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Total 911

THE PORSCHE MAGAZINE

GTS SUPERTEST

Last of the naturally aspirated 911s do battle. Which is best?



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BEST OF THE

997



993 RS
BUYING
GUIDE

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- ♥ Beverly Hills Car Club
- ♥ Nick Tandy column
- ♥ Specs for every model 1964-2015

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ISSUE 133



Revealed: the best of the last purists' generation as voted for by you



TURBO-LOOK!

Driven: The 3.2 Carrera that gave rise to Porsche's obsession with the 930-esque widebody

964 CARRERA 2 V 4

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Welcome

Rennsport Reunion V: wow. What a thoroughly outstanding festival of Porsche. If you weren't one of the 50,000 – a record number – to get out to Laguna Seca and see it for yourself, you missed a simply remarkable gathering of historic race cars. Simply put, Rennsport Reunion is three days of sheer Zuffenhausen utopia, a surreal world where you're almost desensitised to the exotic metal engulfing your eyesight no matter which way you look. I realised this on day three as I walked past a 997 RS 4.0, 959, Carrera GT and even a 935 all sitting next to one another, without even giving it much thought at the time.

Before leaving, I asked a representative of Porsche North America if it would consider hosting the event on a more frequent occasion. The reply of 'we'd love to, but can't' is justified simply because there's far too much to organise to make sure all cars, drivers and legends are in one place at one time to make the show *that* sensational, and after seeing the event for myself I can quite believe that. Like the World Cup, an Olympic Games, or a presidential election, a four-year gap between each spectacle reserves enough novelty to ensure Porsche enthusiasts enjoy a new and exciting experience each and every time. Great job, PCA – I look forward to Rennsport Reunion VI in another four years.

By the time you read this we'll have hosted our inaugural **Total 911 Awards**. It's always been a personal ambition of mine to introduce an event awarding excellence in the Porsche industry, and, with only hours to go before our lavish London showcase as I write this, I couldn't be more proud and excited. I'll keep you in suspense this issue as to who has taken home one of our ten prestigious awards (though we reveal all via total911.com if you really can't wait) but I place on record my thanks to our partners Hexagon Modern Classics, JZM, Porsche Cars Great Britain, the Porsche Club Great Britain and Poole Accident Repair for their support. Unlike Rennsport Reunion – and somewhat contradicting what I said a couple of paragraphs previously – the **Total 911** awards will be back again next year as we continue with our new legacy. Some things just can't wait!

“Great job, PCA – I look forward to Rennsport Reunion VI in four years”



Lee Sibley

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PORSCHE 718 W-RS

PORSCHE MUSEUM

Engine 2.0 L Flat-8

Weight 1,508 lbs (648 kg)

Horsepower 210 hp

Top Track Speed 161 mph

Shot ¹⁹¹¹ Opening

It was hard to know where to look when perusing the paddocks at Rennsport Reunion V. Even in moments of supposed tranquillity around the back of the pits, Porsche racing legends appear. Here the star is the iconic 1970 Salzgurg-liveried 917K as a 718 W-RS waits in the shadows.

Photograph by **Porsche AG**

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997



“To help us choose our super six, we enlisted the help of the people who turned this generation into such a success: you”



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Update

LATEST NEWS, KEY DATES, STAR PRODUCTS & RACE RESULTS FROM THE WORLD OF PORSCHE



Porsche unveil 991.2 Carrera 4 range

Forced-induction, four-wheel drive 911s showcased ahead of LA debut

Hot on the heels of the new 991.2 Carrera platform, Porsche has officially launched the Gen1 991 Carrera 4 range (including Targa 4/4S models). As with the 2016 model year C2s, the new Carrera 4 is powered by the twin-turbocharged, 3.0-litre flat six 9A2 engine developing 370hp in 'Carrera' trim. 4S models are boosted by a further 50hp thanks to a revised exhaust system, engine management and turbos.

Like previous Carrera 4 generations, the 991.2 has a wider bodyshell than its C2 brethren, with the rear arches flared by 44mm. The classic, full-width rear light bar also returns, its design fitting seamlessly with the Gen2 991's 3D effect brake lights. The additional girth means the new Carrera 4s carry an extra 50kg (the same weight penalty as seen on the 991.1). This brings the latest 911 Carrera 4 up to 1,480kg while the 4S hits the scales at 1,490 kg.

Developed on the 911 Turbo, the Carrera 4's four-wheel drive system makes the switch to electro-hydraulic activation on the 991.2, a move that means the system "responds with even more speed and sensitivity". Porsche explains that the benefits of the switch manifest in greater stability without compromised agility. The all-wheel drive package also

allows the Carrera 4S to sprint from 0-62mph in just 3.8 seconds thanks to the use of the Launch Control function. This is faster than the revered 997 GT3 RS 4.0. Like previous C4s though, the additional drive to the front wheels does remove 20 litres of capacity from the front luggage compartment.

As with the C2, Porsche Active Suspension Management (PASM) is now a standard feature on all Carrera 4 models, while rear-wheel steering is an option on the Carrera and Targa 4S variants, a move that sees technology from the Turbo and GT3 models trickle down to the latest generation platform.

Inside, the Macan-style, 375mm steering wheel comes as standard, although a 360mm 'GT Sport'

item is available as an option. Moreover, for cars with the Sport Chrono package, the 991.2's steering wheel gains the new 'Mode' switch, allowing the driver to change between the normal, Sport, Sport Plus and new Individual dynamic settings. There's also the revised PCM that now comes with a seven-inch touchscreen featuring pinch, swipe and handwriting capabilities on top of greater smartphone connectivity (including Apple Car Play).

The new Carrera 4 range will be officially revealed in the metal at the Los Angeles Auto Show later this month before the first deliveries arrive at Porsche Centres around the world at the end of January (roughly a month after the first C2 arrivals).





Oliver Blume in as board reshuffled at Porsche

New Chairman of the Executive Board announced as Matthias Müller moves to VW

Porsche AG has announced Dr Oliver Blume as the new Chairman of the Executive Board, replacing Matthias Müller. As part of the fallout from the VW diesel emissions scandal, Müller (who had led Porsche since 2010) agreed to join the Volkswagen Group as its new CEO in September, in place of Martin Winterkorn.

Blume previously worked as Porsche's Head of Production and Logistics. In his former position, the 47-year-old oversaw the creation of the 918 Spyder shop, as well as the expansion of the Leipzig plant. He takes over

at Porsche AG at a time when the company is investing €1.1 billion in its various production sites over the next five years.

On top of Blume's ascension to the top job at Zuffenhausen (and Müller's move to VW), other senior executives have been reshuffled as part of the VW board's changes. Bernhard Maier – formerly Porsche's Head of Sales – has departed to become Chairman of Skoda. Detlev von Platen, who returns to the Porsche AG fold having headed up Porsche Cars North America for the last seven years, will replace him. During von Platen's time

in the US, PCNA had grown to enjoy record sales.

Elsewhere, Wolfgang Hatz – Porsche's Head of R&D – has been suspended by the Volkswagen AG board while the investigation into VW's cheating of emissions tests is carried out. Hatz also heads up engine and transmission development across VW.

Finally, Porsche will be given greater autonomy within Volkswagen's management structure after it was announced that a new Porsche brand group will be created, which would also include Bentley and Bugatti.

What's on in 2015

- Steve McQueen: The Man And Le Mans **13 November (USA)** Long-awaited film documenting McQueen's story will reach cinemas
- Los Angeles Auto Show **20-29 November** The last major motor show of 2015 takes place in one of Porsche's key markets
- Ace Café Porsche Night **30 November** Starting at 6pm, there will be a delectable display outside London's famous greasy spoon showcase
- 991.2 Carrera deliveries **December** The first turbocharged 911 Carreras will arrive at OPCs in time for Christmas
- Porsche Tour of Portugal **14-17 December** Starting and finishing in Lisbon, this is the perfect winter driving getaway

Zuffenhausen to revive 911 R for back-to-basics 991?

Rumours abound that new purist Porsche based on legendary '67 car will debut at Geneva 2016

A new Porsche 911 R is in the Zuffenhausen pipeline according to the latest rumours from Germany. Suggestions of a back-to-basics 991 model – possibly named the 'GT' – have abounded since the summer when Porsche trademarked the 'GT5' moniker. Now though, more details have emerged that, if true, suggest the rumoured 991 R will more than satisfy driving purists.

Reviving the legendary 911R badge from 1967, the new car will, like its namesake, feature some weight saving, with speculation suggesting that the dry weight will be somewhere south of a 991 Carrera GTS as a minimum. The biggest news though is that the R will get its propulsion from the current 911 GT3's high-revving 9A1 flat six. Some have suggested that the 4.0-litre version currently found in the RS will feature, however the 3.8-litre, 475hp unit seems more likely.

Unlike the GT3 line-up though, the 911 R will not feature any motorsport-derived aerodynamic features such as a rear wing. The body is likely to be a narrow shell from the Carrera 2 while the suspension will be more basic than the Weissach-developed GT cars. Tyre widths will also be reduced over the GT3, reducing overall grip and placing a premium on driver involvement rather than outright speed. For fans of truly analogue 911s, the Porsche



991 R will also shun the seven-speed PDK gearbox found on the GT3, instead using a manual shifter. Although the number of gears has yet to be confirmed, it is likely that the revised seven-speed 'box from the Carrera GTS will be used. While designed as a 991 for traditionalists, expect the 991 R to come with some form of electronic

controls too (as well as the much-debated electrically-assisted power steering).

While the car has not yet been spotted by **Total 911** spies at the Nürburgring, the car could debut as soon as the 2016 Geneva Motor Show next March – the event was used in 2013 to unveil the ground-breaking 991 GT3.



Rennsport Reunion V enthralls record crowd

50,000 enthusiasts at Laguna Seca for fifth running of Porsche's historic motorsport extravaganza

It had been four years since the last Rennsport Reunion, so it should, perhaps, have been no surprise that over 50,000 people turned up to Laguna Seca Raceway in Monterey, California for Rennsport Reunion V. The record crowd was treated to the largest gathering of Porsches in the world, providing a three-day feast for even the most discerning Porscheophiles.

On track, there were races for every form of Porsche sports car, from the earliest 356s to the 2007-08 America Le Mans Series dominating RS Spyders, with the Porsche GT3 Cup USA (the American Carrera Cup equivalent) also racing twice to decide the fate of the 2015 title; Elliot Skeer took the crown after victory in the

first encounter. In the other events, a number of famous faces found themselves behind the wheel, including factory racers Patrick Long and Jörg Bergmeister, as well as Porsche collector and dealer, Bruce Canepa.

The static displays also wowed, with the new Porsche 911 Carrera making its US debut. Perhaps the stars though were three Le Mans icons: the 356 SL Coupe, 1970 917K and the 2015 919 Hybrid, representing Zuffenhausen's first entry, debut win and latest victory at Circuit de la Sarthe. The latter was also seen out on track where winning drivers Earl Bamber and Nick Tandy were reunited with one of the LMP1 class prototypes for some demo runs around the 2.24-mile track. Here are some more of the highlights:





Rennsport Reunion had it all, with a stellar line-up of past and present racing legends reunited with Porsches that helped them achieve some notable victories. Static displays showcased the best of Zuffenhausen's motor-racing heritage



Meanwhile, the clock was turned back on track at Laguna Seca, with the full embodiment of Porsche's racing history competing against one another across seven different era-specific categories all weekend



Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



Porsche wins at Petit Le Mans

Three USCC titles for Porsche after 991 RSR victory at Road Atlanta

Porsche wrapped up all three Tudor United SportsCar Championship GTLM class titles in emphatic fashion at the 18th annual Petit Le Mans as Nick Tandy and Patrick Pilet guided the number 911 Porsche North America Racing 991 RSR to overall victory around Road Atlanta. The win – Weissach's first outright success at PLM – secured Pilet the 2015 drivers' title while allowing Porsche to successfully defend the manufacturers' crown it won last season.

Normally run over ten hours, this year's Petit Le Mans was blighted by horrendous conditions across the weekend, meaning the race had to be red-flagged conclusively after just under eight hours of racing. However, Pilet and Tandy's triumph was certainly not gifted to them. Practice and



qualifying had shown that the fastest GTLM cars (with their heavily developed Michelin tyres) were more than a match for the normally quicker prototype cars in wet conditions.

Despite having to start at the back of the 37-strong field (a technical infringement in qualifying seeing the number 911 crew lose their times) the Anglo-French duo immediately set about carving through the field. With Tandy chasing Earl Bamber (who also started at the back after an accident in qualifying) in the number 912 RSR, the factory Porsches were soon at the head of the GTLM pack before Tandy took the overall lead for the first time just after the hour mark.

While Bamber, Jörg Bergmeister and Frédéric Makowiecki would be hampered by multiple issues, eventually coming home eighth in the GTLM class, the number 911 car ran like clockwork in the torrential downpours that continued to hit Braselton, Georgia throughout the race, with Pilet leading outright again between laps 135 and 152. A red flag after five hours and 21 minutes – due to a waterlogged track – could have derailed their challenge. However, after Tandy took over at the restart, the Briton went on a charge, taking the top spot for the final time on lap 190 with a stunning pass on the lead prototype before the race prematurely ended after seven hours and 51 minutes.

Cammish charges to Carrera Cup crown

Redline Racing driver becomes second consecutive rookie to win Carrera Cup GB

At the penultimate round of 2015, Dan Cammish secured his maiden Carrera Cup GB title as Dino Zamparelli took his first wins in the UK's one-make Porsche series at Silverstone. Cammish, who had won ten of the year's 12 races running up to Silverstone, secured the championship with second place behind Zamparelli in race one.

The Redline Racing driver was made to work for it after overcoming title rival Michael Meadows for the number two spot, though. Their battle allowed Zamparelli (who had switched from Parr to GT Marques before round seven) to escape and take a breakthrough victory in his first season of Carrera Cup racing.

The second race saw a tight battle between Meadows, Cammish and outgoing champion Josh Webster, with the latter, driving for Team Parker Racing, winning on the road. However, the 21-year old was later disqualified for his part in an incident while disputing the lead with Meadows. Contact between the pair saw Meadows spin down to sixth while Zamparelli was able to sneak past Cammish for second on the road.

This was to prove crucial after the stewards promoted Zamparelli to the top spot, giving the single-seater convert his second win in as many races. Cammish therefore left a Carrera Cup GB meeting without a win for the first time. However, the 2015 title was more than enough consolation for the Leeds-based racer.

Motor racing in 2015

November

Classic 24 Hours at Daytona
11-15 November
Like the Le Mans Classic, but through the night at Daytona in Florida

FIA GT World Cup
19-22 November
GT3 cars take to the streets of Macau (near Hong Kong) for the FIA's World Cup

East Africa Safari Classic Rally
19-27 November
Tutthill will once again be gunning for victory in the gruelling Safari Rally

Six Hours of Bahrain
20-21 November
In the desert, Porsche's claim to the 2015 FIA WEC title will be settled

December

Gulf 12 Hours
10-11 December
The last endurance race of 2015 sees the GT3 head to Yas Marina in Abu Dhabi

January

Roar Before the 24
8-10 January
The 2016 USCC season kicks off with the pre-Rolex 24 test at Daytona

Modify a GT2,
GT3, or RS?
Crazy?




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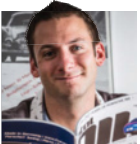
Nick Tandy

THE LE MANS WINNER GIVES HIS VIEWS FROM BEYOND THE PIT WALL



Conquering the little Le Mans race

After his previous win at the 24 Hours, Nick rounded off his season with a victory at Petit Le Mans



I'm still stunned. Petit Le Mans was a fantastic weekend, wasn't it? The weather may have put a bit of a damper on the carnival atmosphere (when I wasn't driving, I was mainly in the team truck hiding from the rain) but it was just the perfect race for us – the perfect conditions.

Before the weekend we didn't expect to be in contention for overall honours but, when we started testing, we knew how fast we were. Of course, at that stage though we were not even thinking about our overall race position; all we were concentrating on was beating our BMW and Corvette rivals to the title.

Interestingly, when it was really, really wet we weren't particularly good because we were getting a lot of aquaplaning, whereas the prototypes – with their higher downforce and deeper grooves on their tyres – could push through it a bit more. However, when it was just wet, we were miles quicker.

Some people have attributed our victory to the Michelin tyres that the GTLM field use and clearly they made the biggest difference because one of our BMW rivals finished second overall. Our tyres worked well in the light rain that we had for much of the race but the Porsche was also clearly the quickest car and that's not always the case when it's wet on track.

Road Atlanta is definitely a circuit that suits us (as we've proved over the last few years) and there are a lot of slow speed acceleration zones, which are exactly where you need to be good in the rain. There's also a lot of high speed stuff where we've been very good this year. Then, of course, having two European drivers – one from England, one from Northern France – definitely helped. Everything just fell into place during the race and I feel, even had we run the full ten hours, we would have stood a good chance of winning outright.

It was definitely the right decision to stop the race though. It was dangerous at times. In places, it was blind faith driving down the straights, hoping that no one has spun out in front of you. You wouldn't have seen them until you hit them. It wouldn't have taken much for somebody to crash in a position where visibility was pretty poor and for something really dangerous to happen. So, I was pleased to see it go red in the middle when it got too heavy and, of course, I was very relieved for the chequered at the end because it was also getting dark.

It was great to win overall at Petit Le Mans (to see the surprise on everyone's faces back at the Porsche Cars North America hospitality afterwards was brilliant) but, from a team point of view, the big thing was that we wrapped up all three championships.

Le Mans was obviously a big one for me but this is the culmination of two years of work in the US. It's such a marked difference this year to last year how we progressed throughout the season. Whereas last year we had a great start and encountered problems along the way, this season we had a couple of issues near the start but then we've just got stronger.

Winning the teams' title was especially satisfying as you can't rely on your teammates when you have a bad weekend. In the manufacturers' championship, Porsche has three cars that could score points but in the teams' standings it's all down to you and your crew so, to have done the best job consistently from January to October was a fantastic reward. And, while I couldn't win the drivers' championship due to my Le Mans break, it was humbling that Patrick (Pilet) felt the only thing that could make his success even better was if I could have won with him.

We've developed a great relationship this year, which is one of the keys to our success together. At the start of the year, we changed the way we operate across each weekend, with one driver often doing all the setup work ahead of qualifying. This takes a lot of trust but we both have a lot of respect for one another and I think the results speak for themselves.

Ben Barker

THE SUPERCUP SUPERSTAR REVEALS ALL ABOUT ELITE ONE-MAKE RACING



Gaining a virtual racing advantage

This month, Ben takes us through his new role at Gulf Racing's simulator programme



Last year I was lucky enough to compete for Gulf Racing in the European Le Mans Series, racing their 911 RSR alongside Adam Carroll and team co-owner, Mike Wainwright. Thanks to the relationship I developed with them, I was asked to come on board with the team as an ambassador for their rapidly developing simulator system, using my industry knowledge and contacts to further their new programme.

They've spent a lot of money on the rig, which can rotate through 360 degrees to mimic some of the forces felt from inside the cockpit. Obviously, the simulator cannot entirely mimic real life, but we've made sure that the key elements are as close as possible to reality, including the use of a hydraulic brake pedal. Even still, it's hard to replicate things such as locking brakes – it's a hard sensation to describe, almost as if skating on ice – which isn't always felt through the car, so simulators often struggle with this element of race car driving. Different drivers feel things in different ways too, so there will always be room for fine tuning, but we're always looking at ways to improve the experience.

To help with the simulator's levels of realism, I've also spent some time helping to develop the 991 GT3 Cup and RSR models. I've driven both cars in real life

and know the difference in dynamics between the two; creating accurate models wasn't too difficult, with the real life data translating pretty well to the virtual world.

Simulators have become such a key tool in the motorsport industry as they are so much cheaper than actually testing at a circuit (with all the travel and running costs that entails). I'm also going to be doing some coaching for Gulf Racing's simulator clients, helping drivers fine-tune and enhance their technique. For complete amateurs, this could include learning the right lines at new circuits, while more seasoned competitors often know what they need to do. For example, recently I've had some problems in qualifying, so the simulator is a great place to practice the intensity of a 15-minute session where you have to get the most out of a new tyre. The great thing is, if you mess up, you can practice over and over again, something that would cost a small fortune in real life.

It's interesting to be working on 'the other side' of a race team and, hopefully, it can keep my name about for future opportunities in real (as well as virtual) Porsche 911 race cars. 2015 hasn't been the best season; I've had some especially duff luck at recent races with a car written off at Monza and gearbox gremlins at Oschersleben. However, there have been

some great moments too, like my Supercup podium at Monaco and, looking ahead, there are some really exciting prospects on the table for 2016.

Next season, I really want to get back into the endurance racing side of things. The virtual stuff is cool, but driving the real thing is even better, especially as there aren't many people who ever get to experience a top class GT car, such as the 911 RSR (unless you've got a factory contract). I'm also looking at series such as Blancpain and the VLN (as well as the United SportsCar Championship in America), all of which use GT3 level machinery. It's time for me to make a full-time category step up and, with their focus on endurance, I know I can perform well at any of those series. I proved as much in 2014 on my various ELMS and USCC outings.

Endurance racing is something that I really enjoy. Compared to the sprint format of Supercup and Carrera Cup, it is a lot more involving, not just for me but as a whole team. Everyone has their part to play, which makes success all the sweeter. From a driver's perspective, I've always prided myself on my consistency too, which is definitely a key attribute in long distance events. I love getting behind the wheel for hours at a time (who wouldn't?) and really getting into a flow. Hopefully next season I get to experience that again.

Lifestyle

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www.alcosense.co.uk



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shop.ee.co.uk



Road Angel Halo camera

£199.99

With insurance claims becoming ever more disputable, it is no wonder that the popularity of dashboard cameras has risen rapidly. This latest offering from Road Angel films forward at 720p HD with a rear camera capturing all the action at 480p. With a built in G-force sensor, it can rapidly turn on to capture perpetrators even when your car is parked up.

www.roadangelgroup.com



TomTom Bandit action camera

£299.99

GoPro isn't the only player in the action camera world. There are a whole host of alternatives now, including TomTom's Bandit, a fully self-contained unit that can film cinematic quality videos in 4K. Featuring built in speed, G-force and altitude sensors (as well as GPS), the Bandit automatically notes down any video highlights when filming. Combined with the companion app, this allows you to literally just shake your phone to edit together awesome videos.

www.tomtom.com



Lifeline digital tyre pressure gauge

£45.70 (ex VAT)

As we explored in issue 115, not all tyre pressure gauges are born the same; often no two gauges will read the same. With Lifeline's digital gauge, the Parallax error that creeps in with traditional dial-faced gauges is eradicated and, with an accuracy of just +/- 1 per cent, this must-have tool for any garage should ensure that your tyre pressures are always where they need to be.

www.merlinmotorsport.co.uk



TomTom GO 610

£199.99

The TomTom GO 610's huge six-inch touch screen (with pinch, zoom and swipe capabilities) certainly gives a clear view of your desired route. But the real trick up this satnav's sleeve is its ability to connect to your smartphone's internet (via Bluetooth) to provide real time traffic updates. Spotting hold-ups ahead, the device can reroute and get you home on time. Also available in five-inch form.

www.tomtom.com

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THE VERY BEST OF YOUR PORSCHE OPINIONS VIA EMAILS, LETTERS, THE WEBSITE & SOCIAL MEDIA



No need to panic

Dear Sir,

There we have it. The new turbocharged Porsche 911 Carrera has arrived and the world still hasn't ended. Leading up to the launch, some people's comments would have led you to believe the apocalypse was near, rather than the addition of two turbochargers to the bottom-of-the-range 911. Now we've all had time to digest the details though, I think we can agree that Porsche's latest creation looks fantastic, doesn't it?

Sure, no one outside of Zuffenhausen has had a chance to drive it yet but, judging by the video on the **Total 911** website, the flat six sound hasn't been murdered from inside the cockpit. Even I'll reserve

judgement on the throttle response but Porsche seems to have had its cake and eaten it, combining increased power with improved fuel consumption.

The thing that has really impressed me with the new 911 though is the level of customisation available to buyers. With the addition of rear-wheel steering on the Carrera S, along with the smaller steering wheel option and the 'Mode' switch, it really looks as if you can have your new 911 any way you want it.

Maybe some people think this influx of choice is diluting the 911 platform but, to me, it's satisfying everyone. Want a basic 911 with a passive rear axle

and manual gearbox? Get the standard Carrera. Want a fully-kitted out grand tourer? Go mad with the options on a Carrera S.

Porsche has always been about building a sports car for the people and, by giving greater choice than ever before, that is surely what it is doing with the second generation 991. Coupled with some subtle styling tweaks and I think that they're onto a winner. In a few years time, we'll have forgotten all about the brouhaha over turbochargers and will instead be praising Zuffenhausen's engineers once again for working their usual miracles.

Graham McCallister

Total911.com Poll

Should Rennsport Reunion run every year?

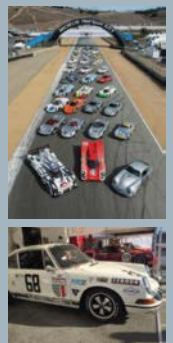
We all enjoyed Rennsport Reunion V, but should VI be only a year away? Here are the results:



@Total911

The best tweets about Rennsport Reunion V and Porsche's USCC victory:

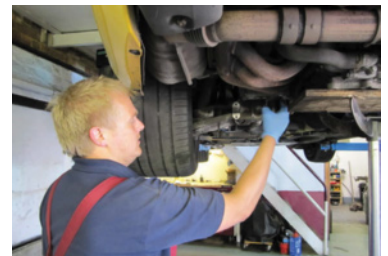
- @Porsche A record setting event: Nearly 60K #Porsche fans gathered at #PorscheRRV. Here's a snippet of what they experienced.
- @earlbamber Loved getting back behind the wheel of the #919hybrid at #PorscheRRV
- @pLmotorsport First race of the weekend for me about to start. 1968 T/R 2.0 911.
- @PorscheNAracing CHECKERED FLAG WE WON!!!! WE ARE CHAMPIONS!!!!





WIN!
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Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Porsche 911 RS Book volume 3** bookazine worth £9.99!



Singer showcasing

Dear Sir,

I'm a big fan of **Total 911** and love my 997.2 Turbo S. I've never seen an article on the Singer 911 in your magazine. Have I missed it or have you not covered it? It's an interesting concept and I'm sure other readers would be interested too. Have you any plans to do a feature on it in the future?

Brian Courname

We have indeed featured Singer in Total 911, most recently in issue 110 where we showcased their 'Brooklyn' build. Issue 109 also saw us go behind the scenes at their workshop. Both issues can be downloaded at www.greatdigitalmags.com.

What R we waiting for?

Dear Sir,

The news that Porsche may build a modern day 911 R for the road is fantastic. Should the plans come to fruition it should certainly put a stop to those who believe the 991 generation is more Audi than Porsche. However, why has Porsche taken so long to create a car that focuses more on driving pleasure than chasing a Nürburgring lap record? It seems especially odd timing as VW Group looks to cut costs in the wake of the diesel scandal.

Either way, I cannot wait for a GT3-engined, narrow-tyred, manual-gearboxed Porsche 911. Sure it won't be anywhere near as light as the original 911R, but that isn't the sole

point. It's a car that will remind people that Porsche builds 911s first and foremost for enthusiasts rather than poseurs. I'm sure there will still be some electronics to keep it all in check but, if they get it right, this should be a 911 that takes real skill to drive quickly.

Hopefully the bit about only planning to build 600 (a la the RS 4.0) isn't true though. With the supposed cachet of exclusivity – and a price tag to match – the worst thing that could happen to the 911 R is for them to fall into the hands of collectors.

Porsche 911s have to be driven to fully understand them and the R looks set to provide the most exhilarating experience since the end of the air-cooled era.

Simon Chester

IMS enquiry

Dear Sir,

Which IMS bearing replacement is better to retrofit: standard steel or ceramic? Does one get a better oil feed than the other? An honest review would be great.

Steve Sanford

Steve, according to Mikey Wastie at Autofarm (experts in IMS problems), "The best solution is to fit the 997 shaft but this isn't economic. We have been installing all types of IMS and with customers doing their own research we will fit the one they want. We are increasingly fitting more of the Vertex steel solution. This comes with a punch so you can make a hole in the IMS to improve

Join the debate

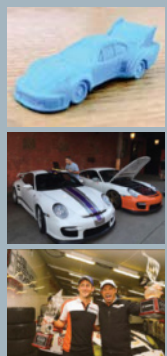
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Total911.com hot topic:

Porsche 911 R to be unveiled at 2016 Geneva Motor Show?

A 21st Century 911 R is in the pipeline. Here are the best of your responses to the news:

- @henryhopefrost** Why on earth have I missed #RennsportReunionV again? #PorschePorn
- @Autofarm** From Japan, the softest @PorscheRaces 935 possible! #Porsche #rubber
- @SharkWerks** On the way to rennsport with 1600hp
- @PatrickPilet** Thanks to my team mate and Friend @NickTandyR !! You're champion with me!!! #DreamTeam



- Sounds like a lovely thing but a bit confused by the model strategy... more or less special than #GT3? **@Nicholls_J**
- The 991 range, whilst a success in production numbers, until now has not bred a lasting icon. Maybe this will be it. **Tarkan Süalap**
- Do we dare to dream? Fingers crossed @Porsche build it. **@thetimhutton**
- Would be mad! GT3 engine with manual box! **Scott Gardner**

- @Porsche please make more than 600 Rs. **@SterlingWBond**
- Nooo don't dilute the GT brand even more... GTS was already bad enough **@speed_is_good**
- Could this be a good collectable one do you think? **Smb Bullock**
- Sounds super, but "rumour", "in March 2016" and "all 600 sold out" is rubbish news for a mortal who wants one. **@zbdendr**

oil feed.” I hope this helps with your decision.

Popular 911s

Dear Sir,

Having read about ‘The six most popular Porsche 911s of all time’, I might as well start the boasting now. I have a totally factory original 1986 Carrera 3.2. I’ve owned it for the last 15 years and I have just had the engine rebuilt after a previous P-mechanic totally messed it up.

I’ve been everywhere in that car, including across the Nullarbor from Adelaide to Perth. I am starting to do some cosmetic restoration to bring her back to as-new condition except from the odometer showing 240,000km.

Geoff Edwards

996 rating

Dear Sir,

I have decided to buy a late 2003 Porsche 996 C2 Tiptronic. I have to say, your magazine scores this car very low compared to other similar



models. Your comments on the **Total911.com** feature, ‘In praise of the 996 Carrera’ and those of Pinky Lai, do not seem to reflect your low score.

I have read all the comments posted by 996 owners and cannot find any major issue or a majority offering negative feedback. Quite the opposite I think. A car that was responsible for giving a new life to Porsche should be given four stars.

Mohammed Smith

You are quite right, the 996 is far from a bad Porsche 911. Indeed, no 911 in our Data File section is truly ‘bad’. However, in order to distinguish between the different models, there have to be some low scoring cars and some high scoring. Built in large numbers, the 996 Carrera does not have rarity on its side and it’s not as technically excellent as a 996 GT3 – currently rated as four stars.

WIN!

Win advanced driver training worth £300



As the only rear-engined car still on the market, driving a Porsche 911 can be a daunting experience, especially for someone new to the neuner’s idiosyncratic dynamics. This is where Rob Colbourn steps in. Trained by Bernard Aubry (the man who set up driving tuition courses for UK Porsche importer, AFN) Colbourn is one of the men to go to if you want to know how to handle your Porsche 911 and improve your driving.

Based in Berkshire, Colbourn runs both on-road courses and performance tuition (normally held at either Milbrook or Longcross) when he’s not found working at Porsche’s Silverstone Experience Centre. The aim of his on-road tuition isn’t to make you a faster driver but, instead, to make you safer and more efficient so you can get the maximum enjoyment from your time behind the wheel.

So that you can experience Rob’s talents first-hand, **Total 911** has teamed up with the fully qualified instructor to offer



one lucky reader a half-day on-road session worth £300. To be in with a chance of winning this excellent prize, all you have to do is answer the following simple question:

At which Porsche Experience Centre does Rob Colbourne work?

- A) Shanghai
- B) Silverstone
- C) Le Mans

Email your answer to competitions@total911.com with ‘Advanced Driving’ in the subject line. Only open to UK-based readers who must be willing to travel to an agreeable location. The Editor’s decision is final, full terms and conditions can be found on the **Total 911** website. The closing date is 27th November 2015. Good luck!

Total 911
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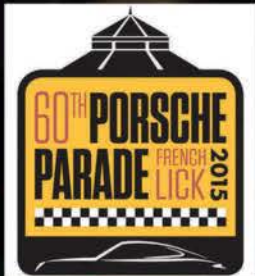
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BEST OF THE 997

THE TOP
SIX

The best-selling generation of 911 ever created,
you voted for your favourite 997s so that we could
create our most popular countdown ever

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





From its introduction in 2004 until the time the last variant rolled off the Zuffenhausen production line nine years later, Porsche had built nearly 200,000 997-type 911s, making it the most popular neunelfer generation of all time. Admittedly, the proliferation of various versions (from the standard 997.1 Carrera to the hugely potent GT2 RS) aided these figures; no fewer than 37 flavours of 997 were available across its lifespan, up from the 12 variants of 996 that preceded it. However, to look at it that way would be for the tail to wag the dog.

Without considerable consumer demand for the 997, catering for every 911 niche just wouldn't

have been financially viable for Zuffenhausen. The fact that Porsche fans clamoured to get their hands on a 997 is the reason why the board decided to sign off on so many models during the generation's near-decade long tenure. For a magazine such as ourselves though, the huge popularity of the 997 platform makes picking favourites a pretty unenviable task. They are all just so good.

Therefore, to help us choose our super six, we enlisted the help of the people who turned this generation of 911 into such a success: you. As Total 911 readers, you voted online in your droves for a super sextet before we took your choices to create the ultimate 997 countdown. ➔



How you voted

997 GT3 RS 4.0 26.18%

997 Carrera GTS 20.8%

997.1 Carrera S 15.4%

997 GT2 RS 14.77%

997.2 GT3 12.75%

997.1 Turbo 10.1%

6



997.1 TURBO

A TEN-YEAR OLD 911 THAT CAN STILL RIVAL MANY MODERN SUPERCARS

For a few months earlier this year, searching in the right places could have found you a Gen1 997 Turbo for under £40,000. That's a 480bhp, four-wheel drive supercar-beater for the price of a mid-range executive saloon. Even with a recent price rise taken into account – values are now north of £50,000 – the 997.1 Turbo offers one of the cheapest and most interesting ways to get yourself into a Porsche 997.

Unlike the latest 991 Turbo, the 997 chassis offers a more analogue platform for enthusiastic drivers to tap into. Where the latest forced-induction neunelfers often feel more like guided missiles, hustling the 997.1 version around is very much still the remit of the person behind the steering wheel. Managing the understeer is the key concern, especially with less complicated electronic controls than later models. The Turbo's driving experience, therefore, evidently shares more than a few traits with other neunelfers from the 911's half-a-decade long legacy, despite the huge power and all-wheel drive. And for the purists, there's the added draw of the six-speed manual gearbox rather than the now-mandatory PDK system.

Yet this doesn't mean that the 997.1 Turbo is a purely historical exercise. While the venerable Mezger architecture was pretty much carried over wholesale from the 996 Turbo, the turbochargers themselves on the 997 were pretty special. This was the first production petrol car (let alone the first 911 Turbo) to feature variable turbine geometry with Porsche's work on ceramic coatings allowing the moveable vanes on each turbocharger to operate in the face of 1,000 degree Celsius temperatures. The benefits were two-fold. At low RPM, the turbos spun up quicker, improving throttle response and creating a flat torque curve between 1,950-5,000rpm. Meanwhile, at higher engine speeds, the vanes opened up, allowing more air to be forced into the inlet manifold. Power is therefore boosted to 480bhp, 18 horses more than even the 996 GT2.

It wasn't just the technology inside the 997 Turbo that has stood the test of time, though. Aesthetically, it still looks great today, with those integrated driving lights at the front and aggressive aerodynamics. This is the third time in 30 months the 997 Turbo has made a Total 911 countdown, and is a more than worthy way to kick off our favourite 997s.



Model	997.1 Turbo
Year	2005-10
Engine	
Capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480bhp @ 6,000rpm
Maximum torque	620Nm @ 1,950-5,000rpm
Transmission	Six-speed manual (or five-speed Tiptronic)
Suspension	
Front	Independent; MacPherson struts with coilover dampers; anti-roll bar
Rear	Multi-link with coilover dampers; anti-roll bar
Wheels & tyres	
Front	8.5x19-inch alloys; 235/35/R19
Rear	11x19-inch alloys; 305/30/R19
Dimensions	
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Performance	
0-62mph	3.9 secs
Top speed	193 mph

5



997.2 GT3

PORSCHE'S MOTORSPORT-INSPIRED MASTERPIECE IS SIMPLY A MUST-HAVE

There is something about Gen2 911 GT3s. On the 996 generation, the Gen2 may have sacrificed its build slot at Porsche Motorsport's facility in Weissach, but it instead gained greater compliancy on the road and a more rev-happy version of the 3.6-litre naturally aspirated Mezger engine. It also looked the part with a new rear wing that did away with the Gen1's swept back design.

The 997.2 GT3, launched six years later, benefitted from similar development, becoming the first car to leave Andreas Preuninger's esteemed department with an enlarged version of the Mezger flat six. With 3,797cc at its disposal, the GT3 Gen2's powerplant was good for 435hp. However, despite the additional girth of the 3.8-litre pistons, enlarged to fill bores that were now 2.5mm larger than the Gen1, the 997.2's engine loved the high life. With a redline of 8,500rpm, this was (at the time) the highest-revving production engine that Porsche had ever built. Only when the 991 GT3 came along with its 9,000rpm limit was this figure eclipsed.

As well as the inevitable additional performance, the GT3 Gen2's engine provides plenty of extra aural thrills too compared to the



Gen1 997 track titan. Where the Gen1's soundtrack is noticeably muted from the cockpit, the 997.2 has more rasp at the top end, mimicking the howl of the Carrera Cup racers it was built to homologate. The flat six underneath the Gen2 GT3's decklid plays an undeniably addictive tune, especially as it is partnered with the super sweet six-speed manual shifter that the 997 generation has become renowned for, especially in this age of the increasingly dominant PDK transmission.

The 997.2 GT3's popularity no doubt stems from this position as one of Porsche's last truly analogue driver's cars. While the aerodynamic changes over the Gen1 version more than doubled the available downforce and the

PASM dampers were further refined to provide greater mechanical grip, this 911 GT3 generation (alongside its RS counterpart) provides a truly hair-raising experience from behind the steering wheel. Hydraulically assisted, the steering feel allows you to telepathically dial in on every apex as the road surface's every nuance is fed back to your finger tips through the Alcantara-clad steering wheel.

Yet, for all its hardcore pedigree, choosing the 'Comfort' package (as seen on the example pictured, owned by Total 911 reader Gael Wilson) rather than 'Clubsport' kit, sees the GT3 turned into something of an everyday racing car. Unlike the RS versions, the standard 997.2 GT3 makes a compelling drive whether blasting down your favourite back road or on the track. However, this doesn't make it a jack of all traders, master of none. Instead, the GT3 Gen2 is one of Porsche's greatest masterpieces. Buying one today may require you to spend more than the list price of its successor, but the payoff is a pure piloting experience that we're unlikely to encounter with 911s in the future. 'Modern classic' may be a bit of a buzzword at the moment, but when it comes to the 997.2 GT3, it's entirely accurate.



Model **997.2 GT3**

Year 2009-2012

Engine

Capacity 3,797cc

Compression ratio 12.2:1

Maximum power 435hp @ 7,900rpm

Maximum torque 430Nm @ 6,250rpm

Transmission Six-speed manual

Suspension

Front Independent; MacPherson struts with coilover dampers; anti-roll bar

Rear Multi-link with coilover dampers; anti-roll bar

Wheels & tyres

Front 8.5x19-inch alloys; 235/35/R19

Rear 12x19-inch alloys; 305/30/R19

Dimensions

Length 4,460mm

Width 1,808mm

Weight 1,395kg

Performance

0-62mph 4.1 secs

Top speed 194 mph

997.1 CARRERA S V 997 CARRERA GTS

IN A BATTLE OF FIRST VERSUS LAST, WHICH 997 CARRERA WILL COME OUT ON TOP?

When the Porsche 997 was launched in 2004, it put an end to an acrimonious six years during which the 996 ruled the roost. The first water-cooled 911 may have been a huge sales success (over 170,000 rolled out of Zuffenhausen) however, the 'fried egg' headlamp design never won many fans, even when toned down after the introduction of the 996 Turbo. A heavy parts sharing scheme with the cheaper mid-engined Boxster didn't help, even if the financial benefits ultimately saved Porsche from bankruptcy.

The 997, however, was met with almost immediate appreciation upon its release. The 993-inspired styling (with hints of the early pre-impact bumper cars) was timelessly elegant and undeniably '911', especially with the return to predominantly circular headlight units. Even today, the Gen1 997 has arguably a purer silhouette than the latest 991s.

Compared to the 996 Carrera that it replaced, another trick up the 997's sleeve was the reintroduction of the Carrera S. Last seen on the 993, the 'S' provided a more potent 911 for those who felt the 325bhp Carrera just wasn't

enough. The M97 flat six was enlarged to 3.8 litres in the Carrera S, boosting power to 355bhp while Porsche's Active Suspension Management was standard. Aesthetically, 19-inch alloys were provided, while quad tailpipes highlighted to everyone you overtook that you could afford more than the bottom-of-the-range 997 Carrera. Customers lapped up the extra choice, with sales skewed 61:39 in favour of the Carrera S.

Now over a decade old, the 997 Carrera S still makes for an inviting proposition for any 911 fan too, especially with prices hovering around the £30,000 mark right now. Climbing into the cockpit, the windscreen feels close to your nose like 911s of old, with the experience growing more nostalgic once you get underway.

The 997.1 Carrera S's steering is a revelation. There's so much more feedback through the wheel than afforded by the latest electric power steering that you feel so much more a part of the car and the entire driving experience. There's probably more feel in the Carrera S than even a 991 Carrera GTS can muster. However, the messages from the chassis are definitely lost in the overly compliant suspension. Even with PASM, it's clear that the

Model 997.1 Carrera S

Year 2004-08

Engine

Capacity 3,824cc

Compression ratio 11.8:1

Maximum power 355bhp @ 6,600rpm

Maximum torque 400Nm @ 4,600rpm

Transmission Six-speed manual (or five-speed Tiptronic)

Suspension

Front Independent; MacPherson struts with PASM coilover dampers; anti-roll bar

Rear Multi-link with PASM coilover dampers; anti-roll bar

Wheels & tyres

Front 8x19-inch alloys; 235/35/R19

Rear 11x19-inch alloys; 295/30/R19

Dimensions

Length 4,427mm

Width 1,808mm

Weight 1,420kg

Performance

0-62mph 4.8 secs

Top speed 182 mph

4



“Now over a decade old, the 997 Carrera S still makes an inviting proposition for any 911 fan”

Model 997 Carrera GTS**Year** 2005-10**Engine****Capacity** 3,800cc**Compression ratio** 12.5:1**Maximum power** 408hp @ 7,300rpm**Maximum torque** 420Nm @ 4,200-5,600rpm**Transmission** Six-speed manual (or seven-speed PDK)**Suspension****Front** Independent; MacPherson struts with coilover dampers; anti-roll bar**Rear** Multi-link with coilover dampers; anti-roll bar**Wheels & tyres****Front** 8.5x19-inch alloys; 235/35/R19**Rear** 11x19-inch alloys; 305/30/R19**Dimensions****Length** 4,435mm**Width** 1,852mm**Weight** 1,420kg**Performance****0-62mph** 4.6 secs**Top speed** 190 mph

3

Carrera S is geared more towards those wanting a grand tourer; it's a far cry from previous 911s that carried the fabled 'S' badge. While the M97's engine note definitely has more than a passing resemblance to the mechanical purity of the later air-cooled cars, even with 400Nm of torque, the Carrera S feels like it lacks the 'get up and go' of many naturally aspirated 911s too (though this may, in part, be thanks to the Tiptronic gearbox on Steven Chafer's immaculate example).

This isn't to say that the 997.1 Carrera S is a bad 911. It's far from it. But it is clear that this is the first in a long line of 997s, with considerable development between the first and last, especially across the Carrera lineage. For something a little bit more dynamic, you need to double your money and plump for the Carrera GTS, built on the Gen2 997 platform.

With the 9A1 flat six – complete with direct fuel injection – slung over the back axle, the GTS's throttle response is, in terms of sharpness, a cutthroat razor to the Gen1 Carrera's safety item. At the top end, the extra 53hp (provided, in part, by the standard Powerkit) allows the GTS to keep pulling right through the rev

range while the greater torque is definitely noticeable out of tighter second gear hairpins. Even without the sports exhaust, the extra might of Phil Fraser's GTS is audible too. Alongside the greater volume through the quad tailpipes, there's more character to the flat six's note, rewarding you for every stab of the throttle no matter how small.

As you will no doubt have read before though, the GTS's ace card is its chassis. For the send-off of the 997 Carrera, Porsche managed to combine the excellent suppleness of the 997.1 Carrera with the electrifying directness of the Gen2 GT3 when setting up the GTS. It's become clichéd to say so, but the 997 GTS really does give you everything you want from a water-cooled 911. Coupled with the imposing wide bodyshell and gorgeous, black RS Spyder centre-lock alloys, it definitely looks the part too (though the 997.1 Carrera S is the car for those wanting something a little more subtle).

The Carrera GTS may be twice the price of the Carrera S Gen1 right now, yet it is surely twice the car. Despite this, the latter is an ideal entry point into 911 ownership, and is not to be sneered at.



②

①

997 GT2 RS V 997 GT3 RS 4.0

TRADITION UPHELD



The GT2 RS and GT3 RS 4.0 represented the peak of 997 engineering and performance, as **Total 911** investigates

Written by **Kieron Fennelly** Photography by **Steve Hall**

Of the 200,000 aforementioned examples of 997-generation Porsche 911s, the majority filled all the usual segments of the range from Coupés, Cabriolets and Targa models, rear or all-wheel drive to, of course, the Turbo and Turbo S. These were the volume models, but Zuffenhausen also built smaller quantities of its GT3 and GT2 911s. For owners keen to take their GT3s to the track, there were lightened and aerodynamically more sophisticated RS versions, the final edition coming in the shape of the revered 4.0 litre RS. To mark the end of

production of its turbocharged GT2, Porsche applied much of its expensive RS methodology to a final run to create the unprecedented GT2 RS which, if nothing else, will surely take the prize as the fastest manual transmission production supercar ever built, its acceleration eclipsing even the Carrera GT. The RS 4.0 and GT2 RS, voted best of the 997 generation by **Total 911** readers, provided not just the performance benchmarks for the 997, but in their four-litre naturally aspirated and 3.6-litre turbocharged forms, represented the last and most powerful incarnations of the incomparable ➔





Mezger engine. Combined with their very limited production, this makes them not only the pinnacle of the 997 range but also by far the most valuable collectables of any water-cooled 911.

The RS tradition has its roots deep in Porsche history, the Rennsport moniker suggested by Ferry himself in 1955 for the works' new 1500 racer. Other RS racers followed, but it was not until 1973 that the RS badge appeared on a production car: this was the lightened Carrera RS 2.7 homologated for FIA Group 3. The RS badge was revived again in 1990 for the homologation model 964 and again in 1995 for its 993 successor and seemed to become a natural extension of the 911 range. But it would be nine years before another 911 RS appeared.

The switch to a water-cooled engine brought about significant manufacturing changes which

meant it was no longer practical to modify cars on the Zuffenhausen production line: special production had to be undertaken at Weissach. It was also quickly apparent that the new 996 engine would suffer oil starvation if used energetically on the track, so for competitions Porsche developed a separate RS successor, the GT3. This featured a dry sump engine, also the basis of the forthcoming 996 Turbo, which at its simplest combined the previous 964-993 crankcase with a completely new water-cooled, 24-valve head and cylinder jacket. The realities of twenty-first century crash protection and homologation norms meant that the days of shaving weight out of largely steel chassis and bodies were over, and when the 1999 GT3 was announced, it disappointed enthusiasts by being no lighter (in fact it was about 60kg heavier) than the standard

C2 996. The dynamic qualities of the new GT3 and its brilliant engine however redressed any initial negative impression and the production run of 1,900 cars quickly sold out.

When Porsche resumed GT3 production in 2003 with the Mk2 it completed manufacture with around 300 lightened and more highly tuned examples, which it called the GT3 RS. This established a pattern whereby the RS would now be the track-focused version of the already competition-orientated GT3. The first GT3 RS derivative was visually distinguished by a blue or red GT3 RS flash on its sides and, in keeping with the RS tradition, around 50kg was saved thanks to a bonnet, rear wing and window in polycarbonate. A stiffer, lower suspension was fitted and the engine modified with the Cup car's intake and exhaust ports. This added about 20bhp although Porsche still homologated the GT3 RS at the 381bhp of the standard car. With circuit-biased springing and – other than ABS – no electronic catch fencing, the first GT3 RS was generally considered too extreme for the road, but it firmly re-established the Rennsport benchmark.

Nevertheless, to enhance the model's appeal, Porsche fitted PASM to endow the 997 GT3 RS with road as well as track usability; RS lightweight genetics meant that 20kg was saved over the GT3 Clubsport by using carbon fibre rear wings and a polycarbonate rear window. A single mass flywheel and short shift gearchange were also included. For the Gen2 997 GT3 RS, the engine was bored out to 3.8 litres, which enhanced torque and output to 450bhp, and under the skin



Above: The RS 4.0's build is a pure work of art with meticulous attention to detail in terms of performance and weight saving, making it a real Total 911 favourite

Left: Despite having power boosted to 620bhp, the turbocharged RS weighs 70kg less than the 997 GT2

997 GT2 RS 2010

Engine

Capacity
3,600cc

Compression ratio
9.0:1

Maximum power
620hp @ 6,500rpm

Maximum torque
700Nm @ 2,500-5,500rpm

Transmission

Six speed manual driving rear wheels;
single mass flywheel

Suspension

Front

Lower wishbones and MacPherson struts with combined coil springs & dampers; anti-roll bar

Rear

Multi link with parallel wishbones; combined coil springs & dampers; anti-roll bar

Wheels & tyres

Front

9x19-inch; 245/35/ZR19

Rear

12x19-inch; 325/30/ZR19

Dimensions

Length

4,460mm

Width

1,852mm

Weight

1,370kg

Performance

0-60mph

3.5 secs

Top speed

205mph



997 GT3 RS 4.0 2011

Engine

Capacity
3,996cc

Compression ratio
12.6:1

Maximum power
500hp @ 8,250rpm

Maximum torque
460Nm @ 5,750rpm

Transmission

Six speed manual driving rear wheels;
single mass flywheel

Suspension

Front

Lower wishbones and MacPherson struts with combined coil springs & dampers; anti-roll bar

Rear

Multi-link with parallel wishbones; combined coil springs & dampers; anti-roll bar

Wheels & tyres

Front

9x19-inch centrelocks; 245/35/ZR19

Rear

12x19-inch centrelocks; 325/30/ZR19

Dimensions

Length

4,460mm

Width

1,852mm

Weight

1,360kg

Performance

0-60mph

3.9 secs

Top speed

193mph





The turbocharged GT2 RS shares many chassis components with the GT3 RS 4.0 including the use of rose joints, firming up the ride significantly



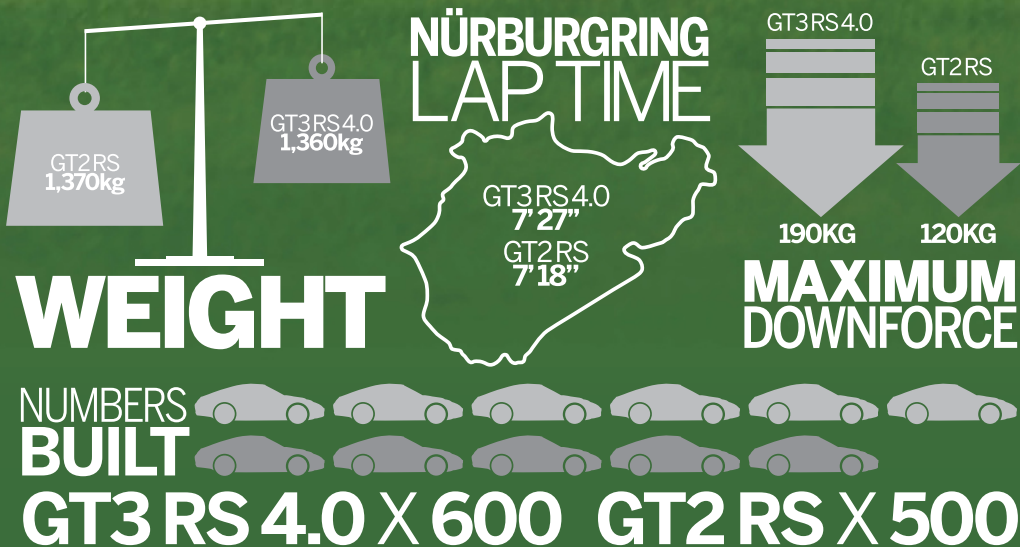
there were further dynamic improvements: as well as PASM, the latest RS featured a bespoke three stage PSM which could be fully on, traction control only, or completely off, and Active Engine Mounts added to stability. The 997 GT3 RS featured a 44mm wider Turbo body and on the Gen2 the front track was widened too. An optional lithium battery and 19-inch centrelocking

alloys saved around 15kg over the stock second-generation 997 GT3.

With the 991 imminent, the much admired RS 3.8 appeared to be the glorious swansong of the 997 range. The 911 Rennsport had in just three models and a mere seven years evolved from a barely disguised competition 911 that, off the track, travelled best on a trailer, to a brilliant circuit car

that was also pliable and comfortable enough to drive to the 'Ring and home again afterwards. But Porsche Motorsport had other ideas: one last throw of the analogue RS dice (for it was strongly rumoured the 991 GT3 and RS would be very different cars) involved building a road going version of the 4.0-litre GT3 R engine for a halo run-out RS. And so the car described by Autocar as the finest Porsche ever to wear a number plate was born.

The evolution of the 2010 GT2 RS was slightly different: in the early 1990s, the FIA-inspired demise of Group C, and the Iraq war recession, combined to cause a general decline of sports car racing. Together with race organisers Stephane Ratel and Patrick Peter, Jürgen Barth, then Porsche Motorsport manager, started the BPR, a new series for GT cars. Initially Porsche campaigned a 964 RSR, but for the 1995 event, Motorsport developed a lightened, rear drive 993 Turbo. For homologation purposes, a street version was made. This was the birth of the GT2. The track GT2 had a very successful career lasting until 1999, but Porsche did not build a competition 996 GT2 to follow in its footsteps. Wendelin Wiedeking had commandeered most of the racing budget to develop the forthcoming





Downforce on the RS 4.0 was dramatically improved over even the 3.8-litre version thanks to front dive planes and a taller rear wing. Its Mezger engine also had more low-down torque on offer



Porsche SUV, the Cayenne. However the racing GT2 was not simply a victim of financial cuts: testing of 600bhp GT2 prototypes at the Nürburgring had shown they were simply not fast enough and Porsche tacitly acknowledged that, at this level, the 911 design was no longer competitive (significantly for US competition it developed the successful mid-engined LMP2 cars, which never raced in Europe).

So when Porsche announced a road going, rear driven 996 GT2 for model year 2001 there was some surprise – as it was not a ‘homologation special’ – and ultimately disappointment. This is because unlike the 996 GT3 from which much of its suspension was derived, the GT2 understeered too easily and was found distinctly wanting as a driver’s car. With a dedicated rear spoiler and deeper front valance, it looked the part and packing 457bhp brooked no arguments about its stupendous acceleration and straight line speed. But its ride and behaviour fell short of the GT3’s precision and agility; it was too uncompromised a grand tourer for an asking price 20% above that of the much praised 996 Turbo. Like the 996 GT3 RS, the GT2 had no PSM and dealer Andrew Mearns of specialist Gmünd Cars remarked to **Total 911** that a high proportion of them ended in

the ditch. Porsche had failed to define whether its GT2 was an out and out performance car or a high performance tourer and classically it fell between two stools. “GT2 much,” opined Autocar.

The 997 GT2 was a much more balanced car and the road testers were rather more complimentary. The adjustable suspension of the 997 GT3 and traction control contributed to a much improved driving experience and the 523bhp twin turbo exhibited less lag. The folding bucket seats now allowed luggage access to the rear cabin and this detail seemed to sum up how with the 997, the GT2 had become an altogether more resolved and usable model. Encouraged by its reception and with the knowledge that

environmental politics would soon make it all but impossible to homologate and therefore manufacture this kind of supercar, Porsche conceived the GT2 RS: as Car & Driver put it, the 997 GT2 “was deemed intense enough to skip straight to the RS designation reserved for Porsche’s street-legal racers.” As with the later RS 4.0, Motorsport boss Andreas Preuninger for his part was also keen to build a “skunkworks” car to showcase the best Weissach technology before it was legislated away.

When one considers the specification of both these RSs, the admiration they generate is understandable. Take the RS 4.0: for cost reasons the four litre engine had never



been offered on earlier GT3s. With the bore at maximum, Weissach raised capacity by increasing the stroke to 80.4mm, which required a bespoke crankshaft and significant engine rework. Weissach also revised the suspension from experience with the GT2 RS project, with components in aluminium and new spring and damper rates; externally the RS 4.0 featured the GT2's polycarbonate front wings and bonnet and carbon fibre bumpers. The neat and rather vulnerable 'dive planes' on the sides of the front bumper enhanced downforce by 15% alone; despite developing 121bhp/litre, the RS 4.0 was far from an undriveable, fire-breathing monster as could be imagined. Preuninger even claimed he was commuting daily in a pre-production example. When they got their hands on the RS 4.0, the magazines went into raptures over its "spectacularly good engine" and in terms of handling, Autocar gushed "nothing will engage you more this side of a Caterham or a single seater."

The GT2 RS was the first time (with the exception of the one-off RS Turbo that

Zuffenhausen built in 1976 for Herbert von Karajan) that Porsche had undertaken a proper lightweight Turbo: instead of the GT2's Turbo chassis, it was based on strengthened underpinnings of the GT3 RS and, thanks to a combination of aluminium components and use of the GT3's carbon fibre body parts, it weighed 70kg less than the 997 GT2. To put this achievement in perspective, at 1,370kg, the GT2 RS is a mere 10kg heavier than the 930 of 1978-89.

The GT2 RS used the latest PASM with the specially developed stability management, which could be brought in with or without traction control, or turned off altogether: this made the most explosive production turbocharged 911 altogether more reassuring, especially on wet surfaces. The final and most dramatic iteration of the 3,600cc turbo engine saw it fitted with variable vane turbochargers and with boost raised from 1.4 to 1.6 bar, power was enhanced by 88bhp over the earlier GT2. Roadtesters found the GT2 RS a revelation: the 997 GT2 had already corrected much of the 996 variant's more alarmingly wayward tendencies but in

this RS incarnation, here was 600 horsepower genuinely useable on the public highway, albeit with greater circumspection than with a naturally aspirated RS. It is generally agreed that a turbo 911 will never have the precision of the unblown 911 because of the impossibility of entirely eliminating the delay before forced induction takes effect. Nevertheless, with the GT2 RS, Porsche had produced the most convincingly engineered analogue turbo ever to be built and it remains Porsche's fastest production 911.

The 991 watershed was seen by many as Porsche's great leap from air cooling in the 1990s. Collectors and well heeled enthusiasts had their cheque books at the ready for both RS models and each were sold out long before their respective production ended. Priced at £164,000 in the UK, the GT2 RS has appreciated steadily to around £340,000; heralded as the last manual GT3, the RS 4.0 with its genuine race engine is held in higher esteem, as shown by its value which over four years have soared from a retail price of £128,000 to around £370,000 - proof enough that these really are the best of 997. **911**

“The 4.0 RS and GT2 RS provided not just the performance benchmarks for the 997, but represented the last and most powerful incarnations of the incomparable Mezger engine”

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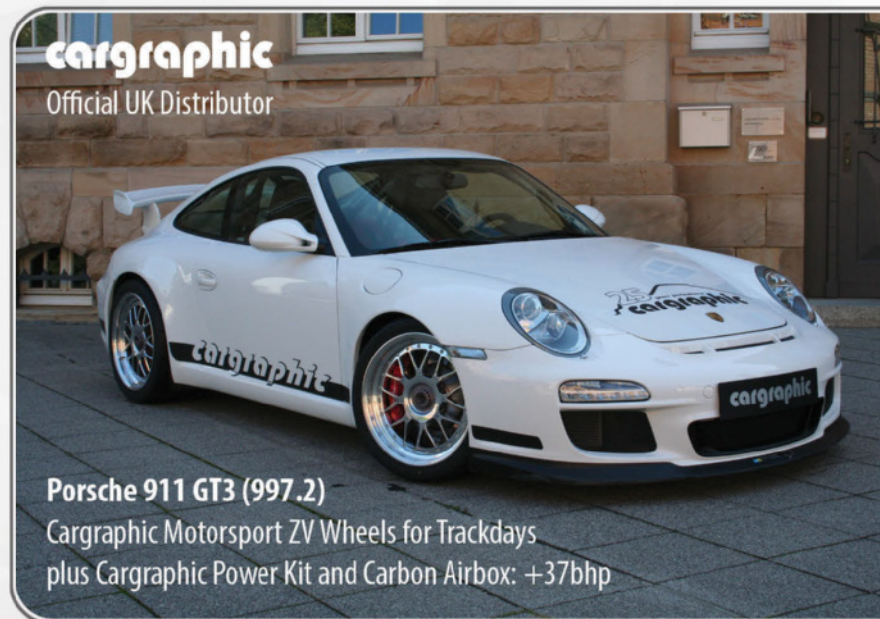
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GTS SUPERTEST

The 991 GTS may be the last bastion of naturally aspirated 911s but do the Cabriolet and Targa really match the Coupe for purist thrills? Total 911 heads for some twisty mountain roads to find out...

Written by Lee Sibley Photography by Ali Cusick





GTS: three letters that, when siphoned together, evoke a strong yet wonderfully nostalgic sporting spirit in the Porsche world. As you'll know, the legend started more than 50 years ago with the 904 Carrera GTS, a Targa Florio-winning car that gave rise to the infallible 917, and was reignited for the 911 production line in 2010 with the 997 Carrera GTS. A run-out special with high quality options appointed as standard to the specification, a 997 GTS is an exquisite Carrera with genuine sporting intentions. It's a **Total 911** favourite and, if that's not reason enough for you to find similar endearment with it, just take a look at the classifieds to see its current value. Certainly, no other 997 outside of the GT2/3/RS lineup has enjoyed such refusal to significantly depreciate.

Then came the 991 GTS, this time introduced for the first generation. Rolled out across Coupe

and Cabriolet body styles in two and four wheel drive along with, for the first time, a Targa variant, worldwide Porsche marketing wasted little time in billing this new GTS lineup as 'driving purity'. And, in context with the rest of the first-generation 991 range, there's a genuine case in favour of that PR slant emanating from Zuffenhausen: all are naturally aspirated and have a passive rear axle, with a manual gearbox offered as standard – a setup you'll never see roll out of Werk II ever again.

However, such a blanket approach to the entire lineup would be naive. While the rear-driven manual Coupe quickly found favour on our first drive back in issue 121 (culminating in a 4.5-star rating in our data file) **Total 911's** writer extraordinaire Kyle Fortune described the Cabriolet in all-wheel drive form with PDK as "evidence in spirit and reality that the GTS badge should be limited to a handful of models rather

than the entire 911 line-up." There were similar musings too when the Targa was later unveiled at the Detroit Motor Show. Suddenly, Porsche had evolved the GTS moniker into an entire sub-brand within the 911 range, but has it proved the right thing to do?

It's a question that **Total 911** needed to investigate, and only a trip to our favourite blacktop in rural North Wales with every current GTS variant would suffice. That's why I find myself sitting at the wheel of a Sapphire blue 991 GTS Cabriolet as I zip along the A55 past Anglesey. **Total 911's** Features Editor, Josh, sits 30 yards ahead of me in a Racing yellow Targa 4 GTS, while my internal rear view mirror reflects the visuals of a Guards red GTS Coupe, piloted by videographer and petrolhead Louis Ruff. It's four in the afternoon and we've already accumulated over 15 hours of driving between the three Porsches. The drive has seldom proved arduous



though aside for the monotony of multiple motorways, a testament to the 991's grand touring credentials if nothing else. However, on the proving ground of the Snowdonia asphalt that sits just 20 minutes down the road, an altogether more pressing challenge awaits as our GTS triplets seek to prove themselves as ever-capable sportscars – the final bastions of quintessential Porsche driving purity – and worthy of sitting just below a GT3 in the 991's model lineup.

We turn off the A55 and head south towards Llanberis and its eponymous pass. En route to this Great Road from issue 132 the road narrows and the nondescript topography around us is replaced by majestic slate cliffs rising high above us and into the dark grey clouds above. It's threatening to rain and, though the Cabriolet's roof is stowed, leaving me exposed to the elements, I'm not worried. The roads are quiet so I can slow down to 30mph and continue my journey while the roof mechanism springs into action, returning the three canvas-lined slats and heated glass

rear window to their original position in just nine seconds. However, the same cannot be said for Josh in the 991 Targa, who will have to pull over and stop for an agonising 19 seconds while its heavy glass panoramic window momentarily makes way for the stowed canvas roof underneath. With it being North Wales in early autumn, it's a safe bet to assume the open-topped Targa won't fare well in a game of rain roulette.

The rain relents though – for now – and, as our three GTSs approach the lowly north side of the pass, the fun can at last begin. There's a deep growl ahead as Josh deploys the Targa's Sports Exhaust, reverberating a raucous howl around the valley on his exit from the first, tight S-bend. I take after him, selecting 'Sport' on the centre console before blipping the throttle and pulling the manual shifter down through the gate from third and into second. A quick, slick manoeuvre through the S-bend is executed with little drama, the Cabriolet not found wanting for a rapid turn of pace through a corner. Second gear with plenty

of revs is perfect for our blast up the pass and, by the time we reach the top at the Pen-Y-Pass, we're ready to turn around, head back down the mountain and do it all again.

The autumnal sun soon starts to disappear behind the peak of the valley's westerly cliff rise, replaced by low-lying cloud and light drizzle as our three GTSs deal with the succession of left-right turns all the way up to the top of the pass for a second and then third time. You can learn a lot about a car on this beautiful road to Llanberis: the corners come thick and fast and there's a brilliant variance in pace and pitch required for each turn. The undulating nature of the surface is delightfully cut-throat too, meaning mechanical grip is important, particularly for our trio of Porsches each with a useful 430hp on tap. I expect this real-world proving ground to quickly denounce the Cabriolet's sporting credentials but, happily, I am proven wrong. The Cabriolet is blessed by that wonderful balance bestowed upon the 991 platform, though this doesn't make the car invincible, particularly in traditional rear-drive form as here. This is characterised by a momentary loss of traction as the rear axle skips over the slippery road surface and slips out behind me on exit from a tight left turn, though the movement is progressive and easily contained with some quick counter steer.

The action makes me smile: it's a moment of added spice that should be a trait of any sportscar worth taking seriously and is evidence enough this Cabriolet is no lethargic grand tourer. With -20mm Sport suspension and PASM, the car feels tight, and with that Powerkit ensuring peak torque is delivered at 5,250rpm, it's certainly no slouch out of a corner either. I'm impressed, though I

Right: Our GTS triumvirate tackle the Llanberis Pass, a beautiful stretch of asphalt offering twisting bends amidst majestic slate cliffs that rise high into the clouds

Total 911's perfect GTS

Porsche preach purity of driving with the new GTS lineup and, though you can still quite easily spec a very accomplished GT, following our choices will get you an incredibly capable sportscar that remains true to that traditional 911 driving heritage. Here's the spec we'd choose:

991 Carrera GTS Coupe (£91,098)

- Carmine red paintwork...**£1,805**
- Black Alcantara Package GTS...**£2,298**
- LED headlights in black with PDLs...**£1,449**
- Seven-speed manual transmission...**£0**
- PASM Sport suspension -20mm...**£558**
- Sports bucket seats...**£2,505**
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quickly find annoyance with the auto blip function on downshift in Sport Plus mode – it merely takes away the fun of doing it yourself, after all. Damping is firm and you can feel the extra stiffening employed on this open-topped 991 each time a discrepancy in the road's surface is found. Firming the ride up with PASM makes the Cabriolet uncomfortable on public roads and, with only a handful of open-topped 911s ever gracing a track in anger, the PASM button remains a largely superfluous addition to the Cabriolet's armour. These are small blotches on the otherwise immaculate copy paper for the Cabriolet and, as I climb out of its cockpit and swap keys with Josh, I'm satisfied that, with a manual gearbox and rear-wheel-drive, it's a car that upholds the sporting credulity associated with the GTS moniker.

Settling into the Targa though presents an altogether different experience. Stymied by an additional 60kg weight penalty over the Cabriolet (thanks to that heavy glass rear screen and compulsory four-wheel-drive system) the Targa can't help but languish behind the others in a straight line dash. This means that, in order to get the Targa shifting, a very aggressive driving style is required. I'm wringing the revs out before each gear change and keeping that needle firmly on the right-hand side of the tachometer, though Josh and Louis in the Cabriolet and Coupe are similarly on it and the Targa can't help but look lethargic. Ride quality is surprisingly good thanks to revised damping, but still the Targa doesn't feel as tight as the Cabriolet.

Nevertheless, I'm making up ground on the other two GTSs in corners, the all-wheel-drive system with active torque distribution allowing me to carry more speed into a turn, safe in the knowledge that the front end will grip time after time. It's not as fun as having to weight up the front end of my own accord, as I would have to do in the other cars present, but I can't knock a system that lets me lean on the loud pedal more often than not.

Like the Cabriolet, this Targa is fitted with Porsche's reworked seven-speed manual gearbox, and is nothing short of a revelation over old. We never quite got on with the stick shift fitted to early 991s, our PDK vs manual test from issue 113 showing the 'box to be thwarted by an uncharacteristically notchy throw through each gate and an awkward spring loading, meaning we usually found third when dropping from the long seventh into fifth. Porsche listened and revitalised the system in time for the GTS, ensuring that manually changing gears is once again fun in a 911. That horrid vagueness between gates is long gone, replaced by a beautifully direct throw each and every time a new cog is called upon. I'm adamant the shifter itself feels lighter too, though not too light as to be superficial.

Darkness falls as our GTS trinity weaves south to our night-time stopover at Dolgellau. Conversation at dinner revolves around that manual gearbox ("The shift in the 4WD Targa is better than even the old seven-speed in just rear-drive," Josh ascertains) while the Targa continues to divide opinion as to whether it's worthy of that fabled GTS moniker. "The

Model	991 GTS Coupe
Year	2015
Engine	
Capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
Transmission	7-speed PDK
Suspension	
Front	Independent; MacPherson strut with coil springs & dampers; PASM
Rear	Independent; multi-link; PASM
Wheels & tyres	
Front	8.5x20-inch Turbo centrelocks; 245/35/ZR20 tyres
Rear	11.5x20-inch Turbo centrelocks; 305/30/ZR20 tyres
Dimensions	
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Performance	
0-62mph	4.4secs
Top speed	190mph
Cost inc.UK VAT	£91,098
Additional equipment	PDK gearbox (£2,817); Black leather & carmine red GTS Interior Package (£2,234); PASM Sport suspension -20mm (£558); PCCBs (£5,787); PDLS+ (£1,032); Sports bucket seats with memory package (£2,505); automatic dimming mirrors (£372); vehicle key painted (£170); Bluetooth telephone module (£558); ParkAssist front & rear (£639).
Total cost	£107,770



FREEMAGS.CO

Model 991 GTS Cabriolet**Year** 2015**Engine****Capacity** 3,800cc**Compression ratio** 12.5:1**Maximum power** 430hp @ 7,500rpm**Maximum torque** 440Nm @ 5,750rpm**Transmission** 7-speed manual**Suspension****Front** Independent; MacPherson strut with coil springs & dampers; PASM**Rear** Independent; multi-link; PASM**Wheels & tyres****Front** 8.5x20-inch Carrera S alloys; 245/30/ZR20 tyres**Rear** 11x20-inch Carrera S alloys; 295/30/ZR20 tyres**Dimensions****Length** 4,491mm**Width** 1,852mm**Weight** 1,495kg**Performance****0-62mph** 4.6secs**Top speed** 188mph**Cost inc.UK VAT** £99,602**Additional equipment**

Sapphire blue metallic exterior paint (£801); Black leather & Rhodium silver GTS Interior Package (£2,234); Stainless steel door sill guard (£203); LED headlights with PDLs+ (£1,032); PASM sport suspension -20mm (£558); Cruise control (£267); BOSE surround sound (£802); heated seats (£320); vehicle key painted (£170); Bluetooth telephone module (£558); Auto dimming mirrors and rain sensor (£372); Light Design Package (£300); ISOFIX for passenger's seat (£122).

Total cost £107,341**Model 991 Targa 4 GTS****Year** 2015**Engine****Capacity** 3,800cc**Compression ratio** 12.5:1**Maximum power** 430hp @ 7,500rpm**Maximum torque** 440Nm @ 5,750rpm**Transmission** 7-speed manual**Suspension****Front** Independent; MacPherson strut with coil springs & dampers; PASM**Rear** Independent; multi-link; PASM**Wheels & tyres****Front** 8.5x20-inch Turbo centrelocks; 245/35/ZR20 tyres**Rear** 11.5x20-inch Turbo centrelocks; 305/30/ZR20 tyres**Dimensions****Length** 4,491mm**Width** 1,852mm**Weight** 1,555kg**Performance****0-62mph** 4.7secs**Top speed** 188mph**Cost inc.UK VAT** £104,385**Additional equipment**

Alcantara GTS Interior Package (£2,298); heated seats (£320); vehicle key painted (£170); Bluetooth telephone module (£558); Auto dimming mirrors and rain sensor (£372); ISOFIX for passenger's seat (£122).

Total cost £108,225

Targa GTS is still flawed as an open-top 911 but dynamically it loses little and, in my eyes, it certainly looks the part,” Josh says.

“But it’s nearly as heavy as a Turbo and can’t rely on forced induction to get it moving,” I remind him.

Next morning, we make haste and head for our favourite UK road, the B4391. Though we’re no strangers to the blacktop of North Wales, the **Total 911** team knows this 8.1-mile route between Bala and Ffestiniog like no other. Different to the tighter steer of the Llanberis Pass, the B4391 is largely flowing asphalt, broken up by a mixture of sweeping and more technical corners. Gears 2-5 are called upon here, with frequent cog changing necessary to maintain a lightning pace.

I slide behind the wheel of the Coupe first. This 991 is a delight to drive: boasting rear-drive and a comparable featherweight mass of 1,425kg, the 130kg saving – equivalent to two of me – gives the Coupe a dexterity the open-topped GTs just can’t touch. Here, the thesis of Porsche’s GTS package reigns supreme: carbon inlays and alcantara inserts decorating the interior feel purposeful rather than flamboyant *mise-en-scène*; optional lightweight bucket seats offer a firm hold while

still proving comfortable over long journeys; even a PDK gearbox is excusable, offering lightning-quick changes as the 991 refuses to drop a single thrust of forwards momentum. It’s so sprightly and quick off the mark with a great flat six soundtrack afforded by that bellowing Sports exhaust. Driver inputs still need to be carefully considered, however, as while there’s plenty of grip at the car’s rear (11.5-inches of tyre width at either corner putting paid to that), the nose can still go light on turn-in – a trademark any 911 aficionado will find familiarity with. If anything, this Coupe is too accomplished, the optional PCCBs making light work of scrubbing off speed with only the lightest press of the brakes. That, coupled with a gear change requiring a mere finger pull of a paddle, leaves any driver with little to do despite the ludicrous speeds on offer.

So, does a 991 GTS offer driving purity? Yes – but that purity is not guaranteed and is dependant on spec. This 991 GTS Coupe makes light work of the B4391 and the amusement on Josh’s face in the Cabriolet close behind tells me he’s also found favour with its purist intentions. Two of three cars have passed the test. In a moment of softness I take one more go in the

Targa to see if it can complete a clean-sweep of success before we depart North Wales. I find myself willing it to impress and take solace with the Powerkit’s ability to give greater urgency lower down the rev range, but the sobering reality is I finish our test in a 991 that falls short of that ‘purist’ model for which Porsche want the GTS to be associated with.

The issue here is vehicle mass. It’s impossible to label a car that weighs more than 1.5-tonnes as a ‘purist’ sports car, despite plying it with a mechanical LSD and all the technology Zuffenhausen can muster. Perhaps that’s the issue: while we take no issue with the all-wheel-drive system (a 4WD Coupe will still make for an exquisite GTS for those who prefer more of an all-round durability in a 991), in the Targa’s case, the heavy nature of the lifting glass roof panel and all its associated mechanicals, along with the extra mass of all-wheel drive, creates a 911 that seems to have lost its sprightly character.

Sure, the Targa offers a stunning visual as a modern open-topped 911, but those aesthetics are the closest it gets to a classicist, purist Porsche in GTS form – though, as turbo’d 911s become the norm, history may yet be kind. **911**



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STORY OF THE 993 RSR

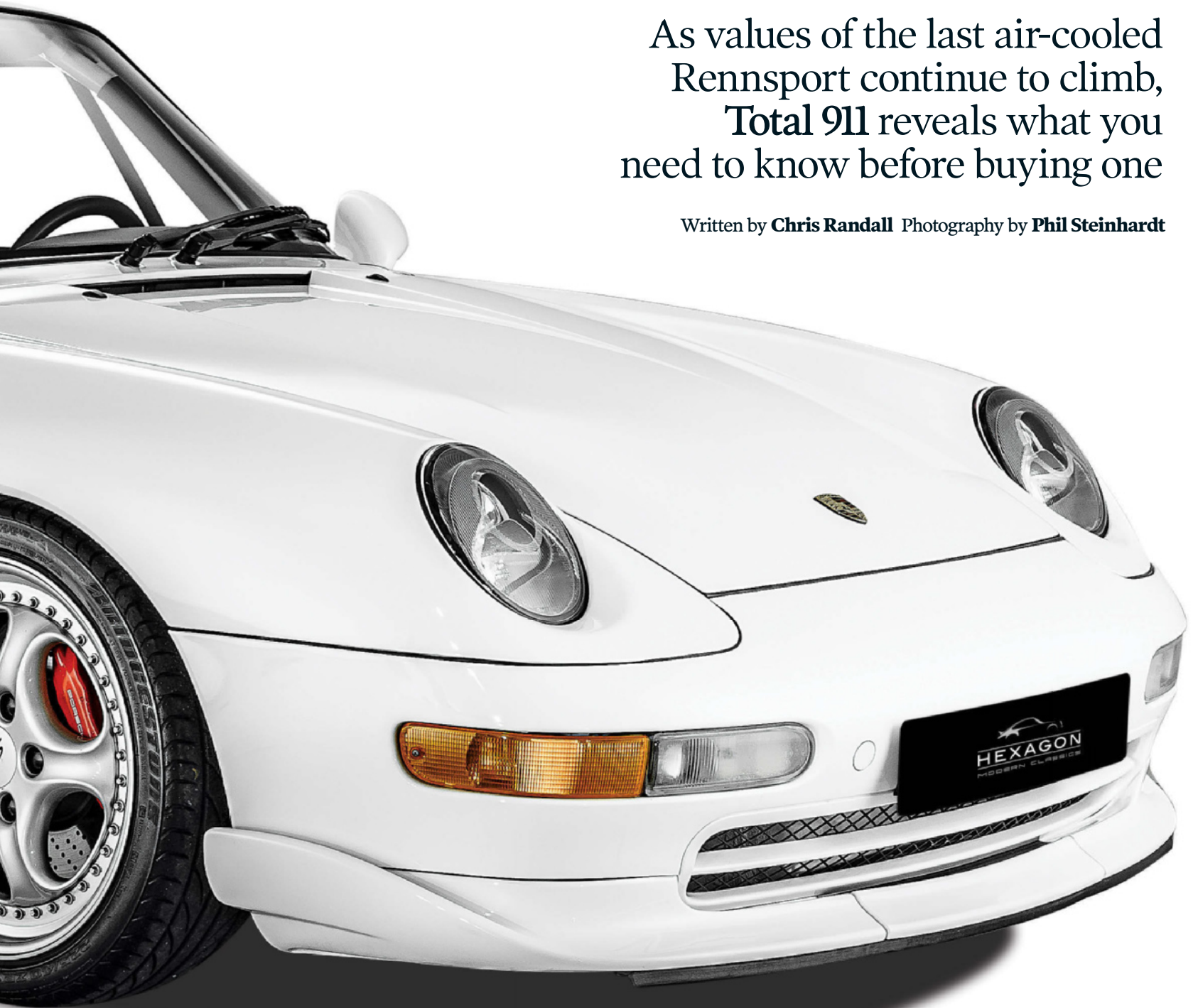
We already know the Clubsport version of the 993 RS was more hardcore, but for those buyers that ticked the option box marked M003, this was the ultimate incarnation of this special 993. Representing around 20 per cent of total production, the variant, also referred to as the RSR in some markets, wasn't really intended for road driving, although some of the more committed owners did indeed use them that way. Instead, it was aimed at those that intended to wring the maximum enjoyment out of the RS on the race circuit, and here it excelled. Costing in excess of £70,000 when new, just about all unnecessary kit was cut to maximise the weight saving, so you'd struggle in vain to find the likes of air-conditioning, electric windows, or carpets. Full harnesses were fitted as standard along with a Matter roll cage that was welded in place, and the seats gained fire-resistant Nomex coverings. Meanwhile, on the outside was an improved aero package that featured a deeper front splitter and bi-plane rear wing with substantial end plates. Highly sought after today, it's the ultimate embodiment of the RS philosophy.



993 RS

As values of the last air-cooled
Rennsport continue to climb,
Total 911 reveals what you
need to know before buying one

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



It was back in Issue 119 that we last got behind the wheel of the 993 RS and we were mightily impressed by the combination of rawness and purity on offer. That shouldn't really come as any surprise as this last of the air-cooled Rennsport cars is a special model indeed, and that makes it incredibly sought after today. Launched in 1995, just 1,104 were built – with 227 of those produced in more hardcore Clubsport trim – and only 38 examples arrived in the UK in right-hand drive form.

It's a rare beast and a bad one will be an expensive mistress, so as values climb it's vital to meticulously investigate the history before examining a potential purchase any further. Naturally, the paperwork should all stack up with no question marks over maintenance record or

mileage. The market is also seeing more cars returning from abroad, especially Japan, which can make understanding the history that bit more difficult, so it pays to be cautious. If you've any doubt whatsoever, seek the advice of an OPC or specialist. And before we get into the detail of these cars, there's also the matter of its previous usage.

Like many 911s, the 993 RS went through a stage where values were reasonably low, and where owners would have been quite happy to explore its abilities on track. Understandable, of course, given the performance and handling on offer, but it's worth trying to establish what sort of circuit work it might have seen. It shouldn't necessarily put you off, but there's clearly a difference between the occasional track day and a car that spent its early life lapping the

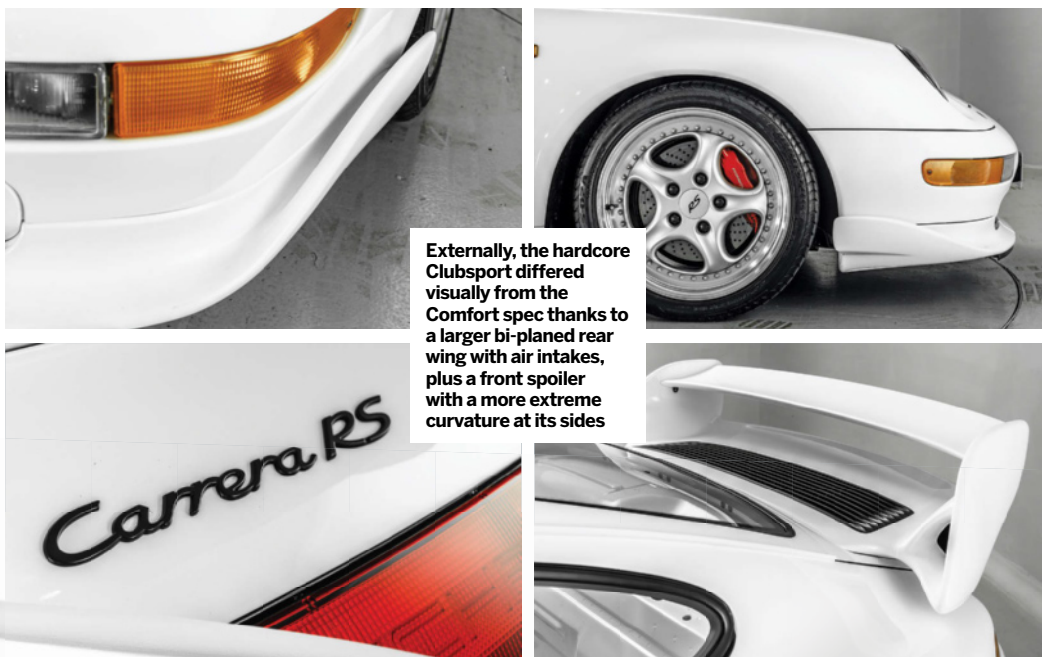
Nordschleife – which takes us on to another important aspect, and that's accident damage. Some previous paintwork such as stone-chip repairs isn't an issue, but it's crucial to ensure that the seam-welded shell hasn't sustained anything worse after a brush with the Armco. Proper repairs are crucial and not always easy, depending on where the damage was sustained, and once again, a specialist will be able to spot the tell-tale signs of major panel repair so you know what you're dealing with.

While we're on the subject, damage to RS-specific parts such as the front bumper/splitter or rear wing will be costly, as replacements cost £1,700 and £2,600 respectively, before VAT and fitting. It's not uncommon for these parts to suffer from bubbling in the paint on original examples, so budget for re-painting if there's any evidence ➔

“The galvanised shell should have kept panel rust at bay, so it's likely to be the result of poor accident repairs”

Model	993 RS
Year	1995-1996
Engine	
Capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300bhp @ 6,000rpm
Maximum torque	355Nm @ 5,400rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension	
Front	MacPherson struts with coil springs; anti-roll bar
Rear	Multi-link with telescopic dampers; coil springs; anti-roll bar
Wheels & tyres	
Front	8x18-inch; 225/40/ZR18
Rear	10x18-inch; 265/35/ZR18
Dimensions	
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Performance	
0-62mph	5.0 secs
Top speed	172 mph





Externally, the hardcore Clubsport differed visually from the Comfort spec thanks to a larger bi-planed rear wing with air intakes, plus a front spoiler with a more extreme curvature at its sides

PARTS PRICES

• Front bumper	£788.45
• Rear spoiler (Comfort)	£2,687.18
• Clutch kit	£745.40
• Front damper (each)	£335.44
• Front brake disc (pair)	£433.38
• Rear brake caliper	£591.50
• Front wheel (each)	£1,127.28

VALUES

The values here represent what you can expect to pay for a left-hand drive example. Specialists say you can expect to pay substantially more for one of the rare right-hand drive UK cars.

• Project	£150,000
• Regular use	£200,000
• Weekend thrills	£250,000
• Concours	£300,000+





“Compression and cylinder leakage tests will confirm the engine condition”

of this. As for the rest of the bodywork, the RS can suffer from the same issues that afflict other 993s, including the annoying windscreen creak that can be exacerbated by the stiffer suspension set up – though it can be fixed without excessive difficulty or cost.

It's also important to check for signs of corrosion around the front and rear screens, especially the lower edges as damage to the paintwork caused by cack-handed replacement of the bonded screen can accelerate the onset of rot. Corrosion can also affect the bumper mountings, especially at the rear, so check these are securely attached. The galvanised shell should have kept poor accident repairs. Make sure, too, that the door check straps are working correctly, as a

clicking sound indicates a common issue. Proper repairs involve letting in a new section of A-post and you'll be looking at a bill of £500 upwards per side. The problem lies on the inside of the pillar, and previous owners may have been tempted to bodge the job by just having the outside welded. Otherwise, it's just worth checking for excessive stone-chipping around the nose; dings in the aluminium luggage compartment lid; rear light units that have turned hazy; and for milkiness around the edge of the windscreen that signifies delamination.

As for the engine, the 300bhp, 3.8-litre unit is very strong and, if cared for, shouldn't prove any more of a high-maintenance proposition than any 911 motor. Clearly, an unimpeachable service history will provide peace of mind here, but get

a specialist inspection if you have any doubts. Excessive hydraulic tappet noise needs listening for as replacing them all costs at least £2,000 including labour, and raises concerns about what else might be wrong. So carrying out compression and cylinder leakage tests will confirm the internal condition, and with a re-build costing five figures – it could be double that if it extends to more major surgery such as replacing pistons or crankshaft – it's clearly money well spent.

Even a fundamentally healthy engine can leak a little oil, usually from the rocker or timing chain covers, but it shouldn't be a major problem with these units, unless an item such as the crank oil seal is involved, which is where things get more expensive. And if there's more than just the smallest puff of blue exhaust smoke, be prepared to walk away. Remember, too, that the RS was the first 911 to benefit from the VarioRam intake system and acceleration should be strong throughout the rev range with no signs of hesitation or flat spots. Perished vacuum pipes can



Inside, the Clubsport is sparse, with only extremely necessary equipment remaining. Nomex bucket seats offer a tight hold and a comprehensive cage including door bars offers protection and rigidity

cause problems, and while repairs to the unit itself are possible, complete replacement is both costly and labour-intensive. Transmission-wise, the solid flywheel is trouble-free, and it's likely to be weak synchromesh in the lower gears that gives away a gearbox that's in need of a re-build. That said, it is a robust unit, so any problems usually point to hard use or abuse in the past. It's advisable to check for any clunks or whines from the limited-slip differential, and to ensure there's no sign of clutch slippage, as the three-piece kit costs around £750 plus fitting, although it's not an engine-out job thankfully.

The rest of the mechanical package will need equally close inspection if big bills are to be avoided, starting with the brakes. The discs are ventilated and cross-drilled items, 322mm and 299mm diameter front and rear respectively, clamped by 'Big Red' calipers. Prolonged hard use will take its toll, so ensure the discs are in good condition with no cracking around the holes or pitting/scoring on the inner surfaces. ➔



BUYING TIPS

Make no mistake, the 993 RS is a specialist proposition and one that commands increasingly high prices. It's a car that demands respect, and that goes for buying one, where researching the history and condition is crucial. It would be very unwise to take the plunge without seeking the advice of an OPC or respected specialist.

- **History:** The most important aspect of buying an RS. It's vital to ensure that numbers and mileage all tally up, and extra care is needed with imported cars. Any doubts or gaps in the history, and you should tread extremely carefully.
- **Crash damage:** Hard to believe now, but when these cars were cheaper many were subjected to circuit use with all the risks that implies. Crash repairs aren't a deal-breaker as long as you know exactly what's been done and how well.
- **Bodywork:** RS parts are eye-wateringly expensive so examine them closely and carefully for any damage. Corrosion isn't a major concern, though it can take hold around the windscreen.
- **Engine:** Strong and with few inherent problems, the 3.8-litre unit should have been fastidiously maintained. Check for flat spots in the rev range. Oil leaks are common, though rocker cover leaks are an easy fix.
- **Transmission:** Very strong if used sensibly, but hard use will take its toll. Odd noises from the gearbox will end in a big bill, so be careful – especially check for crunching synchronesh.
- **Brakes/suspension:** Refurbishing a tired set-up will cost plenty, so if an owner has skimped here what else hasn't been done? And original Speedline wheels in perfect condition are a real plus given the huge cost of their replacement.
- **Interior:** Condition here is a good indicator of previous ownership, so be wary of a scruffy cabin for Comforts. There's less equipment than other 911s, but make sure what's there works properly.

Replacing all four corners will cost £700 in parts before VAT, so it's a hefty outlay. The calipers themselves can suffer from sticking pads, caused by corrosion between the alloy caliper and steel insert – they can be refurbished as long as things haven't gone too far, but you're looking at the best part of £600 for a new rear item. Bosch ABS was standard and shouldn't be a concern, although it's worth ensuring that the warning light illuminates and extinguishes correctly on start-up. The brakes are fronted by gorgeous split-rim Speedline wheels and while they can be renovated at a reasonable cost, new ones are eye-wateringly expensive, as in £1,100 each at the front and £1,200 each at the rear, so you've been warned.

The power steering can suffer from fluid leaks, so check the pipe unions and rack, while the suspension bushes should be free of any perishing or obvious wear. It was a stiffer set-up, lowered by 30mm at the front and 40mm at the rear, and with adjustable anti-roll bars, so any geometry that's gone awry or been tinkered with by track amateurs will have a dire effect on the handling. Uneven tyre wear should also ring alarm bells. Dampers themselves are another pricey item at around £700 per pair for the front, so budget accordingly if an overhaul is on the cards.

Head inside, and you'll find a cabin that's solidly constructed from good quality materials. It's also a good indicator of a car's past, so don't

be hasty when it comes to checking its condition and look for scuffs caused by an uncaring owner. The Clubsport models are a sparse affair, equipment-wise, and it's worth ensuring that you could live with the track-focused roll cage and harnesses before taking the plunge. And even if the model you're looking at appears standard, it's worth looking at the trim in the rear of the cabin for signs that such track items haven't been previously installed and then removed. Comfort versions certainly made for a more usable proposition, and although the lighter wiring loom and lower equipment levels should make things more reliable, it's no guarantee. Make sure everything works, then, focussing on items such as electric windows and air-conditioning if fitted. The latter can suffer from failure of the fan's ballast resistor, which is a cheap fix, and problems with the evaporator and condenser, which aren't. If it doesn't blow cold, the system is likely to need more than just a re-gas.

Overall, the RS is an exciting proposition and one that should last well as long as it's been cared for. And given the prices now being asked, you'd perhaps expect nothing less. An abused example in need of major work will empty your bank account with stomach-churning ease, so think long and hard before taking on any sort of project. Look instead for an original, pampered car and you'll own a very special Rennsport indeed. **911**

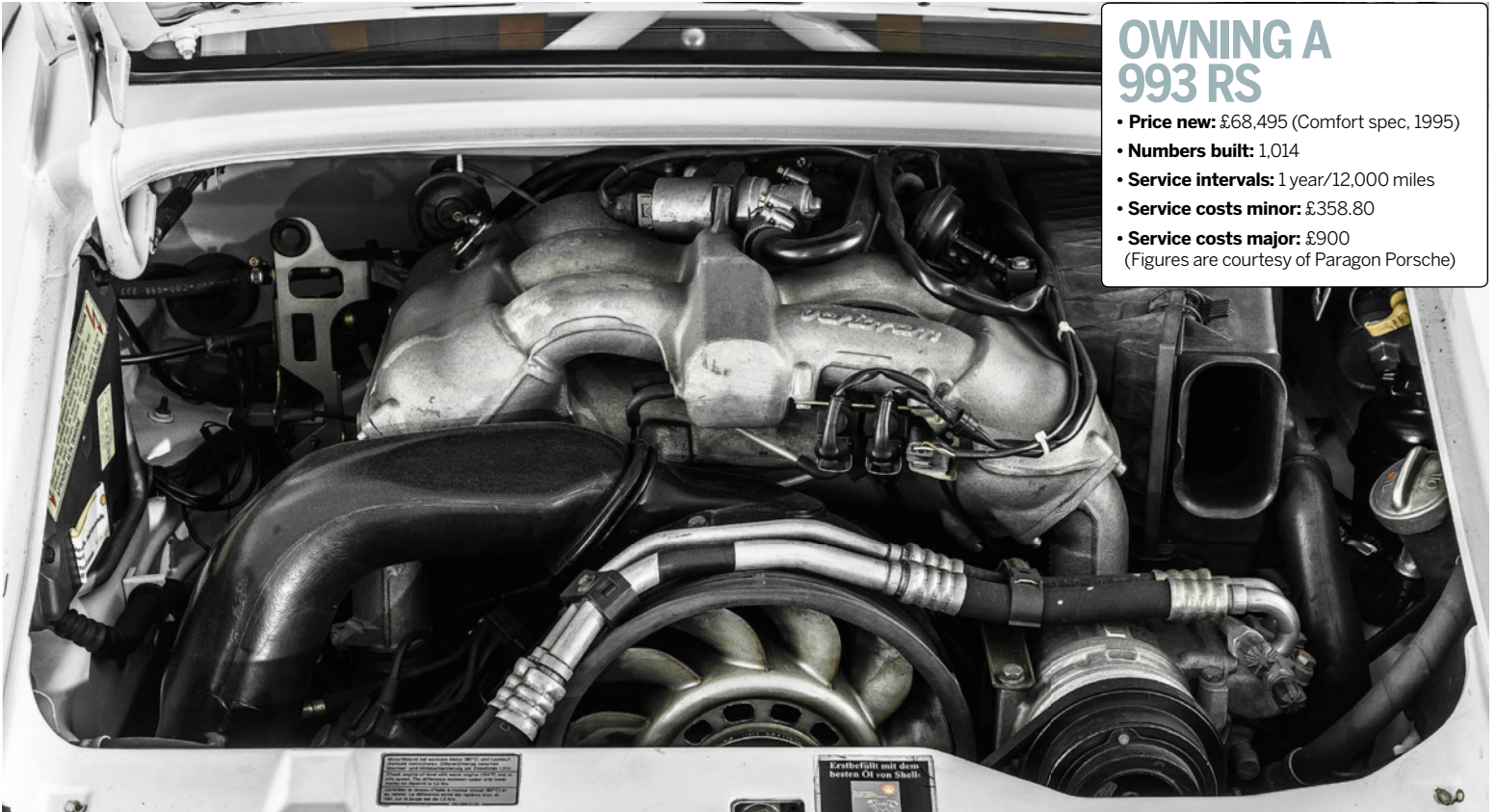


SPECIALIST VIEW

“The 993 RS is an incredibly special car indeed and has witnessed a huge leap in values since the start of last year. We're lucky enough to have had a few in stock including the immaculate Clubsport seen here in your pictures.

While a right-hand-drive car is the ultimate in terms of an investment opportunity, any 993 RS makes for a tantalising drive in Comfort spec, with the Clubsport reserved only for those who enjoy a fully hardcore driving experience.”

Jonathan Franklin,
Hexagon Modern Classics



OWNING A 993 RS

- **Price new:** £68,495 (Comfort spec, 1995)
- **Numbers built:** 1,014
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £358.80
- **Service costs major:** £900
(Figures are courtesy of Paragon Porsche)



“With an engine rebuild in the region of £10k it’s worth getting a thorough health check”

Thanks

This 993 RS Clubsport is available for immediate inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)7522 911 911 or visit hexagonclassics.com.



THE VERY FIRST PORSCHE TURBO

As the first, and for years the only, blown volume production sports car, the 930 broke the mould for outright performance



The dominance of the 917 was such that the FIA banned it: after two Le Mans wins and the prospect of another Porsche walkover in 1972, the Paris-based organisation passed the 3.0-litre rules designed to exclude Zuffenhausen's all-conquering 5.0-litre racer. Porsche turned to the North American Can-Am series where, to rival the power of the 8.0-litre McLarens, it turbocharged its flat 12 and promptly won the 1972 and '73 championships. This success excited Porsche's new CEO Ernst Fuhrmann, who saw the potential for a turbocharged 911.

Forced induction was not entirely new to Porsche: aware of the activity of Swiss engineer Michael May, whose workshops at Esslingen on the other side of Stuttgart were building turbocharger kits for Ford Capris, Porsche had experimented in 1969 by turbocharging a 2.0-litre 914 and 911. Intense work taking place to develop the 2.2-litre and 2.4-litre engines meant that the project was shelved, but seeing the possibilities, in 1972 Fuhrmann resurrected this research. By now there was rather more OEM interest: it was known that BMW was developing a turbocharged 2002 to homologate its blown race model and, provocatively straying into Porsche territory, it displayed a concept Turbo Coupe at the 1972 Frankfurt show. Porsche had to respond, and Fuhrmann in any case was keen to have his own Porsche Turbo.

Valentin Schäffer, who had worked on the successful Can-Am engine, supervised the build of the first blown 2.7-litre 911, which used the same basic manifold as the 917 racer, and Ferry's

sister Louise Piëch, boss of Porsche Austria and another enthusiastic driver, took one of the first prototypes. Fuhrmann's view, which turned out to be remarkably prescient, was that not only would a production Porsche Turbo be a halo model, the almost unlimited power possibilities of forced induction would open the way in 3.0-litre sports car and GT racing.

A completely unprecedented Turbo 911, the nearest to a dream car that Porsche had ever exhibited, was mocked up for the 1973 Frankfurt show. Its rear spoiler, flared wheel arches and deep front valance were modelled on the (not yet announced) IROC race car, and stand visitors were told that its 2.7-litre engine was tuned to 280hp with 'modest' boost pressures. A top speed of over 160mph was suggested. The mere sight

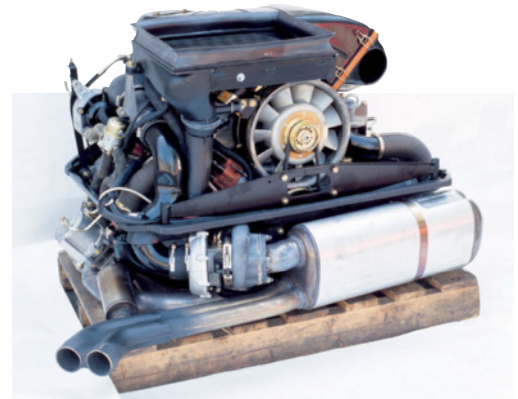
Above: The 3.0-litre flat six developed for the Carrera RS was preferred to the 2.7-litre as it provided drivers with better low speed pickup – and upon release a legend was born

of this sleek silver 911 (ironically engine-less) and such promises were enough to whet appetites, and Porsche went rapidly into production mode. The new 3.0-litre flat six developed for the Carrera RS was preferred to the 2.7-litre as it provided better low speed pickup with the then-also new Bosch K Jetronic fuel injection.

Dynamometer testing showed that relatively little reinforcement of the engine was necessary to meet the stress of boosting, and that 300bhp was quite feasible. However, Porsche was concerned about the limitations of the



This early Turbo prototype was fitted with a 2.7-litre engine and given to Louise Piëch, as we discovered in issue 112



chassis as well as the tendency of boost to arrive suddenly – Porsche engineer Herbert Ampferer (later responsible for the GT3 engine) had badly frightened himself testing one of Michael May’s boosted Capris. So, output was restricted to 260bhp with a very conservative compression ratio of 6.5:1.

The FIA homologation minimum was 400 and Porsche’s plan was to build 500 cars. The question was then how to market them. After some debate on whether the company should offer basic and deluxe versions, Porsche decided to pitch at the affluent buyer and the 911 Turbo was specified with every option the company could muster. It had a price to match – in the UK £14,750 (almost twice the Carrera 2.7 price, and when the V12 Jaguar XJS cost £8,990), but the company had aimed just right: the overwhelming reception for the Porsche Turbo when it was launched at the 1974 Paris salon suggested that this was one car that would literally and metaphorically fly.

Not even the oil crisis, which vastly increased petrol prices and killed off BMW’s 2002 Turbo, as well as sports car makers AC, Jensen and Maserati (rescued by Citroën), could stop the new Turbo from Zuffenhausen. Orders poured in, and it was clear the 500 target would be met (achieved, in fact, in the first six months of 1975). The glitterati all wanted a Porsche Turbo: here was a supercar that, unlike models with Italian names, did not need a mechanic in the boot. Steve McQueen was an early high-profile purchaser and the thousandth car off the line went to Prince Rainier of Monaco’s sister, Princess Antoinette. Zuffenhausen’s PR department could not have stage-managed things better.

The press was agog for the shove-in-the-back nature of the Turbo’s performance. A tiny

group of other sports cars could exceed 153mph and do 0-60 in six seconds, but none did it like this Porsche; turbo lag caught drivers unawares and cars were crashed; Dakar winner René Metge commented that when it rained the 930 was almost impossible to keep straight on Paris’s cobbles, but nobody blamed Porsche. Demand was such that until well into 1976 AFN had the only 930 demonstrator in the UK and Porsche’s regular press driver of the air-cooled era, racer Nick Faure, wore out a set of tyres in an afternoon’s presentation to journalists.

From 1974-77, 2,880 Turbos emerged from Zuffenhausen; that first 3.0-litre 930 advanced Porsche’s reputation from an enthusiast’s car to a far wider audience as an object of material aspiration. And a very profitable one: even allowing for inflation of 15-20 per cent, the very fact that by 1979, the now 3.3-litre and intercooled Turbo cost £26,250, indicated that Porsche had brilliantly predicted its market.

Top right: The first turbocharged flat six had a tendency for boost to arrive suddenly, so output was restricted to 260bhp

Right: Although it carried a hefty price of £14,750 in the UK, Turbo production swelled after 1977

Left: The 930 3.3 increased top speed to 160mph, bettering the earlier 3.0’s 155mph

Journalist and racing driver Tony Dron reflects today that he was never a fan of that first 911 Turbo. He missed the poise of the Carrera 2.7: “The 930’s handling window was incredibly narrow: on a 60mph bend taken at the limit on a modern circuit, it would go from strong understeer as power was applied to severe oversteer in the space of 3mph, forcing the driver to catch it rapidly with an armful of opposite lock.”

Such flaws in its character though mattered little: Porsche had created an icon which would flourish for two decades before serious competitors emerged, and one that it would eventually hone to perfection. **911**



Right: The 930 was soon treated to material and mechanical upgrades including a bigger capacity engine and a ‘tea tray’ rear wing, lasting until 1989



996 Mk1



997 Gen2

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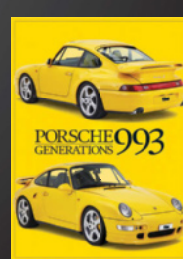
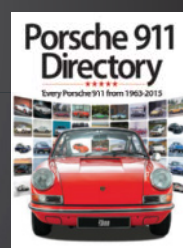
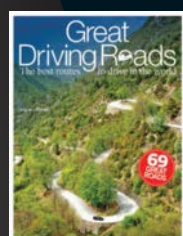


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CARRERA 2 VS CARRERA 4



It's an oft-debated topic, but which is the better 964? Total 911 climbs behind the wheel of both all-wheel-drive and rear-drive variants to find out if two powered axles is better than one...

Written by **Kyle Fortune** Photography by **Phil Steinhardt**

The year 1989 turned out to be rather pivotal: the Berlin Wall crumbled with the rest of the eastern bloc, Asia began to rise as a global economic force, while in technology, the first unofficial text message was sent. For Porsche observers, 1989 also brought the introduction of the new 964, a car that, with Porsche claiming it was 85 per cent new, was the company's most radical revision of the 911 ever.

The internet was in its infancy then, a website typically only lasting 200 days, but nobody could have predicted the debate that Porsche's new





all-wheel-drive take on the 911 would impact on forums hosted on it. Thousands of pages on motoring websites still exist about it today, the 964 sparking a dispute that runs right through to the current 991 series 911: which is better, Carrera 2 or Carrera 4?

It is a tricky argument, and one that is unlikely to ever be resolved given the intricacies and differences between both cars and what buyers expect from them. The Carrera 4 introduced the 964 to the world, Benjamin Dimson's design not just presenting a smoother aspect thanks to its integrated bumpers, that party trick pop-up rear spoiler and 16-inch Design 90 alloy wheels, but also flat under-body cladding that helped the 964 deliver a 0.32 coefficient of drag figure, as well as more work for Porsche technicians. The introduction of teardrop mirrors, in place of

the large 'flag' or 'elephant ear' mirrors in 1992 might have improved that drag figure further still, as well as been in keeping with the more aerodynamic direction the 964 represented over its predecessors.

Even with the red Carrera 4 here featuring those older, larger mirrors, it's a beautiful thing. It's not often you get the chance to do some serious miles chasing a 964, but Dan from Paul Stephens is up ahead en route to the photo location in that Carrera 4, and I'm behind. It's been a while since I've been in a 964, and the first opportunity to really sample the 2 and 4 back-to-back on the same roads, in the same conditions, but chasing the 4 from the driver's seat of the white 2 is a rare treat. The 964's styling may have had its detractors, but it's always been one of my favourite 911s (even as a 993 owner),

an evolutionary turning point blending old and new worlds, its significance in the 911's lineage as impactful as the year it was introduced.

The basic proportions are, unsurprisingly, pure 911, as they'd been since its introduction, only Dimson's design brings it kicking and screaming into a new decade. It's beautifully proportioned, immediately recognisable, yet even today looking utterly contemporary. There are elements of the 959's styling in its looks, the intakes along the lower bumper an obvious nod to Porsche's then poster-child supercar, as are the smooth integration of those bumpers and their lights. The interior remains classic 911, which if we're being kind means big, simple, clear instrumentation, and a scattergun approach to switchgear. 85 per cent new or not, some things never change.

The view out the Carrera 2's upright window is dominated by the top of the front wings, between which the red Carrera 4 leads. It's not often I hope for rain on a photo shoot, but today's different, wet roads swinging the advantage back in favour of the Carrera 4 over the following rear-driven Carrera 2. I've always been rather partisan to Carrera 2s, not seeing the need for drive to be pushed to the front axle. A memorable drive down the Col de Turini in a 997 Carrera 4 on its launch did soften that view, but the 964's four-wheel drive hails from another era, when four-wheel-drive production cars were in their relative infancy. That's not to say the 964 Carrera 4 features an unsophisticated system. It is, after all, engineered by Porsche, and was fairly revolutionary at the time thanks to its extensive use of electronic ➔



964 Carrera 2

1990-1993

Engine**Capacity**

3,600cc

Compression ratio

11.3:1

Maximum power

250bhp @ 6,100rpm

Maximum torque

310Nm @ 4,800rpm

Transmission

Five-speed manual; rear-wheel drive

Suspension**Front**

MacPherson strut; coil springs

Rear

Semi-trailing arms; coil springs

Wheels & tyres**Front**6x16-inch & 205/55/ZR16 (standard);
test car 6x17-inch & 205/50/ZR17 Cups**Rear**8x16-inch & 225/50/ZR16 (standard);
test car 8x17-inch & 255/40/ZR17**Dimensions****Length**

4,250mm

Width

1,652mm

Weight

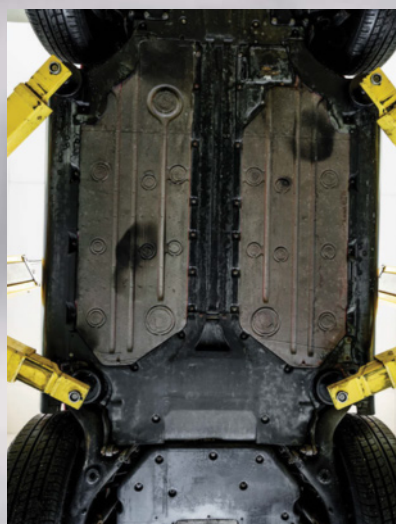
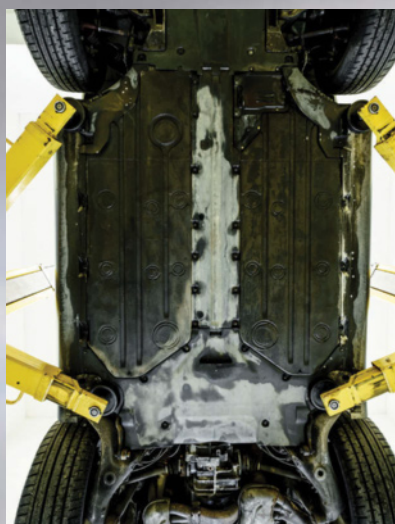
1,350kg

Performance**0-60mph**

5.6 secs

Top speed

162mph

**964 Carrera 4**

1989-1993

Engine**Capacity**

3,600cc

Compression ratio

11.3:1

Maximum power

250bhp @ 6,100rpm

Maximum torque

310Nm @ 4,800rpm

Transmission

Five-speed manual; four-wheel drive

Suspension**Front**

MacPherson strut; coil springs

Rear

Semi-trailing arms; coil springs

Wheels & tyres**Front**6x16-inch & 205/55/ZR16 (standard);
test car 6x17-inch & 205/50/ZR17 Cups**Rear**8x16-inch & 225/50/ZR16 (standard);
test car 8x17-inch & 255/40/ZR17**Dimensions****Length**

4,250mm

Width

1,652mm

Weight

1,450kg

Performance**0-60mph**

5.7 secs

Top speed

162mph





controls over the more commonly used, purely mechanical systems. The later 993 actually received a simpler system.

Borrowing elements from the 959, the Carrera 4 uses hydraulics and electronics to control the four-wheel drive system. It features hydraulically controlled multi-clutch plates and three differentials monitored and managed by the same ECU as the ABS brakes. Delivering information to that ECU are four speed sensors, a pair of accelerometers and a brake pedal sensor. Under normal conditions the epicyclic centre differential sends 31 per cent of drive to the front and 69 per cent to the rear. That split could, of course, be altered, if the wheel's sensors detected slip. Drive would then be directed forwards, quelling the 911's famously tail happy reputation.

The existence of the Carrera 4 can largely be attributed to that. Rightly or wrongly, and despite its phenomenal success, the 911 had always been seen as something of a difficult car to drive. The 964 Carrera 4 answered that, widening its appeal

to a larger potential marketplace. In the Eighties and early Nineties, four-wheel drive was popular thanks to iconic cars like Audi's Ur-Quattro, its advantages obvious to all thanks to the glory days of rallying. Increasingly, Japan's performance cars came with all four wheels being driven, their penetration in the US not insignificant for Porsche's largest export market. Four-wheel drive brought performance gains – specifically traction and grip – allowing more of a car's performance to be used, which with a new M64 3.6-litre flat-six developing 250bhp at 6,100rpm and 310Nm of torque at 4,800rpm wasn't necessarily a bad thing.

Today that's apparent, as Dan's on the power quicker than me in the Carrera 2, using the traction advantage he's got to make better time. Not that the Carrera 2 is traction limited, but I'm mindful it's a customer's car, as well as the 964's lack of electronic stability or traction systems in such conditions. Swapping out into the Carrera 4, there's no obvious difference sat behind the wheel, save for the dial on the transmission tunnel to

lock the differentials for driving on snow and ice (and the extra warning light in the oil pressure and temperature dial).

What's immediately obvious is how much influence that four-wheel drive system has on its dynamic make-up, and the feel and weighting of the driver controls. The clutch pedal is weightier, requiring a slightly firmer push. The gearshift, too, is not quite as light through its gate as that in the Carrera 2. Still positive, just subtly different. It would be a mistake to attribute the greater control weights to the differing mileages these cars feature, the Carrera 4 having only covered 44,000 miles to the 110,000 miles of the Carrera 2. The white Carrera 2 might have more miles under its Cup alloys, but it still feels as tight and fresh as a car wearing 100,000 miles less on its odometer. Both have a light patina of use inside. After all, they're cars that have been around for over 20 years, revealing that they're both used and enjoyed by their respective owners.

So they should be, as the 964 is a joy to drive. It feels tiny compared to modern Porsches, the Cayman GTS I drove to Paul Stephens' Halstead showroom feeling gargantuan in comparison. That's to the benefit of speed, the 964 having more road to enjoy thanks to its diminutive footprint. 250 brake horsepower today might be monstrosity by mere hot hatches, but it's enough in the 964 to make indecent progress.

Against the clock, the Carrera 2 beats its four-wheel drive relation to 62mph, its 5.6-second time bettering the 4 by a scant 0.1-seconds as the traction advantage the Carrera 4 brings is stymied on pure accelerative terms. This is due to the ➡



Above left: Carrera 2 enjoys a more traditional 911 driving style, allowing for play with weight transfer
Above right: Carrera 4's steering, clutch and gearbox have extra weight to them but the car enjoys greater mechanical grip in corners



Porsche 953: the original four-wheel drive 911

Porsche's competition success is largely focused on track racing, but to ignore rallying as part of its history is to do the company a disservice. As the Le Mans 24 hours is the jewel in the crown of endurance track events, head off-road and you'll be racing to Dakar from Paris. The three weeks it takes makes Le Mans look like a breeze, and Porsche built its first four-wheel drive 911 to take on the unique desert challenge. The 953, sometimes referred to as the 911 SC/RS 4x4 was the car, a 911 with a mechanical four-wheel drive system that pre-dated the 959's electronically controlled one, riding on an almost cartoonishly proportioned raised suspension.

The 953 would win the Paris Dakar in the hands of René Metge and Dominique Lemoine, though everyone seems to remember the fact that Jacky Ickx steered the second of three cars to sixth position, Porsche taking a 1, 2 and 6th in the 1984 race. Power came from the familiar 3.2-litre flat six, with 225hp driving all four-wheels via a five-speed manual transmission, plus it weighed just 1,247kg and was famously sponsored by Rothmans. Three years ago, an original set of spares, including the front and rear differentials, gearbox and centre driveshaft popped up for sale on eBay, which would make for an evocative re-creation. The 953 is an interesting and often overlooked car in the 911's history, with serious off road race-winning credentials that pre-date those of the more illustrious 959.

100 kilogram weight penalty the extra differentials bring. The quoted top speed for both is 162mph, though there's no opportunity to test that today. At such speeds on its German home turf I'd imagine the security four-wheel drive brings to its directional stability would be desirable. There's no difference in the ride quality between them, the Carrera 4's legacy to the 964 being the requirement for a MacPherson strut front suspension set-up and coil-sprung as opposed to torsion bar rear suspension.

Given that a simple digit on the back is all that visually differentiates them, it's surprising how differently they drive. It's not just the slight increase in effort required to shift gear that's apparent, but the slight increase in heft at the steering wheel. They're both power-assisted, but the additional weight that four-wheel drive brings, as well as where it's positioned, and the fact those wheels have drive apportioned to them influences the steering. Where there's lightness and immediacy with the Carrera 2 around its front axle, there's a feeling of tied-down security allied with less speed at initial turn in with the Carrera 4. It feels far more planted at normal speeds, the slight, light characteristic float around the Carrera 2's nose absent. This, more than anything, defines the differences between

the two cars: the Carrera 4 is very obviously a different 911 experience, and one that requires an adapted driving style to get the best from it.

Traction in the Carrera 4 is never in question, though the four-wheel drive does make for a 911 that's more prone to understeer. It's largely neutral until you start pushing harder, where the four-wheel drive apportioned more drive to the front. Where you might approach a corner and trail brake it in the Carrera 2 to exploit the weight

“What’s immediately obvious is how much influence that four-wheel drive system has”

shift and its engine position, the Carrera 4 is best prior to the bend, which if you get the speed right means a perfect arc. Yes, there's understeer, but as with any early four-wheel drive it's possible to drive around it if you judge your speed correctly. It's less adjustable or natural compared to the Carrera 2, and there's more obvious mechanical drag, but four-wheel drive or not, it's still possible to bring that engine position into play. The engine itself delivers such an intoxicating hit of performance and aural stimulation, its keenness for revs and immediacy of response being a

defining 964 characteristic. The brakes too, featuring the same size discs and pads, feel all but identical despite the 2's being vacuum and the 4's high pressure hydraulic based.

The Carrera 2, as you might anticipate, is a sharper driving experience: it's easier to influence its attitude behind the wheel, rewarding smoothness and delivering greater feel through the steering. Indeed, the Carrera 2's steering is its defining feature. Uncorrupted by drive, the 2's wheel is loaded with information. That's not to say there's not real feel with the C4, it's just that the messages are slightly blurred in comparison. By any measure, the 4's an engaging, enjoyable drive, only here its toughest

adversary comes from its own gene pool and adds a level of detail that's among the very best out there, even today.

Which is better? Picking one is like choosing your favourite child. That said, I'd have the 2 for its greater purity, but turn the clock back 20 years and that might be a different outcome, as the 4's greater all-year-round usefulness is appealing. With 964s very much in the realm of occasional use today, that all-weather ability argument isn't quite as valid – though it's not a lesser car, just a different one. **911**



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1960 Porsche 356B 1600 Super Roadster

Matching numbers and comes with a certificate of authenticity, in gorgeous black with black interior. Very clean and presentable example that has been well maintained. Solid undercarriage. Extremely collectible and sought after. Mechanically sound.

.....\$167,500



1994 Porsche Turbo Coupe 3.6L
Extremely low 15,402 miles, in its original midnight blue with black leather interior. Extremely desirable air-cooled model that marked the end of an era.\$319,500



1977 Porsche Turbo Carrera
Certificate of authenticity in original colour code minerva blue with black interior. Number 242 of 727 produced for the U.S. market in 1977.\$139,500



1965 Porsche 911
Red with black interior. 2.7 liter engine and a five-speed manual transmission and flared fenders. Extremely rare and collectible. Same owner since 1989.\$94,500



1987 Porsche 930 Sunroof Coupe
Original Venetian blue metallic with grey interior. Four-speed manual transmission, air conditioning and polished Fuchs alloy wheels. Mechanically sound.\$67,500



1957 Porsche 356A Coupe
White with black interior. This car has had the same owner since 1988. It's an excellent car with tons of potential.\$59,500



1962 Porsche 356B Sunroof Coupe
Red with black interior, period-correct 1600S motor and comes with electric sunroof, matching numbers head and decklid, and spare tire.\$56,500



1973.5 Porsche 911T Sunroof Coupe
Matching numbers in guards red with tan interior. A very presentable car equipped with 2.4-liter with CIS and a five-speed manual transmission.\$54,500



1995 Porsche 993 Coupe
Black with black interior. Six-speed manual transmission, sunroof, air conditioning and power steering. Very presentable car, mechanically sound.\$32,500



1990 Porsche 964 Cabriolet
Red with black interior, five-speed manual transmission, air conditioning and power windows. Same owner for many years. Mechanically sound.\$29,950



1978 Porsche 911SC Coupe
Sunroof Coupe in copper brown metallic with brown interior. Five-speed manual transmission and fuchs wheels. Same owner for last 36 years.\$29,500



1968 Porsche 912 Coupe
White with black interior, five-speed manual transmission. Very presentable short wheel base coupe. Solid wheels. Mechanically sound.\$27,500



1969 Porsche 912 Targa
Long wheel base in viper green with black interior. Five-speed manual transmission, VW motor and polished Fuchs. Same owner for many years.\$23,750

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—THE— TURBO-LOOK CARRERA

A true thoroughbred, the 3.2 Carrera Super Sport was the first of its kind from the factory, offering superior Turbo-inspired looks without that 930 powerplant

Written by **Glen Smale** Photography by **Chris Wallbank**



The concept of supply and demand is far from new. In the automotive industry, Porsche in particular has long been versed in keenly pricing premium models of their darling 911 to attract only the most elite of customers. As a case in point, you only need to look at the fact that the first 911S cost more than the average UK house, and the Turbo was nearly twice as much as the 2.7 Carrera at its launch in 1974. In fact, the Turbo has consequently remained at a significant premium over its naturally aspirated brethren in the years since, with its more aggressive, widebody looks a feature that many 911 owners aspire to have, but only a few can afford.

However, perhaps buoyed by market pressure from independent companies offering to build 930 looks into Carreras of the time, Porsche offered something of a compromise, the result of which gave birth to the fabled M491 option, colloquially known as the Turbo-look.

The story began in 1975 with that introduction of the 911 Turbo. The revolutionary new model

was a success for Porsche, selling around 1,000 units annually up to 1977. When the larger 3.3-litre engine was introduced in 1978, sales jumped to 1,500 units a year for the decade that followed (and that's without Zuffenhasuen being able to sell any 930s in America until 1986, don't forget). Not only did the Turbo offer scintillating performance, it looked powerful and commanded a huge presence on the road. Therein lay an opportunity that the aftermarket industry quickly jumped on.

Starved of the high-performance Turbo, many American customers sought to emulate the powerful looks of the 930 because, even if they couldn't have the real thing, they just loved the look of the widebody 911. It became commonplace in the early Eighties for American Carrera 3.2 customers to take their brand new cars along to their favourite body shop, where they would have wheelarch extensions welded onto the wings to make their 911s look like the Turbo. However, before long, on the downside of this development, it also became quite common to find rust appearing along the weld lines where the



wheelarch extensions had been attached. This did not go unnoticed when these cars were serviced at Porsche dealerships, and it wasn't long before the factory got wind of this trend. Not wanting so many cars in their most important market to look second-hand long before their time, Porsche stepped in to offer a solution for Carrera customers (which, you could feasibly argue, also sought to protect the integrity of their precious 930) by introducing the Turbo-look model.

The Turbo-look, or Super Sport, offered the buyer everything that the Turbo model had, with the exception of two things, these being the turbocharged engine and the sportier, more direct steering that came with the high-performance model. In 1984 and 1985, the Super Sport was only available in Coupe form, but as from 1986 this was joined by both Targa and Cabriolet models.

Known as the M491 option, the Turbo-look included the Turbo's wide body, front and rear spoilers, and uprated suspension as the revised

rear wing produced greater downforce on the rear wheels of all three body styles. However, the Targa and Cabriolet bodyshells also required additional reinforcing as the Turbo suspension generated increased lateral forces during cornering. Porsche fitted four-pot front and rear calipers and cross-drilled discs for the first time on a production model, this system being developed from that used on the Le Mans-winning 917. All of the Turbo-look derivatives (Coupe, Targa and Cabriolet) were fitted with 16-inch forged Fuchsfelge wheels, and came standard with side-impact beams in the doors. Weighing an extra 50 kilograms in total over narrow-bodied Carreras and with a resultant increase in wind resistance of the wider body, the Turbo-look models could be ordered in de-winged, 'flatback' form if the buyer so desired.

The name 'Super Sport' was first used in the UK, and is derived from the car's full original designation, 911 Carrera SSE, where SSE stood for

Super Sport Equipment. Initially called the Turbo-look in Porsche's two largest markets, Germany and the USA, the name 'Super Sport' was soon adopted worldwide in all markets.

The niche for the 911 Turbo-look was to a large extent created by the market itself, as this opportunity was not one initially foreseen by Porsche. When the manufacturer did eventually acknowledge the existence of this gap in the market, they decided that if customers wanted a Turbo-look 911, then Porsche would surely make it for them. But they had no intention of making the derivative in large numbers, and to reinforce their point, Porsche would stick a high price on the models with the M491 option. In 1987, the Turbo-look cost around £9,000 more than a standard Carrera 3.2, which at that time retailed for £27,497, but still £5,768 below the superstar Turbo.

Porsche's bid to keep the integrity of the 930 worked: Turbo sales increased again and, with a price tag of £36,676 for the SSE, it proved

“Porsche fitted four-pot calipers and cross-drilled discs developed from the Le Mans-winning 917”



Model 3.2 SSE**Year 1986****Engine****Capacity** 3,164cc**Compression ratio** 10.3:1**Maximum power** 231bhp @ 5,900rpm**Maximum torque** 283Nm @ 4,800rpm**Transmission** Five-speed manual (G50 gearbox)**Suspension****Front** Independent suspension with wishbones and MacPherson struts; single longitudinal torsion bar per wheel; dual-tube gas-filled shock absorbers; anti-roll bar**Rear** Independent suspension with light alloy semi-trailing arms; single transverse torsion bar per wheel; dual-tube gas-filled shock absorbers; anti-roll bar**Wheels & tyres****Front** 7x16-inch Fuchs; 205/55/VR16**Rear** 8x16-inch Fuchs; 225/50/VR16**Dimensions****Length** 4,291mm**Width** 1,775mm**Weight** 1,210kg**Performance****0-62mph** 6.1 secs**Top speed** 152 mph



a very expensive option in this country, and is one of the reasons why just 75 examples crossed the Channel to the UK in right-hand drive form. There are now only 22 Coupes in right-hand-drive form known to the Porsche Club.

Today, I find myself seated inside the immaculate Guards red SSE example in our pictures. Current owner, Geoff, says the car was built in October 1986 as a 3.2 Carrera Super Sport Coupe, but was first registered on 1 January 1987. Our destination is the picturesque Yorkshire Dales to meet photographer Chris, and the SSE wastes little time in demonstrating that it is not an overweight, underpowered sports car, but a thoroughbred 911 with performance at its heart.

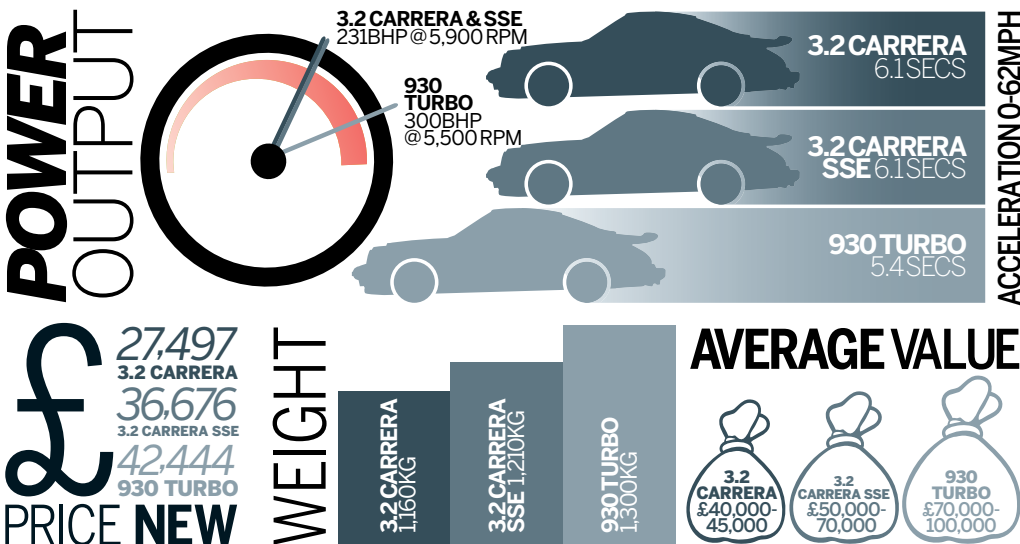
The naturally aspirated flat six displays a raucous note as it pulls strongly through every gear right up to the redline. The interior is still immaculate, too, belying its 120,000 miles of life (a testament to Porsche build quality).

The wide body of the Super Sport really sets the car off, giving it tremendous presence, though that extra 50 kilograms of weight is not keenly felt under spirited driving. Running as though on rails, the SSE feels taugth, though there are obvious shortcomings in steering feel – something that many SSE owners have since addressed. Geoff explains: “Perhaps Porsche felt that SSE buyers wanted a slightly softer feel on the steering, and not the harsher feel of the Turbo,

and so the standard inner steering joint of the Carrera was fitted to the SSE. The only trouble is that the steering is somewhat vague so, along with many other Super Sport owners, I have done the conversion and fitted the Turbo tie rods, which stiffens up the feel of the steering.”

Steering is the only noticeable gripe in an otherwise marvellous Porsche. The SSE provides a perfect blend of all that is good about the 3.2 Carrera, including its litheness and zesty flat-six engine, to the aggressive, commanding looks of the 930. Of course, the popular perception is that as the wide body Super Sport is heavier and wider, it offers more wind resistance, and is therefore slower. Although this might be true when measured against the stopwatch, most SSE drivers will in reality not put their cars to such an extreme test – on the public road, at least.

So successful was the M491 option on the 3.2 Carrera that Porsche continued the Turbo-look in the following 993 and 996 generations, and these are cars that today carry a significant premium over their narrow-bodied counterparts. The SSE was the start of a successful Turbo-look legend, and a rare instance where Zuffenhausen were prepared to provide all owners with a taste of the top-spec model without them having to part with significant sums of cash for the real thing. Representing a notable victory for the customer, the idea of an SSE-style Carrera is unlikely to be repeated again, making these Turbo-look Carreras a very significant part of Zuffenhausen history indeed. **911**





Servicing the 3.2 Carrera SSE

Generally, 911s of this age can commonly suffer from chassis corrosion problems (including, of course, rust in the kidney bowls), oil leaks, brakes seizing (in particular the rear brake calipers), and suspension wear. Maintenance is key to preserving a 911, particularly on a model with many Turbo-spec parts fitted – as bills could soon rise if things go wrong. These sentiments are echoed by Tony Snowden of Porschtek Ltd, who says, “When we recommend a

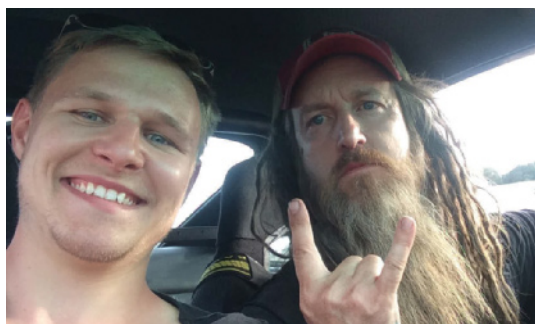
component is replaced, it is vital that our advice is followed to help prolong the longevity of the car. Geoff is good as he does it, whereas another owner might not.” It is the attention to detail like this that keeps Geoff’s car running like clockwork, no doubt.

Due to lack of use, the car was given a complete engine overhaul at the time of purchase back in 2009, and at the same time a new clutch was fitted. Many specialists

recommend an engine overhaul around the 120,000-mile mark, though this can vary greatly depending on its history. Servicing a 3.2 SSE isn’t as costly as 930 ownership, though there is some crossover on suspension parts. A common fault on Porsches of this vintage is the milometer in the speedo, which is known for snapping teeth off the nylon drive cog. This happened with Geoff’s car, and so it has an original replacement unit from 1989.

Living the Legend

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



1971 911T



Magnus Walker
Los Angeles, USA

Date acquired:
2001

I write this month's Living The Legend from Rennsport Reunion V at Laguna Seca raceway, and it's been a busy, hectic month getting to this point. You may have heard that I had an unfortunate mishap in my 277 at an event in Minneapolis. Damage was sustained to the driver's side of my 911, which proved bad timing for a number of reasons: first, the car was due to appear here at Rennsport Reunion less than three weeks later, and it was also to appear on the packaging and promo of my new Signature Edition MOMO steering wheel.

The MOMO wheel in particular is a big deal for me as I'm following in the footsteps of people like Jackie Stewart and Jacky Ickx. I'm just a normal guy, and the first such person to get the honour of having their own MOMO signature steering wheel, so I am incredibly grateful to MOMO for the opportunity. However, it was doubly important therefore that 277 was back on the road ASAP.

I had the car brought back to LA from Minneapolis and, after removing the engine, transmission and running gear and completely stripping the car on the inside, I dropped 277 to McKenna Porsche for assessment. These guys are more commonly known to sell new Porsches, but they also have an arm repairing and restoring classic 911s. They put it on their jig and pulled the car three-way back in to place just before the driver's side B-pillar (luckily, the roof and floor were not significantly damaged in the side impact).

I got a new door from LA Dismantler and had it painted, before putting my original door skins on. I was conscious I'd have a shiny white door looking incredibly different to the paintwork on the rest of the car for Rennsport Reunion, which of course has a certain patina to it from many years of spirited driving and track days. To conquer this we simply rubbed oil into the paintwork to give it a more authentic 'weathered' look, in keeping with the rest of the car.

I also had to find a new nearside rear fender for the car, which proved more difficult. We then had to weld the new arch in and paint it, before deploying the same technique used to give the door paint its more natural look.

The day before I hosted a 75-strong Porsche rally with MOMO from my place in DTLA up to Laguna Seca for Rennsport Reunion, I gave 277 a 100-mile shakedown along my favorite road, Angeles Crest Highway, just outside LA. The car ran well, but I was still a little apprehensive about the big drive up with the rally the next day.

In the end, I had little to worry about. The Porsche didn't miss a beat through five hours of spirited driving – including a stop off at Willow Springs for a few hot laps – and **Total 911's** very own Editor was on board to witness the occasion from start to finish, thereby becoming the first journalist to get a ride in the reborn 277. My friends at eGarage were also on hand to create a cool video of the journey, which is on YouTube now if you've not yet seen.

2003 996 Turbo



Ray Chandler
Surrey, UK

Date acquired:
August 2011



It was during WW1 in September 1915 that army officers, back from the trenches on leave, persuaded Surrey County Council to allow them a one-day hill climb event on a closed road at Newlands Corner, close to the village of Shere near Guildford in Surrey.

The recent Olympics, with its multiple road closures, prompted the notion in the minds of a few of re-starting hill climbs. Permission to close a suitable road was sought and given, and the first Shere Hill Climb took place in September 2013. Now, a century after it all began, I took my 996TT along to join some 4,000 other people and hundreds of cars at the hill climb on Staple Lane, Shere.

Over the course of a day, some 160 or so entrants hurled their vehicles up the one-mile straight, which rises over 300 feet along its

length and, added to the already 'interesting' bends, were a series of straw bale chicanes.

Quite a few Porsches were competing: even the local OPC entered a 991 Carrera 4S, as well as sponsoring the event. Among the many Porsche gems, I found this 356 Speedster. It, I am pleased to report, was not being hurled up the climb; instead, it basked in the sunshine to be admired by many.

I watched the local OPC's Carrera 4 GTS take off. Four-wheel drive helped a lot and, if it had had the Sports Plus launch control fitted, it would have had even more of an edge on the competition. However, great fun was had by all and lots of entrants definitely gave their precious cars the full beans up the hill.

So put this one in your diary for September next year and let's consider the merits of a Team **Total 911** entry!



I'm so chuffed to have got the car back on the road in less than 20 days, but the whole episode was not without drama: the wrong flywheel was fitted when putting the engine and transmission back, which all had to come back out again as a result, plus one of the guys at McKenna had a day off sick, which delayed proceedings by 24 hours (though that of course couldn't be helped).

It was a stressful time for sure, but I was happy to have the car as the centrepiece of the MOMO stand here at Rennsport Reunion. MOMO and the Porsche 911 actually have a pretty cool link as they were both created in 1964, so that's pretty special. My limited edition MOMO signature wheel is available in a 350mm diameter, and combines my favourite elements of the Jackie Stewart and Prototipo wheels, with a distressed leather wrap. Take a look at magnuswalker.momo.com for further information and to get your wheel, though be warned – we're only able to do a limited build run!

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014



Visit a Porsche forum and you'll often find the 964 C2/C4 bunfight, with the C4 coming in for a bashing – mostly by those who haven't driven them. It's quite amusing, and makes me appreciate even more what a fabulous car I have in Wolfi.

"Too heavy! Understeer! Useless for trackdays!" These are valid criticisms of a standard C4, but it's easy to forget what a C4 gives back.

The Carrera 4 is primarily a road car. They are fewer in number, and yet more 'modern' than the C2. The C4 is 5.7 per cent heavier, but the taut chassis and brakes neutralise that. The extra weight sits up front, providing superior front-to-rear balance into, through and out of bends and combined with the extra traction, a C4 will explode from corners.

Yes, they understeer as standard, but lowering cures a lot of that, and fitting a

thicker rear ARB kills it, and thus modified, people track their C4s and swear by them. My own car had Eibach lowering springs and Bilstein HD shocks fitted and the difference was marked, so I shall be taking Wolfi for some serious, final geo and ARB optimisation.

Shift your thinking, not your expectations. It's still a rapid, rear-biased 911, and physics will win-out if you're witless. But a C4 cockpit is a calmer place, allowing you to focus more on threading bends and shrinking distances, to harness the need for speed and deploy it at will, to annihilate the challenges any road and conditions can throw at you. It's so satisfyingly 'driveable', it leaves you wanting more and feeling fantastic. What's not to like?

The 964 Carrera 4 gives you three cars blended into one seamless entity; sports car, GT and rally car. Ignore the bun-throwers who can't 'C4' their prejudices and buy one before it's too late!

**2007
997.1 GT3**



Ben Przekop
Georgia, USA

Date acquired:
July 2012

Welcome back to Unreality Ville”, said my son Geoff with a laugh as we returned to the city of Carmel after an incredible day at Laguna Seca Raceway, site of Rennsport Reunion V. If the exclusive and too-nice-to-be-real environs of Carmel are a little overwhelming, what does one call an event with hundreds of historically significant Porsche race cars, both in the paddock and racing around the track, surrounded by tens of thousands of Porsche aficionados from around the world?

This was our third Rennsport Reunion, having attended RR III at Daytona and RR IV here at Laguna Seca, and each has been bigger and better than the one before it. This year, one of my personal highlights was seeing and hearing the new ‘standard’ 991 turbo cars, and based on initial observations they look and sound “totally 911”! Chopard, a major sponsor of Porsche’s Motorsports program, provided a huge tent for a “Heritage Collection” which housed dozens of famous race cars including the many permutations of the 911, from 1970’s RSR to 935 to GT1 to 997 GT3 RSR, along with virtually every pure Porsche racer including 917-30, 936, 962, and RS Spyder.

Surrounding that display was a paddock filled to capacity with row after row of race cars including 904’s, 906’s, 908’s, 910’s, 917’s, Kremer 935’s, and on and on! If you wanted to look at “street” Porsches, PCA had arranged a special parking lot for members adjacent to the paddock with hundreds of Porsches representing every model produced to date. While Geoff and I were looking over two gorgeous 918 Spyders that we thought were the only ones there, about 10 others started to enter the lot from the track, where they had been doing parade laps. We had



seen a 918 parked on the street in Carmel the night before just like any “regular” car, but seeing a dozen 918s at one time definitely distorts reality in a delightfully disturbing way.

But as we always say in PCA, it’s not just the cars, it’s the people, and along with the chance to enjoy this event with my wife Debbie and my son Geoff and his wife Linda, the other true highlight was the chance to finally meet my **Total 911** editor in person! Lee is even more delightful and engaging in person than he is in print, and it was awesome to spend

time chatting with him. We capped off this special weekend with a sensationally scenic Sunday drive down the Pacific Coast Highway through Big Sur, a must on the to-do list when visiting Northern California.

What else can I say about a weekend filled with perfect weather, incredible cars, special friends and precious moments spent with loved ones in a magical place like the Monterey Peninsula, except to add that although at times it felt like we were living a dream, this dream was very real indeed.

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

On a beautiful sunny Saturday we held the third edition of the Annual Exhibition RJPC (Rio de Janeiro Porsche Club). The venue was the same as the two previous editions, at the VillageMall shopping centre, the most luxurious complex in Rio de Janeiro. We had the participation of 30 cars, including 928, 944, 930 and others. Before the start of the event we had a little mini-golf championship among exhibitors.

During the day, we had a very nice schedule for the members of RJPC including a presentation of the Montblanc brand and services offered by brands Ermenegildo Zegna and Dior Parfums. We were all invited to a wonderful lunch at the refined restaurant Benedictine. This event increases every year as the amount of RJPC members. It was an excellent

opportunity to present the Porsche brand among the customers of the VillageMall who were amazed to see the models of several generations. We had press coverage, and many photos taken by visitors were later released on social media.

Naturally, I could not forget to share this event with **Total 911** as well. I’m sure the 2016 event will be an even bigger success, and I hope to meet some of you here.



1978 911 SC



Wilhelm Lutjeharms
Cape Town,
South Africa

Date acquired:
January 2015



After having the waterproofing done in the SC's home a few months ago, I finally had some time to actually paint the walls.

To fit in with the house, it was decided to paint it dark brown. I'm not sure if the picture illustrates the correct colour though, but with the red 911 and the brown walls I'm pretty chuffed when I open the door! Next up is the hanging of some automotive-related pictures, some of which I brought back from my five-year stay in London 10 years ago.

I've also started to do some research in terms of ordering parts directly from Porsche Classic compared to ordering through the

usual online channels. With the South African rand which has weakened dramatically this year, some parts are now priced actually better if you order it through Porsche, rather than ordering it yourself online.

I also have to share a short night drive I did recently. I drove through my local suburb, heading along one of the main carriageways. At the side of this narrow dual carriageway, there is one section on which I always drive on the right-hand side. This time, I was forced to dive on the left, only to be surprised by a small wall next to the road, which bounced the sound from the exhaust back into the cabin. What a pleasant surprise this was!

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014



Acouple of gripes this month with the Turbo, although these are purely aesthetic so I'm not overly concerned at this stage.

First up, I noticed a small patch of rust under the driver's side front arch and on the lower sill. Now the car is kept outside and used in all weathers so I suppose I have not done my duty in preventing it but I wanted to ask for some advice from the readers; is this something that can be halted and concealed or is my best course of action to replace both panels, which I imagine won't be cheap? Answers on a digital postcard please readers.

The second aesthetic issue has been caused by my girlfriend (honest!). She wears



lots of metal and silvery things round her wrist and when I have collected her from work, perhaps unchivalrously, I've stayed put in the car as she's opened the passenger door and got in. Yesterday I noticed that as she has been opening the door her metal-clad arm has been dishing out punishment and scratching the door, and it's actually quite extensive!

Polishing won't lift the scratches so it's a paint job and something I'd rather take care of when I sell the car, which has made me think. Maybe it's time I changed the colour and have the whole car wrapped? Any suggestions for a new colour or girlfriend, readers?



2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 &
December 2014

As a GT3 owner, one of the things I enjoy are the rattles and noises you often hear when the car is on tick-over – it's all part of the rawness of the car's persona. However, there were some rattles and noises in the new GT3 that were not typical and in fact were becoming louder and annoying.

One rattle was coming from the driver's side door. Under acceleration, the rattle became worse as if several pieces of metal or plastic was bouncing around inside the panel. On the passenger side, the seat belt attached to the pillar was also making a noise as if a part was loose. With the rattles refusing to go away, I took the GT3 to Porsche of San Diego for further examination.

Porsche of San Diego's shop foreman, Chase Stephenson, informed me he had several 991 models come in with a rattling passenger seat belt and it would be an easy fix. He was also convinced they could easily find the cause of the driver's door rattle.

Chase offered me another Panamera e-Hybrid to loan for the day while they sorted out the un-GT3 like rattles. While the team at the dealership worked to resolve the issues, I stretched the legs of a GT Silver Panamera e-Hybrid around town. Within a few hours, they had removed the driver's door panel and pinpointed the culprit. It was indeed metal bits bouncing around inside the panel, making enough noise to be annoying. The passenger seat belt issue was also resolved and now any rattles and noises are the ones GT3 owners love so much.





2005 997.1 Carrera S

Chris Wallbank
Leeds, UK

Date acquired:
November 2012

This month, my photography took me to Barcelona for one of my newer clients: Casio Edifice watches. The brief was to follow and document Edifice-sponsored driver Tom Onslow-Cole in the Barcelona round of the 2015 24-hour Series.

Having never covered a 24-hour race, I was looking forward to seeing the racing throughout the night. Unfortunately, Tom wasn't driving a Porsche, he was driving for RAM Racing in their equally impressive Mercedes AMG SLS, but one of their rivals happened to be a 997 GT3 car.

Before the race Tom gave me a quick guided tour down the pits pointing out the width of the Porsche 997 GT3 car. It was unbelievable, especially when you compared it to the other 911's racing in the cup class further down the pits!

The race started at 12pm, and what a day of highs and lows it was. Just three hours into the race, the HB Racing 997 GT3 Porsche was leading, but that soon changed as Tom took the RAM Racing team SLS into the lead at around 8pm.

Throughout the night as the astonishingly fast driver changes continued to amaze me the HB racing Porsche fell down to third with driveshaft issues. All was going well, but some unavoidable, unfortunate contact in the early hours lead to suspension and power steering issues, meaning lengthy stops in the pits for the team.

Meanwhile, Tom and the RAM Racing finished in a very respectable third place. Although they hadn't won, they were still overall winners of their class, and the 2015 24-hour Series! It was an amazing weekend and great to watch it all unfold, and to see such a variety of Porsches racing over a 24-hour period!

If you would like to get a glimpse of what a weekend of non-stop racing is like, check out the short film I made on the Casio Edifice Facebook page at [Facebook.com/casioedificeuk](https://www.facebook.com/casioedificeuk).

1967 912 & 1979 911 SC



Sean Parr
Harpenden, UK

Dates acquired:
November 2014 & May 2015



This month I have been a very unhappy Porsche owner, but it has a happy ending. You may have read about the rough running of my 912 on my trip to Cardiff. Well it went from bad to worse and in the end died altogether. I made the choice to send the car to Max Levell at Revival Cars in Heathrow, probably the UK's most renowned 912 specialist – and what a transformation.

It was a big bill, but pretty much everything was changed, with new points, condenser, coil, plugs, rotor arm, distributor cap, HT leads, it also needed the carburettors cleaned, rebuilt and appropriate new jets fitted, the valves needed adjusting, having been found to be tight. And its like a new car, I always put the lack of 'revviness' down to it being old and a bit tired, but it flies around the tach to over 5,000rpm.

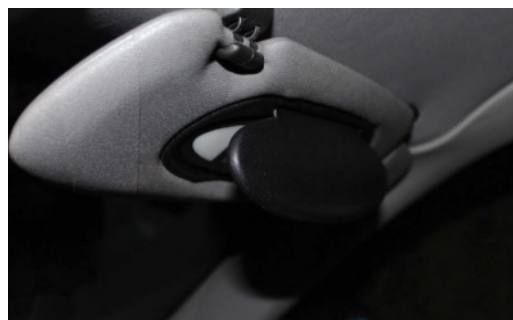
I suspect the big issue was the state of the carbs, they were filthy and looked very tired, not so anymore. The service from Max at Revival



has been exemplary, including answering a million questions by email before he had the car in for work. He also undertook an end-to-end inspection of the car with a list of things that should be worked through. I cannot recommend him highly enough.

So it's been a frustrating month, but it's now running perfectly. I obviously need to put the other things right to make it perfect, but I have a safe, fast and (hopefully) reliable car again. I have learned a valuable lesson: save yourself time, money and aggravation and take your car to someone who is an expert in the model, I won't make that mistake again.

Things are progressing very nicely with the 911 SC. All the bodywork is completed and it's now in primer, waiting for wet flapping and the final respray in the original Guards red. It is going to be absolutely stunning and will be a great car when it's done. I just can't wait to get it back, it's been a long wait!



1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014

Another month and I was hoping that I would have had a few consecutive months without any issues, but unfortunately the car has developed a new and really annoying fault.

When you put the sun visor down the mirror cover flops down! So you get this swinging mirror cover in your eye-line which is really annoying. A quick search of a well known auction site identifies that these can be purchased but seem expensive

for what they are so a temporary fix is a bit of blue-tac to hold it shut, not pretty but at least it stops it swinging.

A search of a few forums seems to indicate that you can repair the spring so this is another small job added to the list (of many)!



997 Cup



David Grover
Harpenden, UK

Date acquired:
July 2015

Since my first column in issue 132, I have been out at Silverstone GP circuit in the Cup Car for a full test day.

With expectations high and knowing my old lap times in a 968 were around 2:35, I set my mind on 2:16. Times tumbled quickly from 2:25 down to 2:17, which after checking the data has at least 2.5 seconds per lap of achievable improvement.

The take away from the day is just how amazing this car is as it's proved to be topping out at well over 150mph on the Hangar straight, so the next plan is to build up braking skills and confidence. Already booked is a trip to Donington on 3 November, most likely on full wet tyres at this time of the year, and also with my coach Calum Lockie to see how the car and I perform.

1994 993 Carrera 2



Kyle Fortune
Warwickshire, UK

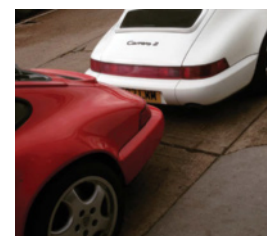
Date acquired:
December 2014

Cayman GTS. Am I even allowed to type that in a magazine totally devoted to Porsche's iconic, signature model? Probably not, but as the Editor's often told me, this is my sounding board on all things Porsche so I'll mention the mid-engined interloper.

Don't get me wrong, I'm a 911 devotee – I neither need, nor can realistically justify the ownership of my 993, but I park it with pride in the garage at the bottom of my garden. A few colleagues call me Carrera Fortune in jest, but I'm not entirely blinkered by the 911. My first Porsche was a 924 Carrera GT, and I was looking at 914s before the 993 blindsided me.

I've always loved the Cayman. When I was buying the Carrera, my wife asked me whether it was what I really wanted, knowing I've always liked the Cayman. Yes, and no, I did want the 993, but if you'd asked me if I would've handed over the keys for it for the Cayman GTS in which I did nearly 1,000 miles in a week, it would have been a very close call. I popped a few photos of it up on Twitter and got the usual 'poor man's 911' responses, but really that's so, so wrong – especially with the 991 being more GT in its nature. Try one, it's quite a car.

Some of those 1,000 miles included a run to Paul Stephens to drive a couple of 964s back to back. I've had limited runs in 964s in



the past, but it was a joy to drive the C2 and C4. Add the miles I did in that pair, as well as a run down to RPM Technik in the 993 and miles in the 997 CSR retro, and I've been lucky enough to drive all sorts of Porsches this month. I'll not tell you about the Macan Diesel that added more to that again, as while I think some of you might be able to get your head around the Cayman perhaps the Macan's a step too far.

Back to the 993, it's a joy as ever. Even though others do seduce me from time to time it remains a tough act to beat. I've done

absolutely none of the jobs I've got planned for it; life, kids and work have got in the way of all that. It all works for now, and I've got winter to think about/get around to stuff like that.

Seems too that my purchase has motivated a few others to look at 911s. A friend is looking seriously at 996s (wise), though his father's recent purchase of a 997 (again, smart) might have been a big push, too. Having just revisited the 997 recently myself, I know he'll be enjoying it. Really, it doesn't matter what 911 you drive, or indeed, what Porsche, they're all pretty fantastic.

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Inside the LA-based classic car traders supplying air-cooled 911s around the world



Data file

Full specs & stats of every 911, including the limited-edition 997 Rennsports, can be found beginning on **page 86**



Plus

094 **Showroom**
Looking for a new 911? Whether it's a coveted classic or modern supercar, the classifieds is the first place you should look

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Helping you make the right lifestyle choices to complement you and your 911

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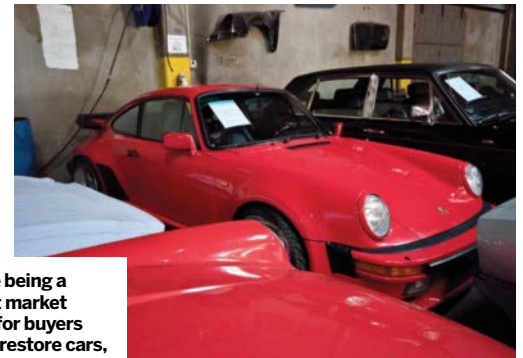


BEVERLY HILLS CAR CLUB

Struggling for choice when shopping for your dream 911 project? Struggle no more. Total 911 visits the home of one of the biggest Porsche collections outside of Zuffenhausen

Written by **Lee Sibley** Photography by **Luke Munnell**





With there being a significant market in Europe for buyers looking to restore cars, Beverly Hills Car Club thrive in selling classics in all kinds of condition, with 80% of business involving export



It is quite possible to drive right past the premises of Beverly Hills Car Club without realising just what lies behind the unassuming exterior of its one-storey brick warehouse in Worth Street, East Los Angeles. However, let the tactfully positioned signage above a set of wide double-doors guide you inside and you'll have unlocked a metaphorical key to an almighty Aladdin's Cave of motoring treasure.

If it's not the sheer variety of classic 911s that takes you aback, it'll be the scale of the operation before you – as Beverly Hills Car Club plays host to some 50,000-square feet of classic cars, all of them for sale at fiercely competitive prices. The availability of these cars on such a large scale presents an enviable proposition for buyers here, who can revel in the luxury of vast choice not just based on model, year and specification, but also condition. "We buy our cars in any order – we'll buy it if it doesn't have an engine, or a door, or it's been crashed. If it's a Porsche, we'll buy it. Whereas people here in America want a car that's perfect, in Europe they don't mind restoring a car, taking on a project," explains Alex Manos, proud proprietor of this ever-expanding metropolis of pre-'89 Porsches. It's this statement that confirms why Beverly Hills

Car Club do so well in exporting to Europe, where we've witnessed dozens of examples end up in the last few months alone.

As Alex guides us through the myriad pathways around a monopoly of warehouses bedecked with parked Porsches, he agrees that European buyers are a core part of business for his Californian-based company. "A year ago 90 per cent of our Porsche stock went to Europe. Now it's more like 80 per cent, which is still very strong. The UK in particular buys so many cars from us – you would imagine there would be an issue with left-hand drive cars being in a right-hand drive environment, but they don't seem to mind," he says.

As our pictures demonstrate, getting hold of classic Porsches doesn't seem to pose too much of a problem for Alex and his team of 43 staff. So where does this unremitting haul of flat six sports cars come from? "We only buy from within the US, and of course we prefer dry states," Alex says. And how important is it to have cars with matching numbers? "To me the most important thing is the car itself. The more background and history that comes with a car, the more important the car becomes. However, we are volume based, so while others in the industry double their price for a car

with lots of history, we're not like that. For us, the price is the same; so the wise retailers buy from us but intelligent businesses from Europe also buy from us. It's like a resale facility with wholesale prices."

Alex's classic car passion stems from childhood when his father used to take him for a ride in his Jaguar E Type. This culminated in Alex acquiring a classic car – a four-door Lincoln Continental sedan – as a hobby in 2000. He continues the story: "I bought it from the Lincoln Mercury service manager, so the car was perfect mechanically. I think I paid \$4,800 for it. At the time I was dating what may well have been the hottest girl in the city and everywhere I went people would pull





Since first opening its doors in 2008, Beverly Hills Car Club has sold over 1,500 Porsche 911s with a business strategy that focuses on volume rather than significant mark up on price



“There’s a Porsche coming through our doors almost every day”

up next to me and say they wanted to buy the car. I thought it was just the vibe because they saw the guy in a car with a blonde girl in California! Eventually I got an offer I couldn’t refuse so I sold it and got a convertible Lincoln instead. I restored the car over a period of eight months and the day it was finished, I drove it down Sunset Boulevard and a guy being driven by somebody else pulled up next to me. He asked me how much the car was worth, which at the time was \$35,000. Naturally I told him \$55,000 and he asked me to pull over. We eventually came to a deal at \$45,000 – he bought it the very next day and mentioned he had five other cars and was looking to add to his collection and wanted to do business with me, and everything simply grew from there.”

Originally hailing from Europe (Alex was born in Clapham, London) meant that European cars quickly became a passion, which is where a love affair with the legendary Porsche 911 came into fruition – a passion that has grown exponentially, culminating in the sale of 1,500 Porsches since the official opening of Beverly Hills Car Club in 2008. It’s hard not to admire the poetic story of Alex, himself an engaging, convivial character

who’s honest and enthusiastic about his business initiative. His strategy – with a focus on volume rather than significant mark-up – certainly makes for a refreshing change at a time when we’ve witnessed huge upheaval and inflation in prices of classic and modern classic 911s. So how has this shift in used 911 market trends affected a business that likes to acquire at least that one Porsche every single day?

“Selling has got easier, without doubt, but conversely buying has got harder,” Alex tells us. “The hardest part of business to have to contend with is auctions. Owners see a car go for a certain price at auction and then they think all such cars hold the same value – but they don’t talk about the one that just sold on eBay for a quarter of that price. For that reason, it’s a lot harder because people are a lot more unrealistic about the car they are trying to sell.”

Back to our walk around, and from inside it seems as if the premises at Beverly Hills Car Club stretches all over Los Angeles. Just when we think we’ve seen it all, Alex reveals yet another warehouse that’s fully stocked with hundreds more of Zuffenhausen’s finest. Every plausible model is

Company profile

- **Proprietors:** Alex Manos
- **First opened:** 2008
- **Location:** Los Angeles, California
- **Specialist area of expertise:** Air-cooled Porsche 911s up to 1989
- **Rarest car sold:** We’ve had some of the earliest ‘65 Porsche 911s in the USA through our door
- **Interesting fact about the business:** Beverly Hills Car Club has sold over 1,500 Porsche 911s alone since officially opening in 2008. The company has strong connections with Europe and sells 80 per cent of its cars on the European market, while aiming to acquire at least one Porsche every day

Contact

- **Website:** www.beverlyhillscarclub.com
- **Telephone:** +1 310-975-0272



present in the room: Coupes, Cabriolets, Targas, short wheelbase, long wheelbase, long bonnet, impact bumpers, the lot. We’ve not seen a bigger collection of Porsches since our visit to the factory in Stuttgart and, with such variety on show, it just goes to show there really is a Porsche out there for everybody. If you’ve not found yours yet, the chances are it’s ready and waiting for you at Beverly Hills Car Club. **911**

KW competition

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Data file

Definitive facts and figures for every 911 model from 1964 to the present day



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. Here, data 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 Dec 2015. The last was for Sept 2015.

Ratings: ★★★★★

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

(O series) —
911 2.0-litre
 1964-67

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

Production numbers:	9,250
Issue featured:	123
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
Length:	4,163mm
Width:	1,610mm
Weight:	1,075kg

Brakes:
 Front: 282mm discs
 Rear: 285mm discs
 Wheels & tyres:
 Front: 4.5x15-inch; 165/80/R15
 Rear: 4.5x15-inch; 165/80/R15

★★★★★

(O & A series) —
911S
 1967-68

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

Production numbers:	4,015
Issue featured:	114
Engine capacity:	1,991cc
Compression ratio:	9.8:1
Maximum power:	160bhp @ 6,600rpm
Maximum torque:	179Nm @ 5,200rpm
0-62mph:	8.0sec
Top speed:	137mph
Length:	4,163mm
Width:	1,610mm
Weight:	1,030kg

Brakes:
 Front: 282mm discs
 Rear: 285mm discs
 Wheels & tyres:
 Front: 4.5x15-inch; 165/80/R15
 Rear: 4.5x15-inch; 165/80/R15

★★★★★

(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
Length:	4,163mm
Width:	1,610mm
Weight:	1,080kg

Brakes:
 Front: 282mm discs
 Rear: 285mm discs
 Wheels & tyres:
 Front: 5.5x15-inch; 185HR
 Rear: 5.5x15-inch; 185HR

★★★★★

(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:	127
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
Length:	4,163mm
Width:	1,610mm
Weight:	1,020kg

Brakes:
 Front: 282mm discs
 Rear: 285mm discs
 Wheels & tyres:
 Front: 5.5x15-inch; 185HR
 Rear: 5.5x15-inch; 185HR

★★★★★

(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
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg

Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 5.5x15-inch; 165HR
 Rear: 5.5x15-inch; 165HR

★★★★★

(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
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg

Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185/70/R15
 Rear: 6x15-inch; 185/70/R15

★★★★★

(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
Length:	4,163mm
Width:	1,610mm
Weight:	975kg (Sport)

Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185/70/R15
 Rear: 7x15-inch; 215/60/R15

★★★★★

(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
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg

Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch ATS; 185HR
 Rear: 6x15-inch ATS; 185HR

★★★★★

(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:	125
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
Length:	4,291mm
Width:	1,610mm
Weight:	1,093kg

Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185/70/VR15
 Rear: 7x15-inch; 215/60/VR15

★★★★★

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 gear box 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
Length:	4,291mm
Width:	1,775mm
Weight:	1,140kg (1,195kg from 76)

Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 7x15-inch; 185/70/VR15
 Rear: 8x15-inch; 215/60/VR15

★★★★★

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 Call cars)
Issue featured:	116
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
Length:	4,291mm
Width:	1,775mm
Weight:	1,300kg

Brakes:
 Front: 304mm discs
 Rear: 309mm discs
 Wheels & tyres:
 Front: 7x15-inch; 205/55/VR16
 Rear: 8x16-inch; 225/50/VR16

★★★★★

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:	127
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
Length:	4,291mm
Width:	1,626mm
Weight:	1,160kg (1978)

Brakes:
 Front: 287mm discs
 Rear: 295mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185/70/VR15
 Rear: 7x15-inch; 215/60

★★★★★

(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
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR

★ ★ ★ ★ ★

(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
Length: 4,163mm
Width: 1,610mm
Weight: 995kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15

★ ★ ★ ★ ★

(C & D series)

911E 1969-71




Engine improvements included revised cylinder heads, larger valves and stronger con rods. 1970 'D' series cars had hot-dip 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
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(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: 120
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
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(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
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR

★ ★ ★ ★ ★

(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
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(F series)

911S 1973



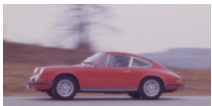
The 911S had same upgrades as the 911E, including deletion of the external oil filler. Also adopted black trim around the front and rear lights and black front quarter grilles.

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

★ ★ ★ ★ ★

(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: 127
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
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR

★ ★ ★ ★ ★

(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
Length: 4,135mm
Width: 1,680mm
Weight: 900kg
Brakes: Front: 300mm discs
Rear: 300mm discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15
Rear: 11x15-inch; 235/60/VR15

★ ★ ★ ★ ★

(G, H, I, J series)

911 1974-77



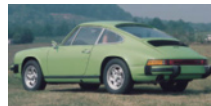
'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers: 9,320
Issue featured: 121
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from 76)
Max torque: 235Nm @ 3,800rpm (4,000 from 76)
0-62mph: 8.5sec
Top speed: 130mph
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front & rear: 6x15-inch; 185VR

★ ★ ★ ★ ★

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

★ ★ ★ ★ ★

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

★ ★ ★ ★ ★

**SC RS
1984**




True homologation special built so Porsche could go Group B rallying. Turbo body used lightweight fibreglass panels while tuned 3.0-litre engine has its basis in 930's crankcase.

Production numbers: 22
Issue featured: 109
Engine capacity: 2,994cc
Compression ratio: 10.3:1
Maximum power: 255bhp @ 7,000rpm
Maximum torque: 250Nm @ 6,500rpm
0-62mph: 4.9sec
Top speed: 153mph
Length: 4,235mm
Width: 1,775mm
Weight: 940kg
Brakes: Front: 304mm discs
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16

★ ★ ★ ★ ★

**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: 116
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
Length: 4,291mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)
Brakes: Front: 304mm discs
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16

★ ★ ★ ★ ★

**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
Length: 4,291mm
Width: 1,652mm
Weight: 1,210kg
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)

★ ★ ★ ★ ★

**930 SE
1986-89**




Slant-nosed 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
Length: 4,291mm
Width: 1,755mm
Weight: 1,335kg
Brakes: Front: 304mm discs
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16

★ ★ ★ ★ ★

**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
Length: 4,260mm
Width: 1,840mm
Weight: 1,450kg
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

★ ★ ★ ★ ★

**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: 128
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
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg
Brakes: Front: 286mm discs
Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16
Rear: 8x16-inch; 245/60/VR16

★ ★ ★ ★ ★

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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
Length:	4,291mm
Width:	1,775mm
Weight:	1,335kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/VR16
Rear:	9x16-inch; 245/45/VR16



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:	126
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
Length:	4,291mm
Width:	1,650mm
Weight:	1,160kg
Brakes:	
Front:	286mm discs
Rear:	294mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/55/VR16
Rear:	7x16-inch; 225/55/VR16



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
Length:	4,250mm
Width:	1,652mm
Weight:	1,450kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/55/VR16
Rear:	8x16-inch; 225/50/VR16



964 C2 Speedster 1993-94



Combined the 964 bodysell with the hood and windshield 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:	128
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
Length:	4,250mm
Width:	1,652mm
Weight:	1,340kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/ZR17
Rear:	9x17-inch; 255/40/ZR17



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:	120
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
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 265/35/ZR18



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
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/17
Rear:	9x17-inch; 255/40/17



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
Length:	4,245mm
Width:	1,795mm
Weight:	1,500kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 285/30/ZR18



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
Length:	4,245mm
Width:	1,795mm
Weight:	1,450kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 285/30/ZR18



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:	245
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
Length:	4,245mm
Width:	1,795mm
Weight:	1,583kg
Brakes:	
Front:	320mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/18
Rear:	10x18-inch; 285/30/18



964 Carrera 2 1990-93

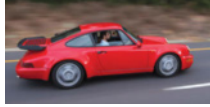


Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

Production numbers: 19,484
Issue featured: 119
Engine capacity: 3,600cc
Compression ratio: 11.31
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.6sec
Top speed: 162mph
Length: 4,250mm
Width: 1,652mm
Weight: 1,350kg
Brakes:
Front: 298mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 6x16-inch; 205/55/ZR16
Rear: 8x16-inch; 225/50/ZR16



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: 116
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
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17



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: 131
Engine capacity: 3,600cc
Compression ratio: 11.31
Maximum power: 265bhp @ 6,720rpm
Maximum torque: 304Nm @ 6,720rpm
0-62mph: 4.5sec
Top speed: 125mph
Length: 4,275mm
Width: 1,652mm
Weight: 1,100kg
Brakes:
Front: 322mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/55/ZR16



964 RS 1991-92



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

Production numbers: 2,405
Issue featured: 131
Engine capacity: 3,600cc
Compression ratio: 11.31
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.4sec
Top speed: 162mph
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17



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



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
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
Brakes:
Front: 322mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18



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: 11.31
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5sec
Top speed: 164mph
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg
Brakes:
Front: 298mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 8x17-inch; 255/40/ZR17



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: 11.31
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6sec
Top speed: 168mph
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg
Brakes:
Front: 304mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x17-inch; 245/45/ZR16



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: 11.31
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8sec
Top speed: 166mph
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg
Brakes:
Front: 304mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/45/ZR16



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: 11.31
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.3sec
Top speed: 168mph
Length: 4,245mm
Width: 1,735mm
Weight: 1,520kg
Brakes:
Front: 322mm discs
Rear: 322mm discs
Wheels & tyres:
Front: 7x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18



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: 119
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
Length: 4,245mm
Width: 1,735mm
Weight: 1,279kg
Brakes:
Front: 322mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 18x18; 225/40ZR18;
Rear: 18x18; 265/35ZR18



993 GT2 1995-96



911 Turbo, but with reduced rear 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: 131
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
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg
Brakes:
Front: 322mm discs; ==
Rear: 322mm discs
Wheels & tyres:
Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18



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: 11.31
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec
Top speed: 174mph
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17



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: 11.31
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec
Top speed: 174mph
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17



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 updated.

Production numbers: 1,858
Issue featured: 117
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
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg
Brakes:
Front: 330mm discs
Rear: 300mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18



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
Length: 4,435mm
Width: 1,830mm
Weight: 1,540kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30R18



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: 124
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
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18



996 GT2 2001-03



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

Production numbers: 1,287
Issue featured: 127
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
Length: 4,450mm
Width: 1,830mm
Weight: 1,440kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8x18-inch; 235/40/R18
Rear: 12x18-inch; 315/30/R18



Sales debate:

How has GT3 and RS tuning been affected by rising values?



The GT3 and RS models are meant to represent the pinnacle of the Porsche 911 line up. However, some customers will always want more. Luckily for them, there are a number of companies willing to modify GT3 and RSs to extract ever greater performance from these flagship models.

In recent years though, since the introduction of the PDK-equipped 991 GT3, prices of the venerable 996 and 997 examples have rocketed. Has this had a knock-on effect on the tuning companies? “What were once fun track cars are starting to get parked back in the garage,” explains SharkWerks founder, Alex Ross. He agrees that there may even be a time in the near future when people won’t want their GT3 modified at all, “especially a 3.8 RS in rare colours”.

Paul Robe, owner of the UK-based Parr (a company that has worked extensively on GT3s and RSs over the years) feels that

“We still fit lift kits and things like that because they can’t drive over speed bumps,” he explains.

For those who have already made the jump and modified though, Alex at SharkWerks has been pleasantly surprised by his cars’ residuals. “Only a couple of 3.9s have ever changed hands but the sellers have always made back at least 50 per cent or so on the mods meaning that that a 3.9 costs more than a normal one. I’m pretty chuffed with that to be honest.” Both Ross and Robe agree that any modifications carried out should be ones that are reversible, with the latter explaining that “the market wants originality”.

As an investment, without the benefit of significant media exposure, tuning a GT3 or an RS can harm values, with a definite change in attitudes to tuning as prices have risen. However, keeping to reversible changes (such as SharkWerks’ exhaust,

“As the latest GT3s became more capable with massive brakes and stronger transmissions, it definitely cooled people’s attitude toward doing a great deal of work”

car price isn’t the only factor in people’s changing attitudes towards tuning: “As the latest generation GT3s became more capable – they have massive brakes, the transmissions became stronger – it definitely cooled people’s attitude toward doing a great deal of work.” Instead, on top of some exhaust work, Parr predominantly finds itself carrying out what Robe likes to call ‘practical tuning’.

suspension and wheel tweaks) does help to protect residual values. What’s more, as Alex also points out, some of the modifications “actually fix and address a few issues (like the coolant pipe problem),” meaning that, if you’re not afraid of the modified moniker, some tweaks can bring significant real-world benefits.



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
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



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
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



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
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	10x18-inch; 285/30/R18



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
Length:	4,427mm
Width:	1,808mm
Weight:	1,395kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10x18-inch; 265/40/R18



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
Length:	4,427mm
Width:	1,808mm
Weight:	1,420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



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
Length:	4,427mm
Width:	1,852mm
Weight:	1,450kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10x18-inch; 295/35/R18



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
Length:	4,460mm
Width:	1,808mm
Weight:	1,375kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	12x19-inch; 305/30/R19



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:	127
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
Length:	4,469mm
Width:	1,852mm
Weight:	1,440kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	12x19-inch; 325/30/R19



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:	179mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,415kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10.5x18-inch; 265/40/R18



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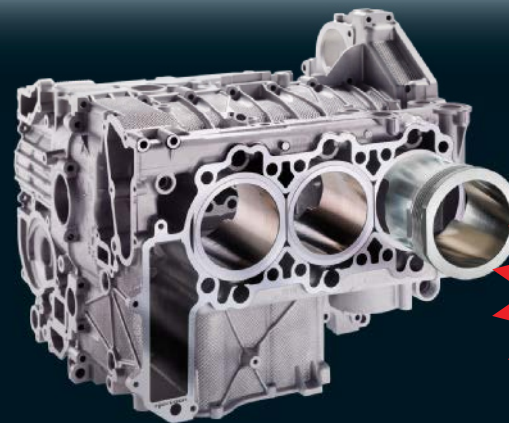
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Gen2 996 GT3 2003-05



Based on facelifted 996 Carrera, but with new wings. Suspension lowered and updated, 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
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg
Brakes:
Front: 350mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18

★★★★★

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
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
Brakes:
Front: 350mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18

★★★★★

996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, updated 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
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18

★★★★★

997 Carrera 4S 2005-08



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

Production numbers: 30,973
Issue featured: 111
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
Length: 4,427mm
Width: 1,808mm
Weight: 1,475kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x19-inch; 235/35/R19
Rear: 11x19-inch; 295/30/R19

★★★★★

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: 117
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
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/R19
Rear: 11x19-inch; 305/30/R19

★★★★★

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: 117
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
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19

★★★★★

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: 187mph
Length: 4,435mm
Width: 1,808mm
Weight: 1,425kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x19-inch; 235/35/ZR19
Rear: 11x19-inch; 295/30/ZR19

★★★★★

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
Length: 4,435mm
Width: 1,852mm
Weight: 1,470kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x19-inch; 235/40/ZR18
Rear: 11x18-inch; 295/35/ZR18

★★★★★

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: 7910 (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
Length: 4,435mm
Width: 1,852mm
Weight: 1,480kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19

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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:	117
Engine capacity:	3,800cc
Compression ratio:	12.2:1
Maximum power:	435hp @ 7900rpm
Maximum torque:	430Nm @ 3250rpm
0-62mph:	4.1sec
Top speed:	194mph
Length:	4,460mm
Width:	1,808mm
Weight:	1,395kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	12x19-inch; 305/30/ZR19



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:	116
Engine capacity:	3,800cc
Compression ratio:	9.8:1
Maximum power:	500hp @ 6,000rpm
Maximum torque:	650Nm @ 1,950-5,000rpm
0-62mph:	3.4sec
Top speed:	194mph
Length:	4,450mm
Width:	1,852mm
Weight:	1,570kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



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:	125
Engine capacity:	3,800cc
Compression ratio:	12.2:1
Maximum power:	450hp @ 7900rpm
Maximum torque:	430Nm @ 6,750rpm
0-62mph:	4.0sec
Top speed:	192mph
Length:	4,460mm
Width:	1,852mm
Weight:	1,370kg
Brakes:	
Front:	380mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	9x19-inch; 245/35/ZR19
Rear:	12x19-inch; 325/30/ZR19



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:	125
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
Length:	4,435mm
Width:	1,852mm
Weight:	1,480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



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:	123
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
Length:	4,435mm
Width:	1,852mm
Weight:	1,585kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



991.1 Carrera 2011-2015



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

Production numbers:	Unknown
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
Length:	4,491mm
Width:	1,808mm
Weight:	1,380kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/40/ZR19
Rear:	11x19-inch; 285/35/ZR19



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
Length:	4,491mm
Width:	1,852mm
Weight:	1,420kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



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
Length:	4,491mm
Width:	1,852mm
Weight:	1,425kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



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:	125
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
Length:	4,491mm
Width:	1,852mm
Weight:	1,470kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



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:	128
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
Length:	4,440mm
Width:	1,852mm
Weight:	1,540kg
Brakes:	Front: 350mm discs Rear: 350mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19

★★★★★

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
Length:	4,435mm
Width:	1,852mm
Weight:	1,425kg
Brakes:	Front: 350mm discs Rear: 350mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19

★★★★★

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:	125
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
Length:	4,460mm
Width:	1,852mm
Weight:	1,360kg
Brakes:	Front: 380mm discs Rear: 380mm discs
Wheels & tyres:	Front: 9x19-inch; 245/35/ZR19 Rear: 12x19-inch; 325/30/ZR19

★★★★★

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
Length:	4,435mm
Width:	1,852mm
Weight:	1,585kg
Brakes:	Front: 380mm discs Rear: 350mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19

★★★★★

997 GT2 RS 2010-11




The GT2 went back to its roots with lightweight body and interior, plus extra power. Recognisable over standard GT2 thanks to carbon fibre bonnet, air intake and mirrors.

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
Length:	4,460mm
Width:	1,852mm
Weight:	1,370kg
Brakes:	Front: 380mm discs Rear: 350mm discs
Wheels & tyres:	Front: 9x19-inch; 245/35/ZR19 Rear: 12x19-inch; 325/30/ZR19

★★★★★

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
Length:	4,435mm
Width:	1,852mm
Weight:	1,420kg
Brakes:	Front: 330mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/35/19 Rear: 11x19-inch; 305/30/19

★★★★★

991.1 Carrera S 2011-2015




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:	Unknown
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
Length:	4,491mm
Width:	1,808mm
Weight:	1,395kg
Brakes:	Front: 340mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20-inch; 245/35/ZR20 Rear: 11x20-inch; 295/30/ZR20

★★★★★

991.1 Carrera 4 2012-2015




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

Production numbers:	Unknown
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
Length:	4,491mm
Width:	1,852mm
Weight:	1,430kg
Brakes:	Front: 330mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/40/ZR19 Rear: 11x19-inch; 305/35/ZR19

★★★★★

991.1 Carrera 4S 2012-2015




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:	Unknown
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
Length:	4,491mm
Width:	1,852mm
Weight:	1,445kg
Brakes:	Front: 340mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20-inch; 245/35/ZR20 Rear: 11x20-inch; 305/30/ZR20

★★★★★

991 GT3 2013-




Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DF1 version of Carrera S engine. PDK only.

Production numbers:	Currently in production
Issue featured:	124
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
Length:	4,545mm
Width:	1,852mm
Weight:	1,430kg
Brakes:	Front: 380mm discs Rear: 380mm discs
Wheels & tyres:	Front: 9x20-inch; 245/35/ZR20 Rear: 12x20-inch; 305/30/ZR20

★★★★★

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
Length:	4,506mm
Width:	1,880mm
Weight:	1,595kg
Brakes:	Front & Rear: 380mm discs
Wheels & tyres:	Front: 8.5x20-inch; 245/35/ZR20 Rear: 11x20-inch; 305/30/ZR20

★★★★★

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, PDK 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 @ 2,100-4,250rpm
0-62mph:	3.1sec
Top speed:	197mph
Length:	4,506mm
Width:	1,880mm
Weight:	1,605kg
Brakes:	Front: 410mm discs Rear: 390mm discs
Wheels & tyres:	Front: 9x20-inch; 245/35/ZR20 Rear: 11x20-inch; 305/30/ZR20

★★★★★

N/A 991 GT3 RS 2015-




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:	42 (UK)
Issue featured:	128
Engine capacity:	3,996cc
Compression ratio:	12.9:1
Maximum power:	500hp @ 8,250rpm
Maximum torque:	460Nm @ 6,250rpm
0-62mph:	3.3sec
Top speed:	193mph
Length:	4,545mm
Width:	1,880mm
Weight:	1,420kg
Brakes:	Front: 380mm discs Rear: 380mm discs
Wheels & tyres:	Front: 9.5x20-inch; 265/35/ZR20 Rear: 12.5x21-inch; 325/30/ZR21

★★★★★

N/A 991.2 Carrera 2015-




Facelift model is substantially changed underneath with power now coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.

Production numbers:	Currently in production
Issue featured:	132
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	370hp @ 6,500rpm
Maximum torque:	450Nm @ 1,700-5,000rpm
0-62mph:	4.2sec
Top speed:	183mph
Length:	4,499mm
Width:	1,808mm
Weight:	1,430kg
Brakes:	Front & Rear: 330mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/40/ZR19 Rear: 11.5x20-inch; 295/35/ZR19

Not yet tested

N/A 991.2 Carrera S 2015-




Shares same 3.0-litre turbocharged 9A2 engine as Carrera, with revised turbos, exhaust and engine management to produce an extra 50hp. Rear axle steering now an option.

Production numbers:	Currently in production
Issue featured:	132
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	420hp @ 6,500rpm
Maximum torque:	500Nm @ 1,700-5,000rpm
0-62mph:	3.9sec
Top speed:	191mph
Length:	4,499mm
Width:	1,808mm
Weight:	1,440kg
Brakes:	Front: 350mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20-inch; 245/35/ZR20 Rear: 11.5x20-inch; 305/30/ZR20

Not yet tested

N/A 991.2 Carrera 4 2016-




New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

Production numbers:	Currently in production
Issue featured:	133
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	370hp @ 6,500rpm
Maximum torque:	450Nm @ 1,700-5,000rpm
0-62mph:	4.1sec
Top speed:	not tested
Length:	4,499mm
Width:	1,852mm
Weight:	undisclosed
Brakes:	Front & Rear: 330mm discs
Wheels & tyres:	Front: 8.5x19-inch; 235/40/ZR19 Rear: 11.5x19-inch; 295/35/ZR19

Not yet tested

N/A 991.2 Carrera 4S 2016-



As per the Carrera 4 but utilising revised turbos, exhaust and engine management from the C2S to produce an extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers:	Currently in production
Issue featured:	133
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	420hp @ 6,500rpm
Maximum torque:	500Nm @ 1,700-5,000rpm
0-62mph:	3.8sec
Top speed:	not tested
Length:	4,499mm
Width:	1,852mm
Weight:	undisclosed
Brakes:	Front: 350mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20-inch; 245/35/ZR20 Rear: 11.5x20-inch; 305/30/ZR20

Not yet tested



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2011 PORSCHE 997 3.6 GT2 RS - RHD

Metallic GT. Black part leather interior. The 997 GT2 RS is the fastest and most powerful road-going sports car ever built in the history of Porsche. Upgrades include ASK Sound Package, Carbon Ceramic Brakes, Carbon Front Wing. Only 13,100 miles.



2011 PORSCHE 997 CARRERA GTS (MANUAL) - RHD
White. Black leather & alcantara interior. Many options including 19" RS Spyder Alloys. Stunning example. Only 4,700 miles.



1989 PORSCHE 911 CLASSIC SPEEDSTER 3.2 - RHD
Navy full leather interior. Upgrades - G50, Navy Hood, Velour Carpet in Luggage Comp. Incredible quality. Only 3,650 miles.



1995 PORSCHE 911 CLUBSPORT 3.8 CARRERA RS - LHD
Grand Prix. Black velour interior. Upgrades - Cross Brace for Front Shock Absorbers (RS Only). Only 20,400 miles.



1996 PORSCHE 911 CLASSIC 3.6 CARRERA 4 S - LHD
Metallic Arctic. Black full leather interior. Upgrades - Third Brake Light, Rear Wiper, Factory wide body. Only 8,500 miles.



PORSCHE 993 CLASSIC 3.6 TURBO - RHD
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£49,995**911 Carrera 2 (997 GEN II)**

7-Speed PDK • Platinum Silver • Dark Blue Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels • 39,000 miles • 2011 (61)

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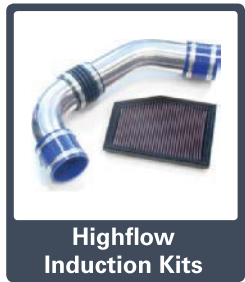
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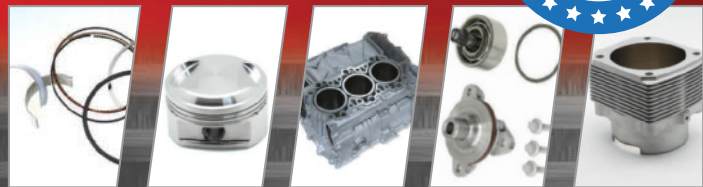
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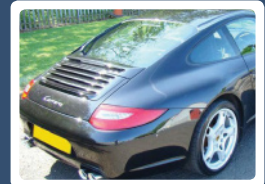
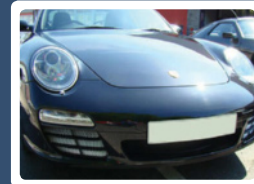
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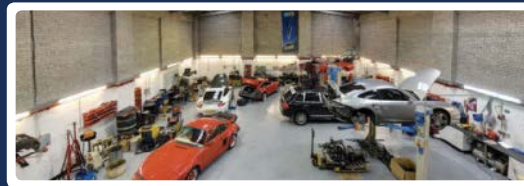
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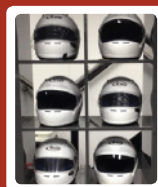
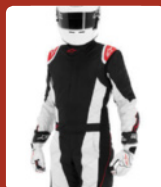
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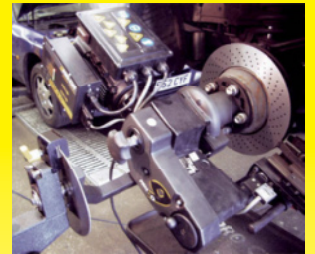
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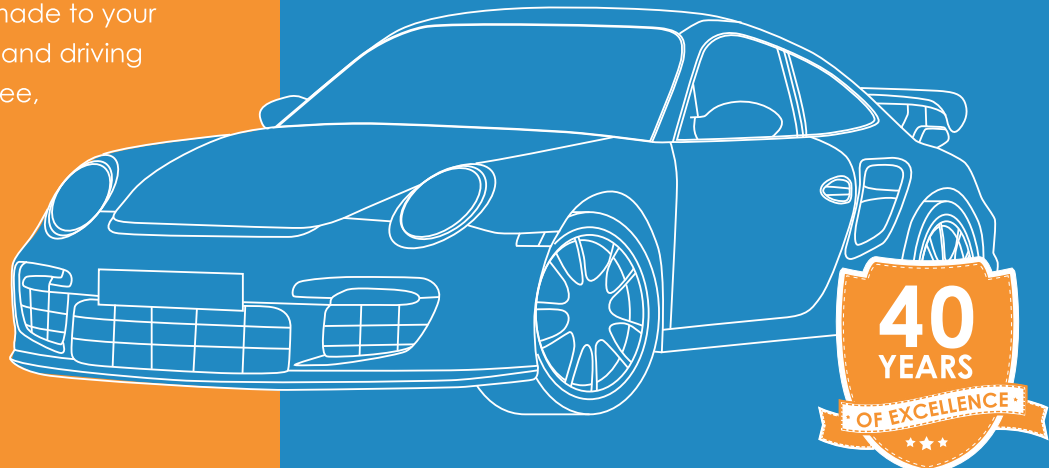
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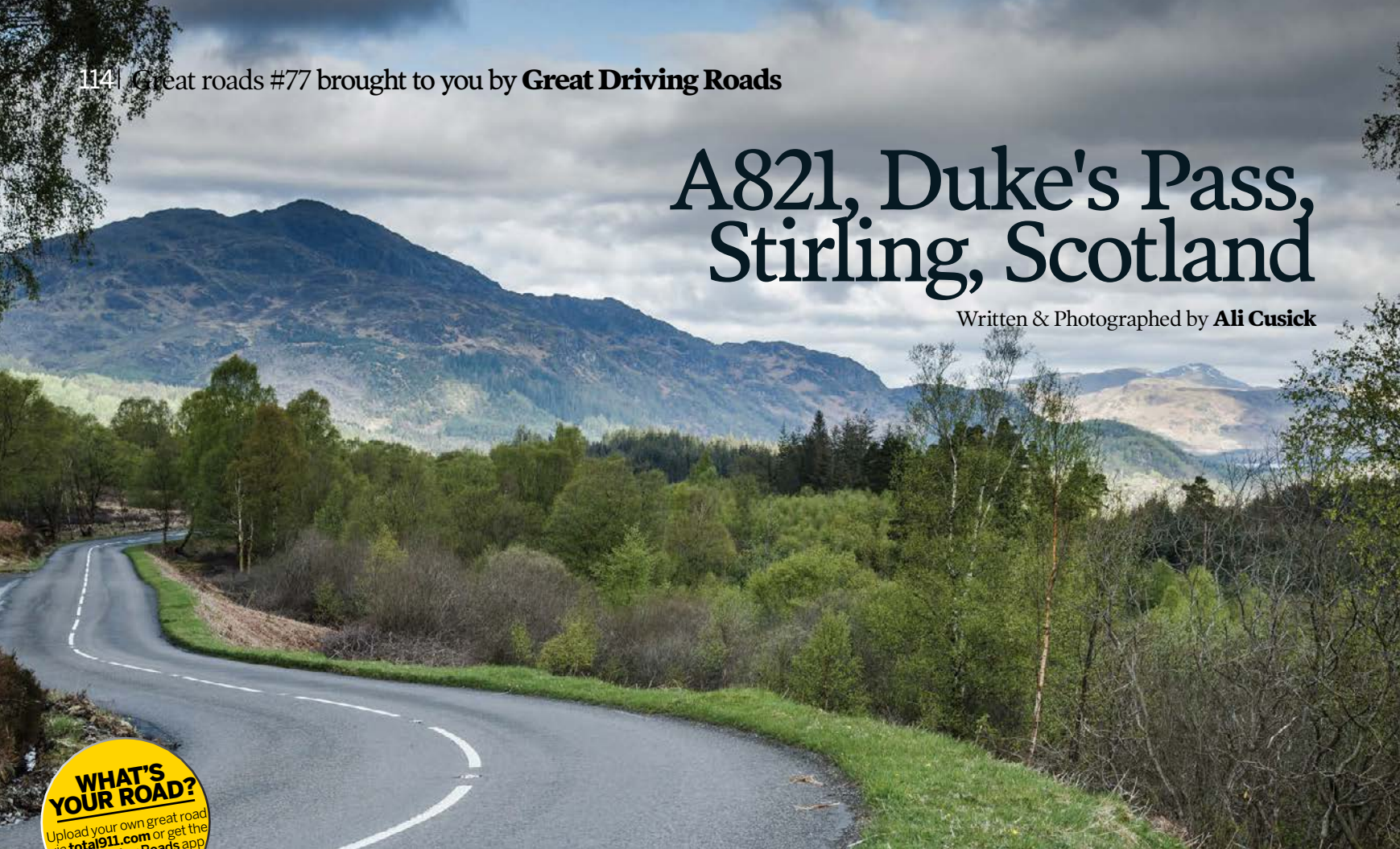


PORSCHE 356 BUYER'S GUIDE

Take a look in-depth at the coveted predecessor to the iconic 911

A821, Duke's Pass, Stirling, Scotland

Written & Photographed by **Ali Cusick**

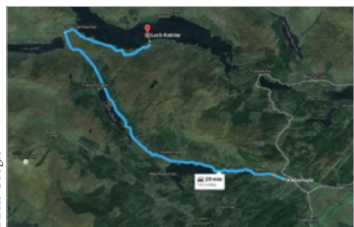


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Essential info

LOCATION: Aberfoyle, Stirling
COORDINATES: 56.1785 -4.3833



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LENGTH OF DRIVE:
6.5 miles

POINTS OF INTEREST:
Loch Katrine

Three Lochs Forest Drive
Katrinewheelz bike hire
GoCountry watersports, Loch Aird
Queen Elizabeth Forest Park
The Lodge Forest Visitor Centre

FOOD AND ACCOMMODATION:
The Forth Inn, Aberfoyle
01877 382372

Macdonald Forest Hills Hotel and Spa
<http://resorts.macdonaldhotels.co.uk/forest-hills/>

Initially created by Duke Menteith to cut short a journey around his estate, the Pass is now a public road – and all the better for it

We're up north this month in one of our favourite countries: Scotland. We're in Loch Lomond and the Trossachs National Park, driving the Duke's Pass.

Strictly speaking, it connects the tourist stop-off of Aberfoyle with Kilmahog, 16 miles away towards Callender, but the section we're focusing on is the first six and a half miles from Aberfoyle to Loch Katrine.

The route's origins stem from the Duke of Menteith wanting to get around his estate easier, leading to him building a pass in the 19th century. In the Twenties, local roads were reclassified. The A81 was decided as the main route from Callendar to Aberfoyle, and the

A821 the quieter back road. Shortly after this, the Forestry Commission acquired the land, and it was opened to the general public after beefing it up to cope with the tourist traffic created after Walter Scott's 'Lady of the Lake' opus about Loch Katrine.

In terms of character, it basically is the antithesis to a motorway. Pick a direction, bend angle and altitude, and the Duke's pass pretty much has it. Starting from Aberfoyle, it passes the large Forest Visitor Centre in a series of rapid, rising sweeping bends. After this, the altitude climb lessens – a little – and sight lines open out as we arc through bracken lined hillsides. On the right, there's a turnoff for the picturesque Three Lochs Forest Drive; a six-mile-long route through the forest

and the promised Lochs. We press on, and through fantastic, close by scenery we eventually appear lochside to Loch Achray. Follow the signs off the A821 to Loch Katrine, and gently tootle to see what Walter Scott was on about.

Locals probably know every inch, and where to push past tourists or vomiting travel-sick passengers, but as a route to enjoy a 911, this is fabulous. There's so much to work the vehicle against, you really will get a good workout, arcing one way then the other, repeating and repeating. Due to the road surface and all those bends, you'll be at legal and sensible speeds too.

Get the Lady of the Lake boat to Loch Katrine and ride a bike 13 miles back down to the pier you started from – if you can leave that 911! **911**



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