	
Length	4,245mm
Width	1,855mm
Weight	1,295kg
Performance	
0-62mph	3.9sec*
Top speed	189mph*
	*Applies to standard GT2 Clubsport



GT2 on the market

Following homologation of the racing GT2, the resultant road-going GT2 model came to represent the fastest and most powerful road car produced by the company in its day. The 1995 GT2 took performance to new levels, offering the enthusiastic 911 driver an opportunity to take his/her car onto the track to satisfy their performance driving desires, which served only to heighten the desirability of the model.

Is this current meteoric rise in value just a re-run of the 1989/90 classic car boom and crash, where prices reached never-before-seen levels? Thomas Schmitz is adamant that it isn't. The factors driving the market today are (among others) low interest rates and low returns in the property market, and so the investor or collector would rather seek out a limited-edition classic like the 993 GT2. A vitally important difference today is the advent of the internet, because this has opened up the market to a huge potential audience with buyers in all of today's emerging markets, such as China, India, South Korea and South America.

GT2 after the 993

The water-cooled 996 GT2 continued the tradition that had been created by the 993, with updated GT2s getting more power (2001-02 examples had 462bhp, while 2003-05 had 483bhp). More power and higher performance meant greater stopping requirements, and the introduction of Porsche Ceramic Composite Brakes (PCCB), first seen on the 2000 Turbo, were immediately available on the 2001 996 GT2 model. While the 996 GT2 may have lacked the raw appeal of its predecessor, tinged with a bit of civility, it was no less a driver's car, bringing performance driving within the grasp of a greater number of owners.

The first 997 GT2 appeared in 2007. With power pushed to a whopping 520bhp and top speed surpassing the magical 200mph mark, the 997 had truly joined the elite supercar club. Now packing a whole host of electronic driver aids, Porsche ensured the GT2 was not just the pinnacle of the 911 range, but that it also offered a high degree of safety.

Introduced in August 2010, the 997 GT2 RS was the most outrageous road-going 911 ever. The 3.6-litre turbocharged flat-six engine produced 620bhp, and at a relatively measly 1,370kg, it could rocket from standstill to 100mph in a mere 6.8 seconds. Top speed was 205mph. Porsche like doing limited-run cars, which saw just 500 of these GT2 RSs being built.

Since its introduction back in 1995, the GT2 has been positioned as the top-performing 911. There is, however, some uncertainty about whether we will be seeing a 991 GT2 anytime soon, or perhaps at all. The current four-wheel drive 991 Turbo S allegedly has a slightly better 0-62mph sprint time than a GT2 might have due to its superior four-wheel-drive layout. However, some might argue that to relegate the pared-back racer in the GT2 to the 'pending' folder based on a sprint time is sacrilege. After all, the GT2 is just a stroke short of being an all-out racer, and perfect for trackday work, while the Turbo S is aimed at the city or stockbroker market. Regardless, Porsche remains tight-lipped about the possibilities of a 991 GT2, so watch this space.

With the harnesses holding me very securely to the bucket seat, I pull the lightweight door firmly closed by tugging on the simple door strap. The engine fires without hesitation at the turn of the key, as a deep, loud flat-six burble erupts into life.

Rather surprisingly, considering the Clubsport was created for trackdays or performance motoring, the interior isn't as sparse as you might expect either. It still has its fully functional, traditional 911 five-dial dash layout, and a radio – although I'll soon discover that this may as well not be there, as you wouldn't be able to hear anything over the noise coming from that ramped-up flat six. This car is still fitted with its original factory seats, but these have been custom-upholstered in leather and Alcantara with body-colour matching stitching. The steering wheel is from a GT2 racer.

We spent the afternoon winding through the picturesque North Rhine-Westphalia countryside. With the brutal, instantaneous power delivery on tap, we were grateful for the dry roads afforded to us by the warm late summer weather. Registering 42,000 kilometres on the clock, this 17-year-old is full of life, and you have to be on point to tame its enthusiasm for trying to constantly push you into next week. Even from a standing start, it takes only a few small seconds to disappear from sight in a cloud of dust and gravel.

The acceleration was unlike anything I had experienced before; the experience was so raw and jolting, yet so exhilarating. The GT2 Clubsport is unbelievably purposeful in its execution, whether accelerating in a straight line or gripping the asphalt as it rounds a corner. The compact nature of the GT2 is a great feature for the driver too, as the car can be placed precisely when cornering thanks to its lightweight and nimble character.

The GT2 race car was made to compete on the international stage with the best in the world, where it claimed podium honours from 1995-98. These included class wins at major venues such as Daytona, Sebring, Le Mans, Nürburgring, Brands Hatch, Suzuka, Zhuhai and many more. As a car built for customers who wanted a slice of such an experience in a road car, the GT2 Clubsport excels as the brutal amalgamation of the 993 Turbo and Carrera RS models it was intended to be.

We return to base, where I ask Schmitz to sum up the GT2 Clubsport. His reply is an apt way to conclude: "The GT2, quite simply, is the ultimate air-cooled 911, full stop. There is nothing else air-cooled in the development chain that came after the GT2, so at the time it was at the top end of Porsche sports production cars, with the stripped-back Clubsport at the pinnacle. Remember, the GT1 is half water-cooled half air-cooled, so the GT2 is the ultimate air-cooled 911 – that's it." 911



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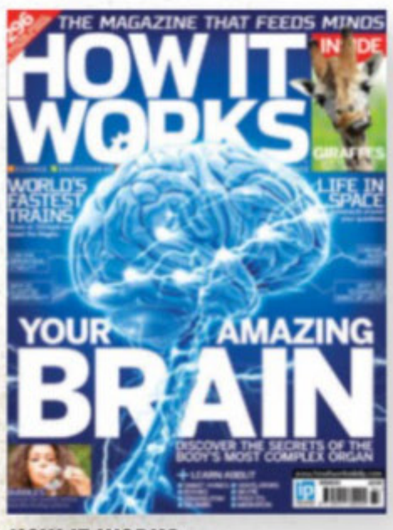
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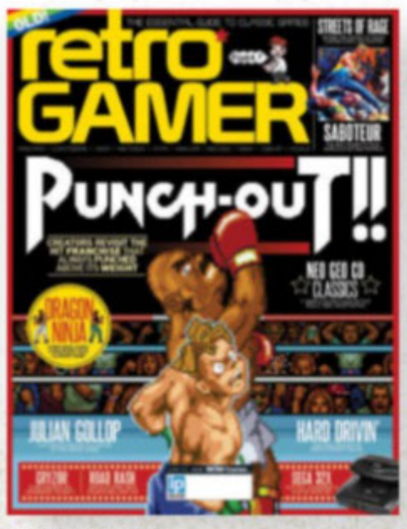
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GT2 EVO

THE RAWEST OF THEM ALL

The 993 GT2 Clubsport may be widely considered the ultimate in driving ecstasy, but what about a GT2 with 'Evo' modifications? Total 911 heads to South Africa to drive one of the purest 911s ever...

Written by **Wilhelm Lutjeharms**
Photography by **Charles Russell**

993 GT2 TWIN-TEST PART II



Gaping front vents feed air to the brakes, while the lower front spoiler and huge rear wing aid downforce on the top-spec 993

I think it is only appropriate to start this feature with the comments first muttered to me by this car's current custodian, a Porsche collector and racer. "It is the most pure, brutal, rawest production Porsche I have ever driven in my life," he says, and I can't wait to find out if he's right – especially after our closing comments on the Clubsport tested overleaf.

This particular example started life as one of those original Clubsport versions, and as you'll now know, the Clubsport is stripped of any unnecessary interior comforts. There are no carpets, air conditioning, or sound deadening to speak of. The interior and roll cage is painted the same colour as the exterior, while safety equipment includes a driver's harness, a battery kill switch and racing bucket seats. In place of the dual-mass flywheel, the Clubsport came with a clutch disc with torsional dampers, reducing weight even further.

Other standard GT2 fittings included the race-inspired, three-piece, magnesium five-spoke Speedline alloy wheels. Bending down on my knees, I place my thumb between the extended wheel arch and the tyre, and it's a snug fit – that's how much clearance there is. The 993 GT2 also featured power steering, but Porsche gave it a more direct ratio, which we will discuss shortly. Up front, the suspension towers are connected with a strut brace, needed to keep this car stiff for the track, while the battery is mounted as low down as possible to reduce the car's centre of gravity. Yet, as this is a car also applicable for the road, there's a space saver fixed to the floor! However, the single most important fact about the Clubsport is that the shell was the same unit as used for the GT2 race car. And as we mentioned earlier, this is no ordinary Clubsport; the first owner, who was a regular client of Porsche at the time, specified some Evo modifications to his car. This particular specimen then was ordered with the high rear wing and with an adjustable front antiroll bar mounted beneath the front seats, rather than beneath the front bonnet.

Of course, the true 993 GT2 Evo was offered from 1996 for customers with GT2 racing cars. This updated racer featured aerodynamic, software and mechanical updates. Of these options, the owner opted for the Evo front bumper (with more vents offering better cooling) and a new splitter to better control air flow, as well as the all-important suspension modifications. These are made up of fully adjustable Bilstein shock absorbers, the rear suspension rebound adjusters being accessible from the cabin compartment.

As the owner drives the GT2 up and down the mountain pass for photography purposes, I immediately pick up the turbo whistling sound from the engine. Later, I will discover that you can hear none of it while driving the car. Meanwhile, I try to understand and anticipate how a morning with such a unique 911 and its owner would pan out, but the car surpassed any preconceptions I might have had in the weeks leading up to this event.

The moment I pull its door handle, I sense that this is no ordinary 993 door, or 993 GT2 door, for that matter. It is featherlight, while the black door trim stands in stark contrast to the blood-red metal interior. Owing to the fact that the roll cage, entire body and Schroth seatbelts are red, it is the black dashboard, seats and Momo logo on the three-spoke steering wheel that actually stand out.

Ingress is best executed by stepping in with your right leg first and then sliding off the roll cage's cross member into the seat. Immediately, you have a sense of being in a secure and safe



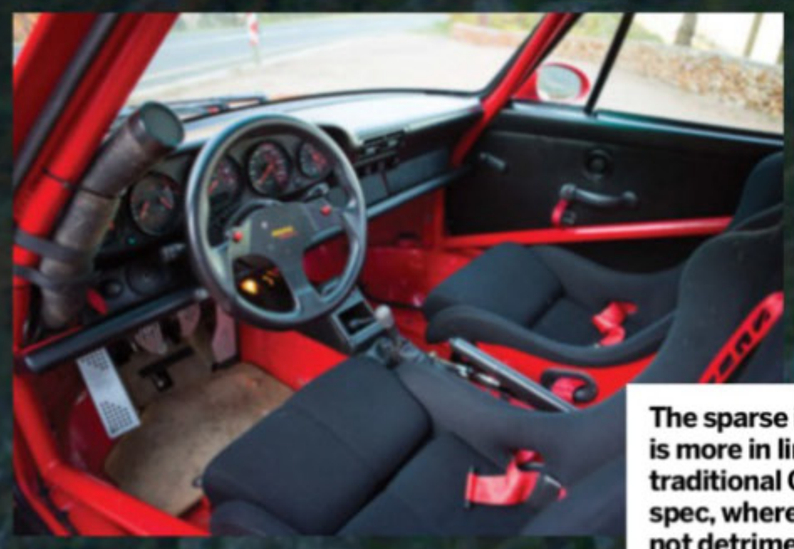
The value of the GT2

The value of classic 911s has shot through the roof in the last two years, and the 993 GT2 has been riding that wave.

In 2013 at Gooding & Company's Pebble Beach auction, a 993 GT2 Clubsport sold for $506,000. A year before, a racing model from the Drendel Family Collection fetched $357,500 (£228,000). In the UK, a road-going GT2 hit £324,000 at the London RM Auctions event in 2012, while in September a 993 GT2 was offered at £650,000, showing how these cars have appreciated.

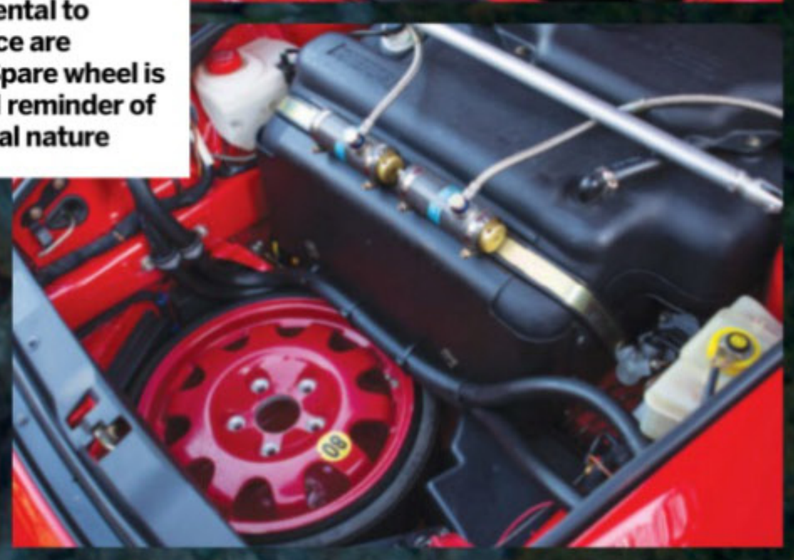
With only 173 of these road cars built, the rise in their value is, to a certain level, explainable. Then there's the success of the GT2s as racing cars to consider: with such a decorated history in endurance racing during the Nineties, huge affection was always going to rub onto the road car in terms of values.

How much further these prices will climb remains to be seen, but the GT2 is assured of its place as a 911 great.









The sparse interior is more in line with traditional Clubsport spec, where items not detrimental to performance are removed. Spare wheel is a delightful reminder of its road legal nature

Thanks

Our thanks to the owner of this fine GT2 for collaborating with us for the feature. This car and a few other rare race and road 911s can be viewed by appointment. It forms part of The Apex Collection at the Weltevreden Estate (www.weltevredenestate.com) outside Cape Town, South Africa.

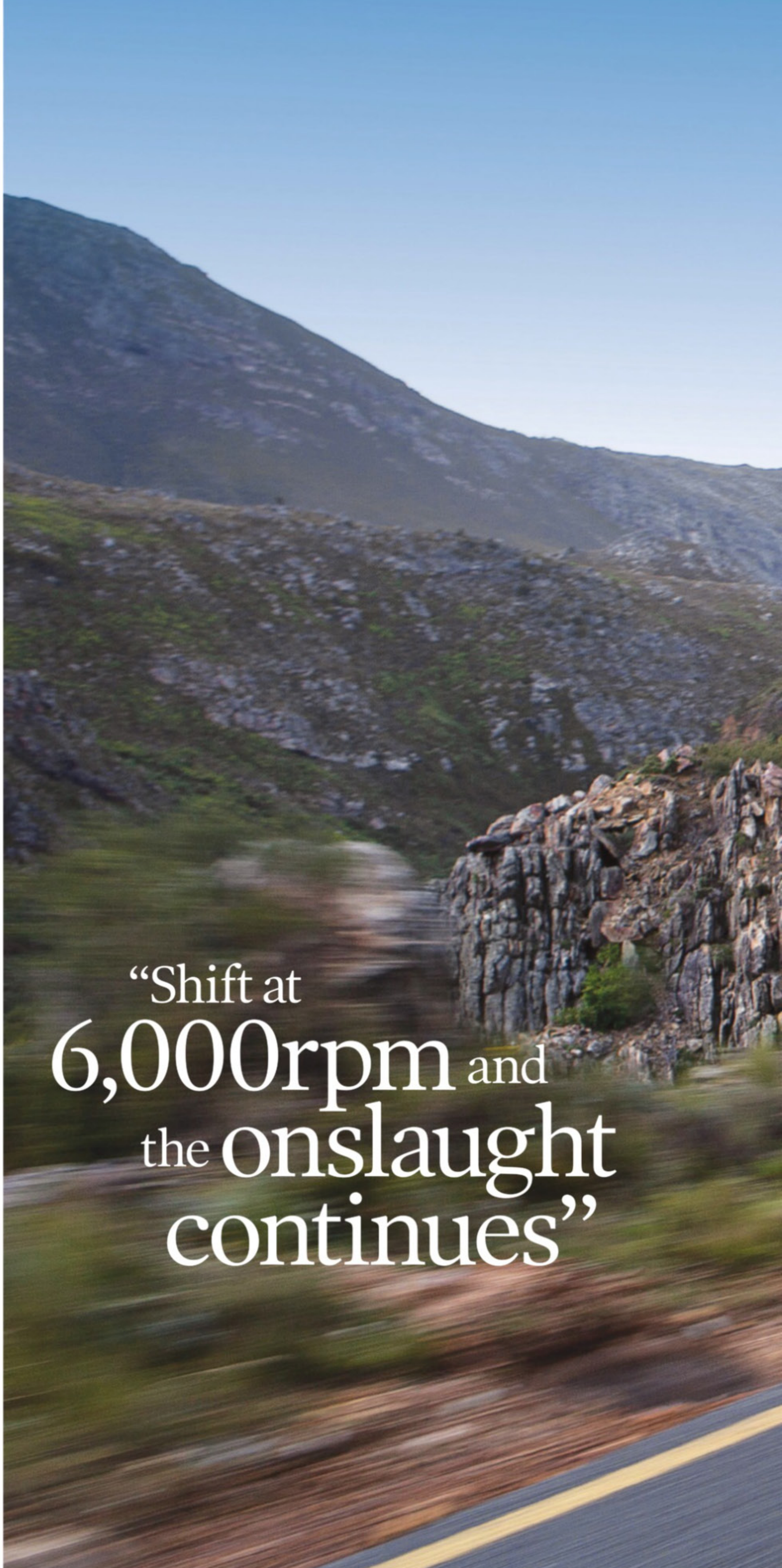
environment. The bucket seat supports you from your upper thighs right up to your shoulders. To eradicate any possible frontal movement, I get all the straps of the four-point harness in place and click them into the central mount which is resting on my stomach.

The main part of the dashboard will be familiar to any 993 owner, but that is where the similarities with a standard 993 end. The lower part of your eyesight is bombarded with the red hue in the footwell from the painted metalwork. I also notice a 962 gearknob, which I find out was fitted by Porsche as a first-class gesture to the owner, as they still had some parts remaining from their 962 programme. Settling into the seat, I feel ready for the task at hand. I spar the gearlever through the box, just to get a feel for its throw before I set off. It is a straight, six-speed H-pattern gearbox with reverse gear hard left and up. It goes easier through the gates than I expected.

The moment I turn the key, the engine catches, and the rawness of an engine on solid mounts fills the cabin. Not only is it loud; I have never before had the sense that an engine is so specifically connected to the chassis as in this 911, especially for a road car. However, the moment I engage first and depress the clutch, a new, mechanical, ear-bleeding sound engulfs the cabin.

Model	993 GT2 Evo
Year	1996
Engine	
Capacity	3,600cc
Compression ratio	8.0:1
Maximum power	600bhp @ 7,000rpm*
Maximum torque	649Nm @ 4,000rpm*
Transmission	Six-speed manual
Engine modifications	Oil feed to turbos upgraded to that of the Evo race car
Suspension	
Front	Upgraded to Evo spec: independent; light alloy lower wishbones; MacPherson struts with coil springs; gas-filled double action shock absorbers; antiroll bar
Rear	Upgraded to Evo spec: independent; light alloy multi-wishbone; progressive coil springs; gas-filled double action shocks; antiroll bar
Wheels & tyres	
Front	9x18-inch; 235/40/ZR18 Toyo Proxes T1-S
Rear	11x18-inch; 285/35/ZR18 Toyo Proxes
Dimensions	
Length	4,245mm
Width	1,855mm
Weight	1,295 kg
Performance	
0-62mph	4.0 sec
Top speed	183mph

*Applies to GT2 Evo race car





Many great sports cars have left the Porsche factory, but a 993 GT2 with Evo modifications has to rank as one of the finest

It actually suppresses the engine sound! The whine from the straight-cut gears (fitted by the previous owner for club racing purposes) would probably have most people jumping on the brakes, so harsh and broken does it sound. This racket slightly dissipates as you press the throttle pedal, but the moment you get off the throttle, the intenseness of that gearbox whine returns. Owners and drivers of Cup cars will feel quite at home here.

A very brief drive a few weeks ago in the car in preparation for this photoshoot has readied me in some way for today, but I never came close to the redline on that occasion, and barely took the car with any level of anger through a bend. This morning, things are different though. The owner has driven ahead in a different car, leaving me with the best part of a mountain pass, and this fiery GT2 Clubsport – with evo modifications – to myself. Pleasingly, there's no chaperoning here.

I quick-shift to second gear, and with 2,000rpm on the tachometer I put my foot down and the car starts pulling – there's no turbo noise, only that gearbox, followed by the engine coming alive as I pass 3,000rpm. The needle picks up speed, and the following 3,000rpm pushes you back in your seat with a level of vigour not unlike that of some serious modern sports cars. Although there are still a few hundred rpms left, I shift at 6,000rpm and the onslaught continues. It's a short joy though, as I slowly need to press the brake pedal. I'm not hard enough into the corner to need a heel-and-toe execution, but I blip the throttle before I depress the clutch and pull the gearlever across the gate into second. The brakes scrub off the speed, but I should warn anyone climbing into such a car after me to be careful for camber changes or braking when there is lock on the wheel – it will get you into trouble if it catches you out.

Having read about how notorious these 911s can be if you don't respect the far right pedal, I can't help but marvel at the way this engine hides its turbo lag. For a 20-year-old Porsche, I expected more of it, but once you are driving the car as it is meant to be driven, high in the rev range, you will hardly notice it.

The steering feel is a potent characteristic of this GT2. Owing to the car's track-orientated 'Evo' setup, the front wheels show a permanent hunger to dive into the next corner. In a straight line the car is stable, but the slightest change in the camber of the road filters through the wheels to the steering wheel. Yet, with the slightest input, the 993 GT2 will oblige like no other 911 I've driven, perhaps with the exception of a Cup racing car. It is as if the moment you guide the car into a corner it is at its happiest. I already know that there is no body roll to speak of – not under braking, not under acceleration, and not when turning the wheel. This only means that you need to anticipate any possible movement from the rear axle. The experience is mind-blowing – what a car!

The GT2 was the peak of 911 developments in the Nineties. For air-cooled fanatics, it is the peak of 911 development. Without question, it is the most hardcore road car Porsche has ever built. Will we ever see another pop-riveted GT2 or GT3 model again? Highly unlikely, I would argue. Since the 993 GT2, Porsche has never gone to such lengths in offering such a raw driving machine. That's what makes these cars so very special. And, as if the GT2 Clubsport wasn't special enough, a Clubsport with Evo modifications in a road-legal Porsche is just about as raw as it gets for the wonderful 911. 911

The power of the GT2

Both road and race versions of the GT2 had several engine upgrades during production years. In 1998, the road car's engine (Type M64/60 S) gained an extra 20bhp, now producing 450bhp at an unchanged 5,750rpm, while torque climbed to 584Nm at 4,500rpm.

The race cars had an even richer history in terms of power upgrades: these could be ordered as a GT2 Evo from 1996. This engine (code M64/83) received upgraded camshafts, a new intercooler and KKK turbochargers. The result was 600bhp at 7,000rpm and 649Nm between 4,000 and 6,000rpm.

Halfway though the 1996 racing season, the 96/2 GT2 was offered, taking the best upgrades from the Evo model and implementing them on the standard race car. The result was an engine that now produced 465bhp.

In 1998, the M62/82 engine was given twin-plug ignition, with the result of 485bhp and 664Nm. However, it was the runout models in 1999 that offered a truly special engine. A conversion kit was offered to enlarge the engine to 3.8 litres (code M64/84). Although power was up by 50bhp, it still wasn't as high as that of the Evo racer.





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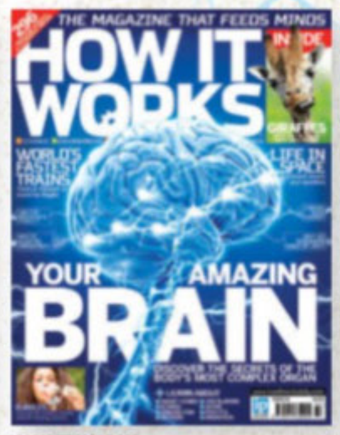
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THE IMPACT BUMPER DYNASTY

Porsche's long-lived impact bumper style concealed a continuum of development beneath the skin. Total 911 explores 15 years of impact bumper evolution...

Written by **Kieron Fennelly** Photography by **Phil Steinhardt**









While little changed on the outside in 15 years, it was a different story beneath the skin for the impact-bumper 911s

In 1974, the 911 underwent its first major styling change, becoming known as the impact bumper model. This enjoyed an impressive 15-year life, which is all the more remarkable considering the 15 years after that would produce no fewer than four separate 911 designs. However, although the 911's appearance both inside and out remained essentially unchanged, this does not mean there was a developmental stasis – far from it, in fact.

Over the period, Porsche twice rebuilt the engine with improvements to performance and economy, made incremental changes to the suspension to enhance handling and ride as tyres became wider, and introduced servo brakes and a hydraulic clutch. Effectively, there were three distinct 911 models during this decade and a half. Therefore, although they're superficially similar, the impact bumper models exhibit significant detail differences according to the period in which they were manufactured.

The new G-series was presented at the 1973 shows as the 1974 model year range of 911. Looking back, it is hard to imagine how difficult a time this was for Porsche: 60 per cent of its sales were in the US, and draconian new emissions legislation combined with uncertainty about safety norms was destabilising for all car manufacturers. For its part, Porsche had seen several more established German manufacturers disappear in the Sixties, and never excluded the idea that this fate could befall the Zuffenhausen firm too.

But if Porsche lacked confidence, it was not apparent in its new design: the company's interpretation of the particular US requirement for 5mph impact-resistant bumpers was masterful. Wolfgang Möbius melded the requisite fenders with the 911's lines so skillfully that after only a short time, it appeared to many observers that the 911 had been styled around them, and it stood in complete contrast to pantomime offerings from respected makers such as Volvo.

On the emissions side as well, Porsche's ingenuity was a class apart from its competitors, and especially the indigenous American manufacturers, whose rustic V8s were strangled by emissions constraints, losing as much as two thirds of their horsepower. Continuing where it left off with the F-series 911, Porsche again offered three models of 911. All models now used the 2.7-litre engine capacity seen on the previous year's RS, and the top of the range was now called the Carrera. The 'S' was now the next down, and the base model, the former 'T', was now plain 911.

While the Carrera still used mechanical fuel injection and retained the 210bhp of the RS, as such it could not be homologated for the US, which was given the choice of the 911 and the 911S. These used the latest offering from Bosch, its K-Jetronic fuel injection, which metered out fuel with rather more precision, enabling resultant exhaust gas to be processed by the soon-to-be mandatory catalytic converter. Porsche had been moving cautiously towards emission standards for some years – the 2.4-litre capacity introduced in 1971 deliberately reduced compression ratios so that lower-octane fuel could be used, and was tuned for lower peak torque. With the further increase in capacity to 2.7 litres, Zuffenhausen engineers were able not ➲

2.7: European v RoW

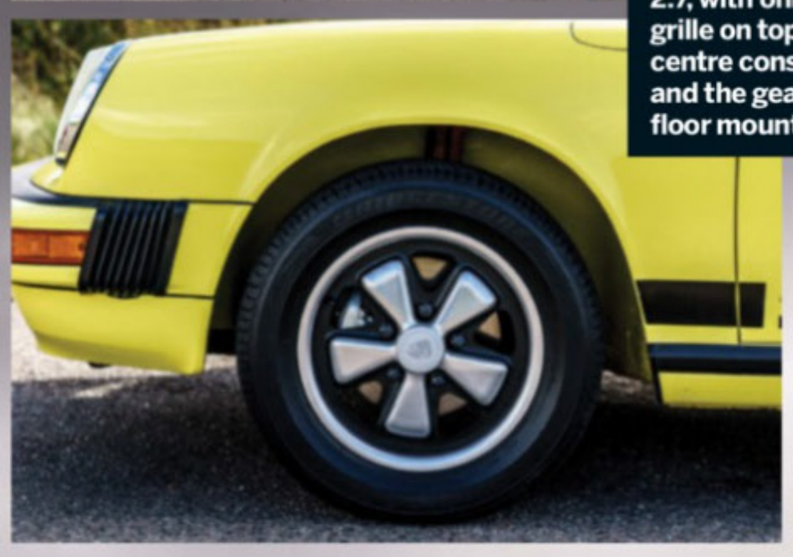
As early as 1967, Porsche had to withdraw the European version of the 911S from the US because of emission controls. Japan, which with the US effectively constituted the rest of the world at that time, then followed suit. When the Americans introduced mandatory catalytic converters in 1975, Porsche was ready, having developed electronic injection with Bosch that delivered the fuel required to achieve the 14.6:1 air-to-fuel ratio required for successful functioning of the catalyst. The drawback was this resulted in engines that could not quite rev with the zest of their predecessors. For this reason, the Carrera RS 2.7 and the 1974 Carrera 2.7 were never homologated for the US as their plunger pump mechanical injection, which under load dispensed petrol with the generosity of a fire hose, could not be made compatible with catalysts.

Two iterations of 2.7 were thus made, though visually there is almost no external difference between the European and RoW versions. The impact bumpers of 911s destined for the US contained horizontal springs not fitted (because not required by law) to the European 911; the sharp eyed would spot post 1979 RoW cars which sat almost an inch higher to meet US crash regulations. Glancing under the tail would also reveal the latter's additional catalyst plumbing and under the engine cover there are detail differences to the air induction system. For this reason, converting a US import to Euro spec entails more than simply removing the catalyst. The RoW engine's intake system is specific and would need modifiying to run with an uncatalysed exhaust; such intervention could easily turn into a top-end rebuild.





No heater vents are present in the dashboard of the 911 2.7, with only a speaker grille on top. There's no centre console either, and the gear lever is floor mounted





Model	911 2.7
Year	1974
Engine	
Capacity	2,687cc
Compression ratio	8.0:1
Maximum power	148bhp @ 5,700rpm
Maximum torque	235Nm @ 3,800rpm
Transmission	Four-speed, five-speed variant optional
Suspension	
Front	Torsion bar, strut/damper
Rear	Torsion bar, strut/damper
Wheels & tyres	
Front	6x15-inch, 185/70/15
Rear	6x15-inch, 185/60/15
Dimensions	
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Performance	
0-60mph	8.5 sec
Top speed	130mph



"Even in base-spec guise, there is much appeal to the G-series 911"

just to maintain power output, but by using lower profile camshafts obtain a significant rise in the torque. This was no little achievement when other manufacturers could meet the emissions norms only by detuning.

In other respects, the G-series represented a timely updating: gone were the rather squashy seats, replaced by the integrated headrest variety offering better support which weighed only half as much thanks to their plastic frames. They also looked sportier. The cabin's chrome fittings, replaced by a chunkier generation of knobs, disappeared in the main, and these were the first 911s to be fitted with the Goodrich spacesaver wheel.

The 2.7-litre in our pictures is the base 911, a left-hand-drive car in yellow with what is described as 'cinnamon' upholstery. An ex-US car, it has authentic Fuchs wheels, an option on this model, and manual wind-up windows. A genuine 43,000 mile car, its interior is quite remarkable, with an immaculate brown and fawn checked upholstery and dashboard that today would be extremely difficult to replace convincingly.

The exterior too is impressive with stunning brightwork. This is a rare 911 in spectacular condition, and it is also a pleasure to drive. The flat six fires lustily and the immediate impression is how light and easy to manoeuvre this entirely unassisted car is, the thin-rimmed steering wheel transmitting feedback in the usual Porsche fashion. Once warmed up, the 2.7-litre 911 is sprightly rather than rapid, but still very responsive. There was no criticism of this 911's performance at the time, with a 0-60 in 8 seconds and a 130mph top speed, and this yellow example feels quite capable of those figures aided by its smooth dog-leg first gear 915 gearbox.

In the days before full galvanisation of the shells, European 911s simply rusted away, so much of the value of this 2.7 lies in its superb period condition, but beyond its classic looks, the real joy is the authentic period feel it transmits. It steers with encouraging accuracy, and is completely at home on the winding roads of our test route, and so it is

Model	911 SC
Year	1978
Engine	
Capacity	2,994cc
Compression ratio	8.5:1
Maximum power	180bhp @ 5,500rpm
Maximum torque	265Nm @ 4,300rpm
Transmission	Five-speed 915
Suspension	
Front	Torsion bar, strut/damper
Rear	Torsion bar, strut/damper
Wheels & tyres	
Front	6x15-inch, 195/65/15
Rear	7x15-inch, 215/60/15
Dimensions	
Length	4,291mm
Width	1,626mm
Weight	1,180kg
Performance	
0-60mph	6.5 sec
Top speed	141mph

"The SC took the body of the previous top 911 with its flared arches"

a true sports car that away from the drudgery of modern traffic you would take out for the sheer pleasure of driving. Even in base-spec guise, there is much appeal to the G-series 911 in both aesthetical pleasure and driving dynamics.

By 1978, Porsche was no longer a single-model company. The transaxle 924 was well established, the 928 had just won the Car of the Year award, and the naturally aspirated 911 had been joined by a turbocharged version, already in its second iteration. To simplify the range and because, if only in the view of CEO Ernst Fuhrmann and his design chief Tony Lapine, the 911 was no longer intended to be the dominant product, it was reduced to a single model – the 3.0-litre SC. Thought by some to stand for 'Super Carrera' (though Porsche never substantiated this), the SC took the body of the previous top 911, the 3-litre Carrera (a car that succeeded the 2.7-litre variant with a new engine derived from the first 930), with its slightly flared arches, which added an inch and a half to the width.

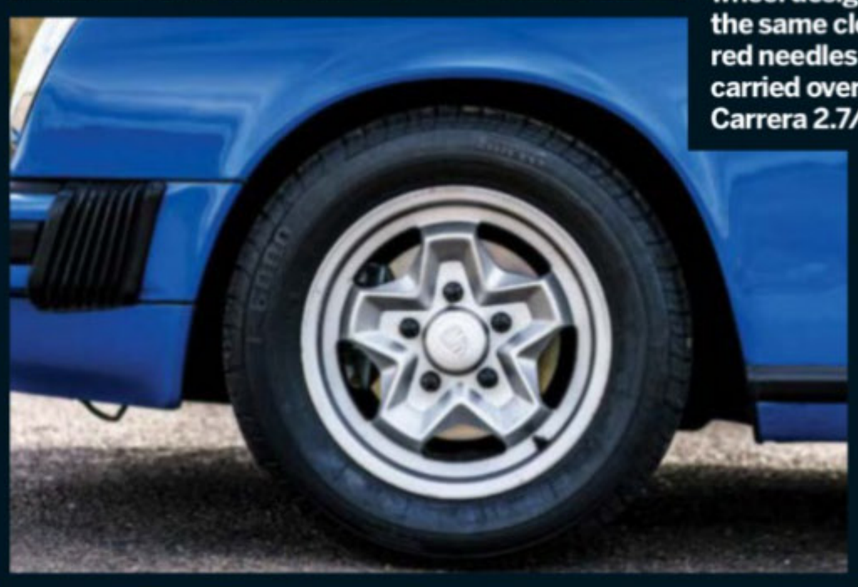
But the SC was no cosmetic update. The 3.0-litre engine, though remaining unchanged with a capacity of 2,994cc, received a new crankshaft with larger main bearings for greater overlap and stiffness. Though the SC produced marginally less power than the Carrera, to some extent because of the air pump, fitted to satisfy stringent US – and other rest of world – emissions regulations, its revised valve timing delivered more torque over most of the rev range.

It would also perform on the 91 Octane fuel, which was then the best available in the US, and its breakerless electronic ignition ensured more consistent combustion. The flat six was simply moving with the times: petrol in Europe had almost trebled in price, and the latest Porsche 911 required 20 per cent less than a decade previously and ran on the cheapest brand. This was achieved with no reduction in performance: the base 180bhp SC covered 0-60 in 6.3 seconds and comfortably exceeded 140mph.

Other changes heralded by the SC, besides a far more accurate, electronically governed rev









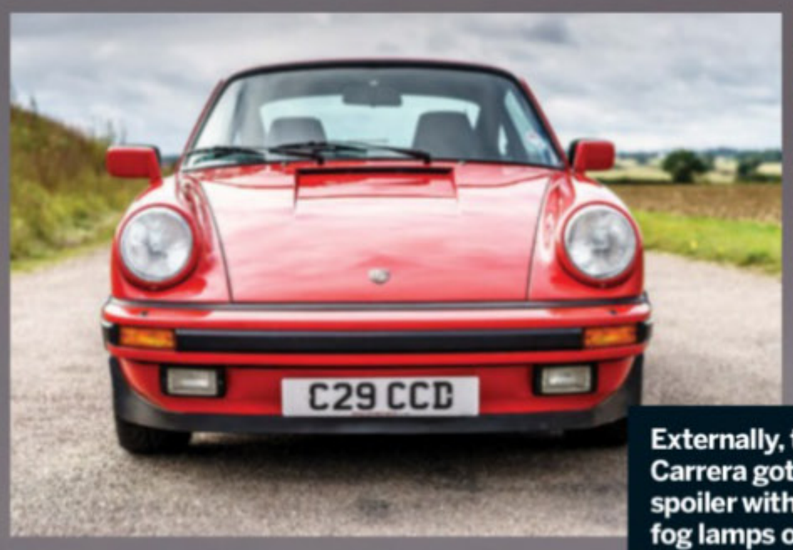
The SC gained much-needed heater vents as well as a new steering wheel design, though the same clocks with red needles were carried over from the Carrera 2.7/3.0 era

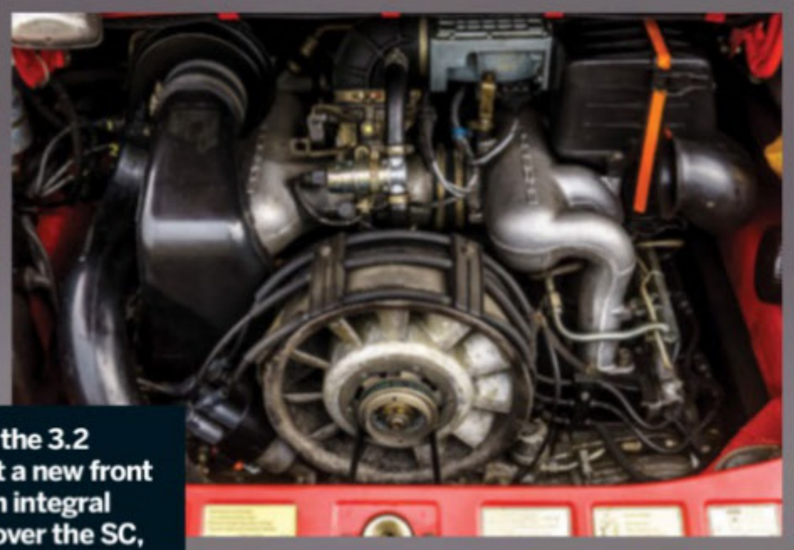
Evolution of the SC

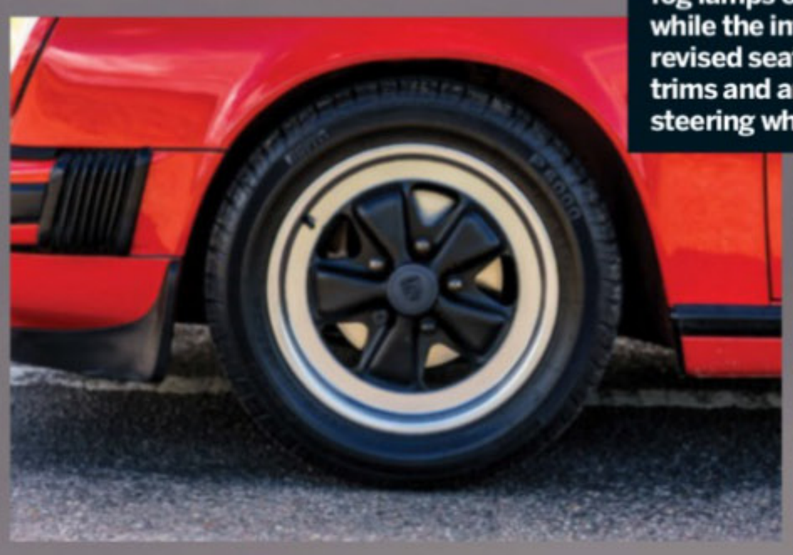
Tuners were quick off the mark to see the latest 911 in 1978 sported 20bhp fewer than its predecessor, and both Alois Ruf and Max Moritz soon offered 3.2-litre SC versions with 217bhp, with Ruf apparently selling several hundred of his conversion. In fact, Porsche was initially constrained not to make the new 911 as fast as the 928, and the SC conveniently ran out of steam a couple of mph slower than the new flagship front engined Porsche.

By 1980, Fuhrmann had gone though and Zuffenhausen was able to announce an upgrade for the SC to 188bhp, the compression ratio lifted from 8.5 to 8.6:1 and a larger cooling fan fitted. It was said this fan would allow top speed running on new stretches of autobahn where going flat out for half an hour was now feasible. Company historian Paul Frère also observed that 188bhp was closer to the real output of the SC in the first place.

The further upgrade to 204bhp, the fruit of Schultz's restarting of the development programme, was straightforward: a jump in the compression ratio to 9.8:1 made for a more efficient and economical engine now that it was clear that 98 Octane would not be withdrawn in Europe. This also had the effect of stealing some of the tuners' thunder too.









Externally, the 3.2 Carrera got a new front spoiler with integral fog lamps over the SC, while the interior got revised seat fabrics, trims and another new steering wheel design

Model	3.2 Carrera
Year	1984
Engine	
Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231bhp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed 915, Five-speed G50 from 1986
Suspension	
Front	Torsion bar, strut/damper
Rear	Torsion bar, strut/damper
Wheels & tyres	
Front	7x16-inch, 205/65/16
Rear	8x16-inch, 225/50/16
Dimensions	
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Performance	
0-60mph	5.6 sec
Top speed	152mph

"The 3.2 feels like a very fast, exciting car, even by today's standards"







'Sport' rear wings were commonly optioned over the 'flat back' look; Bigger 16-inch Fuchs were a late option; not only is the 3.2 Carrera more powerul, it's also the cleanest engine too

limiter, were servo brakes – Porsche recognised the trend to lighter controls (an easier clutch spring was also fitted) and inevitably the 911, now galvanised, was getting heavier, weighing 60 kilograms more than the previous 2.7. Critics were impressed that the power brakes had lost none of Porsche's legendary feel.

Underneath, the SC featured thicker antiroll bars, 18mm at the front and 20mm at the rear. After minor revisions for MY1980, the 1981 SC was uprated to 9.8:1 and though no claims for increased torque were made, peak torque moved 200rpm higher to 4,300rpm and the 3.0-litre engine was back to the 200 bhp (204bhp in fact) bracket of the previous Carrera. *Auto, Motor & Sport* recorded sub six seconds for the 0-100km dash and 149mph top speed. The capabilities of the K–Jetronic too were developing, and on four-star petrol the revised SC was the most powerful (non turbo) 911 to date, yet used 21 per cent less fuel.

Our test SC is probably as close as it is possible to get to the feeling of that original car. The interior in dark trim, matching the navy blue bodywork, is the basic specification that retains the chrome window surrounds. Chequered cloth seats with leather facings, though the other surfaces are vinyl, are soft by today's standards, and the driver seems to sit quite high. As this is a base specification, the 911 still has wind-up windows, and externally no 'Sport'-spec rear spoiler is fitted.

On the other hand, the specification does include the original 'cookie cutter' wheels, less esteemed at the time when the Fuchs was the rim to have, but all the more attractive to modern eyes because of their rarity. The 3.0-litre engine sounds deeper than the 2.7 and the clutch needs to be fully depressed for clean changes, as is the nature of Porsche synchromesh. The SC on wider tyres is a shade heavier to manoeuvre than the 2.7-litre 911, and once underway, it feels distinctly torquier. It would take a longer test to decide whether those extra 30 horses really make a difference in performance terms, but the servo brakes are lighter and the SC does not roll as much, feeling more stable in corners. Again, it is a car to enjoy on challenging secondary roads like these, its tactile feel making it another thinking driver's car.

It was Fuhrmann's block on significant 911 development that delayed a further increase in capacity. His departure early in 1980, however, meant that Porsche could once more get on with development and use the logical combination of the 74.4 mm stroke of the Turbo with the 95mm bore of the SC to make 3,164cc for the so-named 3.2 Carrera. New pistons raised compression to 10.3:1 and maximum power rose to 231bhp, still at 5,900rpm with seven per cent more torque. All the road tests of the time comfortably exceeded 150mph, yet with Bosch's LE injection, which included over-run fuel cut-off, the 3.2 Carrera could claim to be ten per cent ➲



The 2.7 911 needs high revs to have fun, the SC enjoys a better torque range, while the 3.2 feels more opulent all round

more economical than its predecessor. Externally some minor tidying up included incorporating the foglamps in the front valance, and tyre widths were a size up on the SC's, while the 3.2 Carrera also sat on 16-inch wheels.

The 3.2 Carrera evolved several body styles: a Targa, Cabriolet, Turbo-look and even a Speedster variant, but mechanically it went its five-year course virtually unchanged except for the switch in 1986 to a Getrag gearbox with conventional cone synchromesh, which Porsche concluded was more appropriate for contemporary traffic. The 915 gearbox with its expensive oil cooler had reached the limit of its torque capacity and the Getrag design also had the more usual 'H' gate shift with first-second and third-fourth planes and was mated to a hydraulic clutch. No significant further development of the 3.2 Carrera would take place though, because within a year of its launch, Porsche had begun work on its successor, project 964.

Our test car, a 1984 model finished in Guards red with its dark interior, feels more modern, though essentially nothing major has changed from the SC apart from another steering wheel design. Electric locking, windows and mirrors are now the norm, and the rear quarterlight no longer pivots open. The black carpet and door fittings feel more plush, and together with electrically adjusted seats are part of the reason why the early 3.2 Carrera weighs around 50 kilograms more than the SC. Ten per cent more horsepower and seven per cent more torque ensures that the 3.2 Carrera is quicker off the mark than the SC, though the performance difference barely matters.

The 3.2 Carrera does feel slightly heavier than the SC and 2.7-litre 911, and it handles perhaps fractionally less nimbly, but against that it does have more firepower. Once loosened up, it feels like a very fast, exciting car, even by today's standards. To drive, it is not quite as subtle as the 2.7 or even the early SC, but its greater torque makes progress marginally easier. It is still just as much a thinking driver's car, but reflecting better body control and progress in suspension and tyre design, it is a slightly more forgiving, but no less rewarding an instrument.

Until the impact bumper models, Porsches were relatively rare cars, but their long production run and striking design gave the impact bumper 911 much wider currency. Backed by season after season of competition success, the outwardly unchanged 911 became the benchmark sports car. Ferraris and Lamborghinis might have offered higher top speeds, but they would never tolerate being driven at 200kph-plus day after day, which was what Porsche owners had come to expect, and the Italians would always be more expensive to buy and complicated to maintain. As car fashions evolved, the impact bumper 911 seemed to ignore them. Only a high end sports car with the engineering integrity and character of the 911 could get away with not offering servo assisted steering or ABS brakes or even an automatic transmission option in the 1980s, yet the 3.2 was still selling strongly when production ended in 1989.

Our three models exemplify the subtle evolution in the 15 year life of the impact bumper 911: the yellow 2.7, superbly light and responsive, if by today's standards a little skittish, but huge fun; the blue SC, more discreet, a shade easier to handle, its greater torque and power keeping it firmly in the exclusive fastest sports car club; the more solid and substantial red 3.2, more potent still than its older sisters, but more controlled, more mature.

Today, given the choice between the three evolutions of impact bumper here, the 3.2 might be the choice of the head with its superior build quality, performance and more reliable mechanicals, but the non conformist 2.7, so wonderfully light and deft, could be the choice of the heart despite being the lowest powered. **911**



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TURBO TRAITS

After the success of the 3.2 SSE, the Turbo-look Carrera was a phenomena that, by and large, escaped the 964 generation. Total 911 pilots an example of the rare Carrera 2 Cabriolet Turbo-look...

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



For thirty years after the release of the famed 930, Porsche had a rich tradition of producing the Turbo-look Carrera. Popular with enthusiasts, this model was aimed at those who wanted the imposing road-going presence of a 911 Turbo, but whose pockets couldn't quite stretch far enough to command the clout of having that all-important exhaust blower aiding the flat six power delivery.

You may well recall standout Turbo-look efforts such as the 3.2 SSE, 993 C4S and 996 C4S (of course, for the 997 onwards, Porsche started utilising the widebody for all-wheel-drive Carreras, effectively eliminating the need for a 'Turbo-look' Carrera thereon). However, aficionados will keenly note the omission of any 964-related effort, and it's no misprint on our behalf: aside from the 964 Anniversary model (badged as the '30 Jahre 911'), there were no Turbo-look Carreras leaving Werk II at the time – or so you may have thought.

While Porsche offered no 964 Turbo-look Coupes, bizarrely a limited number of Cabriolets were given the widebody treatment with bona fide Turbo underpinnings. When it comes to the name of these models, the story gets better yet: Porsche decided on officially calling these the '911 Carrera 2 Cabriolet Turbo Look', though US versions were treated to the altogether more endearing title of 'America Roadster' in a commemorative nod to the 356 of 1952.

Available for a shade over £70,000 in the early Nineties – that's 991 Turbo Cabriolet territory in today's money – thankfully the spec of this broad-hipped Carrera amounted to more than merely an increase of 125mm across its rump. The 964 Turbo-look Cabriolet came blessed with larger Turbo brakes (discs on the front axle were up 24mm in diameter to 320mm), Turbo suspension (itself a Carrera 2 suspension adapted for the wider track, with slightly chunkier roll bars) mated to bigger, 17-inch Cup wheels from the 3.3-litre Turbo. Just 119 of these comically named 964s were made in right-hand-drive during the 1992 and 1993 model years, assuring the 964 Turbo-look Cabriolet of a place in the enviable and oh-so exclusive group of low-volume, high-specification 911s.

If the history of the Turbo-look Cabriolet at large is somewhat unique, then so too is the narrative of the Horizon blue metallic example I find myself staring at in RPM Technik's showroom. ➲



Built to C15 specification (this is a country code, meaning here the original destination for the car was Hong Kong), the 964 enjoyed regular use in the Far East until it was sold to a prolific collector in 2013. The Porsche was consequently shipped to the United Kingdom, where it underwent a comprehensive restoration at Paul Stephens to the tune of a whopping £68,716.57. Completed on 27 September, the car was placed on official Fuchsfelge alloy wheels (courtesy of UK distributors Paragon Porsche) before being sent back to Hong Kong. Rather amazingly though, the renovated 964 Turbo-look Cabriolet wasn't used by the collector thereafter, and the 964 was duly brought back to the UK for RPM Technik to re-home.

Parked among a plethora of inviting Porsche metal, the roofless 964 commands huge presence. Enamoured by its aesthetics, I take time to let my eyes run over the immaculate, brightly hued Turbo bodywork from the upright headlights and surrounding quarter panels at the front, past the teardrop mirrors at the side and onto those spacious, sweeping hips over the rear axle. Without the roofline of a Coupe to add a sense of familiarity to this silhouette, the Turbo-look Cab has a distinct low-and-wide appearance, perhaps more akin to a Porsche that's fresh from a tuner house rather than the factory itself.

Peering into the cockpit past the fastened tonneau cover, I take in an interior that looks brand new. There isn't even a hint of a crease to be found in the black leather adorning the base or backrest of the front seats, while the piping is similarly unblemished. The leather wrapped around the dashboard is free from the sun-kissed discolouring that some (particularly Californian-bound) classic Cabriolets and Speedsters are known for, and the carpet is rich in colour and depth from the bulkhead through to the footwell in front of the rear bench. This may be a 20-something-year-old 911, but as I walk round to the driver's side, click open the door and sink into the electrically adjustable Sports seats, the connotations here are more in line with what you'd expect to find inside a new 911.

Among the usual throw of accoutrements spread clumsily over the dashboard of any 964, I notice the Turbo-look Cabriolet's standard specification climate control, uprated sound system and on-board computor, before darting my eyes down to the thin console placed just ahead of the two front seats. A Tiptronic transmission lever occupies it, but I'm not put off: in a roofless car still weighing 100 kilograms more than a conventional 964 Carrera Coupe, Porsche's automatic transmission of the time rubber-stamps this car as the ideal boulevard cruiser rather than a grand tourer. As such, this is a Porsche to be enjoyed at a more leisurely, gentlemen's pace, one bit at a time.

With no head-spinning factory alarm attempting to dazzle my start, I turn the key in the ignition and listen as the flat six stirs into life behind me. I move the gear lever towards me to position 'D', meanwhile relinquishing the manual handbrake assisting the 964's hold, before giving the right-hand-side foot pedal a prod. The 964 potters forward and out of the RPM showroom,

The Turbo-look Cabriolet's electric hood

Much like the conventional 964 Carrera Cabriolet, you merely need to turn the key to point one in the ignition for electric hood operation. Then, press and hold the switch to the left of the steering wheel (mounted horizontally under the fuel gauge/oil pressure pod). The frame of the roof, which when down sits over the hump behind the rear seats much like the 3.2 and 993, takes around ten seconds to lift over and the pins to lock above the windscreen. With the roof up and in place, all you need to do is zip up the plastic rear screen that sits flat under the roof when stowed. You have to take your time with the whole process, but then that suits the persona of this rare 964 Cabriolet.



Model	964 Turbo-look Cabriolet
Year	1994
Engine	
Capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250bhp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
Transmission	Four-speed Tiptronic
Suspension	
Front	Independent; MacPherson struts with coil springs; lower springs; gas-filled dampers; antiroll bars
Rear	Independent; MacPherson struts with coil springs; gas-filled dampers; antiroll bars
Wheels & tyres	
Front	7x17-inch; 225/40/17
Rear	9x17-inch; 295/35/17
Dimensions	
Length	4,250mm
Width	1,775mm
Weight	1,450kg (Tiptronic)
Performance	
0-62mph	Not tested
Top speed	Not tested



The opulence of the interior specification, much like the exterior road presence, is a textbook Turbo trait. However, a peek under the decklid reveals the turbocharger is in fact what's missing









Abetted by weight and rigidity penalties, the Turbo-look Cabriolet provides an opportunity to sit back and enjoy the more relaxed side of Zuffenhausen engineering







drenching the pristine cabin in warm October sunshine. I head for the open Hertfordshire countryside and acclimatise to my opulent surroundings in the cockpit, buoyed by those bulging rear arches greeting my every darting look into the late 964-spec Teardrop mirrors. Although I'm moving at a pace well below the usual capabilities of a 911, the open nature of this 964 still makes it exciting, accompanied by the throaty soundtrack from the flat six now more vocal to my ears. The steering is typically 964 – assisted, but with plenty of weight to it – while the Tiptronic box is not unpleasant, if characteristically agricultural by today's standards.

How does it differ from a conventional 964 Carrera Cabriolet in terms of handling? Well, most noticeable to me is that while body roll is slightly reduced, the car feels decidedly lethargic thanks to all that added weight. I'm pleasantly surprised by the ride quality though. Expecting the bigger 18-inch Fuchs to make the ride a little more 'crashy' at times (the Turbo-look originally came with 17-inch Cup wheels), I detect no such issues as the coil-spring suspension helps to ghost the 964 over uneven surfaces with little complaint.

Relinquishing the need to chase the horizon (I see no point when I'm in a Cabriolet and the sun's already on top of me), I sit back and enjoy the charm of this special 964. Being a brightly hued Cabriolet with Tiptronic gearbox, this Porsche shouldn't be appealing, yet the reality is different. My day at the wheel is wholly pleasant, and crucially, I'm having plenty of fun while remaining comfortably on the right side of the speed limit – a feat in itself, by modern 911 standards.

One man's value of exclusivity, monetarily speaking, may be quite different to the next, but I'd have been hard pressed to want to part with an extra £13,000 for the Turbo-look variant over the conventional narrow-bodied 964 Carrera Cabriolet upon its release. That said, I'm won over by the charm of this particular steer: considering it's had its entire original value reinvested into it, you won't find a better value low-production 911 in our excessively revved-up classic marketplace – with or without a turbocharger. **911**

964 Turbo-look Speedster

The 911 Carrera 2 Cabriolet Turbo-look wasn't the only open-air 964 with Turbo underpinnings – nor the rarest. That honour goes to the wide-bodied 964 Speedster from the 1993 and 1994 model years.

After the relative success of the Carrera 3.2 Speedster, utilising a shorter, more steeply raked windscreen in front of a cabin containing only the front two seats, Porsche bestowed the Speedster platform upon the 964 generation of 911. Based on the Carrera 2 Cabriolet (but lighter thanks to a reduced kit-count), Porsche built 936 Speedsters in 964 guise, though all of these were narrow bodied – except for 20 wide-bodied variants sporting suspension, bigger brakes and Speedline wheels from the later 964 Turbo 3.6. These were built by the Porsche Exclusive department and were available at a considerable cost above that of the narrow-bodied variant.



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CARRERA RS 3.0

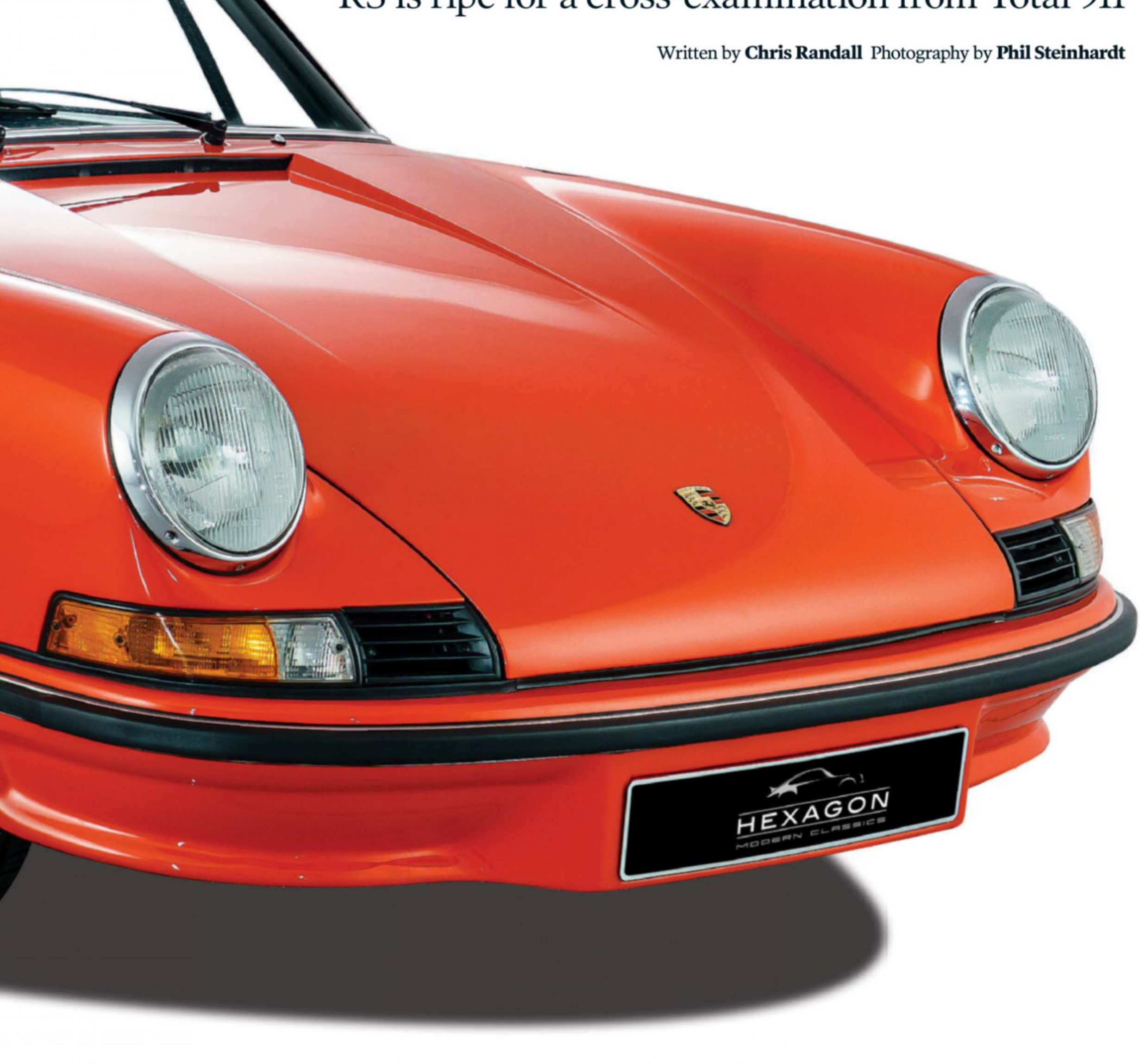
1974 would see a further development of the RS genre when Porsche introduced an even rarer model, so rare in fact that the right-hand-drive cars are identified by their colour alone. Just 109 3.0-litre RSs were made in total, and only six of those came with the steering wheel on the right – five came to the UK and one went to Australia. Externally, they were identified by their flared wheelarches, gaping air intake in the front air dam (with room for an oil cooler) and a Turbo-style rear spoiler. Lightweight construction featured once again, with thinner steel panels and a luggage cover, engine cover, and bumpers fashioned from fibreglass, the end result a 911 that weighed just 900kg. A bore increase to 95mm resulted in a 2,994cc motor boasting 230bhp and 275Nm of torque and that now featured an aluminium crankcase, while the transmission had its own oil cooler. The brakes were now 917-derived items with 300mm cross-drilled and ventilated discs, while the suspension featured revised mountings and geometry.



CARRERA RS

Rare and with values spiralling, its sports car credentials are unquestionable, which means the 2.7 RS is ripe for a cross-examination from Total 911

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



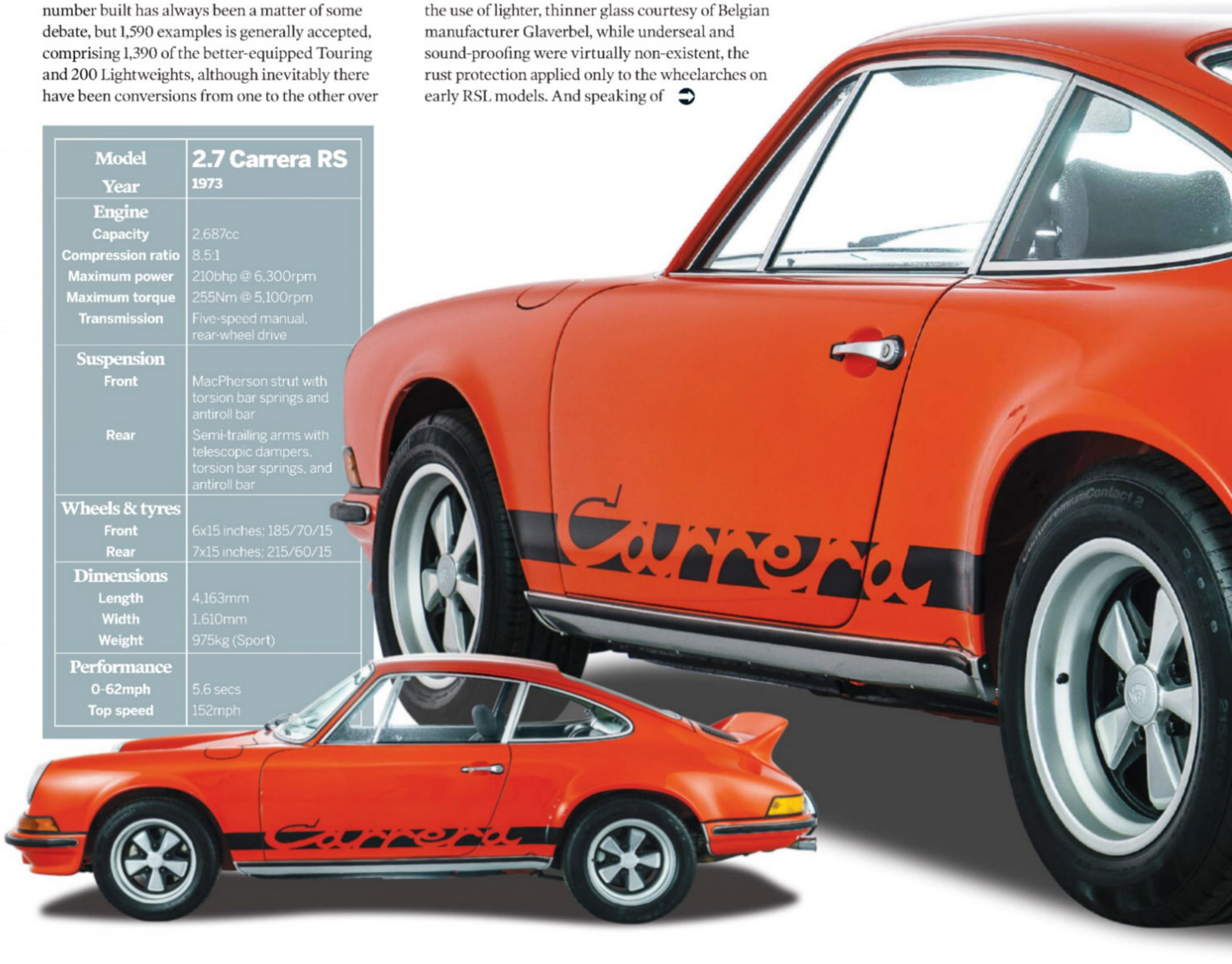
Take a look back through automotive history and there are only a handful of cars that have achieved truly legendary status. The 911 you see here – the 2.7 RS – is one of them. With 1,590 models produced and prices hitting the £500,000 mark, its position as an iconic 911 has been well and truly cemented in the minds of every enthusiast. So where to start? Well, its difficult gestation has been documented many times – the doubts of Porsche's marketing department, the determination of then CEO Ernst Fuhrmann to drive the project through, the immediate sales success – so we won't dwell on that any further here. Suffice to say, its reception at the 1972 Paris Salon and the subsequent clamour to snap up the first 500 cars fully vindicated Fuhrmann's belief.

It was based on the 2.4S, and came in two distinct forms: the Sport, and the Touring (RST), designated M471 and M472 respectively. The former quickly became known as the 'Lightweight' (RSL). The number built has always been a matter of some debate, but 1,590 examples is generally accepted, comprising 1,390 of the better-equipped Touring and 200 Lightweights, although inevitably there have been conversions from one to the other over the years. But let's not get bogged down with such arguments, because what really fascinates admirers of this special 911 are the changes that Porsche made, and they begin with one of the strictest diets yet seen in motordom.

Firstly, the non-load bearing panels such as the roof, front and rear wings, and the front luggage compartment lid were formed from metal just 0.7mm thick when 1.0 to 1.25mm was the norm. And these were joined on Lightweight cars by bumpers formed from fibreglass, pleasingly unadorned items that lacked the gaping scoops and diffusers of today's cars, with just a black trim strip and a recess for the number plate up front and delicate quarter sections at the rear. The RST got a steel rear bumper instead, although the engine cover and iconic 'ducktail' spoiler on all variants were also fashioned from fibreglass. That spoiler was claimed to reduce aerodynamic lift at the rear by 75 per cent, so it was certainly effective, although it wasn't fitted to all RSs. The weight saving continued with the use of lighter, thinner glass courtesy of Belgian manufacturer Glaverbel, while underseal and sound-proofing were virtually non-existent, the rust protection applied only to the wheelarches on early RSL models. And speaking of ➲

THE NUMBER BUILT HAS ALWAYS BEEN A MATER OF SOME DEBATE, BUT WHAT REALLY FASCINATES ADMIRERS OF THIS SPECIAL 911 ARE THE CHANGES THAT PORSCHE MADE, AND THEY BEGIN WITH ONE OF THE STRICTEST DIETS YET SEEN IN MOTORDOM

Model	2.7 Carrera RS
Year	1973
Engine	
Capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210bhp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
Transmission	Five-speed manual, rear-wheel drive
Suspension	
Front	MacPherson strut with torsion bar springs and antiroll bar
Rear	Semi-trailing arms with telescopic dampers, torsion bar springs, and antiroll bar
Wheels & tyres	
Front	6x15 inches; 185/70/15
Rear	7x15 inches; 215/60/15
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	975kg (Sport)
Performance	
0-62mph	5.6 secs
Top speed	152mph









From top right: ducktail spoiler is now a worldwide motoring icon; front vents were matte black with a matching decklid in line with 1973 MY; the RS got Fuchs that were one-inch wider at the rear than the 2.4S



THE RENNSPORT TIMELINE

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

1984
The SC RS was built to homologate the factory Rothmans team's rally effort. Had a Turbo body with fibreglass bumpers and aluminium doors.

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.

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.

2004
It was the 996's turn for the lightweight treatment, the GT3 making 381bhp and 280bhp per ton. Top speed is an epic 190mph.

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 hitting 62mph in just 3.5 seconds.



Extra equipment in the Touring included a radio (blanked here), full carpet, and rear seats. The Lightweight was typically sparse, with even the glovebox lid and passenger sun visor removed. Door cards in the Lightweight had manual winders and a door strap rather than the handle and electric window mechanism found here in the Touring

wheelarches, the rears were flared by 50mm, the increase necessary to cover wider Fuchs rims.

There were plenty more weight-saving measures applied to the cabin and running gear, but the overall result was a car that in RSL form tipped the scales at little over 975 kilograms, with the Touring's extra equipment adding around 100 kilograms. To put that in perspective, an entry-level Lotus Elise – hardly the last word in sybaritic sporting comfort – weighs 876 kilograms and needs a high-tech bonded aluminium chassis to achieve that. Reputedly, the later cars made do with steel panels and standard glass, as Porsche had used up all the lovely lightweight bits – and there was the occasional oddity, with some Lightweights getting opening rear quarterlight windows from the Touring and others not – but whatever the truth, the RS was a seriously lithe car. It certainly explains why it made such good use of the singing flat six that Porsche had tucked beneath that pert spoiler.

The engine – codenamed 911/83 – was also 2.4 S-based, but it too had substantial changes, not least a 6mm growth in bore from 84 to 90mm for a capacity of 2,687cc and running an 8.5:1 compression ratio. Rather than risk any durability issues, Porsche employed Nikasil-coated cylinder liners rather than the usual 'Biral' construction of cast iron cylinders surrounded by aluminium cooling fins, although the valves, connecting rods, forged crankshaft and magnesium alloy crankcase were all carried over from the 'S' unchanged.

Fitted with Bosch mechanical fuel injection, the result was 210bhp and a healthy 255Nm of torque. The power was sent to the rear wheels via the '915' five-speed manual transmission, although the ratios for fourth and fifth were longer compared to the 2.4 S. Also, and unlike the muscle-bursting items in other sports cars, the clutch was a standard item that needed a stronger spring to cope with the higher output.

Of course, that low weight paid dividends elsewhere, not least in the braking department, where only modestly sized ventilated discs were required. Measuring 282mm and 290mm front and rear respectively, they seem small by today's dinner-plate standards, but they were more than up to the job of slowing this featherweight Coupe. The suspension didn't depart too far from standard either, comprising the same setup as regular 911s with struts at the front, albeit with lighter alloy components and semi-trailing arms at the rear allied to torsion bar springs all round.

Along with firmer bushes, the antiroll bars received attention, growing in diameter to 18mm and 19mm at the front and rear respectively, while Bilstein dampers replaced the usual Koni items, saving a further 7.7 pounds in the process. The deliciously light and accurate rack and pinion steering remained, while the wheels were the familiar Fuchs design that for the first time





> THERE WERE PLENTY MORE WEIGHT-SAVING MEASURES APPLIED TO THE CABIN AND RUNNING GEAR, BUT THE OVERALL RESULT WAS A CAR THAT IN RSL FORM TIPPED THE SCALES AT LITTLE OVER 975 KILOGRAMS



BUYING TIPS

The 2.7 Carrera RS is right up there at very top end of Porsche acquisitions at present. As such, we're heading into price tags with many zeros here, so the normal rules don't really apply. If you have the sort of bank balance that supports the idea of buying an RS, then it goes without saying that you'll be buying it from an expert source. Anything else would be madness. However, there are some obvious points still to be considered here:

- **Prices:** The biggest limiting factor when it comes to buying. They're increasing on a weekly basis, and you wouldn't bet against the £1 million 2.7 RS by the turn of next year.
- **Provenance and Originality:** Few things are more vital with an RS so expert advice is an absolute necessity. Be fastidious when checking its history, and remember that many will have been raced. Any repair work should be to a world-class standard.
- **Restoration:** It just has to be done right, but original parts are either impossible to find or incredibly expensive. With prices as they are, a detailed restoration will certainly make sense if you can afford it.
- **Replicas:** There are plenty around, some of them very good, so perhaps this is the way to go if you want to experience a more affordable taste of the RS legend. Regardless, ensure the base car is structurally sound or you'll still face a hefty bill.

on a 911 were wider at the rear at seven inches. The fronts were six-inch items, and the RS came with 185/70 front and 215/60 rear Pirelli CN36 rubber, although later cars would switch to Dunlops.

Porsche hadn't finished with the weight saving though, and once ensconced in the snug cabin of a Lightweight, you'd become aware of how spartan things had become. The seats were cloth-covered Recaro items that could be fitted with optional headrests, while underfoot you'd find thin felt instead of carpets, covered with plain rubber mats. The rear seats were noticeable only by their absence, and it wouldn't take long before you noticed that a few other pieces had also gone missing. You'd search in vain for any sign of a passenger sun visor, glovebox lid or clock, while the door trims were vinyl panels that had straps rather than proper handles and manual window winders. Even the coat hooks had disappeared.

Also gone were the counterbalance springs for the luggage compartment lid, beneath which you'd find a toolkit and a compressor. The single 12-volt battery was also located up front, although things differed here too, as the Touring was fitted with two six-volt items either side of the spare wheel. The more comfortable variant also got back all of the kit so carefully pruned from the Lightweight, including full carpeting, rear seats, a radio and electric windows, but Porsche would happily add whatever options a buyer chose, even if such luxuries weren't exactly in the spirit of the original Rennsport brief.

You'd pay another £1,000 for the extra comfort and luxuries, although at least you ended up paying less money for less equipment rather than the opposite. There were also choices to make when it came to colours, with the option to pick from a standard palette that included period hues such as Tangerine and Emerald green or to go for the Grand Prix white that has become so synonymous with the model. And with that decision made, it was just a matter of choosing the colour of the 'Carrera' side decals that were available in red, black, blue or green, along with colour-coded wheel centres. Or, if you preferred to draw slightly less attention to your choice of 911, you could forego the script altogether. In fact, it was something of a rare feature on the darker painted cars.

But whichever specification you chose, the fact remains that you were buying into a very special 911, one that might not have arrived at all were it not for the unshakeable belief and hard-headed approach of the talented Dr Fuhrmann. Indeed, it's easy to argue that the RS underpins the very legend of the 911, and the only shame is that with prices continuing to head for the stratosphere, only a select few will ever get to experience it. 911

> **IF YOU PREFERRED TO DRAW SLIGHTLY LESS ATTENTION TO YOUR CHOICE OF 911, YOU COULD FOREGO THE SCRIPT ALTOGETHER**



SPECIALIST VIEW

"In some ways it's hard to summarise the 2.7 RS, as the normal 911 rules aren't relevant. The one thing that is clear, though, is these cars are selling for astonishing sums of money compared to a couple of years ago, and that includes our Touring model. With a global market for cars like these, as long as the details and history are spot-on then people are willing to pay a premium, and I really can't see that ending any time soon."

Jonathan Franklin, Hexagon

OWNING A 2.7 CARRERA RS

- **Price new:** £6,112 (Sport)
- **Total numbers sold:** 1,590
- **Service intervals:** 1 years/12,000 miles
- **Service costs minor:** £256.08
- **Service costs major:** £609.72

(Figures are courtesy of RPM Technik)

"I'VE GOT ONE"



"I've had my 2.7 RS for approximately two years, having bought it from a specialist dealer after an extensive search - and lots of patience.

It has been everything I wished for. In my opinion, it is the best car I've ever driven for sheer driving thrills and experience. So many things in life are a disappointment after a long wait, but this definitely isn't. My personal collection also includes a Ferrari 246 Dino, and the RS is definitely the sharper tool of the iconic pairing. To drive, it's a car you need to work with to get the most from, but when you master it, it is so rewarding to drive. Precise, exciting - it is the perfect car."

Jonathan Aucott

Thanks

This model is an example of the stellar 911s available for inspection at Hexagon Modern Classics' London showroom. For more information, call +44(0)2072253388 or visit hexagonmodernclassics.com.

911 SUSPENSION HISTORY

Porsche's suspension technology has come on leaps and bounds in the last 51 years. We chart the progression of this vital automotive ingredient...

Written by **Josh Barnett** Photography by **Porsche AG**



Some scoff that the Porsche 911 is little more than a glorified Volkswagen Beetle, an unfavourable reputation earned thanks to the 911's place as successor to the 356, a car that shared its suspension setup with the iconic VW: a trailing arm front setup, with live axle at the rear. The 1964 911's setup was much more modern, though. Up front, the 901 utilised a Boge-built MacPherson strut, stabilised with a lower wishbone. The front suspension's stiffness was controlled via a 19mm-diameter longitudinal torsion bar, mounted off the back of the wishbone's rear leg.

At the rear, a semi-trailing arm setup was brought in. The inner arm mounted just off the nose of the gearbox, while the outer, pivoting arm connected to the chassis, twisting a 23mm lateral torsion bar on either side. While the front was given a 13mm antiroll bar, the rear would not gain such roll control until the 911S in 1966.

As part of the 1969 B-Series, the 911's rear trailing arms were lengthened by 61mm, yielding a near-identical increase in the sports car's wheelbase. With the engine's positioning untouched, Zuffenhausen successfully moved the weight distribution towards the car's centre, blunting the early car's tail-happiness. Apart from this change though, the 'classic' era of Porsche 911s saw very little revolution in the way of suspension design. That all changed with the 964.

With a four-wheel drive version in the pipeline, the torsion bar setup didn't leave enough space for the front driveshafts. Zuffenhausen therefore made the move to coil springs mounted over the MacPherson strut damper. Despite the lower wishbone, the front wheels could move fore and aft, lessening bump steer that affected early cars while also reducing some of the steering wheel feedback.

At the rear, the damper strut also featured a coilover spring, providing a more progressive spring rate than the outgoing 3.2 Carrera. However, the biggest change was made to the design of the trailing arm assembly that now featured an additional pivoting link in place of the inner arm. Combined with a radially elasticated bush in the outer mounting, this helped to reverse the semi-trailing arms' natural tendency to toe out under lateral loads, a trait that created the early car's fearsome reputation for lift-off oversteer. This setup known as the 'Weissach effect' axle (first created on the 928, of course) improved the 964's stability immeasurably.

Despite revising the suspension by a claimed 80 per cent, the Porsche 993 made for a similar effect, albeit via a vastly different construction. The MacPherson struts remained up front (now lighter thanks to greater use of aluminium), but it was at the rear where the largest revision had been made. The semi-trailing arm design that had evolved from the original 901 finally made its departure as Zuffenhausen changed to a multi-link layout.

Porsche had originally intended to implement some form of hydraulic rear-axle steering on the 993. However, the complexity of such a system meant a simpler solution was ultimately sought. The rearmost mount of the lower wishbone used a radially elastic bushing, allowing for a degree of horizontal rotation. Coupled with a 'kinematic toe link' mounted to the top rear of the upright, this helped to induce up to two degrees of toe-in. The multi-link system also utilised a toe control arm on the bottom rear of the upright, with a

camber control arm mounted up top. The whole unit mounted to a subframe that was bolted to the chassis via four rubber bushes, providing a degree of sound and vibration damping.

This general layout has survived through the 996 generation right through to the latest Porsche 991, with Zuffenhausen's engineers focusing on electronic controls during the water-cooled era. In 2004, with the launch of the 997, Porsche unveiled Porsche Active Suspension Management (PASM). These variable rate dampers featured a bypass channel in their centre. In 'Normal' mode, the bypass channel is left open thanks to a valve.

This allows the damper to compress the hydraulic fluid more easily, resulting in a lower bump rate. At the push of a button though (or when the car's sensor detected a more exuberant driving style) the bypass channel could be instantaneously closed, forcing the damper fluid through a smaller opening and resulting in a harder bump setting. The end product was a car that could be both supple over bumps while retaining the directness needed during spirited efforts.

A similar system has been developed for the 991 with the introduction of Porsche Dynamic Chassis Control. Like PASM, PDCC is activated via a button on the centre console. Rather than a standard drop-link-to-antiroll-bar assembly, PDCC uses a hydraulically actuated cylinder connected to each damper. Sensors in each damper monitor bump and rebound before calculating the ideal antiroll loading. The cylinders then move in the opposite direction to the dampers, providing optimum camber angles during cornering.

On top of the rear-axle steering system (explained last issue) the 991's suspension is at a technological zenith. Whatever Zuffenhausen's engineers achieve next, we look forward to testing the results. **911**



The water-cooled generations of 911 saw a focus on electronically controlled suspension components such as PASM and PDCC

SWEDISH SUPERSTAR

Exactly 50 years after leaving Zuffenhausen, Total 911 uncovers the unconventional history of a 901 that blossomed on track and road

Written by **Josh Barnett** Photography by **Daniel Pullen**



Brumos, Martini, Rothmans. Just a mention of these three iconic Porsche liveries and you will be able to picture their flowing red, white and blue stripes. However, if I was to mention Anders Josephson Racing, the chances are your mind would be, understandably, blank. After all, why would you remember the livery of a car that only finished second in the 1968 Swedish Touring Car Championship when the aforementioned triumvirate have numerous Daytona, Le Mans and Dakar victories between them?

The answer to my rather unusual question lies on these pages before you. This is the 1964 Porsche 901 campaigned by Anders Josephson Racing during the late Sixties. Love it or loathe it, the livery is undeniably eye-catching. In fact, the psychedelic design is so memorable that this particular 901 won 'The Most Iconic Car' at last year's Salon Privé, the Porsche's first event after a meticulous two-year restoration at classic Porsche specialists, Maxted-Page & Prill. First though, let us rewind.

Chassis number 300 147 was one of just 232 cars to leave Zuffenhausen's Werk II building in 1964, slipping out of the assembly shed on 23 December. This rightfully gives its title to the '901' moniker that brought about Peugeot's threat of legal action. A little over three months later, the spring of '65 saw number 147 land in Sweden, where Scania Vabis, Porsche's Swedish importer, pressed the car into action as a demonstrator for the newly renamed 911. This makes it possibly one of the earliest press cars we've ever featured in **Total 911**, as evidenced by the 901's appearance on the front cover of *Teknikens Värld* ('World of Technology' for those of us not fluent in Swedish) on 15 September 1965. At the end of the year, the Signal red 901's launch duties were over as Scania sold the car on to Anders Josephson, who re-registered the car, switching from 'B7004' to 'AB 20195'.



47 years on from its race debut, the ex-Anders Josephson 901 continues to compete in the hands of Lee Maxted-Page

In its new owner's hands, the car's purpose changed dramatically. The Josephson family were one of Sweden's most wealthy dynasties, having made their fortune in the textile and retail fashion trades. However, Anders, who inherited this business empire, had interests beyond mere fabrics. As if owning one of the earliest 911s around wasn't enough, Josephson sent the car into battle on Sweden's tracks, run under his eponymous banner. Behind the wheel, Josephson saw a reasonable amount of success between 1967 and 1969, the highlight of which was that runner-up spot in his native touring car championship.

Unlike many European 911 racers though, Josephson's motorsport exploits didn't stop during Sweden's harsh winter months. Making use of the rear-engine platform's excellent traction, Josephson found his 901 an excellent steed on the country's numerous frozen lakes. Yes, number 147 won the 1968 Swedish Ice Racing Championship too. If you don't believe me, check out the front cover of February 1969's issue of *Illustrated Motor Sport*.

By now, you are probably wondering where the livery comes into this story. Or you may have actually started figuring it out, given I have already dispensed information relating to ➲

901 v 911 differences

Between October and December 1964, 232 Porsche 901s were built, although the 232 Registry Group believes that only around 50 now survive. The list of current owners reads like a who's-who of famous Porsche collectors, with FIA president Jean Todt recently joining the likes of Jerry Seinfeld and Alois Ruf.

These early 911s all share differences with cars from 1965 onwards (many of which I'm obliged not to publish in order to make sure only a select few know the true differentiating marks between a 901 and a 911). However, here are a few of the key differentiators, all of which Lee Maxted-Page restored on the ex-Anders Josephson car.

The 901 features chrome horn grills with a four-screw fixing, while inside the African mahogany dashboard trim is bereft of the '911' badge that later cars gained. The decklid features a gold, two-part 'Porsche' script, again without the slanted '911' that was added in 1965.

Most intriguingly, the decklid grill on 1964 cars is 20mm deep rather than 15mm. The 20mm item is effectively a carry-over from the 356, and when fitted to the 911 doesn't fit flush with the decklid (unlike the 15mm grill). When the shell didn't come with this rare piece of brightwork, Lee was initially worried that sourcing a 1964 grill would be expensive, if not impossible. That was until a chance phone call with Total 911 contributor and fellow 901 owner, Magnus Walker. The Urban Outlaw had one in his vast stock of classic Porsche spares, immediately popping it in the post to Lee free of charge.

While Lee has muted that the car could be for sale, Goodwood have announced that next march, the 73rd Members' Meeting will honour these early Porsche SWB racers with a feature a race dedicated to a field full of pre-'67 2.0-litre 911s. So, number 147 may not be for sale just yet...



After a meticulous restoration at Maxted-Page & Prill, chassis number 300 147 is resplendent in all its floral glory

Josephson's profession. In 1967, the car remained predominantly unadorned, racing with a simple red star within a white circle on the bonnet. Plans were afoot for something more eye-catching in the 1968 season though, with the car rolling onto the track bedecked in sunflowers on the roof and every wing. Rather than an unusual homage to Vincent van Gogh, the sunflower pattern was one of Josephson's most popular prints. For a textiles company, it was the perfect promotion, and perfectly befitting of the Swinging Sixties. Can you imagine Burberry or Paul Smith flaunting similar fabrics in such a way?

In 1970, Josephson had finally taken his fill of road, track and ice action, bringing to a close number 147's remarkable early competition history as the 901 passed through two subsequent owners before it was retired from road use altogether.

As you can see though, this 901's story didn't end in a garage. Returning to the near present, Lee Maxted-Page, proprietor of his eponymous classic Porsche broker, first saw the car – or more accurately, the painted shell – on a dolly at Castle Hedingham in 2011. The car had just been imported into the UK, and was in the hands of Devon-based restorers R-to-RSR, who were bringing the ex-Josephson 901 back to life for a client.

Lee immediately knew he had to have the car: "I was attracted to it because of its racing history," he explains. After a little persistence, Maxted-Page took ownership of the car in 2012, starting a full yet sympathetic restoration on what would become his personal project. It was a process that wasn't without its challenges, but for anyone who has read the company profile in issue 118, Maxted-Page & Prill is possibly the most adept business for such a classic 911 rejuvenation.

With number 147's Sixties racing pedigree, Maxted-Page's restoration would not simply return the 901 to perfect road-going condition. Instead, the decision was made to build the car to the FIA's Appendix K specification, the motorsport governing body's set of technical regulations for historic vehicles. This would enable the car to compete in numerous international historic race meetings, prolonging the car's intriguing competition history while also preserving the unique 1964 build details.

In order to make the car eligible for modern motorsport, an FIA-compliant Recaro seat has been fitted, alongside a rare, period sports seat for the passenger. Similar competition necessities include a 100-litre endurance fuel tank that, while not exciting, highlights Lee's incredible attention to detail. Many people would use a modern, rubber, bladder-style fuel cell. However, Lee sourced a rare steel tank. A custom-made roll cage, Schroth four-point harness and Zero 360 fire extinguisher (with the prerequisite dashboard kill switches) round off the necessary FIA safety equipment.

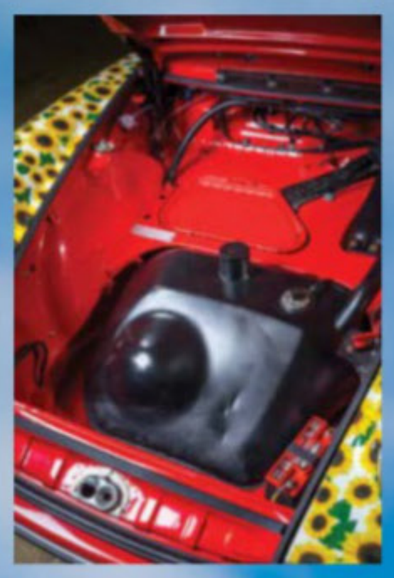
Under the decklid, the FIA regulations permit a reasonable amount of engine tuning, with Lee confirming that it is possible to squeeze 200bhp out of the 1,991cc flat six. "I wanted this car to be driveable on the roads too," he explains. Therefore, the motor modifications are a slight compromise between race and road specification. Still, 177bhp is not to be sniffed at, especially compared to the 130bhp of a standard 901.

The engine was built in-house, with the workshop overseen by respected Porsche specialist, Andy Prill. The crankshaft is from the 906 (Porsche's last road-going sports prototype) while the pistons and con-rods are all uprated. The camshafts provide higher lift than the standard 901 items but don't have the ridiculously aggressive profile of some Appendix K racers, in order to preserve the aforementioned on-road usability. The notoriously fickle Solex carburettors are a spectacular visual flourish with their six separate down-draft trumpets and despite their reputation, they don't take as much effort to keep in tune according to Maxted-Page.

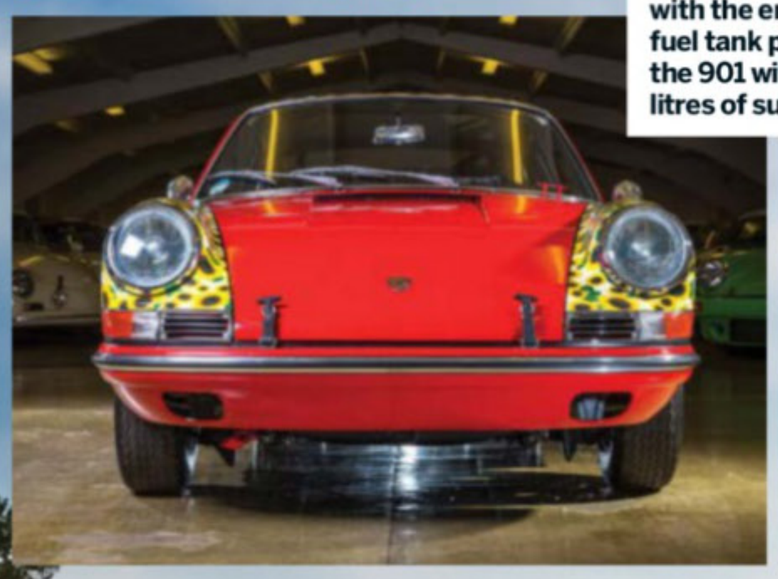
Mated to the race-ready engine is a five-speed 901-type gearbox, rebuilt with limited-slip differential and short ratios that provide a top speed, for most circuits, of around 130mph at 7,500 rpm in fifth gear. However, for Le Mans (should the car ever be entered in the prestigious Le Mans Classic event) the top speed would be stretched for the longer Mulsanne straight to a frankly incredible 160mph with a different set of ratios.







The Solex carburettors are eager to suck in air, with the endurance fuel tank providing the 901 with 100 litres of sustenance





Model Year	**Porsche 901** **1964**
Engine	
Capacity	1,991cc
Compression ratio	6.5:1
Maximum power	177bhp @ 7,150rpm
Maximum torque	195Nm @ 5,250rpm
Transmission	Five-speed manual
Suspension	
Front	Independent; MacPherson strut with Bilstein dampers; lower link; antiroll bar
Rear	Independent; trailing arm with Bilstein dampers; antiroll bar
Wheels & tyres	
Front	5.5x15-inch steel wheels; 185/70/15 Avon tyres
Rear	5.5x15-inch steel wheels; 185/70/15 Avon tyres
Brakes	
Front	282mm discs
Rear	285mm discs
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	1,010kg
Performance	
0-62mph	Not tested
Top speed	130mph (dependent on gearing)









The driving experience is evocative of an earlier age, even if the Essex lanes don't quite match up to Sweden's ice

The ultimate connection to the road is provided by Avon CR6 historic racing tyres, wrapped around a set of 5.5x15-inch steel wheels (the FIA allowing an extra inch of width over the 901's standard 4.5-inch rims). Many similar pre-'66 racing 911s are run on the iconic Fuchsfelge. However, with his car being built a full two years before the forged alloys made their debut on the 911S, Lee feels "it would be wrong to run on anything other than the steel wheels", even if Anders Josephson did campaign the five-leaf design later on in the car's original competition life.

Possibly the most remarkable part of the two-year restoration was the replication of the distinctive sunflower pattern that Josephson used from 1968 onwards, even if Maxted-Page describes the process as "relatively simple". With the Josephson textiles empire now defunct, Lee gathered together all available period photos of the car, before hiring an artist to digitally replicate the floral pattern. This was then printed onto self-adhesive vinyl and applied onto the front and rear wings of the 901. The end result is a livery that stays as faithful to the original design as possible, evidence of the extra mile that Maxted-Page & Prill put into every Porsche restoration that comes through their doors.

The demanding Spa Six Hours Historic may not be everyone's idea of the perfect shakedown event. However, after the love and attention that went into the restoration, Maxted-Page (an accomplished historic Porsche peddler) and his co-driver, Robert Barrie, managed to bring the ex-Anders Josephson 901 home in one piece, eventually classified 65th out of 106 finishers in the 2013 event. The car's only other competition outing came earlier this year in a two-hour Sixties Endurance race at Mugello where Lee shared driving duties with his good friend – and Jamiroquai frontman – Jay Kay.

With the car's unique history, immaculate condition and six-figure restoration price all fighting for attention in the forefront of my mind, to be handed the keys to this incredible 901 is an honour, even if it is only for a brief blast around the surrounding Essex countryside.

That tuned flat six bursts into life with an intent that can only be matched by another racing 911. Despite the supposedly road-friendly cam profile, the engine needs a little throttle to idle comfortably, always teetering on the edge of cutting out. It's clear that this is still a racer's 911, no matter what Lee says about compromising for road usability. Eventually, though, the note settles on a deep thrum.

Pulling out of Maxted-Page's immaculate driveway, the limited-slip diff begins to chunter as I apply some steering lock, sending distinctive shudders through the stripped out shell. Soon though, we're onto the open road and, with the oil and engine temperatures suitably up to operating levels, the chance to open the throttle is upon me. Lee urges me on from the passenger seat; it seems rude not to oblige.

Never has the 'noisy pedal' been a more apt moniker than in a race-ready, short-wheelbase 911. The six Solex trumpets greedily begin to suck in air with an audible gasp form the engine bay and the basso boom of 2,000rpm is replaced with a growing crescendo of flat six splendour as the revs rise. And rise. And rise. The 901 motor, normally topping out just after the 6,000-mark, is eager for more as I top out at a glorious 7,000rpm.

There's a noticeable kick to the power delivery as the upper echelons of the green rev counter sweeps through. Meanwhile, it becomes hard – as the trees begin to flash by the Perspex quarter windows – not to imagine myself blasting through the generous assortment of twists and turns of Karlskoga circa 1968, à la Anders Josephson.

Having previously 'enjoyed' a love-hate relationship with the 901-type gearbox, Lee's rebuilt, short-ratio shifter proves a joy to use. The vagueness between the gates has been eradicated, as each gear engages with a joyous positivity that I hadn't encountered in previous classic 911s.

While SWB 911s are nowhere near as fearsome as many would have you believe, it always takes a little while to gauge their individual personalities. Not so with this 901. The wider-than-normal rubber adds an extra level of composure while the Bilstein dampers at each corner help to stiffen up the standard dynamics without compromising on feel. It's a wonderful, darting car to drive, and would be simply perfect blatting through the forests of the Nordschleife (Lee, if you need a driver for the Oldtimer, I'm available).

All too quickly my time at the 1972 MOMO Prototipo wheel is over: a mere taster of this 1964 Porsche 911's true capabilities, but one that will live long in the memory, just like the undeniably one-of-a-kind colour scheme. **911**

Finally some curves worth discussing.



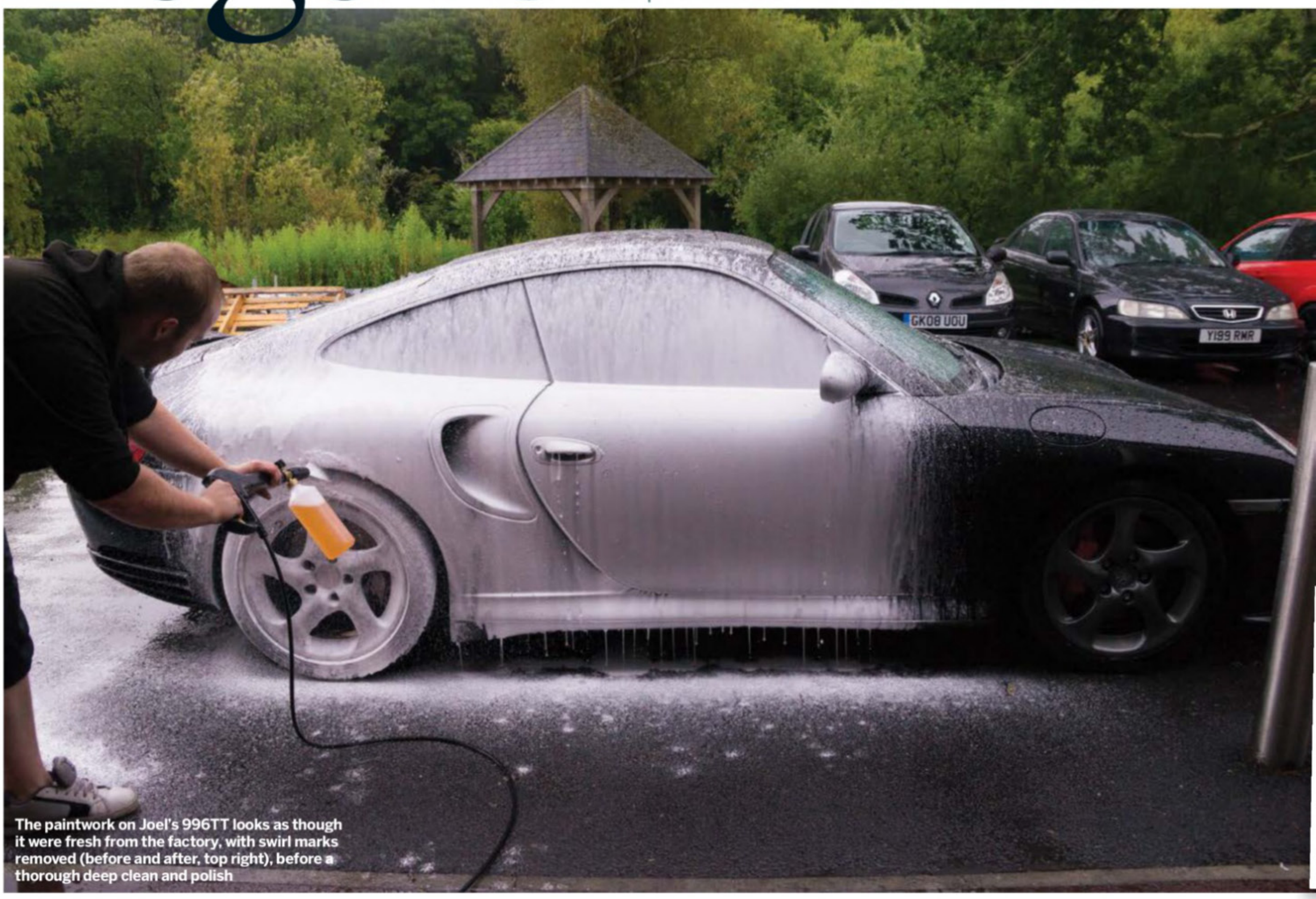
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The paintwork on Joel's 996TT looks as though it were fresh from the factory, with swirl marks removed (before and after, top right), before a thorough deep clean and polish

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014

Having owned the Turbo for a good few months, it was time to get the canvas in order. I needed to seek professional help to get her looking perfect again.

Having heard a number of good things on some forums, I got talking to Adam Ellen, the owner of ADS Car Care. He's spent seven years detailing cars and even said I could watch him work and take photos while he weaved his magic (which I'm sure he found really helpful!). I'd seen pictures from some recent customers and subsequently booked the car in for a session.

As a supplier to ADS Car Care (www.adscarcare.co.uk), Valet PRO was kind enough to allow us to use its detailing bay, but before we got anywhere near that my car was first subjected to a thorough degrease, a snow foam or two, a further jet wash and a hand wash – not that ADS take these things seriously or anything.

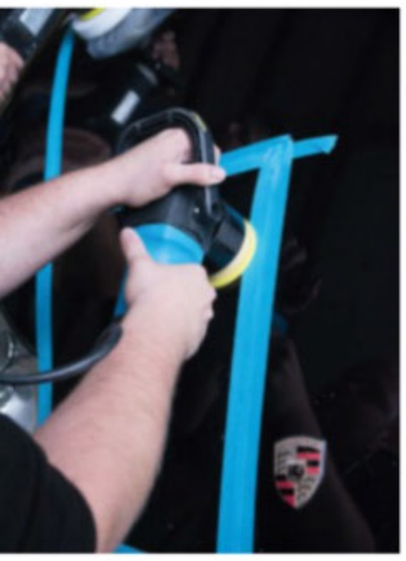
In terms of showroom standards, we were still some way from perfection, so the paint was clayed; a process in which you rub a little lump of what looks like Play-Doh over the wet surface, picking up the particles that have bonded to your cars clear coat; stuff even the most laborious wash cannot shift.

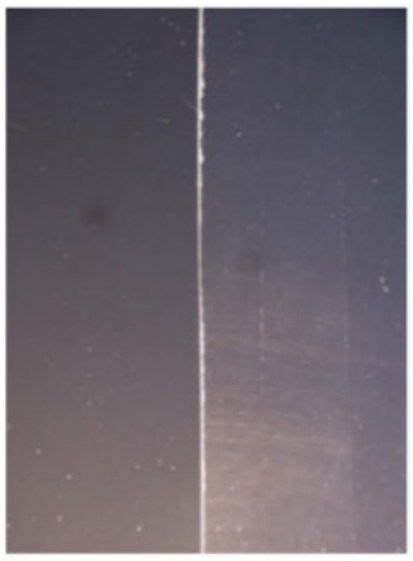
Paint correction was next, the most major part of the detail, taking a number of hours, a Rupes Big Foot 15 polishing machine and G1 Nano composite polish by G Techniq, plus a lot of elbow grease. I managed to get some shots of the paint and swirl marks, as well as 'before' and 'after' shots.

Faded plastics are a bit of a bugbear of mine too, but some good products can rejuvenate them. My window surround and wing mirror trims are now back to as-new condition thanks to a product by Valet PRO called Trim Glitz 2.0 that you just wipe on and buff. One application protects your plastic, and keeps that deep black sheen for six months too!

Adam also used a metal polish on my exhaust by Metal Worx, which did a blinding job without too much hard work. This is always useful, as I do find that Porsche exhausts are more susceptible than most to staining. Gleaming tips really do make a huge difference.

As we know, it's what's on the inside that counts too, so the cabin's leather and vinyl dash and seats were cleaned and conditioned, the carbon panels were polished and protected and carpets and









headlining were sprayed with something called Enzyme Odour Eater. I'm glad it's in there doing its thing to years' worth of smell-inducing bacteria, but I don't want to think about what it's eating!

So with the paint polished and popping, ADS then needed to lock in the finish. To do that you have to wax the car – ADS use a soft wax from Valet PRO called 'Beading Marvelous', which goes on like butter and offers three months of protection.

After ten hours we were done, and it was time for the 'after' shots; I'd say that's what you call a success. The Turbo looks – and I'll say this in my best Mike Brewer voice – "proper mint". It now looks like the sort of machine I couldn't afford and would grumble about not being used properly. What a difference a day makes.

1961 356 T5B; 1973 911E; 1975 Carrera MFI race car; 1981 930 3.3; 1988 3.2; 1995 993 RS Clubsport



Sven Burchartz
Victoria, Australia

Dates acquired:
Various



The IROC-inspired Carrera is ready for track action





I told myself that I was finished building race cars. Pretty much along the same lines as when I said that after two cars, there was no reason to buy more.

It's a constant battle between rational thought and the heart's desire. No prizes for guessing what wins out most of the time (witness my 356 Outlaw), but in the case of the IROC car, its all fairly constrained by a detailed spec list of do's and don'ts.

Having bought it as an ex-tarmac rally car, a lot of stuff had to come off. Adjustable canister coil over dampers: gone. 993 Turbo brakes: no thanks. Trick-tuned exhaust headers: no sir. Voodoo magic cams: straight for the spares shelf. 17-inch Zuffenhausen wheels: add them to the pile. Still, what went back in was all very nice stuff: non-adjustable spec coilovers, Boxster brakes, spec exhaust headers, spec 964 RS cams and eight-inch and ten-inch Fuchs on 45 series Hoosier tyres all made for a fair bit of change.

As I write this, we are scheduled to test at Phillip Island in a week, before competing there in the Touring Car Masters (essentially a Sixties and Seventies Muscle Car series, in which they let Porsches run). I'll be up against the Mustang I've been driving in that series for a few races (but not in the same class – can't be pinching points off my team mate!).

I'll give you an update in the next edition about how it went, but as they say, we're not going there to get a haircut...

1989 964 Carrera 4



Sean Parr
Harpenden, UK

Date acquired:
May 2014





Sean's 964 took in a visit to Brands Hatch before getting a new front wing

It's a worry when you have to start thinking about planning work so you have something to write about in your article! Well not this month, because it has been busy on the 964 front, starting with the Festival of Porsche at Brands Hatch.

It's been years since I visited Brands, and if it's the same for you, get down there and watch some racing; it is such a beautiful circuit. I took my son Charlie with me – any excuse for a drive in the 964 – and we had a fantastic day with great racing, some incredible cars on show, and Charlie got a trip in Vic Cohen's amazing 930 Slopenose.

Vic was incredibly kind, taking Charlie on the parade lap with the other Turbos. It was also great to meet Colin Belton from Ninemeister, who rebuilt my engine. I'd dropped him an email to find out more about the rebuild, and all I can say is if the guy puts as much efforts into his engine rebuilds as he does to responding to muppets like me, then he is beyond an expert.

Back home, I drove the 964 into Tradewerks to get that new wing fitted (see last month) plus some minor rust work. Steve at Tradewerks loves cars more than anything else; he left no stone unturned. A week's work turned into a month, but in short, the car looks amazing.

A friend who knows a lot about Porsches says it's one of the nicest he's ever seen, and I agree; it is stunning. And driving it? Better than ever. So what's next? Drive it, I guess! I had better mind that freshly-painted wing though; I wouldn't want it getting scratched!

1982 SC Sport Carrera; 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 & April 2014

There is no greater sense of satisfaction than seeing a restoration project turn the corner, knowing that the clock has been re-set and 25 years of atrophy banished.

Sabine's unexpected structural work was completed with the fitting of new kidney bowls and their subsequent enclosure by the replacement of the repaired lower sections of the rear wings/fenders. All the internal work received plenty of fresh two-pack underseal, and was flooded with Waxoyl inside and out, followed by preparation of the car for primer and paint. When the glass was removed, it was a bonus to discover that all the surrounding metalwork was in near perfect condition, as if she was making amends for her kidney bowl indiscretions.

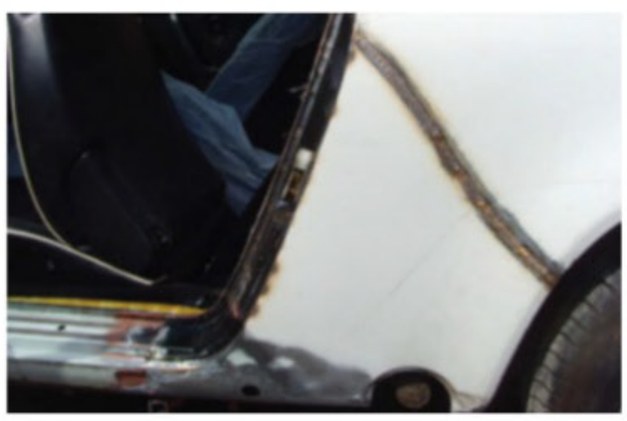
Even the front and rear screen rubbers were in fantastic condition, so all they required was a good clean before refitting. Other replacements included the usual suspects list of bumper bellows, rubbers and over-riders, door top felts, kick plates, sunroof seal, headlight seals, bonnet badge, screws, washers, bolts... you know the drill! Sabine was also fitted with aftermarket wheelarch liners to help stop the rot.

The rebuild process was straightforward and fun to watch evolve over the three months. I never expected to be a regular visitor to Tyrone's workshop so soon after Wolfi's restoration last year, but it has been a rewarding and educational experience.

Around the time we were due to collect the car, the weather had taken a stormy turn. However, fortune smiled on us, and it was a suitably sunny day on which to be presented with what looked like a 'new' 1988












Gina's husband will be pleased with his restored 3.2 Carrera

Porsche Carrera Sport. It isn't every day you're greeted by such a sight, and at her unveiling Sabine didn't disappoint – Tyrone and his posse at Riviera Autobody did the old girl proud.

There's something very beguiling about the look of the car. White has enjoyed a surge of popularity these last few years, and the Grand Prix white looks perfectly balanced by the extreme of contrast provided by the rubber bumper and sill trims, black Fuchs wheel centres, the whale tail's black aerofoil and the large, Turbo-spec stone guards, all melding into some Stuttgart-styled, yin-yang confluence of harmony.

It's amusing to recall how adamant my husband was that he didn't want a white 911 when he started searching, but the journey's end has provided him with possibly the prettiest 3.2 911 anyone could hope to own.

1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014

As I have mentioned previously, my car rattles on start-up, so when the opportunity presented itself, I booked it into one of the free clinics that the Porsche OPC network offers. If you want to find out about them, get in contact with your local service manager and get on a mailing list, or join the most active Porsche club in your area.

The clinics themselves are free, and enable the technicians to check your car over and talk you through the issues. They will also quote you on any work, but you are under no obligation to get them to do it. In my case, I wanted them to look at the rattle on my exhaust.

As it turned out, it's in great condition. The guys at Bristol OPC discovered that it was just knocking, thanks to two pipes touching. On the plus side no new exhaust is required, but part of me wanted the excuse to get a nice new shiny sporty stainless system. Oh well, maybe next year.


Rob had an OPC check out a rattling on his 996's exhaust



I also took the 911 to do the weekly shop. Not only did I get food, but also hay and sawdust for the small mammals in our household. Admittedly it did not all go in the luggage bay, but it did go on the back seats and rear shelf, with space to spare! So if you think 911s are impractical, think again!

I decided to give something back to the motorsport world, so I offered my help at a sprint event held by Bristol Pegasus Motor Club at Castle Combe. The day started at 7:30am for signing on, then marshall briefing at 8am. After being assigned to a post, I pointed the 911 around the perimeter road to get to my post. The day was great, as you feel part of the event. Luckily for us marshalls, the day was incident-free, which was good for us and the drivers.

As for unlocking the car, I thought I had that sorted, but it seems that this process of clicks and turning the key left and right does not always work, I obviously need to figure this out! On the plus side, I have not set the alarm off, so it could be worse!

2010 997.2 Turbo; 2011 997.2 GT3 RS



Tony McGuiness
San Diego, USA

Dates acquired:
January 2010 & February 2011



Tony got to appreciate first-hand the work that goes into photographing a feature





Many 911 owners first saw a car through the eyes of a photographer. These artists with a camera are, along with writers, part of the necessary ingredients in a recipe for a successful magazine feature.

I was fortunate enough to work with one of **Total 911**'s contributing photographers, Andrew Tipping. After Andy had finished an eight-hour shoot in the Southern California desert, dehydrated and sunburned, I asked if he could take a few photos of my Gen2 997 white Turbo near the beach in San Diego.

Unless you have seen a professional photographer at work, you really have no idea how much work goes in to a photoshoot. Watching them in action is similar to watching a movie being filmed. While a beautiful image is the outcome, it can take days to get those perfect shots.

After about 20 minutes of driving along the Pacific Coast Highway, we came upon an area in Solana Beach along the shore. With multiple lights set around the Turbo and the sun starting to drop from the skyline, Andrew began firing away. The flash lights made slight popping noises and bounced back off the Turbo – it was clear this shoot was going to be visually spectacular.

Watching him at work made me realise that most of us take for granted the beautiful images we see in **Total 911**. I am sure there are a new generation of kids all over the world seeing the awesome photos in this magazine, determined to one day own their own 911, as we once did.

1967 911 SRT



Magnus Walker
Los Angeles, USA

Date acquired:
2008







I first acquired this 1967 S in 2008. Back then, it was one of four other '67 S cars I owned – they were easier and less expensive to acquire back then.

The transformation to an R-inspired car began over four years ago. Like most old Porsches, the perils of time and neglect had taken their toll. To begin with, I had it media-blasted to reveal what bodywork was needed. The full floor pan, outer rockers and real parcel shelf were replaced, along with other areas that needed some attention.

Over the next year or so, Frank Turner, my metal master, would work most Saturdays sculpting the car's bodywork into the R-inspired look you see today.

In 2011, the car was almost finished with the bodywork, and was pushed into the corner of the warehouse for the next three years. About six months ago, I decided it was time to dust it off and get it ready for paint.

For some time, I had been thinking about incorporated some front fender louvers on to an early car, inspired by the 917 and 935 slantnose race cars. I decided to visit Rod Emory to see if he would be up for the challenge of scanning the front fender radius curve. The louvers came out great, and will be the defining feature of this '67 S.

In August, I decided to work with fellow Brit in LA Matt Brown – he painted the car ready for display at SEMA show this year!



2003 996 Turbo



Ray Chandler
Surrey, UK

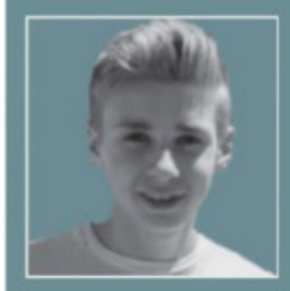
Date acquired:
August 2011

Driving on UK roads can be pressured enough at times, but it is even worse when you are running out of fuel and have forgotten to bring your credit cards along with you! That happened to me quite recently, and I only got the car back home on fumes. To prevent a re-occurrence, I had the option of either leaving a credit card hidden somewhere in the car or carrying some fuel. We opted for what we thought was the easy option.

A new plastic fuel can was duly sourced and filled with Shell V Nitro. With the cap screwed tightly down, in it went to the storage area under the bonnet. That's not a very large space, as the four-wheel drive on a Turbo takes up a bit, too. Surely it would stay upright? No chance; I felt it sliding about from side to side as we made our way back from the petrol station. Easy solution: lift the edge of the storage floor and it will sit nicely there. Wrong again! It slid down onto its side at the first road hump we encountered. If the can did leak it would be straight onto the spare wheel in the wheel well. "Let's try a cardboard box," my wife suggested. That did just the same even with a slip mat under it; then the box stayed in place and the fuel can just somersaulted out of it. It was time to have a good think about this.

I have a range of 'monkey' straps, with which I came up with this solution. It works well with the ends of the straps hooked under the boot baseboard, and the weight of the can of fuel keeps the board down flat. Better still, when we use the car locally the spare petrol can comes out and the straps stop the shopping from spilling out of the bags, which only seems to happen when I – and not my wife – drive the car.





2005 996.2 GT3

Ben James
Kent, UK

Date acquired:
March 2012

Taking a look at the values of many 911s on the market at the moment, prices seem to have gone ballistic over the past couple of years. It wasn't so long ago that you could pick up a 996 GT3 RS for less than £60,000, while now they are sitting at around the £150,000 mark. Values have risen even further for all of the air-cooled RS models, which have tripled (and more) in value.

If you look at the prices of cars across the market, you'll see the cars that have appreciated in value the most are the so-called 'driver's cars'. The 996 GT3 RS was commonly compared to both the BMW M3 CSL and Ferrari 360 CS back in 2003, and this trio of 'driver's cars' have increased in value by at least 50 per cent since a couple of years ago.

So what's the reason for the prices in this sector suddenly taking off? Well, the most obvious is that we're beginning to emerge from the recession that hit in 2008; people are no longer being so cautious when purchasing a fun weekend toy, hence demand is on the up, increasing prices as a result.

However, this doesn't fully account for the huge increase in price we have seen from some models. Going by the reviews of the 991, it still offers a shatteringly exciting experience.

Speculation is also probably playing a large part. Owners are holding onto their cars to see how far the increase goes, cutting supply and moving prices even further. Despite this, I think the 996 GT3 RS still has some way to increase in value. It's by far the most exclusive RS, with less than 700 examples built, as opposed to around 1,500 for the 2.7 RS, which is now sitting at an amazingly high value.

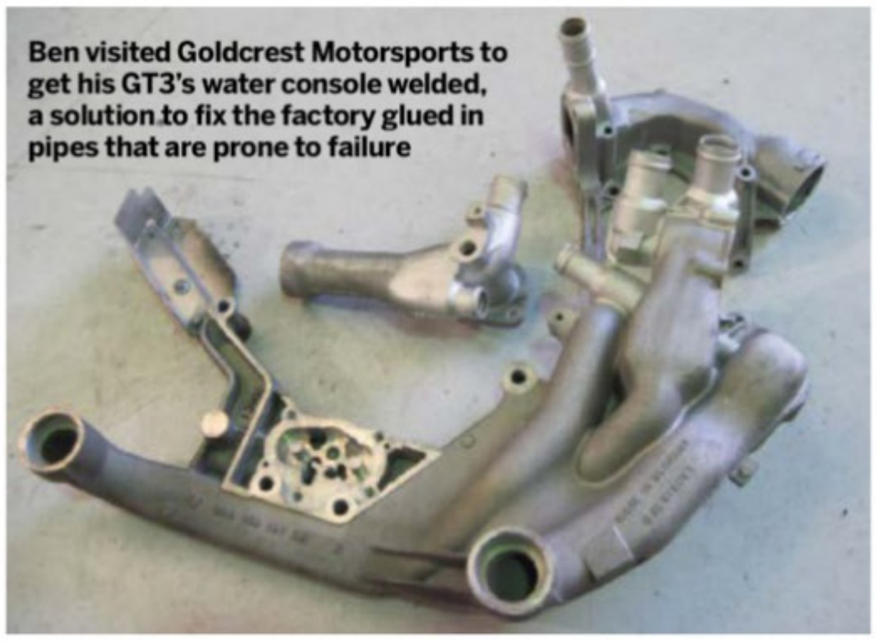
It will certainly be interesting to see which way the market goes given time!

2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012







The Mezger engine, which has served as the basic power plant for all pre-991 GT and Turbo cars, is often described as 'bulletproof', and its long record of competition victories at all levels of motorsports, including Porsche's last win at Le Mans in 1998, means it will go down in Porsche history as one of their most successful engines.

But no engine is perfect, and there are a couple of issues that you need to stay on top of, like the coolant pipe problem. Porsche uses industrial-strength epoxy for attaching coolant pipes to the various engine housings on this engine. These pipes have a history of failure, and at some point – it varies from car to car – the epoxy dries out and cracks.

The results can be disastrous. At a recent Road Atlanta DE event, my friends Bob Sanderson and Steve Cosgrove at Goldcrest Motorsports suggested that this was something I needed to address. They have devised a fix that involves welding pipes that are normally 'glued' by the factory, as well as replacing a couple of the OE plastic pipes with aluminium ones. This is an engine-out repair, but when you are doing 155mph you really don't want to have eight gallons of coolant making things 'interesting'.

I will get a chance to put my revitalised GT3 through its paces next weekend at Road Atlanta, and three weeks later at Virginia International Raceway, so expect a full track-test report next issue!

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012









This month, myself and some friends drove around Rio as part of a beautiful motorcade, consisting of 28 cars and 37 people.

We drove by the most beautiful beaches and went to the Albamar restaurant, which having been established in 1908, is the oldest in the city. There, we had lunch – which was hosted by the chef Luiz Incao. The Porsche dealer in Brazil, Stuttgart Sportcar, presented us with the new Boxster GTS, an amazing launch of Porsche. All the Porsche owners were impressed by this new car. We intend to do this kind of event regularly going forward, with the main objective of encouraging fraternisation among lovers of the Porsche brand.

On 22 November, we will also do our annual exhibition in Rio de Janeiro with 35 Porsche cars. We estimate to have around 5,000 visitors, and it will be the biggest Porsche event in Rio de Janeiro this year.

2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012

This month involved a very unscheduled visit to the body shop! This was due to two quite large areas of paint flaking off the front and rear bumpers when I was using a high-pressure jet wash – it happened where a couple of large stone chips must have lifted the paint ever so slightly. I later realised that the paint had also been weakened when we removed the gloss white wrap because the front and rear bumpers had been subject to poorly prepped smart repairs at some point too. I was warned that vehicle wraps can cause this kind of problem when bumpers have been poorly resprayed or not prepared correctly – just a word of warning to everyone when considering wrapping a vehicle.

So after calming down from the frustration of the dilemma, I visited my local insurance-approved bodyshop, who I've always used for any previous projects and minor incidents. The family-run business at Station Garage in West Yorkshire even fully restored my first car, a Gen1 Golf GTI! When I dropped the Porsche off, Paul and Derek at Station Garage assessed the damage and recommended fully re-spraying the front and rear bumpers, as it would only get worse, which is what I expected. They told me to come back in two days, at which point the 997 would have been restored to its former glory, so I left them to it with no further questions asked!









On a sunny autumnal Friday evening, I returned, and sure enough the car was sat there gleaming in its basalt black paintwork after also having a two-stage full machine polish! The car looked like new again – in fact it looked so nice in the autumn sun that I had to take a few photos – it hadn't been this clean in a long time! Furthermore, the bill came in at a very reasonable £400. I have to thank the team at Station Garage of Castleford for doing a first-class job.

As I type this, my Eibach pro front and rear spacers are getting fitted, so photos of the finished result will be in next month's report!

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Lavish showrooms of prestige 911 dealer Thomas Schmitz showcased on **page 82**



Data file

Full specs of every 911 including the **new GTS** can be found beginning on **page 86**

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GERMAN SPORTS CARS

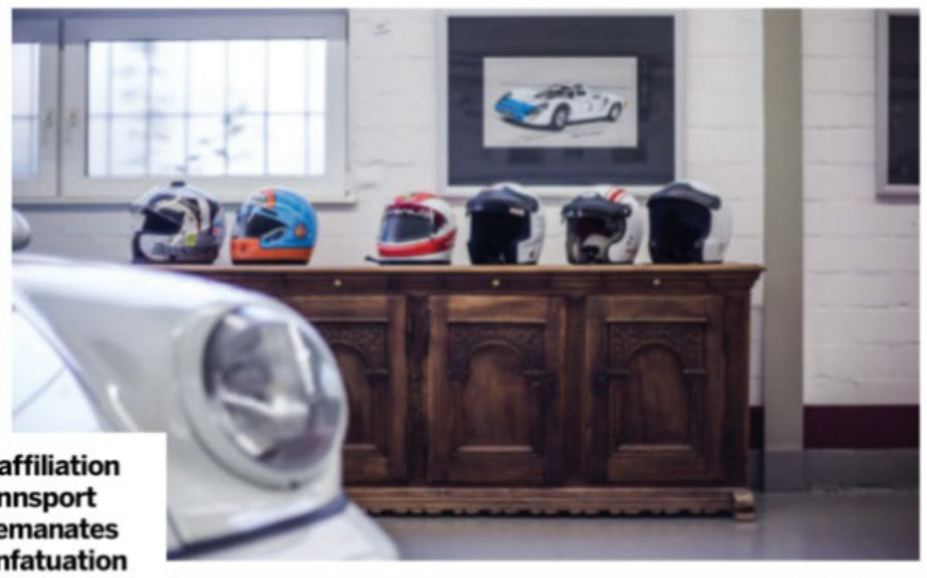
Tucked away in rural north-west Germany is one of Europe's most esteemed businesses buying and selling prestige 911s, steered by the man affectionately known by many as 'Mr RS'...

Written by **Glen Smale** Photography by **Ali Cusick**



There's always an eclectic and exotic mix of Zuffenhausen metal on display at German Sports Cars







Thomas' affiliation to the Rennsport moniker emanates from an infatuation with the driving experience of a lightweight 911



He sits, with infectious enthusiasm, in his big armchair in an office engulfed by automotive memorabilia, the walls covered from floor to ceiling with photos of the many Porsches that have passed through his hands. Thomas Schmitz, or 'Mr RS' as he is widely known, is a well-respected dealer in prestige Porsches, and his passion for air-cooled 911s is utterly infatuating.

While some people collect stamps, movie posters or old vinyl records for a hobby, Thomas has turned his own hobby of collecting Porsches into a business. However, Schmitz differs slightly from your traditional hobbyist, for while the term usually refers to someone who collects things in order to build a larger collection, Thomas is more interested in selling his collection to like-minded individuals who share his passion for a prestige Porsche.

Armed with a cup of espresso during our chat in his office, Schmitz explains how his love for motor cars began at an early age: "Ever since I was a young boy, I have been interested in anything with an engine and wheels," he says. Back in the late Eighties, Thomas's penchant for Harley Davidson motorbikes led him to create a small but fruitful business dealing in these iconic vehicles on two wheels. Through a fashion company he owned at the time, Schmitz would also purchase fine examples of classic cars and bikes for use in photo shoots for that business.

His affinity with motor cars in the beginning was therefore not that of a collector, but rather of an enthusiast or connoisseur of fine sports cars, in particular Porsches. His break came at the end of 1996, when he and two friends bought a garage in Münster, dealing mostly in Porsche, but also Ferrari, Lamborghini, Aston Martin and BMW M models. A year later, Thomas sold his shares in the company, setting up another business with his brother-in-law purely specialising in Porsche and Mercedes-Benz cars.

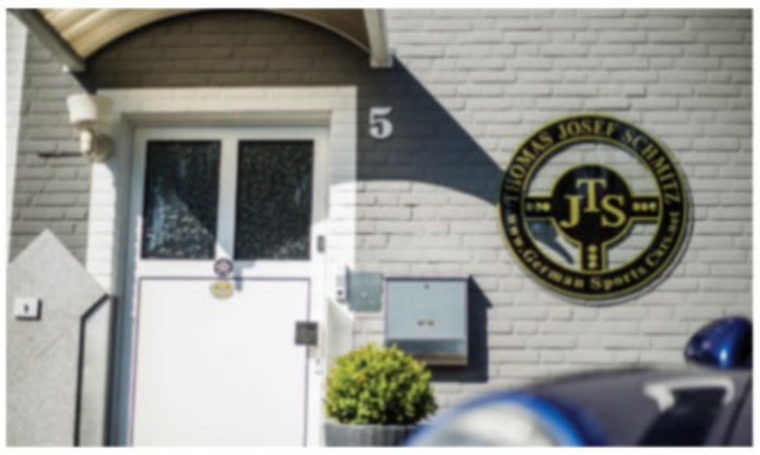
Over the next decade, he found his biggest export market was selling Porsches to the UK, which was down to a growing interest in trackday activities. Thomas explains that the trackday culture at the time did not show the same growth in Europe because it was viewed as being elitist. "It was the Brits who first discovered what a wonderful machine the 964 RS is and how special it is because they did more trackdays there than in any other country. The British loved the more extreme cars, and so we sold a lot of these cars to England," he tells us.

The key to success in selling 964 RSs and the like is not only an intimate knowledge of the product, but also having a ready supply of stock to sell, as good examples never hang around for long. So just where do you find a stash of good 964 RSs to sell? "I did a lot of trackdays myself because I also love to drive these cars, and so on the one side it was fun, while on the other side it was a very good platform for me to meet people who were interested in buying cars off me," Thomas reveals.

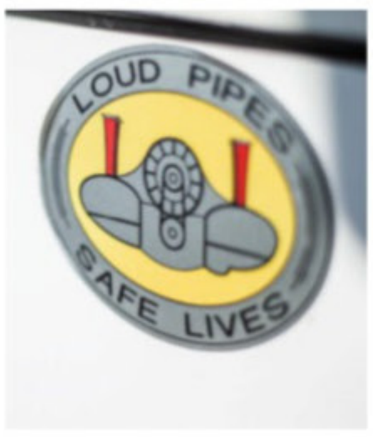
So where does the affiliation to these classic Rennsport Porsches come from? It's not just the high-quality engineering and the fact that the air-cooled 911 is largely bulletproof; it's also about the drive, according to Thomas. "It's all about the pleasure, it is not that you measure your performance with a stopwatch; the parameter is how wide the smile is on your face when you get out of the car. If I sit in an RS, I feel right at home. It's a bit like slipping into a very good shoe you have had for a very long time; everything is just perfect."

Walking around the workshop-come-showroom at Thomas's enchanting German Sports Cars business today, it isn't just Porsches you'll see, but a delicious selection of BMW and Ferrari exotica as well. When asked about which he prefers, the answer is unequivocal. "I love cars, but Porsche is so special. Let's just say Porsche is my first love." As such, Thomas has been fastidious in his collecting of all things Porsche. Exploring the premises





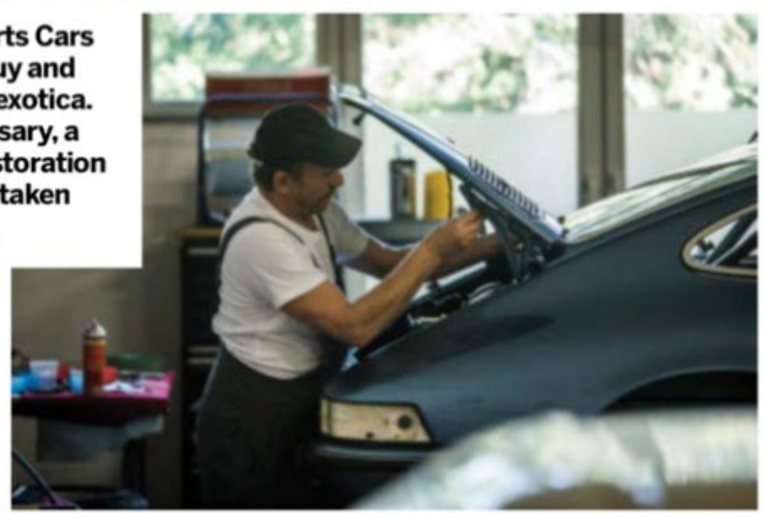








German Sports Cars do not just buy and sell Porsche exotica. Where necessary, a first class restoration can be undertaken in-house too



"Over the years, we have sold more RSs than anybody else on the planet except the Porsche factory"

is enough to transport you back to the early Nineties thanks to the period posters, photographs, scale models, racing helmets and other Porsche collectables displayed throughout. Of course, as well as the various memorabilia, Thomas has also been hard at work collecting parts for Porsches. This helps to run the service-and-repair arm of German Sports Cars using genuine and hard-to-find parts such as genuine racing seats, wheels and mechanical components.

The market and profile of the Porsche buyer has changed over the years, and German Sports Cars has had to adapt accordingly. While the typical RS owner would previously buy a Porsche for enjoyment, for example, today they are looking for a 'mobile investment'. Thomas explains: "These days we try to buy 100 per cent accident-free, first paint, very low-mileage cars if possible, but they are getting harder to find. We have got much more critical about the cars we buy than we were in the late Nineties because the customers are different now." It is through this painstaking attention to quality that people keeps people coming back over time, because it is only by focusing on such a narrow market niche, such as RS and limited edition models, that has helped Thomas build his reputation. "I didn't start out as an RS specialist, but over the years we have sold more RSs than anybody else on the planet, except the Porsche factory," Thomas adds. Today, besides 964 RSs, the company has broadened its operation to include a greater spread of rare and limited models such as the 964 and 993 versions of RS Clubsport, Cup and Turbo S, as well as the respective 3.8 RSR, Turbo 3.6 and GT2 models. Other rare and limited edition models for sale at German Sports Cars have included a 944 Turbo Cup, 968 Turbo S and even a 959.

The big question on our lips is what is the rarest Porsche to have passed through his hands? Looking up to the ceiling for a moment to recite each car, Thomas takes a few seconds before replying, "A 2.8 RSR, but then there was a 993 GT2 race car, which was the very last 993 to leave the production line. It is the one and only 1999 manufactured car, because the manufacture of the 993 stopped in 1998." Then there's another burst of excitement before Thomas adds, "I just sold a 959 S last week with the factory power upgrade to 550bhp though!" It is worth adding that just 29 examples of this rare model were made, and only seven received the factory power upgrade. As we've found out, purchasing any such car from Thomas guarantees a substantial degree of prestige, such is the esteem of his business and quality of the Porsches on sale. Being known as Mr RS may well serve Thomas an injustice; after our visit to Münster, we feel a title of 'Mr Exotic Porsche' may be more in keeping with the depth and breadth of high-brow Zuffenhausen machinery at German Sports Cars. 911

Company profile

- **Owner:** Thomas Josef Schmitz
- **Opened:** 1996, but moved to current premises in 2008
- **Location:** Telgte, Germany
- **Rarest 911 sold:** 1999 993 GT2 race car
- **Most popular 911 sold:** 964 RS
- **Most expensive 911 sold:** 2.8 RSR
- **Interesting fact about the business:** One of the most interesting sales was a 3,000km 993 GT2 to Jerry Seinfeld, owner of a vast Porsche collection

Contact

- **Website:** www.germansportscars.net
- **Telephone:** 0049 (0)2504 2741

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Data file

Definitive facts and figures for every 911 model from 1964 – present

911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. 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. All data here has been compiled, where possible, from Porsche's own figures.

General valuations: ▲▼

This symbol reflects the general market trend for each model's used value when compared to the previous financial quarter.

Ratings: ★★★★★

Each model is rated according to their performance, handling, appearance and desirability. Do you agree with us? Get in touch: **editorial@total911.com**.

Sales debate: Is history more important than condition when considering 2.7 RS values?



Condition has often been an important factor in deciding the price of any classic 911. However, Total 911 asked two world-renowned specialists if they thought history was becoming more important when considering the value of the iconic 2.7 RS, a car that is showing no signs of slowing down price-wise.

"History and provenance have always been more important than condition," confirms Lee Maxted-Page. "Condition can always be improved through careful restoration, whereas history cannot be changed and remains with the car as a constant, be that history good or bad."

Mikey Wastie, Projects Division manager at Autofarm, agrees, but feels the situation may not be that simple. "For me, the value is in a car that resembles what the factory built and not what a whole host of people are churning out (full restorations) with new parts fitted everywhere. That's easy to create," he explains.

"What would I choose? The RS that also has all original numbered and dated components, but has lost all its early and mid-life documented history," Wastie continues. "On careful inspection, it has obviously been carefully looked after and properly maintained and garaged throughout its life, and still drives beautifully and exudes that indefinable atmosphere of period quality and exceptional performance."

Maxted-Page points out that pedigree can't be overlooked when it comes to 2.7 RSs with track or stage action. "The value of a successful competition M471, especially when formerly driven by a famous driver/s in significant races, can be increased greatly over that of a similar car with no history whatsoever," he explains.

Condition does still plays its part, as Lee points out that full restorations often aren't as tempting as they seem: "A totally unrestored, original car could be worth even more today than a fully restored example. There is a growing interest in preservation over restoration – providing, that is, the car is worn-in and not simply worn-out! You cannot un-restore a car and make it original again." This is backed up by Wastie, who insists, "We would always prefer the tired but untouched original example to the poorly restored car, whatever its pedigree".

(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
Issue featured: 106
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
0-62mph: 8.3 sec
Top speed: 131mph
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

★★½☆☆

(0 & 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
Issue featured: 114
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
0-62mph: 8.0 sec
Top speed: 137mph
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

★★★½☆

(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
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0 sec
Top speed: 137mph
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

★★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
Issue featured: 112
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6 sec
Top speed: 145mph
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

★★★★☆

(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)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5 sec
Top speed: 137mph
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

★★☆☆☆

(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
Issue featured: 56
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6 sec
Top speed: 140mph
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

★★★★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
Issue featured: 104
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 6.3 sec
Top speed: 148mph
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

★★★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
Issue featured: 3
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
0-62mph: 6.3 sec
Top speed: 145mph
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

★★☆☆☆

(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
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
0-62mph: 8.4 sec
Top speed: 132mph
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

★★☆☆☆

(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
Issue featured: 39
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
0-62mph: 8.8 sec (est)
Top speed: 124mph
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

★☆☆☆☆

(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
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6 sec
Top speed: 130mph
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

★★☆☆☆

(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
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0 sec (est)
Top speed: 140mph
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

★★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
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
0-62mph: 7.0 sec (est)
Top speed: 127mph
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

★★☆☆☆

(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)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5 sec
Top speed: 137mph
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

★★☆☆☆

(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)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6 sec
Top speed: 128mph
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

★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
Issue featured: 106
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 5.6 sec
Top speed: 152mph
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)

★★★★★

(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)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6 sec
Top speed: 128mph
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

★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
Issue featured: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3 sec
Top speed: 152mph
Brakes: Front: 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

★★★★★

(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
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
0-62mph: 8.5 sec
Top speed: 130mph
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

★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
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
0-60mph: 7.0 sec
Top speed: 142mph
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

★½☆☆☆

▲

930 3.0 1975-77



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

Production numbers: 2,850
Issue featured: 116
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
0-62mph: 5.5 sec
Top speed: 155mph
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)

★★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)
Issue featured: 104
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm
0-62mph: 5.4 sec
Top speed: 160mph
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

★★★☆☆

▲

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
Issue featured: 110
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
0-62mph: 6.5 sec
Top speed: 141/146mph
Brakes: Front: 287mm discs; Rear: 295mm discs.
Wheels & tyres: Front: 6x15-inch; 185/70/VR15 Rear: 7x15-inch; 215/60
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978)

★★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
Issue featured: n/a
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 5.4 sec
Top speed: 161mph
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)

★★★½☆

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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
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-62mph: 5.6 sec
Top speed: 152mph
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

★★★☆☆

Speedster 1989



Carrera 3.2 with a chopped, steeply raked 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 (for both wide and narrow-bodied)
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 6.0 sec
Top speed: 148mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16 Rear: 8x16-inch; 245/60/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg

★★★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
Issue featured: 55
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.6 sec
Top speed: 164mph
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

★★★☆☆

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
Issue featured: 97
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
0-62mph: 5.4 sec
Top speed: 168mph
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

★★★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
Issue featured: 46
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5 sec
Top speed: 161mph
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

★★★☆☆

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: 1,437
Issue featured: 17
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
0-62mph: 4.8 sec
Top speed: 174mph
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

★★★★☆

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
Issue featured: 109
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.3 sec
Top speed: 168mph
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

★★★★☆

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: 1,104
Issue featured: 106
Engine capacity: 3,746cc
Compression ratio: 11.5:1
Maximum power: 300bhp @ 6,000rpm
Maximum torque: 355Nm @ 5,400rpm
0-62mph: 5.0 sec
Top speed: 172mph
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

★★★★★

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
Issue featured: 110
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6 sec
Top speed: 173mph
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

★★★★★

930 SE 1986-89

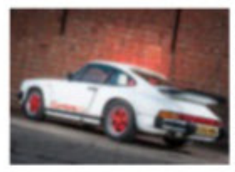


Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers: 50 (UK only)
Issue featured: 99
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6 sec
Top speed: 173mph
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

★★★★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: 340
Issue featured: 118
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 5.1 sec
Top speed: 152mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch, 205/55/VR16; Rear: 7x16-inch, 225/55/VR16
Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg

★★★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)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7 sec
Top speed: 162mph
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

★★½☆☆

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
Issue featured: 54
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
0-62mph: unknown
Top speed: unknown
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x16-inch; 245/55/ZR16
Length: 4,275mm
Width: 1,652mm
Weight: 1,050kg

★★★★½

964 RS 1991-92

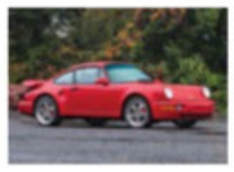


Around 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

Production numbers: 2,405
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.2 sec
Top speed: 168mph
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)

★★★★☆

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
Issue featured: 108
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
0-62mph: 4.6 sec
Top speed: 180mph
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

★★★★☆

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
Issue featured: n/a
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
0-62mph: 4.9 sec
Top speed: 169mph
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

★★★★★

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
Issue featured: 112
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7 sec
Top speed: 162mph
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

★★★★☆

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
Issue featured: 102
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5 sec
Top speed: 164mph
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

★★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
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6 sec
Top speed: 168mph
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

★★★☆☆

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)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8 sec
vTop speed: 166mph
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

★★★☆☆

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: 173
Issue featured: 113
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 3.9 sec
Top speed: 189mph
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

★★★★★

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
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 4.3 sec
Top speed: 180mph
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

★★★★½

993 Carrera S 1997-98



The features that come with 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
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.4 sec
Top speed: 168mph
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

★★★½☆

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
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
0-62mph: 4.1 sec
Top speed: 186mph
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

★★★★★

911 technology explained



Direct Fuel Injection

How the adoption of diesel technology helped Porsche improve both power and economy

In a traditional petrol injection engine, fuel is injected into the intake manifold, where it mixes with air. This is then transferred into the combustion chamber when the intake valves open. This basic fuelling principle has been used on Porsche 911s since the introduction of the 'E' in 1968, the first road-going offering from Zuffenhausen to feature Bosch fuel injection.

For the Gen2 997 though, Porsche made the move to direct fuel injection (DFI) – the first major revision to its injection technology in 40 years. DFI, as the name suggests, injects the petrol into the combustion chamber, leaving pure air to be fed through the intake manifold.

By injecting petrol into the cylinder (at pressures up to nearly 2,000psi) better homogeneity of the air-fuel mixture is achieved. This creates a leaner mixture than standard fuel injection, resulting in improved fuel economy.

Similarly, the cone angles in the 9A1 engine's multi-hole injectors have been calculated to optimise torque, power output, fuel consumption and emissions. DFI is able to inject the fuel closer to the source of ignition, producing a more even flame front. Because of this, the fuel is burnt more completely, increasing efficiency, reducing emissions and improving power output. DFI also enhances combustion chamber cooling, enabling greater compression ratios and leading to increased efficiency and power.

Injecting fuel into the combustion chamber allows the DFI system to engage multiple injector pulses during a single combustion phase. In the 9A1 engine, Porsche utilises up to three pulses during cold starts and high engine loads – the former to speed up catalytic converter heating and the latter to optimise torque.

The engine management system is able to individually regulate the injection timing for each cylinder in the flat six, while the injection rate for each bank can also be controlled. To ensure the fuel is being burnt as efficiently as possible, emissions are monitored by Lambda sensors in the exhaust system which feed back to the control unit, allowing for accurate adjustments to be made to the mixture.

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
Issue featured: 117
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2 sec
Top speed: 174mph
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

★★☆☆☆

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
Issue featured: 111
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2 sec
Top speed: 174mph
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

★★☆☆☆

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
Issue featured: 99
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
0-62mph: 4.8 sec
Top speed: 188mph
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

★★★★☆

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
Issue featured: 108
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.1 sec
Top speed: 196mph
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

★★★★☆

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
Issue featured: n/a
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0 sec
Top speed: 177mph
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

★★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
Issue featured: 107
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0 sec
Top speed: 177mph
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

★★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 optional.

Production numbers: 682
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.4 sec
Top speed: 190mph
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: 1,360kg

★★★★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
Issue featured: 62
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.2 sec
Top speed: 191mph
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

★★★★☆

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
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0 sec
Top speed: 177mph
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

★★★☆☆

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
Issue featured: 14
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8 sec
Top speed: 179mph
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

★★★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)
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 9.8:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
0-62mph: 3.9 sec
Top speed: 193mph
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

★★★★☆

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
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.3 sec
Top speed: 192mph
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

★★★★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
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
0-62mph: 4.2 sec
Top speed: 189mph
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

★★★★★

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
Issue featured: 101
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1 sec
Top speed: 174mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg

★★★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
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 345bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,800rpm
0-62mph: 4.9 sec
Top speed: 175mph
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

★★★★★

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
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.5 sec
Top speed: 190mph
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

★★★★★

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 ventilated brakes. Quad exhaust tailpipes.

Production numbers: 41,059
Issue featured: 107
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8 sec
Top speed: 182mph
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

★★★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
Issue featured: 3
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1 sec
Top speed: 174mph
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

★★★★★

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
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.2 sec
Top speed: 194mph
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

★★★★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
Issue featured: 31
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
0-62mph: 3.7 sec
Top speed: 204mph
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

★★★★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: 10,500
Issue featured: 89
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 4.9 sec
Top speed: 180mph
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

★★★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: 15,000
Issue featured: 61
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7 sec
Top speed: 188mph
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

★★★★☆

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
Issue featured: 110
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec
Top speed: 192mph
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

★★★★★

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
Issue featured: 69
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4 sec
Top speed: 190mph
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

★★★★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
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-60mph: 4.6 sec
Top speed: 190mph
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

★★★★½

997 C4 GTS 2011-12



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
Issue featured: 91
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6 sec
Top speed: 188mph
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

★★★★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
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 185mph
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

★★★★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
Issue featured: 104
Engine capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 475hp @ 8,250rpm
Maximum torque: 440Nm @ 6,250rpm
0-62mph: 3.5sec
Top speed: 196mph
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

★★★★★

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)
Issue featured: 41
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 5.0 sec
Top speed: 176mph
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

★★★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)
Issue featured: 111
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7 sec
Top speed: 185mph
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

★★★★☆

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: 2,200
Issue featured: 99
Engine capacity: 3,800cc
Compression ratio: 12.2.:1
Maximum power: 435bhp @ 7,900rpm
Maximum torque: 430Nm @3250rpm
0-62mph: 4.1sec
Top speed: 194mph
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

★★★★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: 3,800
Issue featured: 90
Engine capacity: 3,800cccc
Compression ratio: 9.8:1
Maximum power: 500bhp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
0-62mph: 3.4 sec
Top speed: 194mph
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

★★★★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
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6 sec
Top speed: 187mph
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

★★★★★

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
Issue featured: 115
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 493bhp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.5 sec
Top speed: 193mph
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

★★★★★

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: 918
Issue featured: 74
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp@6,250-6,750rpm
Maximum torque: 700Nm@2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph
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

★★★★★

997 GT2 RS 2010-11



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: 500
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620bhp @ 6,500rpm
Maximum torque: 700Nm @ 2,500-5,500rpm
0-62mph: 3.5 sec
Top speed: 205mph
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

★★★★★

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: 2,000
Issue featured: 98
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp@6,250-6,750rpm
Maximum torque: 700Nm@2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph
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

★★★★★

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
Issue featured: 83
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.8sec
Top speed: 179.6mph
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

★★★★☆

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
Issue featured: 114
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 188.9mph
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

★★★★½

991 Carrera 4 2012-



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

Production numbers: Currently in production
Issue featured: 98
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9 sec
Top speed: 177mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: 8.5x19-inch; 235/40/ZR19 Rear: 11x19-inch; 305/35/ZR19
Length: 4,491mm
Width: 1,852mm
Weight: 1,430kg

★★★★☆

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
Issue featured: 109
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 520hp @6,000-6,500rpm
Maximum torque: 660Nm @1,950-5,000rpm
0-62mph: 3.4sec
Top speed: 195mph
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

★★★★★

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
Issue featured: 115
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 560hp @6,500-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250
0-62mph: 3.1sec
Top speed: 197mph
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

★★★★★

N/A

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
Issue featured: 112
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5 sec
Top speed: 188mph
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

★★★★½

N/A

991 Carrera GTS 2014-



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

Production numbers: Unknown
Issue featured: 121
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 430bhp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.0 sec
Top speed: 190mph
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: 1,425kg

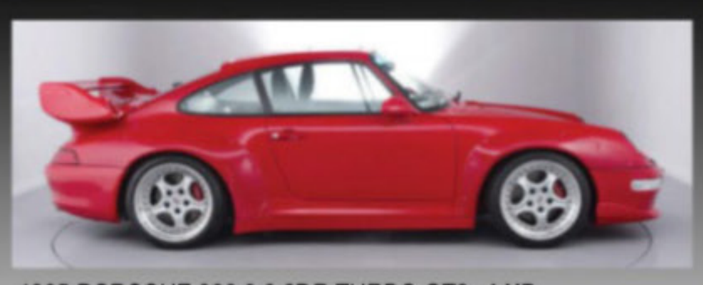
★★★★★

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1992 PORSCHE 964 3.6 RS - **LHD**

Metallic Polar / Black full leather interior 12 months MOT. Service history. Excellent bodywork. - Excellent condition. Alloy wheels, Immobiliser, Sports seats. Only 36,700 miles.



1995 PORSCHE 993 3.6 2DR TURBO GT2 - **LHD**
Guards Red with Black full leather interior, Four wheel-drive. Many upgrades. Drives as beautifully as it looks!



1989 PORSCHE 911 SPEEDSTER - RHD
Only 16,250 miles. Silver/Maroon full leather interior. Original CR - 31 Radio. Excellent condition throughout.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history, excellent bodywork, White full leather interior - 72,500 miles. Excellent condition.



1963 PORSCHE 356 B T6 KARMANN COUPE - **LHD**
Black full leather interior - Excellent bodywork. Excellent condition. 4 seats. Absolutely immaculate example.



1995 PORSCHE 993 CARRERA 4 COUPE - RHD
Solid Guards. Only 52,300 miles. An ideal blend of technology and classic 911 air-cooled heritage.



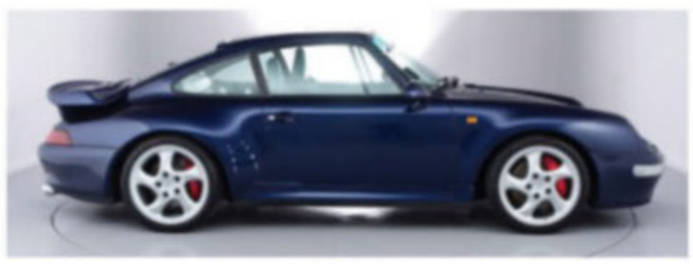
1998 PORSCHE 911 TURBO S - RHD
Only 14,100 miles. Metallic Arctic. Full service history. Maroon full leather interior. Four wheel-drive. Excellent condition.



1995 PORSCHE 993 FACTORY RS CLUB SPORT - **LHD**
Low mileage. Upgrades - Strasse Version. Roll-over cage, Air conditioning. Excellent condition throughout.



1958 PORSCHE 356 1600 SPEEDSTER - **LHD**
Excellent bodywork. Silver/Black full leather interior - Excellent Condition. Totally immaculate example.



1995 PORSCHE 993 3.6 TURBO - RHD
Totally original and unmolested having covered only 53,200 miles The car has service history and is in stunning condition.

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PORSCHE 997 - TURBO, C2S, TARGA, CARRERA

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.

2009 - 997 TURBO COUPE TIP S (CARRERA WHITE) 36,000 Miles
Black Leather Interior, PSM, PASM, PCM, Touchscreen Sat Nav, BOSE Sound System, CD Changer, iPod Connection, White Dials, Alcantara Headlining, Chrono Package Plus, Climate Control, Xenon Headlights, 19" Turbo Alloys, Full Porsche Service History.

2008 - 997 TURBO COUPE TIP S (BASALT BLACK) 19,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, Porsche Crest Headrest, Xenon Headlights, Full Porsche Service History.

2008 - 997 TURBO CABRIOLET TIP S (BASALT BLACK) 54,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Surround System, White Dials, Chrono Package Plus, Rear Park Assist, 19" Fuchs Alloy Wheels, Full Porsche Service History.

2007/56 - 997 TURBO COUPE MAN (GT SILVER) 26,000 Miles
Full Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Surround System, CD Changer, Chrono Package Plus, White Dials, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - 997 TURBO COUPE TIP (BASALT BLACK) 47,000 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 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles
Black Leather Interior, PSM, PCM 3, Touchscreen Sat Nav, BOSE Sound System, iPod Connector, Chrono Pack, Alcantara Headlining, 19" GEN II Carrera Alloy Wheels, Full Main Dealer Service History.

2009 - 997 GEN II CARRERA 2 PDK COUPE (SEAL GREY) 28,000 Miles
Black Leather Interior, PDK Gearbox, PSM, PCM 3, Touchscreen Sat Nav, White Dials, Alcantara Headlining, iPod Connection, Porsche Crested Headrest, Multi Function Steering Wheel, Xenon Headlights, Full Porsche Service History.

2008 - 997 C4S COUPE MAN (BASALT BLACK) 46,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, White Dials, Alcantara Headlining, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - 997 CARRERA 2 COUPE MAN (METEOR GREY) 41,000 Miles
Black Grey Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, Alcantara Headlining, 19" Carrera S Alloy Wheels, Full Service History.

2006 - 997 CARRERA 4S COUPE (BASALT BLACK) 39,000 Miles
Black Leather Interior, Manual, PSM, PCM, PCM, Sat Nav, White Dials, Multi Function Steering Wheel, Alcantara Headlining, Full Main Dealer Service History.

2006 - 997 C2S COUPE TIP (BASALT BLACK) - 55,000 Miles
Full Black Leather Interior, PSM, PCM, PCM, Sat Nav, BOSE Sound System, White Dials, Switchable Sports Exhaust, Alcantara Headlining, 19" Split Rim Alloy Wheels, Full Main Dealer Service History. Just Been Serviced.

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Miles
Sand Beige Leather Interior, PSM, PCM, PCM, Alcantara Headlining, BOSE Sound System, 18" Carrera Alloys, Full Main Dealer Porsche Service History.

PORSCHE PANAMERA

2012 - G1 D V6 PDK DIESEL (DARK CARBON GREY) 14,000 Miles
Black Leather Interior, PSM, PASM, PCM, Touchscreen Sat Nav, BOSE Sound System, CD Changer, Sports Exhaust, Chrono Pack, 20" Alloy Wheels, Full Main Dealer Porsche Service History, One Owner From New.

PORSCHE 993 - TURBO, C2S, C2, C4, CARRERA

1998 - 993 TURBO "S" COUPE MAN (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Yellow Dials, CD Changer, Yellow Seat Belts And Callipers, 18" Turbo S Alloy Wheels, Full Service History.

1996 - 993 TURBO COUPE MAN (MIDNIGHT BLUE) 21,000 Miles
Grey Leather Interior, Electric Windows, Electric Mirrors, Air Conditioning, Becker Radio Player, 18" Turbo Alloy Wheels, Full Main Dealer Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Uprated Becker CD Player, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Leather Interior, White Dials, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Fully Documented Service History.

1995 - 993 C2 COUPE MAN (IRISH BLUE) 88,000 Miles
Black Leather Interior, Porsche Immobiliser And Spare Keys, Recent Cosmetic Paintwork Carried Out To Remove Stone Chips, Porsche Document Wallet And Manuals, Electric Spoiler Risers And Falls As It Should, Porsche Inscribed Mats, The Car Is Always Garaged And Is A C16 UK Car, A Very Nice Example In Excellent Condition.

1994 - 993 C2 COUPE TIP (BLACK) 93,000 Miles
Black Leather Interior, Becker Radio, Electric Seats, Electric Windows And Mirrors, Rear Wiper, 17 " Alloy Wheels, Full Porsche & Specialist Service History (Just Been Serviced).

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

1987 - 911 CARRERA 3.2 CAB 1989 (G50 GEARBOX) 126,000 Miles
Immaculate Blue Metallic, Full Marble Grey Interior, Matching Numbers Example, Matching Dark Blue Hood, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years With One Owner.

1984 - 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles
Manual, Baltic Blue Metallic Coach Work, Black Leather Interior, Factory Fitted Air Conditioning, Factory Fitted Alarm System, Fully Documented Service History.

1991 - 911 (964) CARRERA 2 COUPE TIP 64,000 Miles
Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, 17" Alloy Wheels, Fully Documented Service History.

FERRARI - MODELS FROM 1967 +

2010 - CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles
Grigio Silverstone With Sabbia, Crema Daytona Seats, Dual Mode Suspension, 19" Forged Diamond Wheel Rims, Full Ferrari Main Dealer Service History.

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.

2008 - F430 SPIDER F1 20,000 Miles
Fully Protected And Wrapped In White, Grigio Silverstone Coachwork As New, Nero Black Leather Interior With Red Carpet, Carbon Fibre Trim, Ferrari Stereo, Manettino With Sports And Track Settings, Climate Control, Ceramic Ferrari Shield, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example.

2002 - 360 SPIDER F1 (BLUE SILVER METALLIC) 33,000 Miles
Azzuro California Coachwork, Nero Black Leather Interior, Nero Daytona Seats, Cruise Control, Kenwood Radio And CD Player, Ferrari Crest On Headrest, Climate Control, 19" Daytona Alloy Wheels, Full Main Dealer Ferrari Service History.

1996 - F355 SPIDER MANUAL (GIALLO MODENA) 28,000 Miles
Giallo Modena Yellow, Full Nero Black Interior, 18" Ferrari 355 Alloys, Full Service History, Recently Serviced, Known To Us For A Period Of 5 Years.

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

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
Full Black Leather Interior, Detailed Restoration History, Sales Invoice, Numerous Concourse And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos, 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 B SUPER 90 COUPE LHD (SIGNAL RED)
1600cc Signal Red Coachwork, Soft Beige Leather Interior, 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.

1973 - JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES
Finished In Carmen Red With Black Hide Interior And Crema Soft Top, The Finest Chrome Wire Wheels, Chrome Exhaust System, Totally Restored To A Very High Standard, Drives Like New - This Car Is Just Amazing.

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, Series 1, Refurbished By One Of The UK's Most Renowned E-Type Specialists, Restored To Concours Level, Manual, 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, Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Chassis Completely Original.

1998 - FIAT BARCHETTA CONVERTIBLE MAN 51,000 Miles
Blue With New Black Mohair Hood, Previously Owned By Hertz Germany, A Well-Loved Italian Thoroughbred, Excellent Entry Into Sports Car Ownership.

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Jet Black • Black & Grey Leather Sport Seats
18" Speedline RS Wheels • Air Conditioning
111,195 km (69,907 miles) • 1995 (N)
£199,995



911 Turbo (993, 6-Speed)
Arctic Silver • Boxster Red Leather Sport Seats
Sports Exhaust • Air Conditioning • 57,873 miles
1997 (R)
£99,995



911 Carrera 2 S (991, PDK)
Guards Red • Black Leather Sport Seats Plus
Touchscreen Satellite Navigation • 20" Sport Design
Wheels • 6,180 miles • 2012 (62)
£68,995



911 Carrera 2 S (991, PDK)
Carrara White • Black Leather Sport Seats
20" Carrera S III Wheels • Sport Chrono Pack
7,507 miles • 2012 (12)
£67,995



911 Carrera 2 GTS (997, PDK)
Carrara White • Black Half Leather Sport Seats
19" Centre Lock Wheels • Touchscreen Satellite
Navigation • 17,209 miles • 2010 (60)
£59,995



911 Carrera 2 S (997 GEN II, PDK)
Basalt Black • Black Leather Seats • 19" Turbo
II Wheels • Touchscreen Satellite Navigation
9,948 miles • 2011 (11)
£55,995



Boxster Spyder (987, PDK)
Carrara White • Black Carbon Backed Bucket Seats
19" Spyder Wheels • Sport Chrono Pack with Sport
Plus • 28,739 miles • 2010 (10)
£38,995



911 Turbo (996, Tiptronic S)
Polar Silver • Blue Leather Fully Electric Seats
18" Turbo Wheels • BOSE Sound System
56,429 miles • 2002 (02)
£29,995



Boxster S (987 GEN II, 6-Speed)
Carrara White • Black Leather Sports Seats
19" Boxster Spyder Wheels • Touchscreen Satellite
Navigation • 26,950 miles • 2010 (60)
£29,995



Boxster 2.9 (987 GEN II, 6-Speed)
Meteor Grey • Black Leather Seats • 18" Boxster
S II Wheels • Sport Chrono Pack • 17,808 miles
2010 (10)
£28,995



Cayman S (987, Tiptronic S)
Meteor Grey • Black Leather Seats • 19" Turbo
Wheels • Sport Chrono Pack • 76,557 miles
2007 (07)
£17,995



Boxster S (987, Tiptronic S)
Basalt Black • Black Sport Seats • Satellite
Navigation • 19" Carrera S Wheels • 51,789 miles
2005 (05)
£16,995

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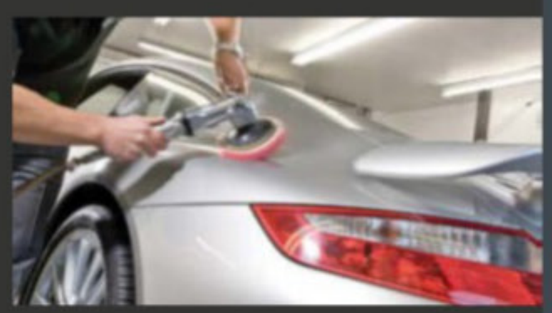
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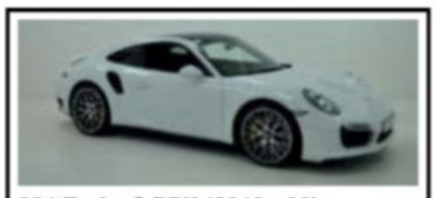
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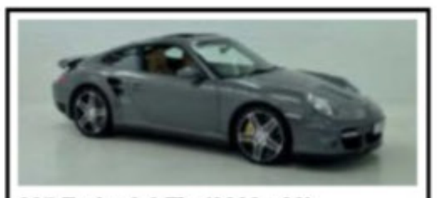


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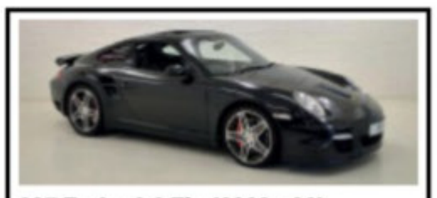
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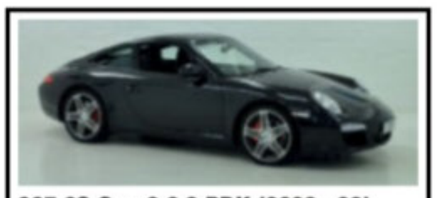
991 Turbo S PDK (2013 - 63)
White with Black Leather, Sat Nav, 5k miles
£128,000



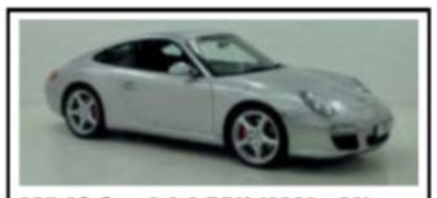
997 Turbo 3.6 Tip (2008 - 08)
Meteor Grey with Sand Leather, Sat Nav, 42k miles
£47,000



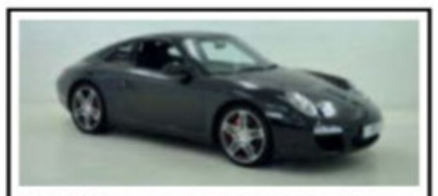
997 Turbo 3.6 Tip (2008 - 08)
Basalt Black with Black Leather, Sat Nav, 43k miles
£46,000



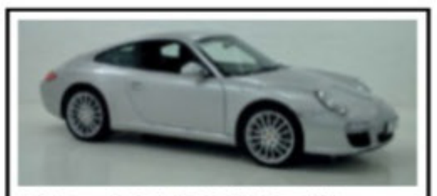
997 2S Gen 2 3.8 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav, 32k miles
£45,000



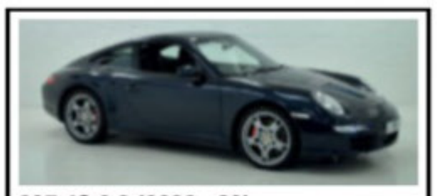
997 2S Gen 2 3.8 PDK (2009 - 09)
Silver with Black Leather, Sat Nav, 33k miles
£45,000



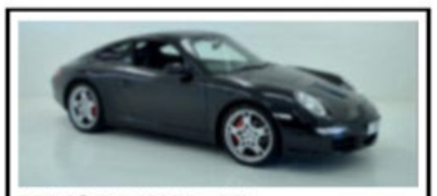
997 2S Gen 2 3.8 PDK (2010 - 59)
Basalt Black with Black Leather, Sat Nav, 48k miles
£42,000



997 Gen 2 3.6 PDK (2009 - 09)
Silver with Black Leather, Sat Nav, 38k miles
£38,000



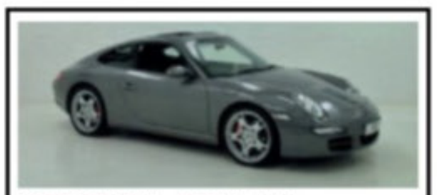
997 4S 3.8 (2008 - 08)
Midnight Blue with Black Leather, Sat Nav, 45k miles
£35,000



997 2S 3.8 (2008 - 08)
Basalt Black with Black Leather, Sat Nav, 35k miles
£35,000



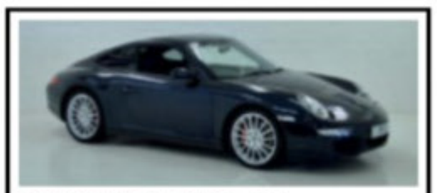
997 4S 3.8 (2007 - 07)
Basalt Black with Grey Leather, Sat Nav, 39k miles
£35,000



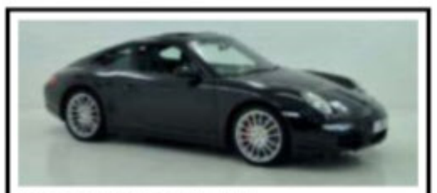
997 2S 3.8 Tip (2007 - 57)
Meteor Grey with Black Leather, Sat Nav, 16k miles
£35,000



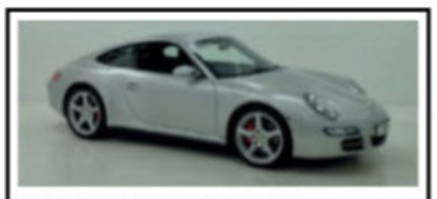
997 2S 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav, 46k miles
£33,000



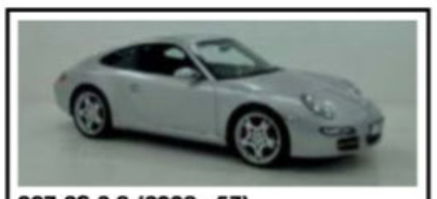
997 4S 3.8 Tip (2006 - 06)
Midnight blue with Ocean Blue Leather, Sat Nav, 29k miles
£33,000



997 4S 3.8 (2006 - 06)
Basalt Black with Grey Leather, Sat Nav, 39k miles
£33,000



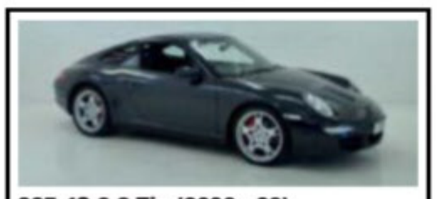
997 4S 3.8 Tip (2006 - 56)
Silver with Ocean Blue Leather, Sat Nav, 36k miles
£33,000



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



997 4S 3.8 (2006 - 56)
Silver with Black Leather, Sat Nav, 42k miles
£33,000



997 4S 3.8 Tip (2006 - 06)
Atlas Grey with Black Leather, Sat Nav, 41k miles
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Sunroof			



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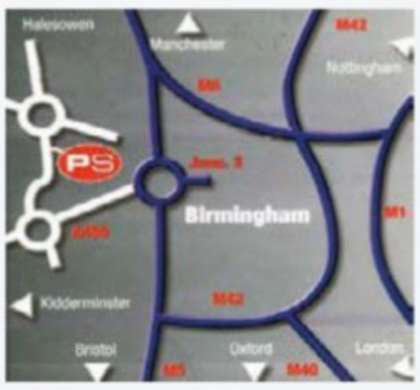
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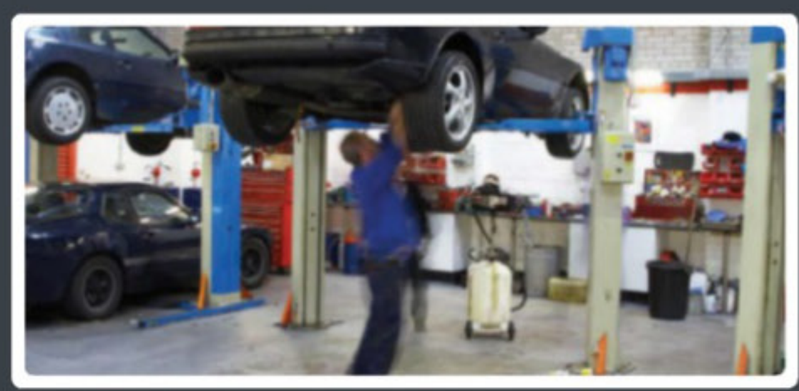
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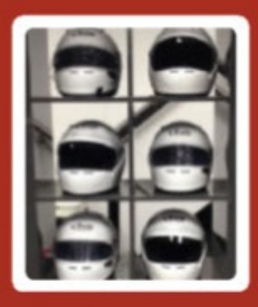


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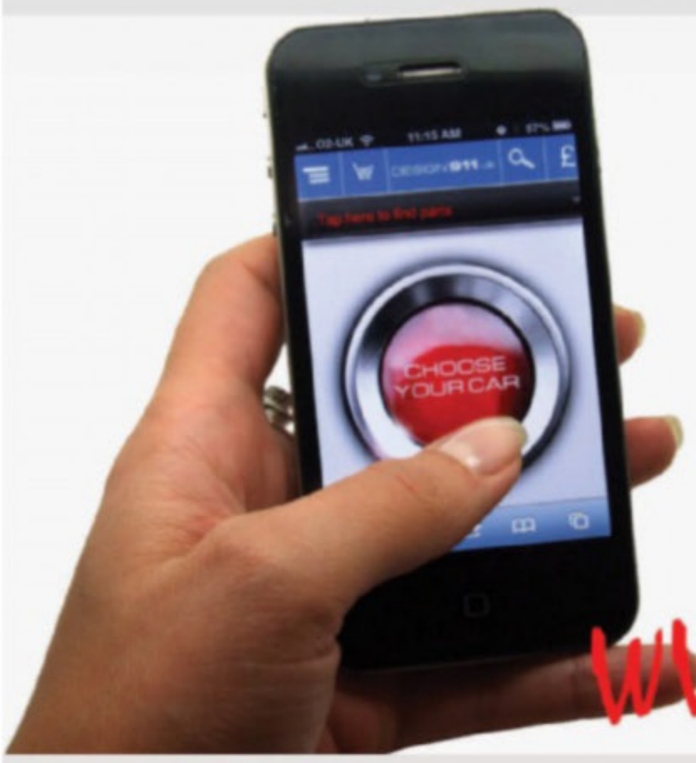
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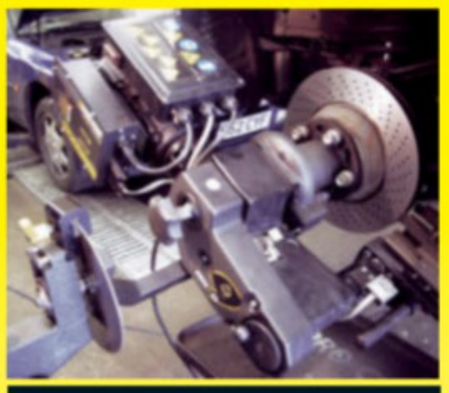
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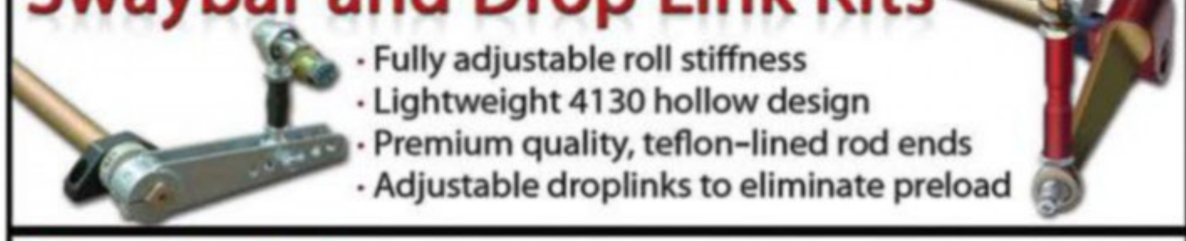


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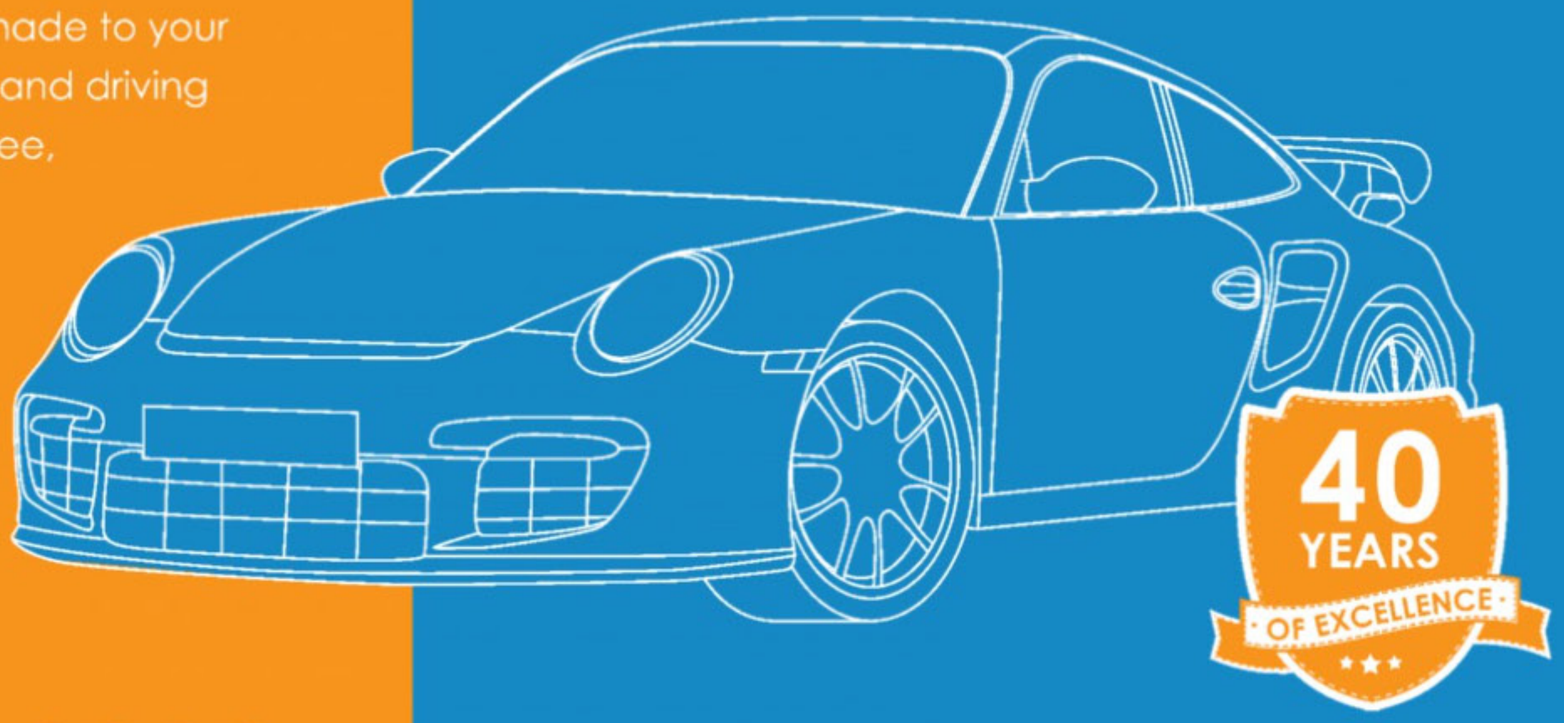
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Contents may be subject to change

Hällefors to Mora via Borlänge, Sweden

Written & photographed by **Neill Watson**

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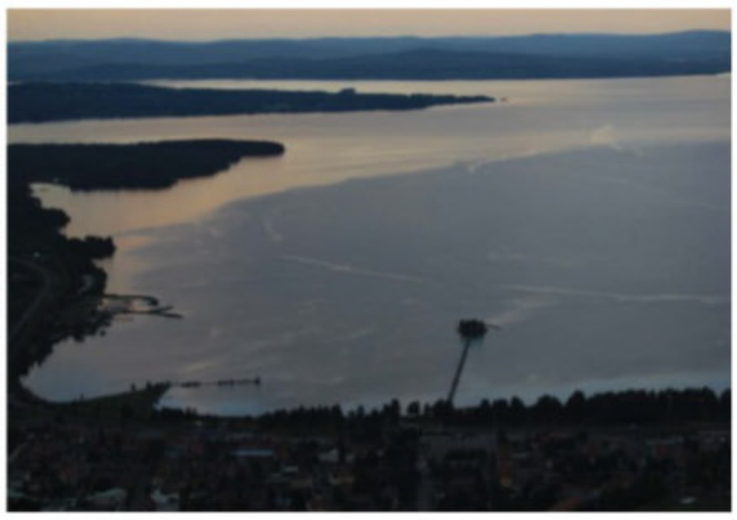


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Essential info

LOCATION: Route 50, Route 69 and Route 70, Sweden
COORDINATES: 59.7667° N, 14.5167° E



LENGTH OF DRIVE: 225km
POINTS OF INTEREST: Lake Siiljan; Bog logging trucks; large moose in the forests.
FOOD AND ACCOMMODATION: The Swedes love a curious combination of smoked hot dogs and creamy mashed potato. Every petrol station has it.
Hellefors Herrgard period Hotel
www.konferens-hotell.se

This sweeping southern Swedish route is a road to revel in, with over 225 kilometres of gloriously smooth asphalt to play with

Hällefors is typical of many small Swedish towns in this part of the country. Originally built upon the industries of iron ore and timber, steelmaking has long since died out, leaving timber and tourism as the big draws to the area.

Swedish side roads are generally gravel-based, with no sealed top surface (it's one reason why they have supplied so many world rally champions). However, the main roads connecting towns are surfaced with asphalt of an almost race track-like quality. Add in the fact that Sweden has a population of under ten million, and you can see how, once out of the cities, the roads carry only light traffic.

The road is initially tree-lined, and in summer the sun shines through them, creating deep shadows, past the many traditional timber buildings. Once past Kopparberg towards Borlänge, the altitude increases, and the trees become a little more sparse. The view is majestic: the road remains perfectly surfaced, and the traffic still light. We often drove for more than 90 seconds at 160kph without seeing another car. However, get into trouble and you may not be found for days.

You skirt around the edge of the town of Borlänge and head onwards to Falun. The road initially gets slightly more twisty until again it opens out into long, sweeping bends. Turn left in Falun, leaving the Route 50 for the Route 69. The forestry closes in on you once more, giving the feeling of true Swedish rallying in the countryside. You're then climbing once more towards Mora until with around 30 kilometres still to go, you reach the junction with Route 70. In front of you, the huge expanse of Lake Siljan appears through the tree line. Sweden has thousands of lakes, but the elevated view means you should stop and take it in. Turn right through the town of Rattvik and follow the road, with Lake Siljan below you on your left the whole way to Mora.

This road takes stamina, so pace yourself. Watch out for moose crossing the roads, and don't forget when overtaking the logging trucks that they're very fast, so overtaking takes far longer than you'd think. 911

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