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Total 911

THE PORSCHE MAGAZINE

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PINKY LAI SPEAKS

Exclusive interview with the Porsche design chief responsible for styling the Type 996

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Welcome

The classic Porsche marketplace is a delightfully interesting hive of activity at present. In fact, it's been that way for some time: ever since the much-publicised '50 Jahre' celebrations of the 911 throughout 2013, values of certain models have projected skyward at an unwavering, break-neck pace.

The 2.7 RS was the first to go. Collectors really took note when examples of the original 911 Rennsport began exceeding a quarter of a million pounds at auction – and values for matching-numbers examples are now comfortably double that.

Meanwhile, and almost single-handedly, the 2.7 RS hauled up values of other courted models too, and so began this ever-expanding craze for classic 911s – aided by perennially low interest rates at the bank – that has since snowballed into a fiery market that at face value has yielded many winners and few losers (unless you sold a 964 RS for £26,000 in the summer of 2010, of course).

For the most part, this market upheaval has been devilishly entertaining to watch, if a little exhaustive to keep up with: for example, during a prolonged period last summer, a stellar auction result for one model at the weekend would absolutely guarantee a hike in value of reciprocating cars come the Monday morning. Similarly, I also know of dealers who were taking their 993 RSs off the market and into sotrage in fear of selling them one week and effectively short-changing themselves as their value jumped drastically the next. Proceedings really had got that crazy.

The market has settled slightly since then, but there are still several anomalies present in terms of certain 911s being undervalued in comparison to other very similar ones. We're all too happy to point them out to you, should you be looking to fuse your 911 passion with a reasonable financial investment – just as long as that coveted 911 is driven and enjoyed for what it was built for, of course...

"This market upheaval has been devilishly entertaining to watch"

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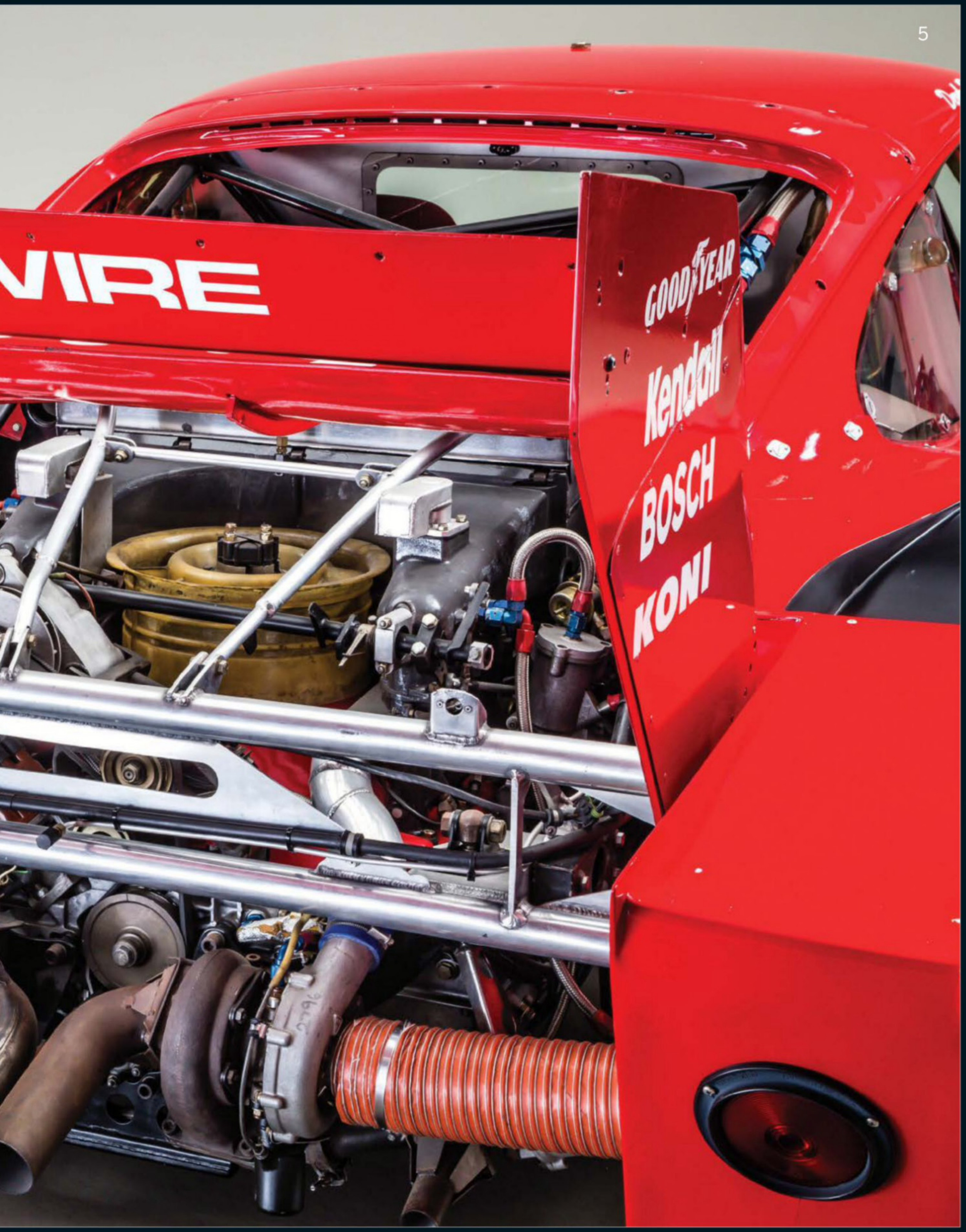
911 Opening Shot

Though the famous Coca Cola 935 you see here isn't actually a bona fide Porsche racer, its turbocharged flat-six engine – with horizontal cooling fan – is unmistakably the glorious heart of one of Weissach's greatest race cars.

Photograph by **Andrew Tipping**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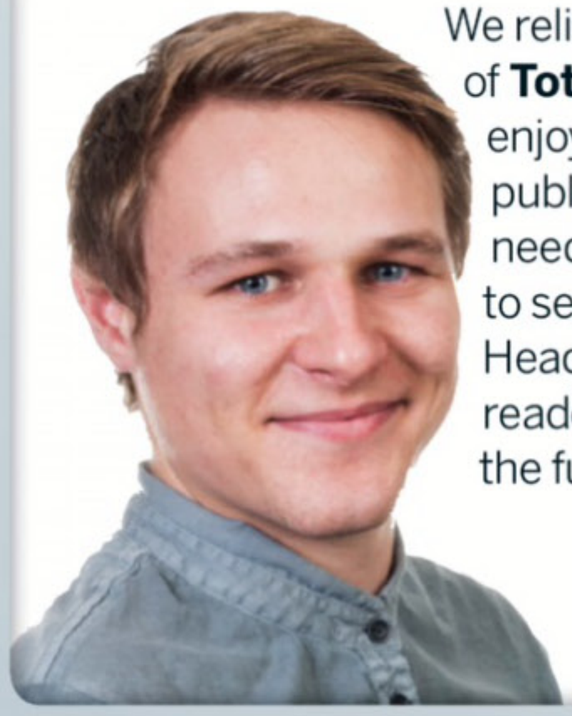

We relish creating each and every issue of **Total 911**, hopefully as much as you enjoy reading it. In order to make the publication even better, though, we need to know what YOU would like to see when you pick up a new issue. Head to our website and take our reader survey and let your input shape the future of our great magazine.

Lee Sibley

Lee Sibley
Editor

INSIGHT 2015

Complete our survey to join our Total 911 panel and:

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- Shape the future issues of the magazine
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"It is extraordinary to think your coveted Porsche 911 will appreciate in value while you're driving it"

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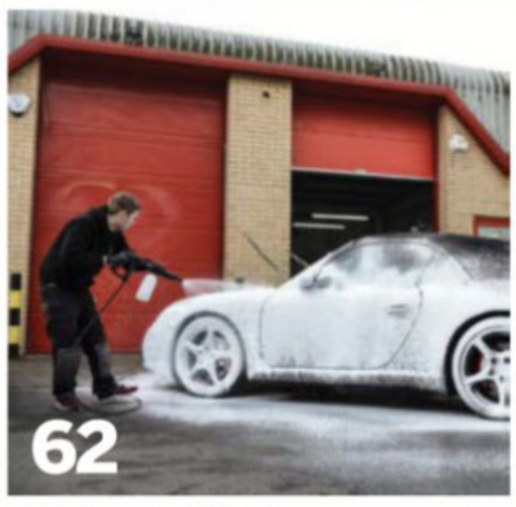
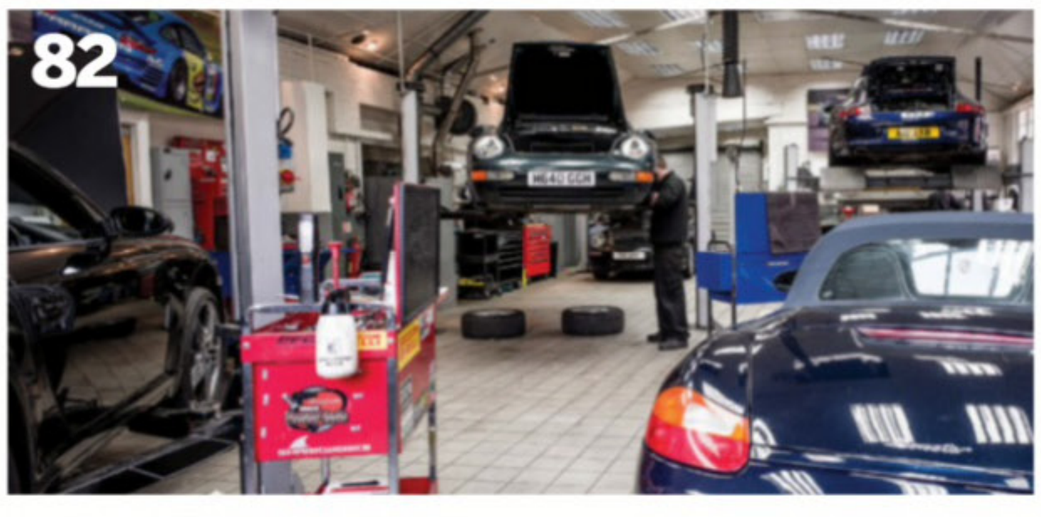




Update

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

Official: Porsche Brazil confirmed

Stuttgart announces new South American subsidiary to go live by middle of 2015

Porsche AG will strengthen its South American sales organisation with the establishment of an official subsidiary in Brazil. Since 1997, Stuttgart Sportscar SP, headed up by company president Marcel Visconde, has imported Porsches into Brazil. However, after having the move approved by Brazil's competition authority – CADE – Porsche has decided to form a joint venture with the company, extending its worldwide subsidiary to 18 locations.

'Porsche Brasil' will be based in Sao Paulo and is expected to start operating by mid-2015. Currently, there are seven Porsche Centres in Brazil, with the dealerships in Sao Paulo, Rio de Janeiro, Porto Alegre and Curitiba 100 per cent owned and managed by Stuttgart Sportscar. The other three sites, in Brasilia, Ribeirao Preto and Sao Jose do Rio Preto, are at present overseen by Eurobike. However, Porsche is planning to gradually extend its dealer network.

Matthias Brück, former president and CEO of Porsche Latin America, has been appointed managing director of the new Porsche Brasil venture. "Having worked on Porsche's long-term strategy in Latin America and especially in Brazil for the last six years, I am especially happy to be entrusted with paving the way for future success of the brand in Brazil", said Brück. "The market has great growth potential and with the establishment of a subsidiary we look forward to continuing the successful work of Stuttgart Sportscar by carrying on the positive business development and contributing to Porsche's global strategy."

News of Porsche's international expansion comes on the back of a record-breaking year for the Zuffenhausen sports car manufacturer. In 2014, Porsche's turnover rose by a fifth to €17.2 billion (£12.6 billion/$18.7 billion) while the company's operating profit grew by five per cent to €2.7 billion (£2 billion/$2.9 billion). "In 2014 we were able to reduce our net debt while simultaneously financing our growth – two years before the originally envisaged target date," explained Lutz Mensche, member of the executive finance board at Porsche AG.

As a result of the bumper year, all Porsche AG employees have received a bonus of €8,600 (£6,300/$9,300). €700 of the bonus will be paid into each employee's pension scheme, with the remainder a reward for the excellent corporate results.

Porsche celebrates 20 years of Tequipment service

Zuffenhausen's official aftermarket accessories arm is now two decades old

Porsche Centres are marking Tequipment's 20th birthday by featuring a number of popular products from the official accessory range's history. As well as universal options like child car seats and car care products, OPCs will feature items such as the 997 Carrera sports exhaust in a number of promotional activities throughout the year.

The idea for Porsche Tequipment was first formed in 1972 by the Porsche Parts Service, officially created in 1995. The name is a portmanteau of 'Technical Equipment'. Ever since its inception, Tequipment has launched a range of vehicle-specific accessories three months after the launch of each new Porsche model, from bespoke luggage to aerodynamic tweaks refined at Weissach.

As part of the 20th anniversary, Porsche Tequipment is going to launch new shops within existing OPCs, bringing their comprehensive range of components to customers.

What's on in 2015

April

California Mille
26-30 April
1,000 miles over four days through California's best roads. What's not to love?

May

991 GT3 RS arrives
May
The latest in a long line of Rennsport icons should arrive in showrooms in time for summer

RM Sotheby's Fort Worth
2 May
The Andrews Collection goes under the hammer in Texas, with a 930 3.3 among the lots

Porsche Black Forest Tour
9 May
An official Porsche daylong journey through the stunning Black Forest

RMA Spa-Francorchamps track day
12 May
One of the best circuits in the world, with one of the best track day companies in the world, is available for £495

Porsche Museum
17 May
To celebrate International Museum Day, get into the Porsche Museum for free

Travis Massey ©2015 Courtesy of RM Sotheby's

Erik Fuller ©2015 Courtesy of RM Sotheby's

Mashmotor team ©2015 Courtesy of RM Sotheby's

911 values still thriving after Amelia Island

Another stunning round of auctions at the famous Concours d'Elegance

Yet again auctioneers witnessed an incredible series of auctions held during the world-famous Amelia Island Concours d'Elegance. At RM Sotheby's sale, a 1973 Porsche 911 Carrera RS Touring sold for $891,000 (£600,000), showing the market for the iconic Rennsport is still going strong. However, it was a 1975 911 Carrera MFI that stole the show, selling for an astonishing $308,000 (£207,000). This shaded the price of a similar car under the hammer at Bonhams, realised during the week of high-octane action in Florida.

Elsewhere, RM achieved $253,000 (£170,000) for an early Porsche 930 3.3 while Gooding & Co also enjoyed a bumper sale with no less than ten legendary 911s selling under its stewardship. Hitting the highest note was a 1974 Porsche 911 Carrera RSR, which realised an excellent $1,237,500 (£830,500). A 1975 version of its 3.0-litre RS sibling fetched $605,000 (£406,000), showing it still has a way to go until it can match its 2.7 RS predecessor.

Porsche 993s were popular during Gooding's sale, with a 993 Turbo S – the first 911 lot of the day – realising $440,000 (£300,000) before an immaculate GT2 sold for a huge $973,500 (£653,000), marking the original widowmaker out as a 911 to watch during the rest of 2015. Bonhams cashed in on the 993 appreciation as the hammer came down on its Turbo at $210,100 (£141,000).

Gooding's 3.2 Carrera Speedster sold for $220,000 (£150,00), although this was $44,000 short of the price achieved by a similar Guards red Speedster during RM's sale. However, the former sales house hit back with a 911 2.4S that sold for $275,000 (£185,000), over $100,000 more than RM managed to raise for its 911 2.2S.

TechArt reveals 991 GTS mods

German tuner launches bodykit in Geneva

TechArt, the Leonberg-based Porsche 911 tuner, gave its new 991 Carrera GTS bodykit its premiere at the Geneva International Motor Show last month. Featuring the firm's famous Formula IV alloy wheels – recently optimised for centre lock applications – the car wore a new front spoiler as well as an imposing rear wing.

As part of a revised carbon-fibre rear diffuser, the TechArt Sport Exhaust has also been optimised for the 991 GTS, including a move to twin central tailpipes, mimicking the style of the Porsche 911 GT3 and GT3 RS models.

Also fitted to the silver-and-blue car on TechArt's stand at the Swiss show was its sport suspension kit, featuring a 45mm ride-height drop over the standard model. This is claimed to improve the car's cornering ability by lowering the centre of gravity. To avoid bottoming out over road furniture, TechArt can also fit a nose lift system as part of the 991 GTS package.

In brief

Miniature Magnus models

Have you always dreamed of owning one of Magnus Walker's hot rod Porsche 911s? Well, now you can – albeit in 1:43 scale – thanks to German model maker Schüco.

Two of the Urban Outlaw's most famous modified Porsches – #277 and his '68R' – have been faithfully recreated in miniature, making them an ideal addition to your desk or current 911 model collection. All the details are accurately recreated, from the wide Hoosier tyres on Fuchs rims, right down to roll cage and Sparco seats in the #277.

Schüco is limiting production of both models, with 1,000 examples of the #277 and just 911 pieces for the '68R' miniature. So if you want one, move quick and head to **www.schuco.de**.

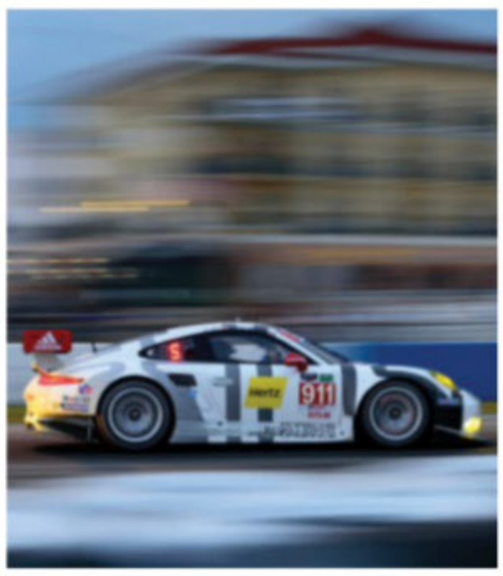
Richbrook car cover

UK car accessories specialist Richbrook has released a new range of indoor car covers, perfect for protecting your 911. Available in black, blue, and red, the soft, satin-like lycra covers provide a snug fit while still protecting against minor scratches and dings. It also stops your car's body being spoiled by dust and other pollutants while remaining breathable enough to stop condensation forming.

Each cover – used by many dealerships and prestige car specialists – is supplied in a colour-matched zip-up bag, allowing you to transport the cover effortlessly. Encompassing many of the cars on British roads, the new cover is priced at £129.99. For more information head to **www.richbrook.co.uk**.

911 in Motorsport

The latest news and results from racing series around the globe



More Works frustration at Sebring

Team Falken takes podium as PNAR falter in the final hour

After disappointment at Daytona, Porsche North America Racing was looking to get back to winning ways in the United SportsCar Championship as the series moved across Florida for the 63rd running of the 12 Hours of Sebring.

The team's front-running practice pace was converted into a front-row qualifying lockout on the Friday, as Frédéric Makowiecki secured pole in the #912 car, closely followed on the timesheets by fellow Frenchman Patrick Pilet in the #911 RSR.

When the race got underway on Saturday morning, Makowiecki immediately shot into the lead while Pilet was usurped on lap one by the #3 Corvette. However, after the first round of pit stops, the Porsche 911 RSRs were back in one-two formation with Makowiecki leading and Nick Tandy behind in #911. Pilet, Tandy and Richard Lietz would later grab the lead in an early safety-car period, as Makowiecki, Jörg Bergmeister and Earl Bamber ran second. After taking the first few hours to recover from a poor qualifying, Bryan Sellers, Wolf Henzler and Patrick Long in the Team Falken 911 RSR joined the lead battle for a bit before fading away to fifth as the race headed toward dusk.

With just an hour left, the PNAR entries looked set for a famous victory. However, during a routine stop, the #912 was delayed by a wheel nut problem, forcing it to go behind the wall, losing three laps and dropping it to seventh. This left the #911 out front, only for Tandy to encounter a gearbox problem, dropping the remaining works RSR to fifth.

The factory cars' late misfortunes promoted Team Falken 911 to third, giving Porsche its first GTLM podium of the season. There was more success in the GTD class, where Alex Job Racing took its 911 GT America to victory.

Cammish controls Carrera Cup GB opener

2015 Carrera Cup GB season gets under way at Brands Hatch

Redline Racing's Dan Cammish opened his 2015 campaign in style at Brands Hatch as the Leeds-based racer took both wins at the first Porsche Carrera Cup GB meeting of the season.

With 28 GT3 Cup cars taking to the 1.2-mile Indy circuit, qualifying was always going to be tough but, with rain thrown into the mix too, the 30-minute session was especially tricky. Stephen Jelley took pole for both races, with Cammish securing second and third. Reigning champion Josh Webster couldn't get a clear lap and had to settle for fourth and seventh respectively.

Race one saw Cammish immediately snatch a lead he wouldn't lose. Behind, the fast-starting Webster was his closest challenger, never more than a second in arrears, until he was adjudged to have started out of position and forced to take a drive-through penalty, dropping him to 14th. This left Cammish to win from Jelley, with Michael Meadows taking third.

The second encounter was similarly tight, though this time Jelley held his lead until lap 29 of 33, when Cammish found a way through at Surtees. The move dropped Jelley to fourth as Meadows and Webster (who had made another blistering start) rounded off the podium.

SWB 911s star at Goodwood

Andrew Jordan wins John Aldington Trophy at 73rd Members' Meeting

Lord March's Goodwood Estate once again put on a motoring spectacular with the running of its 73rd Members' Meeting. Held at the famous Motor Circuit, the event included a race solely for pre-1967 Porsche 911s, with the short-wheelbase sports cars putting on a thrilling show.

2013 British Touring Car Champion Andrew Jordan romped to victory after qualifying on pole. However, the pro racer was kept honest by Paragon's Mark Sumpter, the only other driver to lap the 2.4-mile circuit in the 1m34s bracket. The latter was starting to catch Jordan during lapped traffic only to spin exiting the first corner, dropping to fourth.

This left EB Motorsport's Mark Bates and Phil Hindley to battle it out for second and third, with the former prevailing thanks to some thrilling sideways driving. 1970 Le Mans winner Richard Attwood raced through to eighth having had to run his flat six in during qualifying.

Motor racing in 2015

April

VLN Round 2
25 April
The Nürburgring Nordschleife hosts the second round of its endurance championship

April/May

FIA WEC Spa-Francorchamps
30 April – 2 May
Porsche's Le Mans preparations get under way with Nick Tandy racing the third 919 Hybrid

Carrera Cup GB Spa-Francorchamps **1-2 May**
Josh Webster continues his title defence at the world-famous Belgian circuit

Porsche Supercup Spain **8-10 May**
The 2015 Porsche Mobil 1 Supercup season kicks off at the Circuit de Catalunya

Spa Classic
22-24 May
Head to Spa-Francorchamps to watch myriad of classic Porsche in action

Blancpain Endurance Series Silverstone **23-24 May**
The most competitive GT3 series in the world heads to the home of British motorsport

Total 911's racing columnists

Supercup superstar: Ben Barker

Ben explains how a chance meeting over a drink has contributed significantly to his career development

Coffee. It's incredible what can happen over a cup of the stuff. I'm sure you've all met someone important, or had your own moment of inspiration, while sipping on the black gold. Coffee plays a big part in my life; I'd like to think I'm something of a connoisseur when it comes to cortados, flat whites, espressos and the like. Therefore it was fitting that last year, it was over a cup of coffee that I was introduced to the man who has now become my new manager.

However, he likes to stay out of the limelight. Tubbs, as we all know him, runs the London-based chain of coffee shops, Sacred. His café and coffee business has been going from strength to strength over the last few years though he wanted to get back involved with his other passion: the motorsport scene. Back in the day he was manager for World Superbike ace Aaron Slight. In 2010, Sacred Coffee became a partner of the Carrera Cup GB before I agreed to become a brand ambassador for them last season.

Before you start wondering how this relates to my racing, don't worry; it's all about to become apparent.

My manager will be attending all the rounds this year, bringing potential new sponsors and working with our current partners.

Tubbs came out to Bathurst at the start of the season with me, to watch me in the 12-hour race around Mount Panorama. It was during this event that my performances in Grove Racing's 997 convinced him of my talent. With his guidance, we are already planning a pathway to something really exciting, which should hopefully start with another crack at the Porsche Supercup this season. This is a really exciting opportunity and I just can't wait to get started in Barcelona.

It's great to have a full-time manager on board for 2015. Last year, I was helped out by Fuel Talent, who did a great job for me, but with someone a little more hands-on this season, it allows me to focus purely on going racing as I know that all the backroom deals are being dealt with. It just goes to show; never turn down the chance to have a cup of coffee with someone.

Carrera Cup champion: Josh Webster

Josh is galvanised for more success as the 2015 season gets under way at the Official Test Day at Silverstone

The official test and media day is always an exciting annual event to mark the start of the season. The Porsche Carrera Cup GB Official Test Day was held at Silverstone on 17 March and it was a really good experience, brilliantly put together by the Porsche GB Motorsport Team.

We were able to invite our sponsors to the test day, which was based in the BRDC Clubhouse. It was really nice for our guests to see the inside of the Clubhouse, which houses some amazing motorsport memorabilia and historic items as well as having a fantastic view of the circuit. It's a very special place and although I have been privileged to be a Rising Star Member of the BRDC since 2011 and visit often, guest passes are very exclusive, so it was so nice to know that all my guests were able to enjoy the day in the iconic building.

All the drivers got together for the start-of-the-year photograph and there were 23 cars on track. I understand there are even more entries expected to start the season, so it may be close to 30 cars on the grid for the first races at Brands Hatch. It was great to see all the different car liveries and I have to say all the cars look great. My livery is once again based on my headline sponsor Nine Group's corporate colours of purple, white and grey, but the design is different and the feedback was that everyone really loved it.

Two of each drivers' guests were able to take to the track with the Porsche Experience Centre, driving a selection of Porsche cars on the Grand Prix Circuit.

It was a brilliant part of the day for the guests as the Porsche Experience sessions were run between the Carrera Cup sessions and it was very much appreciated by the participants! Both my guests who drove the cars have said they are making plans to buy Porsche 911s!

I'm really looking forward to the season ahead. Of the expected 30 cars on the grid, I believe there will be at least ten pro drivers, which is great for the Championship and for the motorsport fans who want to see a huge grid of the fastest one-make championship cars battling for honours.

After winning the championship in my first year, I aim to continue to learn and progress as a driver and keep the positive momentum going. Pre-season testing has been really good and I'm enjoying working with the brilliant guys at Team Parker Racing. With the number 1 on the car, there's sure to be a bit of added pressure, but I'm enjoying it and I'm just happy to be racing in a great championship with an awesome race team. We'll keep working hard to extract the maximum from the car and I'll keep pushing to be the best I can.

The factory driver:

Nick Tandy gives his views from beyond the pit wall

The highs and lows of motor racing

From Sebring to Paul Ricard, Nick talks about the ups and downs of his last month

Compared to the likes of football, rugby and tennis, motor racing is a sport where, even when you are considered successful, it is likely you will lose more than you will win. After all, only one driver or car can top the podium at each race. However, even with that knowledge, it never makes it any easier to deal with defeat.

As many of my friends often remind me, I'm a hugely competitive person – I think a lot of us are at Porsche Motorsport – and that means I want to win every event I compete in, and I was really confident heading into the 12 Hours of Sebring this year.Ever since we left Florida in 2014, we haven't had the rub of the green as a team, and so I really did feel it was Porsche North America Racing's time to head back to the victory lane. The simple law of averages says that with the pace we are showing in the GTLM class, we are overdue a win.

With 11 hours of the race gone at Sebring, it really looked like we were about to break our run of poor luck as we were running first and second. While I was leading in the no. 911 RSR, our sister car was forced to make a long stop to fix a problem with the left rear hub. Although this scuppered our chances of a one-two, I was still out in front. And then the gearbox developed a fault with 45 minutes remaining. It didn't force us out of the race entirely, but we had to complete the remaining distance with a very small selection of ratios. After such a strong showing across the weekend, it was a real kick in the teeth. If the Tudor USCC was run over 11 hours, we'd be in a really good position. Unfortunately though, it's called 'endurance racing' for a reason.

After the disappointment of Sebring, I was pretty much straight out to the FIA World Endurance Championship's 'Prologue' test. The day before the track action started, I was in my Porsche race suit as the team officially launched the new Porsche 919 Hybrid. Along with the new LMP1 car, we also unveiled the three colour schemes the team will use at the 24 Hours of Le Mans this year. It was cool to finally see the car I will get to drive at Spa and Le Mans with Earl Bamber and Nico Hülkenberg, as the 919 has been running in its bare carbon fibre during all the testing I've done over the offseason.

A day later, after the excitement of the 919 unveiling, I was in a set of my KC Motorgroup team's overalls for the first test in their ORECA LMP2 car. This was the team's first proper run out with the new car – and my only seat time before the FIA WEC race at Silverstone – so the fact the test went pretty well filled me with confidence. Heading into dusk at the end of day one, I was able to get a really good run in the car. It felt good to drive and we were able to top the timesheets, a result that stood until the end of the two-day test.

Heading to the first WEC race, I'm confident we can fight for victory in the LMP2 class, which would be great in front of my home fans. It's always nice to race at Silverstone; I can sleep at home at the end of each day, which always makes things feel more relaxed, and my driving style really seems to suit the circuit – I've had a lot of success there in the past. Hopefully, as you are reading this, I've got another piece of silverware in the trophy cabinet.

Porsche lifestyle

Total 911 brings you some of the best and most stylish casual driving gear

Steve McQueen Collection baseball cap £20

If you need to shade yourself from the Californian sunshine, this Steve McQueen Collection cap features a number of neat nods to the great man himself. The embroidered signature is completed in Gulf blue thread, evoking the famous 917K he drove in the film *Le Mans*, while the dark grey trimming is no doubt a tip of the proverbial hat to the Slate grey 911 2.2S bought new by Steve and now owned by Chad.

shop2.porsche.com/uk

Steve McQueen Collection leather jacket £540

Part of the Porsche Driver's Selection, the official Steve McQueen Collection – endorsed by Steve's son, Chad – will help you channel your inner King of Cool. This brown, Napa leather bomber jacket – no doubt inspired by Steve's turn in *The Great Escape* – features the Porsche logo and McQueen's signature subtly embossed onto the shoulder. Inside, the lining features Steve on the set of his *Le Mans* movie.

shop2.porsche.com/uk

Le Mans Blu-ray €15

Don't believe those who preach for John Frankenheimer's *Grand Prix*. This is the greatest racing movie ever made. Featuring real footage from the 1970 running of the 24 Hours of Le Mans, Steve McQueen's motorsport epic faithfully captures the reality of racing. With a number of star turns from real drivers and the legendary Gulf 917s, this is the film that turned the King of Cool into a Porsche legend.

wwww.grandprix-originals.com

Grand Prix Originals travel bag €249

Getting away for a weekend road trip? You'll need a sturdy yet stylish bag for your essentials. This medium-sized travel bag from Grand Prix Originals fits the bill perfectly, especially if you happen to be driving a Slate grey Porsche 911 2.2S. Made from cotton and cow leather, there are plenty of extra pockets to store toiletries and other sundry items, while the base features five steel feet.

www.grandprix-originals.com

Gulf Racing t-shirt €39.90

Inspired by the Gulf-liveried Porsche 917s of the John Wyer Automotive team, this new t-shirt from Grand Prix Originals features the iconic pale blue and orange stripes down the left chest, along with embroidered 1970s versions of the Heuer and Gulf logos. Cut in a normal fit, the t-shirt is also available in pale blue, with navy blue and orange stripes.

www.grandprix-originals.com

Views

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

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Star correspondence

Porsche parts prices

Dear Sir,
I am a regular reader and recently a subscriber. I will start with the stereotypical notion of congratulating you for your magazine; I really enjoy it, especially the wide spectrum of topics you have and the objective approach in most of the articles.

As you see in the photos I am a 911 lover. I started a few years ago with several 911s, mostly old ones, and what you see in the picture is my current status: a 1985 3.2 Carrera Targa and a 997 GT3 Gen1. Both are road legal with Greek number plates (extremely rare, especially for the 3.2, as only a handful of original cars with Greek number plates exist in Greece). As a result of my passion I have visited a number of garages and mechanics. I have to say that, for the classic 911s, Greece can compete with many North European countries in experience, ingenuity and fantasy, as well as cost.

As far as the modern cars are concerned, the situation is not so rosy. As you can see from the attached invoice, I paid three times more for the exact article in the official dealership than from a respectable website. Owning a 911, by definition, means you have a certain degree of economic status, but it does not mean you are Croesus. The bottom line, though, is that you are being treated as one (or as stupid) when all this info is available.

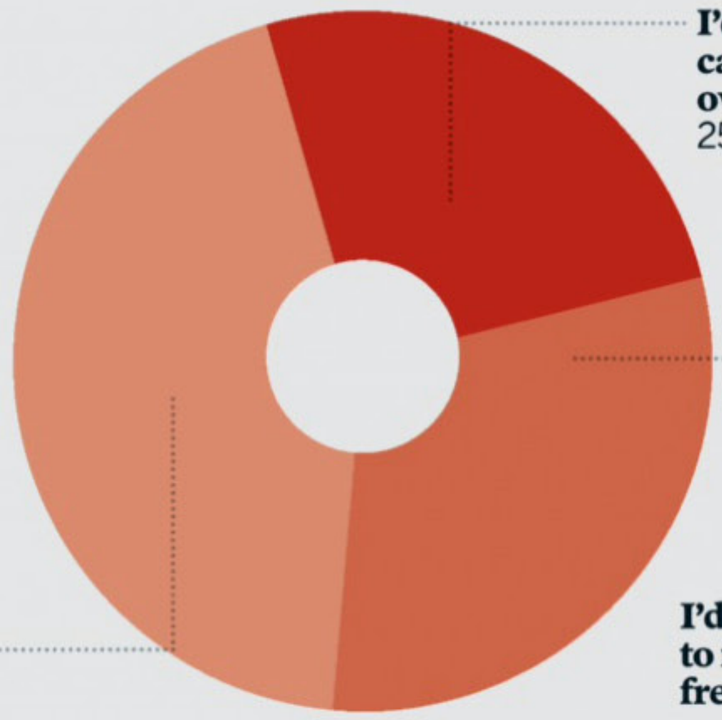
Furthermore, now my GT3 makes a very annoying metallic noise at the front end after being driven relatively fast. The mechanics at Porsche cannot find what it is, despite me driving it along with the chief mechanic. The mechanics say everything is okay but I cannot enjoy my car and have peace of mind when I hear this noise. I am thinking about driving abroad to a country with more experience in such 911s. Unfortunately a large percentage of Porsche owners are not car lovers and do not expect much from their garage and their car. In my case there is a serious lack of experience that leads to insecurity and lack of trust for such a car. What is your opinion?
Peter Nielsen

If you say Greece can compete with Europe's elite in terms of experience and knowledge of classic 911s, then it can only be a matter of time before that knowledge transcends onto modern machinery such as your GT3. As for the mystery noise, start by clearing out the front air ducts housing your radiators.

Total911.com Poll

How would you care for your classic Porsche 911?

If you owned a classic, how would you show it your affections? Here are the results:



I'd modify the car to put my own stamp on it 25.3%

I'd restore the car to make it factory fresh 30.3%

I'd preserve the car to maintain its originality 44.4%

@Total911

The best views across our social media streams:

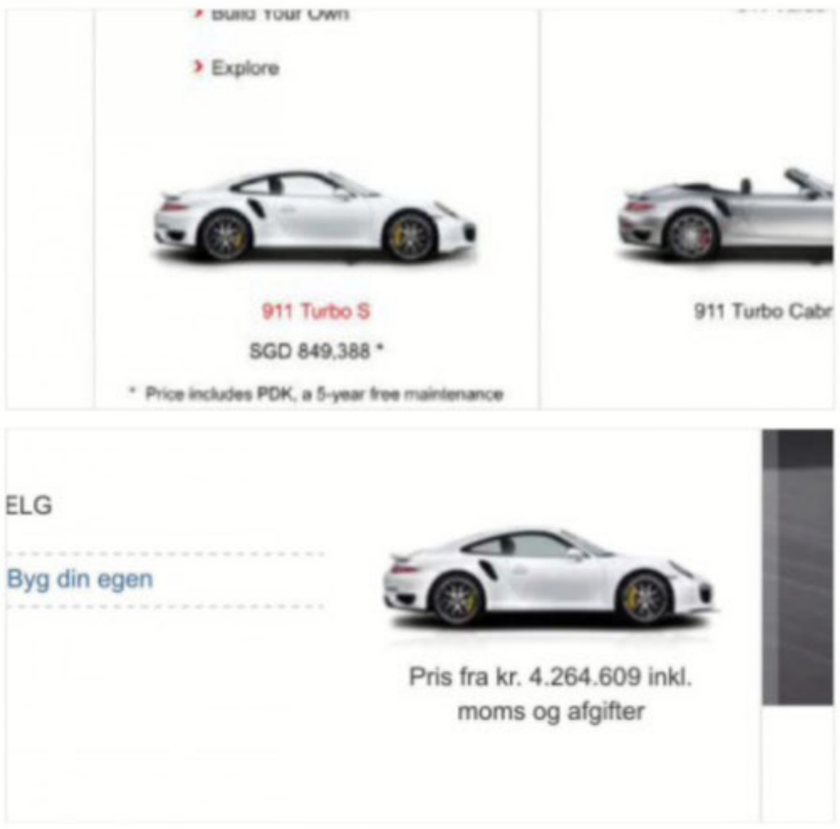
@ImagineMD: Quite obsessed with this SE (right) @Total911

@DarenHamblett: "@Total911: Is now the time to buy the sub-£20k 996 C4S?" I would say so, I absolutely love mine!

@TheM0T0R: I believe that these are the only 2 RHD Club Coupes in the world (right):

@earlbamber: Yupp that's definitely my car! Glad to be sharing the #19 with @NicoHulkenberg & @NickTandyR. Let's do this guys!

Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Classic Porsche 911 Collection** bookazine worth £9.99!



The most expensive 911

Dear Sir,

In the latest magazine there was a letter on page 16 about prices. It seems like we have a winner in Denmark, where the starting price for a new 911 Turbo S is €571.778 (£414,923), as you can see on the attached screenshot from the Danish Porsche dealership website.

Ole Schmitto

Dear Sir,

I'm afraid our Greek friend (Arthur Petrosyan, Views, issue 124) hasn't really tried hard enough in his "global search" for a more expensive 911 than in his native country. A quick search would reveal a basic, before-option 991 Turbo S in Hong Kong will set you back HK$3,733,000 (or more than £325,000).

In Singapore, with their even more exorbitant taxes than elsewhere, the same car is a whopping $849,388, which is more than £422,000!

Alex Roels

PDK whingers

Dear Sir,

In response to Josh's call on **Total911.com** for the anti-PDK campaigners to stop: the internet is complaining about the PDK-only GT3 RS because it's a perfectly valid reason to complain.

The RS name and PDK may be about better lap times and racing, but that's not why the internet is complaining. It's about what the consumers want in a product. Not all enthusiasts care about shaving a few milliseconds off their lap times so they can brag to their buddies; some care about the pleasure and experience of driving or racing with a manual.

To suddenly let a PDK system dictate my driving experience in a car that has historically been manual is not welcoming. To offer PDK as the only option is absurd; make manual available to those who want it.

Sean Phillips

The development costs of the latest GT cars are so high that creating a manual version would constitute a significant investment for Porsche. As the incredible interest in the new RS has shown, demand has far outstripped supply even with its PDK-only philosophy.

Flooring it

Dear Sir,

Regarding the Ruf CTR article in issue 125, in particular referring to the 210-mile-per-hour top speed attained by *Road & Track*, I have some more information on its performance: the same car also covered the quarter mile in 11.7 seconds, at a speed of 133 miles per hour.

Autocar used a CTR to record 6.71 seconds to 100 miles per hour, just 0.2 behind a Ferrari Enzo, and also managed 200 miles per hour at Bruntingthorpe.

A 964 Ruf BTR also impressed *Road & Track* with a top speed of 205.2 miles per hour and an 11.9-second quarter mile in an article published in January 1995.

Peter Griffiths

Join the debate

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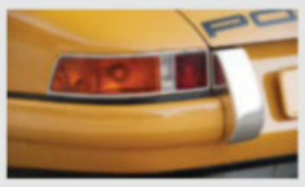
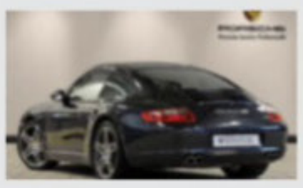
@singervehicles: Panel gap OCD. Is that a thing (right)?



@Total 911: If you had £30k to spend on a Porsche 911, what would you buy? Here are the team's choices:



@Carmedicguy: @Total911 Bought this C4S in Feb 57 plate, lots of extras. 63k fsh. Love it, love it! £30k +2y warranty

@Kyle_Fortune: this – (993 C2 Coupe manual) See it in the mag...

Total911.com hot topic:

Don't bank on the 996 Turbo appreciating in value

Despite being the cheapest Turbo on the market, Lee doesn't think the 996 Turbo prices will be rising significantly any time soon. Here are the best of your responses:

Looking at how the current 991TT has become so digitised, a 996TT is considered raw by today's standards. The future 'purists' will most likely be the ones to drive the prices up as has been happening with the earlier models. Of course, like the author, this is speculation.
Isaac C.

Long term they will go up IMO Car isn't old or rare enough... YET.
@SussexClaretBFC

Tell that to the London dealers! Have seen a low miler for 56k recently.
@911supersport

996 will always be the poor relation
Matthew Stewart

996 is now starting to be appreciated as a great designed 911 and the Turbo is still a very fast supercar, but production ceased in 2005 and more than 20,000 units were sold until then. This is the reason prices don't rise dramatically as opposed to the 996 GT3 RS. And, although Mezger, a Turbo motor with water-cooling is still not considered the Olympus of collectible 911s. **Pablo**

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964 vs 993

Dear Sir,

In issue 124, the experts in your sales debate concluded that 964 values are unlikely to overtake those of the 993. However, I disagree. The 964 will surpass the 993.

The 993 went up in value early because it's the last air-cooled car, but it has since levelled off. Now, the 964 is gaining ground (kind of like E30 M3, though not at the same pace yet). The 1990s cars are the next 'it' cars because the guys that lusted after them in their youth can now afford them. There are not many nice examples around and the prices are being driven up by the demand. Add the prospectors and flippers,

and the popularity due to the likes of Singer, Paul Stephens, DP, Magnus Walker and so on, and you have a perfect storm.

The 964 is the last of the true 911s, with a direct connection to the original in terms of looks, sound and feel. The engine note is to die for.

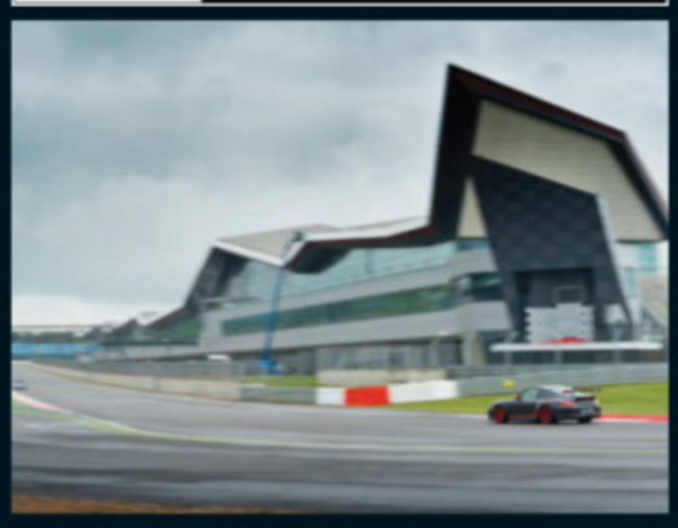
Petr Valo

WIN! Win an RMA track day at Silverstone

RMA Club

MICHELIN

Official Track Day Partners



We all know the best place to test the limits of your 911 is on a circuit. However, for a premium sports car you need a premium track day experience. That is why **Total 911** has teamed up with RMA Track Days, a company widely regarded as Europe's premier track day organiser, to offer one lucky reader a free entry into one of RMA's events on the Silverstone Grand Prix circuit (worth up to £495).

With the rise in track-day popularity in recent years, events are becoming increasingly busy, leading to a drop in driving standards at some events. However, with nearly 30 years of experience in the business, RMA Track Days strives to maintain a friendly, social environment where the focus is not on what you are driving but how you are driving it. This helps you to ensure your pride and joy is protected and you get as much track time as possible.

As well as events at all of the UK's best tracks, RMA organises track days at a host of incredible European circuits (such as Spa and Nürburgring). What's more, for regular track enthusiasts, RMA run a number of membership schemes to help you save money, including a Platinum membership that gives you access to all their incredible events.

With the winner getting nearly eight hours of track time to practice replicating the feats of the likes of Nick Tandy, Ben Barker and Josh Webster at the home of British motorsport, this is a truly incredible prize. To be in with a chance of winning it, all you have to do is answer the following simple question:

RMA's Nürburgring Nordschleife track day falls on what date this year?

To find the answer, head to www.rmatrackdays.com before sending your response to competitions@total911.com with 'RMA Track Day' 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 19 May 2015. Good luck!

Total 911
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Beverly Hills Car Club

Specialized dealer of classic European & American cars

1966 Porsche 911

Slate grey with black interior, which is a very sought-after color combination. Has the early wood dash and is equipped with 902 five-speed manual transmission. It also comes with the original dated spare tire and original owner's manuals.

.....$129,500

1960 Porsche 356B Roadster

Factory black with black interior with black canvas soft top. Same elderly owners for many years, excellent original California car. $137,500

1961 Porsche 356B Roadster

Ruby red with black interior. Original blue plate California car, just came out of dry storage, stored inside since 1983. Great candidate for restoration. $89,500

1970 Porsche 911E Karmann Coupe

Conda green with tan interior, very desirable color combination, black Porsche script, fuchs wheels, excellent original car with lots of character. $69,500

1970 Porsche 914-6

Black with black interior. Straight body. Very presentable car. Excellent opportunity to acquire an original 914-6 at a reasonable price. $59,500

1962 Porsche 356B Sunroof Coupe

Slate grey with black interior and very rare factory electric sunroof. Same owner for many years. Excellent candidate for restoration. $44,500

1980 Porsche 930 Turbo

Black with black interior and 83,178 on the odometer. Also comes with the maintenance booklet, spare tire and toolkit. Excellent original car. ...$44,500

1989 Porsche 911 Carrera 4 Coupe

Red with tan interior, owner's manual, maintenance booklet, spare tire and tool kit. Excellent car at a great price.

.....$29,950

1987 Porsche 911 Carrera Cabriolet

Red with black interior. This car has 83,228 on the odometer and is very presentable. Excellent weekend driver, mechanically sound. $29,500

1992 Porsche 964 Carrera 2 Cab

Black with tan interior, comes with a tiptronic transmission and equipped with AC. An excellent original car.

.....$27,500

1967 Porsche 912 Soft Window Targa

Black with black interior. Lots of potential, excellent original car that has been sitting for many years waiting to be restored.

.....$24,750

1976 Porsche 911S Targa

Silver metallic with black interior and equipped with a manual transmission. Very presentable car, clean and tidy interior. Same owner for many years. $21,750

1978 Porsche 911SC Targa

Yellow with brown interior. Solid floor pan. Missing the engine and transmission. Excellent foundation for restoration.

.....$7,500

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30 OF THE BEST COLLECTOR'S 911s

Total 911 reveals the 30 best Porsches to invest in this year

Written by **Neill Watson, Kyle Fortune, Lee Sibley** & **Josh Barnett** Photography by **Dan Pullen**

It's quite a nice position to be in, isn't it? To be able to drive and enjoy your coveted 911, safe in the knowledge that as long as you've chosen well, it's not likely going to owe you anything for the pleasure. It's a position everyone yearns for when it comes to motoring, more so in exotic circles as the numbers are simply greater. However, in many cases of the 911, that hallowed time is upon us and it is now possible to drive your own slice of 911 history – motoring history, even – and make some money on it at the same time.

Let's make one thing as clear as possible first, though: **Total 911** does not condone buying Porsches and simply hiding them away in a collection. No, we advocate the need for a Porsche 911 to be driven exactly as Butzi intended; regularly and with flair. However, with a little knowledge, planning, and application, it's possible to use the market to ensure your next 911 purchase has the added luxury of being an exhilarating drive AND a sound investment. Without further ado then, here's our top 30, from right across the 911's illustrious half-century of history...

PAUL STEPHENS
Classic, Bespoke and Performance Porsche Specialist

ICONS

2.4S

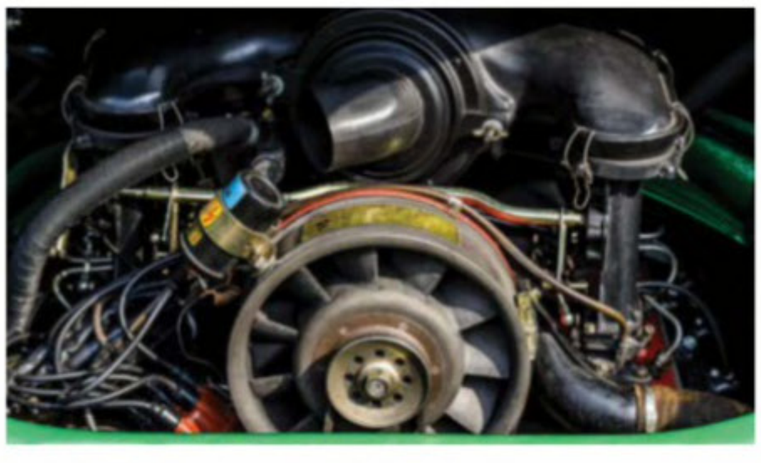
THIS ICONIC CLASSIC IS STILL VALUED SOME WAY BEHIND THE 2.7RS

The 2.4S is possibly the ultimate driving experience for anyone wishing to really understand the classic Porsche ethos. The simple, clean shape is devoid of wings and nicely understated, carried over to the interior. Some call it spartan; we prefer 'purposeful'.

The 2.4S was launched at around the same time as the mythical 2.7 RS, with the same upgrades as the rest of the range that year, with black trim around the lights and grilles, and deletion of the confusing oil-tank filler cap. The combination of small tyres, a 190-horsepower engine and a kerb weight of just 1,050 kilograms gives a wonderfully supple drive and an engine with a throttle response right up there with the best. In our view, this car is the epitome of air-cooled Porsche 911 driving, which is probably the reason why it's second – by some way – only to the 2.7 RS in values of this era.

Buying a 2.4S can be a tricky exercise. The cars' age, added to the fact that for many years they were of little value, means the original matching-numbers cars with verifiable provenance can command a massive premium. The rather bizarre trend for authentic 'barn-find' cars means that even a car with decades of authentic farmyard dust will command a six-figure price, while a top-quality car, either perfectly restored or largely original with the correct documentation is now the target of the high-end, wealth-fund classic-car collections.

We were content to see the halcyon 2.7 RS prices soar away from most of us, but there's an element of sadness that the 2.4S cars will probably get little exercise these days as they begin to appeal to those who have previously missed out on a 2.7 RS.



996 GT2

AS BRUTAL AS IT IS RARE, THE 996 IS AN UNDERVALUED GT2...

The 996 GT2 was always bound to become a collectable. The early cars had no PSM, the car gaining a Widowmaker reputation up there with Lockheed's F104 Starfighter. Such descriptions sound hysterical, but in this case it can be justified.

Introduced in 2001 for those wanting a more intense driving experience than the civilised 996 Turbo, the GT2 gained larger KKK K24 turbochargers, uprated intercoolers and a remapped ECU, giving 460 horsepower. Power output was similar to an X50 Pack-equipped 996 Turbo, but driving only the rear wheels. In 2004, power was increased further to 485 horsepower, still with rear-wheel drive only and no PSM.

The chassis included a lower ride height, fully adjustable settings that gave GT3 ride quality and, for the first time on a road Porsche, ceramic brake discs. Take the Clubsport version over the Comfort and you got the full-on race car on the road setup, with factory roll cage, seats and harnesses. For many the GT2 was the best-looking 996, with the Turbo front bumper deepened and exit vents added just before the bonnet. At its rear, the additional wing with downturned end plates looks far better than the add-on look from the GT3 RS.

Choose the right surface – a smooth one with plenty of room around you – and the GT2 is an intensely thrilling drive. On tight, bumpy B roads in the UK, the car leaps and crashes from one imperfection to the next. It's hard to the point of discomfort, the aggressive castor settings making the car dive left and right like an anteater under braking over bumps. Pulling out of junctions, you're given an early warning of its potential to take a bite by the growling and crunching of the limited-slip differential. Out onto a smoother, faster road and the heavy clutch, short-throw gearshift and whistling power delivery make you smile. The GT2 requires a firm hand, but not overly aggressive. Drive it with concentration and it's a superb, intense drive. In the wet, stay awake. Wide awake.

The 996 GT2 is the double espresso of 911s and represents huge potential to invest in. Simply put; how can a 996 GT2 be worth a tenth that of a 993 GT2 right now? With that in mind, the 996 has a long way to go in terms of values, so watch this space. If buying, watch for evidence of the car biting its owner at some point and also check the early-generation ceramic brakes, which presented problems on the early cars.

> "The 996 GT2 is the double espresso of 911s and represents huge potential"

ICONS

THE EXPERTS' CHOICE

1. 2.4S Coupe
2. 996 GT2
3. 2.4E Coupe
4. 993 C2S
5. 996 Turbo
6. 997 GT3 RS
7. 3.0 Turbo
8. Carrera Clubsport
9. 991 GT3 RS
10. 997 Turbo

Charlie Abbott, Paul Stephens

996 TURBO

THE FIRST WATER-COOLED TURBO IS FINALLY APPRECIATING

With the 993 Turbo having already headed north at stratospheric rates, the next hot tip for big-power, big-gain potential is the 996 Turbo. Many experts are backing the 996 Turbo to finally come good in terms of its value, Autofarm's Mikey Wastie describing it as his "one to watch." So, 'buy, buy, buy' seems to be the best advice here. And why wouldn't you? The 996 represents superb value for money. Up until the end of last year you'd pay around £25,000 for a 996 Turbo, but the same car already commands £30,000 plus.

Wastie says prices have been suppressed in the past as they've been wrongfully scarred by the 996's reputation for bore scoring and intermediate shaft failing, though the 996 Turbo's 3.6-litre engine is completely different to its 996 Carrera relations in being based on the famed Mezger unit. In standard guise it puts out 420 horsepower, enough to have it reach 62 miles per hour in 4.2 seconds. Manual Coupes are the most desirable, even more so if they've had the X50 upgrade package that adds 30 horsepower.

997 TURBO

WITH 996 TURBO PRICES GOING UP, THE 997 VARIANT NOW LOOKS EVEN BETTER VALUE FOR MONEY

Will the 997 Turbo become a collectable Porsche? For sure, in recent months there have been price rises. Some consider this to be due to the resurgence of 996 Turbo values, though there is an argument that as long as many 997 Turbos are freely available, they will actually contain 996 Turbo values. The Turbo was never a 'limited-numbers' Porsche and the factory produced as many cars as demand required. It's also a very civilised drive, with many owners using them for both the daily commute and recreation on track.

If you are considering the 997 Turbo as an investment, there are some important elements that will make the difference between making and losing money. Tiptronic cars are plentiful and a mark of the car's everyday appeal. They're numerous and unlikely to appeal to true enthusiasts in future years, unlike the later PDK. Look for a manual-shift car in a popular colour such as grey or black. Cobalt blue and others are less sought after at present. Low-mileage cars will be more sought after. Add in the rarity of a Cabriolet or the later Turbo S with 530 horsepower and seven-speed PDK gearbox and they will certainly climb in value.

The 3.6-litre Turbo engine is virtually bulletproof, though if you're buying, there are things worth watching for. We have seen Turbo engine failures, but always as a consequence of an uncaring owner. The vital thing on Turbos are religious oil changes with the correct oil, ideally annually rather than every two years, plus running the car on 98 RON fuel, something many owners didn't think was important but has long-term consequences. Remaps are frequently seen too: it's easy to gain even more power, but standard cars will be the most sought-after ones. Also, many have seen use on track, where cool-down laps for the turbos and carbon brakes, where fitted, are absolutely vital.

993 C2S

THE WIDEBODIED, TURBO-LOOK CARRERA OFFERS A GENEROUS SPEC

Anyone with less than a six-figure sum to expend on an investment Porsche must get one thing clear right away: forget any Porsche with the Rennsport designation attached. But that's not to say that there aren't perfectly good alternative cars available that can be enjoyable to own while posing as a good investment. Move quickly and the 993 C2S, or C4S, would be the one.

Mechanically little is different from the standard-bodied 993, though the Carrera S has the 993 Turbo bodyshell and lowered ride height while its twin, the C4S, also has four-wheel drive and Turbo brakes. All Carrera S models had a 'split' rear engine vent, plus a discreet rear wing at the top of the rear window, as standard.

Introduced in 1997, it's a fair assumption that it was there to maintain interest in the 993 at a time when the 996 was clearly on the horizon. In this role it performed well, the Carrera S selling very well with just over 10,000 sales between them. Fast forward to today and the 993 Carrera S variants are ringfenced in that enviable era as the last of air-cooled 911 production. For many, the end of 993 production is the point at which Porsche stopped producing 'real' 911s. And the closest 993 fans will get to the Turbo look is the C4S or two-wheel-drive Carrera S.

If buying, expect to see a mix of main dealer and independent maintenance, but as long as the file shows continuous care the car will be fine, though there are few pitfalls to look for. There were several on the marketplace at the end of last year in the UK, but expect that to change as owners decide to cash in their cars and dealers sense an opportunity.

PERFORMANCE

996 GT3

GREAT VALUE FOR MONEY AS A FIRST-RATE TRACK DAY TOOL

If you're adequately funded and you're considering a 911 investment, put this magazine down now and go find a 996 GT3. They're still available at around £60,000, but this cannot last for long.

Buy a 996 GT3 and you will have a superb all-round performance car. Ignore the calls of the harsh ride or hard driving experience; the ride quality is perfectly acceptable. There are no real handling vices that any competent driver considering a car like this should worry about either. For your money, you'll be getting that genuine Mezger engine note that lifts the hairs on your arms and neck, a short-action clutch and gearshift, and tight suspension that gives you all of the best elements of the GT3 RS drive but without the cartoon rear wing or overly harsh ride.

Add in a choice of colours other than RS white, trim-level choices of Clubsport or Comfort and you've a very good all-round car for a fraction of the price of an RS model. At just £60,000 – less than the price of a new base Carrera – a 996 GT3 will certainly give a good return if you buy now.

THE EXPERTS' CHOICE

1. 912
2. 911 SC
3. Carrera 3.2
4. 930 Turbo
5. 993 RS/Turbo/GT2
6. 964 RS
7. 964 – all other derivatives
8. 911 – all '70s cars
9. 996 Turbo/GT2/GT3
10. GT3 RS 991

Jonathan Franklin, Hexagon Modern Classics

"You'll be getting that genuine Mezger engine note that lifts the hairs on your arms"

993 RS

LAST AIR-COOLED RS IS STILL SOME WAY BEHIND THE 2.7

Like many of the cars here, until quite recently the 993 RS was just another meaty track-day car. Although a little more expensive than the standard 993, its value was at a point where owners could buy it and drive it hard on a busy track day without too much worry.

Just a few short years later, can you imagine seeing a 993 RS on a public track day? From an investment point of view, perhaps the time to be into the 993 RS has now passed. However, much like the 4.0 RS is considered the last manual-shift RS, the 993 RS will forever be the last air-cooled Rennsport Porsche, an attractive proposition indeed for any optimistic investor.

If you're buying, never forget that at one time, many of these cars were driven very hard indeed on tracks across Europe, so plan your inspection with appropriate thoroughness.

964 RS

THE PERFECT MIX OF RETRO/MODERN CHARM?

Probably the most understated of the performance Porsches, you really need to drive the 964 RS to appreciate it. The combination of lightweight alloy panels that give the motorsport feel, to closing the doors with no heavy speakers or window motors, coupled with that utterly addictive lightweight flywheel engine response make this one of our favourites. Add in the slim hips of the standard rear arches and the 964 RS is a superb point-to-point car.

Just like the 3.2 Carrera Clubsport, the 964 RS lay in the wilderness for many years. Write down the specification and in typical Rennsport fashion, there are more things deleted than there are added. Add in the fact that the 964 RS was launched at a time when supercars were quite flamboyant, alongside a Ferrari 355 or Aston Martin Vantage of the time, and the small RS looked positively mundane, so values remained static.

Remember when you could buy a standard 964 for around £10,000? People looked at the 964 RS at £30,000 and thought it way too expensive. As prices bloomed, we can recall comments from people reluctant to buy at £75,000, feeling that they were flat out at that figure.

Have we missed the boat with the rise in value of the 964 RS? Potentially not. The 964 generation at large has come into its own in the last three years as enthusiasts appreciate its classic influence, and the RS is the epitome of that quintessential 911 heritage.

997 GT2

LAST CRAZY TURBO HAD LIMITED RUN

Not as extreme as the 996 GT2, the 997 series grew up a little. But only a little. Smoother power delivery was still prodigious at 530 horsepower, and it makes for a great drive, combining all of the elements of the GT3 RS with the drama of that power delivery. A more mature car than its 996 ancestor, it can be relied upon a little more to do the right thing, but with that edginess still not too far removed from its DNA. 997 GT2 values first raised eyebrows last year, when the car was sitting at around £100,000 from an original list of £130,000. Now they've reached parity and are set to go far higher. Look for the Clubsport package, which was a no-cost option, for extra provenance.

997 GT3 RS 4.0

THE LAST MEZGER, EVER

The hero car. With only 600 units made, the 997 GT3 RS 4.0 was extremely hard to get hold of, despite it being £128,000 new. Its appeal is huge: this is the final swan song of the Mezger block in a road-going 911, arguably the greatest-ever iteration of Ferdinand's famous flat six. There will never be another like it, and plenty of investors have already cottoned on. Values are now forever beyond the reach of many, with most examples reaching the market at above the price of a Carrera GT. However, as the 911 evolves further – we've already witnessed the turn to DFI engines, rear-axle steering and PDK-only transmission – the clout of the RS 4.0 will only increase still.

991 GT3 RS

LATEST RS IS UNDERVALUED YET OVERSUBSCRIBED

Unless you're one of the lucky ones with a confirmed build slot, you're likely too late for this one. 991 GT3 RS cars are already being offered at £100,000 above list price, so if you're one of the fortunates, you face a dilemma: do you incur the wrath of Porsche by selling it on, having never driven it, for a handsome profit? Or do you keep it in suspended animation under a dust sheet, driving it rarely in the hope that one day it will be your pension fund? Well, Total 911 recommends a third option: take the car, run it in around every track in Europe and enjoy the entire, exhilarating experience. Sadly, in the current climate only a precious few will be released into the wild to live their true existence.

TURBOS

930 3.0 TURBO

YOUR CHANCE TO OWN THE FIRST TURBO ICON

We can thank motor racing for the Turbo. Porsche's blown icon was the result of motorsport's homologation process. Arriving in 1975 with a KKK turbocharger bolted to its 3.0-litre flat six, that change in aspiration brought with it a fearsome reputation. The Turbo's now rather modest-sounding 260 horsepower was delivered with significant turbo lag, meaning some patience and skill was required to drive it. That still hasn't changed. Fewer than 3,000 examples of the original 3.0-litre Turbos were built, and many Porsche experts have commented that prices are all over the place at present. Certainly, recent auction results seem to underline that reality, but as Autofarm's owner Mikey Wastie says: "The 930 is a funny one: it's always been overlooked, but if you get a good one it's a good investment."

"Find an example in good condition and with low miles and you have a good investment"

THE EXPERTS' CHOICE

1. 996 C4S
2. 996 GT2
3. 996 GT3
4. 964 C2
5. 993 C2
6. 3.2 Speedster
7. 964 Turbo
8. 3.2 Carrera
9. 911 SC
10. 930 Turbos

Jamie Tyler, Paragon Porsche

930 3.3

AN IMPROVED DRIVE IS KEY TO ITS POPULARITY

Not quite as rare a proposition as its earlier 3.0-litre relation, but in 1978 the addition of 300cc and an air-to-air intercooler upped the power of the 911 Turbo to 300 horsepower in original guise. An additional 30 horsepower also was offered optionally from 1983, the majority of flatnose (Flachbau) special-order cars from '81 onward and the officially designated Turbo SE from '86 being equipped as so. SEs are desirable, with prices climbing rapidly to reflect this, though standard 3.3-litre Turbos are still in the realm of affordability. Find an example in good condition and with low miles and you have a good investment. Some experts we've spoken to have advised five-speed transmissions on the later 930 3.3s aren't worth paying a premium for, so don't rule out the early four-speed variant. Prices are, like its 3.0-litre relation, variable, though expect to pay from £60,000 for a good example.

964 TURBO 3.3

THE LAST TRADITIONAL 911 TURBO

"Get one if you can," says Autofarm's Wastie, though your inevitable struggle to find an example in the first place underlines how it might not be that easy. The 3.3-litre 964 Turbo arrived in 1990 with a revised version of its 930 Turbo predecessor's engine. Power grew to 320 horsepower, and the 964 Turbo is now heralded as the last of the classic rear-wheel-drive 911 Turbos with a single, large turbocharger. That alone will see them climb in value. Prices have been on the rise in the last couple of years, but not at the rate of some other investment-grade 911s. With naturally aspirated 964s ever climbing there's been a lot more interest in the Turbo, leading Wastie to say confidently: "A low-miles original 3.3-litre is a good buy." Specification doesn't really matter – they're all comprehensively equipped – though some of Porsche's '90s hues can be divisive among some buyers.

964 TURBO 3.6

RARITY AND POWER MEANS GOOD INVESTMENT

Ah, the perfect excuse to search YouTube for Tiff Needell's pre-punchy *Top Gear* test of the 964 Turbo, along with clips of the film *Bad Boys*. The 3.6-litre arrived in 1993, Tiff's horrendous sweater and Porsche's choice of Mint green for its press demonstrator rather underlining the excess of the early-'90s. As Tiff will tell you, the Turbo 3.6 managed 0-60 miles per hour in 4.6 seconds and a 174-mile-per-hour top speed thanks to its 360 horsepower. The best get snapped up for big money, demonstrated by the sale last year of a Turbo 3.6 for £220,500 – some £90,000 above its lower estimate – just a few thousand pounds short of double what a 964 Carrera RS Touring sold for in the same sale. Start looking for one of the tiny number of cars that features the X88 Powerkit, which raises power to 385 horsepower thanks to a revised turbocharger, modified cylinder head inlet and exhaust ports, and you can add many thousands to the value. *Bad Boys* indeed...

993 TURBO

THE 'LAST AIR-COOLED TURBO' BECKONS

It wasn't that long ago you could pick up a 993 Turbo for comfortably under six figures, but those days are long gone. Prices have shot up for the last of the air-cooled 911 Turbos over the last 18 months, and for good reason, as the car basks in its tag of being the last air-cooled 911 Turbo.

With that in mind, a 993 Turbo isn't quite the investment opportunity it might once have been, though as a driver's car, it's still a beautiful and desirable 911. Thanks to its four-wheel drive and far more civilised boost characteristics of the twin-turbo set-up, it's also a less fearsome proposition to pilot.

Find a 450-horsepower 993 Turbo S though and it'll increase in value thanks to its rarity (only 345 were made) and connoisseurs will delight in the knowledge that it's the last mass-produced 911 to roll out of Porsche Exclusive.

MODERN CLASSICS

964 ANNIVERSARY

RARE, WIDE BODY, NATURALLY ASPIRATED 964 IS SOUGHT AFTER

Introduced to celebrate 30 years of the 911, production numbers were intended to be, of course, 911 cars. The model sold steadily, but not amazingly by today's standards. So depending on who you ask, Porsche may have made less than that number, or even a few more. Based upon the Turbo bodyshell, the car had standard 3.6-litre running gear, but with the Carrera 4 transmission. In addition to the Anniversary, it's believed Porsche also offered the widebody look as a special order model both in Europe and North America, though they were not numbered as part of the series.

964 Anniversaries are out there, but rising in value. Each one should have a numbered plaque in two places, in front of the gearshift and again inside the rear window. The rarest and most valuable are the 60 right-hand-drive cars, with official colours offered being silver, amethyst and, of course, the stunning Viola metallic. Other equipment included Cup alloys and wing mirrors.

While actually no different to drive than a standard Carrera 4, find an Anniversary in Viola, park it in the sunlight and just marvel at how the paintwork accentuates the curvaceous Turbo-look rear arches.

If buying, check for the Anniversary number plaque to be sure it's a genuine edition car, though if it's in Viola, then it's almost certainly authentic as that colour was reserved for the model. Like any 964, don't worry about minor oil leaks; it's a car that always liked to mark its territory. However, hidden corrosion can be a problem, so be aware and have the car bodywork checked as repairs will be costly.

993 CARRERA

THE LAST AIR-COOLED CARRERA IS UNDERVALUED

The last of the air-cooled 911s has been slowly rising in value, and with 964s going through the roof, the 993 is being pulled up too. The best 993 Carrera prices start with a three. That's likely to head ever upward, too, Autofarm's Mickey Wastie describing the 993 as, "a market that's still building," adding, "only poor ones are now under £30,000." Even at over £30,000, that's astonishing value. Andrew Mearns from Gmund Cars says when they get them in, their phones don't stop ringing, such is their demand. Varioram cars are desirable of course, but earlier, pre-Varioram cars shouldn't be ignored, with condition and history being the most important thing. The 993 Carrera is one to watch then, in Coupe, manual guise in particular.

996 C4S

THE 996 CARRERA YOU MUST OWN

If there's an unloved 911, the 996 is it. There are exceptions; the Turbo a notable one, as are the GT3s, but the 996 C4S is arguably the next to see interest in it – along with the price – rise. Turbo looks help any 911's cause and the 996 C4S does look superb, especially as the red rear reflector bar across the boot adds a cheeky retro nod to its air-cooled ancestors. A year ago you could pick up a 996 C4S for around £15,000, which was staggering value. Now you'll be doing well to find one for under £18,000, many asking for more. Its lower suspension adds agility, while a sports exhaust adds aural charm to the 320-horsepower, 3.6-litre engine. The standard Carrera is actually a bit quicker, but the C4S adds so much visual punch to the package it's where the wise money is being spent.

964 CARRERA

A CLASSIC EXPERIENCE WITH A DEGREE OF MODERNITY

A 964 Carrera is hailed as 'The Holy Grail' as they're simply not on the market. The best have already been snapped up, and those with them already won't sell. This is understandable: the 964 is the last of the air-cooled 911s to offer the classic view of upright front wings protruding past the A-pillars. Many 964s had been fiddled with, backdated, RS-looked or just neglected, leaving us low on good-quality, unmolested, original cars. The clamour to get into C2 Coupes, and the corresponding rise in prices – good cars costing upward of £40,000 – has seen C4s and Targas increasingly on buyers' radars. Manuals remain the most wanted, and while Tiptronics might be the least popular, they're less prone to have been thrashed if you can live without three pedals.

IMPACT BUMPERS

2.7 911 THE 911 THAT 'CHANGED THE GAME' IN TERMS OF AESTHETICS

Coming after the timeless style of the long-nose cars, the first Porsche 911 to sport the clumsy impact bumpers (required for the US market from 1974) was always going to live in a shadow. A rebranding of the neunelfer line-up meant the 911T was replaced with '911', 911E by '911S' and 911S with '911 Carrera'.

The 2.7-litre Porsche 911 has been one of the last air-cooled cars to rise, with good examples only recently surpassing the £30,000 mark. Like everything in this current classic-car surge, originality is key, so look for cars that haven't been modified and keep a lookout for later 'elephant ear' mirrored cars from 1976 and '77.

2.7 911S ORIGINAL EXAMPLES WILL BE RARE AND COVETED

Do not be fooled. From 1974, the Porsche 911S was not the same as the cars that graced our cover in issue 120. Downgraded to the middle of the 911 range, the 2.7-litre 911S turned out 173 horsepower, down from the outgoing 911S's 190. Over 17,000 911S 2.7s were built between 1974 and 1977, making them nearly twice as common as the 2.7-litre 911. With rarity extremely valued in the current market, this has certainly had an effect on prices. However, as a driver's car, the 911S is arguably better, especially for classic 911 novices, as its extra power and torque allow you to extract more from the playful chassis.

CARRERA 2.7 MFI A 2.7 CARRERA RS IN DISGUISE

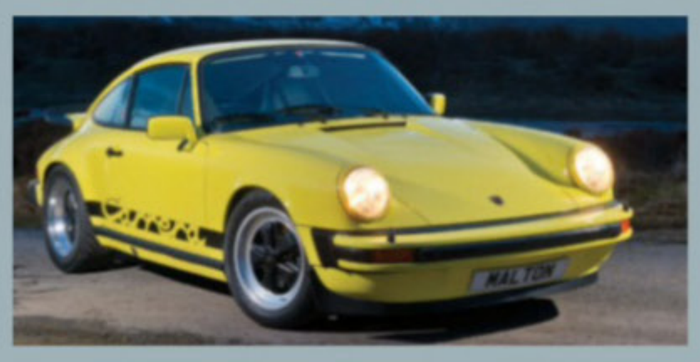
Put simply, if you haven't already bought a 911 Carrera 2.7 MFI, you could already be behind the curve. The reason for its price hike is simple: underneath the impact-bumper body, much of the running gear, including the excellent 210-horsepower engine, is straight from the legendary Porsche 911 Carrera 2.7 RS.

With RS values continuing to rise, the Carrera 2.7 will continue to be pulled upward by association, especially as only 1,667 were built. However, for the full RS doppelganger effect, make sure you buy a mechanical fuel injection (MFI) car, also known as 'Rest of the World' spec.

CARRERA 3.0 RARER AND MORE POTENT THAN AN SC

The little-known predecessor to the popular SC was in production at Zuffenhausen for only two years from 1976 to 1977, with only 3,687 built – compare that to over 60,000 911 SCs.

Values of the 2.7-litre Carrera before the 3.0-litre variant have already been realised and this bigger-engined brethren will undoubtedly follow suit. As with any classic, originality is key: ensure the correct period interior is installed (particularly the seats and steering wheel) and if you're planning on driving it as it was intended, the condition of the 915 gearbox will also be key to your experience at the wheel.



911 SC ORIGINAL EXAMPLES WITH QUIRKY SPEC ARE IN DEMAND

The Porsche 911 SC has long lived in the 3.2 Carrera's shadow. However, during 2014, the 3.0-litre car started to come into its own, seeing prices rise from their sub-£20,000 base to above the £30,000 mark. Compared to the torquier flat six in the 3.2 Carrera, the SC's 2,996cc engine is more rev happy, providing a more traditional Porsche 911 driving experience where you need to thrash the motor a little bit during spirited driving.

Mark Sumpter at Paragon put it best when he explained that the more "kitsch" examples, with garish paint colours and pasha or tartan interiors, were likely to be more popular thanks to their 1970s-style appeal.

3.2 CARRERA THE ARCHETYPAL 80S 911 HOLDS CLOUT FOR MANY

The most popular classic 911 is still fairly attainable for the enthusiast, but is tipped for progress in the market.

It holds an abundance of charm as for many it was *the* sports car of the 1980s. This nostalgic appeal has lead to a burning desire for many to get a seat in one, and with over 70,000 examples, finding one hasn't been an issue. But finding a 3.2 Carrera in good condition can be tricky: many have severe rust issues and the engine will have needed a rebuild after 100,000 miles of performance driving. Targas and Cabriolets have also enjoyed a price hike, though these won't climb as high as a well-maintained Coupe.

3.2 SPEEDSTER A RARE 3.2 CARRERA WITH AL FRESCO DRIVING

The Speedster is an oft-maligned 911, and only the staunchest supporters will say it's not for good reason. The Speedster is far removed from the iconic 911 silhouette and the roof operation is flawed at best.

However, this deviation from the 911 norm has an inverted appeal, and the Speedster probably represents the best alfresco 911 driving experience you could ask for. Beneath that hipline, the car is standard 3.2 Carrera, boosting its long-term appeal to collectors. The Speedster may not appeal to all, but rarity and quirky aesthetics will appeal to those who want an exuberant-looking classic 911 with heritage to boot.

PRE-IMPACT BUMPER

912

ALL THE CLASSIC APPEAL AT A FRACTION OF 911 MONEY

With the market for pre-impact 911s soaring, the 912 has also had a boost of late. Gmund Car's Mearns says: "Demand for 912s is currently picking up, but it's always been a complicated market." There's forever been something of a snobbish disregard for a 912, though the market's clearly warming to the idea of them. The best a few years ago would have cost you around £25,000, though now you can expect to pay double that. Mearns likes them, saying: "people are missing the point," adding, "with a bit of work, 120 horsepower is easily achievable." The only proviso is you buy the best out there, as to restore they'll cost the same as a 911, yet never be worth as much as their six-cylinder relations. As Mearns amusingly points out: "When they're parked up they've got the same performance as a 911S!"

THE EXPERTS' CHOICE

1. Impact-bumper cars such as 2.7 (non-Carrera)
2. 2.2S
3. 3.0 SC
4. 996 Turbo
5. 996.2 GT3
6. 993 C2S
7. Late SWB cars
8. 930 Turbo
9. 964 Turbo
10. Anything that is slightly oddball spec

Mickey Wastie, Autofarm

2.4E

RARER THAN A 911S – WITH SIMILAR ENGINE

An overlooked car, and one that many are tipping as on the verge of a strong boost in demand. Again a car that's long been the underdog compared to its S relation, but as it didn't sell in big numbers new, is actually a rare machine in the classic market. Mearns says, "It confused the market when new: why buy in the middle?" It's something that's been translated to the classic marketplace and goes some way to explaining why a good 2.4E will cost you around £65,000, while its S alternative is trading up and above the £200,000 mark. As good as that S is, it's not £135,000 better, so the 2.4E's time is surely about to come.

Popular for a time for people turning them into RS replicas, Mearns says that a few will inevitably be turned back as the market starts to realise their true rarity and worth.

911T

IS A 911T REALLY VALUED AT LESS THAN HALF A 911S?

With prices of the S reaching silly levels, the 911T, in 2.0, 2.2 and 2.4-litre guises, have unsurprisingly started an upward trajectory. Mickey Wastie says: "they've always been overshadowed by the S", but Mearns thinks they're misunderstood: "They're a great, great car. People assume they're not as good as an S, which is basically just some body trim and a few more horsepower." A good 2.2T starts at around £65,000, supreme value when you consider you can put a 'one' in front of that six if you're after an S. Like any early car, matching numbers, originality and condition is paramount, the marketplace inevitably seeing some more unscrupulous sellers off-loading less than perfect cars as buyers clamour to get on the ownership ladder. As Mearns says though: "I'd have a good 911T all day long." So, get hunting if you're looking for one, as they're only going one way.

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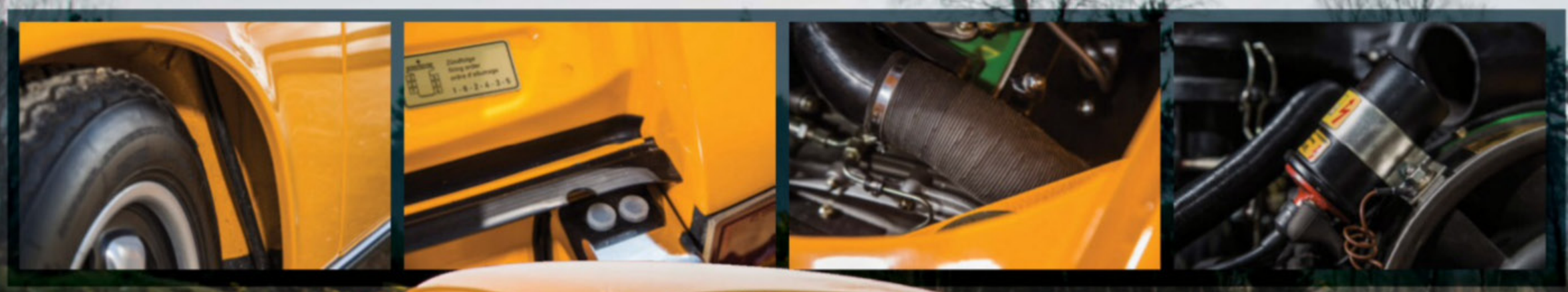


GROWING OLD GRACEFULLY

There are two ways to let your classic 911 age in style, but which one is the right choice for you? Total 911 takes two 1972 examples to investigate...

Written by **Josh Barnett** Photography by **Ali Cusick**

Zuffenhausen claims that "over 70 per cent of all Porsches ever built are still on the road today." It is a statistic that bears testimony to both the famed reliability of the brand's output and the passionate support for cars like our beloved neunelfer. However, despite the impressive survival rate, do not think the remaining contingent of cars from Werk II exist in equality. No. There are two predominantly different means to keeping your classic Porsche 911 alive: preservation or restoration. The former aims to keep the car in working order but allows it to age gracefully, while the latter intends to renovate the car to a factory-fresh condition.

Perched here in the UK's south coast sunshine, both pre-impact bumper 911s are celebrating their 43rd birthday in 2015. Each car represents one side of the preservation-versus-conservation coin and it is now my job to try and decide which approach to classic Porsche 911 ownership is more rewarding. It's a question I continually struggle to answer during office musings, but thanks to the loan of these two cars by early 911 specialists Canford Classics, I can now put my theories into practice to reach a definitive conclusion.

In the preservation corner sits the silver 911 2.4S. Alan Drayson and the Canford team have simply wiped the dust off the distinctive silhouette and warmed the 190-horsepower flat-six engine before handing the keys over to me. It's a reasonably laissez-faire style of maintaining a classic, only replacing and repairing components when truly necessary, but it stills results in a car that fires up when commanded.

At first glance it doesn't look too worse for wear either. In fact, it looks immaculate – causing a problem for our photographer, Ali, as we anticipated a little bit more of a visual difference. However, as you dig a little deeper, evidence of this car's life becomes ever-more evident. The door handles, resplendent from a distance, are actually showing signs of pitting, the paint on the lip of the left rear arch has been scuffed slightly and the famous red fibreglass fan cowling – a 911S trademark – is starting to crack and craze around the edges. Inside, there are similar signs of everyday wear and tear: the steering wheel's leather has been polished to a shimmer by years of use, there are scuffs on the iconic dashboard and there's a slight tear on the driver's-side door seal.

Don't for a minute think this is a Porsche that doesn't meet **Total 911**'s fastidiously high standards, though. While I may have spent the last few minutes reeling off a shortlist of this 911's 'faults', I have had to go around the car with a fine-tooth comb to find them. This is still a Porsche

you would be proud to own. Canford Classics have kept it in beautifully original condition and, if anything, there is something poetic about every imperfection. Each scuff and scrape tells a potential story – that trip to Le Mans, those early-morning drives in the LA canyons. The owner's will to preserve rather than restore has resulted in a car that lays its history out in front of you. It shows you that despite its rarity and six-figure asking price, this is a 911 not afraid of getting out the garage and doing what it does best: enthralling its driver.

By comparison, the Signal yellow 911 2.4E's immaculacy truly holds up to my nit-picking. Thanks to the meticulous restoration carried out by Alan's team, I can't find a visual imperfection anywhere. The door handles are blemish-free, the paint mirror-smooth and the fan cowling's edges as crisp as the day they left the factory.

Achieving this level of detail doesn't come easy. After a recent move to their new countryside premises, Canford currently quotes around a year to completely overhaul a classic 911 to the degree of this 911E. As they settle into their idyllic surroundings, Alan is hoping that will reduce to somewhere between six and nine months, but even then, if you want your car restored to perfection you're looking at a long stint out of the driver's seat. This isn't the option for those who like to live in the moment. Or those without deep pockets.

We didn't broach the subject of cost here (there would be little point as the intricacies of each project can differ largely to the next), but with every small detail taken care of by Canford, you're probably looking at needing a spare £100,000 or thereabouts. However, the results speak for themselves. This '72 911E could now quite happily show its face at any number of concours competitions. At least 90 to 95 per cent of the required work was carried out in-house at Canford Classics, from the initial strip-down through to the excellent respray, engine rebuild and gearbox refresh. If parts cleaned up well they were granted a stay of execution, but where necessary, components were replaced with new items to return this car to showroom-ready condition.

Alan's team are careful about where they source their parts from, too. While the ever-expanding Porsche Classic service takes a lot of its business during a restoration project, Canford also hunts out for stock among a band of respected resellers. For example, while the rear reflectors could be bought from Porsche, Canford prefers to search for original items as these come stamped with both the Porsche crest and the Bosch logo, just as the car would have been when it was new. Attention to detail like this ensures perfect fit and finish throughout, a must for the money and time spent on the project.

With the pair of air-cooled flat sixes suitably warmed up and now idling away happily, it's time to finally get behind the wheel. This is always a momentous occasion with any pre-impact 911, such is the character these cars exude, yet as I stroll toward the Signal Yellow 'E', the sensation is heightened by the car's pristine condition. I feel like I've just arrived at Zuffenhausen in 1972 to pick up a brand-new Porsche.

My awe is intertwined with more than a few nerves though. I'm acutely aware of every rivet in my jeans as I lower myself into the driver's seat, trying my best not to slide straight across the über fresh seat bolsters. Lee, who's taken up his seat in the 911S, is ready to go, but I instead opt to simply

This '72 E has been comprehensively overhauled, from a retrimmed steering wheel right through to reproductions of the original engine bay stickers

sit for a few minutes, soaking up the atmosphere. A smile creeps across my face. It's perfection. The new owner is definitely not going to be disappointed when he takes delivery. However, like me, he may be mildly intimidated.

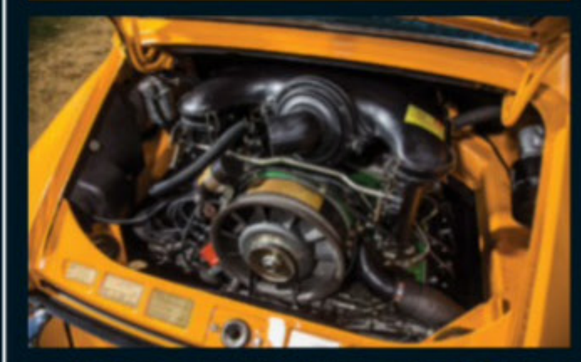
Don't get me wrong, I'm not scared of piloting this 911 – I've driven many more imposing Porsches – but I am scared of properly driving this car. It feels like I've just bought a Rembrandt and I'm going to take it home in a plastic carrier bag. The level of artistry in its restoration is almost too good to put into motion. Still, my job requires me to slot that 915 'box into first gear and head off...

Denim jacket folded on the passenger seat, my '70s daydream could not be more unadulterated, especially as my mirrors are full of another 1972 Porsche. In reality, the level of restoration has probably taken this car beyond what would have been achieved on the Zuffenhausen production line in period, however, as per his target, Alan's work hasn't made it feel "too new".

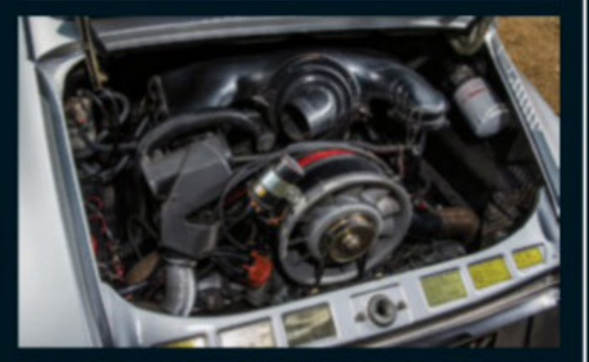
The retrimmed wheel slips seamlessly through my hands at each corner without looking out of place in its classic surroundings. The entire experience is faithfully characterful. The steering is light but perfectly precise and the brakes have that firm feel and sharp retardation that is only achieved with fresh pads and rebuilt callipers. In my left hand, the 915 transmission takes its time to warm up, but when it does, there's little to no slop on the lever when in gear. If anything, the gearbox needs a few more miles to wear in as the third-to-fourth shift sometimes baulks, even when the oil has reached its operating viscosity. No doubt it is one of those little 'snags' the Canford team will eradicate during this final phase of the restoration.

"People think it only takes a few days to finish off a restoration," Alan explains. "But it can take up ➲

From a distance, this '72 S looks just as good. However, perusing it with a fine-tooth comb unearths pitted door handles and flaking paint, highlighting its patina



911E 2.4	Model	911S 2.4
1972	Year	1972
	Engine	
2,341cc	Capacity	2,341cc
8.0:1	Compression ratio	8.5:1
165bhp @ 6,200rpm	Maximum power	190bhp @ 6,500rpm
206Nm @ 4,500rpm	Maximum torque	211Nm @ 5,200rpm
915-type five-speed manual	Transmission	915-type five-speed manual
	Suspension	
MacPherson strut; telescopic damper; torsion bar; anti-roll bar	Front	MacPherson strut; telescopic damper; torsion bar; anti-roll bar
Trailing arm; telescopic damper; torsion bar; anti-roll bar	Rear	Trailing arm; telescopic damper; torsion bar; anti-roll bar
	Wheels & tyres	
6x15-inch Fuchs; 185/70/R15 tyres	Front	6x15-inch Fuchs; 185/70/R15 tyres
6x15-inch Fuchs; 185/70/R15 tyres	Rear	6x15-inch Fuchs; 185/70/R15 tyres
	Brakes	
282mm internally vented discs	Front	282mm internally vented discs
290mm internally vented discs	Rear	290mm internally vented discs
	Dimensions	
4,163mm	Length	4,163mm
1,610mm	Width	1,610mm
1,077kg	Weight	1,075kg
	Performance	
7.5sec	0-62mph	6.6sec
137mph	Top speed	140mph



Thanks

Thanks to Canford Classics for the loan of these two incredible 1972 Porsche 911s. For more information contact 01929 472221 or visit the website **www.canfordclassics.co.uk**.

to a 1,000 miles to 'snag' a car," he continues. While not quite chasing their tails, ensuring each project is delivered free of faults can be a painstaking process and the Canford team remind me to share any little problems I encounter when I return from my test drive. Other than a slight over-fuelling problem in the mid-range, I'm struggling to find faults with this 911E. It's a joy to drive.

Parking up in nearby Wareham Forest, I carefully extract myself before one final session of ogling at the immaculate workmanship. The time has come to jump into the preserved 911S. It has a lot to live up to, even if it is one of my favourite 911s of all time.

I'm instantly more comfortable, though. It's not that the Pepita sports seats are more supportive. No, instead I'm psychologically more at ease in this 2.4S. The years of wear are reassuring to someone like me who just wants to get out and drive. While I was inclined to treat the 2.4E with the finesse of an ancient manuscript at the British Library, this 1972 911S is like slipping on that battered pair of loafers. They may have a few scuffs here and there, but they still do the job and still look great doing it.

I have yet to drive two 915 'boxes that behave in exactly the same way and this preserved five-speed unit continues that trend. Where the 911E was tight and notchy, the S's shifter is silky smooth between the gates. Yet the years of active service are not forgotten: there's ample in-gear play on the long, canted lever and the stick is noticeably more vague between the gate. Similarly, while by no means nonexistent – the car has, after all, been kept perfectly road worthy by Canford – the brakes aren't as sharp in the 911E. I'd favour the Signal yellow's stoppers over the Silver bullet but it wouldn't be a deal breaker.

While accurately comparing the two engines is impossible, given the 25-horsepower difference between 'E' and 'S' tunes, the preserved engine belies its slightly tatty aesthetics. It is full of the sprightly 911S character I loved in issue 120 thanks to the fact it has long since been run in. However, when following the car early, the slight blue haze from the exhaust tip shows it's not long until at least the piston rings and barrels need a check.

After jumping from the restored 911E, it's hard not to notice the imperfections that have crept into the genetic make-up of this 911S. My eyes constantly zero in on the dashboard scuffs and, if this were my car, I could not live with that small rear arch scrape. Yet as I said earlier, this is still a fantastic Porsche. It is the very definition of a 'usable classic'. I wouldn't be afraid to wheel this car out at every opportunity.

By comparison, the 911E would take either a lot of attention, money or time off the road to be maintained in its currently incredible state. I can't decide if the visual perfection this would result in outweighs my fear at spoiling it with dirt, stone chips and oil smears. After a day in the 911E I can truly sympathise with the garage-queen mentality.

Yes, I'm copping out of a definitive decision, but I truly can't choose. Each choice has as many positives and negatives as the other. I can't tell you which to choose, as it's such a personal decision. If you want to feel like you've owned the car for just a few minutes then a full restoration is the only way to go. It may be expensive and time-consuming but it is the only way to satisfy your inner perfectionist, where you will have a blank sheet of paper onto which you can write your car's history. However, be warned; you will be scared of overusing your 911.

Conversely, if you want to feel like you've owned your Porsche for years, preservation is the path for you. Your 911 will turn into a treasured heirloom. Every adventure will bring with it a new scar, a new story to tell over a beer at the end of the journey. You will never be afraid of hitting the open road, but you may end up wishing that scratch and that scuff weren't there.

Whether you choose to preserve or restore, you won't be disappointed with owning a classic Porsche 911, for ultimately, their charm will always transcend their condition. **911**

CRAZY HORSES

A clash of horsepower: a road-legal 964 Cup car versus the Kelpies, vast horse sculptures that dominate the Scottish landscape and lure us on a moorland road trip from Yorkshire to Falkirk

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

Horses rule where I'm living at the moment. It's Paul Nicholls territory, and you can't move for strings of highly strung nags heading from stables to the gallops, a dozen at a time. They even have a shovel loader trundling along behind to deal with the droppings. Watching these champion steeplechasers in action close up is an instruction in the real meaning of horsepower. So when my snapper colleague spots the pair of giant equestrian sculptures towering beside the A9 at Falkirk in the Central Lowlands, I feel a drive story coming on. Mounted astride the Forth and Clyde Canal, these Scottish steeds are known as the Kelpies, mischievous mythological spirits that lure the unwary traveller to their doom in the water.

What to go in? It would have to be a 911 delivering the rawest, most stallion-style horsepower possible. And besides, the badges on our favourite cars feature a horse, being Stuttgart's coat of arms. Our friends at Specialist Cars of Malton have just the ride we need: a road-legal 964 race car. It won't be the mischievous Kelpies I have to worry about, rather the wilful ways of the ex-racer. Having owned a mildly massaged 964 for nine years and driven a number of hot ones over time, including a winning Carrera Cup car, I should have been well prepared for this excursion. It was more visceral than I could have imagined.

It's finished in Grand Prix white with dramatic red and blue bonnet stripes (a take on the famous Brumos livery, perhaps?), with oversized Porsche stickers front and rear, running Ruf Speedline alloy wheels shod with Michelin Pilot Sport Cups. It was turned into a racing car by Tech 9 and driven by Ian Harrison to victory in the Porsche Cup in 1993. The lightweight chassis spec includes bigger brakes, rebuilt Proflex suspension, and the flat six features Motec 600 engine management dyno'd at 328 horsepower, plus throttle bodies, steel rollers, RSR cams and a modified crank. There's a fully integrated fire extinguisher system, together with new Sabelt harnesses and Sparco seats. It even has its MSA logbook, so it's ready to go racing again.

And there's the rub. As I discover on the bumpy moorland roads, it is really too well set up in its racing guise for everyday use as a road car.

In fact, the only object that differentiates it from its halcyon days as a race car is the presence of a passenger seat. And that puts me in mind of a rally car, which, with a bit of tweaking, it would do very well as. All the time it challenges, goading me to drive as hard as possible, when I might prefer a more leisurely run. Still, once a boy racer, always a boy racer, and this certainly does the trick.

I belt up, fire up, and a broad grin breaks out: the cacophony from the tuned flat six is awesome. I ease out of Malton and head north on the B1257 toward Helmsley, all the while accustoming myself to the idiosyncrasies that beset every tuned 911; the instant throttle response, the soaring revs on gentle throttle pedal pressure, and more than ever I'm aware of the angle of the right-hand-drive steering position in relation to pedal location. I'm delicately feathering the throttle at low revs so it doesn't jerk the transmission, and I'm consciously aiming my

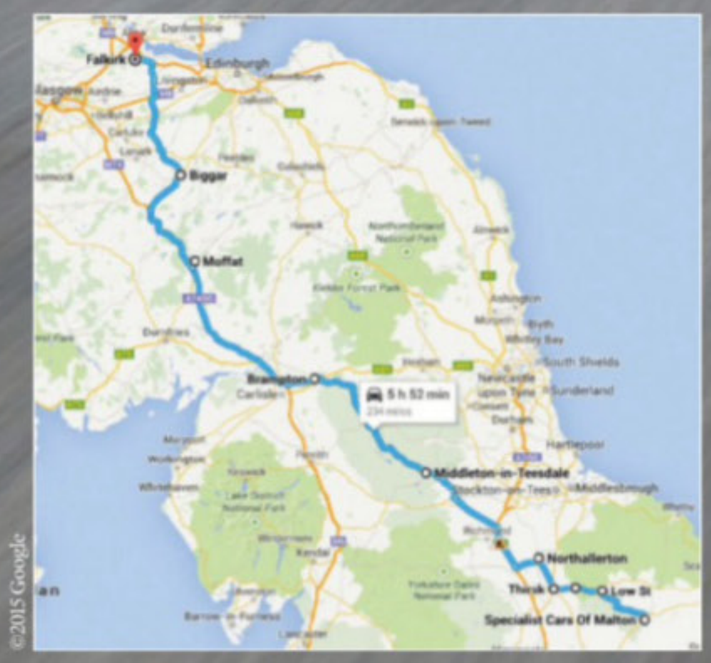
right foot at my left when braking so as not to clip the accelerator pedal extension, a piece of Meccano that they've riveted onto the pedal to make it twice as wide for heel-and-toeing – a technique that belongs on track or a rally stage. Sure, the big brakes haul it down, but there's no real feel to them, and it's tramlining on the B-road bumps and potholes. I give it its head while keeping it on a tight rein.

I'm steering an OMP suede-rim wheel with a yellow band at the top to show when it's at 90 degrees. The rev counter is installed with the 6,000rpm redline at the top, so when I max out the needle would be at 12 o'clock. There are four red buttons and an ignition switch on the centre console and the metal strip below the dash that has the roll cage transom beneath it. I'm sitting in a Recaro race seat surrounded by a comprehensive welded-in roll cage, the gearshift lever is a plain metal rod with a grey plastic knob on the top and the austere linkage bar is entirely exposed, leading back under the central tunnel to the gearbox. In practice, the gearshift calls for deft placement of the lever. There's no heater and no radio, and the empty cabin echoes to the booming exhaust, engine noises and roaring from the transmission, so it's a very raw driving experience, demanding my attention the whole time on these Yorkshire B-roads. But boy, when I want to overtake slow traffic it really gets up and goes. There's instant acceleration and a strident blast of sound. Villages loom frequently: Motherby, Slingsby, Kirkbymoorside and then Helmsley. Next up, the wide, open spaces of the North York Moors heading toward Thirsk, still winter-bleak, bisected by dry-stone walls and flocked with sheep. Suddenly the landscape changes and I'm on a dramatic descent down Sutton Bank's limestone escarpment, hairpinning its way downhill in the best Alpine tradition. Everybody should drive Sutton Bank just for the experience. It levels out as I come down the bottom of the hill and there are sheep, meadows and a much gentler pastoral countryside. A different kind of road surface too. Now I'm off the Moors, the 964 steers nicely and feels good on smooth asphalt.

Backtracking

To pass scrutineering and take part in a race, there's a checklist of equipment and mods you and your car will need, a list this 964 checks off easily: roll cage, fire extinguisher, external ignition cut off, foam-filled competition fuel tank or metal firewall between cabin and tank – and that's before you tweak the engine and running gear. But suppose you want to turn it back into a road car? What are you going keep? If the cage is simply bolted in, that's easy enough to remove – and hey presto, welcome to the backseat department. That racing seat could be swapped for more standard fare, and a new carpet makes things even cosier. If the fire extinguisher is plumbed in you might as well leave it alone, and even a hand-held item is a bonus. It all depends if you want to go trackday-happy too: a suspension set up that's not so user-friendly on the street might be just the thing for track days. Be sure to let your insurance broker know about the mods too; mild enhancements shouldn't affect the premium too adversely. As for this particular 964, leave it as it is: it will be fabulous on track.

The route



Out: Malton to Falkirk via Brampton

Return: Falkirk to Malton, via Berwick Upon Tweed

Model	964 Cup car
Year	1990
Engine	
Capacity	3,600cc
Compression ratio	11.3:1
Maximum power	328bhp @ 5,000rpm
Maximum torque	325Nm @ 4,800rpm
Engine modifications	Motec 600; throttle bodies; steel rollers; RSR cams; modified crank
Transmission	G50 five-speed
Suspension	
Front	Light alloy lower wishbones; MacPherson struts; anti-roll bar; coil-over dampers
Rear	MacPherson struts; coil-over dampers; anti-roll bar
Wheels & tyres	
Front	Ruf Speedlines; 205/50 ZR 17
Rear	Ruf Speedlines; 255/40 ZR 17
Dimensions	
Length	4,275mm
Width	1,652mm
Weight	1,230kg
Performance	
0-62mph	5.2sec
Top speed	161mph

Despite being road legal, this former Porsche racer is ready for the track: just take in the revised engine and spartan interior, plus stiffened chassis

Thanks

The 964 racer in our pictures is for sale at Specialist Cars of Malton. For more information contact 01653 697722 or visit the website **www.specialistcarsltd.co.uk.**

From Thirsk I motor up the A1 via Northallerton, go off due west on the A66 and turn off toward Barnard Castle, passing the Bowes Museum with its marvellous electric swan. I'm heading toward Middleton-in-Teesdale, a handsome greystone market town, and this is wide-open cattle pasture with ubiquitous dry-stone walls, pine plantations and the last vestiges of snow. On the higher hills there's still quite a bit of drifted snow. Suddenly there's a beautiful panorama, snowy moorland on the tops plunging down into yet more green pastureland. The white posts that indicate the edge of the road are embellished with grey and red lines painted around them; they must be about seven feet tall, which gives an idea of how deep the snow must get up here, and I shiver, because although the bulk of the snow has melted it still looks pretty bleak.

This ex-racer has no power steering, so I'm hauling the 964 through every turn on this mountain road, sheer drops on one side and hillside on the other, and there is a lot of snow, so I'm inclined to take it a little bit easier in these parts. I'm using mostly third and fourth gear between 3,000 and 4,000rpm, hardly hitting fifth at all, as there's simply not a straight long enough. I wind down to cobbled Alston, highest market town in England, pause for a cafe break, then it's more B-road bash to Brampton, then Longtown and into Scotland at Gretna. Now I'd be happy to elope with this car, because it's come into its own on the smooth A-roads, and indeed it's actually nice to sit on the regular M74 motorway for a few miles, just because it's more relaxing.

I pause on the A701 at Moffat, surveying huge humped khaki-camouflaged brown and green hills. There's a bit of forestry, but just bare hills with snow on the tops, and down below there are white dots that indicate sheep. At Biggar I swing onto the B7016 for a last blast of fell road, thence nebulous semi-urban up to Falkirk. There are two wonders of the modern world here: the Falkirk Wheel, a vast, circulating lift that hoists boats in water-filled troughs from one waterway to another, and now, a mile or two along the canal, we have the Kelpies.

Designed by sculptor Andy Scott, they are the largest equine effigies in the world. I park up and walk around the canalside concourse with its live-aboard narrowboats to check them out. The horses are either side of the canal with lock gates between them. These monstrous horse heads tower above me; they are truly magnificent, each made up on a steel spaceframe, which is clad in interlocking steel plates of varying shapes and sizes to mould their features. The musculature of their heads, their manes, their flared nostrils, are all perfectly in proportion. In the words of the park's mosaics, one 'stretches up its long neck to face the sun', while the other is definitely more benign, 'echoing the great beasts that work among us.' Together with Snapperbuddy and Ruth from Kelpies' admin, I wait in the gloaming for darkness to fall when they are meant to light up. Sure enough, at 7pm sharp, these Trojan horses suddenly awake, glowing red from within, flame effects licking around their bases. Wow! That is quite a staggering moment, and it sure is worth the drive. As Jagger sang, "wild horses couldn't drag me away." I think the car is as crazed as the horses, certainly one of them: crazy car, crazy horses.

Hot to trot, I point the 964 racer southward, skirting Edinburgh on the speed-camera-ridden A720 and morphing into the A1 at Bonnyrigg. It's a real pleasure to be on this road with smooth tarmac, and soon I'm in Berwickshire, passing Jim Clark's Duns hometown where there's a museum dedicated to the two-time '60s F1 World Champion, whose race career took off in a Porsche 356. There are quite a few roundabouts on the A1 and it's good fun to go steaming in and short shifting out, foot flat to the floor and making as much noise as possible. My white charger feels so solid and planted on the road, and happily, there's hardly any other traffic. As I get close to Berwick, the North Sea is on the left-hand side, glistening as the Moon reflects on it, so there's this lovely stretch of coastal scenery, the sea way down below the cliffs. I spurn the A1 from Newcastle and dip through the Tyne Tunnel – toll £1.60 – and take the A19 through Teeside toward Thirsk again, when I've completed a loop of nearly 500 miles. A tad saddlesore, I ease the car into Specialist Cars' forecourt. So, is this feral filly a one-trick pony? Not so. After all, I've just proved it will tour at a canter! 911

Pinky Lai

The charismatic Pinky Lai is best known in Porsche circles for styling the 996. Total 911 sits down with the Hong Kong-born designer to discuss his time at Weissach

Written by **Lee Sibley** Photographs courtesy of **Porsche AG** and **Pinky Lai**

Bizarrely enough, our interview with Pinky Lai materialised through little more than sheer chance. The story begins on **Total911.com**, where the subject of one of our Thursday opinion columns, 'In praise of the 996 Carrera', came to the attention of the designer responsible for the car under our scrutiny. That man is, of course, Pinky Lai.

Now officially retired and living in Germany, Pinky was kind enough to get in touch regarding that particular online article and share his thoughts on the first water-cooled 911 – a divisive car among enthusiasts but nevertheless the model that unequivocally saved Porsche from going bust. And, as the studio chief of Porsche Styling at Weissach during this transitional period at the turn of the 21st century, Mr Lai is well placed to talk further about the creation of a model of 911 that ultimately sold in huge volumes. Pinky, who is also credited with the design of the BMW E36 series during his time in Munich, agreed to answer our further questions on his distinguished career and role in the birth of the 'saviour' 996 generation of 911.

ESSENTIAL FACTS

- Born in Hong Kong on 20 March 1951
- Graduated from the London Royal College of Art, 1980
- First industry job at Ford in Cologne, 1980-1984
- Switched to BMW in 1984 and eventually relocated to the innovative Z division
- Moved to Porsche in 1989 with Harm Lagaay
- Now retired but currently working on his own premium car business

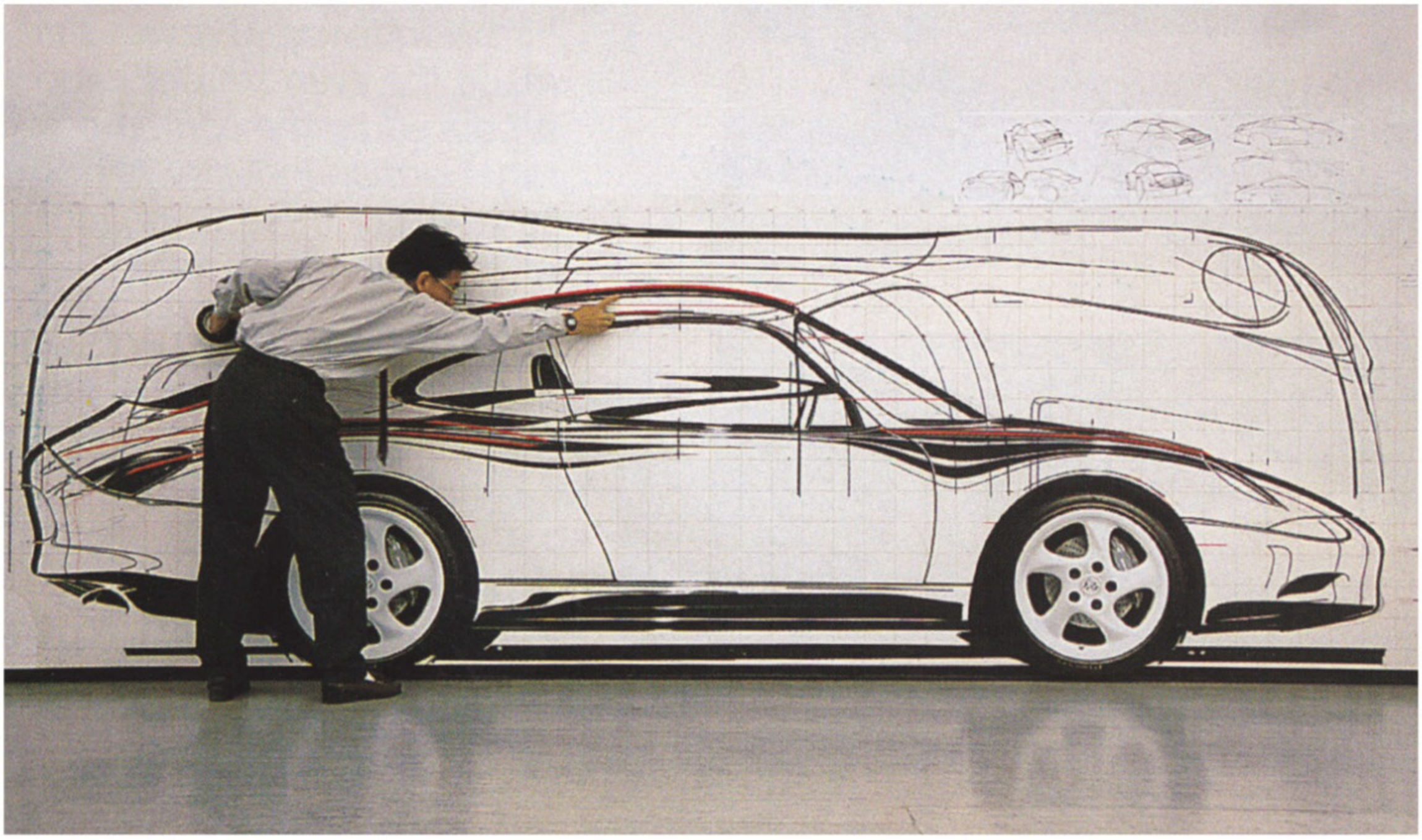
Pinky, what attracted you to automotive design?
I had never heard of such a profession until I accidentally answered an advertisement from Ford of Cologne, as they were looking for a young and experienced designer. They gave me an interview at a time when I'd just graduated from the Italian product-design school in Rome back in the '70s. I was so naive when I read 'car design', thinking it was just like industrial design. So it was almost an accident that I ended up at the Ford interview!

Did you realise at the time that Ford would be your big break?
Yes, Ford was not only offering me a work contract three months prior to my graduation at the London Royal College of Art in trans design, but they also offered me a place in the industry where young talent can really start to learn the real skill and tricks, and train to build the right mindset to be competitive. I will be forever grateful for that.

How did your move to BMW come around?
After graduating from the London Royal College of Art in July 1980, I based myself in Germany with Ford. I joined BMW in mid-1984. Shortly after that, Harm Lagaay joined BMW Technik, which was a sister division and I was in the 'mother' headquarters. One day he called me up and asked me if I could smuggle out some tapes and drawing material for him to start working on. They were in the process of building the Z division from scratch, I guess, so they just had empty space without any material to work with. From there, the Z1 was the first project.

And then came the move to Porsche in 1989. How crucial was the role of Harm Lagaay here?
The best way to describe my situation at the Z division was a 'double slam-dunk', because a year

Pinky followed Harm Lagaay (top right) from Munich to Stuttgart to work with Porsche, where his work would spawn the 996 911 and 987 Boxster/Cayman



earlier I complained to (Research & Development chief) Dr Reitzle about my dissatisfaction due to the lack of competitiveness chief designer Claus Luthe had created for me. I was the only designer allowed to do all the crazy stuff and nobody dared to stop me for over a year of total design freedom in isolation at BMW's FIZ (Research and Innovation Centre). I was the one who did the first full-size clay model of "the secret GTI killer" specially assigned by Dr Reitzle himself, for example. So instead of letting me go to the competitor, he let me move to the Z division. A year into working there, Harm asked me during one lunch break to join him in going to Porsche. My instant reaction was, "Shit, I've just started to feel loyal to BMW and now you are asking me to switch companies!" I'm sure it was crucial for Porsche that Harm should join them, but nobody in the world knows Harm first said to me: "Pinky, if you don't go, I don't go." The rest is history.

What was it like working for a company such as Porsche in the early-1990s?

I never called it work, no matter if it was during the 1990s or after. How can you call it work when you are given a Porsche of your choice as a company car, all paid for, including endless petrol, insurance, winter tyres and all the services? You get two new Porsches every year and you get paid very well... and the only thing they asked of you was to design the next new Porsches for them again and again, for well over 25 years!

What was the atmosphere like at Weissach when you first joined?

Back in the early-'90s, it was nothing but dark and cloudy days as the 986/996 came to being. It was such a financial meltdown at Porsche, a daily struggle, especially with the tight fiscal controlling, which was equivalent to bean-counter work.

The design of the initial 996 wasn't even allowed to have any moving spoiler, because there just wasn't enough budget in its development. This was among many other minor downsides to the environment that could be summed up as very design-hostile.

What brought about such a big change from the 993 to the 996?

The 993 was doomed to end the era of air-cooled engines because the engine development was at its peak. No matter what they (engineers) tried to increase power output, that was all they got, and the number was not good for competing in racing. Porsche realised the next 911 had to be something new and potentially sustainable in the long run against all the up-and-coming competitors from the likes of BMW and Audi.

Just how close did the company really get to closing down?

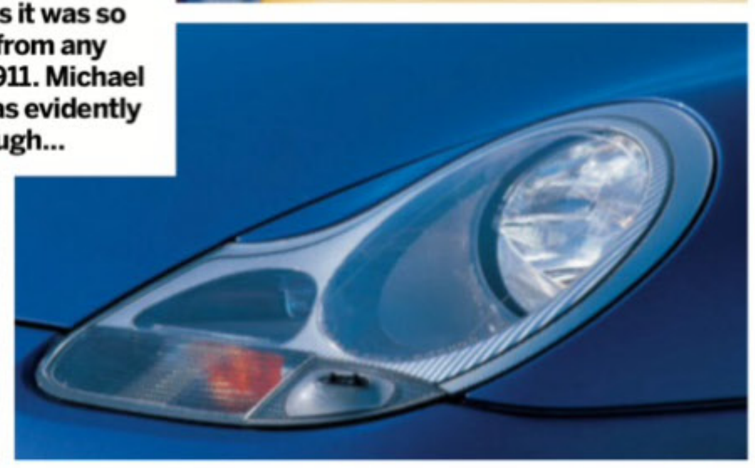
Very close, so much so they were letting go of designers despite my offers to take a wage cut. Tears were flowing. As I say, the (996 Carrera's) moving rear spoiler was not in the development budget and it was felt all over the company that the Type 996 was their last bullet. I was allowed to play tricks to win back the moving rear spoiler in order to save the typical 911 silhouette – could you imagine trying to get a decent lap time without a spoiler at the Nürburgring? However, a fixed spoiler would instantly kill the 996, because the slope-back silhouette is holy for any base 911 look – the bread-and-butter model of Porsche.

The pressure and burden on my shoulders was bigger than the fate of the company: I had to deal with the fate of the 911! The fear of not making any more new 911s was a horror that invoked many occasions of waking up sweating at 3am just thinking about it...

Explain the process behind the design developments of the 996, and your role in it...

All the designers were divided into teams. It didn't matter what rank or age – I was head of the interior studio at that time, working on the 989 interior – and we basically had to compete against each other. This was nothing new and in fact very old school, just like at Ford and BMW.

The winner was to take it all. It was a tough competition and I won – hand-picked by the board members including Dr Piech and Professor Porsche – the complete 996 exterior program for the entire model lineup, so Coupe, Cabriolet, hardtop, widebody, Turbo. I then oversaw the designs ➲



As well as its water-cooled engine, the design of the 996 was devisive as it was so different from any previous 911. Michael Jordan was evidently a fan, though...

through to production. I was also responsible for overseeing the 987 Boxster's exterior design and production and, later, the creation of a new model line in the Cayman.

Were there any elements of your 996 design that didn't make it into final production?
The whole thing turned out differently during the feasibility stage, which was also very normal in that era for the car industry.

The initial design process was never fully supported by engineering: not everything the designers did was feasible, but then again the catch-22 was if the design had to be feasible then there would never have been any design distinction. Design and feasibility can never go hand in hand. For example, how can you have a highly aerodynamics-efficient car if you don't have a design to work on? It's a simple case of trial and error; you improve by making mistakes.

What was the initial reception of the 996 like from those within Porsche?
Initially people were saying 'no comment', not completely because it was water-cooled, but mostly because the proportions had changed so dramatically. On top of all that, the design was atypically 911 for the die-hard community, as they only knew one 911 design, and an engine cooled by air, for the past 35 years! Some even thought the 996 would not be accepted by the market. However, the 996 kick-started the yearly record sales, something that's happened ever since. The first year of the 996 Turbo, production had to be doubled because the order book filled up when it was launched at the Frankfurt motorshow in 2000...

Were the Porsche hierarchy confident the 986/996 platform would save the company?
There was no choice in being confident or not. It's about getting the 'maximum bang for your buck' if you truly understand what it feels like to have only one bullet left, so to speak. It was a make-or-break moment. It was also about killing two birds with one stone in building two new cars and sharing a maximum number of parts.

Why was a facelift introduced from the 996 Turbo model onward?
This was a strategic move born out of cost efficiency against the Turbo.

Tell us about the story with Michael Jordan...
Right in the middle of all the uncertainty about how the market would react to the 996, I was part of the presentation team to launch the car to the press in St Tropez, and incidentally, Michael Jordan – in my opinion the best basketball player in the world – was in Monaco. He got tipped off by his driver about the launch of the new 911 and showed up with his own camera, shooting photos of 996. He didn't have a test drive, but when he left he said he would grab one for himself and one for his wife when he got home!

Do you think the Cayman and 911 can continue to live side by side in the Porsche range?
If you want to stay strong and successful in the premium sportscar business, you need a wider range of product. With Porsche, there will always be room for both price-wise and also in the products' characteristics.

How do you spend your time today?
I am now retired from Porsche AG, but am busy building up a premium car company.

What do you think of the 911's design evolution since the 996?
I believe in the original philosophy of Porsche: being small and tight and narrow, yet just powerful enough to beat the big guys. That's still valid in today's environment. The 'humble' look is what's missing in all the contemporary car design, both in the East and West.

I can still remember so well, back in the days where you could meet and greet with small-talk to the Porsche family, making you enjoy reading the history book of Porsche's success stories and begin to understand their feelings about the 'Porsche way'; the reasons behind why they built cars the way they did. It made it so easy to reflect and appreciate the honesty of a product every time I got a chance to do the project of a new Porsche.

What do you view as the biggest accomplishment of your career?
The biggest is also probably the last in building up this premium car company. I've had to pull on resources and information based on all that Ford, BMW and Porsche taught me over the past three and a half decades. But enough of this talk! You already know way too much... 911

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THE 964 LIGHTWEIGHT

The 964 generation signalled the arrival of a substantially re-engineered 911, and one that had also put on weight. So finding itself with some parts left over from the 953 Paris-Dakar project, Porsche decided it would use them up by creating a rather special car, and a very light one at that. The 964 C4 'Leichtbau' was essentially a thinly disguised race car that was hand-built at Weissach under the watchful eye of motorsport supremo Jürgen Barth. Only 22 were ever made – available to just the favoured few within Porsche circles – with each shedding 350 kilograms compared to a regular C4. The panels were fashioned from exotic materials, the windows were Plexiglas, and the interior was stripped out and equipped with a roll cage, Recaro race seats, and full harnesses. Mechanical highlights included a manually adjustable four-wheel drive system, a short-ratio gearbox, and a top speed of just 125 miles per hour allayed to brutal acceleration. This was weight saving and then some.

3.2 CARRERA CLUBSPORT

Lightweight 911s are far from new and usually adopt an 'RS' moniker, but Total 911 gets under the metal of the awesome featherlight 3.2 Carrera 'Clubsport'

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

Back in issue 105, the Ultimate Guide took an in-depth look at the 3.2 Carrera, so this is just more of the same, right? Well, not exactly, as this particular incarnation, available from September 1987, took the 911 back to its lightweight roots. In fact, a buyer who chose option M637 was going to take delivery of a very special model indeed, one that the engineers at Weissach had fettled and tweaked in order to shave around 50 kilograms from the already lithe Carrera Coupe. In reality the weight saving was probably a little more than that, as Porsche is known to err on the side of understatement when it comes to making claims for its favourite sports car.

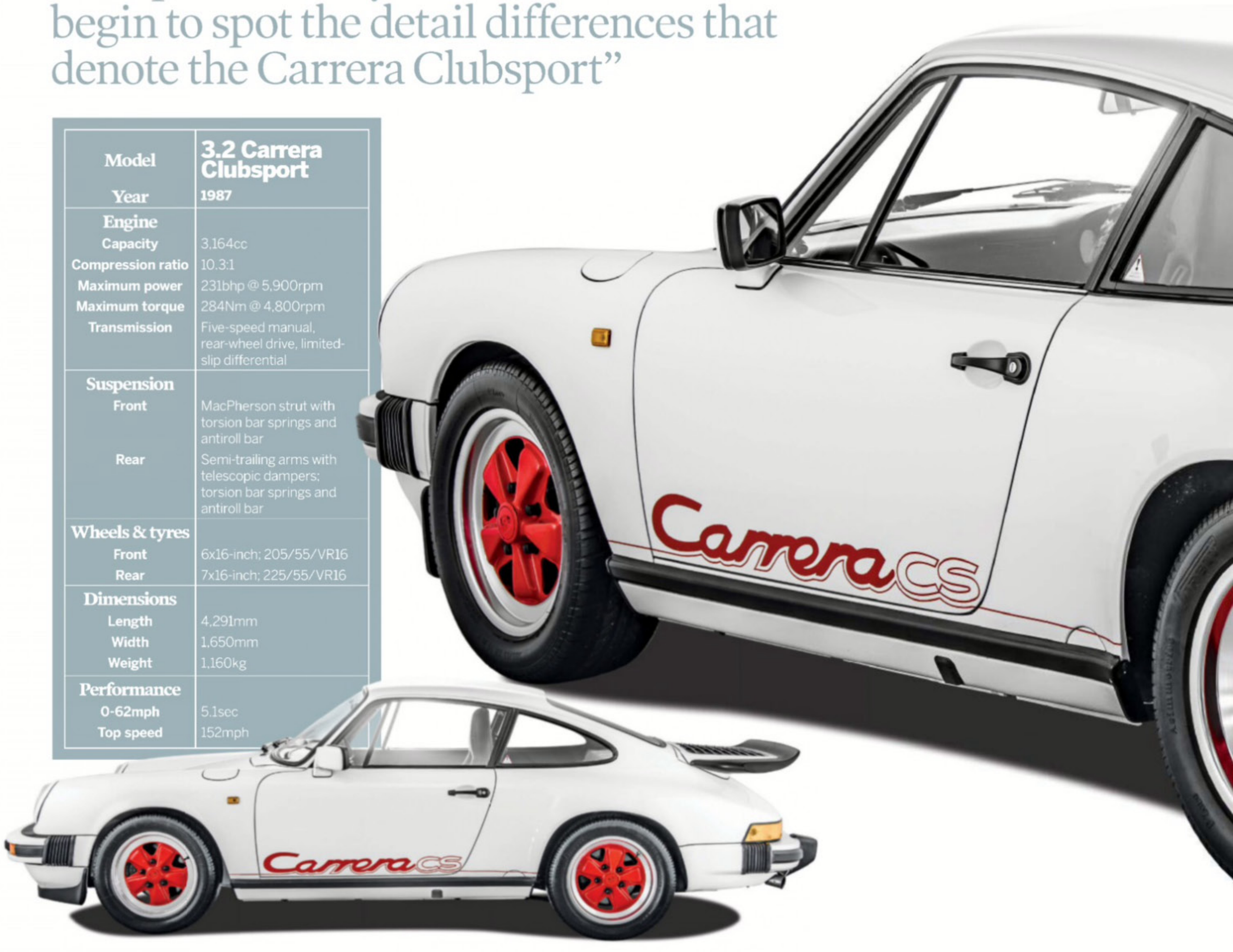
But whatever the exact number is, there is no disputing the rarity of the CS, with just 340 examples made, 53 of those coming to the UK in right-hand drive and a further 28 heading to the United States. And while we're used to seeing more charged for less nowadays, the new model was priced at £34,389, a useful £1,187 cheaper than a standard Coupe.

There was a long list of things you didn't get on a CS, and we'll come to those later, but mechanically it didn't depart too far from the standard recipe, settling instead for some measured but important modifications that were to provide the new model with so much of its on-road character. Fundamentally, the engine was the same Bosch-injected 3,164cc unit as the Carrera, with a 95-millimetre bore and 74.4-millimetre stroke, forged pistons and a single overhead camshaft per bank operating two valves per cylinder. The compression ratio was unchanged for the new application at 10.3:1, and although Porsche claimed identical power and torque outputs – 231 horsepower and 284Nm – this was a touch disingenuous in all likelihood. Seasoned observers reckon a figure in excess of 240 horsepower was nearer the mark, and the engine had received a raft of changes for its new installation. First off, it was blueprinted and fitted with hollow intake valves, and reprogramming of the digital motor electronics management system resulted in a rev limit raised from 6,250rpm to 6,840rpm.

It also sat on stiffer mountings, as did the transmission, and close examination of the unit would find the telltale 'SP' stamped on the crankcase and cylinder heads marking this one out as something special. Rounding things off was a lighter starter motor that was connected to a simplified wiring loom throughout, saving another vital few kilograms. ➲

"Get up close and you would soon begin to spot the detail differences that denote the Carrera Clubsport"

Model	3.2 Carrera Clubsport
Year	1987
Engine	
Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231bhp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual, rear-wheel drive, limited-slip differential
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	6x16-inch; 205/55/VR16
Rear	7x16-inch; 225/55/VR16
Dimensions	
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Performance	
0-62mph	5.1sec
Top speed	152mph



Minute weight-saving measures on the Clubsport included a stickered rear badge, the deletion of headlight washers in the front bumper plus the removal of the rear wiper

LIGHTWEIGHT TIMELINE (NON-RS)

1987
Porsche takes the lighter route by introducing the 3.2 Clubsport. Shorn of luxury equipment, it officially saves 50kg, but it's probably more than that.

1991
The 964 C4 'Leichtbau' takes weight saving to a whole new level. With specially constructed materials and Paris-Dakar technology, it's very quick and very rare.

1992
In Turbo S form, the 964 is 180kg lighter than a regular Turbo and benefits from uprated suspension and an additional 61bhp.

1995
It's the turn of the 993 to go on a diet, the GT2 shedding 300kg compared to the Turbo. Rear-wheel drive only and dramatic bodywork complete the transformation.

2001
PCCB brakes installed as standard help the rear-driven 996 GT2 to save 100kg over blown models, and it's monstrously quick as well, with top speed nigh-on 200mph.

2006
The 997 had grown in size, but opting for the GT3 kept the weight down to a reasonable 1,395kg. By comparison, portlier models were getting on for 1,500kg.

"It didn't depart too far from the standard recipe, settling for some measured but important modifications"

The gearbox was the same Getrag G50 item fitted to all 911s of the day, but this too had received attention with a revised linkage for shorter shifts and taller ratios for fourth and fifth gear, and it drove through the hydraulically operated clutch common to all 3.2s and a standard ZF limited-slip differential. The result of all these alterations was a top speed of 152 miles per hour, a 0-60-mile-per-hour sprint dispatched half a second quicker at 5.1 seconds, and perhaps more tellingly a 0-100-mile-per-hour time of just 13.1 seconds. The latter, for comparison, is a scant 2.7 seconds behind the figure quoted for a manual gearbox 991 Carrera, so the CS was nothing if not rapid.

Numbers aside, it was an engine that certainly revved more freely, and the evocative air-cooled bark was that little bit crisper. Controlled by a standard four-spoke wheel, the steering was still by unassisted rack and pinion while bringing things to a halt were standard Carrera brakes, the 282-millimetre front and 290-millimetre rear ventilated discs with servo assistance more than capable of arresting progress in this new, lightened form. The suspension too was unchanged – MacPherson struts at the front and semi-trailing arms at the rear with torsion bar springs and anti-roll bars at both ends – save for the addition of Bilstein gas dampers that contributed a tauter feel to proceedings while still allowing the CS to flow over road irregularities with a suppleness that would delight the owners of later, more track-focused offerings.

Viewed from a distance, and aside from the immediately recognisable colour scheme, there was little to distinguish it from a regular Carrera, the Fuchs wheels and whaletail rear wing shared with other models of the era. But get up close and you would soon begin to spot the detail differences that denote the CS, starting at the front where the air-dam is a plainer device that lacks the usual fog lamps, while the bumper is notable for the absence of washer nozzles for the headlamps, both items having fallen victim to the quest for weight-saving along with the lamps for the engine and luggage

Sports seats had sterdy side bolsters but got rid of electric adjustment; rear seats were removed entirely; redline was increased by 590rpm; the passenger sun visor was removed, as was the radio unit

bays. Head to the other end and you'd discover the rear wiper had also gone, while the engine cover sported a 'Carrera CS' sticker rather than a proper badge, although Porsche did retain the traditional solid crest on the luggage cover. And if you were inclined to scrabble around underneath you'd also find the PVC underseal had been applied a little more sparsely than normal, if indeed at all. In fact, the car you see in these pictures is one of only seven or so examples that lack any form of extra protection, a choice that resulted in the normal ten-year anti-corrosion warranty being reduced to just two years.

Also, you can't really talk about the CS without mentioning that colour scheme. Apart from the US models that were available in more sombre hues and with different decals, all but a tiny number of examples were delivered in Grand Prix white with red script on the lower part of the doors and matched by wheels with India red centres

BUYING TIPS

If you're attracted by the 3.2's numerous attributes but would prefer something a little more focused, then the Clubsport will suit very nicely. The drawback is the price as it's substantially higher thanks to its rarity and desirability. That price is still climbing all the time, and while the Clubsport makes a very fine road car indeed, the question is whether you'd really want to risk it.

- **History and provenance:** Both are crucial with a model like this so enlist the services of a specialist before taking the plunge. You'll need to be certain it's exactly what it says it is.
- **Corrosion:** Any surviving CS should have been pampered so corrosion shouldn't be an issue. However, make sure you get it checked for any signs of previous repairs.
- **Engine and gearbox:** Rebuilding either will be a costly business, and while many examples are low mileage, don't just assume everything is okay. Also, look for the 'SP' on the crankcase and heads that denote a proper CS unit.
- **Running gear:** The standard nature of the suspension and brakes means any specialist can look after it, but perished bushes and sticking brakes could affect little-used examples.
- **Interior:** The pared back nature is part of its charm, but it should be in perfect condition. Patina is one thing but a cabin in need of renovation will cost plenty.

and polished outer rims. Those Fuchs alloys were 16-inch items fitted with wider, lower-profile tyres than you'd find on other 3.2s and there was an alloy spare stowed in the luggage compartment.

Porsche had been no less diligent on the inside when it came to shedding the pounds. If the door felt a little lighter as you swung it open, it was because there were manual window winders in place of weighty electric motors and an absence of central locking gubbins. And they'd even gone so far as to remove the lids for the door's storage compartment. Obsessive perhaps, but that's not all though as you'd search in vain for a passenger sun visor or even coat hooks, and entertainment of the musical variety was strictly off the menu as the radio had been removed along with space for speakers in the rear. The windscreen did retain the standard aerial elements, through, Porsche figuring the aural delights of the flat six might not have been enough for every buyer. Mind you, when you consider the sheer weight of a typical stereo system fitted in-period you can understand why it was considered a sacrifice worth making. An alarm system was fitted, but there was no air-conditioning, just a simplified manual setup that did away with the bulky automatic, thermostatically controlled arrangement found in a standard Porsche Carrera.

Also gone were the rear seats, replaced by a plain carpeted area, and the front pews were high-backed, manually adjustable items, covered as standard in a mix of subtle pin-striped cloth and leatherette rather than full hide. The rear quarter panels had also foregone the usual trims, replaced instead with the same material that covered the area vacated by the back chairs. And also missing was a fair quantity of sound-deadening material, although in the interest of retaining some civility it hadn't been completely eradicated. Still beautifully constructed, this then was a cabin designed for the serious business of driving, one devoid of the luxury fripperies that might only serve to distract from the matter in hand. You could replace some of the missing items by delving into the options list – if you really insisted, and some people did – but that would be to miss the very point of what this car was all about.

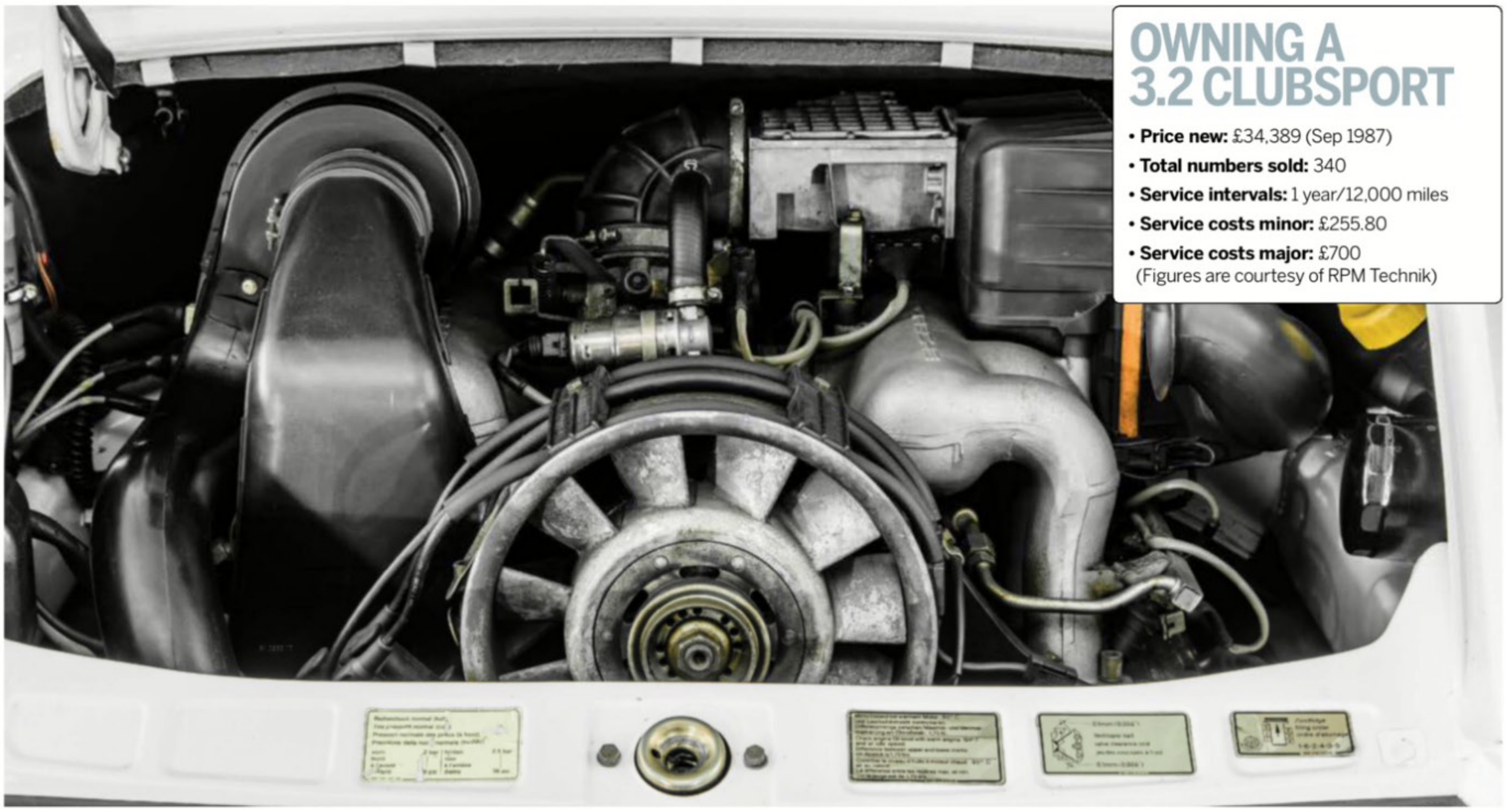
If you bought a Clubsport, the chances are it was because you didn't want anything to come between you and experiencing the very best a 911 of the period could offer. Not since the legendary 2.7 RS had Porsche sought to distil the very essence of the model into its purest form, and although the CS might not be considered in quite the same reverential (and indeed, expensive) way, not yet at any rate, it was truly something to savour. 911

"Also missing from the Clubsport was a fair quantity of sound-deadening material"

SPECIALIST VIEW

"As the only true lightweight 911 of the 1980s – effectively an RS in all but name – the Clubsport is always going to be hugely desirable. That means prices are sure to accelerate, and in fact we've already seen remarkable growth in the last couple of years with values perhaps even doubling in that time. The key with a CS is to find a completely original low-mileage car, and then to keep it that way, as examples like those will always be very sought after. There's no doubt this is a very special 911."

Jonathan Franklin, Hexagon



OWNING A 3.2 CLUBSPORT

- **Price new:** £34,389 (Sep 1987)
- **Total numbers sold:** 340
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £255.80
- **Service costs major:** £700

(Figures are courtesy of RPM Technik)

"I'VE GOT ONE"

"Talking to a knowledgeable Porsche friend, I asked him, 'what in your opinion is the best Porsche you've driven?' His answer was 'the 3.2 Carrera Clubsport,' so I decided I had to get one.

I bought E744 CPC in 2010. It's the 22nd out of the 53 UK cars sold. The car is faultless in the way it handles, and the G50 gearbox is superb. The Clubsport has everything I look for in a car. It's beautiful to look at, rare, and a great driver. I'm very, very happy I own her."

Ross Ashmore

Thanks

This 3.2 Clubsport is available for immediate inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)2072253388 or visit **hexagonmodernclassics.com**.

DIRTY TO

It's time to dig your coveted 911 out of the garage for some summer fun, and Total 911 shows you how to get your cherished Porsche gleaming in six simple steps

Written by **Chris Randall** Photography by **Chris Wallbank**

DETAILED

When it comes to keeping your treasured 911 looking clean there are various options available. One is a visit to the local hand-washing outfit, which is temptingly convenient but obviously not the best for the long-term health of your paintwork. Another is the fastidious world of concours where we discovered last issue that every nook and cranny has to be cleaner than when it left the factory. However, if you don't want your work to be judged but still want your car to look as good as it possibly can on the road, then a first-class detailing session is in order. As such, we've teamed-up with Alex Busfield who runs expert car preparation outfit Altec Detailing. Using products from the 'Gtechniq' range and demonstrating his skills and techniques on a 997, this is your definitive guide to cleaning your 911 the professional way.

Before commencing, though, Alex's first tip is to assess the state of the bodywork: "Always take time to understand the condition of the car first, examining all panels for damage or paint defects and checking paint depth. That way you know exactly what you're dealing with and where you need to focus your efforts to get the best results." So with that done, we can finally get cracking.

1 RINSE DOWN AND PRE-WASH

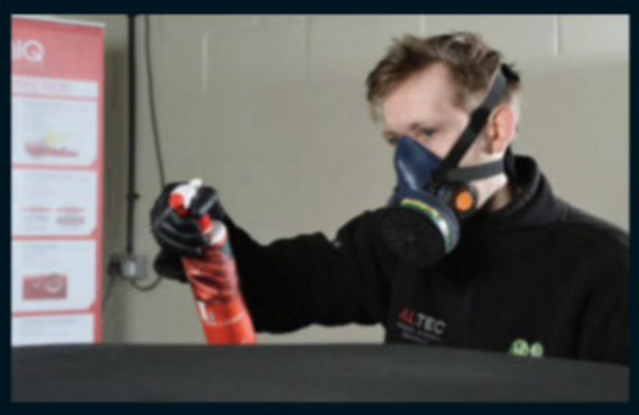
Before doing anything else the car gets a coating of W4 Citrus Foam, here applied using a pressure washer for quick and full coverage. This is left for five minutes and then rinsed off. Starting with the wheels, the next task is to apply W6 Iron and General Fallout Remover, which Alex then works into every area using anti-scratch brushes from the Wheel Woolies range. It's far less corrosive than the old acid-based wheel cleaners and so won't harm the lacquered surface. Once the product has been left on for five minutes to work its magic, it's rinsed off with fresh water. The wheels should be removed so the inside surface can be cleaned too, but given that they are likely to be caked in road grime and brake dust, you may need to give them an extra application of product. Alex then applies W5 Citrus All Purpose Cleaner to the tyres to degrease them and applies the same product to any heavily soiled areas of bodywork to remove dirt that could cause scratches during washing. "Always work from the top downward," he reminds us.

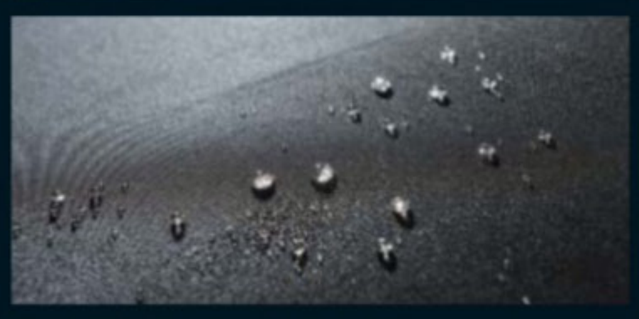
2 THE BIG WASH

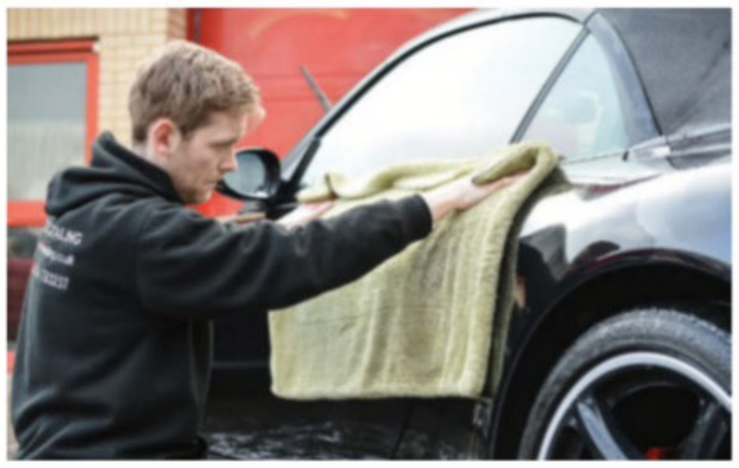
After using a soft detailing brush to remove any dirt lodged in panel gaps and around light units and other body details such as air intakes, the 997 is ready for washing. For that Alex always recommends a lamb's wool wash mitt. "Never use a sponge, as in my experience they are almost guaranteed to leave scratches and swirl marks, and again work from the top down leaving the dirtiest, lower areas until last." He also insists on the 'two-bucket' method – both containers fitted with grit-guards to trap dirt – the first filled with warm water and Gtechniq's G Wash solution and the second with clean water. For maximum cleanliness the mitt should always be rinsed clean between each application of wash solution, making sure you agitate the surface pile to remove any remaining grit. Once that is complete, the whole body is rinsed with fresh water. The wheels are washed last, using the same mitt and wash solution, and are finished with a light application of T2 Tyre Dressing.

PROTECTING YOUR CABRIOLET ROOF

The fabric roof of drop-top models comes under constant attack from road grime, tree sap and bird droppings, and it can soon leave things looking decidedly tatty. Of course, unlike metal bodywork, a quick wash isn't always enough to bring it back to original condition, but there are steps you can take to properly clean and protect the hood. The first job on the 997 was to wash the roof with W2 Universal Cleaner, working it into the fabric with a small, soft brush. The key thing here is not to be too aggressive, as you don't want to damage the material with hard scrubbing. Once the whole hood has been done, it's rinsed with fresh water and once completely dry it's ready for the next stage. But before the protective coating can be applied it's important to cover the paintwork, so Alex sets about masking the whole car using the sort of fine plastic sheeting commonly employed in body shops to prevent overspray. This needs to be done carefully and methodically, and should leave just the hood fabric exposed. The hood then gets an all-over spray of I1 Smart Fabric that not only protects the surface from dirt, but also acts as a water repellent, while still allowing the fabric to breathe.

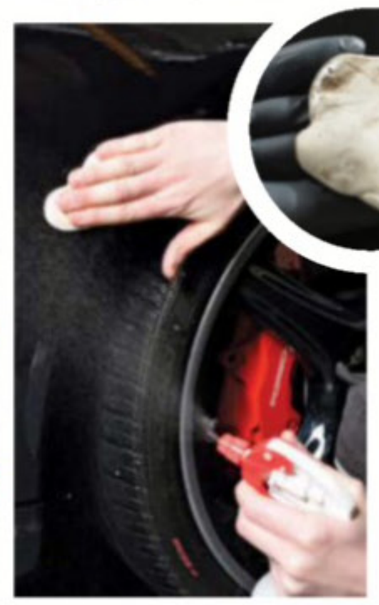






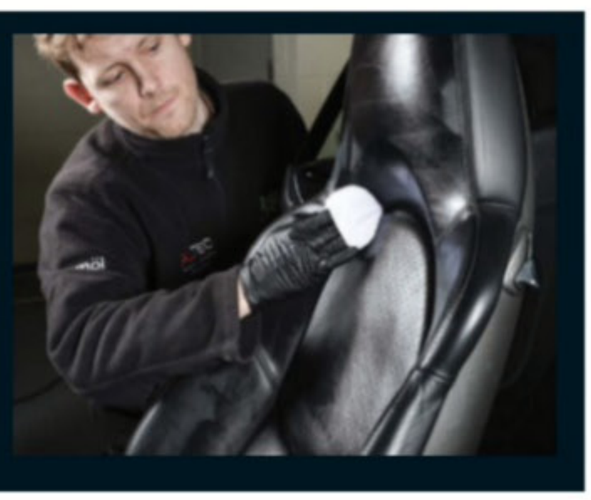
3 DRYING AND PAINT CORRECTION

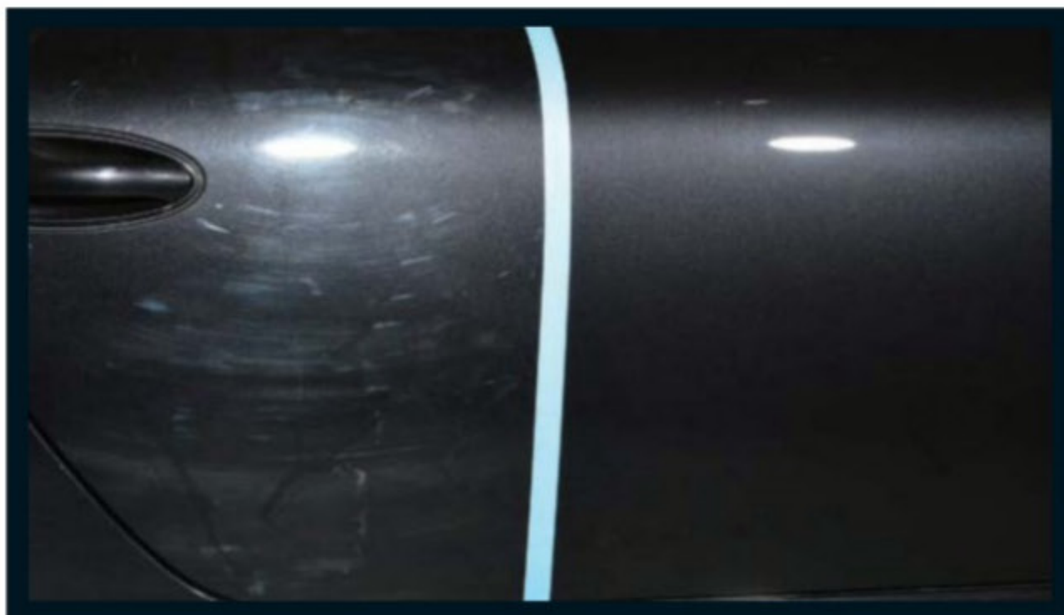
When it comes to drying, Alex told us that using the traditional chamois leather is another method that's almost certain to cause scratches, so he advises that a microfibre towel is best. And just pat the surface dry, don't use a wiping action. Before moving on to the next stage he uses an air-line to remove any last traces of moisture, but the car can also be left in the open air for a few hours to ensure it is thoroughly dry. Then it's time for a detailed examination of the panels to identify any areas in need of paint correction, and with that done the body gets an application of W7 Tar and Glue Remover; "I spray this onto a microfibre towel, not directly onto the paintwork, working on one panel at a time and then wiping it off with a clean towel," Alex tells us. Next is the use of a clay bar – again working methodically over each panel using a back-and-forth, not circular motion – that will remove any final contaminants. A lubricant is needed during application and this can be plain water or the specific product supplied. And after each panel is cleaned with panel wipe – the same product used by body shops prior to painting – using a fresh microfibre cloth, Alex is ready to tackle any paint problems.

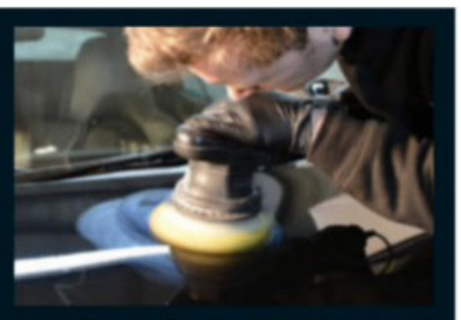


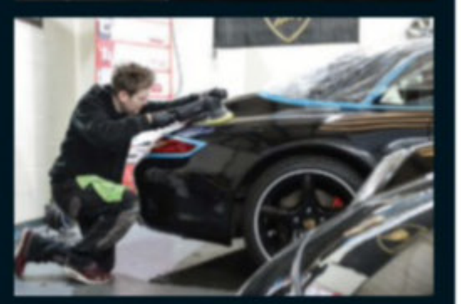
REVITALISING THE INTERIOR

If your interior is in need of a clean too, the first step is to remove the floor mats and give the carpets a thorough vacuuming, not forgetting hidden areas such as beneath the seats. The leather seat trim is cleaned with a suitable product applied with a soft brush and then thoroughly dried with a microfibre towel. L1 Leather Guard is applied to all of the leather surfaces and helps to protect the surface from abrasion, fading, and discolouration caused by contact with clothing. The fascia and centre console are next and after these are treated to a light spray of W2 Universal Cleaner – then wiped off with a soft cloth – it's out with the small brushes and toothpicks to remove dirt and dust from all nooks and crannies. Finally, using C6 Matte Dash helps restore and protect the original finish of the plastics.









4 MASK AND POLISH

Now that the bodywork is properly clean, Alex can get to work on addressing any light scratches or swirl marks that will spoil the perfect finish. For this he favours the use of a Rupes machine polisher and products. Masking comes first though and a suitable tape is carefully applied to areas such as window rubbers, badges and any other plastic or rubber areas to protect them from the machine polisher. Working under LED lighting that will show up any defects, the coarse polish is applied first using a blue microfibre cutting pad, the machine always used in a 'chequerboard' pattern – so left to right and then up and down, never in a circular motion.

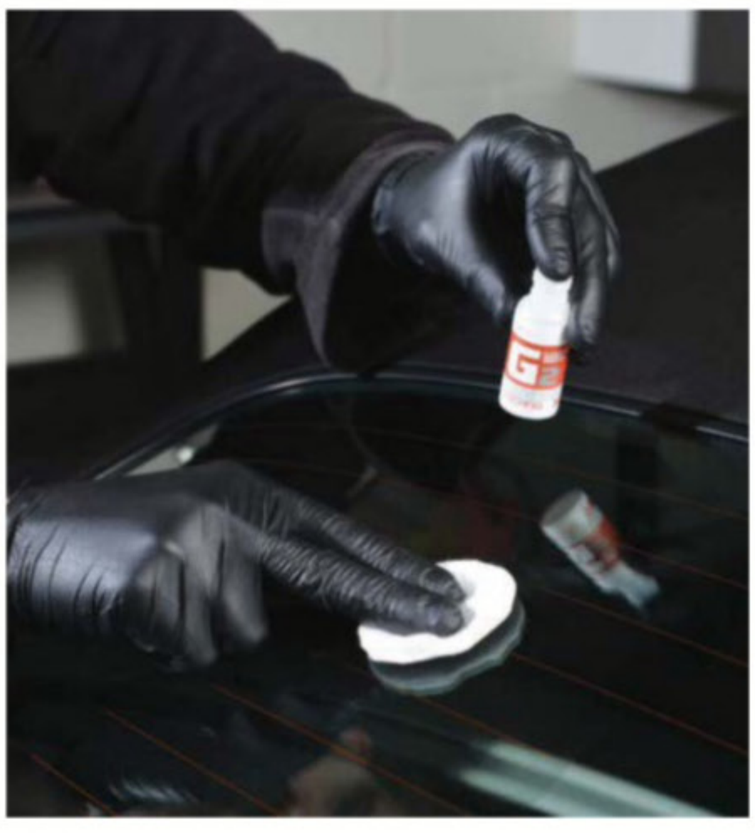
Once done, the excess compound is removed with panel wipe and the panels inspected to ensure the scratches have been removed. Then it's time for the green pad and medium gel compound that will smooth the surface after the initial cutting stage, with panel wipe applied again once the whole body has been done.

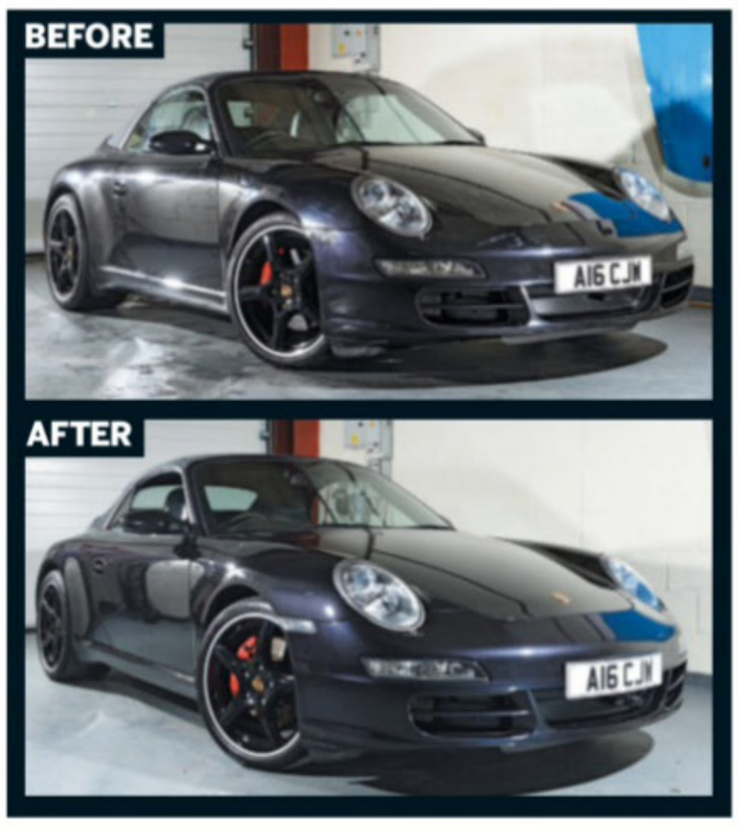
The finishing stage is using the white pad and fine gel compound to bring out the paintwork's natural gloss, before a final going-over with panel wipe to remove any residue. "I have to make sure that all polishing dust is removed from any gaps, so I go over the whole car with an air-line or fresh microfibre towel" says Alex.

5 FINAL COATINGS

Once all of the masking tape has been removed, the 997 is ready for the final coatings that will really give the paintwork that deep lustre and provide protection from the elements. C1 Crystal Lacquer is the product of choice here and it's applied by hand using a soft pad, once again using the 'chequerboard' motion employed during the polishing in step four. Alex concentrates on one panel at a time, leaving the product applied for one minute before wiping off any excess with a microfibre cloth, and then giving a final polish with a clean towel.

After the car has been left for 24 hours, it then gets either a second coating of the Crystal Lacquer or if the paint surface passes his close inspection, Alex applies EXO Ultra Durable Hybrid Coating. This is done using exactly the same method as the lacquer.





6 RUBBER AND PLASTIC TRIM

With the paintwork looking perfect the next step in the process is tackling the rubber and plastic trim. The careful application of masking tape prior to polishing will have ensured there's no residue on rubber and plastic parts – it really is worth taking the time to do the masking properly – so the 997 is ready for C4 Permanent Trim Restorer. Alex applies it using a small piece of soft sponge – the type used for applying make-up is perfect – and not only will this bring back the original appearance but Gtechniq's product also protects the trim from UV rays and will help prevent fading in the future. Next up is the glass, the front and rear screens getting a coating of G1 Clear Vision Smart Glass that will repel both dirt and water droplets. Again it's applied using a clean microfibre cloth, and as Alex advises, "you can use it on the side windows as well, but in reality it's going to be rubbed off as the window is raised and lowered so there's probably little point." At this stage in the process, the wheels are finished by giving them a once-over with panel-wipe solution to remove any residues and then the surface is treated with C5 Wheel Armour to help keep contaminants such as road tar and brake dust at bay. As cleaning your car this way is all about the details, don't forget items such as chrome exhaust-pipe finishers. If they are showing signs of corrosion, Alex uses a lightly abrasive steel wool first before an application of M1 All Metal polish to leave them gleaming.

All that's left to do is a final check to make sure you haven't missed anything, and it's at this point that Alex will ensure any last vestiges of polish residue are removed from gaps and fittings using a toothpick. Your 911 will be looking absolutely superb. For more information call Alex at Altec Detailing on 01274 596492 or visit the website altecdetailing.co.uk. 911

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LAST HURRAH OF THE 935

Total 911 investigates how Bob Akin and his no-holds-barred race car delivered what was the final, most extreme iteration of the revered Porsche 935

Written by **Andrew Krok**
Photography by **Andrew Tipping**

Just as the Porsche 934 was built specifically for FIA Group 4 racing, the Porsche 935 was built specifically for FIA Group 5. While both were still considered production vehicles, the 935 was able to get away with a few more modifications due to the 'silhouette' rule; in essence, the rule stated that teams were allowed to modify their cars however they chose, so long as the basic silhouette of the car matched the production version.

As a result, the 934 and 935 looked quite different from one another. Keen eyes will notice the 'bigger brother' has a larger wing and a wider stance. But if you were to ask most Porsche fanatics about the 935's most defining feature, many would be quick to mention its nearly flat front end.

However, the very first Porsche 935 did not sport the flachbau many enthusiasts remember as the car's defining feature. Originally, the 935 was run with a standard 911 front end, the same as the 934 and its street-going brethren. Later on, Porsche engineers discovered they could exploit a fender-modification loophole in the Group 5 rule book. Thus, the headlights were moved down to the front wing and the slantnose was born.

Even though the 935 was introduced for racing as early as 1976, there were a couple of years' worth of growing pains, including the aforementioned rhinoplasty. "The cars really came into their own around 1978," says John Ficarra, marketing director for California-based Canepa, which famously has many 935s in its collection. "After that time, it was the car to have."

In 1977, when the 935s were beginning their turbocharged dominance, John Paul Sr spent his entire International Motor Sports Association (IMSA) season attempting to beat the 935 at its own game. It was the first year IMSA allowed tube-frame Corvettes to race, and Senior built a monster of a Corvette that year, specifically to trounce the 935; it even used 935 brakes. However, his attempts proved futile, and the following year, Senior purchased a 935 of his own. As the idiom goes: "If you can't beat them, join them."

By all accounts, the most important year of the 935's existence was 1979. A majority of races fielded several 935 entries, and the car would go on to win just about every race in which it participated. Most notable was the 935's overall victory at the 1979 24 Hours of Le Mans. "The '79 victory was especially important because it was the only production car to win the race since Jaguar did it in the 1950s," Ficarra tells us. "It was also the last one to do that. It must have been interesting to watch purpose-built

Five famous 935s

1. JLP-3

JLP-3 stands as the most successful 935 of all time. 27 races resulted in nine wins and 16 podiums – and seven of those wins were consecutive. It's also the only car to achieve victory in both the 24 Hours of Daytona and the 12 Hours of Sebring in the same season. JLP-3 won the IMSA Camel GT Championship that same year too. There's also the interesting fact that the car may or may not have been built using drug-trafficking money.

2. Kremer K3

The K3 was Manfred Kremer's attempt to improve upon Porsche's standard 935. Kremer focused primarily on shedding weight, reducing complexity and reshaping the body panels ever so slightly. The result was a competent racer that was selling faster than Kremer could build them. The K3 would go on to win the 1979 24 Hours of Le Mans outright, the last time a production car claimed that honor.

3. 935 Street

The 935 Street is one of Porsche Exclusiv's earliest projects, commissioned for Mansour Ojjeh, head of the TAG Group, which now owns 25 per cent of McLaren. The 935 Street consists of a 930 bodyshell, a 934 flat six tuned to 375bhp, and several components from the 935, including the brakes, suspension, wheels and aero. The invoice featured 550 total modifications over 17 pages.

4. 935/78 "Moby Dick"

The 935/78 was intended only for Le Mans. It featured a larger, 3.2-litre flat six and the driver was on the right-hand side of the car for better weight distribution in Le Mans' infamous right-handers. Porsche took advantage of a Group 5 loophole that allowed them to cut the floor pan out and lower the car. Its long, white tail earned the car its literary nickname. Moby Dick represents Porsche's final works efforts with the 935.

5. 935/77 2.0 (Chassis no. 935/2-001)

The 935/77 2.0 was a purpose-built machine to prove Porsche could win the DRM (Deutsche Rennsport Meisterschaft) division that allowed engines no larger than 1.4-litres. Engineers shrunk the 935's flat six down while keeping power at 370bhp. Combined with a low 750kg kerb weight, the 935/77 2.0 won the only race it ran by 50 seconds and was promptly sent to the Porsche Museum afterward.

936s and Ferraris lose to a production car, although perhaps not so much for the losing teams."

Despite all its successes, the 935 was slowly fading away by the end of the decade. Porsche had built its last 935 in 1979, so all future construction would have to be done by individual teams such as Kremer. "Kremer was overwhelmed in 1979," Ficarra explains, "It couldn't build enough K3s to satisfy demand. The car was just that popular, even after the factory stopped building them."

Three years later, enter Bob Akin, the man behind the Coca Cola 935 gracing these pages. Akin was born a racer; he started out with boats and on drag strips in the 1950s, eventually making his way to road racing. He dropped out of the sport in 1961 to focus on his family business, but after competing in a 1973 vintage race behind the wheel of a Mercedes-Benz 300SL, he was once again smitten.

For the 1982 season, Akin wanted to run a Porsche both in IMSA and at Le Mans. Given that factory 935s were three years gone and plenty of more powerful, more aerodynamic vehicles had arrived in the interim, Akin knew he needed something beyond a standard 935. He needed something special, something that could only be built by a person with serious experience in this field. Naturally, he went to Chuck Gaa.

Chuck Gaa is the namesake behind GAACO, a company responsible for building some very serious Porsche race cars. In fact, just a couple of years earlier, GAACO finished JLP-3, the 935 that would go on to become the most successful 935 in history. Akin knew GAACO could build what he wanted, and so the company set to work attempting to pull the 935 back into racing relevance.

It is for this reason the Coca Cola 935 did not start out life as a standard 935: it was actually built from the ground up using Porsche parts that bolted right onto GAACO's bespoke handiwork. "The only exterior parts that came from Porsche were the roof and the windshield, which needed to remain 'stock' as per the new GTP-class regulations," Ficarra says. "However, even those two components were tilted slightly to create a better airflow over the top."

Under the body panels, GAACO had built a chassis that was unlike any 935 before it. "The nose, the floor – actually, a majority of the car is a bonded aluminium monocoque," Ficarra explains. Bonding holds many advantages over the more traditional welding. For example, welding can potentially distort aluminium, which is a softer metal than steel. Heat can also cause issues with aluminium, which could affect the material's effectiveness. Thus, bonding was the preferred method of joining the aluminium together.

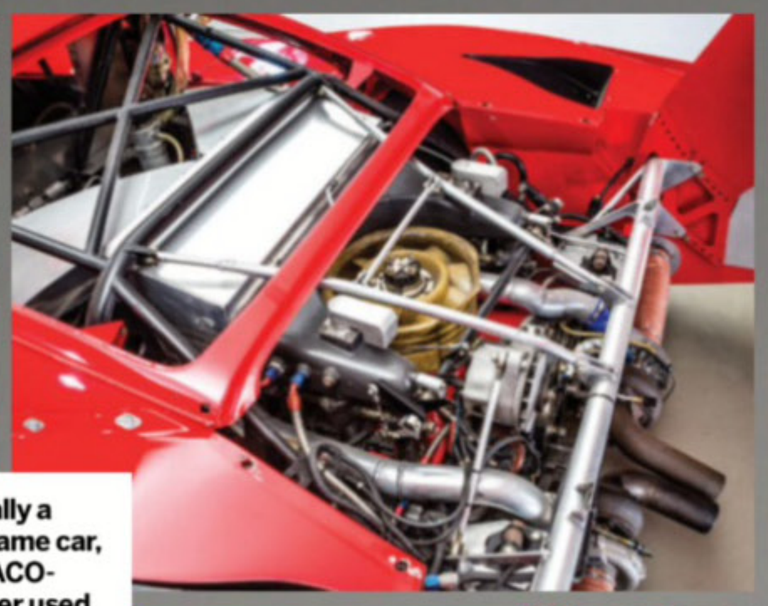
It wasn't all aluminium, though. GAACO also made use of steel in the construction. "The roll bar and vehicle superstructure are still made of steel," Ficarra says. "It's not a complete steel-tube frame like the Corvettes of the time, but one of Chuck Gaa's many specialties was the steelwork he put into the Akin 935."

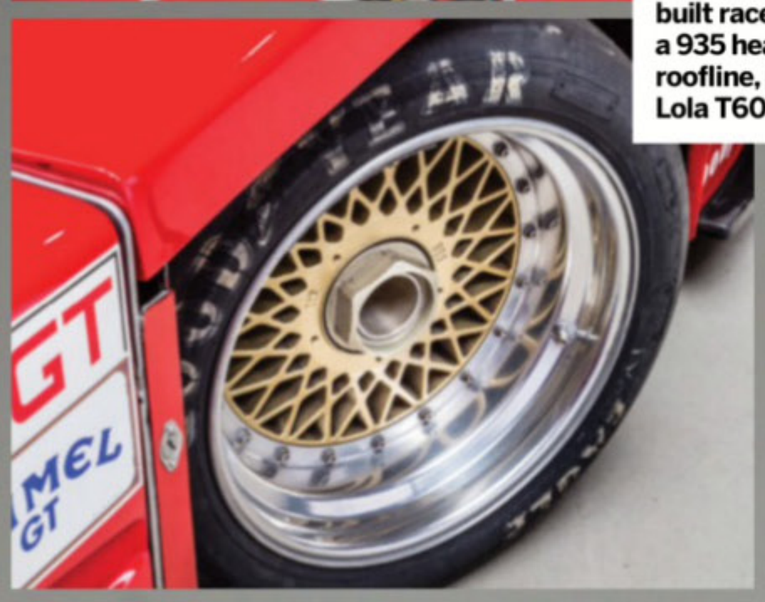
Keen eyes will notice that Akin's car also lacks the ubiquitous flachbau. Simply put, the front end wasn't doing all it could in terms of aerodynamics, so GAACO took a rather unconventional route around this issue. Instead of the standard nose, GAACO used one from a Lola T600 GTP car.

The Lola T600 was introduced as a customer chassis in 1981, specifically for the GTP class. It was the first GTP car to use ground-effect tunnels to create additional downforce, and while many different teams attempted to emulate this in the future, that specific feature never made it to the Coca Cola car. Without that additional drag, the Lola nose stood the best chance at producing the best top speed for Akin's project.

The nose was as close to bleeding-edge technology as GAACO could get, and combined with the 935's tried-and-true mechanicals, Gaa and company built what they believed to be the best of both worlds. It's rather ironic that this car used components from other GTP cars, when the GTP class was more or less developed to rid the racing world of the 935's domination over it.

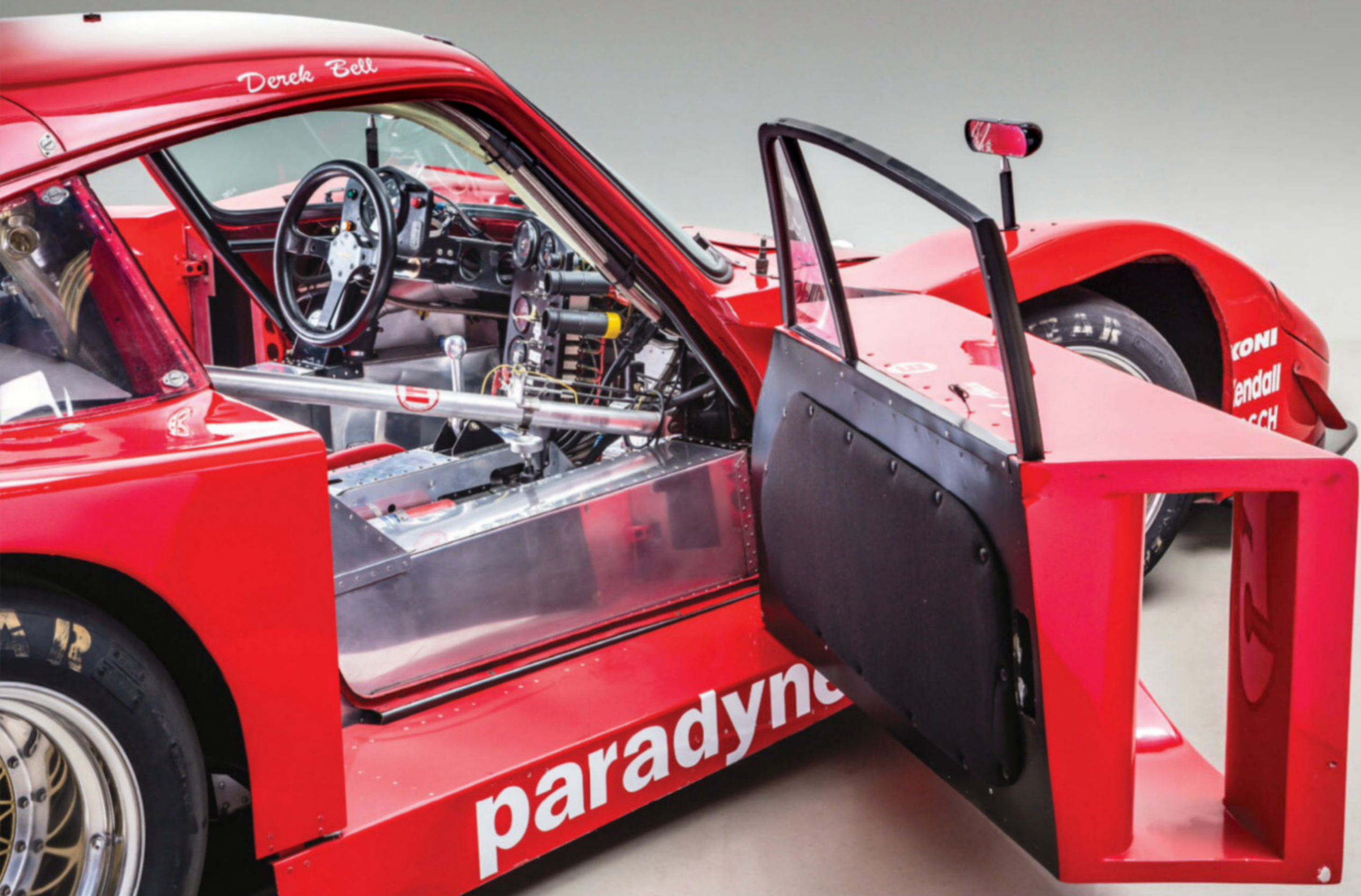
This car was a monumental effort of engineering. However, as anybody who has built a race car will explain, work of this calibre takes time, and plenty of it. So it wasn't exactly a surprise when GAACO was unable to deliver the car for the beginning of the 1982 racing season. Instead, the car's first outing took place at the Coca Cola 400 race at Lime Rock Park in May of that year. The Coca Cola 400 was essentially a test session in preparation for the 1982 running of Le Mans. Bedecked in its Coca Cola livery and sporting the number five — the





Essentially a space frame car, this GAACO-built racer used a 935 heart and roofline, plus a Lola T600 nose

Model	Porsche 935
Year	1982
Engine	
Capacity	3,200cc
Compression ratio	8.5:1
Maximum power	750bhp+
Maximum torque	740Nm (estimated)
Transmission	Four-speed manual
Suspension	
Front	MacPherson strut with coilovers; Bilstein dampers; anti-roll bar
Rear	Coilovers; Bilstein dampers; trailing arm; anti-roll bar
Wheels & tyres	
Front	23.5x10.5/16
Rear	27x14/16
Dimensions	
Length	4,838.7mm
Width	1,981.2mm
Weight	1,054.2kg
Performance	
0-62mph	Not tested
Top speed	225mph (depending on gearing)



number this car would wear for all its American races — Akin took the 935 to a 23rd-place finish at Lime Rock.

At Le Mans, the Lola nose proved to be worth the graft. "The straight-line speed was ludicrous. It was outrunning dedicated prototypes on the Mulsanne straight by ten miles per hour or more," Ficarra enthuses. Sadly, the vision of 935-based resurgence was quashed before the sun even set over the race track that day; two hours into the race, fuel delivery issues sent Akin's car to the garage, from which it never returned.

"Akin was not running an incredibly wealthy team," Ficarra tells us. "Some teams could throw money at problems until they went away. Back around this time, there was less pressure from sponsors to have their names and logos in front of the crowds and the cameras, so if a team wanted to quit, it could do so relatively easily."

That's what happened with Akin, but Le Mans wasn't the end of the 935's racing efforts. After Le Mans, Akin and the Coca Cola 935 returned to the United States to finish the IMSA season. Sadly, though, the car never achieved the glory some had hoped it would; in the four races the 935 ran after Le Mans, it finished no higher than fourth place. It didn't even finish its final race, the Pocono 500 Miles, due to a tyre issue. Nevertheless, Akin did share seat time that season with two of motorsport's more recognisable drivers, Derek Bell and Hurley Haywood, the latter of whom is possibly the most prolific American Porsche racer of all time.

After the 1982 IMSA season concluded, the Coca Cola 935 had outlived its usefulness, and thus it was relegated to a corner of Akin's shop, where it sat for the better part of two decades. However, the 935's journey would start anew when it was purchased in 1999 by Jacques Rivard, who planned to restore the 935 to its original condition, if not better.

Over the next few years, the car was broken down almost completely and built back up. Suspension components were removed, checked for microscopic cracks, and cracked parts were replaced. G&S Autoworks did a complete rebuild of both the engine and transmission. Rivard also placed a heavy focus on fixing the issues that plagued Akin.

When that was all done, the Coca Cola 935 returned to racing, although this time two things were different. First, it was obviously fit for vintage racing and not much else. Second, it began to dominate in a way that would have made Akin proud. "Akin's car is one of the most potent 935s in vintage racing," Ficarra explains.

Vintage racing credentials isn't what earns this car a spot in Porsche motorsport history, though. The Coca Cola 935 deserves a spot among the greats because it was the last of its kind. "This car is the end of the 935, as far as its competitiveness was concerned," Ficarra muses. "Yes, teams still ran 935s after Akin, but Akin's car was one of the last ones to blow people away." While it couldn't produce the results Akin desired, it still destroyed 962s and other Group C cars on the straights. This is one of the last of its kind, one of the most extreme versions of the 935 ever built. Even though it never achieved greatness, it deserves its due respect for the ingenuity and heart that went into it. 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

2003 996 Turbo

Joel Newman
London, UK

Date acquired:
April 2014

Fitting after-market wheels is a contentious subject among many Porsche enthusiasts, but it's an issue I feel strongly about. For me, wheels that simply enhance appearance at the cost of all else are not acceptable, but I also stand firm that any modification that improves the driving experience is worthy of serious thought.

There's one rule when it comes to enhancing performance; weight reduction. When it comes to wheels, the mass at the wheel hubs makes a dramatic difference with regard to handling, braking and acceleration, especially initial pick-up from a standing start.

My car was purchased with a set of fancy hollow-spoke lightweight Turbo fan wheels. Manufactured by BBS, they were standard fitment in the GT2 as they are 22 per cent lighter than the Turbo fans they outwardly mirror, at ten kilograms front and 12 kilograms rear. Hollow spokes are already featherweight, but at 18 inches I've always felt they looked a tad small under the arches and more to the point, they feature on virtually every 996 of every engine variation.

With that in mind I have spent the past six months hunting for a replacement set of wheels that had to meet two main criteria; I wanted to step up to 19 inches and I wanted to make sure the new wheels weighed no more than the hollow spokes – a tough task.

Emails to all the big wheel brands made comparative weight to the hollow spoke my primary concern, and in virtually every instance disappointment followed.

However, last month I got lucky and discovered a relatively new alloy by Italian motorsport gurus OZ Racing known as the Formula HLT (High Light Technology). These monoblock wheels take inspiration from the firm's F1 programme and benefit from technology developed in the race series (OZ manufactures the wheels for pretty much the entire grid), which have, by some witchcraft, all the strength and featherweight attributes associated with a forged wheel but without the price tag. In fact, they weigh in at 11 kilograms front and 13 kilograms rear, making them virtually identical in weight to the 18-inch hollow spokes, but at a larger 19-inch diameter they should fill the arches more purposefully!

With ten ultra-thin spokes that scream race ready, the wheels also allow the brakes to cool more efficiently, giving a lovely view of the red callipers and the upgraded discs and pads.

As an added incentive, OZ's Formula HLTs run a staggered fitment just like the wheels they replace, but their design allows for a concave rear, which gives a far meaner profile and amplifies the wheels' width. Finally, they also run centre-lock style wheel centres, so they are in keeping with the illustrious rollers found on the GT3.

I decided to plump for the same widths (8.5x19 inches front, 11x19 inches rear) to make sure fitting was not an issue, especially with my 25-millimetre lower ride height thanks to the H&R springs I popped on last month.

Of course, this meant I also needed to get myself a set of rubber, and again I followed advice from those with previous experience. Reading through numerous forums I heard Lamborghini, Ferrari and Porsche enthusiasts screaming the benefits of a new tyre from Vredestein known as the Ultrac Vorti R – the sportiest

tyre in the firm's history. It is specifically for high-performance sports cars and has some of the most phenomenal grip this side of a pure racing slick. Because of the compounds within the tyre, it also performs at almost 100 per cent from cold, which can only be a good thing living in London.

I was further convinced when I called Revolution Motorstore to ask if they could supply a set in my fitment (235/35/19 front and 305/30/19 rear) and ended up having a chat with the owner of the firm. As it turned out, he ran a set on his brand-new Audi RS4. He had nothing but positive words, and this is a man who had swapped out a set of Continentals, which I know are excellent, having run them on my previous C4 myself.

As they have been on for less than 24 hours at the time of writing I can't report on their performance as of yet, except to say that on a spirited drive in the wet after fitting they didn't skip a beat, but I've yet to switch off the traction control. I have some track time booked in and will be sure to let you know how the wheels and tyres perform.

For now, though, I'll let the pictures do the talking; I'm pleased as punch.

1978 911 SC

Wilhelm Lutjeharms
Cape Town, South Africa

Date acquired:
January 2015

These past few weeks, I've dedicated time to do some research on my 911 via the internet as well as stopping by at Porsche Centre Cape Town. In the first instance I've become familiar with the websites that supply Porsche parts. What a learning curve! It seems there are about a handful of them that can supply you with almost every single part of the car except a new VIN.

As my SC needs some new parts – selected rubbers, engine-lid struts, rear reflector, original tool set, to name a few – I've spent a lot of time browsing for these parts online.

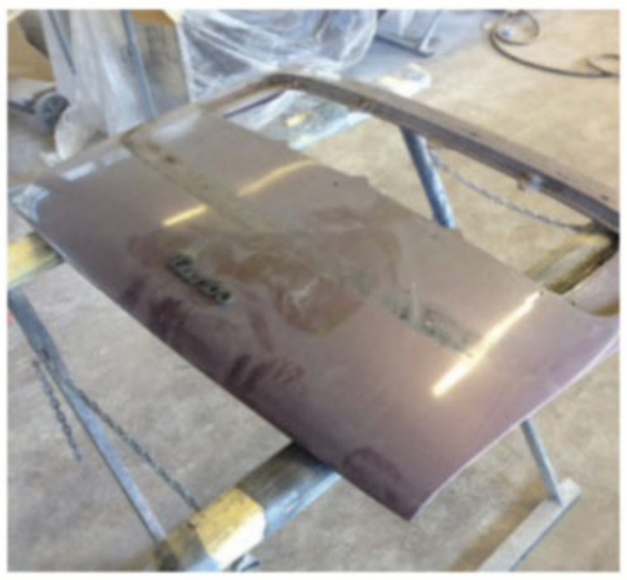
The visit to Porsche also proved fruitful. It is now an official Porsche Classic dealer, and in the workshop there were already a few special 911s. I had a long chat with the used car sales manager, and it was clear the classic Porsche scene in Cape Town is indeed alive and well. So, for only R1,700 (just below £100), I've booked the SC in for a 114-point check. On the one side I'm dreading to receive the result, but I can't think of a better base to start from. After all, the mechanic has been working on Porsches for several decades!

Other than that, I've been busy with the SC's garage renovations and waterproofing.

1982 SC & 1989 964 Carrera 4

Gina Purcell
Oxford, UK

Date acquired:
September 2004 & April 2014



I like a bargain. Ever since I bought Steffi the SC a year ago, I've been itching to convert her to the 'flat lid' look, which I find inherently aesthetically pleasing. A while back, I asked Neil Bainbridge to source me a standard engine cover, not knowing he had one tucked away. Well, it was outside his workshop leaning against the wall – and had been for a while – but on examination it was in a tatty but eminently repairable condition. A deal was struck and I had my bargain engine cover. The lid has received two different colour schemes and conversion to supporting a whaletail in its chequered past.

The media-blasting, welding, rust repairs and paint are being handled by Robin Dalwood, the ex-Autofarm body and paint wizard, who is conveniently just down from Neil's emporium at BS Motorsport.

I've also become a convert to MP3-compatible car radios since buying the Blaupunkt Toronto 420 for Wolfi the 964. My SC has some ghastly early-'90s radio cassette fitted, but frankly it's had its time, and while the Blaupunkt looks so right in a 964 dashboard, I feel it would really look out of place in an SC's. So, step forward the VDO CD7316U-OR. It's a delightfully retro-looking, MP3-compatible unit that looks like it was designed specifically for an old 911, especially as air-cooled 911 instruments were manufactured by VDO and carry its logo! I find this coincidence deeply satisfying...

2007 997.1 GT3

Ben Przekop
Georgia, USA

Date acquired:
July 2012

How fast do you go in that car on the race track?" I am frequently asked that by people who see me with my GT3. "As fast as I can," is my standard answer. That isn't what they are really asking, of course. They want to know the top speed of a GT3, which I inform them is 193 miles per hour.

"Wow, have you gone that fast?" they feel compelled to ask, and when I tell them the highest speed I ever saw was 155 miles per hour, they usually look disappointed. I then add that anyone can drive a car at high speed in a straight line. It takes no talent to do so, and it is infinitely more challenging to take a tight corner at 65 miles per hour or a high-speed kink at 95. For those of us who have experienced it, we know high-performance driving is all about mastering the art of going "as fast as you can" on a road course by braking as late as possible before a corner, and nail the entry, apex and exit, and then getting back on full throttle as soon as possible. And that is exactly why I had such a great time this past weekend at Carolina Motorsports Park in Kershaw, South Carolina. My top speed on the three straights was 125 miles per hour, but the 14 corners around its 2.27 miles provided more than enough challenge and excitement to leave me thoroughly drained and exhilarated.

CMP is a track I had never visited. But as it was the first DE of the season, and the weather in South Carolina is usually decent by early March, I decided to give it a shot. Luckily, after frigid and icy weather the prior two weeks, we were blessed with near-perfect sunny conditions on both days, with frosty mornings rapidly giving way to warm afternoons. This was my first DE after installing the GiroDisc slotted rotors, and I was extremely pleased with their awesome performance and consistency, lap after lap. In the weeks leading up to the DE, I had studied a very good video of a lap around this track on YouTube, so I had a solid knowledge of the turns and general layout before my first session on Saturday morning. After a couple of laps to get familiar with the layout, I followed another GT3 who was driving a very clean line and picked up some helpful pointers. Between sessions I also talked with other experienced CMP drivers who generously gave me their own personal tips for tackling the trickiest corners. As a result, I felt I gave reasonable coaching to my "Green Group" (first-time) student for the weekend, Kevin Ryals in his beautiful 2014 991 Carrera, and we were both "properly chuffed" by his improvement over the weekend. By my last session on Sunday afternoon, I was confidently pushing my street tyre-shod GT3, sliding through the turns and having an absolute blast. As a wise man once said, it's not how fast you go, it's how you go fast.

2011 997.2 GT3 RS & 2015 991 GT3

Tony McGuiness
San Diego, USA

Dates acquired:
February 2011 & December 2014

My new 991 GT3 is surpassing all my expectations. I have been trying to put as many miles as possible on the car as I break her in. I am not at a point to compare it to my GT3 RS yet though.

I am following the break-in procedure advised in the owner's manual. Porsche recommends keeping the revs under 5,000 for the first 2,000 miles, which I have to say is extremely difficult to do! This car wants to rev. When I drive at under 5,000rpm, I feel like I am holding her back on a leash and to be honest, she doesn't like it one bit!

While there is much debate on online forums about whether the advised break-in procedure is necessary, the top mechanic at Porsche of San Diego recommends abiding by the manual. With a few long drives ahead, I will hopefully hit the magical 2,000 miles very soon.

The interior is very comfortable and has all the creature comforts of the 991 generation. The driving position is perfect. The Alcantara is used beautifully and the 18-way seats are phenomenal! It is a car that can easily be driven on long drives without you feeling your body just got out of the ring in a UFC bout afterward!

I wasn't a fan of the new 991 key, but it has definitely grown on me and I think it looks very sharp. What impresses me the most

is when you turn the ignition and the car starts up. The sound makes people stop in their tracks! It is simply wonderful. The clatter of the engine is that nice GT3 sound we all have come to be mesmerized by. While it isn't a Mezger engine, it doesn't matter! It is a fabulous engine even at idle!

I'll continue my observations and experiences of my new GT3 next month as I strive to finish the break-in period for this amazing Porsche engineering marvel.

1965 911

Magnus Walker
Los Angeles, USA

Date acquired:
2008

I'm currently driving my '65 a little more, which always happens after some mechanical or cosmetic upgrades. You always get that warm, fuzzy, reconnected feeling all over again and the car becomes the go-to car again for the next couple of weeks. The only thing that now bothered me slightly were the Fuchs rims. Having not appeared on any 911 model until the '67S, they now seemed a little out of place and not quite period correct.

So, how bad could another rim swap be? The choice was simple: Minilite-style performance rims, 6x15-inches all round. I got some fresh Proxy R1R 205/50/15 rubber mounted and the rims balanced. I just needed to bolt them on but had a problem. The Minilite-style lug nut seat is different to the Fuchs – they take their own lug nuts that work with the offset spoke pattern as the two are not interchangeable.

Thankfully I know of a machine shop that was able to machine down the ball seat on the 20 new Fuchs lug nuts I had just bought, making them fit the Minilites just fine. Part one was complete, yet I was not able to mount the new rims as this particular brand has a thicker back pad than the Fuchs I had just removed.

This meant when I test-fitted the rims, the original 45mm studs were not long enough to secure the wheel. In fact, I had about two threads on the lug nut, not nearly enough for safety. This meant I had to swap all 20 of the original 45mm wheel studs. Naturally I opted for the racy-looking 66mm type, which left plenty of threaded stud sticking through my freshly machined lug nuts, giving the car a more racy look.

I'm now more than happy with the period-correct look and slightly more aggressive stance. It wasn't the easiest swap, but nothing is straightforward, right?

1967 912

Sean Parr
Harpenden, UK

Date acquired:
Nov 2014

This month has been largely revolving around deciding on the look I wanted for my 912. I was keen to go for an Outlaw look, losing the hubcaps and gaining Pegasus decals, but I decided that the car was much better to my eye in original fettle, so the decals came off and the hubcaps went back on.

Then I went to town polishing and buffing the car to regain some deeper colour to the lovely Irish Green paintwork. With plenty of elbow grease and then some fine polish and a final wax, the car was looking absolutely gorgeous and very shiny. I love the patina that the car has; it is a word massively overused these days and what it should really mean is that it shows the car has been used, but nevertheless loved. It's a bit crazed in areas, but I'd say it just looks lived in rather than worn out.

Then its been the turn of the engine. I had some doubts as to whether the guy I bought the car from even knew where the engine was, so it was time to send it to Steve Winter at Jaz in the new location of St Albans, now just down the road from me in Harpenden.

I was lucky to be able to go to the grand opening of the new site and it is an amazing facility, incredibly impressive and with so much more space than the old Wembley operation. So in it went for a major service and a thorough going over and its come back in terrific fettle – all the fluids were changed, new plugs, valves done as well as the points etc. Its driving beautifully and very much quicker than it was before. It really is just the loveliest car to drive, its engaging and great fun. My licence is much safer than it was with the extremely rapid 964, which has gone to its new Manchester home.

1999 996 Carrera 4

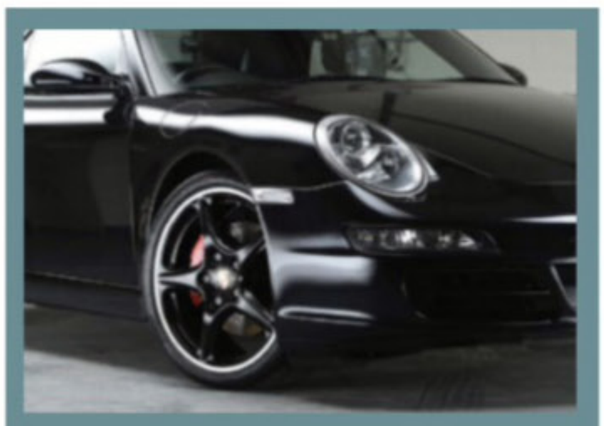
Rob Clarke
Bristol, UK

Date acquired:
February 2014

After talking about it for ages, my 996 is now in the garage having a gearbox fluid/filter and pan change. I am not sure of the final outcome yet but hopefully all will be okay! So why has it taken me so long to get this sorted?

Because I have been trying to get this job done as economically as possible I have bypassed the main dealer who quoted over £500. The main issue was the oil pan, which is badly corroded on my ZF 'box. OPC wanted about £230 for this and since it is a ZF box I set myself the challenge of getting it cheaper. This proved harder than expected. It seems only OPC and Design911 stock them in the UK. A trawl of eBay found one in the USA for $100 (plus postage and import tax), so my hunt continued. I found a Polish website that had one for about $100, but this site also listed all the other cars that use the same gearbox, and thus the same oil pan. So back to searching UK suppliers and eBay, I finally found one on eBay delivered (from Poland again) for £65. So this is a massive saving over the OPC unit. So the rest of the items were assembled: ten litres of Mobile ATF LT 71141 from Opie Oils, plus filter, gasket, sump plug, and washer from Design911. The total parts bill is £249, so the labour bill should come in cheaper than the main dealer. I have also found that ZF recommends the filter/oil change is 80,000 to 120,000 kilometres, or eight years, so it is certainly due!

The 996 is also booked in for a minor service at the main dealer, where it will have the air-con and air bag checked. So hopefully the gearbox service and minor service will go through without any further surprises!



2005 997.1 Carrera S

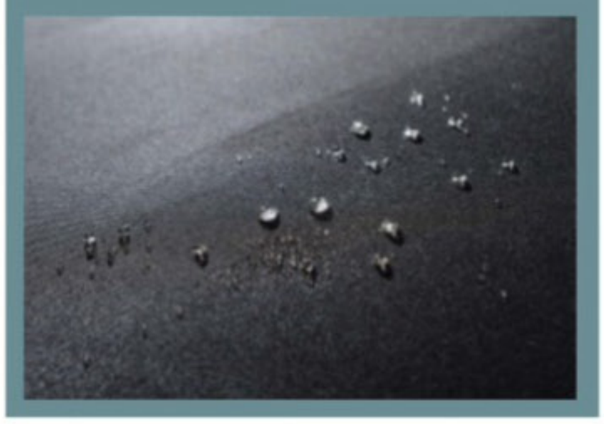
Chris Wallbank
Leeds, UK

Date acquired:
November 2012

So the time had come to go and pick up the 997S Cab after its full three-stage correction and paint protection from Altec Detailing, and I wasn't disappointed! There wasn't a swirl or scratch in site and the reflection and shine was the deepest it's ever been, both under artificial lighting and direct sunlight! Even the stone chips had been touched in and polished back down to make them practically non existent.

Another thing that amazed me was how well water now beads off the paint and the roof. When water lands on the roof it doesn't appear to even touch the fabric and just rolls right off with the Gtechniq protection that has been applied. Alex had even put protective coating on all the wheels to protect from the daily attack of road salts and brake dust. For more details on the whole process and treatment there is also a full feature in this very issue of **Total 911** so you can appreciate the work that goes into this!

So thanks to Alex at Altec the car is now ready for the summer and the road trips I've got planned, including a run down to Monte Carlo. It was only right that I took some glossy shots of the car while it was looking so amazing, as it probably won't look as good as this any time soon! Next on the list is new brakes and pads, so it looks like it's going to be an expensive month ahead!



2003 996 Turbo

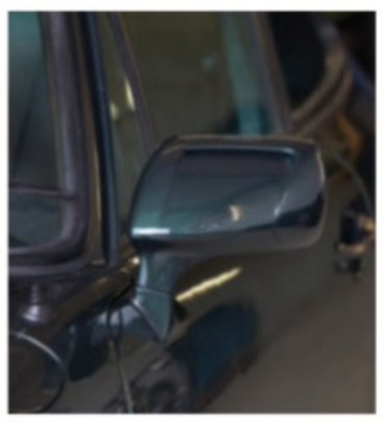
Ray Chandler
Surrey, UK

Date acquired:
August 2011

Lens, a former coalmining town, was battered in WWI fighting and then struggled after the coal ran out. That's changing as the Louvre Museum has poured in €150 million to build a brand-new museum, the Louvre-Lens.

Now press on to Arras. We were recommended an outstanding private B&B – La Corne d'Or, a rare 18th-century mansion run by Rodney Muir and French partner Philippe, a conserve and jam maker par excellence. It has big, spotless bedrooms, Wi-Fi, excellent bathrooms and welcoming hosts who include a splendid breakfast in the price. Rodney is a retired Australian who was a representative of veteran affairs at the Australian Embassy in Paris; so if anyone knows his way around the battlefields of France, he does, and he's always happy to help. Booking is advised (03 21 58 85 94) and do mention **Total 911** when you request secure parking.

A key visit is the memorial at Notre Dame de Lorette, on the D937. On the centenary of WWI, France has focused attention not on places or fighting units, but on a memorial for the individual, thus observing Binyon's poetic line "We will remember them." They have erected an exceptionally moving, circular monument with hundreds of steel panels with the names of all men, of all nations, friend or foe, who fell in the area during the Great War. They number 580,000, and yes, my surname was there many times over; and likely yours is, too. So please do visit and do remember.



1979 930 3.3

Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

When I bought my 930, my goal was to realise a childhood dream. I could not imagine that this dream would introduce me to a great friendship group.

We created the Rio de Janeiro Porsche Club, I was introduced to other Porsche owners, we held meetings, exhibitions and got close to Stuttgart Sportcar, the Porsche distributor in Brazil. Recently we had a great achievement: we will hold our monthly meetings now in the most beautiful place of Rio de Janeiro: the Lagoa Rodrigo de Freitas. Today the club has 40 members, but this number may double now. We may seem small when compared to other clubs in the world, but car costs in Brazil are twice those of any other country. Here's a picture of our new meeting place.

1984 3.2 Carrera

Maurice van den Tillaard
The Netherlands

Date acquired:
October 2014

Spring is still lurking around the corner, and my car is about ready to hit the road, but due to some night frost, a lot of salt is still on the Dutch asphalt, and I am not taking the car out yet.

Last week we finished my brake calliper rebuild and installed the breaks with new hoses, brake lines and Ferodo brake pads. I have been messing around with some different wheels. A month or two ago I found a set of rare Kremer Aeroscope mirrors. I had those painted in the car's colour, they're great-looking mirrors that really add to the car's '80s feel. To enhance that vibe I also installed an equally rare Momo Porsche Design steering wheel, and I can't wait to drive the car with this wheel because it feels really, really good.

1994 993 Carrera 2

Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014

I'm a pretty strong believer that cars need using. Lovely as they are in the garage, it's on the road where they need to be enjoyed. Fine if you buy in summer, but I picked up the 993 in the first week of January. I've been determined to use it, but every time I had plans to take it out there were all sorts of snow warnings. A 250-mile round-trip, cross-country run over to Stansted I'd been looking forward to for weeks had been scuppered by a bad weather forecast.

Snow is fine. It's the salt on the roads I'm more concerned about. It's easy enough to wash it off the bodywork, but underneath is more of an issue. Determined to find a solution, I discovered Karcher makes a neat underbody washing attachment for its pressure washers, which seemed like just the job. It's probably the most excited I've been washing a car – something I usually hate – the wheeled spray head easy to push under the car to wash salt out of all the out-of-sight bits. I'm not sure I'll ever like washing cars, even with cool gadgets, but at least when I need to, I know it will get done properly.

Most importantly, it means I've been able to use the 993 in the knowledge I can rinse

off the underside after a drive. So it's been out a fair bit in the last few weeks, dragged from the garage just for the hell of it, or for errands, like popping to a party shop to pick up some helium balloons for my daughter's first birthday.

There are a few jobs I need to look at, though none of them are too pressing. A recent drive underlined that the lighter socket isn't powering, so that will need looking at. Not for smoking I might add, rather, like everyone I'm a slave to my iPhone's terrible battery. I've also got to take it back to Autofarm sometime to have the windscreen replaced, as there's a sizeable bull's-eye stone strike on it. There's a touch of underbody damage to the front bumper where the previous owner has had an argument with a high kerb or ramp that I'll have looked at, too.

What I'm really looking forward to is the clocks springing forward, giving lighter, drier and warmer evenings to both drive and tinker, and less time needed with the sponge and pressure washer. However, as penance goes I can think of worse things to endure for the joy of driving a 993, which seems to get better every time I take it out.

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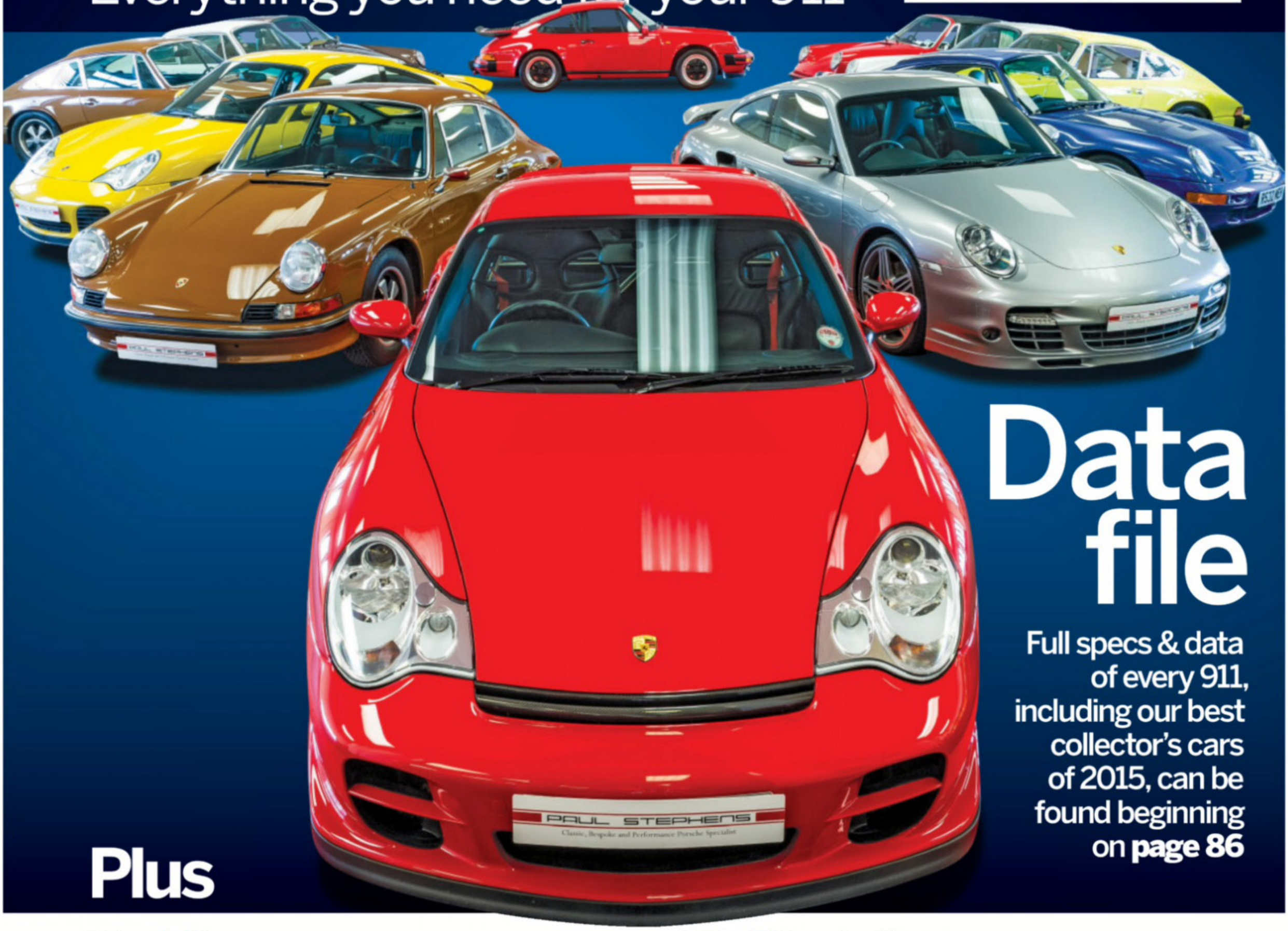

Data file

Full specs & data of every 911, including our best collector's cars of 2015, can be found beginning on **page 86**

Plus

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The classifieds from our independent specialist partners is the first place you should start your search for that new 911

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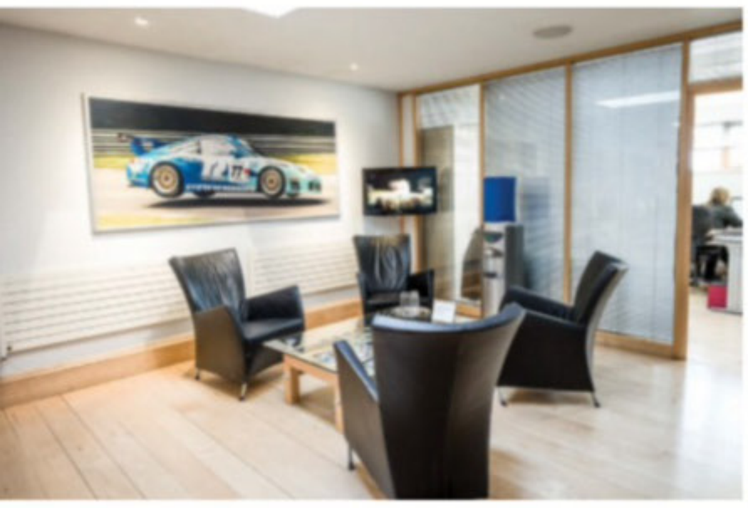
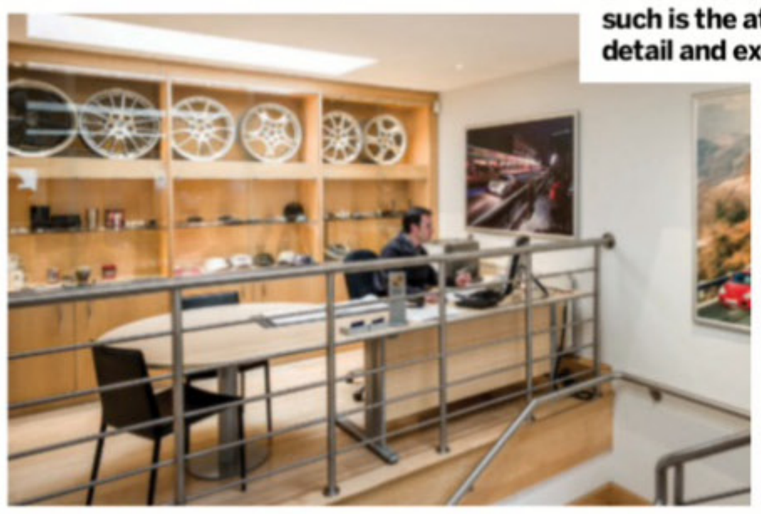




Inside Paragon Porsche you'll find a pristine showroom and service center that's as immaculate and presentable as any Official Porsche Centre, such is the attention to detail and excellence

PARAGON PORSCHE

A constant pursuit of excellence at Paragon Porsche has helped carve a reputation as one of the very best independent specialists in the UK

Written by **Neill Watson** Photography by **Phil Steinhardt**

Porsche specialists are a wide and diverse species. If you wish to get analytical about it, you could create a flowchart of genres, subgenres and artisans of Porsche, each one a subspecies known for a particular talent. It could be sales, service, race teams, air-cooled, water-cooled, bodywork, or engine specialists. I've visited quite a few Porsche specialists in the past 12 months and it's remarkable that a single marque can have so many diversifications. So I find it all the more remarkable that Paragon Porsche encompasses pretty much all the areas I've mentioned above.

Started 22 years ago by Mark Sumpter, Paragon has grown organically from two enthusiasts with a passion for retailing older Porsche 911s into a thriving dealership with a varied stock list covering anything from a classic 356 right through to the latest 991 series, together with a busy workshop and a professional race team capable of winning multiple championships.

So it's fair to say they're doing something right. The obvious question is how do they do this with what is a relatively small team? Jamie Tyler explains: "I guess it's because we each specialise in a certain area, but we also integrate our skills. For example, these days I'm mainly responsible for sourcing the newer cars for stock, while Mark (Sumpter) is spending a lot of time out on the road tracking down the older classics. But we're talking all the time and the combination of having a 'field agent' able to move quickly plus someone here at base works really well."

The first thing to talk about is the current marketplace and how Paragon has fared in the current climate. It's clear that Jamie knows his Porsche audience well: "We stock cars from £10,000 upward, so we start at, for example, a really well cared-for early Boxster. Right now, the 997 series are superb value for money. The interesting thing about current Porsche 997 buyers is that this car is attracts people who have never considered a Porsche 911 before and are certainly not the traditional enthusiasts or track drivers. They are new to Porsche 911 ownership. Often we find they've been driving past our showroom for years, but never thought they could own a Porsche. But now they see a 997 Carrera as a perfectly viable alternative to buying a brand-new car in the same price range and they plan to drive it every day."

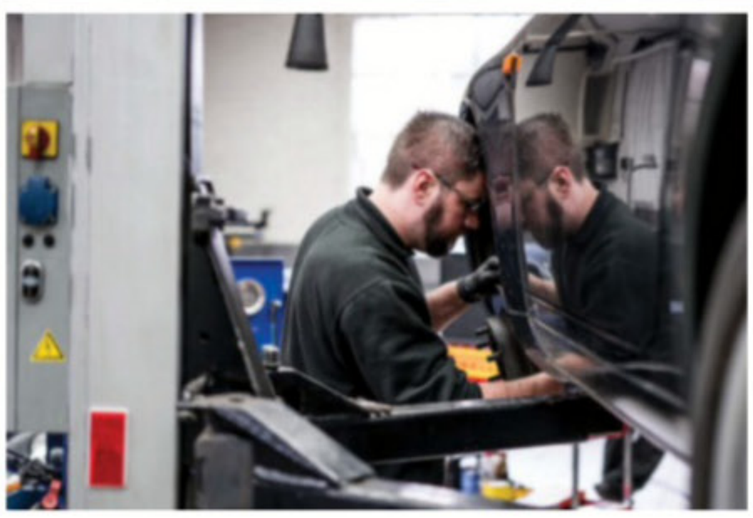
What about the collectable Porsche price hysteria sweeping the world right now? "Classic, limited-numbers 911s will always sell, but there are a lot of owners putting cars on consignment with dealers and speculating. So not all the prices being asked are a true reflection of what's achieved. While we will always ask a market value for any classic Porsche, we don't undertake consignment sales and we own all our stock. So you could say we're more realistic as we're motivated to constantly turn over our stock and search out new cars."

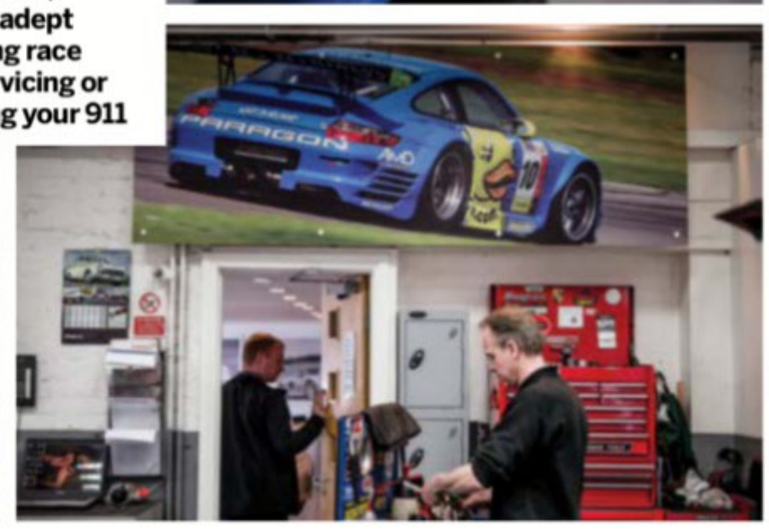
Another element of a dealership that owns all of its stock is car preparation. "It means there's no ambiguity in what is included in a sale. The cars are all prepared ready to go before they're put on display, so customers are not retrospectively listing items that require attention. Once we own it, each car goes through the same process of preparation, so by the time a customer is presented with it, it's ready to be driven away."

Indeed, Paragon includes a 12-month or 12,000-mile warranty with each sale and the next due service is done, regardless of where the car is in its service schedule.

Jamie introduces me to service manager Pete Twyman. He's been with Paragon for six years and has 20 years of experience of both Porsche and sister marque VAG. We talk about his small but capable team of four technicians and the race team. "The four guys here do everything. Throughout any weekday, they could cover anything from ➲

Paragon's servicing technicians draw on well over half a century of experience between them, and are as adept at preparing race cars as servicing or maintaining your 911





"Once we own it, each car goes through the same process of preparation, so by the time a customer is presented with their 911, it's ready to be driven away"

routine servicing on a 997 Carrera through to a 356 engine build all the way to loading the truck and departing for a race weekend."

In fact, the Paragon race team is one of the strongest in Porsche Classic and Porsche Club racing, with Mark Sumpter and team-mate Adrian Slater regularly at the front end in their pair of Baylis & Harding-sponsored Paragon 964 race cars.

Paragon built its first racing car in 1994, a 1978 SC that competed in the Classic Porsche Championship. Since that time, they're raced continually, with notable successes including the British GT championship in 2000 and back-to-back victories in the Silverstone Britcar series in 2007 and 2008. However, second-place position in the 2008 Le Mans 24 Hour Group C support race in a Porsche 962 must surely be a highlight of the team's achievements to date. The 2014 season saw a pair of immaculate Porsche 964s competing in the Porsche Club Championship, the car's superior agility often beating the more powerful 996 C2s, with a double win at Rockingham showing how the 964 chassis is still a contender.

Talking to Pete, we discuss the usual trends and the popular subjects of engines. Have they seen significant engine issues? "Certainly not significant in terms of the volume of them, no. The internet jungle drums do the cars a disservice. That's not to say we've never seen any. We've rebuilt several water-cooled cars, but the common theme with significant failures is that the owners let small faults germinate until a terminal failure occurred. We've often caught the RMS before anything bad happens. It probably sounds like we're trying to drum up business, but regular oil and fluid changes pretty much ensure reliability."

Surely it must be a diverse working day at Paragon after main dealer life? "I love it," Pete says. "Some people will probably find it odd, but I can get as much satisfaction from coordinating an entire week's routine servicing for regular customers, with everything being in the right place at the right time, as I do from hearing a classic Porsche 356 engine fire up in the workshop for the first time after many years of being dormant."

Many people go through life working jobs they hate, only working to pay the bills. However, the Paragon guys have a working life they're passionate about, a life that goes far beyond normal work. The motor trade can sometimes be a cynical place, but when you have a small team like Paragon, people with diverse skill sets and decades of experience working continuously for the same company, you know there's something very good happening there. 911

Company profile

- **Owner:** Mark Sumpter
- **Founded:** 1993
- **Location:** Five Ashes, East Sussex, England
- **Rarest 911 sold:** 911 Sport Classic
- **Most common 911 sold:** 996 Carrera
- **Most expensive 911 sold:** 2.7 RS at over £300k
- **Interesting fact about the business:** Paragon takes its specially prepared 964s racing at weekends, and owner Mark is a former British GT champion.

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Data file

Definitive facts and figures for every 911 model from 1964 to 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 June 2015. The last was Dec 2014.

Ratings: ★★★★★

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

Sales debate: Where will the 991 GT3 RS enter the second-hand market?

The list of those interested in buying the new Porsche 911 GT3 RS was understandably long. The Rennsport legacy is a strong draw for Zuffenhausen fans, so no matter what price tag Porsche placed on the 991 RS, people would have flocked to pay it. However, given the car was effectively sold out before release, a list price of £131,296 looked remarkably cheap.

"I genuinely do think it is undervalued," Karl Meyer, sales executive at Porsche Bournemouth, explains. "Look at the category it is punching in. I think it is insanely undervalued." This isn't just a case of an agent talking up their product. Greig Daly, sales manager at independent specialist RPM Technik, agrees. "When you compare it to anything else in that marketplace – like the Ferrari 458 Speciale – £131,000 looks incredibly cheap."

Meyer attempts to explain Porsche's pricing strategy: "As we step into being a volume brand, the stronghold within Stuttgart is so keen to retain exclusivity. That's why we launch these limited-edition cars. The only reason why we're not putting these cars at stupid money is for the love of the fans, the customers."

Yet cars like the 991 GT3 RS aren't always bought by fans. Despite stringent attempts to prevent it, speculators will get their hands on the latest Rennsport 911 in an attempt to make a quick profit. When they start hitting the used market, where will the 991 GT3 RS fall price-wise?

"These cars are going to change hands at a £100,000 premium," Meyer declares. "There's a red-decalled 996 GT3 RS up for sale at the moment at £180,000. You just think, what would you rather have? The new car just looks amazing." Daly is no less assertive: "As soon as those cars are hitting the market, they'll put £100,000 on them."

However, Meyer and Daly disagree on the effect this will have on previous generations of GT3 RS. While the latter believes the 991 version will "probably drag them up as well", the former feels it will instead cause a jump in 991 GT3 values. "I'm happy to go on the record saying the 991 GT3 will sit at a comfortable £170,000-£190,000," Meyer says.

Whatever the knock-on effect, Porsche's undervaluation of the 991 GT3 RS looks set to hit the wallets of those who missed out on a new one but are still keen to get a taste of the latest Rennsport as soon as possible.

(0 series) —
911 2.0-litre 1964-67

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

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

★★½☆☆

(0 & A series) —
911S 1967-68

Porsche soon 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: 8.0sec
Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15 Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg

★★★½☆

(C & D series) —
911E 1969-71

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

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

★★½☆☆

(C & D series) —
911S 1969-71

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

Production numbers: 4,691
Issue featured: 112
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6sec
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: 5.6sec
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: 7.5sec
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

★★☆☆☆

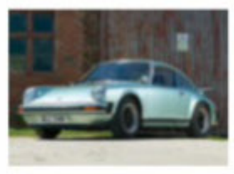
(G, H, I, J series) —
911S 1974-77

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: 7.0sec
Top speed: 142mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,080kg

★½☆☆☆

(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: 6.3sec
Top speed: 148mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR Rear: 7x15-inch; 205VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg

★★★½☆

(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: 8.4sec
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: 8.8sec (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: 7.6sec
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: 7.0sec (est)
Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15 Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 995kg

★★½☆☆

(C & D series)

911T 1969-71

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

Production numbers: 15,082
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
0-62mph: 7.0sec (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: 7.5sec
Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★☆☆☆

(E series)

911T 1972

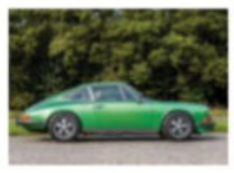
A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

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

★½☆☆☆

(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 (including 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: 6.6sec
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

★★★★½

(F series)

911S 1973

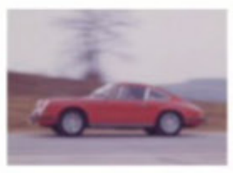
The 911S had same upgrades as the 911E, including deletion of the external oil filler. Also adopted black trim around the front and rear lights and black front quarter grilles.

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: 6.6sec
Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15 Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg

★★★★½

(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: 7.6sec
Top speed: 128mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★½☆☆☆

(G, H, I, J series)

Carrera 3.0 RS 1974

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

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

★★★★★

(G, H, I, J series)

911 1974-77

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

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

★½☆☆☆

(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: 6.3sec
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: 5.5sec
Top speed: 155mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 7x15-inch; 185/70/VR15 Rear: 8x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,775mm
Weight: 1,140kg (1,195kg from '76)

★★½☆☆

930 3.3 1978-83

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

Production numbers: 5,807 (plus '78-'79 Cali cars)
Issue featured: 104
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm
0-62mph: 5.4sec
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: 6.5sec
Top speed: 141/146mph
Brakes: Front: 287mm discs; Rear: 295mm discs.
Wheels & tyres: Front: 6x15-inch; 185/70/VR15 Rear: 7x15-inch; 215/60
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978)

★★½☆☆

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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: 5.4sec
Top speed: 161mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16 Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)

★★★½☆

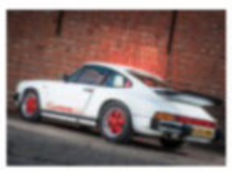
Carrera 3.2 1984-89

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: 5.6sec
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 uprated and LSD standard.

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

★★★½☆

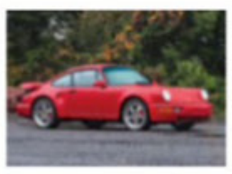
964 Carrera 4 1989-93

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

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

★★½☆☆

964 Turbo S 1992-93

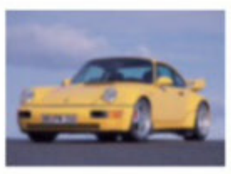


180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

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: 4.6sec
Top speed: 180mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg

★★★★☆

964 3.8 RS 1993



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

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

★★★★★

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: 5.6sec
Top speed: 168mph
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x17-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg

★★★☆☆

993 Carrera 4 1994-97

As per the 993-model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give a more rear-drive feel.

Production numbers: 2,884 (Coupe)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8sec
vTop speed: 166mph
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x16-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg

★★★☆☆

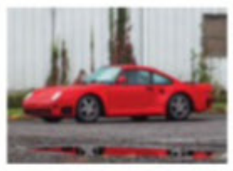
930 SE 1986-89

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: 4.6sec
Top speed: 173mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16 Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg

★★★★½

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: 3.9sec
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: 6.0sec
Top speed: 148mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16 Rear: 8x16-inch; 245/60/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg

★★★½☆

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: 4.6sec
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: 5.6sec
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 bodyshell, extended arches and 'tea tray' wing. 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: 5.4sec
Top speed: 168mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17 Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg

★★★½☆

964 C4 Lightweight 1991

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

Production numbers: 22
Issue featured: 54
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
0-62mph: unknown
Top speed: unknown
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x16-inch; 245/55/ZR16
Length: 4,275mm
Width: 1,652mm
Weight: 1,050kg

★★★★½

964 RS 1991-92

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

Production numbers: 2,405
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.2sec
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 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: 5.5sec
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 callipers. 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: 4.8sec
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: 5.7sec
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 wing 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: 5.5sec
Top speed: 164mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17 Rear: 8x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg

★★½☆☆

993 Carrera 4S 1995-96

The 4S was effectively a C4 with a Turbo wide bodyshell, albeit lacking a fixed rear wing. 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: 5.3sec
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 300bhp, 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: 5.0sec
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 wings 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: 3.9sec
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: 4.3sec
Top speed: 180mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,500kg

★★★★½

993 Carrera S 1997-98

The features that come with the Carrera 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: 5.4sec
Top speed: 168mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg

★★★½☆

993 Turbo S 1998

The final hurrah for the last air-cooled 911. With 450bhp for UK models, it was the fastest and most luxurious road-going model Stuttgart had ever produced. Manual only.

Production numbers: 345
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
0-62mph: 4.1sec
Top speed: 186mph
Brakes: Front: 320mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/18 Rear: 10x18-inch; 285/30/18
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg

★★★★★

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: 5.2sec
Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg

★★☆☆☆

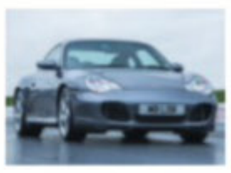
996 Carrera 4 1998-2001

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

Production numbers: 22,054
Issue featured: 111
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec
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: 5.1sec
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: 4.1sec
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: 5.0sec
Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg

★★½☆☆

Gen2 996 C4 2002-04

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

Production numbers: 10,386
Issue featured: 107
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec
Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,430kg

★★½☆☆

996 GT3 RS 2004-05

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

Production numbers: 682
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.4sec
Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x18-inch; 235/40/R18 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg

★★★★½

996 Turbo S 2004-05

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

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

★★★★☆

997 Carrera 2004-08

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

Production numbers: 25,788
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec
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: 4.8sec
Top speed: 182mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19 Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,420kg

★★★½☆

997 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: 3.9sec
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: 4.3sec
Top speed: 192mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19 Rear: 12x19-inch; 305/30/R19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg

★★★★½

997 GT3 RS 2006-07

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

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

★★★★½

997 GT2 2007-09

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

Production numbers: 1,242
Issue featured: 31
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
0-62mph: 3.7sec
Top speed: 204mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 9x11-inch; 305/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg

★★★★½

996 GT3 1998-2000

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

Production numbers: 1,858
Issue featured: 99
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
0-62mph: 4.8sec
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 wing, plus part-fixed, part-retractable rear wing. 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: 4.2sec
Top speed: 189mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 11x18-inch; 295/30R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg

★★★★☆

996 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: 4.9sec
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 wings. Suspension lowered and uprated, PCCB optional . Full-spec interior unless Clubsport option was ordered.

Production numbers: 2,313
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.5sec
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: 5.1sec
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 accomodate for wider rear wheels and tyres.

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

★★★½☆

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: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 4.9sec
Top speed: 180mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18 Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,490kg

★★★½☆

Gen2 997 C2 S 2008-12

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

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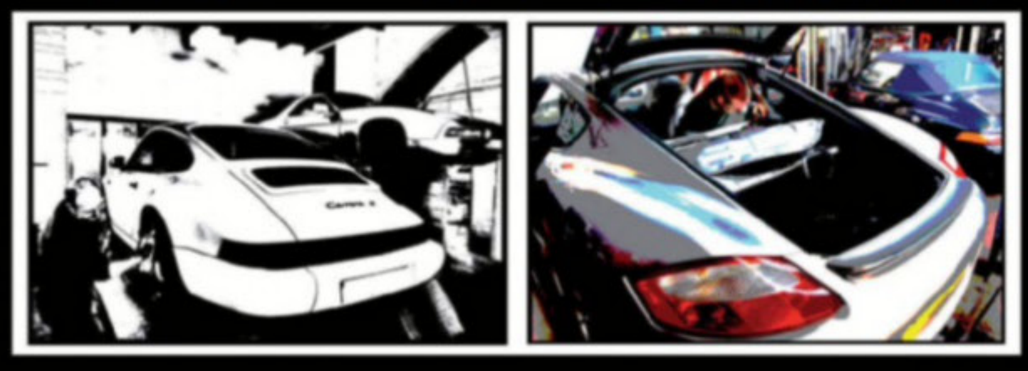

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Gen2 997 C4 2008-12

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: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 5.0sec
Top speed: 176mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18 Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,545kg

★★★½☆

Gen2 997 C4S 2008-12

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

Production numbers: 7,910 (Coupe)
Issue featured: 111
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385hp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7sec
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 wing and large Fuchs wheels.

Production numbers: 250
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec
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: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.9sec
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 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: 530hp @ 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

★★★★½

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: 350hp @ 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 40bhp. 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 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: 435hp @ 7,900rpm
Maximum torque: 430Nm @3250rpm
0-62mph: 4.1sec
Top speed: 194mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 12x19-inch;305/30/ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg

★★★★½

Gen2 997 Turbo 2009-13

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

Production numbers: 3,800
Issue featured: 90
Engine capacity: 3,800cccc
Compression ratio: 9.8:1
Maximum power: 500hp @ 6,000rpm
Maximum torque: 650Nm @1,950-5,000rpm
0-62mph: 3.4sec
Top speed: 194mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg

★★★★½

Gen2 997 GT3 RS 2009-12

Wider front arches and a larger wing. 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: 450hp @ 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: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4sec
Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 350mm discs.
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg

★★★★½

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: 121
Issue featured: 74
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530hp @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: 620hp @ 6,500rpm
Maximum torque: 700Nm @ 2,500-5,500rpm
0-62mph: 3.5sec
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: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-60mph: 4.6sec
Top speed: 190mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/19 Rear: 11x19-inch; 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg

★★★★½

997 C4 GTS 2011-12

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

Production numbers: Unknown
Issue featured: 91
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec
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: 1,480kg

★★★★½

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: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 188.9mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20 Rear: 11x20-inch; 295/30/ZR20
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg

★★★★½

991 Carrera 4 2012-

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

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

★★★★☆

991 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: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 185mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20 Rear: 11x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,445kg

★★★★½

991 GT3 2013-

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

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

★★★★★

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: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 188mph
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,420kg

★★★★½

N/A

991 Carrera GTS 2014-

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

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

★★★★½

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: 430hp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.4sec
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

★★★★½

N/A

991 GT3 RS 2015-

Uses Turbo's ultra-wide body and packs a revised four-litre DFI engine over the 991 GT3. Lighter than a GT3 thanks in part to a magnesium roof and front bonnet.

Production numbers: 42 (UK)
Issue featured: 125
Engine capacity: 3,996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm
0-62mph: 3.3sec
Top speed: 193mph
Brakes: Front: 380mm discs; Rear: 380mm discs.
Wheels & tyres: Front: 9.5x20-inch; 265/30/ZR20 Rear: 12.5x21-inch; 325/30/ZR21
Length: 4,545mm
Width: 1,880mm
Weight: 1,420kg

★★★★★

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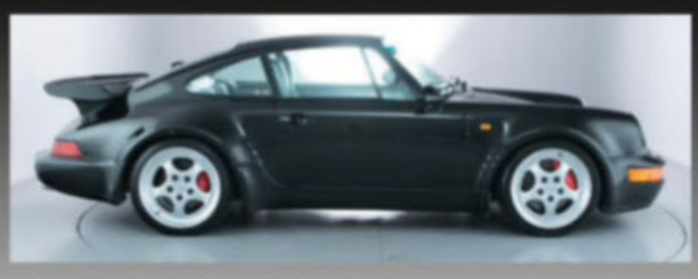

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1990 PORSCHE 928 5.0 GT - RHD
Metallic Velvet. White full leather interior. Full dealership history. One of only a few 928 GT manual cars left. 25,800 miles.

1995 PORSCHE 993 3.6 TURBO - RHD
Solid Guards Red. Black full leather interior - Excellent Condition. 18" Hollow Spoke Alloys (Turbo). FWD. Only 31,300 miles.

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Carrara White • Black Leather Seats • Touchscreen Satellite Navigation • 19" Boxster Spyder Wheels 26,950 miles • 2010 (60)
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PORSCHE 997 - GT3, TURBO, C4S, C2S, C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
Black Interior With Red Sports Bucket Seats, PSM, PASM, PCM 3, Touchscreen Sat Nav, Chrono Pack, 19" Gen II 997 GT3 Alloys, Full Service History.

2007 - 997 TURBO COUPE MAN (COBALT BLUE) 73,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, Alcantara Headlining, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

2006 - 997 TURBO COUPE TIP S (BASALT BLACK) 36,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, CD Changer, Xenon Headlights, 19" Turbo Alloys, Full Main Dealer Service History.

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy Wheels, Full Porsche Service History.

2010 - 997 GEN II C4S CAB PDK (BASALT BLACK) 36,000 Miles
Black Leather Interior, PSM, PASM, PCM 3, Touchscreen Sat Nav, BOSE Sound System, Bi-Xenon Headlights, 19" Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2S CAB PDK (SEAL GREY) 13,000 Miles
Grey Leather Interior, PSM, PASM, PCM3, Touchscreen Sat Nav, BOSE Sound System, Xenon Headlights, 19" GEN II Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2S CAB PDK (WHITE) 30,000 Miles
Grey Leather Interior, PSM, PASM, PCM3, Touchscreen Sat Nav, BOSE Sound System, Sport Chrono Pack Plus, Porsche VTS, White Dials, Xenon Headlights, 19" GEN II Alloy Wheels, Full Porsche Service History (Just Been Serviced).

2009 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 16,000 Miles
Black Leather Interior, PSM, PASM, PCM 3, Touchscreen Sat Nav, Alcantara Headlining, Bi-Xenon Headlights, 19" Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles
Black Leather Interior, PSM, PCM 3, Touchscreen Sat Nav, BOSE Sound System, 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, 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.

PORSCHE 996 - GT2, TURBO

2001/2 - 996 GT2 CLUBSPORT (POLAR SILVER)
Black Leather Interior, PSM, Sports Bucket Seats, White Dials, Climate Control, Carbon Fibre Centre Console, Full Porsche Service History, 18" Alloy Wheels.

2004 - 996 TURBO CAB TIP (BASALT BLACK) 70.000 Miles
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Black Leather Interior, PSM, BOSE Sound System, CD Changer, Rear Park Assist, 19" Carrera S Alloy Wheels, Full Service History, One Owner Only.

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.

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, Uprated 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, 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.

1995 - 993 C4 CAB MAN (IRIS BLUE) 108,000 Miles
Marble Grey Leather Interior, Semi-Electric Sports Seats, Electric Windows And Mirrors, 18" Turbo Alloy Wheels, Full Porsche Service History.

1994 - 993 C2 CAB (CARRERA WHITE) 103,000 Miles
Metropole Blue Leather Interior, Manual, Part-Electric Seats, Climate Control, Blue Hood, 17" Alloy Wheels, One Lady Owner Only, Full Service History.

1994 - 993 C2 COUPE TIP (BLACK) 93,000 Miles
Black Leather Interior, Becker Radio, Electric Seats, 17 " Alloy Wheels, Full Porsche & 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, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 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.

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.

1993 - 964 TURBO 2 COUPE 3.3 (GUARD RED) 72,000 Miles
Marble Grey Leather Interior, Sunroof, Rear Wiper, 17" Turbo Alloy Wheels, Full Porsche Service History, Exceptional Condition.

1989 - 964 CARRERA 4 COUPE MAN (GUARD RED) 127,000 Miles
Black Leather Interior, Rear Wiper, Sunroof, Electric Windows & Mirrors, 17" Alloy Wheels, Fully Documented Service History, Immaculate Condition.

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Grigio Silverstone With Sabbia, Crema Daytona Seats, Dual Mode Suspension, 19" Forged Diamond Wheel Rims, Full Ferrari Main Dealer Service History.

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

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.

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black Leather Interior, HGTC Package, Nero Daytona Seats, Xenon Headlights,19" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

2008 - F430 SPIDER F1 20,000 Miles
Fully Protected And Wrapped In White, Grigio Silverstone Coachwork, Nero Black Leather Interior, Full Ferrari Service History.

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

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Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly Restored, Concours Condition.

1958 - PORSCHE 356A SPEEDSTER 1600CC (BLUE MET)
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1972 - PORSCHE 911 2.7 RS TOURING 72,000 Miles
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1962 - JAGUAR 'E' TYPE ROADSTER 3.8
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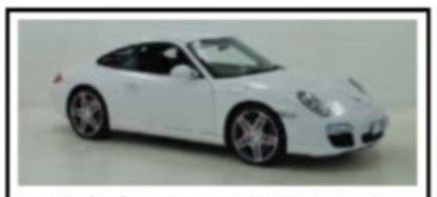
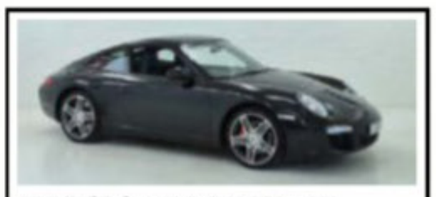
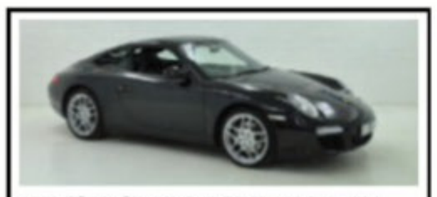


997 "2S" Gen 2 3.8 PDK (2009 - 09)
White with Black Leather, Sat Nav,
37k miles..... **£46,000**



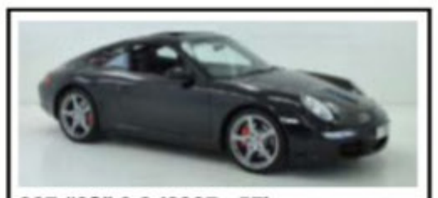
997 "2S" Gen 2 3.8 (2009 - 09)
Basalt Black with Grey Leather, Sat Nav,
31k miles **£40,000**

997 "C2" Gen 2 3.6 PDK (2008 - 58)
Silver with Black Leather, Sat Nav,
41k miles..... **£37,000**



997 "C2" Gen 2 3.6 PDK (2008 - 58)
Basalt Black with Black Leather, Sat Nav
50k miles..... **£36,000**

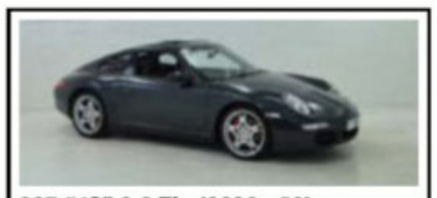
997 "4S" 3.8 Tip (2007 - 07)
Silver with Ocean Blue Leather, Sat Nav,
47k miles..... **£35,000**



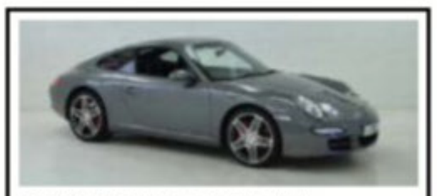
997 "2S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
44k miles..... **£34,000**

997 "2S" 3.8 Tip (2007 - 07)
Silver with Black Leather, Sat Nav,
40k miles..... **£33,000**

997 "2S" 3.8 Tip (2007 - 07)
Polar Silver with Ocean Blue Leather,
Sat Nav, 47k miles..... **£33,000**



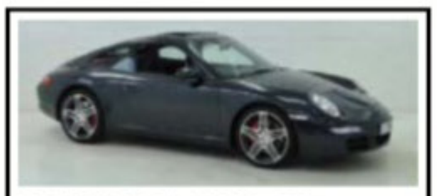
997 "4S" 3.8 Tip (2006 - 56)
Atlas Grey with Black Leather, Sat Nav,
51k miles..... **£32,000**



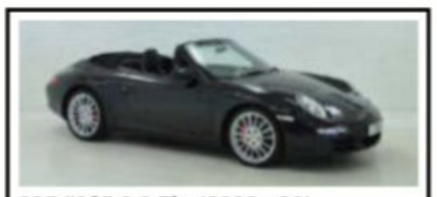
997 "2S" 3.8 Tip (2007 - 57)
Meteor Grey with Black Leather, Sat Nav,
51k miles..... **£32,000**

997 "2S" 3.8 (2007 - 07)
Meteor Grey with Red Leather, Sat Nav,
40k miles..... **£32,000**

997 "2S" 3.8 (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
34k miles..... **£31,000**



997 "2S" 3.8 Tip (2006 - 56)
Atlas Grey with Black Leather, Sat Nav,
48k miles..... **£31,000**



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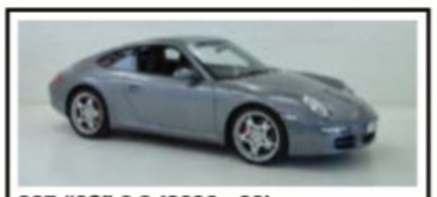
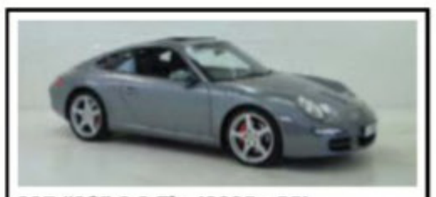
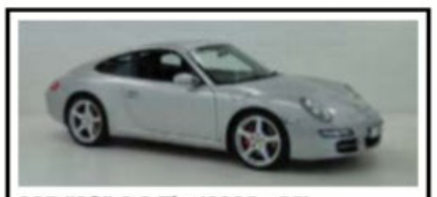
Black with Black Leather, Sat Nav,
52k miles..... **£30,000**



997 "2S" 3.8 (2006 - 06)
Seal Grey with Black Leather, Sat Nav,
40k miles..... **£30,000**



997 "2S" 3.8 Tip (2005 - 55)
Seal Grey with Ocean Blue Leather,
Sat Nav, 44k miles..... **£29,000**



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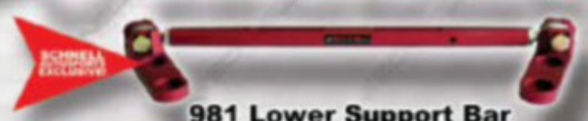
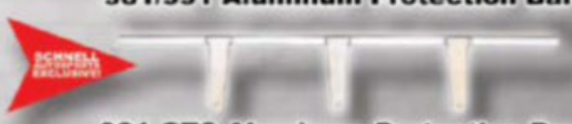

981 Lower Support Bar

981/991 Aluminum Protection Bar


981 GTS Aluminum Protection Bar

981/991 GT3 Front Swaybar Upgrade Kit

GT3 Lower Control Arm Upgrade Kit

981 Adjustable Rear Sway Bar

981 Third Radiator Kit

981 Pagid RS29 Front/RS14 Rear Brake Pads

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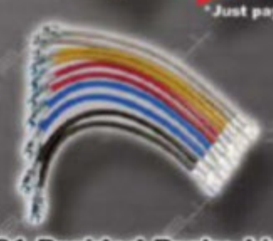
GT3 Master Brake Cylinder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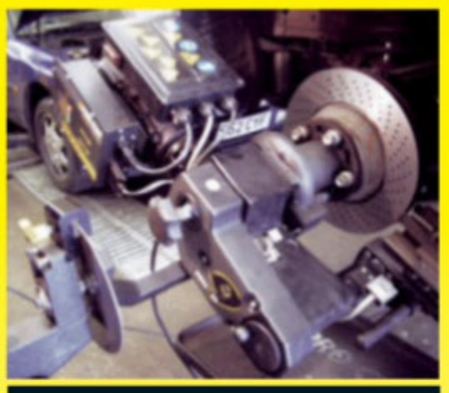

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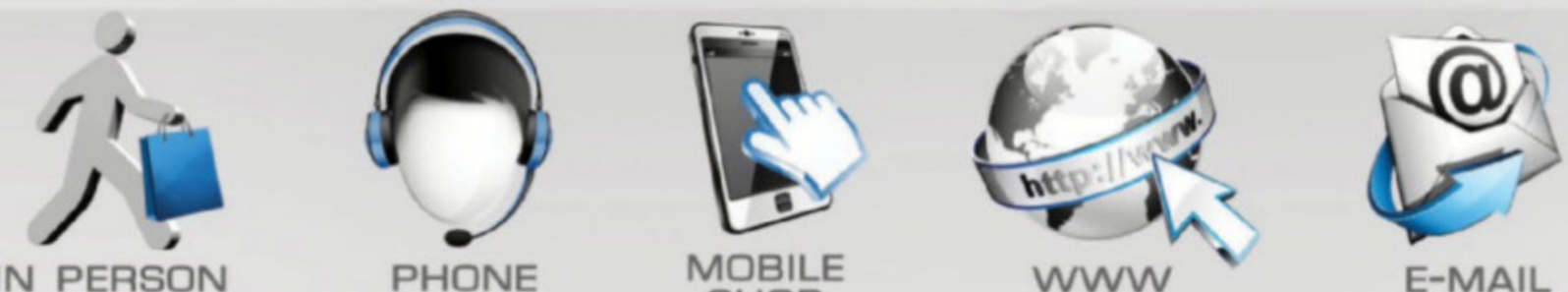

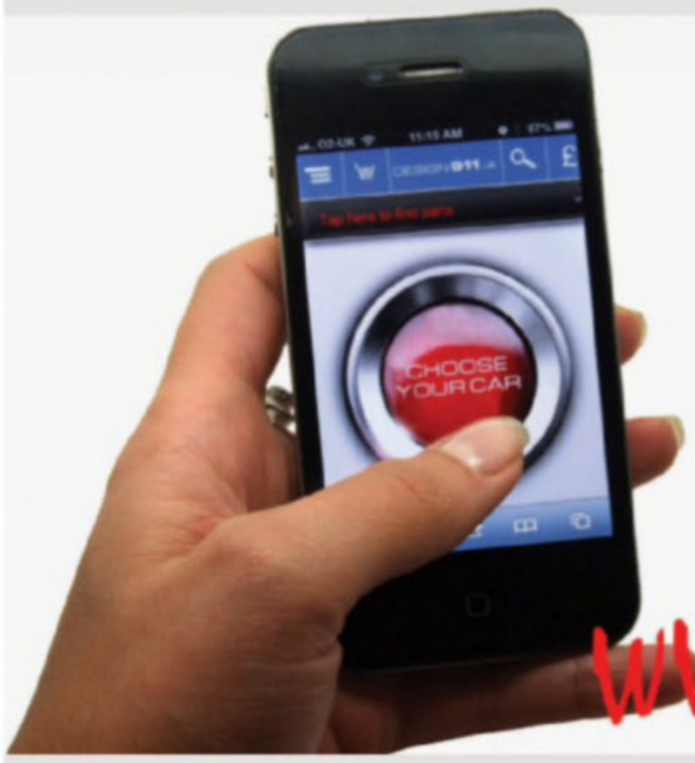

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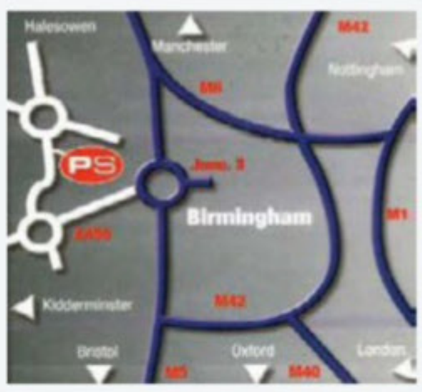

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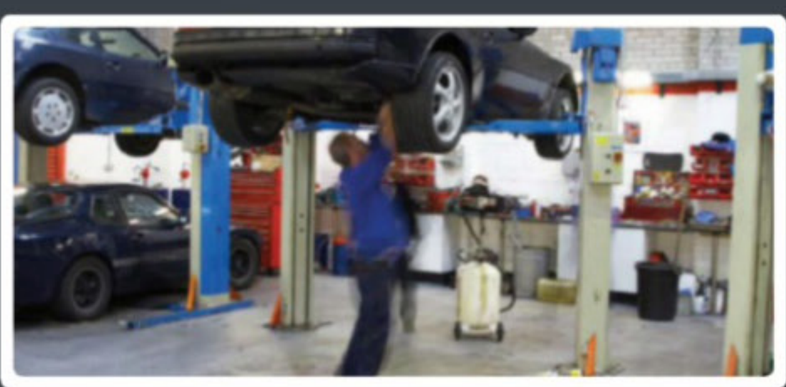

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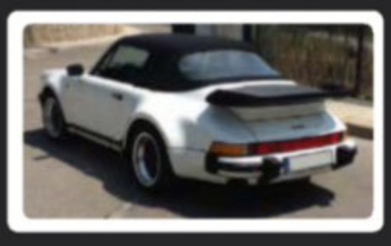

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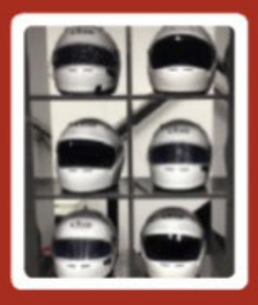

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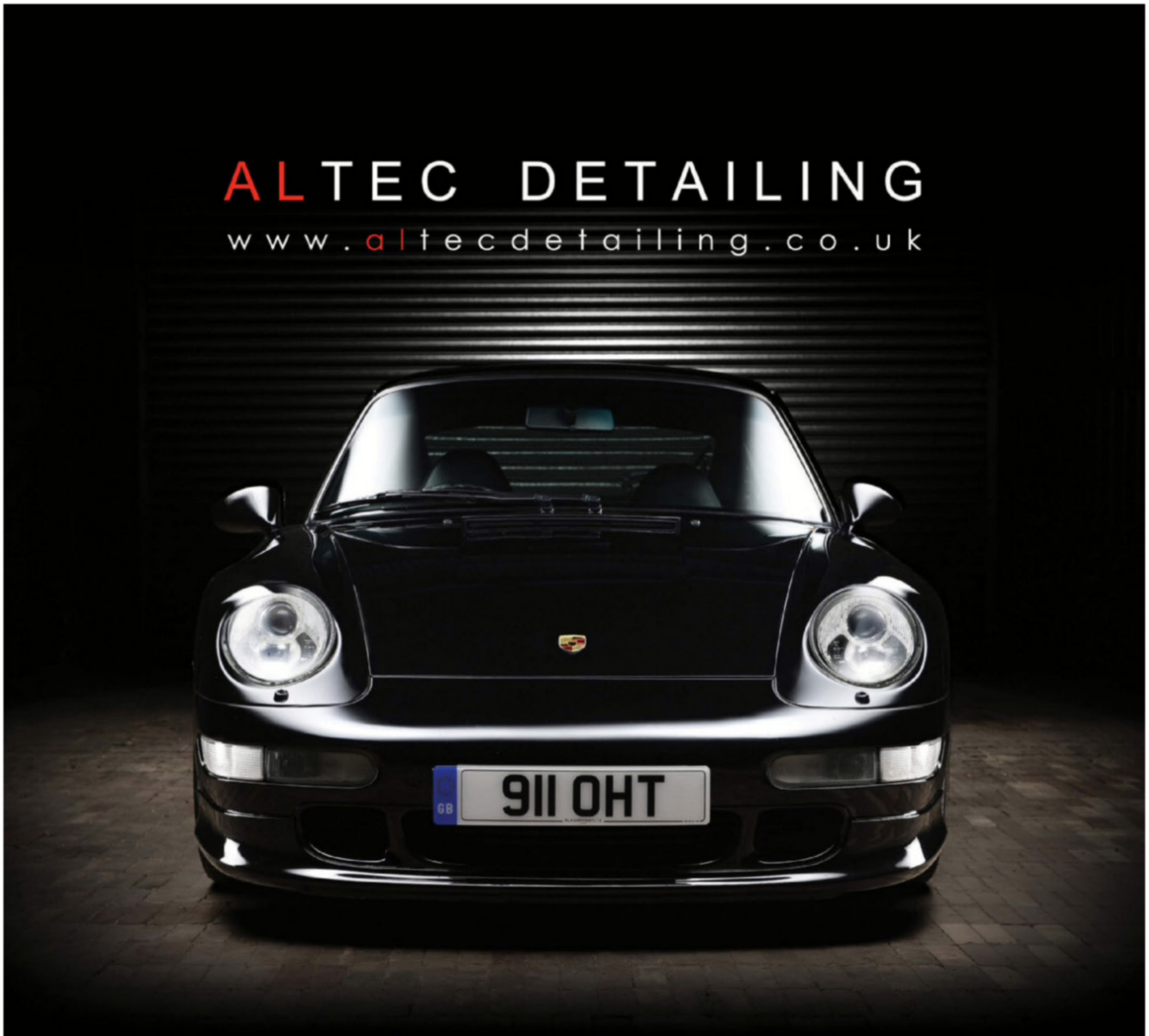

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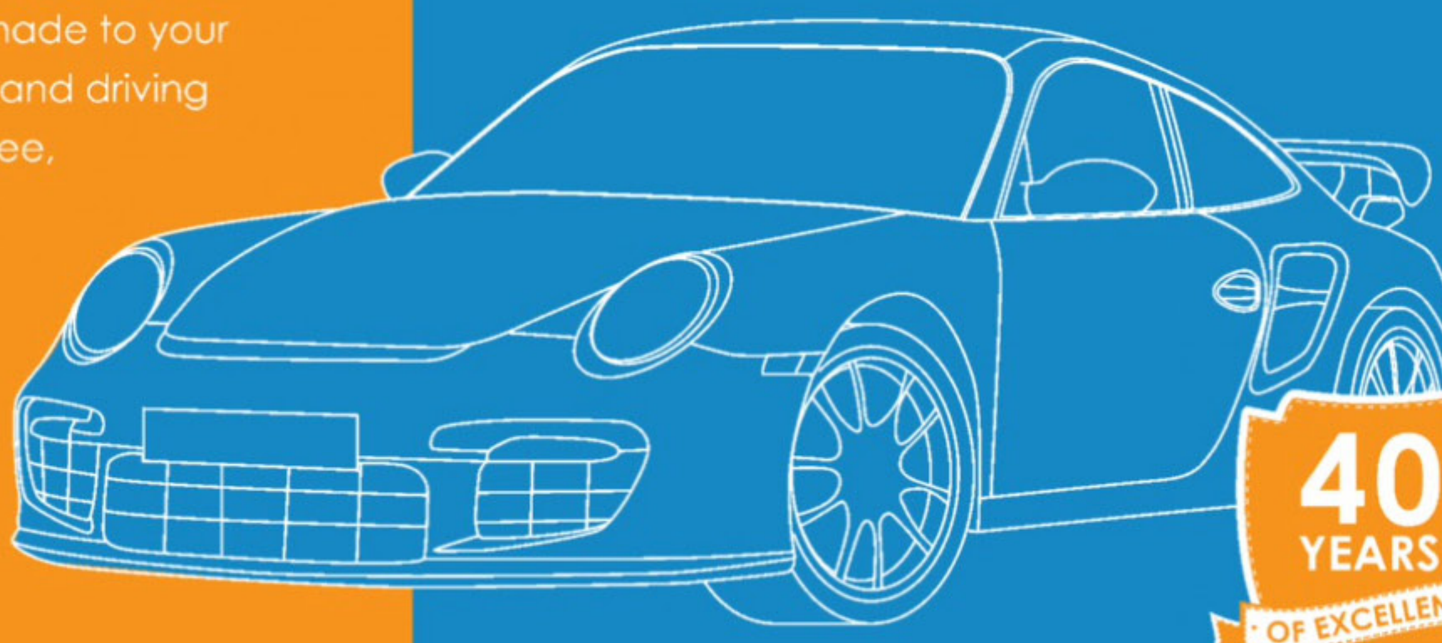

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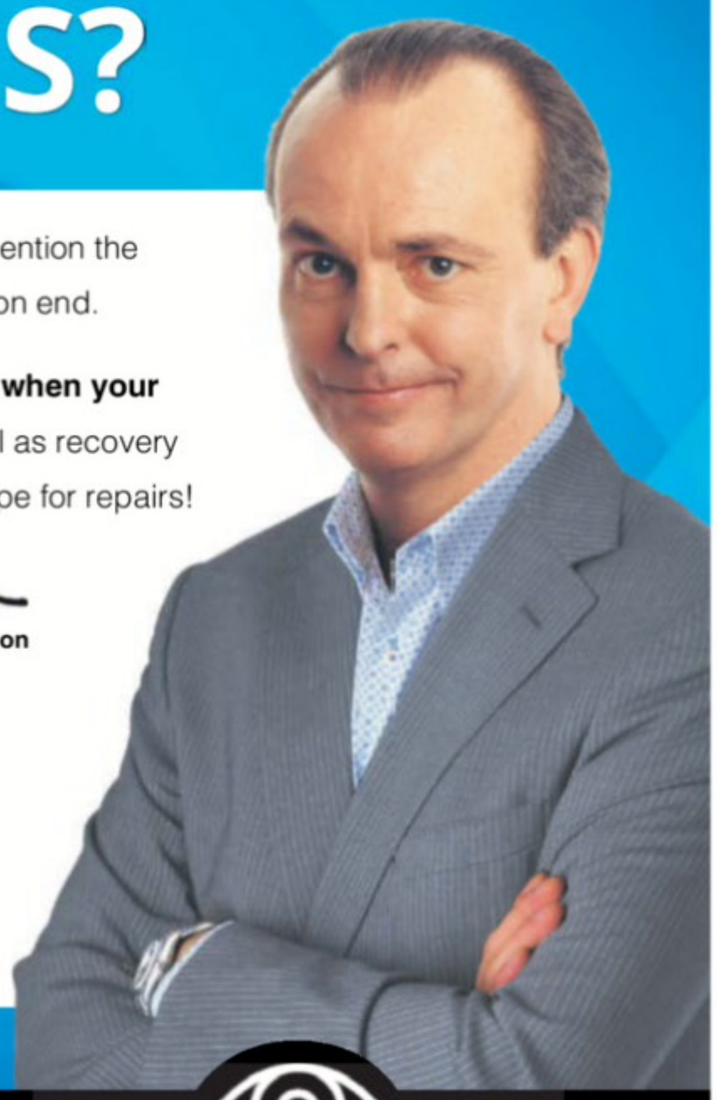

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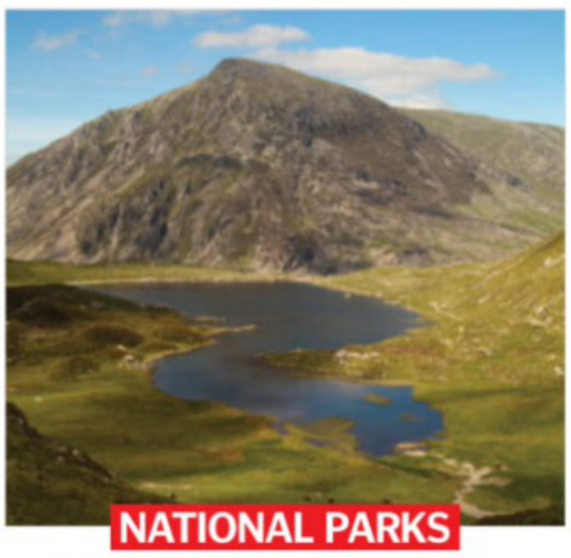
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Contents may be subject to change

B258, Eifel region, Germany

Written and photographed by **Maurice van den Tillaard**

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Essential info

LOCATION: Aachen to Mayen, Germany
COORDINATES: 50.3333° N, 7.2167° E

LENGTH OF DRIVE: 146km
POINTS OF INTEREST: Nürburgring, Ahr Valley wineries and vineyards, Ahr Valley hiking, Döttinger Höhe gas station
FOOD AND ACCOMMODATION: Plenty throughout the entire route with a higher concentration in Nürburg, Monschau and Schleiden

This picturesque route takes you through a portion of Germany's beautiful Eifel region via a selection of twisty countryside roads

The 258, also known as Bundesstrasse 258, is a German federal highway that runs over a distance of some 90 miles, from the city of Aachen to the village of Mayen. In the main, the route crosses the beautiful green German Eifel region from its northwest corner to the southeast part.

Leaving Aachen, the road first runs south along the Belgian border. Along this section you will find a 1.5-mile strip near Roetgen where this German highway crosses into Belgian territory. Interestingly enough, this road has no connection to the rest of the Belgian road network and the only notice of the border crossing is a small sign simply reading 'Belgien' (Belgium).

After this the 258 runs through Monschau, Schleiden and Blankenheim, where it starts to follow the Ahr river downstream, until it leaves the river again at Müsch. The Ahr Valley, home of some beautiful scenery, is well known for its German red wines. From Müsch the road leads you by the infamous Green Hell, also known as the Nürburgring. Of course it's possible to hop onto the 'Ring to do a couple of laps because it's open to the public most days of the year.

Parallel to the Nürburgring's long straight, along the 258 on a section called Döttinger Höhe, you'll find one of Germany's most famous gas stations along with their hotel and restaurant. Take a look inside the gas station and discover one of the most impressive model car collections you'll have ever seen. And yes, they are all for sale. The hotel and gas station have been there since 1927 when the 'Ring officially opened and the owners can supply you with any info you need and can tell you a good story or two about the infamous racetrack for good measure.

The only downside to the 258 is the many speed traps along the route, but with a good eye or the right device these can all be spotted well in time. Apart from that it's a great, curvy road to drive with many points of interest to discover, particularly on early mornings when there isn't much traffic to be found at all. Especially coming from the southern Netherlands, this is the road to choose to find your way to the Nürburgring. 911

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