

Total 911

THE **PORSCHE** MAGAZINE

NEW GTS TARGA

First pics and stats on Porsche's open-topped 991 GTS revealed



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THE FIRST SUPERSTAR

**930
TARGA**
RARE TURBO
TESTED

Your complete guide to buying the early 2.0-litre SWB 911 that started a motoring legend



PLUS

- ♥ Inside the R Gruppe
- ♥ Rebirth of the Gen1 996
- ♥ Direct fuel injection explained

TURBO S DUEL

Can the 991 overthrow the 997 in our fierce battle of the ultimate Turbos?



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ISSUE 123

3.0 RSR

Up close: Wallys Jeans RSR built by Kremer





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In a year when we're expecting big things from the 911 in terms of new sports cars, Porsche have wasted little time in feeding us our first helping of a fresh flat six. Revealed just weeks after the first drive of its Coupe and Cabriolet brethren, the 991 GTS Targa is a car that, if I'm honest, we weren't exactly expecting (an oversight perhaps garnered by our anticipation of the long-awaited and imminent 991 GT3 RS).

On paper at least, the new Targa does make sense: the 'GTS' name is fast developing into a successful sub-brand for Zuffenhausen across the entire Porsche range. As well as the 911, you may know that the Boxster, Cayman, Cayenne and Panamera have all been canonised with the GTS treatment, and it won't be long before there's a matching addition to the Macan line-up, too.

In terms of the 911, that the conventional 991 Targa is only available in widebody form makes it relatively easy for Werk II

to fabricate a GTS variant, but just because they can, it doesn't mean they should.

You may remember from our 991 GTS first drive in issue 121 that while the manual Coupe stood up admirably to the driving purity of the GTS bloodline, the same could not be said of the Cabriolet. With that in mind, there are similar concerns over the heavy 991 Targa in GTS form. Time will tell how successful it is, but don't expect a mad rush for orders.

Of course, the 911 Targa enjoys an interesting history, epitomised by the 930 Targa. Few know of its existence, yet we've driven the 'secret Turbo' for you on page 48.

Also in this issue, we have an interesting feature on the rebirth of the Gen1 996. You don't need me to remind you of the sort of press the first water-cooled 911 has endured over the years, but there's a growing undertone of optimism from those deep-rooted in the industry as to the performance potential of the car. Watch this space: there could be a revival coming...

“On paper at least, the new GTS Targa does make sense”



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Shot

Opening

They may command their own space at cars & coffee but far from being an elitist crowd, the R Gruppe are a bastion of the Porsche modifying culture, where the emphasis is as much about enjoying the people as it is the cars.

Photograph by **Andrew Tipping**

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“When you click open the lightweight door of an early 911, the cabin appears as a model of sporting restraint”



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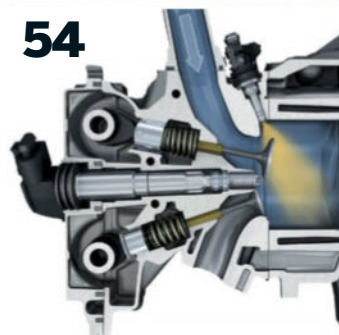


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Update

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



911 Targa 4 GTS launched in Detroit

Matthias Müller kicks off 2015 for Porsche with the unveiling of a hot new Targa

The sub-zero temperatures that seem to accompany January's North American International Auto Show are not your typical conditions for alfresco motoring. However, for the second year in succession, Porsche has chosen Detroit as the location to launch a Porsche 911 Targa.

A year after launching the Type 991 Targa, a car that saw the return of the iconic silver roll hoop, Zuffenhausen has revealed a GTS version of the classic open-top 911. 2015 marks 50 years since the original Targa was first released, and to celebrate the design's golden anniversary, Porsche has decided to give the 991 Targa the revered GTS treatment that we first tested in issue 121.

Like the Coupe and Cabriolet 991 GTSs revealed at the tail end of last year, the 991 Targa GTS gains

silk-black Turbo S centre-lock wheels, the Powerkit-equipped 3.8-litre flat six and Sport Chrono as standard. Also on the list of included equipment in the Targa is an Aerokit Cup-style front bumper, Sports exhaust and PASM.

With the standard Targa 4 and Targa 4S already using the wide body shell utilised on the Carrera 4, conversion to GTS specification was a relatively simple endeavour. In keeping with the current generation Targa's ethos, the new 911 Targa GTS will only be available in four-wheel drive (while hardtop and convertible versions can be specified in either '2' or '4' guise).

With manual versions of the new Targa GTS topping out at 188 miles per hour, and PDK variants able to sprint to 62 miles per hour in 4.3 seconds (in

Sport Plus mode), the 991 Targa 4 GTS is the fastest roll-hooped 911 to ever leave Zuffenhausen. UK pricing starts at £104,385, with the US list price from \$132,800. First deliveries will be made in Europe from March, with the United States getting their first Targa GTSs this upcoming April.



What's on in 2015

February

Porsche Sport Driving School USA **12 February**
Slots are still available on this 'Performance' course at Barber Motorsports Park

March

Porsche Club GB Open Day **1 March**
Held at the club's Cornbury House HQ, a number of members' cars will be on display

Geneva Motor Show **5-15 March**
The first major European motor show of the year

Amelia Island Concours **13-15 March**
The Florida-based classic celebration also sees an RM Auction sale on 14 March

Porsche Museum Long Night **14 March**
Open until 2am, it will start up a number of race and road cars on the forecourt

Porsche Sport Driving School UK **17 March**
A one-day 'Precision' course at the Silverstone Experience Centre costing £760



This 1-of-29 959 Sport made big money in Arizona along with other air-cooled classics including a '67S and '69 Targa. Meanwhile, two 2.7RSs failed to meet their reserves



Image copyright and courtesy of Gooding & Company, Photo by Mike Mear
Photo Credit: Patrick Emzen ©2015
Courtesy of RM Auctions

In brief



Performance 1 Coatings

Looking for a heat-resistant coating that isn't going to break the bank? UK specialist Performance 1 Coatings offers affordable heat-management solutions, including a tailpipe and silencer coating service.

From just £40, the ceramic coating can be applied to new or second-hand components, improving heat protection. For more information visit performance1coatings.com.

2014 Porsche sales improve

Porsche delivered over 30,000 new 911s last year as the Zuffenhausen manufacturer saw more iconic flat-six sports cars roll out the door than 2013.

Aided by a good December, which saw more than 20,000 cars delivered to customers for the first time, Porsche AG delivered a total of 189,849, a 171 per cent increase over the 2013 delivery figure.



Salon Privé expands in 2015

Blenheim Palace will be the new venue for Salon Privé as the UK's premier prestige car show celebrates its tenth anniversary in 2015. Running from 3-5 September, this year's show will include a public day on the Saturday, showcasing a 'Speed & Style' supercar competition.

As ever, Salon Privé will also feature its world class Concours d'Élégance competition, while there will also be the possibility for visitors to test drive some of the cars on show.

Porsche 959 Sport sells for £1.12 million

Rare 959 stars at Scottsdale Arizona sales as 2.7 RSs don't sell

Kicking off the 2015 prestige automobile auction season, the Scottsdale sales in Arizona saw all the major auction houses in action, with Gooding & Co and RM Auctions' lots selling for a combined \$115,000,000.

The star of the show was a Porsche 959 Sport offered at Gooding's sale on 16-17 January. Across the two days, Gooding put the hammer down on more than \$51,500,000 of cars, with the 959 Sport accounting for \$1,705,000, including premiums.

One of just 29 Sport specification cars, the 959's rarity was further increased by its factory-fitted Stage II kit and Grand Prix White paint, as it easily matched its \$1.5 to \$2-million estimate. Two days earlier, RM Auctions' own Porsche 959 Komfort realised \$1,045,000 under the stewardship of stalwart auctioneer Max Girardo.

The undoubted surprise of the Scottsdale events was the failure of two 1973 Porsche 911 Carrera RSs to meet their respective reserves. At Bonhams, lot 166 – a Touring specification car once owned by German nobility – fell short of its \$850,000 to \$950,000 guide price. Meanwhile, Gooding – who sold the most expensive 2.7 RS at Amelia Island last year – saw bidding reach \$1,050,000 on its super-rare RSH version. While an impressive number, it still ended up being some way short of its potentially record-breaking estimate of \$1,200,000 to \$1,500,000.

Elsewhere, the Targa's 50th anniversary helped RM Auctions make \$286,000 on a soft-window 1969 911S Targa – exceeding its upper estimate by \$61,000 – and Gooding achieved \$253,000 for an immaculate 1967 Porsche 911S Coupe.



Total 911 win 911uk Award

Your favourite Porsche magazine is voted 'Best magazine and media 2014'

We're pleased to announce that Total 911 has been crowned 'Best magazine and media 2014' in the 911uk Porsche Awards. You may have noticed the news above our masthead on the front cover of this issue.

Run by **911uk.com**, the UK's foremost Porsche forum, your favourite Porsche publication had also been crowned best magazine in 2008, 2010, 2011 and 2012. After losing out in 2013, we were determined to win back our title after a year that saw us drive everything from an original 911S 2.0-litre through to the latest 991 GTS. On the media side, our website **Total911.com** has grown exponentially thanks to your visits, becoming the place for daily Porsche 911 news.

Thank you to all who voted for us. We've already turned our attention to the 2015 awards as we gun for our sixth award in eight years.

911 in Motorsport

The latest news and results from racing series around the globe



Tuthill confirms 2015 FIA R-GT entry

997 R-GT makers to compete with legend François Delecour

After two competitive outings last season, esteemed rally team Tuthill Porsche has confirmed it will compete in the full 2015 FIA R-GT Cup with multiple World Rally winner François Delecour at the wheel of the British squad's trailblazing 997 R-GT car.

Tuthill's GT3 Cup-based stage warrior proved a firm fan favourite from the word 'go' last year when it was put into limited competition on Rallye Deutschland – where team boss Richard Tuthill gave Porsche its first WRC finish since 1984 – and Rallye de France, in which Delecour took the helm. However, despite the car's popularity, Tuthill always professed that funding was needed if they were to take part in the inaugural FIA R-GT Cup this year.

Delecour had made his desire to rally the 911 in 2015 no secret after his outing last year, and having secured the funding from long-time support 'Visit Romania', the Frenchman will line up for the five-rally championship, which started with the world-famous Monte Carlo event at the end of January.

"It is fantastic to be driving in R-GT Cup, it's a fantastic opportunity," Delecour enthused. "There are some really nice rallies and it is fantastic to be driving the Tuthill Porsche 911 again."

After Monte Carlo, the 2015 FIA R-GT moves to the Ypres Rally on 19-21 June, before heading to Rallye Deutschland in August, Rallye du Valais in October and the Tour de Corsica in November. We will be following the championship online at Total911.com.



Dempsey joins 2015 FIA WEC

US actor to contest World Endurance Championship in privateer Porsche 911 RSR

Patrick Dempsey, star of hit US TV show *Grey's Anatomy*, will contest the 2015 FIA World Endurance Championship at the wheel of a customer Porsche 911 RSR, it has been announced. Dempsey, who began an official partnership with the Weissach manufacturer in 2013, will race for Dempsey Proton Racing in the GTE-Am class.

During 2014, Dempsey competed in the GTD class of the United SportsCar Championship, but after two outings at the 24 Hours of Le Mans with Proton, the American will focus on the eight-race FIA WEC calendar where he will be teamed with Porsche factory driver and training partner Patrick Long.

"I'm proud to contest the entire WEC, as well as Le Mans, with Porsche," Dempsey explained. "As a childhood fan of Porsche, I grew up with their successes. I simply cannot believe that I am now a member of this great team."

2015 Carrera Cup GB takes shape

Dino Zamparelli joins growing Carrera Cup GB entry list

The Porsche Carrera Cup GB looks set to see its biggest grid in years as a number of drivers sign up for the 2015 season. The championship, which saw grid sizes contract in 2014 despite the introduction of the new 991 GT3 Cup car, has realigned itself to benefit from closer ties to Porsche Cars GB.

Following in the footsteps of reigning champion Josh Webster, Bristol-based racer Dino Zamparelli is switching from GP3 to the one-make Porsche 911 series this season after signing to race with top team Parr. "The decision to move to sports cars has been a tough one," Zamparelli explained at the Autosport Show. "But Porsche has such a huge pedigree and

history in racing and to be associated with the top competition in the UK is fantastic."

Elsewhere, 2013 Renault Clio Cup UK and Eurocup champion, Josh Files, will race for Team Parker Racing under the 'Racing for Heroes' banner, while Ignas Gelzinis – brother of 2013 Carrera Cup GB runner-up, Jonas – will bring the Jura Racing name back to the UK Porsche 911 series in 2015.

With a revised prize structure for the new year, the winner of the 2015 Porsche Carrera Cup GB will be rewarded with a fully funded drive at a 2016 Supercup round. The season gets underway at Brands Hatch on 4-5 April.



Motor racing in 2015

February

Legend Boucles à Bastogne 21 February

Historic Porsche 911s rallying through the often-snowy Belgian countryside

Race Retro 20-22 February

The international historic motorsport show returns to Stoneleigh Park, Coventry

GT3 Cup Challenge Middle East 27-28 February

The penultimate round of the 2014/2015 season takes place at Dubai Autodrome

March

Blancpain Endurance Series 11-12 March

The official 2015 test day takes place at the Circuit Paul Ricard in France

12 Hours of Sebring 18-21 March

Can Porsche defend its Sebring crown at the 63rd running of this demanding enduro?

FIA WEC Prologue 27-28 March

The first official outing for the 2015 Porsche FIA WEC teams at Paul Ricard

Total 911's racing columnists



Supercup superstar: Ben Barker

After getting a taste of US racing last season, I was hopeful that I would be able to secure

a full-time seat in the Tudor United SportsCar Championship for 2015. However, I wasn't at Daytona this year for the 24 Hour race, a result of the FIA changing my rating from 'Silver' to 'Gold'.

While this may sound like a positive, my US deal was based on me being graded 'Silver'. The team didn't want to miss out on signing a Gold for Daytona, so my 2014 Supercup teammate Kuba Giermaziak already had a deal in place when the FIA made their changes. Annoyingly, if the FIA had announced the changes earlier I probably could have done a deal as a Gold driver, but I'm still hopeful that I will be able to get a deal for Sebring.

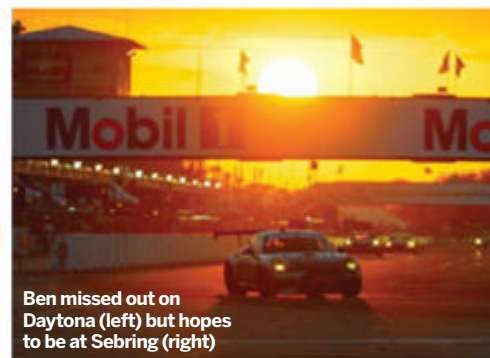
I'm also close to putting a deal together for another crack at the Porsche Supercup. While racing in the US would be my number one option this year, I know I can improve on my 2014 Supercup performance and I'd like another chance to take my maiden win in the one-make series. Hopefully I'll have something to announce next month.

Ben may have missed out on Daytona, but he is looking forward to starting his racing season in Oz



Right now though my immediate focus is on the 12 Hours of Bathurst. Last year, alongside team owner Stephen Grove and Earl Bamber, we won Class B and I want to start 2015 in the same way by doubling up. Outside of Australia, Bathurst is growing in interest with plenty of pro teams and drivers coming over to compete, so winning (even in Class B) is no mean feat.

It's a very tough place for an endurance race as it is so easy to find yourself off line and in the wall,



Ben missed out on Daytona (left) but hopes to be at Sebring (right)

so you have got to be extremely careful in traffic. It also gets really hot, up to 30 degrees Celsius, so when you're doing a double stint of two hours it can be really tough to keep your concentration. The cool tops we wear only last an hour or so before they need topping up. But with Luke Youlden – who has got thousands of miles of experience around Bathurst – and Stephen alongside me, I'm confident that I can return from Down Under with another trophy for the cabinet.



Carrera Cup champion: Josh Webster

As I'm sure most people would agree, it was nice to get some time off over the

Christmas break, but having entered the new year refreshed, I can't wait to get going again in 2015. For my second season in Porsche 911 racing, I was looking at making the move to the Supercup this year. However, as I am in a two-year scholarship programme with Porsche Carrera Cup GB I will be racing in Carrera Cup GB again this year.

While it hasn't been confirmed yet, it is looking likely that I will be remaining with my championship-winning Redline team for this season, taking in the entire Carrera Cup calendar, as well as a few selected rounds of Supercup.

This will give me plenty of seat time in the 991 GT3 Cup car while giving me a taste of Supercup ahead of a possible full-time move to the premier series in 2016.

There is going to be a lot of pressure on me in Carrera Cup this year as there's only one result to aim for: defending my title. After all, no one wants to

Back to defend his crown, Josh takes a look at the Carrera Cup GB season ahead

Josh will be back to defend his Carrera Cup crown, beginning at Brands Hatch



come first in the first year and then finish second in year two. However, I like to think that I thrive under pressure, with some of my best performances coming when the stakes have been high. For example, at the final round last year, I knew I needed to get the two points for pole and so I went out there and got the job done.

The 2015 season should be very exciting as I believe there will be over 20 cars on the grid and once again the series is on the support package of the BTCC, racing at great UK circuits in front of enthusiastic race fans. In addition, we will race at Spa supporting the WEC in early May and I'm really looking forward to racing on that amazing circuit.



The factory driver:

Nick Tandy

gives his views from beyond the pit wall



Nick says Porsche North America Racing have worked hard to improve in lots of areas for season 2015



New year, new start in the USCC

Nick takes us through the improvements made with the factory US squad for 2015

A new season has arrived and I can't wait to get started. In fact, by the time you read this, the 24 Hours of Daytona will have already taken place. Hopefully we have started 2015 the same way we did last year: with victory in Florida. Daytona is, as you may know, one of my favourite races and it would be nice to win a second Rolex.

The car is certainly fast enough to do the business. At the 'Roar' test two weeks before the 24 Hour race, the two Porsche North America Racing RSRs were first and third fastest in the GTLM class. We were over a second faster at the test than in 2014, testament to how far the team has come since it was formed 12 months ago.

For 2015, the 911 RSR hasn't seen any significant changes, though we do have some new tyres from Michelin. The eagle-eyed among you will notice that there is also a new lightweight exhaust system featuring a single tailpipe (top right picture) but, other than a few other small modifications it is the same car that we finished the season with at Petit Le Mans. As the lap time shows, we've made quite a leap compared to our visit to Daytona in 2014. However, so have all the

other teams; the GTLM times at this year's 'Roar' were so close.

This means that over the off-season, we were looking for improvements in all areas of PNAR. Last year we entered Daytona having only just come together as a team. It was all a bit rushed, though we did end up doing a good job. However, the extra preparation time we've had ahead of the 2015 season has been especially beneficial. We've been able to make loads of little improvements, from the pit equipment to our procedures during a race weekend. Individually, each development only has a small impact on our performance but, when you're fighting for championships, every little advantage is needed.

2014 saw Porsche take the manufacturers' crown in the United SportsCar Championship and that is the primary aim for the factory team in 2015. Yet as I said last year, my aim as a racer is to take the drivers' title. With a manufacturers' championship under our belts already, Porsche has acknowledged the drivers' and teams' crowns will be a bigger focus for us this season.

Helping me in the number 911 car's title charge this year will be Frenchman Patrick Pilet. Last

year, I was partnered for most of the season with Richard Lietz. However, with Richie moving back over to the Manthey WEC squad this year, Patrick will be my co-driver in 2015. Unlike last year, I've already worked with Pilet in both the USCC and the WEC, meaning that our working relationship can get off to a flying start in 2015. It's not quite the same as when you've spent a full season with someone, but it means that our relationship is better developed than I was with Richard this time last year.

Along with Earl Bamber – who is a great addition to the factory squad after two stellar years in Carrera Cup and Supercup – and Jörg Bergmeister across the garage in the number 912 car, it means that we have essentially got two really strong line-ups with which we can challenge for all three USCC titles this season. As the Viper crew showed so well last season, it is possible to split the driver strategies in order to maximise our championship hopes.

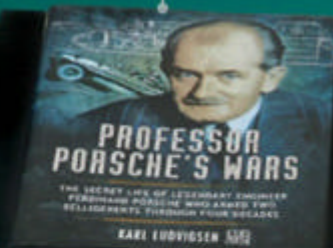
That may mean that only one driver would take the title as some of us might be splitting our time across two different championships. But more on that next time...

Porsche lifestyle

This issue, **Total 911** brings you some of the best book releases in the world of Porsche literature

Professor Porsche's Wars £30/\$50

We all know Dr Ferdinand Porsche as the man behind our beloved 911. However, Karl Ludvigsen's latest book takes a different look at the man who designed and built numerous military vehicles and machines in both world wars. With a wealth of archive photos and illustrations across 288 pages, it's a fascinating insight into an unknown side of Porsche's history. www.pen-and-sword.co.uk
ISBN: 978-1-845846-52-7



Racing Colours £19.99/\$32.50

Small but perfectly formed, *Racing Colours* from Veloce Publishing is a 192-page collection celebrating the work of a famed automotive artist, the late Simon Owen. An idiosyncratic offering, Owen's digital homages to iconic motorsport liveries from 1908 to 2009 are beautiful, as are the accompanying handpicked quotations from legends of the racing world. A must for your coffee table. www.veloce.co.uk
ISBN: 978-1-845846-52-7



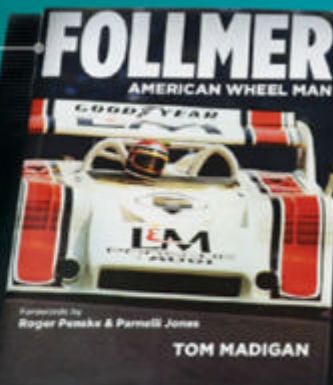
Porsche 911 Turbo £9.99

From the makers of *Total 911*, the *Porsche 911 Turbo* bookazine celebrates the 40th anniversary of our favourite forced-induction sports car, with a wealth of articles covering the 930 3.0-litre right through to the latest 991 Turbo supercar. With a foreword from Magnus Walker, this is a must have for all Turbo fans. www.imagineshop.co.uk
ISBN: 978-1-910155-94-3



Follmer: American Wheel Man \$59.95

George Follmer is an often forgotten name in today's racing circles. However, with a wealth of fascinating insights from those who knew the American racer, Tom Madigan's book tells the story of an underrated driver who helped develop Porsche's dominant Can-Am 917, providing the fire-breathing monster with its first championship success. www.ejjeus.com
ISBN: 978-0-982899-92-2



Views

The very best of your Porsche opinions via emails, letters and social media

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Email
editorial@total911.com



Letter of the month



993 C4S

Dear Sir,

Imagine my pleasure to see the rather gorgeous and uncommon 993 C4S featured in **Total 911** issue 122. Imagine further my joy to see it is my car, bought recently from Hexagon Modern Classics.

I have enjoyed 911 ownership from modern 997s to classic 993s, so I can (and do) appreciate both variants. After reading in a back issue of **Total 911** (of course we keep them) that the 4S was regarded as 'sought after' and a future article described them as 'the finest Turbo-look 911', I decided on a low-volume-produced car as an alternative investment for some savings.

The whole Hexagon experience was mesmerising; Jonathan represents Hexagon and the ethos of fine cars in a refined setting. Of course the car was fantastic and as the photos demonstrate fitted with the optional Turbo rear spoiler and rather nice RS front spoiler. I'd say if you want a great car, go to a

great garage (it's worth noting not all Hexagon cars are astronomically priced and us mere mortals are made to feel most welcome).

Once ownership was secured, a complete inspection and an any-parts-necessary overhaul was made, as it is really a must-do with any older car. Sadly, as an observation, a lot of owners assume a normal service is sufficient to maintain classic cars.

I entrusted the works to Andy Moss at SCS Honiton, Devon. They eat and breathe all Porsches and provide peace of mind that older car owners should invest in. With all works completed I have a great car with no faults or niggles, so thanks to Andy and Stuart at SCS.

Keep the good reads coming – we love the new stuff and the old stuff just as much. What a great start to 2015.

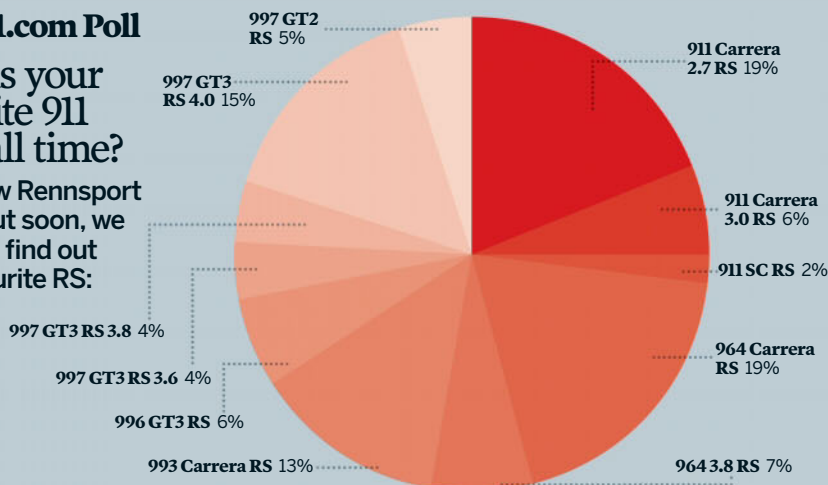
PS: The car is stored most of the time but will be used to enjoy a few Porsche Club GB Region 15 get-togethers in the summer.

Andrew Weeks

Total911.com Poll

What is your favourite 911 RS of all time?

With a new Rennsport 911 due out soon, we wanted to find out your favourite RS:



@Total911

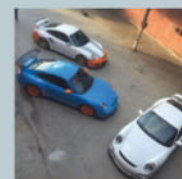
The best views across our social media streams:

@Porsche911UK: #PorscheAwards2014 Gold Award 8. Porsche Magazine & Media Award @Total911 #porscheawards total911.com

@SharkWerks: Still think there's a water shortage in California? @magnus_walker hosting a #sharkwerks #outlaw #gt2 #gt3 #gt3rs

@Total911: The new owner of this Porsche 997.1 Targa S is braver than us. What do you make of 'Nordic Gold Metallic'?

@Nicholls_J: @Total911 surely an ex #OPC demonstrator, they often make howlers! Surely no real person would spec that Targa and pay their own money?



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!



GTS vs 50 Jahre

Dear Sir,

I read with great interest the article on the 991 GTS and your 'Welcome' comments on the gearbox. Would you know if this is the same gearbox as that in the 50th Anniversary 911?

The GTS sounds like a fantastic car but I wonder if those who claim its pre-eminence would rate it over the 50th Anniversary 911 if the UK edition had received the extra 30bhp of the Powerkit. My 50th is beautiful and an absolute joy to drive.

Bruce Trigg

Carrera over Turbo

Dear Sir,

Back when it came time to trade in my beloved Powerkitted 997.1 C4S, the local Porsche Centre kindly loaned me a 997 Turbo S for the day. I hated it. It was almost unbelievable how far removed it was from a proper sports car. The extra weight was immediately noticeable, power delivery was brutal, and the PDK transmission in auto mode induced lag with every gear change.

Manually changing gears made it possible to keep those turbos spinning, but compelled me to drive everywhere like a



Craig prefers naturally aspirated 911s over those with forced induction. Do you agree?

thoughtless hooligan on a death trip, whose only hope of salvation was to empty the fuel tank before encountering a fiery oblivion. Overtaking was accomplished with such brute force that it felt as though any cars being passed were blown into the weeds. This was a car for bullies. It was anything but discreet, except for the strangely muffled engine note. Driving it was an experience all right, just not a particularly enjoyable one.

Back at the dealers, I didn't know quite what to say without sounding ungrateful. I felt like someone who'd won a free holiday to Disneyland and spent the entire time throwing up on the roller coaster.

The dealer could tell something was amiss, so I told him it was amazing but just really lacked soul. He seemed puzzled and resorted to telling me that it was a future collectors' item, and would ultimately appreciate in value. Ironical, given that he was addressing someone who'd driven a C4S so long and hard that the wheels had all but fallen off.

He dismissively sent me out in a 991 C4S. Within ten minutes I was smitten. I even cut the test drive short to rush back and do the deal. It's the best thing I've ever driven (at least on four wheels). It's everything that's right about the 997, albeit minus a lively steering, but oh so much more.

It's far better balanced and it has a better engine, it feels a lot more agile, and it just begs you to slide it around corners. It's an absolute hoot.

Craig Adams

Wheel nuts

Dear Sir,

Having owned my first Porsche since May 2014 I have been extremely pleased and developed a wide smile while driving! I haven't done many miles and enjoy owning the car and keeping it looking as best I can.

The wheel nuts let the car down as they were typically rusty, so I decided a nice winter project would be to remove and re

Join the debate

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@karleonard1976: @CarreraCupGB wow grid filling up fast! Looking good for a packed 2015 grid!

@Tuthill_Porsche: GPS maps for 2015 @BelowZeroIce courses: more than 10 miles of frozen lake to enjoy in classic Porsche 911s! Superb.

@ImagineMD: That terrifying moment you realise you lent the @Total911 boys your Turbo S for the day.

@pLmotorsport: Driving lots of @Porsche legends here @HSRClassic24, including the '67 GT winning 911s w/ Hurley Haywood.



Total911.com hot topic:

Does the current Porsche 911 range need a GT2?

Inspired by the upcoming GT3 RS, Josh wondered whether the 991 range needed a hardcore turbocharged offering. Here are the best of your responses:

I used to agree with 991 GT2 not making sense until I watched a comparison of 991 GT3, 458 Speciale and 650S. The GT3 being left in the dust of these cars doesn't look good for Porsche. With Turbo S in the role of all weather GT car, I do think there is a place for GT2.
Nomad

Of course it does, but it should be more hardcore like the 993
John Cameron

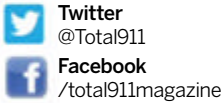
Yes, the legacy should continue
Douw Raimondo

It's a good argument and in reality probably completely true. However a riveted arch, lightweight stripped out Turbo would be fun.
@MatteoGilles

It's not feasible because the GT2 is a rear-wheel powered car, with today's HP standards it won't work, it's too much power for two wheels
Leon Valverde



Contact Total 911



Email
editorial@total911.com



paint them. Well you can see from the photo that I'm glad I did as I feel the condition of the wheel nuts/studs were a potential safety issue, with the domed washers breaking up.

Needless to say I have ordered a new set. It just shows you cannot be complacent and I'm just glad I decided to tackle this small annoying blemish and feel a lot safer now.

Brian Griggs-Trevvarthen

3.2 backdate

Dear Sir,

I own a very useable 3.2 Carrera, now in need of some TLC to bring it up to standard. I really wanted a pre-'74 car, but all were either very expensive, rotten, or a combination of both. I've considered retaining the Eighties spec, and also the backdate option. Costs either way are roughly the same, and I have been in two minds about what to do.



Andrew says backdating his 3.2 Carrera will take it back to its purist roots

Purists will advise to retain factory spec, and in terms of long-term value, they might be right. However, there are significantly more of these Eighties cars around than the highly desirable non-impact models which came before them.

Impact bumpers were forced upon us by American legislation in the Seventies, and few would argue that they did much for the 911 other than add weight. The original purity of the design that Porsche had created was badly compromised. How would Porsche have developed the 911 if that legislation had not come into being? Impact bumpers I think not!

So, my decision is made, with work on my backdate starting soon. I see it as a way of recovering the aesthetic of the car to something very close to what Porsche originally intended – Singer budget not required. The basis is a very well engineered car thanks to 25 years of development by Porsche, and most of the work is relatively minor (and fully reversible) amendments to outer panels.

The result will be a fantastic looking classic 911 with superb and safe-ish performance. It's a car that can (and will) be driven on a regular basis.

Andrew Smith

WIN! Win a Road Angel Gem+



As Porsche continues to up the performance of the 911 with each generation, it's easy to sometimes find yourself on the wrong side of the speed limit. However, in our latest competition, we're offering one lucky UK reader a new Road Angel Gem+ camera locator to help keep you safe at the wheel.

Established 13 years ago in 2002, Road Angel has become the first name in speed-management technology with its range of driver safety aids and speed camera

locators. The Gem+, worth £159.99, is the latest unit from the UK-based firm, featuring market leading accuracy to give you advanced warnings of camera locations.

As well as fixed camera location warnings, the Gem+ provides constant speed-limit information for every mile of your journey, as well as notifications of mobile camera locations, average speed zones and accident blackspots. You can also feedback information to a central database in order to notify other Gem+ users of new camera locations and potential blackspots, creating a community of safety-aware road users.

To be in with a chance of winning this incredible prize, which may just save your life or your license, just answer the following question:

In what year was Road Angel founded?

- 1992
- 2002
- 2012

Send your answer to competitions@total911.com with 'Road Angel' in the subject line. The Editor's decision is final, full terms and conditions can be found on the Total 911 website. The closing date is 3 March 2015. Good luck!



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C70

3527

C70 3527 GT CHRONOMETER – LIMITED EDITION

GT



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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THE 911L

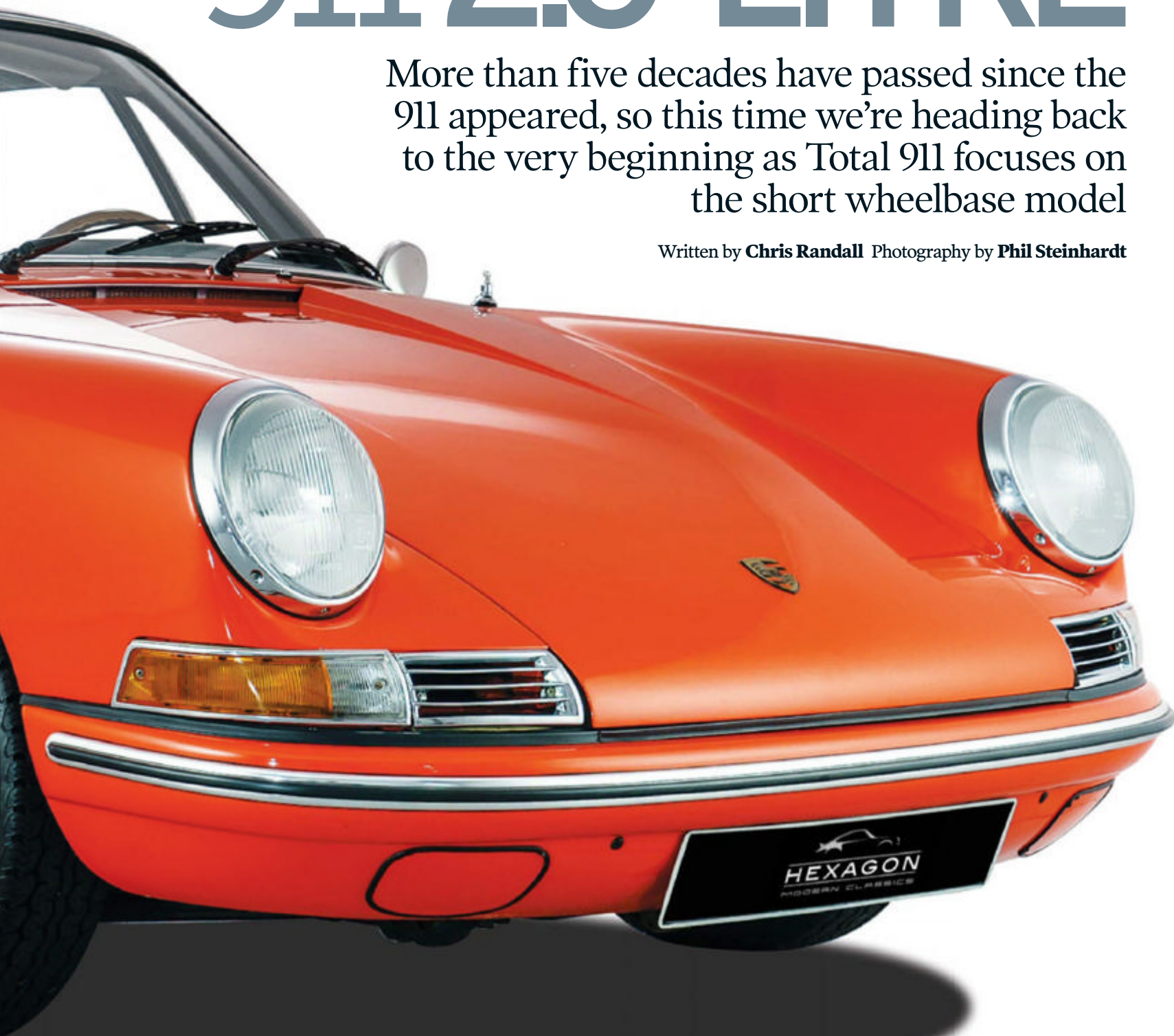
With US sales booming, the fact the more powerful 'S' couldn't meet new, stricter emissions legislation was becoming a problem. In fact, it forced Porsche to introduce the 911 in 'Luxury' specification, a model that would only be on sale from 1967 to 1968. Still, with 130bhp and Weber carburetors, it was also fitted with a rudimentary system of air pumps to clean up the exhaust gases, and came with the dual-circuit braking system demanded by the US market. Brakes were the ventilated 'S' items and it also retained all of the kit fitted as standard to that model. The 'L' also benefitted from some exterior tweaks including polished aluminium window frames and push-button door handles, while inside the wood fascia trim had gone, and there were now black bezels around the instrument gauges on the dashboard.



911 2.0-LITRE

More than five decades have passed since the 911 appeared, so this time we're heading back to the very beginning as Total 911 focuses on the short wheelbase model

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



As the 911 gets bigger, faster and ever-more luxurious, it's easy to forget that there was once a much simpler way. Nothing epitomises that more than the car featured here, a 911 shorn of the electronic driver aids and the clever aerodynamic enhancements we've become used to seeing with every new generation. Scrolling back half a century brings us to this, the short wheelbase (SWB) 911.

Back in 1964, when the 911 was finally launched to an expectant public, this was a sports car that looked impossibly pretty. Delicate and with a purity of line that, some argue, has been lost in the race for ballistic performance and the ability to brag about lap times, the simplicity of Porsche's approach was more than a little breathtaking. And that simplicity extended to a two-door coupe body shell that was constructed – beautifully, it should be said, and with traditional attention to detail – as a straightforward steel monocoque. Little was needed by way of embellishment, certainly no ungainly spoilers or other aerodynamic protuberances, just the slimmest of bumpers and with chrome surrounds for the windows and delicate grilles adjacent to the sidelight/indicator units. Chrome was also used for

the small door mirror and handles, and the whole effect was one of neatness and understatement. This was truly a case of function over form, and the earliest 911 was all the better for it. A Targa model would appear in 1967 with its now-iconic steel roll hoop and a zip-out plastic rear window, although this latter feature proved fiddly and 1968 saw a fixed-glass item offered as an option. But whatever the body style, the dimensions too were somewhat less than we're used to today, a SWB car measuring around 30 centimetres shorter overall and 20 centimetres narrower than a current 991 Carrera. The older car is also a substantial 241 millimetres shorter in the wheelbase – it would grow by 57 millimetres for the 1968 model – than the 991, which goes to show how much extra cabin space today's occupants enjoy. And if any further comparison were needed, a 991 Carrera is also more than 300 kilograms heavier. Not that the early car's liteness didn't bring problems of its own, the combination of short wheelbase and light nose giving rise to a reputation for tricky handling that has plagued the 911 for decades. It would lead to the oft-repeated tales of 'secret' modifications carried out by Porsche dealers, which involved the addition of two 11-kilogram cast-iron weights in the outer

“
THE 'S' SHAVED 0.3 SECONDS FROM THE 0-62MPH SPRINT TIME AND ADDED 6MPH TO THE TOP SPEED, BUT THE REAL BENEFITS WERE IN IMPROVED DRIVEABILITY
”

Model	911 2.0 SWB
Year	1964-1967
Engine	
Capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130bhp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
Transmission	Five-speed manual or three-speed Sportomatic, 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	4.5x15-inch Fuchs; 165/80
Rear	4.5x15-inch Fuchs; 165/80
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Performance	
0-62mph	8.3sec
Top speed	131mph





Early, pre-impact bumper 911s all came with the same shell width, measuring 1,610mm. US cars such as this had red rear clusters while Europe had orange indicators



911: FIRST 10 YEARS

1964

The first 911 goes into production with a 2.0-litre flat-six producing just 130bhp. It is the start of the making of a legend.

1967

The first 'Super' model arrives. Detailed engine changes generate 160bhp and it also receives upgraded brakes and suspension.

1969

All 911s now get an enlarged 2.2-litre motor, with power ranging from 125-180bhp. It's a substantially revised unit that brings a healthy 7.0-second 0-62mph sprint time.

1972

With the launch of the latest 911E there's a longer-stroke engine for 2.4 litres and it's the first time we see the 915 transmission.

1973

Hugely valuable now, the 2.7 RS is launched with lightened bodywork, 210bhp, and that iconic duck-tail spoiler.

1974

The G-series 911 gains a 2.7-litre engine and impact bumpers to comply with US road safety regulations. Top of the range is the Carrera.





Although the interior is basic by today's standards, a buyer in the 60s could choose different trim options including a wood steering wheel or basket weave seat inserts. A four-speed Sportomatic was also available on certain models, which still utilised a conventional shifter

corners of the front bumper. And staying up front, all models got a 62-litre fuel tank in the trimmed front luggage compartment.

Things would be kept simple beneath the unadorned engine cover too, the beautifully engineered flat-six boasting the sort of accessible installation a 991 owner can only dream about. It was a 1,991cc unit with an 80-millimetre bore and 66-millimetre stroke, a single overhead camshaft per bank, sodium-filled exhaust valves and a 9.0:1 compression ratio. At its core was an aluminium alloy crankcase, cast-alloy pistons running in 'Biral' cast-iron barrels with aluminium cooling fins, and an eight-bearing crankshaft. Lubrication was via a dry sump arrangement and it was fuelled by Solex carburettors that would be replaced with the ubiquitous Weber items in March 1966. The upshot was an output of 130 brake horsepower at 6,100rpm that was enough to get the lightweight coupe to 62 miles per hour in 8.3 seconds and on to 131 miles per

hour. What hadn't changed, though, was Porsche's eagerness to give buyers something more. That would arrive in 1967 in the shape of the 911S – or Super – that brought substantial changes to the 2.0-litre powerplant. There were now forged-alloy pistons allied to stronger, forged-steel connecting rods and larger intake and exhaust valves that had grown from 39 and 35 millimetres to 42 and 38 millimetres respectively. With Bosch ignition, a compression ratio upped to 9.8:1 and the addition of two Weber 40IDS carburettors, power had risen to 160 brake horsepower while torque had increased to 179Nm at a higher 5,200rpm. It was enough to shave 0.3 seconds from the 0-62 miles-per-hour sprint time and add six miles per hour to the top speed, but the real benefits were felt in improved driveability; an early sign that continuous development was very much on the Zuffenhausen agenda.

But whichever model you chose, power was delivered to the rear wheels via the five-speed

manual gearbox (designated 901) and there was the option of a ZF limited-slip differential. Also available for those who wanted a more relaxed, two-pedal approach to 911 motoring was the Sportomatic '905' transmission that arrived in late-1967. Developed by Fichtel and Sachs and offering four-speeds – L, D, D3, and D4 – this was a torque converter 'box' that also included an automatic clutch operated by a micro-switch in the gear-lever knob. However, this gearbox didn't draw universal praise from owners or journalists of the day, although it somehow survived in Porsche's options catalogue all the way to 1979. Thankfully, the rest of the running gear was a little less quirky. The unassisted rack-and-pinion steering was courtesy of ZF and stopping duties were taken care of by a single-circuit braking system with 11.1-inch diameter ATE discs at the front and 11.2-inch items at the rear, ventilated on the 'S'. The suspension was independent at all four corners



“

WHEN YOU CLICKED OPEN
THE LIGHTWEIGHT DOOR
OF AN EARLY 911, THE CABIN
APPEARS AS A MODEL OF
SPORTING RESTRAINT

”



BUYING TIPS

A 911 of this age is always going to present a risk unless it's already been subject to a top-quality restoration. A car in need of major work is going to require substantial financial investment, so getting it checked by an OPC or specialist is always going to make sense.

- **Originality and rarity:** A car that's correct in every detail will always be valued. Rarity of parts is an issue, though, exacerbated by the various changes over the years, so be prepared to settle for second-hand items or a lengthy search for the right bits.
- **Corrosion:** The only option is to examine every panel with forensic levels of care as eradicating all traces of rot will be pricey. Check for accident damage and previous bodes, and don't assume US cars are rot-free. Panel prices can exceed £1,000 so be warned.
- **Engines:** The aluminium crankcase unit is considered pretty bulletproof, although parts are costly. Engine swaps aren't uncommon, especially with imported vehicles, so make sure you know what you're buying.
- **Low mileage:** Collector cars may need substantial recommissioning so budget accordingly. It's not necessarily difficult, but the costs can add up so you might be better off with one that's been used regularly.
- **Interiors:** Wear and damage should be obvious. It can obviously be re-trimmed – at a price – but it's worth checking that trim and materials are original, as well as looking for signs of water leaks.

and used a combination of MacPherson struts and longitudinally mounted torsion-bar springs up front and trailing arms allied to telescopic dampers and transverse torsion bars at the rear. A 13-millimetre anti-roll bar was optional, although the 'S' would receive an upgrade in the form of stiffer Koni dampers and anti-roll bars front and rear as standard in 15 and 16-millimetre diameters respectively. It was a set-up that would serve the 911 well for many years, but there's one last detail that amply demonstrates the gulf that separates these early cars from the current generation, and that's in the choice of wheels and rubber. The earliest SWB models employed plain-Jane 4.5x15-inch steel wheels – albeit with lovely chrome hubcaps – fitted with 165/80 tyres, and it wasn't until the 'S' arrived that you got a marginally wider wheel fashioned from a more exotic alloy. In fact, this was the first 911 to get the iconic wheels from Otto Fuchs that were a useful 2.3 kilograms lighter than steels. It's something of a revelation compared to the steam-roller sized boots that fill the arches of a modern 911, even if it does go a long way to explaining the agility and delicacy of response that so enchanted the buyers of Porsche's finest back in the day, and indeed continues to do so even now.

The simplicity employed elsewhere would also be found when you clicked open the lightweight

door, the cabin appearing as a model of sporting restraint. There was no bulky and intrusive dashboard here, with passengers separated by a leather-clad and button-festooned centre console. Instead what you'd find was a slim, wood-trimmed fascia with the classic five-dial instrument pack facing the driver, chrome instrument bezels, and a modest – if a little random – scattering of knobs and switches. And if the seats looked a little minimalist, they would actually prove very supportive, and just like today Porsche understood the importance of ergonomics, so the driving position itself was spot on. Those perches were trimmed in vinyl as standard, but leather was optional and you could also choose to have the centre panels covered in basket-weave leatherette or cloth. Buyers could choose to team the subtle interior with typical colourful 1960s exterior hues such as canary yellow or tangerine, although there were more subdued tones available as well as various special-order colours for those who appreciated a more low-key approach for their Porsche.

Going back to basics reveals a charmingly simple 911, one that was just the first taste of the top-notch engineering Porsche would employ for many decades to come, and that is something all fans of this evergreen sports car can appreciate. Here's to the next half century of evolution, too. **911**

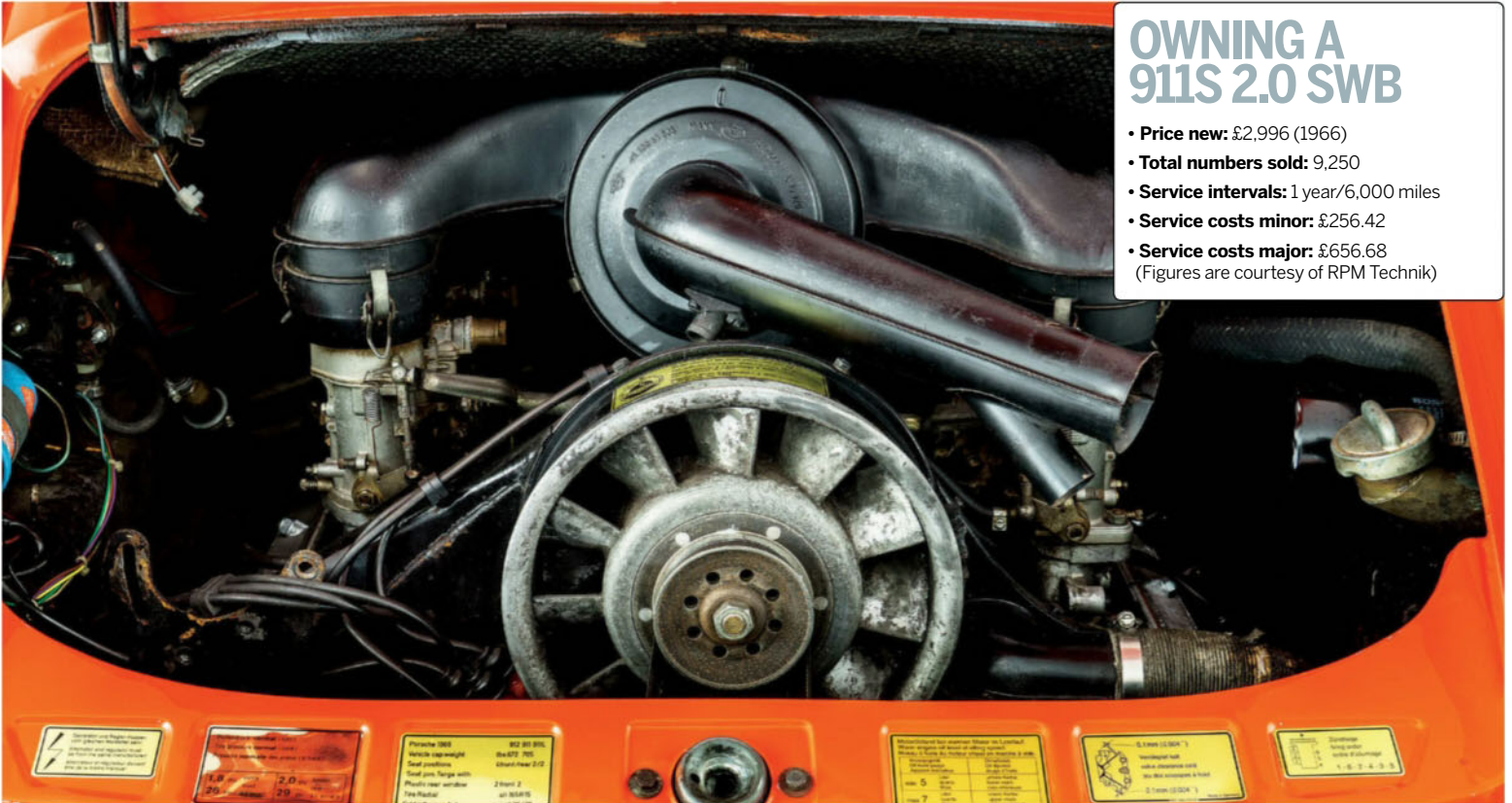
“
A SWB 911 MEASURES
30 CENTIMETRES
SHORTER OVERALL
AND 20 CENTIMETRES
NARROWER THAN A
CURRENT 991
”

SPECIALIST VIEW

“There's no doubt that when you're talking about a 911 produced in such small numbers, prices are going to be kept very buoyant in the future. Values of SWB models clearly have some way to go yet, I think, but interest in these earliest cars is growing strongly as more and more people come to appreciate the purity they offer, and that almost certainly means there is going to be strong investment potential. Having said that, I do think they offer excellent value at the moment, especially when compared to other sports cars of the period, so it's going to be really interesting to see how the market reacts over the next few years.”

Jonathan Franklin, Hexagon





OWNING A 911S 2.0 SWB

- **Price new:** £2,996 (1966)
- **Total numbers sold:** 9,250
- **Service intervals:** 1 year/6,000 miles
- **Service costs minor:** £256.42
- **Service costs major:** £656.68
(Figures are courtesy of RPM Technik)



"I'VE GOT ONE"



"The short wheelbase 911 represents the Porsche 911 in its original and purest form. Without any of the later bulges and wings to disrupt the smooth flow and svelte lines one can appreciate the artistry and beauty of the original design. There are very few cars that can connect you so closely to the road through the steering and suspension like an original 911, making every journey a visceral experience."

Marcus Carlton

Thanks

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

TURBO



S DUEL

Both are blessed with ferocious, relentless power in a package perfect for everyday driving, but which has the edge as Porsche's ultimate Turbo?

Written by **Lee Sibley**
Photography by **Ali Cusick**



Blasting along the asphalt, there's a sharp hairpin coming up in a matter of seconds. Buoyed with confidence, my right foot eases off the accelerator pedal but stays hovering over it as my left foot pushes the brake pedal, actioning the PCCB brakes, which clamp onto the two pairs of 380mm and 350mm ventilated discs and scrub speed sufficiently for me to make the turn. Gripping the Sport Design wheel at 'quarter-to-three', my arms cross over as I point the car around the corner to the right, easing my pace a little more to stop the onslaught of understeer on the tight curve. Exiting the corner, I squeeze my right foot down to an almighty 'whoosh' as the 997 Turbo S is launched for the next corner at haste. In a matter of seconds the cycle will be repeated for a left turn.

I'm currently traversing up Zig Zag Hill, a delightfully twisty (if a little unsightly) rural Dorset B-road with a steep incline that promises a panoramic view of Cranbourne Chase at the top. However, there's a more pressing sight to deal with right now, and it's taking up most of the space in my rear-view mirror: Josh is sitting just off my active rear wing in the identically hued 991 Turbo S, and he's looking more comfortable than I am.

Now, I know what you're thinking: surely there can't be that much difference between the latest generations of Turbo S, can there? It's time to pull over, let Ali set up his lighting for photography stills, and assess the history behind these seemingly immortal Porsche steers.

Of course, customers who purchase a new Turbo are well-known for being 'tick happy' when

it comes to choosing options for their 911, which is a prime reason for the very existence of the Turbo S moniker. Those who want a comprehensive 911 Turbo package, laden with well-appointed options, a modicum of extra power – more for bragging rights down the pub than anything else – and a hint of superiority should look no further than the 911 Turbo S.

Even from Porsche's side of the fence, the story of the Turbo S is borne out of exclusivity: as far back as 1989, the Exclusive department themselves offered limited-edition iterations of the 930 of the time, with a host of special options available for those prepared to pay a substantial premium. The trend continued up to the 993, which was the last Turbo S to be made by Porsche Exclusive, with the introduction of water-cooling signalling the

The Turbo S years

1986 930 SE

Slant-nosed rendition of the 930 featured 30bhp boost and vented side air ducts. 946 made.

1989 930 LE

Same 330bhp engine and equipment as SE but with traditional upright headlights. 50 units made.

1992 964 Turbo S Lightweight

3.3-litre engine from 964 Turbo was treated to 61bhp hike while 180kg of weight reduced. 81 built.

1998 993 Turbo S

The last Turbo S built by Porsche Exclusive en masse. Treated to 42bhp boost, plus well-optioned interior and yellow brake callipers. 345 units made.

2004 996 Turbo S

First water-cooled Turbo S featured X50 Powerkit, carrying a 30bhp premium over 420bhp 996 Turbo. 1,563 produced.

2011 997 Turbo S

More power plus lavish options as standard including PCCB, centrelock wheels & Sport Chrono Turbo. 2,000 made.

2014 991 Turbo S

40bhp boost over 991 Turbo to 560bhp, options as standard include PDCC, PCCB and PDLs+. Production quantity ongoing.

start of Turbo Ss being fully assembled on the same production line as their Turbo brethren. Although that move means more examples of 996 and 997 Turbo Ss are available on used markets, the numbers are still comparatively small, making them sought after. Prices of the air-cooled variants, as you'd expect, have rocketed skyward in the last 24 months.

Going back to our Dorset hilltop, both the 997 and 991 Turbo S are parked side by side, the howl of the strong wind only interrupted by the intermittent 'pinging' coming from each set of exhaust pipes as they begin to cool down. Resplendent in matching GT silver paintwork, these Turbo S models sit at the top of their respective generation of 911, bookending three years of Zuffenhausen production.

Visually, the differences between the 997 and 991 are rife. The 991's 100mm increase in wheelbase is exaggerated to the eye, as are the huge 20-inch centrelock wheels adorning the 991 in comparison to the 997's 19-inch items. The 997 Turbo S looks the far more aggressive of the two, no doubt buoyed by its deep front lip that's retracted on the 991 about town in the name of practicality against reduced clearances. The elder statesman clearly retains more of the classic 911 silhouette, though, the 991 coming up short with a particularly bulbous semblance past the rear screen.

Even from behind, the rump of the 991 appears more fussy in comparison to the clean, smooth-looking 997, its hips flowing more elegantly over the 'RS Spyder' centrelock wheels. Meanwhile, the gaping side intakes feeding air to the intercoolers

are more pronounced on the 991, raising its waistline in an ungainly fashion.

Inside, the 997 retains a more traditional layout of having the front seats separated only by a small transmission tunnel and handbrake lever. The dashboard is shallower and the electric window switches for both sides are located just below the glass on the driver's side door, in homage to the G-series models of 40 years previous.

Meanwhile, the 991 employs that oft-mentioned centre console, comparatively separating the driver and front passenger seats by a small time zone. Active map and chassis buttons are now housed on the console – trimmed in carbon fibre as standard specification – rather than below the PCM unit on the 997, while the omission of a handbrake lever is offset by an airbrake handle hidden away ➔



997 is more elegant in design, though deep chin spoiler can catch on uneven surfaces and is expensive to replace. Inside, separating PDK gear indicator from revs and mph is sloppy

991's active aero (front and rear) is more advanced than 997. Side air intake isn't as refined to look at, but introduction of digital fourth pod provides a wealth of useful info

Turbo S Cabriolet

As you'd expect, Porsche has ensured the 911 Turbo with boosted power is available in Cabriolet form, too, for those who require as much sunshine on their scalp as they do power under their right foot.

First available in 1996 form, the Turbo S roof was identical to the Turbo in that it was integrated into the body for the first time when folded down, with a hardtop also offered. The 997 variant was introduced in 2011 and featured a slightly revised version of the 1996's folded hood. Utilising the same new roof mechanism employed by 991 Carreras with four stackable solid panels that lift out, a buyer interested in a 991 Turbo S today can purchase a Cabriolet version for an £8,737 premium over the £142,120 Coupe. The Cabriolet weighs a hefty 70 kilograms more than its Coupe variant, though surprisingly this doesn't have a detrimental effect on the Turbo S Cabriolet's performance credentials. The officially recognised 0-62 sprint time is increased by just 0.1 seconds in the Cabriolet (where both models utilise Sport Plus), while the identical drag coefficient of just 0.31 – thanks to the enhanced dynamics of that canvas roof – helping the Cabriolet to an equal top speed to the Coupe of 197mph.

In case you're wondering, there are to be no Cabriolet versions of the 991 Turbo S Exclusive GB Edition.



They're both commendable water-cooled 911s, but the 991 Turbo S leads the way when it comes to cornering ability

under the headlight/sidelight dial. There are some familiarities between the two cabins, of course, chief among which is the compulsory PDK lever, the Sport Design steering wheel with aluminium paddle shifters, and the Sport Chrono Turbo timing clock in the centre of the dashboard's top.

As any true driver will tell you though, these visual observations hold little sway in comparison to the way these supercars stack up in terms of feel, which is important here as there's a quiet revolution beneath the surface.

While the 997 Turbo S offers the same breathtaking acceleration as the 991 across a wide rev band (chiefly thanks to its Variable Turbine Geometry) the parallels in driving experience waver thereafter – and it all comes down to development in the chassis.

The 997, though offering a softer ride than the heavier 991, readily displays traits of a rear-engined sports car. Lacking in a little extra weight over the

front axle, understeer happens much sooner in a corner than the 991, which benefits immeasurably by its extended wheelbase and repositioning of the flat-six to more on top of the rear axle. The 991's more mid-engined facade aids cornering stability at greater speeds, helping its nose to duck in and grip on turn-in. The supremely impressive rear-active steering boosts the 991 Turbo S further, something the passive rear axle on the 997 just can't match.

Then there's the steering. On uneven surfaces or roads with adverse cambers, the 997 Turbo S can tramline rather awkwardly, forcing the driver to wrestle with the wheel on occasion to maintain the car's intended direction of travel. In the 991, no such minor dramas unfold: the electric-assisted steering filters out a large proportion of road noise, meanwhile giving me just enough to use as a measure of feedback. The electric system, despite its bad press on introduction to the 911 in 2012, is delightfully mature, promoting confidence in the

driver as to where the front wheels of the car are pointing at all times.

Don't be fooled in thinking the 997 Turbo S isn't a superb 911, though. While the PDK gearbox isn't as intelligent as the system in the 991, which constantly adapts to your driving style, shifts are still lightning quick going up and down the gears. The 997 benefits from its smaller dimensions too, granting the driver a more informed visual as to the supercar's extremities in relation to space. In this respect, the 991 is simply too big and takes some getting used to.


Pleasingly, the 997 feels more like a traditional 911 to pilot in terms of behaviour too, which means it requires a little more thinking from the driver during inputs. It doesn't promote overconfidence, and a competent driver can even lean against the car's limits in the quest for perfection. That's a style a 911 purist will always appreciate.

The result of our countryside blast here may surprise some, as it did me. When I last piloted a 997 Turbo S back in issue 105, I was left exasperated by the super Turbo's capabilities, writing "Porsche has already reached perfection, the zenith of what defines a usable sports car, in the 997 Turbo S." However, it's clear Porsche has moved the game on since. Where the 997 Turbo S is clearly ferocious in its performance, offering relentless power while still being usable every day, the 991 Turbo S simply feels unbeatable, at all times. It may be more the result of a host of technological features rather than a driver's skillset, but it deserves its status as a technological marvel.

That said, the title of 'technological marvel' may not be enough to tempt £142,000 from the pockets of some – and, with 997 Turbo S values currently sitting at around half the price, it is the 997 that represents the much better supercar value for your money at present. **911**



The 991 may offer a more balanced drive, but the 997 retains more of a traditional 911 feel and represents superb value at half the price

	991 Turbo S 2014	Model Year	997 Turbo S 2011	
	3,800cc 9.8:1 560bhp @ 6,500-6,750rpm 700Nm @ 2,100-4,250rpm Seven-speed PDK	Engine Capacity Compression ratio Maximum power Maximum torque Transmission	3,800cc 9.8:1 530bhp @ 6,250-6,750rpm 700Nm @ 2,100-4,250rpm Seven-speed PDK	
	Independent; MacPherson strut; cylindrical coil springs with internal dampers; PDCC Independent; multi-link; cylindrical coil springs with coaxial internal dampers; PDCC; active rear steering	Suspension Front Rear	Independent; MacPherson strut; PASM dampers with coil springs; anti-roll bar Independent; multi-link; PASM dampers with coil springs; anti-roll bar	
	9x20-inch Turbo S; 245/35/ZR20 11x20-inch Turbo S; 305/30/ZR20	Wheels & tyres Front Rear	8.5x19-inch RS Spyder; 235/35/ZR19 11x19-inch RS Spyder; 305/30/ZR19	
	4,506mm 1,880mm 1,605 kg	Dimensions Length Width Weight	4,435mm 1,852mm 1,585kg	
	3.1 sec 197mph	Performance 0-62mph Top speed	3.3 sec 195mph	



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ULTIMATE 964 RS?

Is a 964 RS with 993 RS power the perfect Rennsport concoction? Total 911 heads to Germany to find out...

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





“It’s the **best** of both worlds, so who cares if it’s not an original?”



The huge, fixed rear wing and wide rear arches housing Speedline wheels are indicative of the 964 3.8-litre RS from the factory

It is often overlooked that 1992 was a significant year for Porsche. While many may instead highlight a year later when the last air-cooled 911 was revealed in the 993, 1992 was the final year of the 964, which brought with it the return of a revered moniker: the RS. It had been eight years since the appearance of the very limited edition SC RS, and almost 20 years since the heyday of the 2.7 and 3.0-litre Carrera RS models, and so in the 964 Rennsport, Porsche once more dedicated an extremely focused model to

the 911 range that was aimed at the real enthusiast sports car driver.

In tandem with the earliest 911 RS, the 2.7 Carrera, which was available in Touring, Sport (sometimes referred to as Lightweight) and even Racing trim, the 964 RS could be specified in Touring, Sport and track-ready N/GT trim. Costing DM40,000 more than the 964 Carrera, 2,282 964 Rennsport models were produced, though just 90 of these were of the Sport variety, while 290 of the N/GT were sold for track use, leaving 1,902

units in Touring trim. For a limited-edition high-performance model, this was a healthy production run compared with the 1973 Carrera RS, of which just 1,508 units were built.

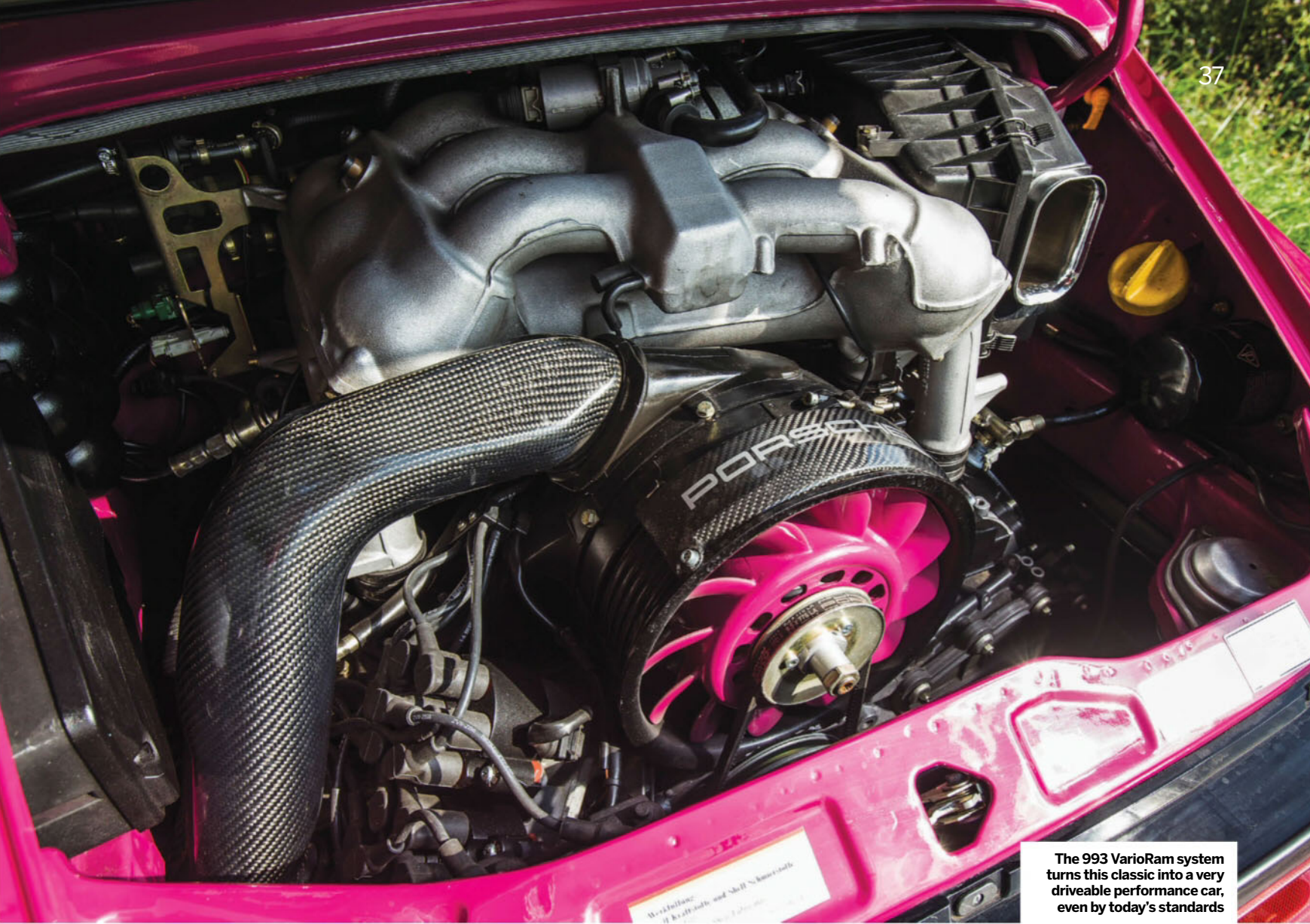
In terms of specification, the 964 RS had the same top speed as the Carrera 2 (161mph). However, its sprint times were improved. The M64/03 engine was more powerful, and the RS was 230 kilograms lighter as a whole (in Sport trim), with weight reduction going as far as eliminating unnecessary wiring from the car’s harness for those components not included on the RS. With a tweaked chassis that sat the RS 40mm lower than the standard Carrera, the 964 Rennsport was a true performance machine. It was certainly worth the eight-year weight for that RS moniker to return to the 911.

By 1995, the 993 RS had upped the game yet again, with power output at 300bhp and a top speed of 172mph, despite a weight increase of 50 kilograms over its predecessor. Launched at the 1995 Amsterdam Auto Show, the 993 RS was now fitted with a larger 3,746cc engine, while the body was treated to a fixed, raised rear wing, an aluminium bonnet, and thinner side and rear glass. Most importantly, on the 993 the RS boasted Porsche’s celebrated VarioRam induction system with larger intake and exhaust valves. The 993 RS gearbox also came with six gears, compared with the five-speed unit of the 964, and the 993 RS boasted a 0-62 improved sprint time of five seconds



964 RS and 993 RS production numbers

Type	Model	Year	Touring	Sport	N/GT	RSR	Total
964	Carrera RS 3.6	1992	1,902	90	290	-	2,282
964	Carrera RS 3.8	1993	55	-	-	45	100
993	Carrera RS 3.8	1995	224	-	-	-	1,014
		1996	563	227	-	-	



The 993 VarioRam system turns this classic into a very driveable performance car, even by today's standards



The interior of the 964 has largely stayed factory trim, while outside has seen a full-blown conversion to widebody RS 3.8 spec



The 'RS' badge

1973 marked a new chapter in the Porsche genealogy as the RS moniker was bestowed upon the 911. This identified the top performing sports car in the 911 range that was road legal. It was the brainchild of Porsche's chairman, Ernst Fuhrmann, in an effort to bring their racing programme back in line with their production models after the crippling, albeit highly successful, race car programme with the likes of the 906, 908, and 917. The 1973 Carrera RS 2.7 (below) was therefore the first in what would become an iconic sub-brand, but the ever-cautious Porsche marketing people underestimated the takeup for the car. Initially just 500 cars were planned for production, but eventually 1,508 were produced over a two-year period.

The Carrera RS 3.0 followed in 1974, but there would be a ten-year wait for the SC/RS and a further eight years before the 964 RS 3.6 appeared in 1992. Heritage is never built overnight...



flat. Only 1,014 units were produced, of which 227 were despatched in lighter Clubsport trim.

Whether in 964 or 993 form, the RS is a simply supreme Porsche 911 – for most. However, the Rubystone red example in our pictures is the result of an amalgamation of those successive generations of Rennsports – a ‘best of both’, if you will.

Sold as a 964 RS by Porsche Zentrum Düsseldorf in 1993, its first owner used it happily for everyday driving, but an increasing partiality to trackday activity led to the car being prepped for the 2006 trackday season.

The opening event was the well-known and popular four-day Scuderia Hanseat, held on the Nürburgring's Nordschleife. The event was brought to a premature end for the 964 RS as intense rain compromised the performance of the well-worn semi-slick tyres. On the drive home from the circuit, the heavy rain would once again have a detrimental effect on the 911, causing it to leave the road, finally coming to rest in an adjacent ditch. Despite the relative ‘soft’ impact, there was significant panel damage down the left-hand side of the car. What's more, the insurance company would not pay out because there was no tread left on the tyres, and so the car was de-registered on 27 April 2006.

The next chapter in this 964's life began in the capable hands of Hans Schroeder, a long-time Porsche specialist in Duren, who had always wanted a 964 RS 3.8, which was too expensive due to its limited numbers. The panel-damaged 964 RS provided Schroeder with the perfect donor car for his ‘RS 3.6 to 3.8’ project, which he parked in the corner of his workshop to work on when time allowed. Schroeder proceeded to buy all original RS 3.8-litre specification panels, including front and rear fenders, wide bumpers and the red caliper-clad RS 3.8 brake system. He even managed to buy the very last set of original Speedline wheels that Porsche had at the time.

Of course, if you take a 3.6-litre car and merely fit wider body panels, it stands to reason that the greater body width would in effect render the car slower than a narrow-bodied equivalent due to increased weight and drag. To combat this, Schroeder acquired a 993 3.8-litre engine that he promptly dismantled and built up to RS 3.8 spec. By increasing the compression ratio and fitting higher-lift cams, power was pushed to 325bhp, which was 25bhp up on the standard 993 RS 3.8 factory figure. The gearbox, a 993 six-speed unit, was uprated with 993 RS ratios to cope with this increased power. To prepare the car for trackday work, Schroeder

“This is an
exemplary
Rennsport package”



replaced the original RS suspension with Bilstein adjustable PSS9s all round.

Sadly, while Schroeder started this formidable project build in 2008, once he had completed it three years later at the age of 69, he came to the conclusion that he was probably a bit too old for such an extreme car. As such, a decision was made to sell the Rubystone red 964 RS.

The car has since been sold by German Sports Cars, as proprietor Thomas Schmitz explains: "I bought the 964 in August 2014. I liked the idea of the car, because it is not a replica. The base was an original 964 RS, so the value is in the base and in the chassis number. What's more, the car is very powerful – it's a fantastic, fun car, and if somebody wants to have an affordable RS 3.8 and wants to do some trackdays and enjoy driving it, then this is absolutely the right Porsche." A genuine RS 3.8 these days, if you can find one, would set you back between €400,000–€550,000, and so at €150,000 this car offers a lot of value for money.

Approaching the 964 RS ahead of my test drive, I'm intrigued to see that the striking Rubystone red hue is continued inside on the seat inserts, door pulls and safety belts. The interior is still the factory 964 RS specification, which means it has the thin carpets, two Recaro bucket seats and door



cards with pull straps. The Recaro bucket seats are comfortable while offering a firm hold, and the only deviation from the factory specification is now staring at me: the optional three-spoke Sport RS steering wheel was installed by Thomas as a replacement for the four-spoke standard option.

As I head out for my drive, Thomas, accompanying me, opines that only a half cage and Michelin Cup tyres are what's needed for this to be a supreme, fire-breathing trackday car. He says: "It has the big brakes, a second oil cooler, the air ducts for brake cooling, stainless steel brake hoses, adjustable suspension by Bilstein, plus the shock tower brace (an option on the 964 RS), and an adjustable rear spoiler. It just spells high performance."

Despite the track-orientated setup, this 911 hasn't lost its road-going capabilities, as demonstrated by Thomas's decision to take the car on a 1,600 kilometre round trip to last year's Goodwood Festival of Speed: "I wanted the trip to be one to remember, so we registered the car the day before the trip, fuelled it up and checked tyre pressures. We adjusted the damping to setting '5', which is

medium – enough for a comfortable drive, but also with good road holding," Schmitz enthuses.

The sentiments from Thomas's drive to Goodwood are quickly echoed here in the German countryside. The symphony of sound emanating through the stripped interior from the VarioRam engine is unforgettable. Power is instantly accessible throughout the rev range, and the 3.8 RS lookalike feels beautifully lithe through corners.

As we recently reported in **Total 911**, the narrow-bodied 964 RS is a mesmerising performance machine, yet with the benefit of a more powerful engine melded to a refined suspension, the result is a breathtaking Rennsport experience. Refreshingly, usability on the road hasn't been compromised either. With a simple adjustment in damping, a smooth ride is obtainable, while the gearbox is palatable even on a cold start, before complementing a spirited driving style with lightning quick shifts. This is an exemplary Rennsport package – and don't forget, this is a classic RS with a price tag that maintains usability, giving you the best of both worlds. Who cares if it's not an original? **911**

Model	964 RS 3.8 (modified)
Year	1992
Engine Capacity	3,746cc
Compression ratio	13.1:1
Maximum power	325bhp @ 6,500rpm
Engine modifications	Cylinder heads modified on flow bench; higher-compression pistons and cylinders; Schrick high-lift cams, rockers and arms
Transmission	Standard 993 six-speed converted to RS spec, with steel synchro rings
Suspension	
Front	Bilstein PSS9, fully adjustable
Rear	Bilstein PSS9, fully adjustable
Wheels & tyres	
Front	9x18-inch Speedlines; 235/40/ZR18
Rear	11x18-inch Speedlines; 285/35/ZR18
Dimensions	
Length	4,275mm
Width	1,775mm
Weight	1,210kg
Performance	
0-62mph	Not tested
Top speed	170mph+



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“MY MERRY BAND OF MISFITS”

Fear of the unknown causes many misconceptions, something underground enthusiast collective R Gruppe has been battling for 16 years. Total 911 heads inside the inner circle to sort fact from fiction

Written by **Josh Barnett**
Photography by **Andrew Tipping & Bob Tilton**

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Chris Huergas (below left), R Gruppe's very own Vito Corleone, has an unquenchable passion for the Porsche 911, just like his members



Almost from the outset, R Gruppe has managed to court controversy, despite it never being co-founder Chris Huergas's intention to light any blue touch papers. "We didn't have any plan or agenda. Nothing," explains Huergas as he recounts the tale of R Gruppe's infamous first annual Treffen in May 2000.

Roughly halfway between Los Angeles in the south and San Francisco in the north, Cambria is a sleepy village on the Monterey Coast, home to a number of inns overlooking the Pacific Ocean. "We just checked into this hotel, we didn't even tell them it was a car club," Chris chuckles. "So, imagine their surprise when we arrived there on a Thursday and invaded their serene setting with these loud 911s! That was the first time we were ever kicked out of Cambria and we were told not to come back."

The R Gruppe story actually begins nearly a decade earlier in 1991. Chris, one of four brothers who all owned early 911s, had just bought a 1969 Porsche 911S. "I was going to invest in it and then sell it as I already had a '74 in the garage. But as I kept working on it, I started liking it," Chris says.

A year or two later, Huergas met with fellow enthusiast Ernie Wilberg, "the guy who planted

the seed of 'sports purpose' into the R Gruppe philosophy." Wilberg was in possession of one of Porsche's rare-as-hen's-teeth 'sports purpose manuals.' This document – one edition published in 1968, the other in 1970 – was designed to give guidance to 911 owners wishing to convert their car for race or rally competition, including a complete list of factory components.

"The first time I met Ernie, he gave me that," Chris explains. "About this time I started building the '69S. This booklet gave me some ideas of how I wanted to build this car, my own version of a '69 911S Lightweight." Along with fellow San Francisco Bay 911 aficionado, Rodney Chew, Huergas set about on his first R Gruppe build ("though we didn't call it an R Gruppe car because we didn't know what the club was").

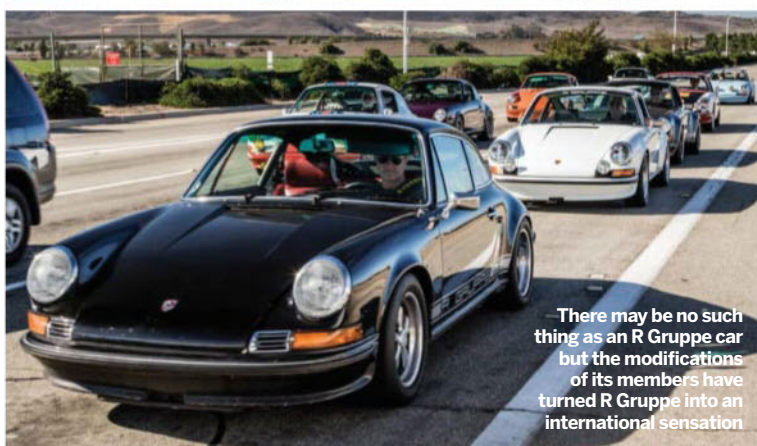
In 1998, a US magazine featured the car as part of an article about Huergas and his Porsche-mad brothers who all "built our own special early cars with a hotrod mentality to them." The feature was picked up by Freeman Thomas who had penned the VW Concept 1 that would later become the New Beetle. Huergas once again takes up the story: "Freeman called me out of the blue. I didn't know who he was. He called me at my office because he

was excited about what I was doing to that car. He said he had a '69 911 like mine, he'd got a '74 Carrera like mine and our wives were called Renee. I was kind of like, 'Okay, I guess we're soul mates then!' It was a meeting of two guys fascinated with this sports purpose 911 but he didn't have access to that manual, so I made him a copy. That was back in April '98, and was the start of this whole sports purpose movement."

A few months later, at the 1998 Monterey Historics, Freeman and Chris first met before a trip down to LA with Wilberg in early-1999 convinced Huergas that there might be some merit in starting a club for enthusiasts like them. "We saw all these neat cars from LA and I thought, 'they have their own style just like we have up north'."

"Freeman and I had always said 'let's talk,' so when I got home I started discussing the merits of a club with him," explains Chris. "On 16 May 1999, I drove down to Southern California to be his guest and we would formalise the club that weekend." With the late Steve McQueen honoured with membership no. 001, the club was founded with 12 members, six from Chris' Northern Californian home, and a further half dozen from Freeman's territory in the south of the state. The venture that





There may be no such thing as an R Gruppe car but the modifications of its members have turned R Gruppe into an international sensation



would bring Chris so much pride had begun, and so had our interview with the man at its very heart:

How did the name come about?

I put together a number of name suggestions and we tried everything from 'Sportster Club' (that name was too associated with the Harley Davidson) and some of the suggestions from Ernie Wilberg: Type R, R Gruppe. We came up with that based on the 959 Group B car, which was a poster car back in the 1980s.

I ran through that list and then I met up with Freeman and we decided which name we agree on. I came up with 'Type R Gruppe' and he dropped the word 'Type'. I still had some reservations about calling 'R Gruppe' because I said we don't really own any 911Rs (although one of our members eventually did). We're not a 911R group.

But he said, 'Chris, the letter 'R' rhymes with 'our'. It's yours and mine. It's 'our group'. And that's what sold.

Does R Gruppe have a membership limit?

The inaugural Treffen attracted a lot of people. When the magazine came out with an article about this car club in California, there were a lot more

people out there than we'd anticipated who love this hotrod mentality.

Freeman and I (two or three years later) realised that if we don't control this, it was going to get out of hand. So we made a pact that we were going to keep a 300-member limit. The club has the ability to grow but we don't want that.

Why is that?

I have this motto that I use a lot. I tell the guys, 'It's not about the cars.' If you're around people who share the same passion as you do, you have a nice chemistry. The camaraderie is there. It's a proud moment for me when I go out with my club: they come from all over and it's just one, big, happy family. It's not something where people can say, 'Can I join?' You don't just join R Gruppe. You've got to hang out with us to see if we like you!

Is that why some people feel you are elitist?

Yeah, it's not that way, though. It works both ways. Some people realise that R Gruppe is not their cup of tea. No harm, no foul. I don't want to give the perception that we're... that we're sometimes perceived as arrogant. We just maintain the right chemistry here. ➡

R Gruppe meetings

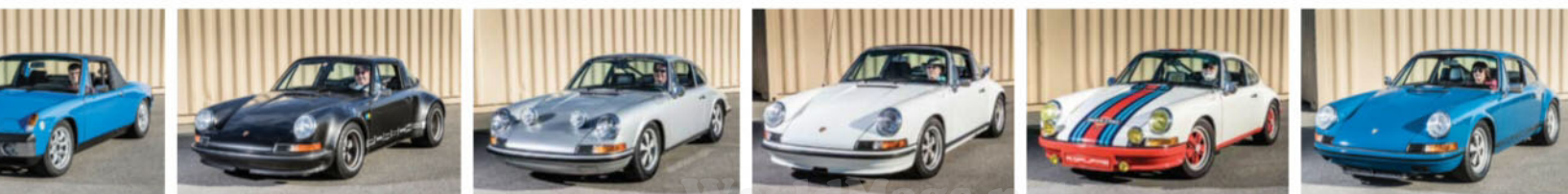
No good car club would be worth its salt without regular meetings. With its family atmosphere, R Gruppe meetings are more convivial than many, as co-founder Chris Huergas talks us through the regular get-togethers:

"Our annual Treffen is a national gathering for R Gruppe. We take drives in the morning and then in the afternoon: when everyone's met up, it's just one big party in a parking lot! The proudest moment for me is when I go out into the parking lot and I see everybody having a good time."

"East Coast chapters have the so-called 'Bergrennen'. They wanted their own Treffen but I said: 'No, there's only going to be one Treffen and it's going to be in California'."

"As well as the Treffen, we also have our monthly gatherings. My NoCal chapter meets at Emeryville on the first Saturday of each month at the European Automotive Salvage Yard. The owner, Jim Breazeale, is an honorary member of R Gruppe. We have both sides of the street filled with early 911s. It's inspiring. It raises the blood pressure. That's how exciting it is to be around the cars."

"In Southern California, they have what they call 'Cars and Coffee' and the other chapters have monthly dinners and drives. These chapters are free to do their own organising and it's just any excuse to get the guys out. Some of the guys just want to be around their R Gruppe brothers. The atmosphere is very informal."





I can see why people who aren't part of R Gruppe see us that way but we don't march to anybody's tune but ours. We're just a bunch of car guys who have that hotrod mentality and live in California. It's where hotrods started. We're applying the same mentality to Porsches.

Some of the guys out there are misunderstood [by other Porsche clubs] and they are very protective of the name. I have some very, very hardcore, loyal brothers in the R Gruppe. We all have each other's backs.

Is that strength between one another what has made R Gruppe so popular?

Yeah. It's how these guys have meshed and nurtured a friendship. That's why we're protective of who we bring in. We don't want that nice balance [to be] upset. That's not to say we don't have problems [within the club], but that's my job to fix it.

You're the sheriff....

You could say that. Some people think of me like the Godfather!

Do you have any presence outside the USA?

We have a European chapter. There are about 20 to 25 members; they're all over. They have their own little gatherings over there and I let them run their own show. But they keep me in the loop on all the things happening over there.

And we have an Asian chapter too, so it's growing. But we don't want to grow commercially, that's not how we want to market ourselves or sell the concept. I like the way that it has been perceived as an underground, secretive car club – only it's not so secretive any more.

Are the cars an extension of the people?

Absolutely. Each [member's] car is an extension of that person's personality, their character, their

image. Some people say they have 'R Gruppe cars' but they are not really R Gruppe cars. They have the R Gruppe image and style, but the R Gruppe is a lifestyle and I have selected those people.

What is it about the Porsche 911 that is so special to you?

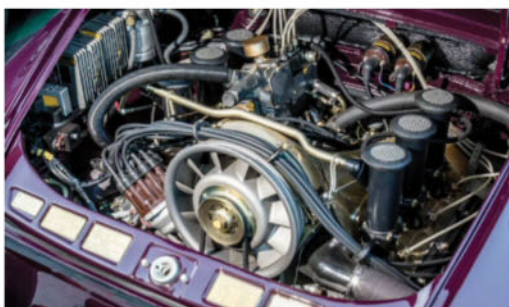
The Porsche 911 is a timeless design. A lot of the R Gruppe guys started with the Volkswagen Beetle so it is just a natural progression to the 911. There have always been more exotic cars but the 911 has remained the standard.

And the purest of them all are the first ones. It relies on your pure driving skill to tame it. It is much more fun to drive a slow car fast than to drive a fast car slow.

What do you make of modern 911s then?

I love it. But – this isn't to say it's a poor car, it's an excellent car that can run circles around many cars





out there – we know the heritage, it still has that silhouette of a 911 and that's very important. Early 911 owners are proud that their car's heritage is that car. Here we are, still talking about 911s, so there must be something about that particular model.

The likes of Magnus Walker and Singer have popularised modified 911s in recent years. What do you make of these more glamorous hot rods?

We always thought that it was just a matter of time until hotrodding came into the Porsche scene. Singer was one of my old members. I don't think it's a bad thing that these people endorse the hotrod. I think, because the word 'hotrod' is associated with Porsches, people are more accepting of that.

How do we fit into that? I can see R Gruppe being invited to some special hotrod show, while other Porsches probably wouldn't fit in. That's probably how R Gruppe are viewed by some people in the

hotrod world: these guys are Porsche guys but they are also cool guys. They get the hotrod mentality.

Have recent rises in classic Porsche 911 values affected the modifying community?

You'll see that a lot of people are not doing a lot of modifications these days. The gospel is 'keep it original'. I agree with that. The problem with the prices of the cars skyrocketing is that it drives away the typical car guys like myself and the others in the club. We're priced out of the market.

I've continuously owned 911s since 1980: I've been in this hobby for such a long time and it's painful for me to think about not playing in your own playing field because you're priced out of it.

How do you see R Gruppe's role within the wider Porsche 911 community?

Our cars aren't stock cars. They are from, what I like to call, 'mild to wild'. People can build their own

R Gruppe style cars but we have a club, that's what we're all about.

I think that's sometimes why people can misunderstand us. As much as we love the modified cars, I'll be the first one who would talk someone out of taking a nice 911 and turning it into an R Gruppe car. I still value the original ones. Some cars are not suitable for modifications. There are some people who take some nice cars and modify them. I can't control that.

That's why some purists aren't too open with us. They think we're taking nice cars and bastardising them. I think that's a misconception. Maybe [we are] to some extent but that's not something that anybody can control.

We are like the rabble-rousers of the Porsche Club, I guess. That's why I call it a band of misfits. These are some of the guys who probably wouldn't fit in well at a PCA event. And that's okay because they've found a home in R Gruppe. **911**



— 930 TURBO TARGA — THE SECRET TURBO

Never heard of a 930 Targa? You're not alone.
Total 911 fires up the open-top factory Turbo
few people know exists

Written by **Lee Sibley** Photography by **Phil Steinhardt**





I'll never forget my visit to an independent Porsche specialist during my second week in the Editor's chair at **Total 911**. Wandering around the busy workshops of the specialist (who shall remain anonymous), I noticed a black 3.2 SSE Targa on a two-poster ramp near the back. Mesmerised by its tea tray spoiler and bulging rear arches, I asked if it was a Turbo Targa.

"Oh, no," the salesman declared, "Porsche didn't make Turbo Targas." Naively, I took the salesman's word for it, yet fast-forward two short years and here I am standing next to one.

Of course, I have since forgiven said salesman (not before a gloaty email complete with a picture attachment) for his oversight, as the 930 Targa is indeed an extremely rare 911. Built during the 1987 and 1988 models years, just 193 Turbo Targas rolled

off the Zuffenhausen production line. Of the 193, built between February 1987 and July 1989, it is reported that only 54 were right-hand drive, one of which is this devilishly hued Guards red example (complete with the wholly appropriate '666' registration plate).

Not only is the Turbo Targa rare in terms of numbers built, it's also unique in design: a symbol of Eighties extravagance, the concept of melding Turbo elegance and performance with the open-topped nature of a Targa has not been replicated by Porsche since, and will likely never be made again. It seems odd that a sports car like the 911, in being renowned for its longevity, should possess within its tapestry a model that represented a relative 'flash in the pan' in terms of its production life and numbers produced. It'd be relative to the

provenance of the 993 GT2, if only the GT2 name did not transcend into 996 production and beyond.

The fallout here is that the Turbo Targa is uniquely pigeonholed as a Porsche with its own small subset of historical context, far away from the beaten track of more commonplace 911s. As a result, few people are aware of its existence (ask yourself, did you know?) and so this special, secret Turbo boasts an abundance of clout on paper at least. But is the reality just as awe-inspiring?

As I walk around the turbocharged Targa, still with its roof attached between the top of the windscreen and rollover hoop, I decide that in person its appearance isn't as awkward as I had expected, a small phenomenon perhaps instigated by the existence of the Turbo-look 3.2 SSE Targa. The bodywork is in flawless condition, perhaps



Those wide rear arches and tea tray wing may be a familiar combination for a 930, but the presence of that Targa rollover bar is an unfamiliar sight





one of the best I've seen. Peering through the driver's side window, I find out why: a glance at the odometer tells me this Turbo Targa has covered just 10,000 miles in 27 years. Averaging just over 370 miles of motoring per year, it's no wonder you've likely not seen one of these on the road.

My visit to north London for a test drive in the Turbo Targa has fortuitously coincided with a delightfully warm, sunny day – perfect for enjoying this unique 930 in the way it was intended. I walk around to the passenger door and pull it open with a neat 'click' of the mechanism on the inner handle, before reaching in for the Targa roof key that I've

been told is stowed in the glovebox. Upon finding it, I take a seat in the front passenger's pew and duly unlock the front of the removable roof from its inner fixing above the windscreen. Continuing the trend of a conventional Targa, I then exit the car and remove the roof by pulling it up and forward, before folding and then storing it in the front luggage compartment.

The rich sunshine is illuminating the Turbo's cabin, and now the somewhat ostentatious interior colour scheme begins to register. The red-and-cream contrast certainly lives up to the over-indulgence of the time, but even in comparison to today's more aesthetically daring concoctions, the interior here will be judged as garish by many.

At last taking my seat in the driver's throne, I conclude that the quality of the Targa's interior is typical for any 911 Turbo, being generous with materials and commendable in their comfort and finish. Being a 911 Turbo built near the end of 930 production, our Targa reaps the rewards of a more amenable G50 gearbox instead of the 915, though at first it feels clunky when shifting between gears, forcing me to give a quick prod of the accelerator pedal to enable a clean engagement as the oil warms up. Soon though, a long yet delightfully

direct throw is recognisable from the much-desired G50 transmission, and the Turbo Targa is soon on its way with aplomb.

No doubt an elaborate weekend toy of a high-flying City worker upon its delivery from Stuttgart, the capital seems an apt destination for this sun-drenched drive. Heading into central London, I let the engine oil warm up before exerting the Turbo's famed surge of power.

Pleasingly, the Targa performs as a 930 should, with plenty of pull in the early stages of the rev range before that almighty whack from behind as the single turbocharger boosts just before 3,000rpm. The propulsion forwards is thrilling, though you must be acutely aware of engine revolutions so that the boost doesn't catch you out when manoeuvring. The open-top element makes the 930 experience all the more thrilling, particularly through the heightened sound of those air-cooled engine components working hard to push you up the road. This is slightly juxtaposed by the increase in wind pressure inside the cabin, which I can only imagine to be less than practical when at full song on an Autobahn, but at home on restricted dual carriageways in the City the breeze is perfectly agreeable. ➡

930 in numbers

3.0-litre (1975-77): 2,850

3.3-litre (1978-89): 14,476*
(of which 193 Targa and circa 2,800 Cabriolet)

SE (1986-89): 946

LE (1989): 50

*Turbo was not legally available in the US 1980-1985





“Not only is the Turbo Targa
rare, it’s also
unique
in design”



Handling of the Turbo Targa is slightly more contentious, however. The reworked roof and extra strengthening needed means this rare 911 weighs near on 1,400 kilograms – decidedly heavier than a 930 Coupe and around the same weight as a 993 Carrera 4. The result is a fairly firm ride for what is, to all intents and purposes, a lavish boulevard cruiser, while that extra weight is keenly felt over the rear when cornering.

However, high-speed manoeuvres are not the order of the day in the City, and the Turbo Targa doesn't feel out of place. While these busy roads are generally fraught with ballooning modern cars such as a Panamera or the original 'Chelsea tractor' in the Range Rover, the Turbo Targa still garners a huge presence, aided by that increased track from the eight-inch wide Fuchs (still looking chunky thanks to their now relatively small 15-inch diameter) and somewhat outlandish tea-tray wing. The classic looks of this Eighties 911 are not lost on locals piling out of offices for a hasty lunch break, and the Turbo Targa rightfully basks in its own

glory down each street it visits, overshadowing any mass-produced contemporary supercar that crosses our path.

There's an exclusivity to this 911 that I've not felt before: it's genuinely a rarefied Turbo, a real maverick. And, while this rarity is the very core of its uniqueness, there's an element of sadness that Porsche hasn't revisited the platform since (the 991 Targa's innovative roof styling has prompted whispers of a possible turbocharged version, though Porsche sources tell me it wouldn't make financial sense to rework that roof mechanism and panoramic rear glass pane onto a wider body).

I return to base at Hexagon Modern Classics' showrooms and, parking up the 930 and re-affixing its roof, I'm left with a lot to ponder. The appeal of a 930 Targa – if you can find one – is huge. Not only is it a classic widebody 911 with iconic turbocharged 3.3-litre engine and G50 five-speed gearbox, it offers a more visceral experience thanks to its open-topped nature, in a platform that carries huge historical importance for Porsche (the 911 Targa

came into existence decades before the Cabriolet, remember). Throw the ultra-low production numbers into the mix, and there you have a Porsche 911 so coveted that it'll be a collector's dream.

In the flesh it's certainly not flawed either. While its added weight means the 300bhp engine will have to work harder to exert the same inertia as a Coupe, there's little feasible compromise to the Targa's Turbo characteristics. Still powerful even by today's standards, I can't quite understand why this 930 represented a one-off.

But a one-off it was to be. Porsche duly turned their forced-induction intentions to the new 964-generation by the turn of the Nineties and, considering it took three attempts for a 964 Turbo to be spawned with an engine to call its own, there's no surprise that we wouldn't see another open-topped 911 Turbo until the 996 in 2001.

If you come across a genuine Turbo Targa for sale, don't rub your eyes – get it in your stable at the soonest convenience and have yourself your very own secret annex of Porsche 911 history. **911**





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DIRECT FUEL INJECTION

Total 911 looks at the science behind DFI technology from a Porsche perspective, introduced on the second-generation 997 in 2008

Written by **Kieron Fennelly** Photography by **Porsche AG**

As per usual in a facelift model, the 997.2 of 2008 featured not just the anticipated mid-life upgrades, but an entirely new engine. The M97 unit was superseded by a flat six that was new practically from the crankcase up. The 9A1 engine was said to be five kilograms lighter, 22 per cent stiffer, and above all dispensed with the intermediate shaft and its troublesome bearing. The fact that the 9A1 also came with a direct fuel injection system seemed on the face of it to be just another improvement aimed at better efficiency, like the new oil pump with its output electronically geared to lubrication requirements – another power and fuel-saving measure.

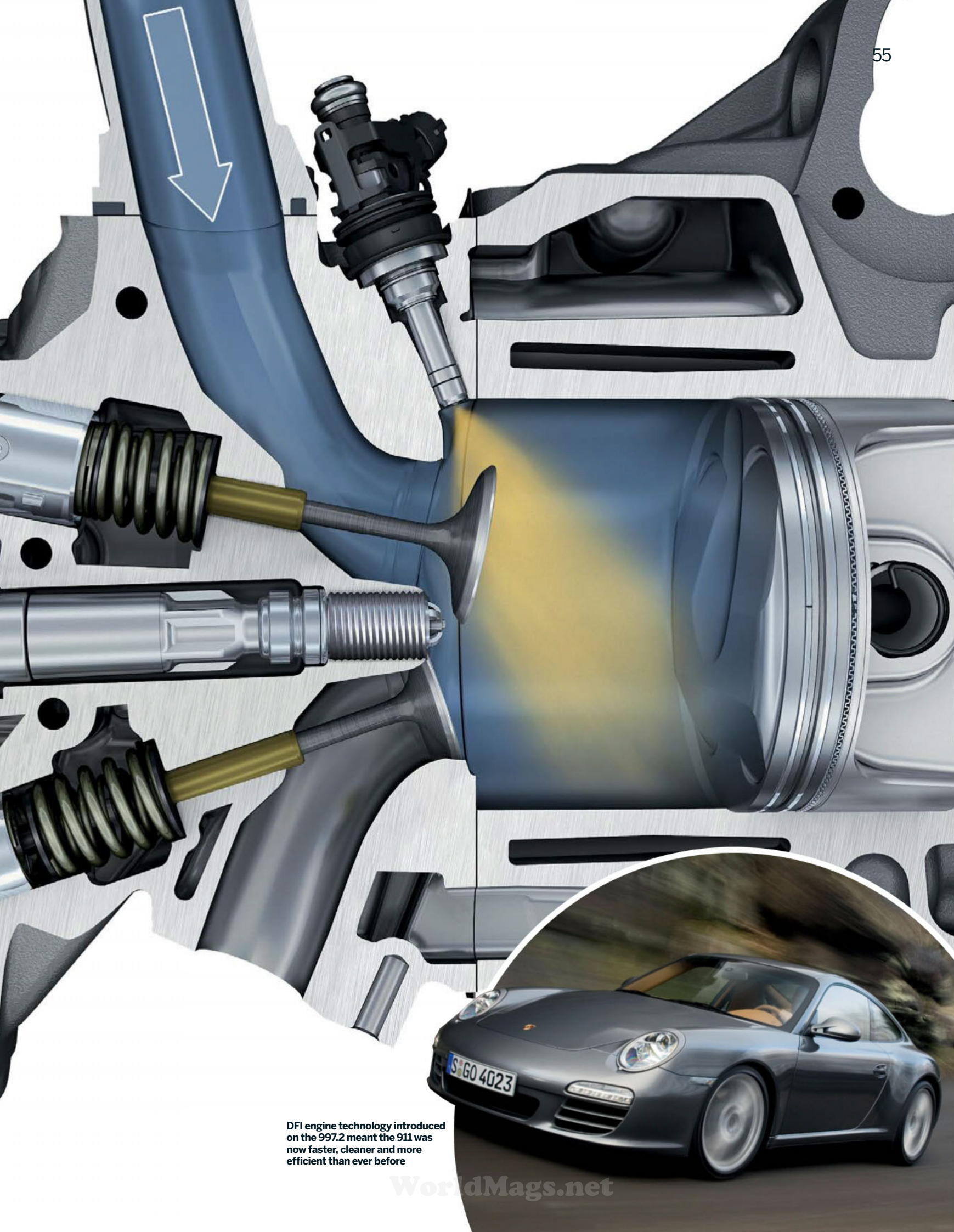
However, DFI represents a major and rather understated advance in combustion technology. The business of mixing petrol vapour and air is at the very heart of engine performance, and for decades was handled by a carburettor, a complex device which through a series of floats, valves and spindles squirted a spray of petrol into the inlet manifold. Fundamentally inefficient and difficult to keep in synchronisation when doubled or tripled on higher-performance engines, the antique carburettor was finally killed off by the catalytic converter, which demanded much greater precision of the fuel-air mixture. Mechanical fuel injection was developed on aviation engines in World War II and applied to a few top-end production cars, most famously the Mercedes 300SL. Racing cars used it too, and briefly the 911 in its RS 2.7 guise, but by then the move to use less fuel and meet emissions requirements was real, and Porsche – in conjunction with Bosch – developed electronic injection systems. Each subsequent new generation of electronic injection aligned the mixture with increasing accuracy to combustion requirements,

reducing, among other things, the over-rich and pollutant mixture needed for cold engine starts. Besides delivering the 14.6:1 air-fuel ratio necessary for the catalytic converter, fuel injection continued to offer advances in both performance and economy.

However, like carburettors, petrol injection has always delivered fuel to an antichamber – the manifold, rather than directly to the combustion chamber. This is unlike diesel engines, which have always had vapourised fuel squirted directly into the cylinder head because of their compression, rather than spark plug-induced ignition. Unrelenting pressure on the auto industry to meet both mpg and CO₂ norms means that over the last decade, manufacturers have been introducing direct injection on their petrol engines too. The enhanced combustion efficiency of DFI offers more economy and power even for high-performance engines. Rarely first to market new technologies, Porsche first applied DFI to its LMP2 racers in the US in 2005, and on the Cayenne's V6s and V8s in 2008. The 911 went DFI in 2009, and all subsequent Porsches would use this method.

The principle of DFI is straightforward and well understood from diesel engine technology, but the OEMs have hitherto avoided it for petrol applications largely for cost reasons. Port injection (as manifold injection is known) is relatively simple to build and reliable throughout the life of the engine. DFI is more complex, requiring far more processing power, and therefore adds to the cost of the vehicle: the Gen2 987 Boxster and Cayman ➔





DFI engine technology introduced on the 997.2 meant the 911 was now faster, cleaner and more efficient than ever before

The unveiling of the Gen2 997 (below right) represented far more than a mere facelift over the Gen1 models, with the switch to DFI engines chief among the advancements in technology



kept port injection for the base 2.9 engine model (which was otherwise the brand new 9A1 engine in its smallest capacity) largely for pricing reasons, while the 3.4 S had DFI like the 991.

Spraying the mixture straight into the combustion chamber has great advantages: it is faster, more accurate, and the atomised fuel evaporates instantly, effectively cooling the inside of the combustion chamber, improving volumetric efficiency – the exploding mixture produces up to ten per cent more energy, and lower cylinder head temperatures reduce any tendency to pinking (pre-ignition). DFI also allows a higher compression ratio, meaning greater combustion efficiency. The 12.5:1 c.r., now standard across the 981-991 range (the 991 GT3 is 12.9:1) would have been hard to imagine even a decade ago. A further technical advantage of DFI is its flexibility: cylinder filling no longer depends simply on what the descending piston sucks in. The engine management system now decides on the volume of combustible. So for example, a full-throttle opening by the driver at low rpm, which previously might have provoked

pinking (too thin a mixture causing momentary pre-ignition) is compensated by a fatter atomised fuel delivery; similarly intelligent adjustments by the engine's brain create a more easily combusted mixture to avoid the classic fuel wastage of cold starts by adding a second injection even before the piston has reached the bottom of its travel, ie at the end of the intake stroke. Exhaust gas temperature is raised much faster, allowing the catalytic converter to warm up quicker and dispense with the secondary air injection arrangement, which was used previously to raise the catalyst to operating temperature. Conversely, warm or hot start-up is facilitated by a deliberately lean mixture: again, and unlike port injection, DFI supplies precisely the blend required in a given situation.

Besides the more sophisticated electronics – the bigger DME is now dealing with so much more processing that it needs its own heat sink – this combustion nirvana is not achieved either without a potent supporting cast. A conventional pump mounted in the tank sends petrol at around 60psi to a high-power mechanical pump driven

by the exhaust camshaft, which raises pressure to 2,000psi at maximum revs – far larger than demanded by port injection. Injectors to handle this level of force are also heavy-duty affairs – solenoid valve units require 75v, which is generated by capacitors from the 12v electrical system.

DFI is an upgrade that has been waiting in the wings for some time. Besides its unquestionable advances in efficiency – more torque, cleaner and faster combustion, so better mpg – it is a known technology, so likely to prove as reliable as port injection. Some failures of the high-pressure fuel pump on early DFI Cayennes led to Porsche offering pump replacement under warranty for the 987 and 997 in the US, while fuel system sensors – like any engine sensors – have been known to fail. It will be some time before longer-term effects on the engine itself (if there are any) become visible.

Interestingly, at a time when some manufacturers now schedule a 100,000-mile life for spark plugs, Porsche is recommending change at 40,000 miles (30,000 for Turbos) – a measure of the crucial role of the humble plug in DFI. Commentators are also talking in terms of annual oil changes to minimise the chance of carbon deposits in the engine, but most sensible Porsche owners are probably doing this as a matter of course anyway. DFI is the original 'win-win' development, offering more power, more mpg and fewer emissions. It will be interesting to see how the next leap in combustion engine technology compares as engines generally become smaller. **911**

“Besides its advances in efficiency – more torque, cleaner and faster combustion – it is a known technology, so likely as reliable as port injection”

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996 REBORN

The long-unloved water-cooled 996 Carrera 3.4 is finally becoming recognised as a great basis for a performance Porsche. Total 911 tests three project cars given a new lease of life

Written by Neill Watson Photography by Chris Wallbank

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Strasse, RPM and Autofarm are leading the 996 revolution

The sun may be out, but the elements are against us for our group test today. Race circuits in winter are never cheery places, and there's a bracing wind scything across the Blyton Park scenery in Lincolnshire. Its open spaces and wartime airfield ancestry are very apparent, offering little sympathy to us or the cars we are here to drive. But 996 Porsches are used to this sort of treatment. The factory's initial attempt at a liquid-cooled flat six has a less than stellar reputation. IMS, cracked blocks, piston failure and the like follow the 3.4-litre 996 wherever it goes. However, today we are here for some 996 love; with air-cooled Porsche prices now beyond £30,000, if you aim to drive a 911 for less than this these days then it will be a liquid-cooled car.

So a 3.4-litre Porsche 996 is perhaps not the most inspiring car for a driver who really aspires to GT3 ownership. Its engine requires hard use to extract the 300bhp, and all too often it feels more like 250bhp. I've owned several, and can recall occasions where I've had to dig pretty deep to maintain my honour in the face of a powerful turbo diesel opponent. It doesn't look good when you have a mirror full of TDi grille badging in a straight line and you can't wait for the next corner to come soon enough to win an advantage. But 16 years after its launch, the future is actually looking quite good for the Porsche 996 – and the three cars we're driving today are all examples of ways to take a standard Porsche 996 and do something exciting with it.

We're not aiming to find a winner either; these three Porsches are too diverse for that. Today, our objective is to stimulate your thinking and be more open-minded about the possibilities of early 996 ownership and some of the opportunities that are out there for entertaining liquid-cooled 911 driving at a fraction of the cost of spiralling GT3 prices. It doesn't have to be a Mezger engine to make it fun. The base Porsche for all three of these cars is the early 3.4-litre 996, and there are actually several good reasons why it's an excellent choice. Firstly, it's probably the last 'analogue' 911. With a physical throttle cable and the most basic of traction control and stability systems that can be totally turned off, it's pretty linear and relatively simple. Secondly, it's cheap to buy, with an abundance to choose from. Thirdly, these cars are all teenagers now, so any engine tantrums are probably behind them by this point. Without further ado, it's time to drive.

The 996 CSR creation by RPM Technik is a rolling technology demonstrator developed by the company to show what can be done with a 3.4 996 without going deep into the engine. Apart from their IMS bearing modification, the engine internals are standard. Even so, the list quickens my pulse. Throttle bodies, plenum chamber, lightweight flywheel and limited-slip differential are all terms that lift my heart, so it's with anticipation that I turn the key. The flat six starts instantly with that flick-knife throttle response that we all love from the GT3. Into first, and you can't resist a flamboyant take-off just for fun. Out

onto Blyton's open space, and the KW Variant 3 suspension comes alive, but in a very supple way. Hard under braking for the chicane, the front end simply inspires confidence to brake deep into the corner, offering a crisp turn in with little body roll, but riding the curbs securely.

Picking up the power mid corner, it takes a few laps to ascertain just how early you can get securely on the accelerator with this car, the limited-slip hooking up and the car doing its 911 swivelling-through-the-hips action we all love. The KW damping, coupled with RPM Technik's chassis setup formula, means I'm on the power a good 25 per cent earlier than in a standard car without any dramas. Impressive. High-speed direction changes through Blyton's Port Froid /Port Vite curves are equally inspiring, with very little initial understeer; just a sharp left-right direction change that gives you confidence to bring more aggression to your cornering. I'm having to recalibrate my own personal 996 driving map – this is a new experience, and I'm enjoying it. Braking is through standard discs, with uprated Performance Friction pads and fluid giving a solid pedal to pivot the ball of your foot around. Add in the addictive throttle response and a pretty loud CSR Sports Exhaust, and downshifts become a tactile delight. In fact, the best word I can think of for this car is just that: tactile.

A reluctant cooling-down lap later, we return to the paddock. I step out and take in the bodywork of the CSR. The all-carbon bonnet is featherlight, just like a GT3 RS. At the rear end, I particularly

Model Year	RPM Technik CSR Carrera 2 3.4 2001	Strasse Porsche Club racer Carrera 2 3.4 2001	Autofarm 3.7 Carrera 2 996 (was 3.4) 2001
Engine Capacity	3,387cc	3,387cc	3,700cc
Compression ratio	11.3:1	11.3:1	11.3:1
Maximum power	300bhp	300bhp	354bhp
Maximum torque	350Nm	350Nm	386Nm
Engine modifications	IMS bearing upgrade; Evans waterless coolant; Low-temp thermostat; Throttle body and plenum upgrade; CSR Lightweight clutch and flywheel; BMC Air Filter; Custom engine mapping	Steel liners; billet con rods; deep sump conversion; Schrick cams; decay exhaust, lightweight flywheel	Silsleeve engine conversion to 3700; steel liners; Nikasil treated; RMS conversion kit; Deep sump conversion; Schrick fast road cams; Dansk exhaust manifolds; Miltek silencers
Transmission	Standard six speed	Standard six speed	Standard six speed
Suspension			
Front	KW Variant 3 two-way adjustable coilover, including top mounts and drop links; Powerflex bushes; Eibach hollow antiroll bars; RPM CSR chassis setup	Gaz two-way adjustable, interchangeable springs	Independent; MacPherson strut; coil springs; antiroll bar
Rear	KW Variant 3 two-way adjustable coilover, including top mounts and drop links; Powerflex bushes; Eibach hollow antiroll bars; RPM CSR chassis setup	Gaz two-way adjustable, interchangeable springs	Independent; multi-link with telescopic dampers; coil springs; aintorill bar
Wheels & tyres			
Front	8x18-inch HRE C100 Forged alloys; 225/40ZR/18	8.5x18-inch; 235/645x18 Pirelli custom control tyre, choice of wets or slicks.	8x18-inch; 225/40ZR/18
Rear	11x18-inch HRE C100 Forged alloys; 285/30ZR/18	10x18-inch; 265/645x18 Pirelli	10x18-inch; 265/35ZR/18
Dimensions			
Length	4,430mm	4,430mm	4,430mm
Width	1,765mm	1,765mm	1,765mm
Weight	1,320kg	1,320kg	1,320kg
Performance			
0-62mph	Not tested	Not tested	Not tested
Top speed	174mph	174mph	174mph
Further modifications	CSR Carbon fibre ducktail, carbon fibre bonnet, side skirts, graphics package; GT3 bumper and mirrors, all colour-coded; Factory sports seats; extended leather; CSR Carbon fibre sill trim inserts; Alcantara Momo wheel; Alcantara gear lever; Powerflex bushes; CSR Geometry set up; CSR limited-slip differential; CSR Sports exhaust; CSR tailpipes; Performance Friction brake fluid upgrade; Performance Friction pad upgrade	Race-prepared with custom roll cage; fixed FIA spec competition seat; five-point harness- Momo wheel- EBC yellow brake pads; racing brake fluid; ride height lowered by 65mm	None
Total conversion cost	£27,000	£38,000	£15,000



like the retro ducktail spoiler and carbon engine lid. If you described it to me over the phone, I'd be adamant that a ducktail on a 996 wouldn't work, but in the flesh it looks great. The expensive HRE two-piece alloys fill out the wheel arches very nicely, the combination giving the car a stance that sets it apart from a standard 996 without going for an extravagant package of huge wings and deep splitters.

Above all, I like the inspiring feel of the chassis package. The combination of KW Variant 3, hollow Eibach antiroll bars and RPM Technik settings give a drive that surprises me. All too often, I drive cars

that have been unfeasibly lowered in the misguided belief that this must make it better. In fact, the best chassis setups deliver a car that controls body roll, yet keeps the tyres in contact with the surface as much as possible. RPM's Darren Anderson is reluctant to delve into the intricacies of the chassis settings, but even out on the surrounding country lanes the CSR is very compliant, with none of the tendencies to 'tramline' and dive off the camber under braking that you might expect. Even though this car is only around 40 kilograms lighter than standard, it has that old-style lightweight 911 feel and agility to it that makes it perfect for bumpy UK

B-roads, with none of the harshness that can make a GT3 RS a handful on such surfaces: the kind of car that makes you invent reasons to go driving.

It's time to drive a 996 engine I've heard an awful lot about, but have never experienced: Autofarm's Silsleeve engine conversion. Josh Sadler's team were one of the first to address head-on the problems with the early 3.4-litre engine. The Autofarm conversion covers all of the known engine issues, ensuring they don't reoccur. Their investigations showed that the engine block was prone to flexing, the eventual failure becoming evident in a D-shaped piece of the barrel liner

“It doesn't have to
be a Mezger engine to
make it **fun**”

becoming detached at the very top where it meets the head gasket. We won't go into the in-depth reasons for the failure, but suffice to say that Autofarm is able to take an engine that would normally be considered scrap and not just repair it, but significantly improve it.

In the process, the 3.4 is taken out to 3.7-litres via fresh pistons and Nikasil-coated cast iron liners, effectively creating a 'closed deck' engine that removes all of the flex that caused early failures. This car also has a set of Schrick cams, a tuneful sports exhaust comprising Dansk manifolds and Miltek silencers and a deeper sump conversion for

greater capacity, completing a very conservative package. The Arctic silver car looks completely standard from the outside. It's in immaculate condition, and a credit to its owner Jeff Pile, who has covered more than 30,000 miles since the engine was built, exploring a diverse combination of daily driving, high-speed European trips and the odd journey to the Nürburgring.

"It's probably my perfect Porsche with this engine. It has so much torque that I can cruise quietly in sixth gear on the motorway, drive on track then commute home again," says Jeff. Inside, this Porsche is standard and immaculate. Turning

the key in the ignition, the engine cranks slower than you'd expect, but then responds into a slightly deeper idle than standard. Setting off, the unique characteristic of the Autofarm engine is instantly apparent: torque, and lots of it.

This engine is one of the original development cars. Josh offered Jeff the chance to be a guinea pig, and installed the engine as a development test bed, but Jeff liked it so much that he never returned it. I can see why. Blyton's long, curving Lancaster bend is a perfect place to showcase the strong mid-range punch here, the engine giving a long push all the way through the bend, gathering speed with what



— The 996 marketplace —

Early 3.4 996s are abundant below £12,000. However, whittle out the Tiptronic and you lose probably 50 per cent of the available cars. Opinions are unanimous among our specialists on the choice of a donor car. You can buy a really scruffy car very cheaply, then spend the saving on a thorough overhaul and expect a few issues along the way. Or, you can buy a well loved car as a sound basis that will give fewer worn components to deal with. The choice is yours. Josh Sadler sums it up: "I can recall how we used to sweat to try and get 100bhp per litre from air-cooled cars. These engines are actually very easy to get good power from. Solve all the known issues, add in some conventional induction and exhaust improvements and a set of good cams, and you have a really powerful car with little dramas. They're highly underrated."



These projects show that with the right tweaks the 996.1 can be the perfect weapon for fast road use, track day enjoyment or even a championship-winning standard of racing



seems to be so little drama from the smooth engine. There's a temptation to shift early at first in a 996 Turbo-style of drive. But hang onto the gear and the Schrick cams get to work, the exhaust note taking on a harder edge closer to the redline.

This car runs standard suspension and brakes, so in addition to providing a perfect frame of reference to the RPM Technik setup, the engine's performance gains are doubly apparent. Power is up to 354bhp, with torque a massive 385Nm and a performance curve that a Toyota Landcruiser would be proud of. This is an engine that gives you so many options. Through the tight chicane, it's the driver's whim to take second or third gear. Want to hear that exhaust bark and feel the cams? Take a blip and downshift for a good strong punch on the exit. Leave it in third, and you've none of the regrets you'd have in a standard car. On the lanes around Blyton, with lots of low hedgerows and 90-degree turns, I'd be quite happy to mix it with those pesky Turbo Diesels. The Autofarm engine is in the true tradition of Porsche engineering – an everyday car you can drive to the track, drive hard, then wash off the flies and brake dust before work on Monday.

In contrast to the styling of RPM Technik's CSR and the immaculate Arctic silver car Autofarm car, the Strasse race car is looking more like a boxer after winning a prize fight. It's the end of the Porsche Club racing season and the Strasse-prepared 996 has been victorious, winning the championship at the hands of driver Pete Morris. It's been a long season, and it shows. Photographer Chris Wallbank frets about how to hide the marks of battle, but I urge him not to. Like a prize fighter emerging victorious after 12 rounds, the Strasse

Porsche wears the scuffs and dents of competition with pride, the champion's 'number one' already assigned as its race number for the 2015 season.

The door opens with a creak, and inside there's that curious mixture you often see in production-based race cars of standard panels, dashboards cut to accommodate roll cages and other purposeful race preparation. The single race seat is bolted to the bare floor, and my legs are evidently much longer than the regular driver's. I contort myself past the door bars. Reassuring five-point harness in place, the steering wheel is so close my elbows are under my armpits. Still, I can drive for a brief period without losing all circulation. Starting requires no drama, circuit breakers or fuel pumps; just turn the key. Similar in tone and response to the CSR, only more muted as the de-cat exhaust system still needs to conform to noise regulations. In fact, regulation rather than modification is what this car is about.

The Porsche Club Championship demands standard power outputs, with a five per cent tolerance. Rules also strictly govern other aspects such as minimum weight, brakes and engine internals. So given those constraints, you'd think finding the edge to win would be an impossible task. It's not easy, but then motorsport never is. New tyre rules for 2014 introduced a Pirelli slick tyre. Drivers are allowed one set of tyres per meeting, and they're allowed to keep them, growing a collection as the season progresses. So part of the winning formula is being able to save your tyres and give yourself options later in the season or save them for the triple-header race weekends. Porsche Motorsport head Steve Kevlin believes the tyre regulations work well. "The new tyre was four ➡



seconds per lap faster in pre-season testing around Donington. It's made the 25 minute races tougher, with several drivers signing up for the gym. But the Pirellis have been great, very predictable, and everyone likes the new rules." Above all, it controls costs, as at around £1,200 per set, it stops teams with a bigger budget simply throwing new tyres on for each race.

I'm not going to get much heat into the tyres today, but I can't resist pressing on a little. The car is supremely predictable, the standard ABS brakes allowing you to carry braking deep into the corners as the pedal buzzes away before picking up the power. Each lap, I push harder as I come to realise this car really needs to be grabbed by the scruff of the neck and pushed hard in order to reap rewards from it. The harder you push on, the more it responds, the chassis setup with a massive 60mm ride height reduction and Gaz dampers feeling bouncy at low speed, but coming to life when you lean on it and work the tyres. I only wish I had a seat fitting me correctly, as I'm really not sure I

could catch a big slide without breaking my elbow. Through Blyton's sweeping direction changes, I feel an involuntary smile breaking out. This is huge fun – I'd better stop right now.

Setup, experience and preparation is everything with these cars. I imagine it's easy to drive right up to 95 per cent, but finding the final five per cent that gives you the top podium step is the hard part. Delivering a car that gives the driver confidence to mix it up in the pack is a vital element that money can't buy. The Strasse prepared car runs inexpensive Gaz dampers at £1,800 per set. Strasse's race prep expert Chris explains, 'He could have spend £10,000 on Ohlins, but Pete likes the car as it is. We built the engine two years ago, and it was still making good power at the season's end.' Indeed, Steve Kevlin had the car power-tested, and it was right on the correct figure. Chris continues, "The engines have to be tough. Pete's engine has steel liners, billet rods and a paddle clutch. It also has the deeper sump conversion, which is allowed. Even though they're producing standard power,

they still cost around £16,000 each, but at two seasons' racing that's not too bad." Strasse have vital data sheets for every track, wet and dry, and in 2015 will be running no less than seven Porsches in the championship.

By now, my mind is full of ideas for 996 hotrod options. Each of these cars comes in comfortably under our mythical £30,000. None of them will replace the intoxicating howl of a GT3 in the upper reaches of its RPM range, but as the Mezger engine moves out of reach for many, we need to find newer ways to enjoy driving Porsche 911s hard. My commute homewards is spent mentally building the options for my own hotrod water-cooled Porsche 996. I'd have the biggest Autofarm capacity hike I could get, a lightweight flywheel, that RPM Technik chassis (I'm not sure on the wheels yet, but that will come to me). Oh, and if it had a suitable half cage in it, I guess the Porsche Club Speed Championship might let me into a few sprints and hillclimbs. The future of Porsche 911 tuning is water-cooled. Start your search now. **911**



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INDEPENDENT GENES

Customer motorsport has been in the 911's blood for decades as we delve into the history of Kremer's Porsche Cup contender

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



When appraising Porsche's motorsport efforts, it is often easy to focus purely on the achievements of the works teams. After all, such famous successes as the outright victory at the Targa Florio in 1973, the famous 1998 24 Hours of Le Mans triumph and most recently, a GTLM win at the 24 Hours of Daytona last January were all secured by factory 911 teams based predominantly out of Weissach, the beating heart of Porsche's racing department.

Yet as prominent as the various factory squad incarnations have been over Porsche's storied competition history, customer motorsport has always played a key role at the centre of Stuttgart's racing efforts, especially with the myriad generations of Porsche 911.

The seminal sports car has long been the track weapon of choice for privateers wishing to compete in the world's biggest races and rallies, not just making the motorsport division at Weissach a sound business proposition, but also helping to turn the 911 platform into one of the most successful racing cars ever built, with 100 class victories at Le Mans alone. In fact, the reinelder's first appearance at La Sarthe didn't come in the hands of a factory team.

Porsche System Engineering (as the race team was known during the mid-Sixties), was too busy taking the fight to the mighty Ford and their dominant GT40 in 1966. With five 906 prototypes on the grid that year, Porsche's official team was at capacity. Instead a sole 911S, then only a few months old, was entered by two Frenchmen: Jacques Dewe and Jean Kerguen.

The prototype programme was still Weissach's primary focus as the Seventies dawned. But the 911's popularity was growing rapidly among a number of privateers all who wanted to carry the Porsche brand in the GT ranks. The support from the numerous independent outfits had not

gone unnoticed though by Ferry Porsche himself who, in 1970, created the idea of a Porsche Cup, a competition where non-works drivers could compete to see who was the best privateer.

Rather than a standalone series, the Porsche Cup saw every driver awarded points for each race they did at the wheel of a privately entered Porsche. Using a coefficient system, a win at major events (such as Le Mans or Daytona) are worth more than a victory in a national GT race, however points can be accrued in any series officially recognised by the FIA.

Gijs van Lennep was the inaugural recipient in 1970, with the Dutchman later going on to win at Le Mans in 1971 with the works team (as well as the aforementioned Targa Florio victory in 1973). He has since been joined by the likes of Stephané Ortelli and our very own columnist, Nick Tandy, who were part of the 1998 Le Mans and 2014 Daytona winning factory crews respectively.

Scanning the list of Porsche Cup winners over the last 45 years is a definitive Yellow Pages of racing legends, with drivers such as the late Bob Wollek, John Fitzpatrick and Franz Konrad all helping to carve their name in Weissach history thanks to multiple wins in the competition – Wollek has a total of seven Porsche Cup triumphs



Model	Carrera RSR
Year	1974
Engine	
Capacity	2,994cc
Compression ratio	10.3:1
Maximum power	330bhp @ 7,500rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual
Suspension	
Front	MacPherson struts with lower wishbones, hydraulic dampers with coilover springs, longitudinal torsion bar, anti-roll bar
Rear	Semi trailing arms with transverse torsion bars, hydraulic dampers with coilover springs, anti-roll bar
Wheels & tyres	
Front	10x15-inch magnesium alloys; 10.5/23.0-15 slick tyres
Rear	13x15-inch magnesium alloys; 13.0/25.0-15 slick tyres
Brakes	
Front	300mm drilled and vented discs; 917 43mm-piston callipers
Rear	300mm drilled and vented discs; 917 38mm-piston callipers
Dimensions	
Length	4,128mm
Width	1,651mm
Weight	900kg
Performance	
0-62mph	5.0sec (approx, depending on gearing)
Top speed	180mph (approx, depending on gearing and set-up)



Such was their expertise with Porsche race machinery, it wasn't unusual for Kremer to assemble 911 RSRs to factory spec themselves



Kremer's Porsche Cup successes

1990: Bernd Schneider (Porsche 962 CK6)
1987: Volker Weidler (Porsche 962)
1981: Bob Wollek (Porsche 935)
1979: Klaus Ludwig (Porsche 935 K3)
1978: Bob Wollek (Porsche 935 & Porsche 908/03 Turbo)
1977: Bob Wollek (Porsche 935/77)
1976: Bob Wollek (Porsche 934/5 & Porsche 908/03)
1974: John Fitzpatrick (Porsche 911 Carrera 3.0 RSR)
1973: Clemens Schickentanz (Porsche 911 Carrera 2.8 RSR)
1972: John Fitzpatrick (Porsche 911S)
1971: Erwin Kremer (Porsche 911S)



to his name. However, among the illustrious list of racers, it is hard to ignore the prevalence of two team names: Joest, who dominated the competition in the Eighties and now runs Audi's FIA WEC programme, and Kremer.

Founded in 1962 by brothers Erwin and Manfred Kremer, Kremer Racing's headquarters in Cologne saw the team initially campaign Fords in the European Touring Car Championship – the Blue Oval famously basing its German plant in the industrial city. The partnership wasn't without success, with Erwin securing the ETCC title in 1968. However, it didn't take long for Kremer to become associated with a truly home-grown brand.

In 1971, Kremer converted a series of 911s to S/T specification; the psychedelically liveried cars have since been the inspiration for many long-nose conversions. At the wheel of one S/T, Erwin secured the Porsche Cup in 1971, setting in motion an intense period of domination for the Cologne squad that was cemented two years later with the heralding of the RSR era.

As you will have read in issue 115, after the success of the 2.8 RSR, the 1974 911 Carrera RSR purely became the preserve of privateer outfits as the Porsche works team turned its attentions to turbocharging. While Georg Loos' Gelo Racing RSR tasted much success in 1974, it was pushed all the way by Kremer Racing's similar examples, to the point that if a Gelo Racing 911 wasn't heading the field, it was extremely likely a Kremer car would be maintaining Porsche's honour instead.

Other than van Lennep's triumph in 1970 for a team formed by Finnish importer Antti Arno

Wihuri, Kremer only failed to secure the Porsche Cup on one other occasion during the Seventies. That year was 1975, when Claude Haldi's exploits in a Toblerone-liveried 3.0 RSR secured the Swiss driver the title and Kremer's expansive line-up of 911s included the car before you.

By the mid-Seventies, and with four Porsche Cups to their name already, the Kremer brothers were the go-to men if you wanted a fast and reliable Porsche race car. Erwin and Manfred had swiftly built reputations that preceded them as their RSRs became the car to have during the decade's halfway point. For the 1975 season, Cees Siewertsen – who had dominated the 1974 Dutch GT Championship in another Carrera 3.0 RSR – contracted Kremer to build him a new car with which the Dutchman aimed to step up to the more competitive DRM series in Germany.

Kremer's knowledge of the RSR platform meant that, rather than buying a ready-to-go 911 from the factory, when Siewertsen's request came through, a bare body shell was despatched to Cologne where Erwin and Manfred's team worked through the winter of 1974 to build a brand-new 1975-specification Porsche 911 Carrera RSR. The result was chassis no. 005 0004 (the denomination changing from Porsche's official 911 460 XXXX coding).

Although 1975 would prove a greater challenge for Siewertsen, the Dutchman was still able to start the season in style, coming home third in April's Jim Clark Rennen memorial race at the Hockenheimring. After not starting the famous Eifelrennen at the Nürburgring, Siewertsen

took chassis 005 0004 to sixth – again at Hockenheim – before dipping into the European GT Championship at Norisring on 29 June.

After a win in July's GT race at the Diepholz Airfield circuit, August would scupper any chances Siewertsen had of winning his second title in a row. The month started with a lowly 13th place finish at the Nürburgring before a DNF at Kassel-Calden extinguished his DRM hopes.

A return to happier hunting grounds at Hockenheim saw the Dutchman finish eighth on the last day of the month, but chassis no. 005 0004 would have to wait until 9 November for its next podium visit. However, when it eventually came, it came in considerable style. With one final race at the Hockenheimring, Siewertsen rounded off his season in style with victory around the flat-out blast through the forests near to Porsche's Stuttgart home.

Siewertsen's relative lack of success that year would not be enough to place him at the sharp end of the Porsche Cup reckoning come December. However, along with his 1974 Dutch title-winning RSR, he had provided one us with a lesser-known iconic livery. The mid-blue colour scheme with white 'stitching' is instantly memorable and has led to chassis no. 005 0004 becoming affectionately known as the Wallys Jeans RSR by most Porsche racing aficionados.

For 1976, the car was sold on to Heribert Asselborn as Siewertsen returned to Holland to taste success again, this time in a turbocharged 934. Asselborn's brief tenure with no. 005 0004 brought modest success in Germany – third at

the DRM's Nürburgring 300-kilometre race being the standout result – but by the end of the season the car was back with Kremer Racing before Karl-Josef Römer took ownership for one race at the Nordshleife in April 1977.

From here, the car's history becomes somewhat murky. However, after the dawn of the new millennium, the Wallys Jeans RSR resurfaced in the hands of historic racer Michael Foeveny. Age had not been kind to chassis 005 0004, though. The car had, at some point, travelled to Iceland where it was put through its paces as a rallycross car. With values of 3.0 RSRs now well north of £1.5m, such treatment seems sacrilegious, yet during the Eighties these RSRs were simply out-dated racers.

After a comprehensive restoration carried out in a joint effort by crack classic Porsche racing experts Freisinger Motorsport and Roitmayer in 2003, the Wallys Jeans RSR was returned to its former denim glories.

Yet rather than simply becoming a museum piece, a Historic Technical Passport (HTP) was sought from the FIA, allowing the car to race in international race meetings such as the Le Mans

Classic event, where the car competed in both 2004 and 2006.

In 2013, the Wallys Jeans RSR found its way into the hands of US Porsche collectors Canepa, where it briefly found itself alongside the Gelo Racing 3.0 RSR that no. 005 0004 lined up against at the Norisring on 29 June 1975. On that occasion, the heavily works-supported car, driven by John Fitzpatrick – a Porsche Cup winner for Kremer in 1972 – would come out on top, winning the DRM race around Nuremburg's streets while Siewertsen could only managed sixth.

Unlike Georg Loos' similar cars, the Wallys Jeans Carrera 3.0 RSR didn't set the world on fire with its racing results during its career in the Seventies. Yet, its evocative livery has endured the ages – and the harsh climate of Iceland – and the car now stands as a symbol of Kremer Racing's heyday. After losing out on the Porsche Cup in 1975, the Cologne squad regained its privateer's crown in 1976, before successfully defending it in '77, '78 and '79 (helping Bob Wollek to his first trio of triumphs).

From building their own 3.0-litre RSRs, Kremer switched their attentions to the flame-

spitting 935 during the latter part of the decade. Their experiences developing a successful 911 programme would set them in good stead as they developed their own aerodynamic packages alongside nearby DP Motorsport for Porsche's turbocharged monster, culminating in an overall triumph at the 1979 24 Hours of Le Mans, the ultimate success for an independent racing team.

Fast-forward to the close of last year and another privateer Porsche entry, this time on the other side of the Atlantic, proved that independent efforts can still reap major rewards in international endurance racing. Like Kremer, Team Falken has become an RSR stalwart during its years racing in the ALMS and Tudor USCC. Victory at Petit Le Mans last October was just rewards after a challenging season that saw Derrick Walker's squad become the first team to run a customer 991 RSR.

Although the factory team will continue to take most of the limelight in 2015, Porsche's privateers are still proving the 911 can be successful outside of Weissach's hands, something that Kremer first displayed to the world during its now-legendary Seventies supremacy. **911**



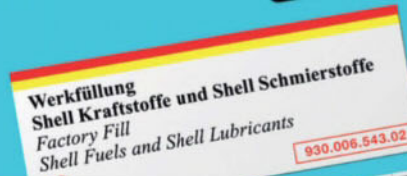
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Living the Legend

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



Joel's revised suspension has added greater poise to his 996 Turbo while replacing tired items

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014

With 75,000 miles on the clock any Turbo worth its salt has led a relatively tough life – and that definitely includes my car.

From behind the wheel you can feel the shocks and springs are tired. The ride is constantly a little too bumpy and harsh. At slower speeds you can feel a jarring over every lump and pit in the road, while at higher speeds when braking and through tighter corners you can feel excessive weight transfer as the car pitches and leans with more vigour than it should, and I haven't even got into the constant creaks and groans emanating from the front struts.

I decided to research aftermarket options, namely shorter, slightly more sporting dampers that were comfortable yet offered an enhancement in road holding, and a set of shortened sports springs. This would enhance the car's road holding, lower the centre of gravity and give more predictable feedback when pushing on, as well as remove the noises

that had started to appear after a decade of uncompromising use.

There are quite a number of options available whatever you are driving, stemming from a simple damper and spring upgrade to all-singing and all-dancing 36-way bump and rebound-adjustable struts. From previous bad experience I have learnt that if you simply want great road holding and comfort, and you use your car on the road most of the time, race-ready coilover suspension simply isn't what you're looking for, especially in a car that runs a pretty impressive set-up out of the factory.

Chances were the valves and seals in my shocks were worn, dirt and grime had got into the oil within the reservoirs and subsequently they were not effectively absorbing bumps, known as compression and extension cycles. The dampers' lethargy has a knock-on effect of not allowing the springs that cocoon each strut to work harmoniously.

Having been convinced by all I've read about Bilstein, I purchased a set of B8

dampers. These would give me a marked improvement in comfort, plus sporty and more direct handling, and more control and far more progressive behaviour on the limit as well as a reduced ride height, lowering the centre of gravity and thus the car's ability to stick to the road surface and stay there.

Just as important were the springs I would choose to accompany these new shocks, and Bilstein guided me toward H&R. On contacting their UK distributor Euro Car Parts and having read up on the lowering springs the firm offered and the improvements they gave (namely a reduction in body roll, reduced squatting or pitching under acceleration, improved road contact under all conditions, a lower stance and reduced centre of gravity with thankfully no loss in ride quality), I decided H&R and Bilstein was the best route to take.

The car feels new. Steering is precise, with the nose turning in and sticking wherever you point the wheel, and less fidgeting in the wet when pushing hard out of an apex or over bumpy and pitted roads.

1984 3.2 Carrera



**Maurice
van den Tillaard**
The Netherlands

Date acquired:
October 2014



Over uneven ground you can feel the dampers pushing the tyres far more firmly back onto the road surface, while the taught, shorter springs are firmer, offering more control and reducing the arch gap. This reduction in height makes the Turbo look even wider and meaner, and the enhanced aesthetics are a bonus I wasn't altogether expecting.

The cost of this upgrade was significantly less than the direct replacements from Porsche, and this has made the most significant improvement of all the modifications I have carried out to date. If you own a 911 that has covered any more than 60,000 miles or you have spent a considerable time on the track, get someone to inspect your top mounts. They provide the most obvious clues to the state of your suspension, and if they are anything like mine – the mechanic looking at them said they were one of the worst he had ever seen – the improvement you'll see, hear and feel from behind the wheel will make you yearn to drive even more.



It's winter here in the Netherlands and my suspension project is in full swing.

With help from my German friend Daniel Schaefer from Classic Boxers/ Heckmotorsportwagen we dismantled the complete undercarriage of my car.

I'm ordering new bits at the time of writing this, and I'm getting parts ready to get cleaned and plated, as well as sending some to the powdercoater.

A set of 15-inch Fuchs rims is also waiting for a small refurbishing job and I'm deciding on which tyres to mount as we speak. The choice in good 15-inch tyres isn't too big.

Further on I have been taking a good look underneath the car and I still haven't found

the slightest bit of rust, which is a big plus. All parts came off fairly easily too. Not bad, because some looked like they had never been untightened before.

The engine and transmission look good from underneath with their 147,000 miles on them. A few small oil leaks and a little sweating, but that's quite usual for an older 3.2. I am hoping to do an engine and transmission rebuild after this upcoming season with my other German friend, Matthias Hoeing from Mezger Werk in Hamburg, but for now, this set-up should easily be good for another summer where I will probably be driving between 9,000 and 12,500 miles.

1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014



**Rob has replaced the
headlight bulbs in his 996.1**



This month is a fine example of why 911s make good daily sports cars. No major expenditures or mechanical failures, so testament to the Porsche's reliability.

Okay, I admit this month has not been trouble-free, but the only failed item is the flap on the passenger vanity mirror. Not quite sure what happened, but after filling the car up with fuel I went back to the car to find my son holding the cover saying it fell off in his hands – really! I have not looked into getting it fixed yet, no doubt expensive if I go to my local OPC, but I may go down the second-hand route. So, testament to Porsche that the only thing I have to write about is a broken vanity mirror! What I have done this month is replace the headlight

bulbs in an attempt to make the headlights brighter. This is one weakness of the car; the dipped headlights don't seem that bright so I did consider going for a HID kit, but thought I would try some more powerful bulbs, so after a bit of research I found that Philips produces a H7 bulb that is apparently 130 per cent brighter than standard! So rather than go for a HID I thought I would go for the easy option first. First of all, how easy is it to change bulbs on a 996; just use the special tool and slide the headlight units out – very simple. If only all cars were that easy! After fitting I have not noticed much difference, to be honest. The lights may be a bit brighter, but not the promised increase as per the specification, so maybe I will need to look at a HID kit in the future.

**1961 356 T5B;
1973 911E;
1975 Carrera
MFI race car;
1981 930 3.3;
1995 993 RS
Clubsport;
2001 996TT**



Sven Burchartz
Victoria, Australia

Dates acquired:
Various

In the end, it's all a numbers game. 420bhp vs 300bhp. 560Nm vs 412Nm. 2001 996 Twin Turbo vs 1981 911 Turbo.

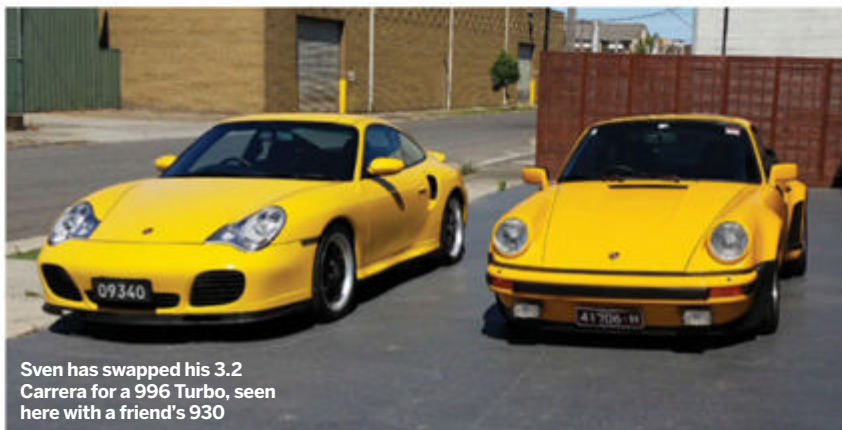
And yet, despite the 20 years between them, the similarities are very clear. The consistent design philosophies shine through in each of them.

I recently had the opportunity to acquire a very low kilometre 996TT or a 996 GT3. As I think I've mentioned in one of my previous pieces, in 2002 I had a 996TT, which I kept for nearly four years (a personal best in my world). The 996 was the only car I've regretted selling so I went with the Turbo.

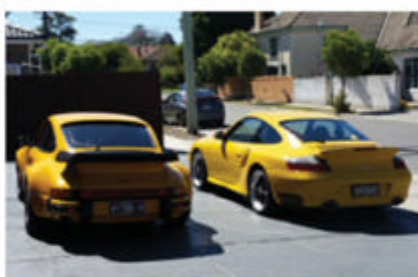
As you can see from the photos, it's yellow. Very yellow. I didn't test-drive it, just gave it a look over and asked the usual questions. As expected, it didn't disappoint.

What I'd forgotten was the grunt. Peak torque from 2,700 until 4,750rpm and maximum power at 6,000rpm makes for a wild ride. The traction control light was flashing harder than a strobe light at an '80s disco! I've since driven the car with the PSM off, which makes for some lurid moments. Feeling the rears spinning and then the power being directed to the front at the exit of a turn is fantastic fun. In the dry – all in a controlled environment, of course!

What I didn't expect was that the 996TT was sending signals about camber changes and general surface conditions of the road in much the same way as the '81 Turbo. More refined, yes, but still speaking the same language. I recently took it for a run early one morning down some pretty challenging roads and the car was not holding back on the messages. It was clear the previous owner had set it up with more camber front



Sven has swapped his 3.2 Carrera for a 996 Turbo, seen here with a friend's 930



and rear and given the way the steering loaded up on turn in and mid-corner, front caster had been tweaked also. That said, the standard primary and secondary damping was brilliant. Far better than my old 991.

From experience, Porsche factory set-ups are fairly benign. I once drove a 996 GT2 with the most 'user friendly' geometry I've ever encountered. I drove it in a 'before and after' way once and the difference in the car was nothing short of astonishing. Someone who knows their stuff got a hold of my car.

Elsewhere I've just made a list for the 1975 Carrera. After taking what may have been

one of the most untouched cars seen by the guys who take care of my cars and turning it into a race car, I'm now going back. Lee, the Editor, doesn't know it yet but for 2015, the story of the resurrection will be a theme. I'm struggling with the idea of taking the roll cage out so have decided to work around it. It's one of the nicest cages I've ever seen, so what I propose is to assemble all the bits that would normally go back in, box them up and if I ever sell it, give it to the new owner and let them decide if they want the cage out. Until next time, as I said to the new owner of the 996 GT3, don't leave it in the garage. Drive it.

**2003 996
Turbo**



Ray Chandler
Surrey, UK

Date acquired:
August 2011

Most reading my latest 'Living the Legend' entry will be locked in the middle of another bitter winter. Autumn will have brought an abundance of leaves, and sometimes the wind and rain will have flooded those dead leaves off the windscreen and straight down into the drain holes situated in the bulkhead, blocking them. These drain holes are positioned either side of the battery box. When blocked, there is a build-up of rain and car-wash water that sits on top of the dead and rotting leaves, eventually overflowing into the car. And then the problems start.

My neighbour's 997.1 C4S had this happen and it caused a minor flood in the interior of the car, flowing right under the passenger seat on to the DME causing absolute havoc as well as costing him £2,000 to get it repaired. It happened last year on my 996 TT, flooding the battery box and causing a fault in the anti-lift alarm



siren battery. That was a considerable amount of money to have replaced.

If you've not asked for this minor job to be done on the annual service, then clearing the drain holes out yourself is straightforward. The tools you will need are a cross-headed screwdriver and a piece of insulated wire.

Remove the battery cover and then the nearside and offside plastic covers too. The nearside one can be a struggle as the



brake fluid bottle needs pulled forward a touch. Now look beneath the air-con pipes and locate the drain hole, which has a black rubber duck's bill-flap valve fitted. Use a piece of wire, doubled over to stiffen it and to prevent a single strand end damaging the drain hole rubber, and push through. The wire will push all the detritus through, which will then release any water that has been trapped on top of them. You'll hear the water draining away. Re-assemble carefully.

2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012



So the 997 C2S hasn't really ventured out of the garage since the beginning of December and the plan is to get it back out at the end of January for a full three-stage polish and detail as the Basalt black paint is really starting to show swirling in certain light, which is very frustrating!

Meanwhile over the Christmas period I managed to go visit a friend of mine and his jaw-dropping dream garage set-up... it's like walking into a Porsche museum, complete with tiled floor, heating and Porsche memorabilia and signage! The main reason

for my visit, though, was to have a drool over one very standout new addition – a 991 GT3 in one of my favourite Porsche colours of all time – Riviera Blue, with gloss black wheels to compliment! I have to give him credit where due for ordering the GT3 in such a brave and bold colour, but I think you'll agree the outcome is stunning! I believe it's only one of a handful to be ordered in this colour. I've managed to persuade him to let me do a full photoshoot with it, so keep an eye on my website and Facebook page for some pics from the shoot. For now here's a couple of phone snaps!

997 GT2



Magnus Walker
Los Angeles, USA

Date acquired:
n/a - loan



Not long ago Alex from Sharkwerks swung by in his 2008 997 GT2 and said 'let's go for a drive'.

Alex hails from the 'too much is never enough' school of tuning and horsepower, and the car had just undergone an upgrade package where the figures had increased from 560hp to a staggering 775hp. Naturally I was apprehensive to find out what this feels like as it's almost four times the amount of power I'm used to in my favorite car #277. We soon headed out to Angeles Crest Highway, my favourite mountain road, to explore the limits of the car and myself.

Under 4,000rpm the car is quite normal and civilized, above that though care needs to be taken with the throttle application as all hell breaks loose really quickly. On another of my favourite roads I achieved 87mph as I hit the rev limiter in 2nd gear at 6,800rpm,

the limiter in 3rd is good for 125mph and once into 4th you start running out of open road very quickly. Trust me when I say the first experience in the GT2 was a very memorable one!

Once back in DTLA, Alex decided to fly back home and said "keep the car as long as you like – treat it as if it was your own". I'm not too sure what he had in mind but I quickly bonded with the car and soon had over 500 miles on the clock. It looked good in the garage all in white yet I knew it could look a little better with a bit of colour added.

The words 'treat it as if it was yours' kept ringing in my head and I soon sent a couple of renderings over to Alex showing the car with some added personality. My goal was to add a little of my 60/70s sport purpose personality, to my eyes it works really well and the guys at Sharkwerks seem to agree.



1982 SC; 1989 964 C4

Gina Purcell
Oxford, UK

Date acquired:
Sept '04 & April '14

I find the ritual of combing through the service history of a new acquisition almost as important as the car itself. Usually it's handed over as a sheaf of disorganised paperwork in a dog-eared folder, like some afterthought. That's when my 911 OCD kicks in and, post-purchase, everything is carefully laid out on the living room floor, arranged in date order, read as carefully as a rich uncle's will and each page carefully placed into those clear plastic pockets in a new 4-ring binder. Then, I am in perfect 911-nerd heaven.

It's more than the car's provenance; it's an insight as to how my car fitted into the lives of previous owners. Wouldn't it be interesting to gather all those people as fantasy dinner party guests? That would be very revealing! In the case of Steffi the SC, I'd love to meet the three 'missing' owners who lost a decade's worth of the service history as the car only did 2,000 miles in that time. I'd love to chat to her first owner, a lady from a very swanky address in west London, or the second, a co-director of a notable London financial PR agency during the heady 'loadsamoney' 1980s.

I've had contact with two recent owners, brothers Neil and Colin. This brought to light a rumour that one of the 'missing' owners was Ayrton Senna's chief mechanic. It can't be substantiated, but it certainly adds some colour. However, the best part of Steffi's story is the shock that I'd unknowingly (as I didn't know his surname) met Neil ten years ago on a Porsche driving tour, and for the last time, three years later when he bought the SC. I clearly recall him showing me this beautiful 911 that I wished was mine. Oh the irony...



**2005
996.2 GT3**

Ben James
Kent, UK

Date acquired:
March 2012

The next generation of 911 Carreras and 981 Boxster/Caymans are set to become turbocharged. Rumour has it all engines found in these models are shortly going to be downsized by around 0.5 litres and become turbocharged. The downsizing isn't just in capacity either, as 981 development models have been spotted and heard being tested with four-cylinder engines.

With ever-more demanding regulations on car emissions and economy, the move to forced induction makes sense, but leaves a few questions. Where does this leave the flagship 911 Turbo? And how will potential 981 buyers view a four-cylinder engine on a £50k+ Porsche sports car? Some say it will open up these models to a more mainstream market, alienating a portion of enthusiasts in the process, but it's not something Porsche hasn't done successfully before – the 968 Clubsport has a four-cylinder engine, after all.

Whatever happens, Porsche will need to pull something out of the bag in order to retain its market share. Cars such as the F-Type and the new Mercedes AMG GT cover the whole range of prices of the 911 Carrera lineup, and have recently received high praise from the motoring press. If twin-turbo base models start appearing, will this lead to a price hike, or cause Porsche to effectively start 'skimping' elsewhere?

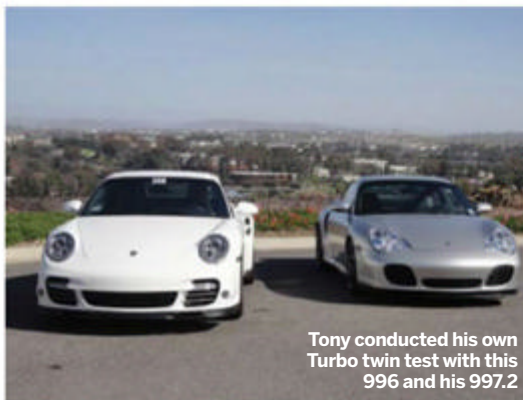
It's certainly a more complex topic than meets the eye, but I look forward to seeing what Porsche brings to the table with this one.

**2010 997.2
Turbo;
2011 997.2
GT3 RS**



Tony McGuinness
San Diego, USA

Dates acquired:
January 2010 &
February 2011



Tony conducted his own Turbo twin test with this 996 and his 997.2



Recently I got together with my friend Mike Marx to check out and drive his new modified 2002 996 Turbo. A few months ago Mike flew to Michigan to purchase the car. He drove the car through ten states with four overnight stops in Indiana, Nebraska, Colorado and Utah, even driving it up to Pike's Peak on his journey back to San Diego.

The silver Turbo's interior is kitted out with a carbon-fiber Sport steering wheel from MACarbon. The gear shifter, e-brake, gauge surround, batwing, shelves and centre console side trim are also adorned with carbon fibre. The interior modifications have made this 996 look modern and aggressive.

The car was well looked after by its previous two owners, and Mike states the

upgraded car is probably closer to 600 brake horsepower than its original 415.

Mike and I drove our Turbos to an empty road in the city of Carlsbad. At first sight, his car is indeed very impressive. While many 911 purists don't like the look of the 'fried egg' headlights on the 996, on this car they look terrific. I wanted to compare Mike's 996 Turbo to my Gen2 997 Turbo so we swapped 911s for a quick drive. It was clear Mike's 996 was no ordinary Turbo. The power and sound of the car is ferocious. Shifting is spot-on. The steering seems very direct and tight.

Mike followed me as he drove my 2010 Turbo to a street that presented a good spot to take a few snaps. I enjoyed the opportunity to drive both 911s and experience their unique qualities.



1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

I usually drive my 930 around twice a month. Considering I live in Rio de Janeiro, I have only one parking space, so I have to park my 930 in a secure location in the city. Thus my car runs only 1,000 miles per year.

In January I finally had my vacation. I brought the 930 to my building to use it more often, and contemplate it during the day too. I'm already doing my annual planning of trips in the Turbo and I plan to drive it along the beaches of Rio, travel to some small cities, and take pictures of it in beautiful landscapes. I treat my 930 almost like a son. Is it just me? I use my 930 as a leisure activity or hobby, the achievement of a teenage dream realised now as an adult. Anyway, I'm sure my wife didn't mind sharing her vacation with my 930.



**1989 964
Carrera 4;
1967 912**



Sean Parr
Harpندن, UK

Date acquired:
May & Nov 2014

One of the best things about being a Porsche owner is when you receive a letter from Porsche. I got just such a letter recently, inviting me to the Porsche Experience Centre to test drive the new Cayman GTS.

We were told by the instructor that Porsche makes it essential that every car is capable of braking from 60 to 0mph half as fast as it takes in reverse, even the 918 Spyder! It really is something to behold when you're told to floor it, hurtle to 90mph, slam on the brakes and *take your hands off the wheel*, bringing the car to a straight stop.

Back-to-back testing of cars on a range of tracks and conditions really shows you the highpoints of each car, but I'll keep my air-cooled 911s for the real driving.

2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

The faster you drive on track, the faster things happen to you and your car, requiring rapid responses as well as the ability to plan ahead.

I always tell my students: "Don't let the track surprise you, think ahead and look ahead." But I must tell you I was very surprised by finding out how fast I was wearing out my brake rotors! I had just replaced the front rotors in May last year, and after only five track weekends and about 1,500 miles of street driving, Hennessy Porsche confirmed I needed to replace all four rotors. This was not because the rotors had worn down (there was virtually no "lip" meaning there had been only a minimal reduction in thickness), but because the cracks between the drilled holes were getting dangerously long; when the cracks connect the holes, the disc can shatter. These cracks are caused by the high temperatures generated by heavy braking from high speed, and of course the faster you go, the faster your discs show the effects! My good friend David Wilhide recommended that I look into slotted rotors and highly recommended the two-piece GiroDiscs he had installed on his own Porsche, so I gave



Ben has switched to slotted GiroDiscs over the drilled OE items



them a call and had a chat with Mike Owen. He said I should get nearly twice the number of track days with their rotors since they are less susceptible to the cracking the drilled rotors suffer. In addition, when it comes time to replace the friction surface, I will not have to replace the entire rotor, as the aluminum hat can be reused several times. This design therefore saves money, and also saves nearly 15 pounds of unsprung weight (front

rotors are three pounds lighter, rears 4.4 for total savings of 14.8), contributing to better handling. The cost of the four new GiroDisc rotors was only marginally more than the cost of four new OE-drilled rotors, and when it is time to replace the friction surface the cost will be about 20 per cent less than an OE rotor, so from a practical point of view it was an easy decision. But how will they perform on road and track? Watch this space!

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Data file

Full specifications of every 911, including the SWB 2.0-litre models, can be found beginning on **page 86**



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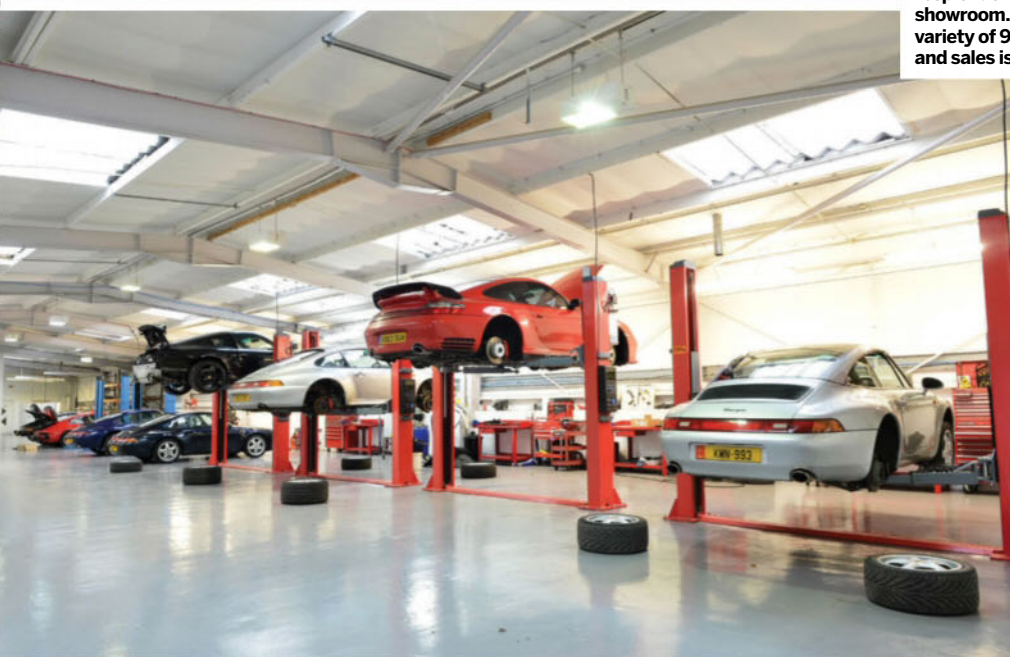
From humble beginnings with just a set of axle stands and a toolbox, Ninemeister has successfully evolved into one of the UK's premier builders of bespoke 911s

Written by Neill Watson Photography by Chris Wallbank

WorldMags.net



Ninemeister's huge new premises are immaculate throughout, with the workshop as resplendent as the showroom. A wide variety of 911 projects and sales is also evident



Colin Belton and Ninemeister need no introduction here. Well known in the UK and internationally for building great air-cooled Porsche engines, I myself have owned cars with Ninemeister engines installed. Together with several colleagues, I can testify to its integrity and strong power outputs. But, it's been some time since I'd travelled to Warrington, so MD Colin Belton asked, "Will you come and visit our new premises?" Ninemeister has been very busy this last few weeks and as we arrive at its newer, considerably bigger premises, I can only begin to imagine the strain involved in moving an entire business, workshop, staff and infrastructure across town to a brand-new location, with the inevitable interruptions in vital paying work that this must entail. But just last weekend, Ninemeister held an open day to celebrate the successful move, which now gives the company over 30,000 square feet of space in which to conduct operations. And it has big plans.

The Ninemeister move is still a work in progress, with parking signage one of those things to be added, so we inadvertently arrive through the workshop door. I get the feeling I've stepped into a Tardis. What appears to be a modest building outside is vast once you step through the doors. We're presented with a line of six workshop lifts

and service bays with ample room to move around and a level of bustling activity that would make any main dealer proud. We move to the reception area, again very spacious, and meet Colin. His taste in coffee is decidedly high standard and as we sit in the conference area and push down the plunger of the cafetiere, I comment, "this is a bit different."

"Yes, it's a big move," he says, "Although we still have the old premises too. The bodyshop is still there for now." Ninemeister's expansion is one of the vital elements of Colin's plan for the business. The old premises were perfectly capable of housing the team, but as Colin himself says, "they weren't exactly high class, sometimes I even felt a little guilty about it." Personally, I love finding skilled craftsmen and engineers tucked away in unlikely locations, but I can understand Colin's reasoning. While customers don't want smoked glass and chrome showrooms, attracting fresh business comes with certain expectations and their new facility certainly hits the right note.

Coffee finished and feeling invigorated after the journey, we take a stroll around. That spacious service area presents me with more 993 and 964 Porsches in one location than I've ever seen away from a Porsche club meet. Do they specialise? "I could make something up and say we're masters of them, but actually it's pure coincidence. Last week

seemed to be Turbo week, we had loads of them everywhere. It's just how it's panned out." Routine service work is a large part of Ninemeister's business. It has fixed-price servicing plans to help Porsche owners budget, plus a very simple labour rate, currently £50 per hour. "We have one labour rate for all. We don't discriminate by age, the vehicle or the owner!"

At the end of the workshop area is the Project Build Room. I count six projects in various stages, including an example of my personal favourite, a 964 Anniversary in Viola. "We work with owners to set a budget that's achievable for them and a schedule they're happy with," Colin says. He points at another car being worked on: "This owner was on a budget and while the car really needed a full repaint, we managed to save him some money and that allowed him to add engine upgrades." Colin talks through each project with intimate knowledge. "This one will be superb. It was a 964 but will be a backdated car with lots of 964 elements still apparent. The owner wanted to get people thinking. I'm looking forward to seeing that when it's finished," he enthuses.

The opposite end of the building holds the engine build room. Intensely bright lighting, flat-sixes on engine stands, super-clean working surfaces and the scent of machine oil always makes



Servicing and maintenance remain a large part of the Ninemeister remit, but Colin is continuing to evolve the 9m bespoke projects division



“We’re a bit like Ruf, only instead of taking factory-fresh cars, we take old cars and make them brand new again”

my pulse quicken, and Ninemeister’s engine build room warms your heart. Air-cooled engines of various vintages, from early cars through to a twin-turbo GT2 engine, are all works in progress. This is what I know Ninemeister best for, but as we pass through into a showroom area, I see some of the achievements Colin is most proud of.

Anyone who attended the Brands Hatch Porsche Club meeting will have seen the Ninemeister 9m93 Speedster S in that stunning custom 9M Orange pearlescent finish. Porsche itself famously only ever built two 993 Speedsters, but this car is Ninemeister’s fourth. This means that it’s built more 993 Speedsters than the Porsche factory. The bodywork and paintwork are utterly flawless with a deep finish, more like a French-polished grand piano than an automotive finish – and all done in house. Lying beyond that is a beautiful Grand Prix White 964, the 9m64 Clubsport. It’s another unique creation with a 4.0-litre air-cooled engine, 9M specification KW suspension and a whole host of other small details. These cars are a vital element of Colin’s future for Ninemeister.

“It’s a complicated business model,” he comments, “We have our routine service work, our paint and body facility and then our custom-build areas. But in addition, we are now building more and more complete cars.” Colin’s design engineer background, his deep air-cooled Porsche knowledge and the ability to talk clients through the complex process of creating their own Porsche 911 has resulted in Ninemeister evolving into a fully fledged manufacturer of cars in its own right. “We’re a bit like Ruf, only instead of taking factory-fresh new cars, we take old cars and make them brand new again,” he says. Colin then flips open his laptop for mind-mapping software and runs through the diverse elements of his daily workload, including a few new developments he’d rather we didn’t discuss right now.

Colin has adventurous plans for the 9M range. “People can now see real financial value in spending funds on a bespoke project build of an air-cooled car with us. For sure, it isn’t cheap, but take a look at the finished product and the sheer number of man hours that go into achieving that finish, then

Company profile

- **Owner:** Colin Belton & Marc Clowes
- **Founded:** By Colin in January 1991 with one jack, four axle stands and a cantilever toolbox
- **Location:** Warrington, England
- **Rarest 911 rebuild:** 1976 934/5
- **Most common 911 rebuild:** 993 Carrera
- **Most expensive 9m 911 built:** 9m11RS-R for a Malaysian client
- **Interesting fact about Ninemeister:** Ninemeister have built twice as many 993 Speedsters than Porsche has (four, with the fifth on the way)

Contact

- **Website:** www.ninemeister.com
- **Telephone:** 0044 (0)1925 242 342

compare that with the rising air-cooled car prices and they make financial sense.”

In recent years, specialist Porsche builders seem to have appeared from nowhere, some with little evidence of a track record. Ninemeister has organically grown and evolved with market forces, Porsche trends and the wishes of its customers to the point where it now has a range of three Ninemeister Porsche 911 models, with other developments on the way. Show Charles Darwin a 9m93 Speedster. I’m sure he would approve. **911**

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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 reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be March 2015.

Ratings: ★★★★★

Each model is rated in our half-star system according to their performance, handling, appearance and desirability.

Sales debate: Are 3.4-litre 996 Carrera values going to drop any lower?



We say it so much that it is becoming clichéd but the 996 Carrera is far from the most popular 911 to ever leave Zuffenhausen, especially in Gen1 specification. With its 'fried egg' headlights and 3.4-litre water-cooled engine infamous for chewing through IMS bearings, prices have dipped as low as £7,000-8,000. But, can 996 3.4 values go any lower?

"I think there is a lot of potential with the 996 as prices can't get much lower," says Mikey Wastie, projects division manager at Autofarm. "They are so much car for the money and they are around in good numbers." Despite these rock-bottom values though, Wastie points out that potential buyers are still "seemingly put off by the scare stories" but he explains that 996 Carrera 3.4s are not all "bad news".

"Recently a customer bought a 996 and was worried about the risk of engine failure." Autofarm inspected the car only to find that it already had one of their rebuilt engines with a more robust IMS bearing. "It's definitely worth checking the history as you may end up with a good, strong car," Wastie continues.

The 3.4-litre's reputation for unreliability is also disputed by proprietor of Finley Gorum, Joff Ward. In the business for over 40 years, Ward has seen more than 10,000 Porsches pass through his doors, and the 996 Gen1 is far from the most unreliable in his experience.

"The comment that I have made for years is that the 964 is probably the worst 911 ever built. How can you ever have one of those worth more than a 996, which was never the worst 911 built?" he says. "Every 964, if you wanted to get the money for it, you had to rebuild the engine on it."

While 964 values continue to rise past the £40,000-mark, Ward doesn't believe the 996 3.4 will appreciate so rapidly. However, prices are already going up in his opinion: "They've gone up a lot. I sold a Gen1 996 at the end of 2013 for £10,500. I recently resold the same car for £13,500 despite it having a higher mileage.

With Ward stockpiling early 996s, Wastie's tongue-in-cheek remark that they "could become rare" may not be so wide of the mark. In Wastie's own words, "don't say we didn't tell you," if the rise in value is sharper than expected.

(O 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

★★★★★

(O & A series) ▲ 911S 1967-68



Porsche soon produced 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

★★★★★

(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

★★★★★

(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) ▲ 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) ▲ 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

★★★★★

(G, H, I, J series) ▲ 911S 1974-77



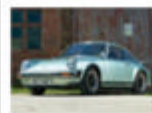
911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

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

★★★★★

(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

★★★★★

(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, unlike 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

★★★★★

(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 carburetors 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

★★★★★

(E series) ▲

911S 1972

A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

Production numbers: 5,054 (inc. 1973)
Issue featured: 120
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: 1,077kg

★★★★★

(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

★★★★★

(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

★★★★★

(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: 300mm 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

★★★★★

(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

★★★★★

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)

★★★★★

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)

★★★★★

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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)



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



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 updated 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



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/VR16
Rear: 8x16-inch;
225/50/VR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,450kg



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/VR18
Rear: 10x18-inch;
265/35/VR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg



964 3.8 RS 1993



Identifiable by a lightweight Turbo bodysheet, 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/VR18
Rear: 11x18-inch;
285/35/VR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg



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/VR16
Rear: 9x17-inch;
245/45/VR16
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

Top speed: 166mph
Brakes:
Front: 304mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch;
205/55/VR16
Rear: 9x16-inch;
245/45/VR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg



930 SE 1986-89



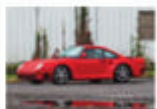
Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

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

★★★★★

959 1986-1988



Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers: 337
Issue featured: 108
Engine capacity: 2,850cc
Compression ratio: 8.3:1
Maximum power: 450bhp @ 6,500rpm
Maximum torque: 500Nm @ 5,000rpm
0-60mph: 3.9 sec
Top speed: 196mph

Brakes: Front and rear: Ventilated drilled discs; 4-piston aluminium calipers
Wheels & tyres: Front: 8x17-inch; 235/45/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,260mm
Width: 1,840mm
Weight: 1,450kg

★★★★★

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

★★★★★

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

★★★★★

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

★★★★★

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

★★★★★

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 updated, 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 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

★★★★★

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

★★★★★

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: 1,014
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

★★★★★

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

★★★★★

993 Carrera S 1997-98

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

Production numbers: 3,714
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

★★★★★

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/R18
 Rear: 10x18-inch;
 285/30/R18
 Length: 4,245mm
 Width: 1,795mm
 Weight: 1,583kg

★★★★★

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 offered 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 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

★★★★★

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

★★★★★

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

★★★★★

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

★★★★★

996 Turbo S 2004-05

▲ 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 1993-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 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

★★★★★

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

★★★★★

997 GT3 RS 2006-07

Similar to GT3, with inclusion of wider rear bodysell 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

★★★★★

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

★★★★★

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 upgraded.

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 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;
295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg

★★★★★

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 upgraded, 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 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 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 accommodate 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

★★★★★

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

★★★★★

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.

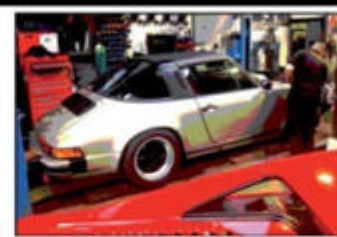
Production numbers: 15,000
Issue featured: 61
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7 sec

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

★★★★★



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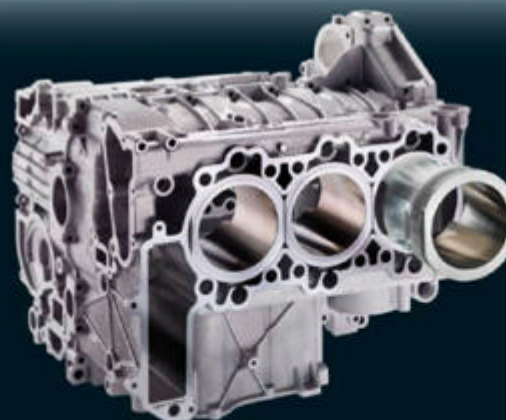


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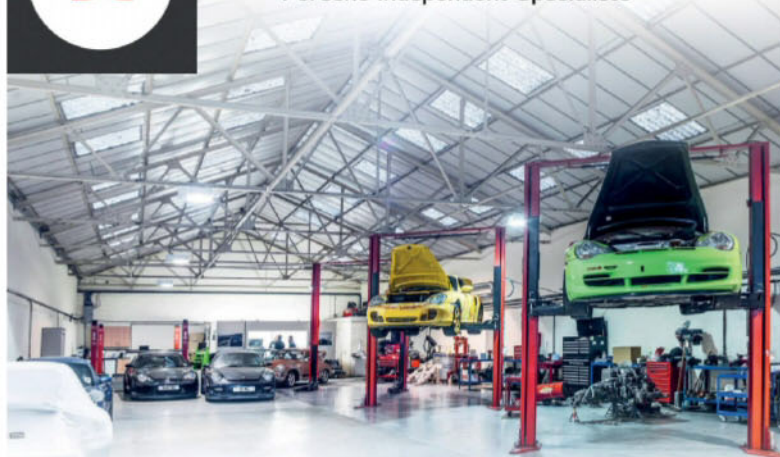
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Gen2 997 C4 2008-12



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



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



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 Turbo S 2011-13



As standard 997 Turbo but with 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 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



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 @ 3,250rpm
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

★★★★★

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: 3,800cc
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

★★★★★

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

★★★★★

N/A 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 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

★★★★★

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

★★★★★

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

★★★★★

991 Carrera 4 2012-



22mm wider body than C2, with 10mm wider tyres and connecting rear tail 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: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 305/35/ZR19
Length: 4.491mm
Width: 1.852mm
Weight: 1,430kg

★★★★★

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

★★★★★

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: 475bhp @ 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

★★★★★

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

★★★★★

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

★★★★★

N/A 991 C4 GTS 2014-



Almost the same as the C2 GTS, but with additional traction offered by four wheel drive. As a result, performance times are altered slightly over its rear driven variant.

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: 4.4 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: 1,470kg

★★★★★

N/A 991 GT3 RS 2015-





1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD

This car is one of only 53 RHD examples built. Solid Grand Prix / Black Cloth interior, 2 seats, (1 of 7) supplied without underseal, combined difference is 35kg under a standard Club Sport weight. 40,000 miles. A true driver's car.



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Rare - 1 of 50 RHD. Diamond Blue Metallic. Concours winning car. Only 25,900 miles from new. Unexpectedly available.



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Solid Primrose. Black full leather interior - Excellent Condition. 12 months MOT with service history. Only 31,400 miles.



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



1989 PORSCHE 911 TARGA G50 - RHD
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.



1988 PORSCHE 928 SERIES 4 - RHD
Metallic Venezia / Navy full leather interior. Upgrades - Headlamp wash system, White piping, Rear wiper. Only 42,600 miles.



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



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



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles.



1958 PORSCHE 356 1600 SPEEDSTER - LHD
Superb matching number example. Silver/Black full leather interior - Absolutely outstanding.

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PORSCHE 997 - TURBO, C2S, C2, C4S, CARRERA**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.

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, Recaro Sports Seats, Chrono Pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2S PDK COUPE (SILVER METALLIC) 28,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, iPod Connector, Chrono Pack, Heated Seats, Alcantara Headlining, 19" GEN II Carrera Alloy Wheels, Full Main Dealer Service History, One Former Keeper Only.

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.

2008 - 997 C4S COUPE TIP (SPEED YELLOW) 26,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, CD Changer, White Dials, Switchable Sports Exhaust, Multi Function Steering Wheel, Sunroof, Xenon Headlights, 19" Sports Design Wheels, Full Main Dealer 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.

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.

PORSCHE 996 - TURBO**2002 - 996 TURBO COUPE TIP S (RACING GREEN) 38,000 Miles**

Sand Beige Leather Interior, PSM, PCM, Sat Nav, Porsche CD Changer, BOSE Sound System, Fully Electric Heated Seats, Alcantara Headlining, 18" Turbo Alloy Wheels, Full 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, 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.

1995 - 993 C2 COUPE MAN (IRISH BLUE) 88,000 Miles

Black Leather Interior, Porsche Immobiliser And Spare Keys, Porsche Document Wallet And Manuals, Electric Spoiler Rises 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.

1997 - 993 TURBO COUPE MAN (ZENITH BLUE MET) 79,000 Miles

Beige Leather Interior, Fully Electric Sports Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo 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, Upgraded Becker CD Player, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER METALLIC) 73,000 Miles

Full Grey Leather Interior, Varioram, Widebody Specification, 6 Speed, Sports Seats, Original Porsche Stereo And CD player, Air Conditioning, 18" Porsche Turbo Alloy Wheels, Full Main Dealer 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.

1997 - 993 C2S COUPE TIP (ARENA RED METALLIC) 73,000 Miles

Grey Leather Interior, Fully Electric Sports Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloy Wheels, Full Service History.

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.

1990 - 964 C2 CABRIOLET MAN (MIDNIGHT BLUE) 108,000 Miles

Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloy Wheels, Full 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.

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles

Full Nero Black Leather Interior, HGTC Package, Sport Mode, Latest Software On Gearbox To Enhance Gearchange Speed, Sports Exhaust, Ferrari Ceramic Brakes, Second Generation Sat Nav, iPod Connection, USB Connection, Enhanced Sound System (BOSE), Nero Daytona seats, Xenon Headlights, Full Climate Control, Tracker System, 19" Modular Alloy Wheels (HGTC Special), Full Ferrari 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, Ceramic Ferrari Shield, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example.

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

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1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles

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1958 - PORSCHE 356 A COUPE 1600cc (SILVER) 73,000 Miles

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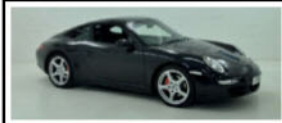
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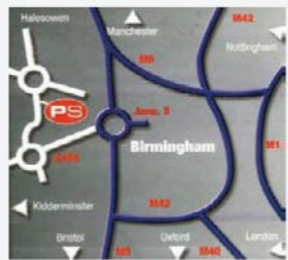
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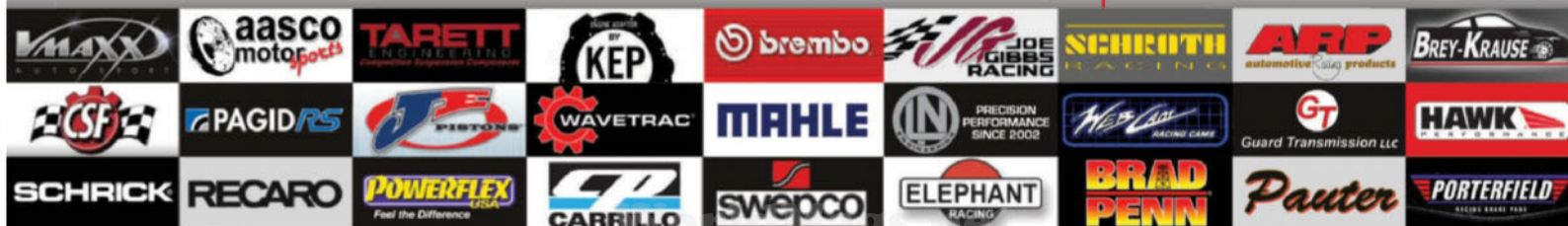
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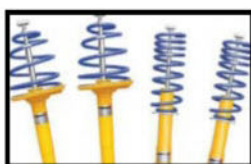
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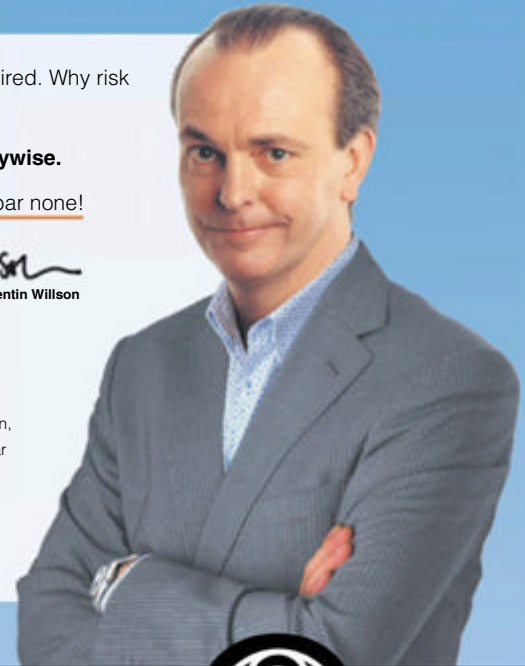
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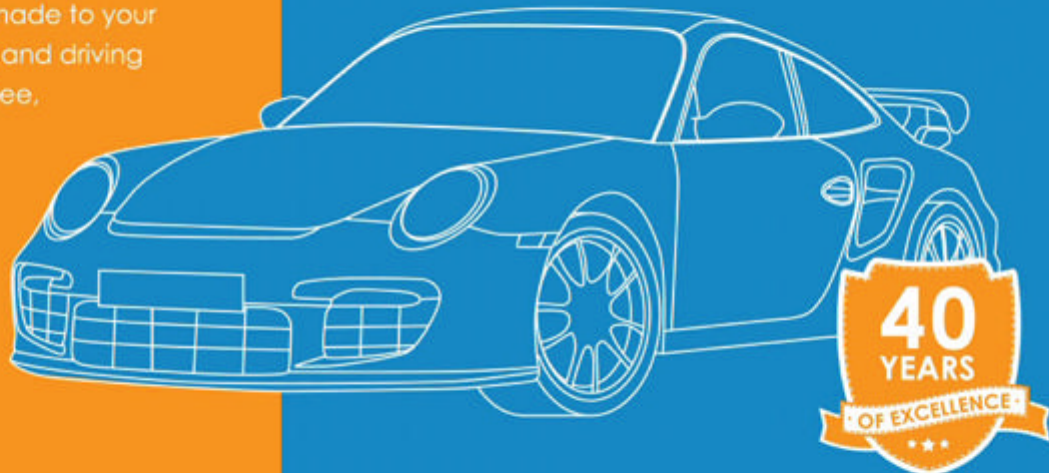
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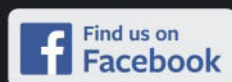
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Issue 124 in shops and available for download from **3 March**



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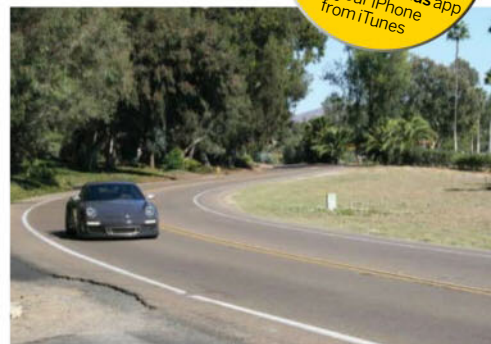
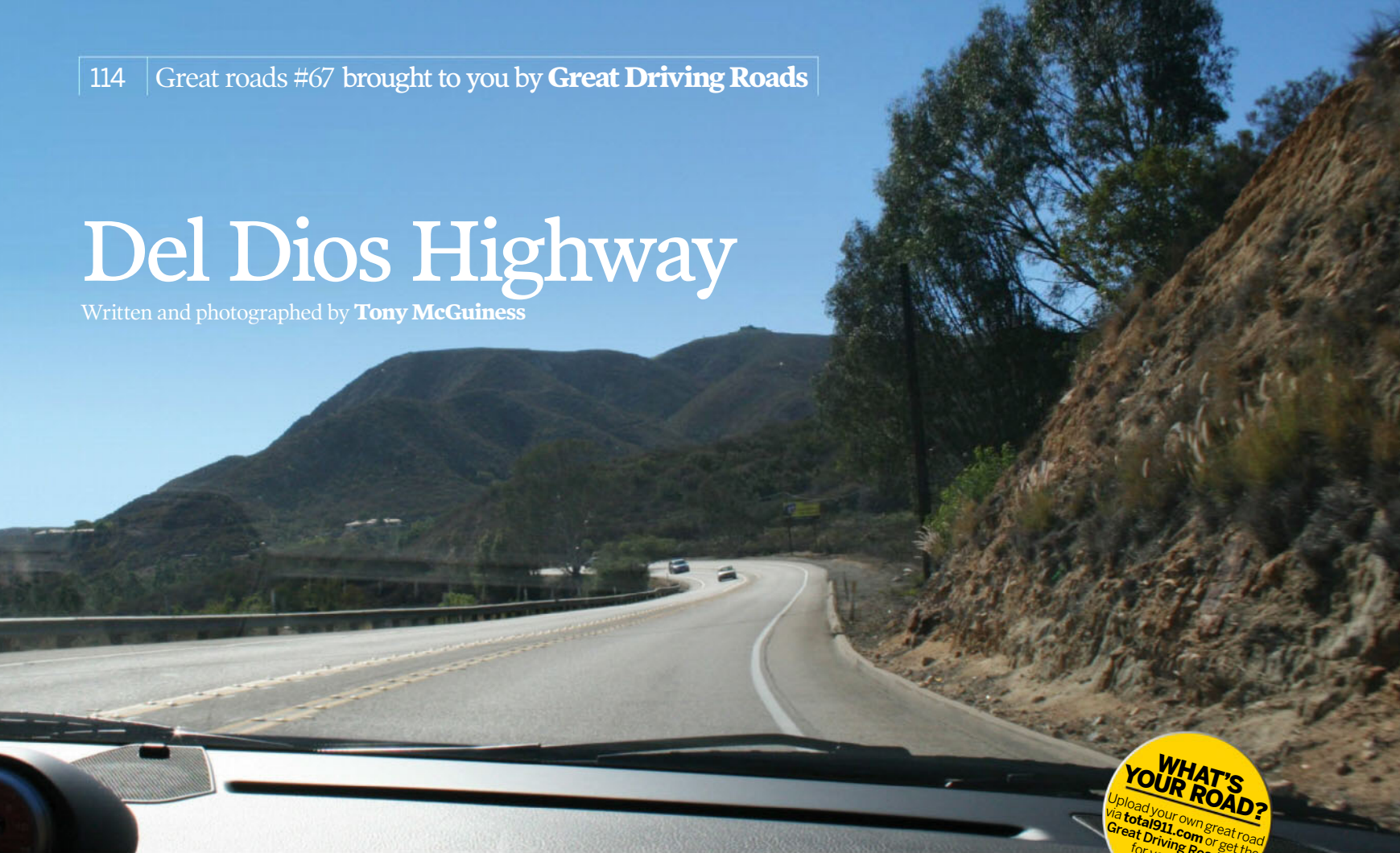


912 HOTROD WITH 3.0-LITRE POWER

Full build story and test drive in this 3.0-litre powered 912 SWB hotrod

Del Dios Highway

Written and photographed by **Tony McGuiness**



Essential info

LOCATION: Del Dios Highway, nr Escondido, San Diego.

COORDINATES: 33.0450° N, 117.1286° W



LENGTH OF DRIVE:
Approximately 16 miles

POINTS OF INTEREST:

Del Mar Thoroughbred Club race track
www.dmtc.com

FOOD AND ACCOMMODATION:

The Fish Market Restaurant Del Mar
www.thefishmarket.com
Courtyard Marriot Del Mar, Solana Beach
www.marriott.com

This picturesque route to the Pacific Coast Highway is affectionately known by San Diego locals as 'where the turf meets the surf'

The road to Del Mar in San Diego County is one of the least-known roads leading to the famous Pacific Coast Highway. However, it is a very engaging 16-mile drive with twists, turns and straight-ways made for a Porsche 911.

Exit the 15 Freeway at Valley Parkway in Escondido. Heading west on Valley Parkway, at first the scenery is one of typical suburban Southern California leading you past trailer parks and track homes. Soon you'll find yourself zipping through steep canyons, and menacing narrow ridges and bluffs. This area of your drive becomes quite impressive. The road abruptly undergoes a name change to 'Del Dios Highway'. Long sweepers are

the norm as the road arches to the left, then to the right. In a GT3 RS the high-revving flat six screams and the sound echoes off the canyon walls.

While there is plenty of space in this particular segment of the road as it has two lanes going both ways, be on alert as it very quickly narrows into lovely twisties. As the elevation changes from the sun-parched desert, you are pitched into the Santa Fe Valley, an area of extraordinary wealth.

Further in, the road receives another exotic name change and becomes 'Paseo Delicias'. The beautiful green scenery is enthralling and picturesque.

The latter part of the journey takes you through beautiful Rancho Santa Fe. The nearby Café Positano is often a gathering place for 911s on weekends.

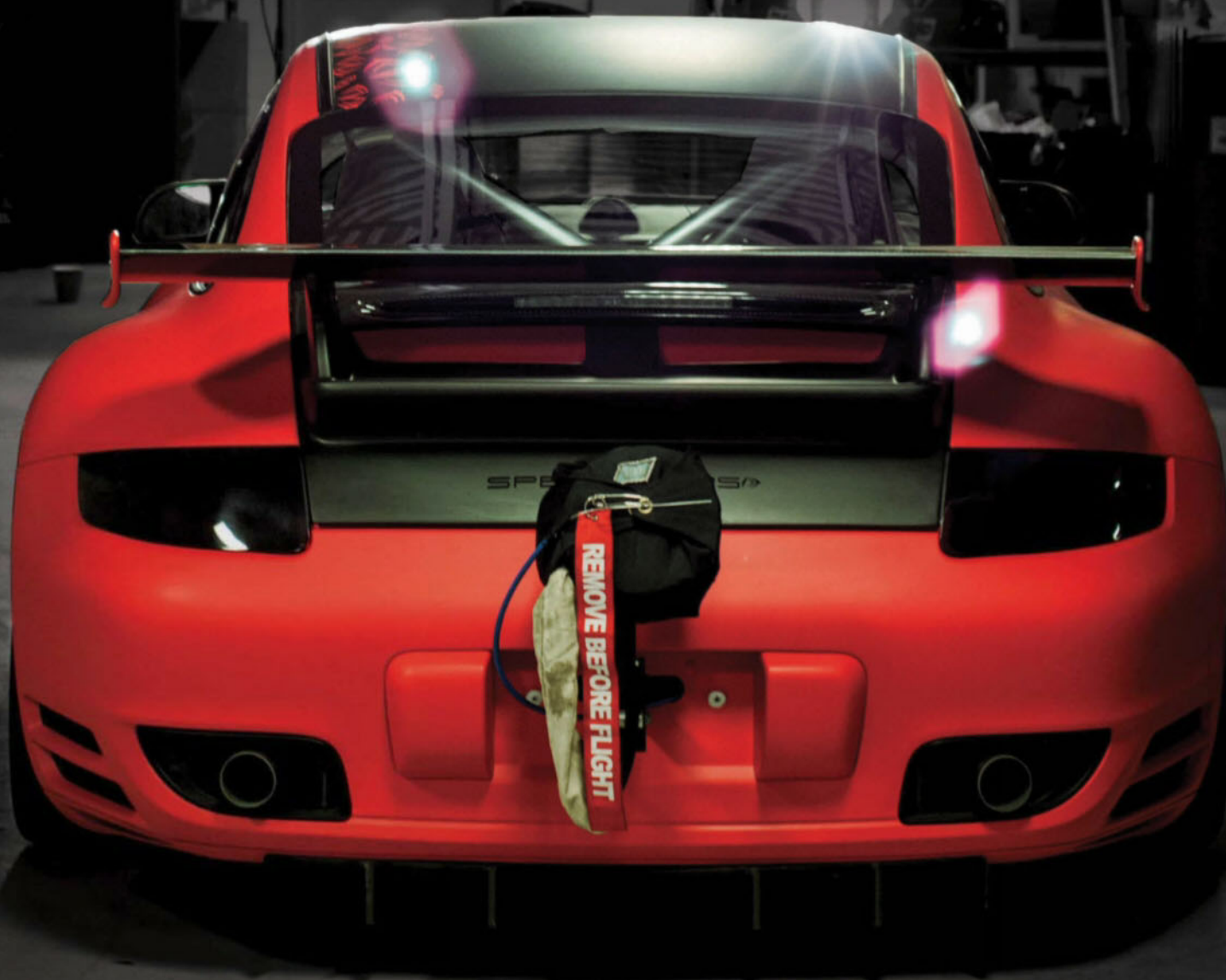
The final leg out of Rancho Santa Fe sends you past several San Diego landmarks including the Fairbanks Ranch Country Club, which held several equestrian events at the 1984 Summer Olympics, and the San Diego Polo Club. More twists and turns allow your 911 to enjoy its superb handling before you quickly downshift and enter the city of Del Mar. Approaching Pacific Coast Highway you come upon Jimmy Durante Blvd, with the famous Del Mar Race Track on your left.

Passing that, the hot inland weather is replaced by cool coastal breezes. Your engaging great road trip from inland San Diego County to the coast has ended, perfectly setting you up for another great road along, of course, Pacific Coast Highway. **911**

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