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Total 911

THE PORSCHE MAGAZINE

RS 4.0 IN THE ALPS

Epic European adventure in Porsche's last true mechanical Rennsport



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RISE OF THE 993 TURBO

**993
TURBO
PROTOTYPE
DRIVEN**

How the last air-cooled Turbo's stock has soared in three years, with buying tips & expert advice



PLUS

- Raced & rallied 2.7 Carrera RS
- History of the 911 gearbox
- Great roads: Nürburgring

BLUME INTERVIEWED

"In future the Porsche fan will drive puristic sports cars with a combustion engine"



Future

ISSUE 147

Digital Edition

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TURBO RSR TESTED

Wide-arched lightweight with blown power:
The ultimate air-cooled oxymoron tested





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Welcome



On the cover of **Total 911** issue 103, we ran with the headline, ‘993 v 997 Turbo titans: which blown 911 gives the best driving thrills for £60k?’ While it’s amusing to remember a time when the last air-cooled Turbo could be had for such a bargain, what’s more remarkable is our issue hit shelves in the spring of 2013, demonstrating a doubling in values for the 993 Turbo in a little over three years.

Sure, there are other 911s out there that have delivered a better return in that timeframe, but the 993 Turbo holds a special place in the heart of most enthusiasts thanks to its résumé of a classic driving experience in a car that’s still exceedingly fast. What’s more, experts believe the market hasn’t finished with the turbocharged 993 just yet, which is why this issue we’ve taken a look at both prototype and production models to uncover the car’s magic once more.

Breaking news as we go to print concerns the new 2017 911 RSR. That Porsche chose a mainstream car show

to reveal a race car is no insignificant matter, Weissach usually rolling out new cars at the Night of Champions. The gravitas of this new RSR was always going to be huge, with rumours having long circulated that the car will, for the first time, move to a rear-mid engine layout boosted by forced induction. The latter never materialised – paving the way for possible GT3 RS models instead of a wholesale shift to the GT2 moniker – though many will still make noise about that DFI flat six now sitting before the RSR’s rear axle.

For me, I don’t see this engine repositioning as too big a deal. What’s important is that Porsche has continued racing the 911, which will provide something of a visual feast when it appears at Le Mans next year, equipped with that gnarly rear end dictated chiefly by the science of aerodynamics. After a disappointing year in the US and a factory no-show in the WEC GTLM class, let’s hope Weissach’s latest ‘return’ is complemented by a restoration in pride for the 911’s exploits at the very pinnacle of international motorsport.

“The 993 Turbo holds a place in the heart of most enthusiasts”







911 Opening Shot

On 27 and 28 October 1973, chassis 00042 and 00016 sat beside each other on the start line at the Riverside Raceway, California, for the inaugural International Race of Champions. Some 43 years later, these IROC RSR cars are reunited for a mesmerising blast in front of the **Total 911** cameras.

Photograph by **Steve Hall**

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“All our specialists agree that this a 911
with a rising value curve ahead of it”



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www.imagineshop.co.uk



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Update

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



Porsche 991.2 GT3 prototype spotted without camouflage

Final tweaks revealed as Nürburgring evaluation continues for the undisguised new 911 GT3

In our latest batch of spy shots, a de-camouflaged 2017 Porsche 911 GT3 has been snooped being put through its paces on the Nürburgring Nordschleife. Prior to this sighting, August was the last time we caught a Porsche 991.2 GT3 prototype out testing, when our spy photographer's snaps all but confirmed that Weissach is planning a manual version of the trackday Porsche 911.

Spotted during an on-road evaluation, that particular test vehicle sported a rather elaborate shroud, right where we would expect to find a gearlever for the rumoured six-speed transmission from the 991 R. Now, the latest mule has given us our best look yet at what to expect from next year's naturally aspirated Neunelfer. Since then, sightings of the face-lifted GT3 had been rare,

although last month at the Paris Motor Show Porsche launched the 2017 GT3 Cup car, giving us a preview of the road car's styling.

The Nürburgring mule more or less confirms this, especially regarding the front bumper treatment, which sees the GT3 gain an even more chiselled chin. In Supercup form, the pronounced front lip generates more downforce over the outgoing 991.1 design, so it can be expected that the Gen2 road car will benefit from slightly more front end bite, too.

At the rear, the decklid now features two separate air intake scoops mounted either side of an exit vent that sits just in front of the lower spoiler. The latter vent replaces the mesh grille that was positioned between the rear lights on the first-generation 991 GT3. The rear bumper itself

has only been mildly revised, modified to fit the new Gen2 '3D effect' brake light units and slightly more angular side vents. The rear apron panel either side of the twin tailpipes is now a flush-fit solid panel (rather than the recessed unit found on the previous GT3 iteration).

The rear wing appears to have been carried over directly from the Gen1 GT3 although, interestingly, the capacity designation panel on each strut appears to have been blanked out on this test mule, suggesting that the second-generation 991 GT3 will get the 4.0-litre RS-specification 9A1 engine, rather than the current 3.8-litre flat six. Previously rumoured to launch this year, we now expect that the new GT3 will launch next spring, potentially at the Geneva Motor Show.

Second run for Singer book

The story behind Singer Vehicle Design's re-imagining of the 911 will get a second print run in time for Christmas as publisher, Stance & Speed announce 1,250 new copies. Released in 2015, *One More Than 10* earned Stance & Speed a Gold Medal at the 2015 International Automotive Media Registry's awards. The 275-page book is available from www.singervehicledesign.com.



Goodwood tickets on sale

The provisional dates for the 2017 Goodwood Festival of Speed and Revival events have been announced. The 25th running of the FoS – the automotive extravaganza held along Lord March's driveway outside Goodwood House – is set to take place from Thursday 22 to Sunday 25 June. Meanwhile, the Revival historic race meeting is scheduled for Friday 8 to Sunday 10 September



and will mark the event's 20th edition. Tickets for both events are now on sale, with FoS admission from £34 and Revival access from £53. To book your place, visit www.goodwood.com.

KW Suspension unveils G-Series damper kit

New suspension upgrade for impact bumper 911s negates the need for costly strut conversion

Most modern suspension upgrade kits tend to provide uprated coilover dampers, making them perfect for contemporary Porsche 911s. However, for owners of classic torsion bar-equipped 911s, these kits require a costly strut conversion in order to be fitted, something that KW Suspension's latest dampers – specifically developed for G-Series cars – avoid. Using the firm's well-proven Variant 3 dampers, the package works with the standard torsion bar setup to provide improved performance, helping to tame the sometimes daunting handling of classic Neunelfers.

Developed and tested on an F1-grade, seven-post 'shaker' rig, the V3 dampers should function perfectly straight out of the box. At their heart is the KW's patented valve technology, which allows you to separately adjust rebound and compression settings, enabling you to perfectly tune your G-Series

911's handling to your driving style. Using a 12-stage adjustment dial at the top of each strut, the low-speed compression settings can be quickly changed, while the clearly labelled 16-stage rebound adjustment is carried out via a knob at the bottom of the damper. Without the need for any adjustment tools, the V3 dampers could be the perfect match for classic 911 drivers who often drive on track but wish to still use their car regularly on the road.

Coming complete with the classic threaded knuckles, all finished in galvanised steel for durability (even in the face of the infamous British weather), the new G-Series specific KW V3 dampers are priced at £2,062.50 plus VAT. For more information head to www.kwsuspensions.co.uk, where you can also find out about KW's 'Clubsport' suspension and their range of springs and top mounts for Porsche 911s of all ages.



What's on in 2016/17

- Porsche Museum: Roadbook
30 Oct – 23 Apr
A new exhibition about the museum's rolling collection
- GoldTrack Silverstone GP
10 Dec
One last chance to get out on track at the home of British motorsport
- North American International Auto Show
8-22 Jan
Manufacturers head to Motor City with their new models for 2017
- Porsche Ice-ForceS
11-15 Jan
New Winter Driving Experience season starts with this advanced course
- RM Sotheby's Arizona auction
19-20 Jan
The Canadian auction house heads to warmer winter climes for its latest sale

Volume 4 of The Porsche 911 Collection launched

Latest edition of **Total 911** bookazine goes on sale around the world

If you've been longing for the latest addition to the popular *Porsche 911 Collection* bookazine series, the wait is now over. Volume 4 of the long-running series has now hit the newsstands around the world in time to make it into every Neunelfer enthusiast's Christmas stocking.

The latest instalment, created in collaboration with the **Total 911** team, features numerous test drives of the latest Porsche 911s as well as road trips behind the wheel of the greatest Neunelfers ever built, all in a variety of stunning locations with equally fantastic driving roads.

The book includes a scintillating blast behind the wheel of the new Porsche 911 R, the hottest Neunelfer launch of 2016. There's also a first drive of the new 991.2 Turbo S Cabriolet while *Porsche 911 Collection: Volume 4* gets behind the wheel of Zuffenhausen's original supercar in celebration of the



Porsche 959's 30th anniversary too. The famous Mezger engine also stars, as the 996 GT2, GT3 RS, Turbo and GT3 go up against one another in the ultimate battle of the water-cooled flat sixes, and there's an interview with Porsche Motorsport legend, Norbert Singer.

To read all of this and more, *Porsche 911 Collection: Volume 4* is available in stores now. Alternatively, you can order your copy online at www.imagineshop.com or download a digital copy to a handheld device via www.greatdigitalmags.com.



Porsche 911 sales continue to rise in Q3

Sales set to surpass record 2015 levels as Porsche maximises profits

Porsche has filed its Q3 results for 2016, with both worldwide vehicle deliveries and the company's operating profit seeing significant increases. In the first nine months of the year, the Zuffenhausen manufacturer delivered 178,314 cars internationally, a three per cent rise over the same-period figures for 2015. Of this, the 911 accounted for 25,993 of the deliveries, the face-lifted 991.2 line-up helping increase Neunelfer numbers by five per cent compared to last year.

Buoyed by strong sales, Porsche's finances have gone from strength to strength – despite

the ongoing fallout from the VW Group's 'dieselgate' scandal. The manufacturer's operating result has risen by 12 per cent to €2.9 billion, with an increased turnover of €16.5 billion. Having set out to increase its profit margin to 15 per cent in early 2016, Porsche has so far exceeded its target, with an operating profit margin of 17.4 per cent.

"As a result of this [profit], we are able to cover the costs of investments for the future in the fields of electromobility, digitalisation and connectivity," explains Lutz Meschke, Deputy Chairman of Porsche AG's board.

Motorsport special

An in-depth look at Porsche's new 911 racer



Mid-engined 2017 Porsche 911 RSR unveiled in Los Angeles

Weissach's Le Mans GT contender retains natural aspiration but engine is ahead of rear axle

Porsche's radical new 2017 911 RSR has been officially unveiled, with Weissach choosing to give the new racer its public debut at the Los Angeles Auto Show. For 12 months, since confirming that it was working on an all-new version of the RSR, there has been a near-constant stream of rumours about Porsche's latest LM-GTE class contender, many of them suggesting that Weissach would switch to a mid-engined layout.

With the launch of the new car in LA, Porsche has officially confirmed these rumours with the 2017 RSR becoming the first 911 since the Le Mans-winning GT1-98 to feature its flat-six engine ahead of the rear axle. As the LM-GTE regulations state that the engine's location must remain "as original", Porsche has managed to get a waiver from the FIA-ACO allowing it to place the 4.0-litre powerplant ahead of the gearbox. While the more central positioning of the engine provides benefits in terms of overall weight distribution for the car, it's clear that the major advantage afforded to Porsche with this radical change has been in the aerodynamic department.

Rules brought in for the 2016 season allowed LM-GTE competitors to increase their cars' downforce levels via a much larger rear diffuser. However, thanks to the rear-mounted flat-six engine, Porsche was unable to exploit these new regulations as effectively as its competitors. Now though, with the engine moved forward in the car

(and a new exhaust system doing away with the previously central tailpipes), the space has been freed up to fit much larger venturis. Combined with the new top-mounted rear wing (mounted higher than its predecessor), the 2017 911 RSR should enjoy increased levels of downforce.

Another rumour that has followed the new Porsche RSR through its development is one suggesting the inclusion of a new forced induction flat-six engine. However, unlike rivals Ford and Ferrari (who have successfully campaigned new turbocharged units this year), Porsche has decided to stick with a naturally aspirated powerplant for its 2017 campaign.

The decision to shun a turbocharged motor may be good news for fans of the naturally aspirated Rennsport road cars, too, as the FIA's regulations state that "the engine must be derived from a series production engine produced at more than 300 units." Despite this, the engine is an all-new design, replacing the previous 'Mezger' unit that has served Porsche's top-class racing 911s since the days of the GT1 and GT2.

Utilising the same direct fuel injection technology as the latest GT3 R and recently-unveiled Cup car, the 2017 RSR's engine now puts out around 510hp (depending on the size of the restrictor), a 50hp hike over the outgoing flat six. "For the [new] 911 RSR, we deliberately focussed on a particularly modern and light normally

aspirated engine, as this gave our engineers immense latitude in developing the vehicle," explains Head of Porsche Motorsport, Dr Frank-Steffen Walliser. Like the current 911 GT3 RS, the new RSR breathes through the enlarged Turbo-esque vents in the rear arches while, without the need for a traditional decklid, the rear windscreen has been replaced with a vented cooling panel.

Away from these striking changes, the 2017 RSR takes some of its styling cues (including the rear light design) from the 991.2 facelift, while the bodywork (made extensively from carbon fibre) has been optimised for ease of replacement. Inside, the drivers will benefit from a new 'Collision Avoid System', a radar-supported warning system that is able to detect approaching cars (such as faster LMP1 prototypes) even in the dead of night. The new racing 911 retains a six-speed paddleshift gearbox, while the double wishbone suspension setup (first introduced on the previous 911 RSR) has been optimised.

At the launch of the 2017 911 RSR, Porsche also confirmed that it will return to the FIA World Endurance Championship with a pair of factory-run entries, while another pair of new 911s will compete in the IMSA United SportsCar Championship Stateside. The car – complete in a new white-red-and-black livery – will make its competition debut at the 24 Hours of Daytona on 28-29 January 2017.

MAXTED - PAGE

PORSCHE HISTORIC RACING



'The ex-Paddy McNally - Right hand drive'

1968 Porsche 911 T/R | Chassis # 118 2 0884

One of only four right hand drive Porsche 911 T/Rs built by the factory from a total of twenty-eight T/Rs produced - all to Group 3 race specification - during 1967-68.

Ordered new by Paddy McNally in November 1967, finished in Silver Metallic and equipped with factory race options: Rallye Kit, Roll bar, Limited-slip diff., 100 ltr. fuel-tank and a 2.0-litre Type 901/02 engine which was immediately upgraded to Carrera 6 twin-plug specification for McNally and Digby Martland to race in the 1968/69 Winter Springbok Series, which they won.

In 1969 the car was then sold to Paul Vestey, who raced with Peter Sadler at Villa Real, Mugello 500kms and at Monthéry in the Paris 1000kms. At the 1970 Targa Florio, Alain de Cadenet and Mike Ogier finished 2nd in class, before going on to race with Ogier and David Wier at the 1970 Mugello 500kms, Villa Real and Nürburgring 1000kms. It was entered for Le Mans in 1971 by Paul Watson Racing for John Chatham, Bill Tuckett and Mike Coombe, by which time it was fitted with a 2.2-litre engine and was listed as a 911 S, although it actually qualified 51st fastest, an accident avoiding Siffert's 917 during practice meant they did not qualify.

During the 1980s the car diversified into rallying in the hands of the Powley brothers and went on to record multiple successes and class-wins at the Circuit of Ireland, Donegal, Ulster and many other rallies. Restored by Maxted-Page & Prill Ltd in 2012, the car has since been in a prominent collection and recently returned from loan to the Porsche Museum in Stuttgart where it has been on display during 2014. An opportunity to purchase an immensely rare and significant Porsche 911 T/R. This highly important and fully-documented racing Porsche also retains its original, numbered engine and gearbox units (although not currently fitted), which could potentially be rebuilt and re-installed into the car.

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Motorsport

The latest news and results from racing series around the globe



Magnificent Müller doubles up with maiden Supercup triumph

Porsche Junior adds Supercup title to Carrera Cup Deutschland crown

Sven Müller secured his maiden Porsche Mobil 1 Supercup title at the 2016 season finale in Texas, as his closest rival, Matteo Cairoli saw his hopes extinguished in race one. Heading into the two-race climax at COTA, Müller led Cairoli by two points, the Italian's strong run over the second half of the season having reduced his rival's once sizeable advantage. The momentum appeared to stay with Cairoli in qualifying, securing second on the grid for both races while Müller only managed sixth and fourth respectively.

At the start of race one, Cairoli made a good getaway, sneaking inside poleman, Mathieu Jaminet into the uphill hairpin at turn one as Müller made an electric start to leap into third.

Nose-to-tail, the trio were closely matched, but as Müller and Jaminet battled for second, Cairoli edged into a 2.5-second lead by lap seven. Then disaster struck. Cairoli was forced to pit with a mechanical problem, dropping out of the race and handing the lead to Jaminet, who duly took victory ahead of Müller.

The result wasn't enough to hand Müller the title with one race to spare; Cairoli needed to take first in race two and have Müller DNF to secure the crown. Cairoli couldn't overcome Jaminet in the second encounter though, having to settle for second in the race and the championship, as Müller secured his maiden Porsche Supercup crown in eighth place.



JTR's Carrera Cup challenge gets on track at Silverstone

Nick Tandy's race team rolls out 911 GT3 Cup cars for the first time ahead of 2017 race debut

JTR, the race team run by 2015 24 Hours of Le Mans winner, Nick Tandy, christened its new 911 GT3 Cup cars at the recent Porsche Carrera Cup GB Taster Day at Silverstone, as the squad began testing potential drivers for its maiden tilt at the one-make Porsche series next year. Fresh from trialling the 2017 911 GT3 Cup car at a similar taster day for the Carrera Cup Deutschland, factory racer Tandy was on hand as the team – founded by his late brother, Joe – prepared itself for the switch to GT competition.

After revealing its trademark white, yellow and black livery in the metal, JTR's 991 GT3 Cup car was put through its paces by single-seater drivers, Tio Ellinas and Patrik Matthiesen (who drove for the squad in British Formula Ford and British F4 respectively). The team is yet to confirm the drivers for its three-car Carrera Cup GB challenge as it continues to assess its options for the Pro, Pro-Am1 and Pro-Am2 classes.



Porsche retains World Endurance Championship crown

LMP1 victory in Shanghai secures second successive world championship for Weissach

Porsche Team finished first and fourth in the Six Hours of Shanghai with its pair of 919 Hybrid LMP1 prototypes to wrap up the 2016 World Endurance Manufacturers' Championship. The no. 1 Porsche 919 of Mark Webber, Brendon Hartley and Timo Bernhard dominated the race around the Shanghai International Circuit to take their fourth win of the season, comfortably seeing off

the challenge of the no. 5 Toyota TS050. The no. 2 Porsche crew of Neel Jani, Marc Lieb and Romain Dumas finished fourth after narrowly missing out on the last podium place to the no. 6 Toyota. The result saw their championship lead cut to 17 points ahead of the finale in Bahrain, however, the trio still remain favourites to take their first WEC crown in the Arab kingdom.

Motor racing in 2016 / 2017

December

12 Hours of Sepang
8-11 December

GT3 Cup Challenge Middle East – Dubai
9-10 December

Gulf 12 Hours
16-17 December

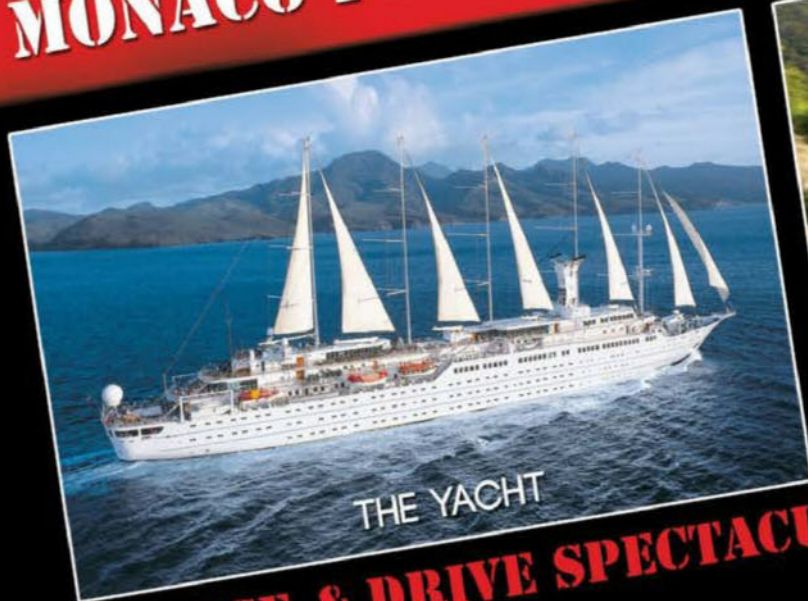
January

Roar Before The Rolex 24
6-8 January

24 Hours of Daytona
26-29 January



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This month in history

A look back through the archives to important December milestones in the 911's history

1935

Birth of F.A. 'Butzi' Porsche

Ferdinand Alexander Porsche III served an apprenticeship at Bosch and studied for two terms at Ulm Institute before joining the Porsche-Piëch family firm in 1957. He worked in various departments and under body engineer, Erwin Kommenda, who shaped much of the Beetle and 356. It was an interesting time: Porsche was seeking a replacement for the 356 just as design, not yet referred to as styling, was coming into its own. Ferry was pulled one way by Kommenda and another by his son. Butzi's ideas won and an automotive icon was born. Butzi would also style the closed RS 61 racer and the 904, but his interest in design would take him beyond Porsche.

In 1972, he returned to Austria and founded Porsche Design as a haute couture brand, putting the family name to cleverly styled sunglasses, pens and watches. He remained a Porsche shareholder and chaired the Supervisory Board for three years after his father stood down in 1990. When asked in 1997 why the 911 had survived so long, he said: "It was my father's idea that a car should not be so ostentatious, or so aggressive; the shape should be harmonious yet also have presence. Catch a glimpse of the silhouette and you know it is a 911."



2015

Michael Mauer promoted to Wolfsburg

After 11 years as boss of Porsche design, Mauer moved north to VW to replace respected Walter de Silva as head of styling. Part of the game of musical chairs after 'Dieselgate', which saw Porsche CEO Matthias Müller also graduate to VW, Mauer's own elevation was seen as a tribute to his work at Weissach. Taking over from Harm Lagaij in 2004, Mauer, like his predecessor a design graduate, began at Daimler Benz where he styled the A Class and the SLK before joining Saab. He subsequently became leader of GM's advanced design studio. Though he inherited the 987 and 997 platforms, the Panamera, the 981, the best selling Macan and, above all, the 991 were styled under his tutelage.

Speaking to *Motor Trend* magazine after the launch of the latter, when asked where 911 design was heading, he said: "The next 911 and the next 911 and even the next 911 will always be recognisable as being a 911. It isn't just design language and details. The layout of the car is unique with the engine in the back and being a 2+2 with luggage in the front. As long as we stick to this technical layout it will look as it does now. If we ever change that technical layout, we will no longer be building a 911."



1987

Peter Schutz leaves Porsche

Did he quit or was he pushed? A combination of the two: for months Porsche's CEO had been showing signs of disillusion. Hailed on arrival in 1981, Schutz's 'can do' approach galvanised a Porsche fatigued by the stand off between Ferry and Ernst Fuhrmann. Engineer and salesman Schutz made a flying start, wresting successes cost-effectively from groundwork already laid, whether that was the crash Le Mans programme, which gave Porsche a winner in 1981, or breathing new life into the 911. He added the 911 Cabriolet to the line up and introduced the highly specified wide-body versions, creating business for the profitable *Sonderwunsch* department.

Sales success bred confidence: Schutz's right-hand man, Helmuth Bott, was encouraged to look at all-wheel drive, with a view to developing a Group B competitor. But even if the 959 won the Dakar Rally twice, getting it on the road was a struggle. Porsche wanted a 300kph+, all-wheel-drive supercar with electronics a decade ahead of their time, but development difficulties coincided with the fall of the dollar, and with it, vital sales. The CEO took the blame, and Ferry's statement that Schutz "would no longer listen to the board" summed up the bitterness. Thirty years later and friends again, Schutz remains a Porsche advocate.

1945

1945

Dr Porsche, son Ferry and Anton Piëch are arrested by the French government. Dr Porsche is not released until May 1947, by which time Ferry's VW-based sports car is well advanced.

1952

Porsche complete the first prototype for improving the Beetle. Over two decades, Wolfsburg would reject nearly all suggestions, but R&D income from VW would pay for Weissach...

1977

Autocar magazine test the new 180hp 911 SC Sport: traditional 911 values had been maintained, it said, and the latest Pirelli P7s gave a new edge to handling and road holding.

1988

965 twin turbo project abandoned after difficulties. Its replacement, the 964 3.3 Turbo, nevertheless sold 3,660 units (and made good profits).

1992

Writing for *Fast Lane*, Peter Dron tests a Tiptronic £74,000 Turbo-look Carrera 2 Cabriolet. Fantastic brakes and handling were offset by a "knobbly ride and a bystander shouting 'Poser!'"

1992

Lifestyle

Total 911 brings you the best gift ideas for the festive season

Porsche 911 model engine £145

1 Available through Porsche Club GB, this model engine is based on the 2.0-litre 901/01 flat six fitted to the original 911 of 1964. The impressive kit allows you to build a fully functioning quarter scale engine in just a few hours, with a working valvetrain complete with miniature valves, valve springs and camshafts.

www.porscheclubgb.com

Tamiya 934 RC kit £199.99 (kit) / £295.97 (RC bundle)

2 Forty years ago Tamiya released their first radio-controlled car, a Vaillant-liveried Porsche 934 kit. Now they have relaunched the 934 RC car in the iconic Jägermeister colours, and the short-wheelbase, wide track 'TA02SW' chassis gives the model a realistic stance and allows enthusiasts to fine-tune the car's handling.

www.modelsport.co.uk

GoPro Hero5 camera £349.99 (Black) / £249.99 (Session)

3 Since its foundation in 2002, GoPro has become the go-to action camera manufacturer and its latest offerings are equally impressive. The Hero5 Black has a waterproof design and does away with the transparent casing, while the cube-shaped Hero5 Session joins the flagship model in being able to shoot 4K video.

shop.gopro.com

Mulholland Racer 'Telefunken Radio' T-shirt – £35.95

4 Mulholland Racer's 'Telefunken Radio' T-shirt takes its inspiration from Porsche's motorsport legends. Sponsored by the German radio company, a 550 Spyder driven by Hans Herrmann won the under-1,500cc class at the 1954 Carrera Panamericana, and to celebrate, Porsche used the 'Carrera' name on its top-of-the-range cars, with the moniker living on today.

www.mulhollandracer.com



Elliot Brown Tyneham From £795

5 Elliot Brown's watches are synonymous with bulletproof build quality. The new Tyneham range uses a self-winding Japanese movement with a 40-hour power reserve inside a 41mm stainless steel case. Having developed extra damping to protect the inner workings, and a hardened bezel to shield the sapphire crystal face, the Tyneham is as tough as it is beautiful.

www.elliottbrownwatches.com

Mulholland Racer gloves £64.95

6 While some enjoy full driving gloves, others prefer the extra feel provided by fingerless mitts, and so Mulholland Racer has developed its new 'Weissach' gloves. Available in black or brown capeskin leather (with a red or grey wrist strap respectively), the elasticated entry allows for a perfect fit. The details are simple yet elegant, with a quality that belies the modest price.

www.mulhollandracer.com

Porsche Design 911 Soundbar £2,400

7 Revving up to 9,000rpm, there are few sounds greater than a 911 GT3 at full flight, so it makes sense that Porsche Design has used the exhaust from the 991 for their 911 Soundbar. Using the rear silencer (complete with gloss black tailpipes) as a resonator for the integrated subwoofer, the 200W unit packs an impressive punch in terms of both volume and clarity.

shop2.porsche.com



Ben Barker

The FIA WEC newcomer shares all about his world championship campaign

- **2016:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up



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Battling through the end of 2016

As his debut FIA WEC campaign comes to an end, Ben begins to look ahead to next season

At the time of writing, I still have one race left this year in Gulf Racing's 911 RSR: the Six Hours of Bahrain. But by the time you read this, my debut season in the FIA World Endurance Championship will have come to an end in the Middle East. After the disappointment of our trip to China, I'm keeping my fingers crossed that we can round out 2016 with that elusive podium finish we've been working so hard for. Unlike most of the events this year, the Six Hours of Shanghai saw us struggle for pace in the blue-and-orange 911. While we were a bit off on the setup, the Aston Martin's ridiculous Balance of Performance advantage did not help with none of the GTE-Am class Porsches were particularly competitive around the Shanghai International Circuit, with our Gulf car lining up fifth for the start.

Starting the race, I made what I thought was a fantastic getaway, jumping into the lead on the run down to the first corner. I was even able to catch Pedro Lamy (in the pole-sitting Aston Martin) and stretch out a slender advantage over the chasing pack. Unfortunately though, it turns out I jumped the start by the slightest of margins; my nose was

inches ahead of Pat Long and Wolf Henzler before we crossed the start line. The resulting penalty put us on the back foot, as we finished sixth.

As I mentioned last issue, before travelling to Shanghai I competed for WEC rivals, Proton Competition in the final round of the European Le Mans Series at Estoril. It's always good experience to drop into another team and learn about their way of working. Unlike the WEC, where the grid is set by the average time of two drivers, ELMS qualifying is a single driver affair, so it was rewarding to go out there and continue to showcase my speed by securing pole position.

Unfortunately, while teammate Christian Reid was at the wheel, an LMP3 car swiped the front end, causing a severe puncture. The tyre delaminated immediately and, in the ensuing explosion of the carcass, the flailing rubber severed the power steering hose. We tried to soldier on without stopping for a lengthy repair, however, racing a power steering-equipped car without the power steering is like riding a rodeo bull! It's incredibly difficult. On top of being supremely heavy, the steering almost has a mind of its own, the front wheels bucking this way and

that over every bump. As you'll have seen, I'm not the most muscular guy, so it was pretty tough physically. Also, there are so many messages being sent back through the steering that you actually lose all feel through the front end, and it becomes really difficult to tell whether the car is understeering or oversteering. It's not an experience I want to repeat in a hurry.

While we didn't get the result we wanted, the opportunity hopefully opened some doors for 2017. It's that time of year again where I need to start getting some deals on the table, though, as the FIA don't release their driver rankings until January, it's difficult to get anything signed. Whether my ranking changes or not, I'm hopeful that I'll get another crack at the WEC. Gulf Racing hasn't made a decision yet but I know that Mike Wainwright is considering a return next year. With a year's experience of the WEC circuits under our belts, we can only improve if we do return. I've got a good relationship with Mike and I'd like to think that I bring a lot of added value to the team in terms of my coaching ability. Whatever happens, hopefully the skills I've developed and showcased in 2016 will set me in good stead for next season.

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Blow up in Bergamo

Dear Sir,

It can be a very expensive business being father of the bride (but, of course, very enjoyable too). Halfway through my recent trip to Italy was not such an enjoyable time however. Just north of Florence the engine on my 997 blew up. There was a big bang from behind me followed by a cloud of oil smoke. We managed to coast into a lay-by behind a motorway service van, the driver of which called a low loader. Meanwhile, I got on the phone to the AA and my friend who had disappeared up the road. A little while later, the truck arrived at the same time as our friends in their AMG Merc coupe.

After the AA approved the breakdown service, we squeezed all the people and three weeks' worth of luggage into the Merc – a shoehorn would have been handy at this point – and were back on the road again in less than an hour. The AA found a hire car for us in Bologna and, after picking it up, we continued on our way, meandering along our route to Bergamo. My daughter didn't get to go to the church in a Porsche but I was able to borrow the Merc (now decorated with ribbons and bows) to take her to her fabulous wedding.

I can't praise the AA highly enough. Back in the UK, I drove to Basingstoke the other day to

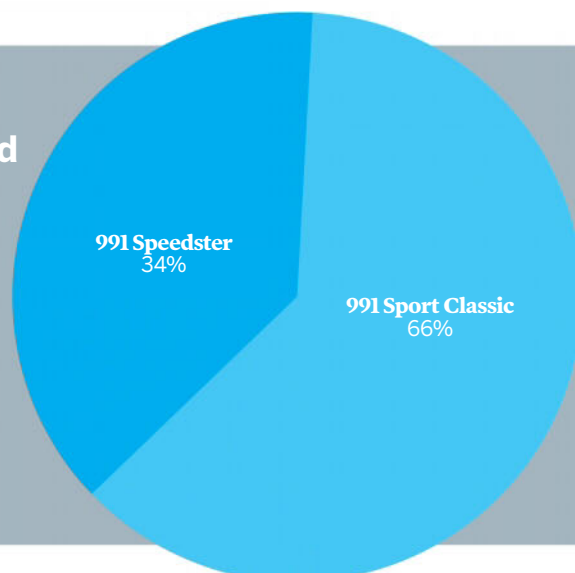
deliver the invoices for taxi and car hire and they were as helpful face-to-face as they had been in the breakdown situation. The Porsche is now at Brookspeed. Once I've had the diagnosis, I'll update you with possible causes and solutions. It's going to be expensive, that's for sure. So much for the kids' inheritance!

Phil Bower

Thanks for sharing your story, Phil, even if it hasn't had a happy ending – at least not for your 997. Hopefully our latest bookazine helps to ease the pain (very) slightly.

Total911.com Poll Which Porsche Exclusive 991 would you choose?

Following our news story last issue, we wanted to know which upcoming Porsche Exclusive 991 you would choose. Here are the results:



@Total911

The best of your tweets that caught our eye on this month's newsfeed:



@Total911 Which 996 Mezger master is greater – GT3 RS or GT2?
@MrPink514 @Total911 I would be happy with either, but if I could only pick one, it'd be the GT2.



@silverstoneauc The ultra lightweight 1991 #Porsche 911 (964) Carrera RS NGT, tested out by @pcgb and @Total911 sells for £157,500



@NeillWatson Behind the scenes on the recent @Total911 shoot. 997 Sport Classic, one of just 250, write up in latest issue



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of the **Total 911 Collection Volume 4** bookazine worth £9.99!



R-grieved

Dear Sir,

As a subscriber to your magazine (currently awaiting a knee replacement operation), I eagerly await my copy of **Total 911** each and every month.

Having rather gingerly picked up issue 146 off the hallway floor, I turned to the PDI article on page 64, which must have annoyed the majority of your readers as it portrayed an unobtainable 911 R going to its new owner (I must say, I did wonder if he still has it?).

I am sure that Official Porsche Centre Portsmouth has gained many new friends for when the next limited

edition Porsche 911 is announced, but I feel sorry for the other OPCs that cannot supply such cars; it must cost them a lot of business. I very much look forward to bending my knee again by the time the next issue rolls around.

Martin

Martin, thanks very much indeed for getting in contact with us here at Total 911. We're pleased to report the 911 R owner still has the car and very much enjoys driving it – keep your eyes peeled in an upcoming issue for the proof of that! We hope all goes well with the knee op.



Exclusive excitement

Dear Sir,

Even though any potential 991 Sport Classic and Speedster will be priced at stratospheric levels (owing to being very special editions indeed), it still excites me that Porsche is keeping in touch with its roots and releasing modernised versions of its historically important cars. If I had to choose between the two, I am mainly looking forward to the revival of the Sport Classic, though!

F G Christie

You're not the only reader excited about the return of the Sport Classic and Speedster. We've had an overwhelmingly positive reaction since we broke the news in the last issue. If the 997 is anything to go by, the 991 Sport Classic could be quite something.

Not just hot air

Dear Sir,

"Can the 996 Carrera follow in the tracks of the 3.2 Carrera?" That was the question posed by one of your recent Sales Debates. Well, for me, the 996 is the last independent car made by Porsche before the company became a cog in the Volkswagen Group machine.

Some people may not agree but, in my opinion, its predecessor, the 993, felt like a car held back by Porsche's lack of funds at the time. It could have done with more development. In comparison, the 996 is a fantastic car that I loved much more than the air-cooled cars I had owned before it. That's not to say I don't like the air-cooled 911s – I very much liked my F-Series and the 964, too – but the 996 is something else. Something better.

Thomas Heskey

We are always extolling the 996's virtues (and don't let it be said otherwise). Each month we continue to hear from more owners of the first water-cooled 911, all of which are coming out in support of the 996. For a car that divided the 911 community, the talent of the 996 is seemingly one of the only issues that garners widespread support.

Join the debate

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@EuanMcKay81 Bit of a 'pinch me' weekend! Thanks @CarreraCupGB @PorscheRetail @PorscheGB @Porsche @Chopard for the new wheels and watch!

@RPMTechnik 3.2 Carrera undergoing de-spoiler treatment – which do you prefer? Spoiler or no spoiler?

@Autofarm That's 30% of the RHD #Porsche 3.0 RS production run @Autofarm



Total911.com:

Can the 996 Carrera follow in the 3.2's tracks?

Our latest Sales Debate looked at the prospects of the 996 Carrera, and if it could hit the £50k mark enjoyed by 3.2 Carreras. Here are the best of your reactions:

f The 996 is a great car and the values will increase, considering they are all about chassis and great engines with limited electronic driver aids.
Grant Hilder

t Original specification, manual Coupe, subtle colour... Sounds like mine. Will be hanging onto that then!
@jamesek76

911.com The 996 is a raw, analogue, nimble, water-cooled car with edgy performance, direct accurate steering and free from all the electronic aids that followed. It's a great car

and more fun to drive than a 993.
Luciano Brambilla

f I hope they stay artificially low for three more years so that I can buy a second 996 C2. I absolutely love my 996. So undervalued that it's possible to own two for the price of one.
William E Lyon

f The only 996 to own is the Turbo variant with the Mezger GT2 motor. The prices on those are already in the high £40ks, low £50ks and still climbing for low mileage examples.
Ty Hockstaff





Daily driving 3.2

Dear Sir,

I have a very early 1986 Carrera 3.2 with 212,000km on the clock. We bought it brand new from Stuttgart and yet, today, it is still capable of registering 0-100kph in six seconds. There has been some debate on **Total911.com** about whether the 3.2 Carrera is overrated. I have to admit, I don't agree with that assessment.

The number of improvements over a 911 SC may be small but they are noticeable on the 3.2 Carrera. For one, if you jump between the two, you can definitely feel the extra

30hp from the larger engine. The 3.2's acceleration is much more potent and the handling feels more accomplished, too.

There seems to be a big difference in the performance and reliability of the two engines as well. This I see a lot of, with 3.2 Carreras still used as daily drivers, while SCs seem more at home visiting events and sitting in collections. I believe that if you drive the 3.2 with wisdom and attention, the car can very much surprise you. I've already driven a perfect mint condition 1984 911 SC, fully restored by Porsche, and an untouched 3.2 Carrera from the

same year (the latter having done 250,000km) and the 3.2, after 32 years, still felt like it was performing better than the SC.

Filippo Tonello

Sheer weight of numbers means that the 3.2 is more often seen daily driving (though SCs were often popular for backdating and hot-rodding). But that is changing thanks to the rise of the collectors' market. Either way, any classic 911 can provide an enjoyable drive thanks to their undeniable charm. Keep enjoying your 3.2 as Ferry intended!



Auction anguish

Dear Sir,

Is it just me who is getting bored with the nearly continual stream of 'prestige' car auctions? There used to be a time when the only auctions that really mattered were Amelia Island and Pebble Beach (albeit with a smattering of other sales around the world occasionally stealing the news headlines).

Now though, there doesn't seem to be a week that goes by without

something "special" or "super rare" going under the hammer or setting a new world record. It's got to the point where the 24/7 stream of results has just become white noise, albeit white noise that very often helps to dictate people's perception of the classic car market.

The Porsche 911, as we all know, hasn't been exempt from the onslaught of the blue riband car auction but, with so many sales around the world, there are only a

finite number of cars to sell at them. That's why, over the last year or so, the quality of cars going under the hammer seems to have taken an appreciable dip. Car auctions are now such big business that people are rushing through restorations in search of that next big record-breaking sale but, in the end, it's to the detriment of all involved (buyers, sellers and the auction houses).

While everyone is quick to report on the prices achieved, the percentage of cars sold at each auction is very often forgotten and, over the last 12-18 months, there have been a number of auction houses performing pretty poorly thanks to the quality of their lots. It may be time for the media to start casting a more critical eye over the auctions, calling out those that are consigning particularly special cars but still asking for serious money. That way, the market will be made that bit clearer for prospective buyers and collectors.

Richard McFadden

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PORSCHE INDEX 993 TURBO



Total 911 takes a look at the rise and rise of the last air-cooled Turbo, and examines why experts believe values will continue to climb ever higher

Written by **Chris Randall**
Photography by **Daniel Pullen**



History of the 993 turbo

Development of the Neunelfer has always been viewed as evolutionary, but since the 1984 launch of the 3.2 Carrera, Porsche was determined not to let the grass grow under the 911's wheels. That model was replaced by the substantially redesigned 964, a car that introduced modernities such as power steering, anti-lock brakes and four-wheel drive. By 1993 it was all change again, Tony Hatter's interpretation bringing a smoother look and the promise of a body that was 80 per cent new. More rigid and boasting new VarioRam-equipped engines and a sophisticated multi-link rear axle, the 993 proved hugely popular and was a fitting curtain call for the air-cooled era. But for the best part of a year, the range had lacked a crucial element, one that had featured on 911s for two decades. That situation was remedied for the 1996 model year with the arrival of the Turbo.

As befitting a range-topping 911, buyers who stumped up the £91,000 asking price were

treated to a unique styling and aerodynamic package, which included voluptuously flared rear arches and a fixed rear wing to replace the pop-up item found on other models. But it was beneath that rear wing where the real intent lay, Porsche equipping the new car with an engine that, GT2 aside, was the most powerful yet fitted to a road-going 911, the 408bhp output and 4.3-second 0-62mph time eclipsing the figures of the Ferrari F355 that had been launched two years earlier. Those numbers came courtesy of a 3.6-litre M64/60 motor that had been thoroughly revised. The new forged alloy cylinder heads contained a single spark plug per cylinder; there were stronger internals, and a pair of smaller KKK K16 blowers that negated the laggy throttle response, which had characterised previous turbocharged 911s. And the technological advances didn't stop there, the 993 benefitting from a strengthened six-speed manual transmission – the 540Nm of torque precluded use of the Tiptronic automatic – that drove through a new, power-assisted clutch.

A 911 Turbo first was a viscous coupled four-wheel-drive system distributing the power, while stopping duties were taken care of by 322mm discs, Big Red calipers and Bosch ABS to convince buyers they really were buying the

ultimate incarnation of the 993. Until 1998, that is, with the unveiling of the Turbo S from Porsche Exclusive. Boasting the aggressive Aerokit II body addenda, power and torque were hiked to 450bhp and 585Nm respectively, numbers that ensured this model a place among the quickest of 911s. By July 1998 the 993 Turbo was gone, however, even the arrival of the 996 couldn't dent the popularity of the last air-cooled Turbos, the cache imbued by its place in 911 history keeping values strong. According to Jason Shepherd at respected specialists, Paragon Porsche, you'd have still needed to stump up somewhere in the region of £40,000 to secure a good example a decade after the car's launch and, as we'll see later on, that number has just kept on rising since. ➔



Above The 993 Turbo weighed an extra 30kg over its 964 predecessor but had power boosted by 48bhp





Above The 993 Turbo was the last hurrah for the air-cooled 911, though it still feels fast today



What's it like to drive?

You'd expect a 1,500kg car with a twin-turbocharged 408bhp at its disposal to feel blisteringly quick, and so it proves here. We'll return to that shortly, but first what's it like settling behind the wheel of this 20-year-old Neunelfer? Well, for those weaned on the carefully honed cabin ergonomics of the water-cooled models, there's little doubt that a 993 is going to feel somewhat dated. The five-dial instrument pack can be traced way back to the earliest days of the 911, and despite updates in the intervening years, there's certainly a more confusing feel to the controls, something we noted when we pitched the Turbo against a 997.

We also highlighted the awkward feel of the offset, floor-hinged pedals and the concentration needed to drive the car smoothly, especially at urban speeds. Still, it all feels well screwed together with quality materials and it can't be accused of lacking character, which is surely

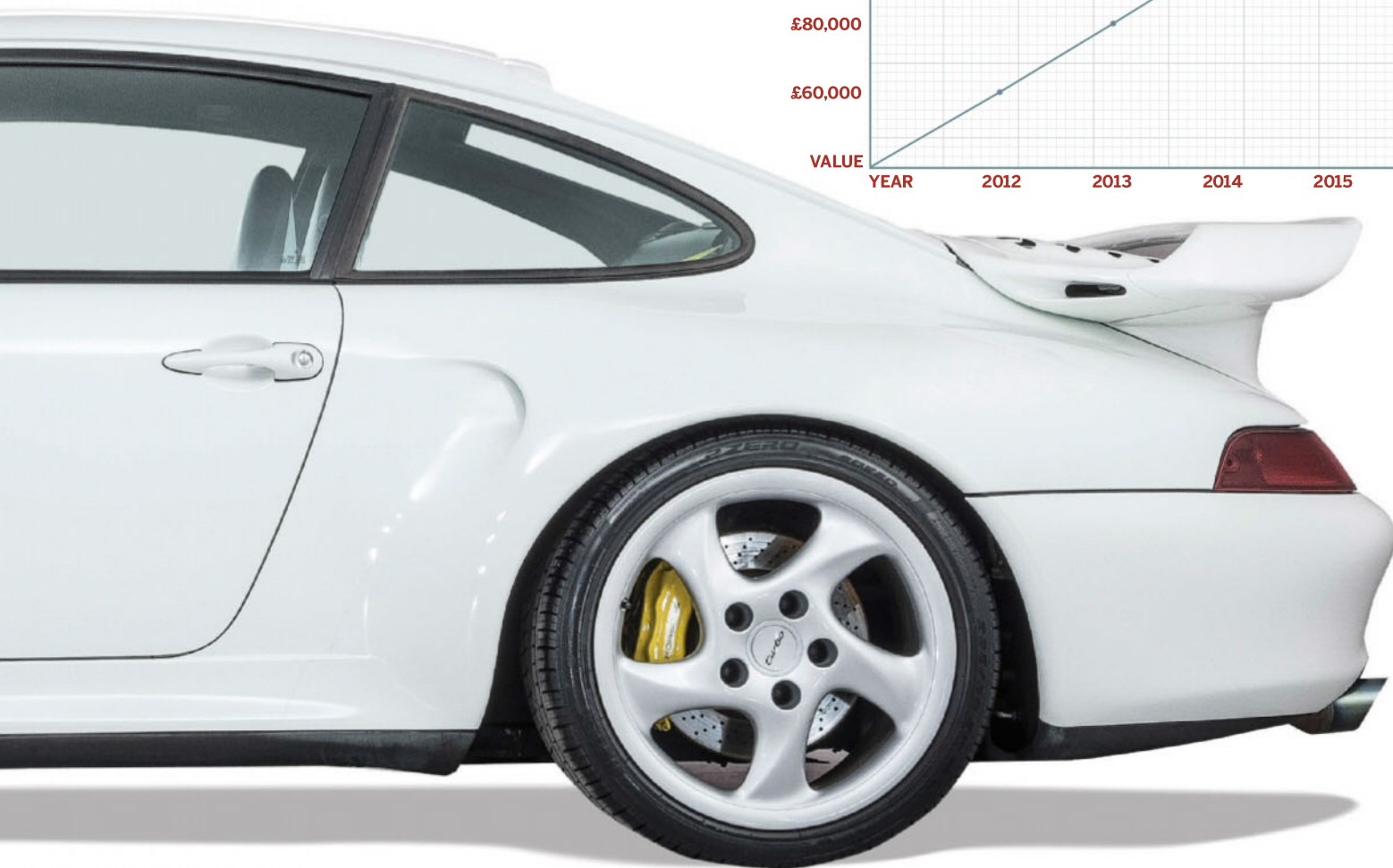
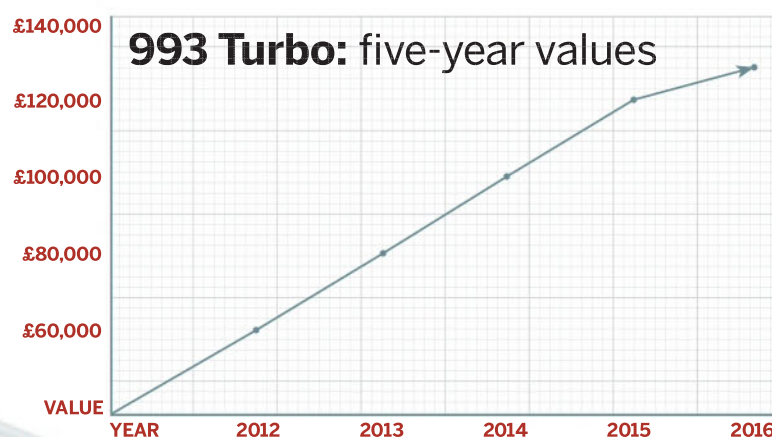
a plus in today's digitally enhanced world. But back to the performance, which is something that we've previously described as both mesmerising and hugely entertaining. In issue 116, where we celebrated 40 years of the Turbo models, we praised the 993 engine's remarkable potency and the relatively lag-free power delivery.

Describing the G64 gearbox as "the perfect companion", we also appreciated the refined ride and nicely weighted steering that delivered plenty of feedback. And when it was compared to its more expensive Turbo S stablemate in Issue 136, Wilhelm Lutjeharms came away impressed by the confidence-inspiring brakes and the trust imbued by the four-wheel-drive system in somewhat slippery conditions.

Make no mistake, the 993 Turbo is a car that still feels mighty fast today but is also one that is manageable and perfectly usable on a daily basis – which is just how we like our Porsche 911s. ➔



“We praised the 993’s potency and relatively lag-free power delivery”



Market rivals

You'll need £130,000 if you want to secure a very good 993 Turbo, but with that sort of money sitting in your bank account, what other 911s are out there to tempt you?



996 GT2

The original 'widowmaker'. With 468hp, a nigh-on 200mph top speed, and little in the way of electronic driver aids, the GT2 is perfect for those wanting to swap the 993's luxury for more hard-core thrills.



997.1 GT3 RS

Boasting the legendary Rennsport badge, it's more than a decade younger than the 993. But while it brings plenty of modernity, this may be a bit too track-focused for some.



930 Turbo

Rear-wheel drive and a laggy power delivery makes the original Turbo a challenging proposition, though not short on performance or excitement. Unencumbered by the 993's electronics, it's a pure driving experience.

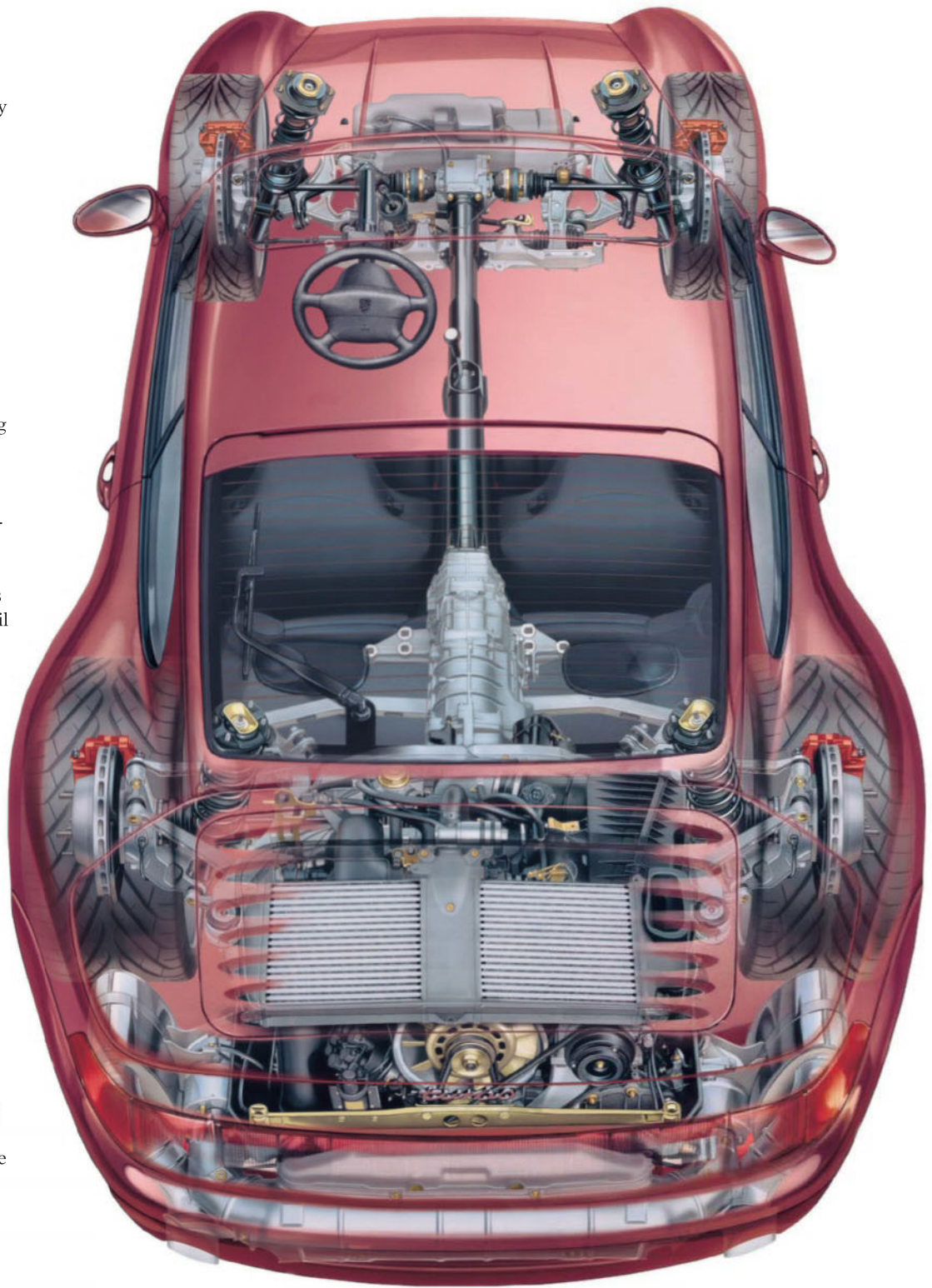
Running costs

There's one immutable fact here, which is that running a 20-year-old 911 – especially one with this performance – will never be cheap. But with the obvious out of the way, let's look at some numbers, beginning with regular maintenance. RPM Technik charge £408 for a 12,000-mile check, while the bigger 48,000-mile service costs £897, neither of which are prohibitive considering the model. The cost of other consumables is steeper, however, with replacement brake pads and discs all round likely to leave little change from £1,500. Should a new clutch be required, that's £1,300 or so at a specialist, assuming a new dual-mass flywheel isn't needed, which is another £1,100. So ensuring that a previous owner hasn't skimped on regular fettling is crucial before you take the plunge.

The engine itself is strong – a compression/leak down test is wise to establish its condition – although it's worth checking for oil leaks around the cylinder barrels and any signs of perished hoses, seals, and gaskets. However, regular use is best, with Autofarm warning of problems with oil seeping into the turbochargers, intercoolers and exhaust on cars used sparingly or only for short runs (they can supply and fit a check valve to prevent this). Unless neglected, the rest of the running gear should be trouble-free but ensure that a suspension overhaul isn't due, as it will leave a four-figure hole in your bank balance. Check the condition of the brake calipers as they can be affected by corrosion, and if they are too far gone, you're looking at £800 for a front item before fitting. Check the wheels, too, as replacing one will relieve you of £1,200.

So that's the oily bits, but the bodywork will need equally careful scrutiny to ensure there's no evidence of previous impact. Rust can bubble up around the wipers/front scuttle and beneath the front and rear screens, and the 993 also suffers from the well-documented windscreen creak. Specialists such as Glasstec Automotive can cure the problem for around £300, assuming the screen can be re-used and there's no corrosion to deal with. The door check straps are another known weak point and repairing them properly costs in the region of £500 per side, as new metal needs to be let in (check for bodes).

Last of all, make sure that the example you're looking at isn't suffering from fading rear light units; it's a common problem and replacements are £220 each, with the central reflector a further £392. Brief mention has already been made of the solid cabin quality, and it means that abused or scruffy examples will be easy to spot. Specialist re-trimmers can sort aging leather – at a cost, of course – but make sure that everything works, paying particular attention to the climate control system. Getting it going again is far from cheap, and lack of use can cause the ventilation fans to seize up; they are easy to access but cost around £400 apiece to replace. ➡





Desirable options

Eye-wateringly expensive when new, the Turbo compensated by featuring plenty of standard equipment. Leather trim, electronic climate control, an electric sunroof, and an upgraded hi-fi were all standard, although many owners would be tempted by options that included electrically-adjustable seats and 'Litronic' gas-discharge headlamps. With that in mind, are there any desirable extras to look for today?

Aerokit II

Renowned specialists Northway Porsche and Autofarm both reckon the more aggressive looks of the Aerokit II – courtesy of a more pronounced front air dam and a double rear wing – add value.

X50 Power kit

In case the standard power output wasn't enough, ticking the 'X50' box added 22hp thanks to engine and ECU tweaks. According to multiple specialists, it can also add around £20,000-30,000 to the value.

Colours

A matter of personal preference, Greig Daly at RPM Technik says that rarer or prominent combinations needn't be avoided. Examples in more sober black or silver will always be in demand, though.



While smaller in size compared to its later water-cooled siblings, the 993 Turbo's cabin is luxurious and feels well equipped





Investment potential/ownership experience

There's one thing that almost all specialists agree on, and that's that this is a 911 with a rising value curve ahead of it. Exactly what that represents in terms of numbers, well, that's a little trickier to predict. But RPM's Greig Daly summed it up in issue 112 as follows: "The 993 Turbo really is a stunning car, and one which the market has always loved and I dare say will continue to do so in future years. The curves of the modern classic 993 shape but with a motor that packs a properly modern punch, means the car appeals to a broad spectrum of customers."

Daly continues, "Being four-wheel drive, it is also such a usable machine that, if desired, could

open itself to a daily driver as well as a weekend special. With production numbers at under 6,000 worldwide, there aren't too many around and if you are lucky enough to have bought a Turbo S a few years ago (only 345 were produced), these cars are solid investments." Judging by our investigations, the same sentiments very much apply today. **911**

Thanks

The 993 Turbo in our main shots is currently available for purchase through Hexagon Modern Classics. For more information, go to www.hexagonclassics.com or call +44 (0)208 348 5151.

**"The 993 Turbo
could be a daily
driver as well as a
weekend special"**



Total 911 verdict ★ ★ ★ ★ ★

For many Neunelfer devotees, the fact that the 993 represents the last of the air-cooled breed will be reason enough to own one. Add in the appeal of a twin-turbocharged, four-wheel-drive powertrain and, well, the model you see here needs no further justification.

But as always there's a caveat. Advancing age, rising values, and the potential for stomach-churning repair costs means that any purchase should be approached with a great deal more head than heart. Drive one, and that may be easier said than done, of course...



Below The 993 was the first Turbo generation to use twin turbos, intercoolers and an exhaust for each bank of cylinders





THE PROTOTYPE

Total 911 gets an exclusive drive in the mule that helped form Porsche's first twin-turbo, all-wheel-drive 911

Written by **Lee Sibley**
Photography by **Steve Hall**

“It’s a 1993 993 Turbo,” I was told over the phone. For a second, that crucial year of production didn’t register as erroneous. “Wait a minute,” I said. “You say it’s a 1993 model year, so surely you mean it’s a 964 Turbo, right?” I asked. “You better come out to Germany,” was the candid reply.

It’s not often at **Total 911** that we’ll swap countries on the mere whim of a phone call but in the interim, I’d seen evidence to prove the person on the end of the line was correct. And so, a couple of days later, I found myself just outside Frankfurt, stood in front of what is undeniably a Porsche 993-generation Turbo – and a very special one at that.

On reflection, the last air-cooled Turbo was a pivotal sports car for Zuffenhausen. Though its very name still carried huge gravitas among the 911 fraternity, technologically speaking, the Turbo’s star was in danger of fading. This, even after a wholly credible, 15-year 930 project, which saw the car increase in engine capacity, gain an intercooler and Motronic engine management (plus a catalytic converter, dear American friends) as well as a slick, five-speed gearbox from Getrag. Thanks to the culling of Porsche’s ‘965’ project, the subsequent 3.3-litre 964 Turbo of 1991 was merely a face lift, essentially the last 930’s beating

heart fitted in the 964 Turbo shell, albeit with some small updates. Porsche’s second 964 Turbo effort was altogether more pronounced though, the engine a blown variant of the 3.6-litre M64 unit found in the 964 Carrera, with ABS, M030 Sports suspension and a rear axle borrowed from the 964 RS all standard equipment. Though the specification was impressive, it still fell short of what was being proffered from the stillborn 965 project – and the Turbo’s reputation for being notoriously tricky to drive remained.

By contrast, the arrival of the 993 Turbo saw a new dawn for Porsche’s Turbo moniker. A new multi-link rear suspension with five links per corner was introduced; named LSA (Lightweight Stable Agile), the system greatly helped with the reduction of dreaded lift-off oversteer, which had blighted Neunelfers (blown or not) in decades gone by. Adding to the handling repertoire of this new Turbo, the 993 utilised AWD for the first time, the same technology first piloted on the halcyon 959. Porsche had decided that any of its road cars outside of the RS or GT lineage with more than 400bhp should be aided by AWD, which is just as well, as the M64/60 flat six aft of the 993’s rear axle made 408bhp, largely thanks to the addition of an extra K16 turbocharger. Thus the 993 was also the first 911 Turbo to utilise ➡





32 | 993 Turbo prototype

twin turbochargers, one for each bank, a design layout that's existed ever since. With brutal acceleration tamed by vastly improved handling, the 993 Turbo gained universal admiration and sales flourished; nearly 6,000 cars were sold despite a starting price north of £90,000. Today, the car remains revered among enthusiasts for its blend of classic, air-cooled persona in a car that's still considered to be insatiably fast.

And so to the car in front of me, believed to be the last 'Werks Prototyp' in existence (Porsche makes a habit of crushing its test mules, save for the odd survivor that ends up as stock for the Museum). The vehicle's original 'fahrzeugbrief' – registration document – is just as fascinating as the car itself. Listed as a 964-generation model, its VIN code reveals more of its true identity: WPOZZZ99ZRS310004 indicates a 993-generation car of model year 1993. This tallies with the date of registration given elsewhere on the document, carrying the correct Porsche stamps, of 6 April 1993. After its registration, chassis 10004 was used by Weissach engineers from April 1993 until December 1994 as a test car and 'components vehicle' for the upcoming 993-generation Turbo. However, on completion of its duties, the car was spared from an undignified, cuboid-shaped fate.

Instead, our owner, with a number of links to friends at Weissach, was offered the car, well over a year before the final production Turbo was to be revealed to the rest of the world. As he explains to me though, the bosses at Weissach were unwilling to sell the groundbreaking Neunelfer in its entirety: "The Turbo hadn't even reached the motor shows yet, so for now I was only allowed the shell. The engine and gearbox came later."

The shell was eventually delivered in late 1994, albeit under something of a disguise. "Its original colour was jet black and it had big plastic arches bolted on to the main body," our owner reveals, who promptly removed the GT2-esque adaptations. Beneath those concealing arch extensions was a wider body – in anticipation of that broad Turbo rear axle – than the 993 Carreras gracing showrooms at the time but, interestingly, not as wide as the final production



911 Turbo firsts



1974 FIRST TURBO REVEALED

Porsche unveils its first turbocharged production car, with a single KKK turbocharger on the 2.994cc engine. It is only the second such car in the world.



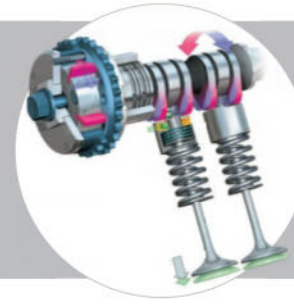
1977 INCREASED DENSITY

Capacity is raised to 3.3-litres and an intercooler is added to increase density of air supplied to the turbocharger. Motronic engine management debuts in 1987.



1995 TURBO GOES 4WD

993-generation Turbo gets AWD for the first time, as well as twin-turbochargers and multi-link LSA (Lightweight Stable Agile) rear suspension.



2000 COOLED BY WATER

The 996 Turbo is the first 911 with forced induction to be water cooled, complete with VarioCam Plus valve timing. PSM is also introduced for the first time.

Below This Turbo test mule was delivered with GT2-style bolted on arches (inset) to hide its increased width



“After its registration, chassis 10004 was used by Weissach engineers from April 1993 until December 1994 as a test car”

car, falling some 20mm short at 1,775mm. Looking at this black prototype in the metal, it's hard to tell there's any adjustment in width, the Turbo's proportions appearing near identical to the final production cars. In fact, the entire appearance of this Weissach mule seems to match later 993 Turbo brethren that made the showroom floor.

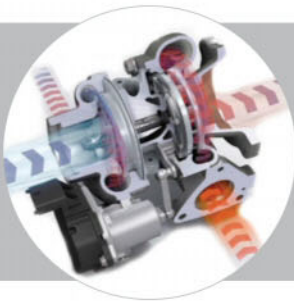
Look closely though and the details that define this prototype begin to emerge. Noticeable from the front of the vehicle is a deeper chin beneath the Turbo's conventional production bumper; with a protruding lip and upswept sides, the part is today identifiable from a 993-generation RS or GT2, with accompanying RS-style side

skirts. Scanning upwards, I notice a small rubber lip sitting proud from the boot lid's slam panel. Further inspection sees this lip follow wide, running between the top of the front bumper and the bottom of each front wing. As we know, the production 993 Turbo is devoid of this edge protruding from above the front bumper, and many would agree the car is all the better for it, Tony Hatter's smooth lines unblemished by rubber body seals that were previously a hallmark of the 911 in years gone by.

The rear of the vehicle plays home to the prototype's most obvious deviation from its final production cousins. That fixed wing sitting atop

the decklid is smoother in appearance than what we've become accustomed to seeing, the part here lacking the more aggressive fold up at its edges that typifies the crown of a 993 Turbo's rump. The grill itself is identical though, with seven transverse slats supported by five thin, longitudinal pillars spaced evenly apart.

Popping the decklid and lifting it up, I'm surprised at its weight – or lack of it, the wing and decklid here clearly sculpted from CFRP. Beneath it sits the original engine and gearbox, reunited with chassis 10004 in 1995 once the new Turbo had gone public. What we now know as trademark twin intercoolers make up the ➡



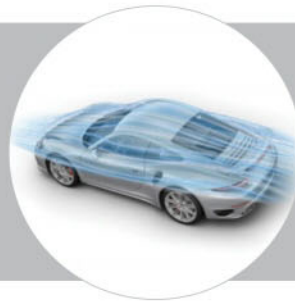
2005 VTG ARRIVES

Variable Turbine Geometry is unveiled for the 997.1 Turbo. It adjusts the blade angles within the turbocharger, providing the best of both small and large turbos.



2009 GREATER EFFICIENCY

The 997.2 Turbo is revealed with a new DFI engine, cutting fuel consumption by 16 per cent. Seven-speed PDK is also offered, slashing gear change times.



2013 THE DIGITAL AGE

AWD system is electro-hydraulically controlled, with adaptive aerodynamics extending to front lip and rear wing. Actuated rear-axle steering also appears.



2016 THE DOUBLE TON

Thanks to increased power over the first-generation 991 Turbo, the current Gen2 Turbo S is the first such Neunerfer to reach a top speed of 200mph.

majority of the viewing pleasure, though bigger Turbos are hidden out of sight, which help produce a maximum power output of 430bhp, some 22bhp more than the production car's. Closing the lid down gently, I take a step back and take in that deviant rear wing one last time: while sleek and more in keeping with the 993's velvet lines, I reason with myself that the move to a larger, more flamboyant wing come production was a worthwhile one, in keeping with the 911 Turbo's historically more assertive aesthetics.

Inside, the prototype is opulently fitted with every conceivable option of the time, the result a lavish if petite confine that would further define the 993 Turbo generation. I've never seen so much electrical adjustment in a Sports seat of the time, and there's eloquent stitching along the abundant red leather. There's an additional stalk behind the wheel for cruise control, and the restrictive rear seats have been ditched in favour of an executive stowage box. Otherwise, the only real anomaly present over any previous 993 Turbo I've driven centres around the gear stick, which although looks like a contemporary shifter, has a bizarre neutral position that at first has me believing the car has been left in first gear. A quick wobble of the shifter confirms its neutrality.

Firing up the car, I'm met with that familiar gruff bark as the flat six bursts to life before settling to idle. Plumbed into position by those infinitely adjustable seats, I set off for the German countryside, waiting patiently for the car's operating temperatures to rise before giving the right pedal a good push. Travelling along, it takes minutes to realise the sensations of this prototype are unmistakably 993 Turbo in nature. The ride is supple and comfortable, the car sweeping with majesty over any abrasions in the road's surface. There's a real assuredness between the car and the tarmac that the 964-generation (and those

before) just can't get near, particularly when pushing through corners. The 993 feels as planted as it does poised for action, and the action certainly comes quickly with a prod of the gas pedal and a jump in boost to 0.8 bar. Acceleration is laugh out loud stuff; to the point you forget you're carrying a portly 1,500kg of mass. Carry a large proportion of that speed into a corner and that Achilles heel of the 4WD system soon rears its head, the Turbo's front pushing wide during a predictable onslaught of understeer. It's not enough to pour cold water over the car's blistering performance though and, twinned with the addictive burble emanating from those twin exhausts off boost, I'm reminded of just why the 993 Turbo has been at the heart of endearment for Porsche fans for the last 20 years... or 23 in the case of this remarkable prototype.

With my countryside blast over, I return this precious steed back to base and mull over its significance in the stratosphere of historically important Porsches. In a way, the success of the 993 Turbo is just reward for the development gurus at Weissach, as although the last-minute canning of project 965 will have rankled some at Porsche, the enduring accomplishment of the 959-inspired 993 Turbo eclipses that angst. With this in mind, it is invigorating to know and appreciate that, along with just a handful of other test cars, chassis 10004 helped shape what became one of the most popular 911 Turbos of all time. There is only one factor more remarkable, in my view: that it was ever allowed to exit the gates at Weissach and enter a new life on the public road, accumulating 72,000-kilometres in the process. Porsche's loss is our gain. **911**

Thanks

The 993 Prototype in our pictures is currently for sale. Interested parties should contact rs@s-ic.com.



Model 993 Turbo
Year 1993

Engine

Capacity 3,600cc

Compression ratio 8.0:1

Maximum power 430bhp @ 5,750rpm

Maximum torque 540Nm @ 4,500rpm

Transmission Six-speed manual, all-wheel drive

Engine mods Larger, factory-fitted KKK turbochargers and ECU remap

Suspension

Front Independent; MacPherson strut; coil springs; anti-roll bar

Rear Independent; multi-link; coil springs; anti-roll bar

Wheels & tyres

Front 8x18-inch Turbo twists; 225/40/ZR18

Rear 10x18-inch Turbo twists; 285/30/ZR18

Dimensions

Length 4,250mm

Width 1,775mm

Weight 1,500kg

Performance

0-62mph 4.3 secs

Top speed 180mph



Above Note the prototype Turbo wing is narrower and softer in appearance than the production version, which has a more aggressive, upswept lip

Right Rubbers separating the front bonnet and slam pannel never made it as a production feature



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RENNSPORT

CARRERA 2.7 RS

FOR THE ROAD

Though many exist as garage queens, the 2.7 Carrera RS was built to run – and that's just what this car has done for 43 years and counting...

Written by **Glen Smale**

Photography by **Ali Cusick**

The history of the iconic Porsche 911 Carrera RS of 1973 is as lengthy as it is fascinating. Introduced to the public at the Paris Motor Show in October 1972, it was a typical example of early 1970s motor trends, ushering in a brave new outlook on life, characterised by loud and colourful products. The RS was a motoring pioneer from launch, its illustrious reputation carried forward with distinction right to the present day, where it is regarded as one of Porsche's most iconic 911s.

It is remarkable, then, to think that initially Porsche was worried about selling even the first batch of 500 cars: in their calculation of expected market demand, the rather conservative marketing department estimated that they should make only the required 500 homologation units of the new Carrera RS. Concerned that they would otherwise sit with large quantities of unsold vehicles, the RS was priced at just DM 34,000 (about £5,230) compared to the DM 31,180 (about £4,800) for the 2.4-litre 911 S. Although the Carrera RS was aimed at the sporting fraternity, the marketing department hoped that many of them would find homes as road-going cars, thus boosting sales. When most of the first batch of 500 cars sold out soon after the Paris launch, a second batch of 500 was authorised by Ferry Porsche. When they too cleared the order books, a third batch was commissioned, resulting in 1,590 units being produced in just ten months.

With the benefit of hindsight, we might wonder why Porsche didn't commit to a much bigger production run but, at the time, this model represented a big step for the company. The Carrera RS was the first 911 to wear the 'Carrera' badge, a name which drew on the brand's early days competing in the Carrera Panamericana race in the 1950s. This model was also the first road-going car to feature the 'RS' moniker (this stood for *Rennsport* or Racing Sport), a powerful indicator of the car's sporting potential and ability to go racing. Although the Carrera 2.7 RS was only around 12mph faster than the 2.4-litre 911S, the bigger-engined car was 42mm wider in an effort to cope with much higher cornering speeds. The Carrera RS was also the first production car to feature a fixed rear wing, which was nicknamed 'ducktail' by the press. This rear wing, together with a front air dam, helped the RS to attain a higher top speed and significantly improved stability at those higher speeds.

The value of the Carrera RS rose modestly through the 1980s as many were still used for endurance and, later, club racing competitions, and by the 1990s it was shadowing the Ferrari Dino at around the £30,000 mark. In the early 2000s, this figure had trebled, but in recent years £600,000 to £700,000 (and more) seems to be the average value of a 2.7 RS Touring. This figure has slipped back this year, more reflecting a market correction rather than a fall in value, but the first Carrera RS is nevertheless one of the most



Model Carrera 2.7 RS
Year 1973

Engine

Capacity 2,687cc

Compression ratio 8.5:1

Maximum power 210bhp @ 6,300rpm

Maximum torque 255Nm @ 5,100rpm

Transmission Five-speed manual

Engine modifications Fuel metering modification, which has lifted maximum power to 229bhp

Suspension

Front Independent suspension with wishbones and MacPherson struts; one round, longitudinal torsion bar per wheel; hydraulic double-action shock absorbers; anti-roll bar

Rear Independent suspension with semi-trailing arms; one round, transverse torsion bar per wheel; hydraulic double-action shock absorbers; anti-roll bar

Wheels & tyres

Front 7x15-inch Fuchs, Avon Radical CR6ZZ 185/70/R15 tyres

Rear 8x15-inch Fuchs, Avon Radical CR6ZZ 215/60/R15 tyres

Dimensions

Length 4,147mm

Width 1,652mm

Weight 1,075kg

Performance

0-62mph 6.3 secs

Top speed 149mph



“Many 2.7 Rennsports are consigned to the garages of exotic car collections, with few being driven in anger today”

sought-after Porsche 911s to ever leave the factory. This means that many examples of this icon are consigned to the garages of exotic car collections, with few being driven in anger today. However, this isn't the fate befalling UEN 911L.

Our feature car – chassis #9113600348 – is a Touring model (option M472) imported into the UK by Porsche agents, AFN Motors, which found its way into the hands of its first owner in February 1973. This is one of the most sought after Carrera RS models, being from the first batch of 500, and is finished in Grand Prix white with green scripting and wheel centres. Factory options specified by its first customer included Sport seats, driver's door mirror, electric sliding roof, electric windows, heated rear window and a Blaupunkt radio with Hirschmann retractable antenna. Oddly enough, the first four owners only kept the car for between eight to 18 months, while the fifth owner retained it for three years.

In November 1980, Porsche Club member David Gilhooley acquired chassis #348, and so began a 28-year relationship that would see the car become one of the best-known Carrera RSs in the UK. Factory extras fitted by Gilhooley included 'Dynamic' limited-slip differential (10-100 per cent); 7-inch front and 8-inch rear Fuchs wheels; 85-litre plastic fuel tank with Goodrich space-saver tyre; sill-mounted Aley roll-over bar; fire extinguisher; a rear fog lamp; and a pair of Cibie driving lamps fitted to the luggage compartment lid. Between 1980 and 2008, Gilhooley racked up some 148,600 miles, competing in events at all of the major race

circuits in the UK. Gilhooley would typically drive UEN 911L to the race meeting, compete, and then drive the car back home again each time.

In 1983 Gilhooley formed part of the PCGB 73 Carrera RS team to compete in the 1983 Birkett 6-Hour, a relay race run by the 750 Club at Silverstone. In the same year, UEN 911L was awarded third place in class in the PCGB Concours d'elegance at Chateau Impney in July, showing how hard the car was raced, but also how well it was maintained. The European trips and race meetings in which the car competed are far too many to list here, but Gilhooley visited Stuttgart, toured to the French Pyrenees and Spain in 1982, Nürburgring, Le Mans, and competed in the six-day Paris-to-Riviera France Tour Classic Rally in 2005. In all of these activities, the only damage to the car in 28 years was a right front wing that required repair. All other panels, and all the glass, are still the original items as fitted to the car when it left the factory in 1973.

In early 2008, the engine was comprehensively overhauled but soon after, Gilhooley sadly passed away. Rob Gooding acquired UEN 911L in July 2009. “David was the RS Register Secretary for 25 years and everyone knows that it was David's car. I am just the car's custodian really and I am lucky enough to have it. When I acquired the car, his wife kindly gave me all of the CDs and box files with the car's history,” Gooding, the current owner, tells us. With such an illustrious past, you might expect a car like this to be treated tenderly, becoming a ‘garage queen’ in its old age like so







Above top A rare sight on the road today, what's more remarkable is this 2.7 RS is a first-500 homologation model

Right The 2.7-litre flat-six engine of the RS produced 20hp more than the 2.4-litre 911 S and featured a top speed of 152mph



many of its peers. Not likely, as Gooding explains: "I have tracked it and completed numerous Porsche days, but I tend to run it through the mountains with a group of other 911 aficionados. I prefer doing that and going to the Groes Inn in North Wales rather than thrashing it around a track. We do these runs three times a year, covering about 500 to 600 miles each time, so in total I do about 2,500 miles a year with it. I drove it to the Classic Le Mans in 2014 and did the parade laps, and it didn't miss a beat."

The car's geometry was originally set up for Gilhooley, who did more track events with the car, but Gooding has since had some changes, as he explains: "I have done some trackdays in it set like that but while the rear was very stable, the front understeered and there was little progressive slip. Chris Franklin from Centre Gravity balanced the car for me by altering the geometry, raising the back and front slightly, and setting the correct corner weights. Now I can take it around Castle Combe and I'm actually quicker and more confident through the corners because the car is far more balanced. The front and back are far more predictable, as it now has progressive slip so you can actually drive it because you now have the confidence to push on."

Rob Gooding also has a 997 GT3 RS in his garage, but for the hills of Wales, the Carrera RS is his first choice. "For the narrow and tight roads that we are using it on, the RS is just sublime because it is small enough to whip through the corners and light and nimble enough for you to really feel every movement of the car. And that is the difference between the RS and a more grunty, heavier, larger 997. That is really what the RS is all about; it's got enough power to make it just a phenomenal drive."

Experiencing Rob Gooding's Rennsport, it is incomprehensible that this car has today covered 156,000 hard miles on road and race track. It is difficult to ignore the car's compact dimensions, as both the interior space and its exterior footprint are noticeably smaller than modern cars. The RS's accelerative power is still mightily impressive, with the engine noise washing straight into the cabin for all to enjoy. Adhesion in the corners is beyond what a 43-year-old car should be capable of, but this is what Porsche became famous for, with tremendous performance from a smaller car with a powerful engine. Such a potent package is what earned Porsche its reputation for being giant killers in the racing world, which, of course, has added to the vast allure of its road cars.

Does the 'used and abused' pedigree of the car affect its significant value, though? "Well they have boomed in recent years, but the mileage doesn't seem to matter on the early cars. As long as it has a strong history, that is what matters," Gooding explains. In an age where the mere sight of a Carrera 2.7 RS gracing the public road is exceedingly rare indeed, we implore Rob and his contemporaries to keep on driving. **911**



Mission E, limited editions, Porsche's future and potential hypercars: we chat with Porsche's CEO Oliver Blume at the Paris Motor Show

Written by **Kyle Fortune**



A year after being appointed Porsche's CEO from his previous role as Porsche Executive Board for Production and Logistics, Oliver Blume met us at the Paris Motor Show to discuss

Mission E and Porsche's future in general. An engaging interviewee, Blume, a self-confessed production man at heart and described by colleagues as 'a Porsche person through and through', was happy to outline where he thinks Porsche should be going, covering autonomy and e-mobility, the 911's future, a possible hypercar, and the status of Porsche's special and limited edition models.

He heads Porsche at a busy time, the company tasked with accelerating charging structures for the entire VW Group, Blume himself having been within the VAG fold his entire career, with roles at Audi, Seat and VW before joining Porsche in 2013. He'll oversee Porsche's introduction of Mission E, as well as huge investment in its production plants in Europe, with new engine and body lines being introduced soon as part of an overall €1.1 billion (£982 million) investment to meet demand for an exciting future.

We understand you're here to talk about Mission E today. What's the status of that project?

ESSENTIAL FACTS

- Appointed CEO on 1 October 2015, Blume was very open and engaging in conversation with us about the company and its future plans. A good thing.
- Blume describes himself as "a production man," his previous role in Porsche being a member of the Porsche Executive Board responsible for production and logistics.
- Part of Blume's previous responsibilities included overseeing the setting up of the production line for the 918 Spyder.
- Uwe Hück, Chairman of the Group Works Council of Porsche, describes Blume as: "a Porsche person through and through."
- Blume has worked through the VW Group, with positions at Audi, Seat, VW, joining Porsche in 2013.
- Overseeing not just Mission E's implementation, Blume will be in charge as Porsche invests €1.1 billion (£982 million) in its production plants.

We are currently working very hard on the concept and we are at the point where we have defined the final design and what is important. It will be very close to the concept car, as we are very happy with the design, but now we are working on many concepts in order to achieve all the typical Porsche features, like dynamics and range. To meet those targets we're aiming for a

500-kilometre range and 15 minutes to 80 per cent charging time.

Mission E also suggests that Porsche has taken responsibility for the charging network for the entire VW group?

That's right, we have a lot of topics that Mr Müller presented about the group. For each company we have one responsibility and for fast charging, Porsche is in the lead, and that includes not only ahead of other brands in the VW group but other manufacturers and suppliers globally.

Complex indeed, it's already a mess of different charging and payment systems, how do you address that?

We have a very clear concept of what will work, and a very clear standard; there is an agreement that all car manufacturers will use the same standard. You can work with adaptors, but to get to a conclusion and a common direction is the most important point.

And what is the timeframe?

At the end of the decade...

Looking at Porsche, the history of the company is based in sports cars and racing. Today, it's evolved into a car manufacturer that encompasses luxury and high performance ➔





Top right Blume, appointed CEO of Porsche in 2015, is open about the future of Porsche and its 'Strategy 2025', claiming that hybrid technology is attractive as it combines combustion (right) and electric engines



cars, SUVs and now you're going into e-mobility. How does the brand cope with that multi-faceted approach? The core has always been 911, and always will be we guess, and hope, so where is the company going?

That is a very important question, and I think *the* most important question. Thinking about our Porsche strategy, we defined it as 'Strategy 2025' and using the headline: 'The future of the sports car'. The most important thing for us is to transfer our Porsche tradition to the future, and the idea is that on one hand we should invest in new technologies and we think that electric mobility is a very important topic for the future, but also we should invest in puristic sports cars, so we will therefore make our range much wider. The headline for everything in the future is that it will be a real Porsche and the customer will have the opportunity to drive puristic sports cars with a combustion engine, but also new, modern, cars with electric engines and a lot of digitisation.

So what are the Porsche features when they're applied to, for example, a semi-autonomous, electric SUV?

When you buy a Porsche you will drive it on your own, full stop. Always. And then when you offer some features of autonomous driving that you can combine, you can do the new things without leaving the classic Porsche genes. For example,

if you are going to a restaurant at night and the parking is overcrowded, you will be able to jump into the restaurant and the car will look for its own parking space and fetch you when you get out.

And if you've had a glass of wine in the restaurant, will it drive you home?

(Blume laughs) That's the full version of robotic driving and, at this moment, I don't think about that at all.

Can you see a point in the future, with combustion engines and e-mobility, where, say, the 911 line goes in two directions? Where you have a 911 E and a conventional 911, and a customer may own both, using one during the week to commute and the other for the weekends and the racetrack?

We will walk one step after another and at this moment, Porsche is a small company and it's always hard to introduce a new model range like the Mission E. That is all we are concentrating on at this moment. Today, we don't think about an electric 911, what will exist in the future I don't know, but I think we will have the coexistence in the next ten years or more, of real combustion engines and electric cars, and I think it's a good idea for Porsche. I think it's a really good idea for Porsche to retain the classic 911 and on the other hand, to have a Mission E.

Hybridisation is a huge part of that strategy. Will it be adopted on your sports cars?

The Panamera is a sports car! There are a lot of opportunities with it and, for us, hybrid technology is one of the most attractive technologies as it combines the best of two worlds: that of combustion and electric engines.

And those puristic sports cars like the 911, Cayman and Boxster... will they be hybrids?

(Laughs) Today we are not thinking about it, but we will talk about that in the future.

Coming back to the present, given the world we live in and the fact we have mass communication, Porsche's old special editions were very much known by the people known to you and your most exclusive customers. Now the rest of the world knows about these cars, they're all over the internet/social media, do you genuinely think that 991 911 Rs are enough to satisfy the worldwide demand? Or is it something you could look at, perhaps creating a limited edition that is no longer something of, say, just 1,000, but instead 3,000 cars, because you have a far larger market and far greater demand?

We think that is why some models are so special and it's the worth of the brand. If everybody was able to achieve a car like this, you would miss ➡



“The headline for everything in the future is that it will be a real Porsche and the customer will have the opportunity to drive puristic sports cars”

the speciality of the brand. We have a lot of cars that you can aspire to buy, and that will remain a strategy for the future. We will come up with surprising and fantastic cars, but also some in limited edition numbers, as this is what makes Porsche special.

It's not about production constraints and supply/demand, then, limiting cars is about getting people talking about the brand?

There are some production considerations for the manufacturing capacity of things like magnesium roofs, say, when you talk about something like the GT3 RS. But we decide with each model how many cars we will limit this edition to. For example, we are limiting the GT3 and GT3 RS, but we don't talk about the number; it's limited but it's not communicated. For special editions like the 911 R – and when we bring out another limited edition in the future – we think about a number that has something to do with the car. It's always a discussion in our board; we think about the markets, the customers and the product, then we

choose a number that has something to do with the car. For example, for the birthday of the 911 we built 1,963 units, as 1963 was the first year of production for the 911, and as for the 991 units of the 911 R, it is the name of the model range.

You mention limiting the GT3 and GT3 RS... speaking recently to the managing director of McLaren cars, he and his people were astonished (after buying and stripping down both a GT3 and GT3 RS) at how Porsche makes money on such cars. Are these cars profitable, as a pure business case?

An important point for us is that the volume is not so important. The most important point is that our customers enjoy our cars and are fascinated by our brand, and for us to earn good money – and we earn good money with the GT models. An important point, too, is to ensure that our people have very good working conditions.

You create these cars to give your engineers an interesting life?

Yes, but we are talking about the company as a whole here. We want to have an attractive space to work in, beginning with engineering and going over to production, sales, purchasing and so on. It's the culture of our company that people working in Porsche, we want them to be motivated, and we work very openly together, so the fact that everyone is fighting with each other to the very end always creates better solutions. That is Porsche.

Your colleagues at AMG have just announced they will build a hypercar based on their F1 technology. Given your push for improvement and that company culture, might you do the same with your Le Mans technology?

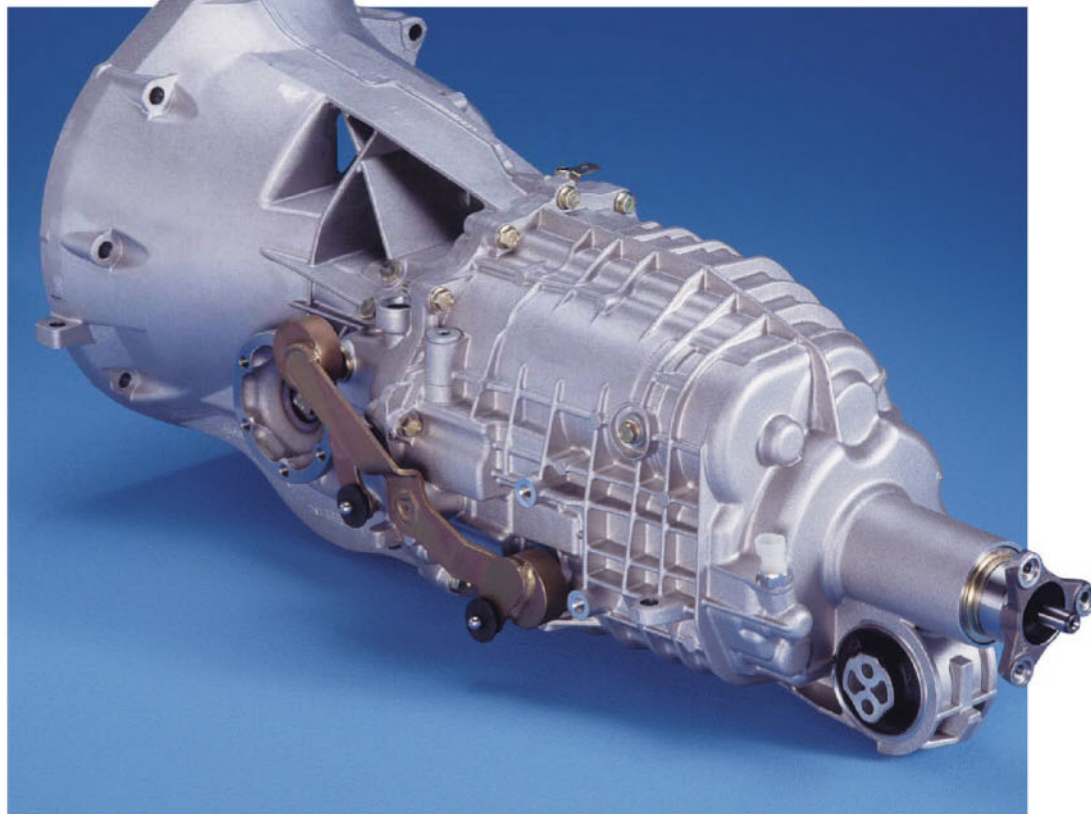
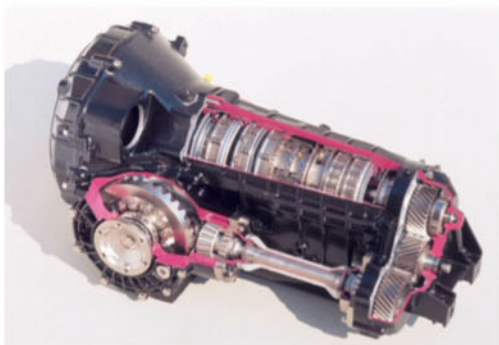
At the moment we don't talk about it, but Porsche has published a new top model in all decades, with the 918 in this decade. It might be feasible for the next decade – (laughs) – but it isn't decided yet. If you look at the history of Porsche, we always create a very exciting model. So there might be an opportunity for the future... **911**



GEARBOX: **T H E 9 1 1** HISTORY

Transmitting power from the 911's flat-six engine to its rear axle for over half a century, the Porsche gearbox has evolved significantly, as Total 911 investigates...

Written by **Kieron Fennelly**



Below Leopold Schmid (left) helped develop the early gearboxes, seen here with Erwin Komenda, Porsche's body engineer, and Karl Rabe, head of engineering

In the beginning, the Gmünd Coupes used unmodified suspension and running gear directly from the VW Beetle. By 1951 the Porsche-developed VW flat four was beginning to overwhelm non-synchromesh VW cogs and so Porsche designed a four-speed Typ 519 gearbox with Leopold Schmid. This unusual application placed the five-speed constant mesh gearbox between the engine and the final drive and featured Porsche Synchromesh. Ferry's engineers applied this to the Typ 519, which they offered to VW but were turned down by Wolfsburg in favour of the Borg Warner design used by Opel. The gearbox became the first major component that Porsche had to find elsewhere. It turned to Getrag in Ludwigsburg, a builder of truck gearboxes, who initially struggled with the miniaturisation required for cars, so Zuffenhausen had to construct its own gearbox assembly and test rig, a task overseen by a young Helmuth Bott.

As Porsche intended, the 519 all-synchro unit had considerable commercial possibilities because it was so much easier to use than traditional 'crash boxes' and by the late 1950s, revenue from 70 various gearbox patents had become an important part of Porsche's income. In 1958 Schmid improved the 519, making first easier to engage and speeding up synchronisation to reduce the possibility of the gearbox jamming in gear. By 1970, licensees were building 1 million 'Porsche Synchromesh' gearboxes a year. As Porsche began planning the 356's successor, it became clear that though the rear engine principle would remain, the car would have an entirely new body, engine and running gear.

For the 911 the new Typ 901 gearbox was based on Schmid's upgraded version. Designed to cope with the greater torque of the new and higher revving flat six, it featured five forward speeds. Notable was the shift pattern, which had first bottom left, opposite reverse. This reflected Porsche's propensity to build competition cars for the road rather than vice versa, as in a race car first is used only for starting. Another racing feature of the 901 was the accessibility of the fifth ratio in particular, this being the cog most likely to be changed depending on the circuit. When Porsche extended the 911 range to three models in 1967, the basic T was offered with a four speed, though most were sold with the optional five.

Also in 1967, Porsche proposed a semi-automatic transmission, not just to widen the market, but as a reflection of the company's interest in efficiency. Conventional torque converter autos in the 1960s were not designed for high-revving engines and so the Sportomatic was a collaboration between Porsche and clutch builders Fichtel & Sachs. This arrangement dispensed with the clutch pedal, but was otherwise the 911T's four-speed gearbox with a sensor on the gearlever, which disconnected the drive when the lever was moved. A hydraulic torque converter then took up the drive while a vacuum servo then re-engaged the clutch as soon as the next gear was selected. The idea was to offer two-pedal operation

to the driver who otherwise maintained full control over gear selection. The winning 911R at the 84-hour Marathon de la Route for 1968 was fitted with Sportomatic and one of its drivers, Vic Elford, thought it saved him a lot of effort; contemporary road test reaction was mixed. While *Autocar* went into raptures, *Car & Driver* found the Sportomatic too unintuitive. These views somewhat reflected sales: uptake in the US where Porsche had hoped to sell large numbers was disappointing, yet European buyers were more numerous than expected. The Sportomatic, reduced to three speeds in 1976 with the advent of the Carrera 3-litre, disappeared from the catalogue in 1980.

By 1968 the power and torque increases of Porsche's sports racers using 2.2- then 3.0-litre flat eights demanded stronger gearboxes. The 916 gearbox developed for the 1969 season was





a larger transmission than the 901, the distance between shaft centres increased by 9mm to allow bigger cogs. Reinforcements included clutch and differential housings, which were separate from the gearbox. An oil pump was fitted to prevent churn, costing 7bhp at 185mph. This design with minor changes was the basis of the production 911's 915 gearbox, introduced in 1972. This model remained mostly unchanged until 1986, cased in aluminium instead of magnesium from 1978 and acquiring a pump driven oil cooler when the 3.2 launched in 1984.

The 915 was conceived before the idea of turbocharging, so for the production 3.0-litre 930 Turbo Porsche built a specific gearbox. As well as its heavily ribbed aluminium case, it had only four speeds and more robust synchromesh to aid selection and was rated for 441Nm. In Group 5 competition fitted to the 935, the 930 gearbox mostly survived endurance races transmitting far higher torque. By the 1980s, expectations of ever-higher specifications and safety meant that cars were becoming heavier. In the case of the 911, this put additional strain on the 915 gearbox, which was already costly to make and fast approaching its design capacity. Furthermore, the ubiquity of Borg Warner cone synchromesh was altering the way users changed gear. Depressing the clutch to the floor, which was required for correct shifting with the 915, was rarely necessary with modern designs. So Synchromesh was consigned to history and from 1987, the 3.2 was fitted with a conventional but more robust five-speed Getrag

gearbox coupled to a hydraulic clutch; from 1988 it also equipped the last of the 930 Turbo models. The Getrag unit featured on the 911 for the next two decades, from 1994 becoming a six speed.

Despite the demise of the Sportomatic, key 911 figures Bott and Peter Falk were keen to have an automatic alternative. Work on double clutch and torque converter systems went on during the 1980s, culminating in the 1990 launch of the C2 Tiptronic. Developed with ZF and Bosch, this advanced four-speed autobox offered the driver fully automatic or manual modes. There was little performance loss: in a Tiptronic-fitted 964 Cup car,

Walter Röhrl lapped the Nürburgring as fast as the manual cars, even though his start was slower. The Tiptronic accounted for a third of Carrera sales in its first year and set the trend for

the gradual automation of the 911. Tiptronic was carried over to the 993 with slight improvements, the shift map now able to respond to inputs such as lateral and longitudinal acceleration, engine temperature and brake operation. Upgraded to five speeds for the 996 and now available on the C4 and Turbo, the automatic was plumbed into the 911's water cooling system, which was augmented with a third radiator in the nose. The 997.1 Tiptronic had higher hydraulic pressure to cope with the greater torque of the 3.8-litre engine and the mechanism gained an 'autoblip'.

The double-clutch constant-mesh system was the gearbox Porsche had long wanted to build, but in the 1970-80s electronics were inadequate and so Tiptronic was developed to fill the gap. So satisfactory was the Tiptronic that Porsche

could allow itself more PDK development time, while observing the progress of VW Audi's DSG. Developed with ZF and introduced as a seven-speed option on the 2008 997.2, PDK was an instant success. Its ease of use and fast response made it the buyers' default choice, despite costing £2,500. PDK also allowed Porsche to claim marginally better CO₂ and mpg figures and by the end of 997 production, 70 per cent were PDK. Carried over to the 991 range, each new version of PDK always managed to improve on the last.

For the 997, Porsche switched gearbox suppliers to Japanese specialist, Aisin, ending the 911's 20-year association with Getrag. No reason was given, but cost was probably involved and there were rumours of quality issues. The slick, manual Aisin gearbox more than upheld the 911's high standards, but in 2011 it gave way to a world first: a seven-speed manual using components from the seven-speed PDK, which by now accounted for three quarters of sales. Initially, the manual 'seven' proved much less pleasant to use than the 'six.' We previously thought it was too notchy to be a success, but Porsche has since improved it. Significantly, Andreas Preuninger chose the six speed for the new 911 R, as it was the 'more sporting and natural mechanism'.

Both seven-speed manual and PDK were featured on the turbocharged 991.2, as Porsche claimed that US demand justified retention of the manual. The huge torque the new 991s offer though, has removed the need for much of the shifting that made driving the 911 so satisfying. With driver gear changing becoming more redundant, it remains to be seen how much longer the manual gearbox will endure. **911**



PDK gearboxes as fitted to the 991 GT3 (below) looked destined for every car from Porsche's GT department, however the new manual R (above) has seen that change



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997 GT3 RS 4.0 TO THE ALPS

PINNACLE OF PORSCHE

Total 911 buckles into the last truly mechanical RS for a memorable road trip through Europe's most spectacular mountain range

Written by **Wilhelm Lutjeharms**

Photography by **Charles Russell**





As the captain announces that we will shortly begin our descent to Geneva Airport, I stare, again, through the small aircraft's window for a number of minutes. The Alps look splendid... all year round. They are partially covered with snow and I picture how a Carrara white 997 GT3 RS 4.0 will look on these mountain roads with snow around it. Some of us might prefer to picture and drive such a car on track, but for me, there are few things more enticing than matching such a focused and highly enjoyable car with a perfectly twisty road, on which you have never driven before, replete with spectacular scenery. It is a pure, unadulterated bombardment of virtually every one of your senses.

When the RS 4.0 was released in 2010, enthusiasts drooled over its specifications. Apart from being the largest-capacity (and most

powerful naturally-aspirated) flat-six engine Porsche had ever installed in a 911, the fact that it had the same crankshaft as the 997 RSR race car demonstrated, not for the first time, Porsche's aim to offer road cars that have several elements in common with its race cars. This was also the case with the stroke of the pistons, which was similar to that of the RSR race car; it was increased from the 3.8-litre Gen2 997 GT3 RS's 76.4mm to 80.4mm. The low-resistance air filters (aren't they just pretty to look at, once the engine cover has been lifted!) were appropriated from none other than the GT3 Hybrid race car. And, if these details are not enough to convince you, how about the forged pistons, titanium connecting rods and the fact that the 4.0 RS was only available with a six-speed manual gearbox?

The result of the extensive engine upgrade was that power climbed from 450hp at 7,900rpm to ➤



500hp at an even higher 8,250rpm, while torque output also jumped from 430Nm at 6,250rpm to 460Nm at 5,750rpm. Other items transferred from the race cars were the front dive planes (situated on the front bumper) and head of Porsche's GT cars, Andreas Preuninger, confirmed that these dive planes added as much as 15 per cent extra downforce to the front of the car, thereby assisting in the RS's overall front-to-back aerodynamic balance. Preuninger also summed up the GT3 RS 4.0 as a car intended "to enrich the flavour of this final 997 model by using parts from the GT3 R, RSR and GT2 RS." Now, which other 911 GT3, or any 911 for that matter, can lay claim to that?

Lightweight measures include the front fenders, luggage compartment lid and rear wing, all of which are made of carbon fibre. Never shy of quoting Nürburgring Nordschleife lap times, Porsche achieved a lap time of seven minutes and 27 seconds with the car. And even five years

later, this is still a remarkable benchmark. The 600 units that were produced were mostly sold to previous clients of Porsche, but shortly thereafter a number of examples started to be offered on the used car market. They were offered at a notable premium, and this trend has continued ever since. Today you will be lucky if you can find one for

"The 997 GT3 RS 4.0 is a car intended to enrich the flavour of the final 997 model"

anything less than £200,000. And as I was writing this article, I struggled to find an example in the various classifieds.

The owner of this 4.0 is abroad but keeps his RS in Switzerland. Consequently, he can drive the car mostly between June and September. It is during these months that he ensures there is enough time to spend behind the wheel. Apart from long road trips, which include some majestic

Alpine roads, he has also made a trip down to Imola, Italy, for a trackday.

He comments: "Even though it is more track-oriented than the 997 3.8-litre RS, the 4.0-litre is just as good and as much fun to drive on the road, which did initially come as a slight, positive, surprise. It is much more of an old-school 911

compared with the new 991 RS – not only owing to the PDK-only transmission, but the car's entire character." He is the owner of car number 459 (of 600) and is its second owner. He bought it not long after the previous

owner received it. So, fortunately, he was spared paying the huge premium that buyers will have to fork out for an RS 4.0 today.

In the afternoon we head to the storage facility where the RS 4.0 is kept. As I walk up to it, I am struck by the very focused stance of this car, even though it doesn't have any air outlets on the front fenders and the rear wing is marginally smaller than the current 991 GT3 RS. The fact that it is



Above The purposeful huge rear wing of the 997 GT3 RS 4.0 is crafted from carbon fibre to reduce weight, as are the front fenders and the luggage compartment lid



white will appeal to those enthusiasts that can associate the colour with Porsche's 911 race cars.

As I climb inside and put my right hand on the Alcantara-covered, short and stubby gearlever, an enamoured smile appears on my face. The centre armrest features thick embossed "Porsche" lettering, while the doors are adorned with one of the most popular lightweight elements – the fabric door pulls. These red units compliment the red marker at the 12 o'clock position on the steering wheel, as well as the red seatbelts.

I insert the ignition key into its slot, turn it and observe the respective small lights illuminate on the legendary five circular dials. The odometer indicates a mere 9,500 miles of use. Another turn and the 4.0-litre engine awakens with a rough, metallic sound that fills the room. I feel perfectly ensconced behind the wheel, partly owing to the bucket seat that supports my legs, hips and shoulders. The side bolsters are covered in leather and the centrepieces are trimmed in grippier Alcantara – surely to improve the seats' main function of keeping you from sliding around in them. Now it's time to head to the mountain roads. One of the highlights of driving this type of

911 is always that moment when you look in your rear view mirror and see that large, purposeful rear wing through the scaffolding situated where the passenger seats are in non-GT 911s.

As we head out of town, the RS 4.0's throttle pedal feels sensitive and you are reminded of the limited steering feel of the new 991-series models – the steering wheel gives you satisfyingly direct feedback from the front tyres. Speaking of which, with the temperature not much higher than five degrees Celsius, we are not going to get any heat into the tyres today. Even on the dryer stretches of road, there are places where water is running over the road, immediately forcing you to make sure the car is straight when you traverse them.

As the drivetrain is already warmed up, I immediately rev the engine out. Even though it revs all the way to 8,500rpm, the engine pulls with vigour even from 3,000 to 4,000rpm. However, as a small straight presents itself in front of me, I keep the throttle down, and the needle immediately swings past 7,000rpm and just after 8,000rpm, I'm on the brakes, blipping the throttle, and pull the gearlever towards me from third into second gear. The car, even in these ➔



Driving in the Alps

The road from Geneva Airport along the north bank of Lake Geneva is rather breathtaking in itself. Once past Lausanne and Montreux, you need to turn east to Gstaad into the valley leading through the town of Les Diablerets towards Gstaad. As with most of Switzerland, there are majestic roads in almost every direction, especially towards the mountains and once you are down below in the valleys. However, while Switzerland and Austria each feature some spectacular driving roads, timing is of the essence when doing a road trip through the Alps.

During summer and shortly thereafter – say, June to September – is the best time for your road trip, as before June you will find that most high Alpine roads are still closed at the top because they are covered with snow. But the roads are also quieter during these pre- and post-summer months. Both countries' traffic laws pertaining to speeding on the main roads are strictly enforced and don't even think of speeding on the highways and through towns. However, from experience on the mountain passes, if care and common sense are exercised, it seems the locals don't mind if you drive your car in the way it was intended to be driven...

conditions, turns into a corner in exactly the way you would expect it to.

I'm easy on the throttle, but as the corners open up, you can carefully press the throttle again and feel all those horses push you along these snowy roads. It is like a game of cat and mouse, you being the mouse and the road surface and conditions being the cat, but every moment of the driving experience is entertaining. As with previous RS models, the ride quality is surprisingly suitable for these road conditions. Maybe even *too* good; the RS absorbs subtle road undulations with a level of aplomb that I did not expect. For purely track work, I'd suggest that the suspension could be set to a slightly stiffer setting, but for the purpose of extended drives on twisty roads, the 4.0 covers ground quickly and in relative comfort.

After an afternoon among the mountains, I point the car's nose (sporting its small winglets) back down the road that we first travelled and decide to have one last go. Even though the new 991 GT3 RS has grown only by a few centimetres in width and in length, from behind the wheel of the 4.0 you can feel the difference between the cars. Most Swiss secondary roads, especially mountain roads, aren't that wide, but in the 4.0 you feel very comfortable placing the car perfectly on your chosen path. I string a few corners together with a number of blips – all intentional, but some just to listen to the sonorous engine – and marvel at the way the rev needle jumps up the rev range. It's as if the car acknowledges your effort to drive it in the way the engineers who built it had in mind.

Make no mistake; it is not an engine that needs to be driven hard to cover ground quickly. Even though the maximum torque is only

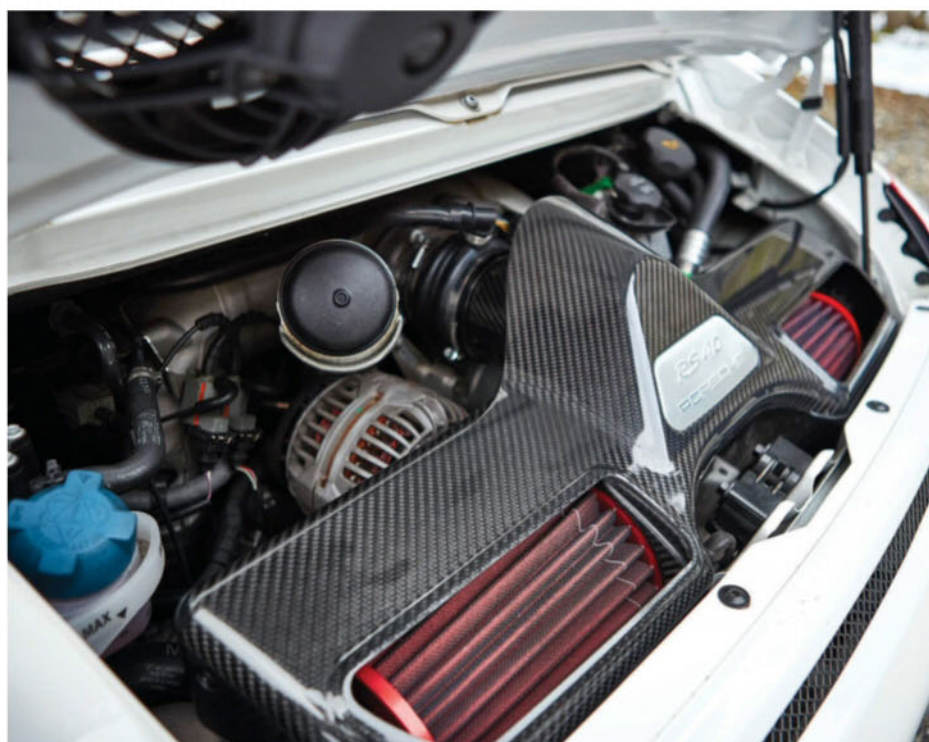


available just below 6,000rpm, you can change gears 1,000 or 2,000rpm before the redline and still have a tremendous amount of fun, getting a true feeling for the car and an appreciation of its capabilities. This is unquestionably one of the highlight RS products to ever be produced.

If it is unaltered driving fun you're after, a Gen1 997 GT3 RS, for example, will also offer a tremendous driving experience that is not far removed from the 4.0. But it is the little details, facts and limited production number of this car that will always mark the 4.0 as the top-tier RS product from the 997 range. It is, after all, the last manual-equipped, Mezger-engined (if you trace its roots all the way back to the late-1990s) RS to roll off Zuffenhausen's production line.

Could this be the last manual Porsche 911 RS product that we will ever see? That is a question that may be left unanswered for another few months yet. Reading between the lines though, and judging by what some sources have told us, don't rule out the 911 R's manual transmission finding its way into the next-generation RS.

It might also be the case that Porsche will offer a PDK-equipped RS model for those all-important 0-62mph acceleration times, as well as a manual version for drivers and enthusiasts that couldn't care one bit about the latter, but instead purely hanker for clean, challenging and enjoyable driving fun. If you are in the latter group, then the 997 GT3 RS 4.0 is certainly the car for you. **911**



Left The low resistance air filters from the GT3 Hybrid race car can be found under the engine lid of the 997 GT3 RS 4.0, with power and torque increased to 500hp and 460Nm respectively

Right opposite Inside, the 4.0 RS features a red marker at the 12 o'clock position on the Alcantara-clad steering wheel, a sign of its motorsport intentions



Model **997 GT3 RS 4.0**
Year **2011**

Engine

Capacity 3,996cc

Compression ratio 12.6:1

Maximum power 500hp at 8,250rpm

Maximum torque 460Nm at 5,750rpm

Transmission Six-speed manual, rear-wheel drive

Suspension

Front Independent; MacPherson strut, transverse and longitudinal links; coil springs and dampers

Rear Multi-link; coil springs and dampers

Wheels & tyres

Front 9x19-inch; 245/35/ZR19

Rear 12x19-inch; 325/30/ZR19

Dimensions

Length 4,460mm

Width 1,852mm

Weight 1,360kg

Performance

0-62mph 3.9 secs

Top speed 193mph



Below This GT3 RS 4.0 is number 459 of the 600 limited production run, making it one of the rarest Rennsports to have ever left Weissach



THE GREATEST OF ALL TIME

More than 40 years after Roger Penske founded IROC, we bring two of the bespoke RSRs from that inaugural season back together

Written by **Josh Barnett**

Photography by **Steve Hall**



In 2017, the Porsche Supercup celebrates its 25th anniversary. The one-make series has, alongside the various national Carrera Cup Championships, used its level playing field to allow the best up-and-coming racers to rise to the top. Two decades before the Supercup was even formed though, Porsche was involved in another one-make series, one with a unique aim: to find out, across the worlds of Formula 1, NASCAR, IndyCar and sports cars, who was the greatest driver of all.

For North American readers, IROC will likely be more familiar in Chevrolet or Pontiac circles, while in Europe, the International Race of Champions enjoyed little publicity over its 30-year run. However, before the succession of Camaros and Firebirds, the first series was actually run using 15 identical Porsche 911s: the IROC RSRs. Devised by legendary US team owner, Roger Penske, and the president of Riverside International Raceway, Les Richter,

the IROC I championship would be contested over four races: three heats on the West Coast at Riverside and a grand finale at Daytona in the east four months later. A points structure would be applied at Riverside with only the six best racers making it to Florida.

The whole thing would be televised on the popular *Wide World Of Sports* programme after TV marketer, Mike Phelps (working for the newly formed Penske Productions) struck a deal with broadcaster, ABC. With a plan in place, Porsche agreed to build 15 identical Carrera RSRs for the inaugural series. Penske's deal with Zuffenhausen came at a time when the RSR project was in a transitional phase, switching during the off-season from the 2.8-litre cars to the new 3.0-litre version scheduled for 1974. However, the 3.0 RS – the basis for the RSR – was not yet finished so Porsche took 15 impact-bumpered Carrera 2.7 MFI chassis off the production line as the basis for the IROC racers. Spec-wise, the IROC RSRs ➡





would be unique, blending elements from the 2.8 RSR, upcoming 3.0 RS and the latter's still-in-development RSR brother.

The 2.7 Carrera shells (still being produced with the 2.7 RS's tunnel reinforcement) were further beefed up with extra triangulation welded in around the rear shock towers and at the back of the engine bay; while the 2.8 RSR's flared steel arches were fitted front and rear, along with glass fibre 3.0 RS bumpers. In order to reduce weight, the side windows and rear screen were replaced with Perspex, the doors were reconstructed in glass fibre and the pneumatic bonnet and decklid struts were removed (with both panels now using quick-release pin fasteners).

In the engine bay sat Porsche's 911/74 flat six, a 3.0-litre twin plug unit fitted with high butterfly throttles (rather than the slide mechanism that would later find its way onto the standard 3.0 RSR). Fed from a 110-litre plastic fuel tank in the front, the engine drove through the Type 915 gearbox (fitted with standard ratios) and a limited-slip differential, with 80 per cent locking on acceleration. On the suspension front, the Bilstein damper struts from the RSR were used alongside firmer torsion bars. Slowing everything down was the job of the four-piston 917-style calipers and cross-drilled discs from the 3.0-litre RS, housed inside nine- and 11-inch wide Fuchs front and rear respectively. All finished in different vibrant hues with large 'PORSCHE' script down each flank (perfect for the television

broadcast), the first dozen IROC RSRs were hurriedly shipped to Penske via one of VW's cargo ships.

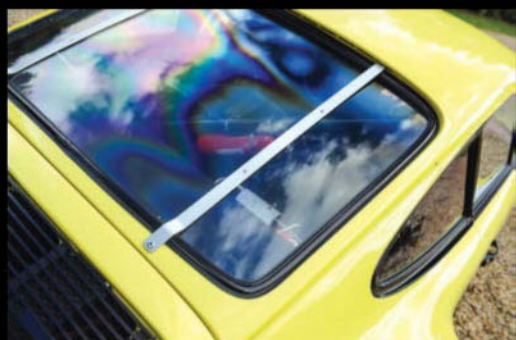
When they arrived with 'The Captain', he was dismayed to find ducktails adorning the decklids, rather than the new-for-1974 whaletail. Word got back to Porsche and the final three RSRs were airfreighted to Riverside with the new glass fibre wing (and a further 12 were packed for the cars already delivered). Penske also replaced the chrome headlight surrounds with matte black covers and affixed a bespoke sticker to the radio delete panel. "Rev Limit 7700/Press clutch to floor for up & down shift," it read, along with a diagram of the 915's shift pattern, designed to help the unfamiliar drivers with Porsche's notoriously fickle gearbox.

For the first season of IROC, Penske had arranged some of motorsport's biggest names, with the likes of F1 World Champions, Emerson Fittipaldi and Denny Hulme, going up against IndyCar stars Gordon Johncock and Bobby Unser. NASCAR was represented by legend-in-the-making Richard Petty (among others) while Can-Am champions George Follmer and Mark Donohue were also invited. Among the 12 stars, there was some worry that Donohue – a Penske driver familiar with the Porsche 911 – would dominate so the organisers employed armed guards to protect the race cars at all times and prevent any of the drivers from tampering with the Porsche RSRs.

Held on the 27 and 28 October 1973, the first three races of the inaugural IROC championship took place in front of around 100,000 spectators gathered for the finale of the 1973 Can-Am season. A timed qualifying session would set the grid for race one, with the result from the first encounter reversed entirely for race two's grid (the same process being used for race three). To ensure complete parity, the winner of each race would – where possible – take the car used by the 12th-placed driver for the next encounter, with 2nd place taking 11th's chariot, 3rd getting tenth's, and so on. With drivers switching regularly into different coloured cars, large name decals were sported on the doors and windscreen to help fans identify their favourite.

In qualifying, Fittipaldi beat Donohue to pole position only to miss the driver's briefing and be put to the back of the grid. Furious, the Formula One star had to be persuaded by Penske not to pull out from the IROC series completely. The grid reshuffle left Donohue with a clear road ahead, and in race one he cleared off into the distance in the Grand Prix white IROC RSR, winning the first encounter from Bobby Unser. Using his pent-up anger, Fittipaldi was charging through the pack in the Desert beige car, only to run off the road and into retirement.

Starting from the back of the grid, Donohue's challenge in race two was curtailed after seven laps by a broken throttle, leaving Follmer to take the victory (having started ninth on the



Model Carrera RSR IROC
Year 1973

Engine

Capacity 2,994cc
Compression ratio 10.3:1
Maximum power 316hp @ 8,000rpm
Maximum torque 310Nm @ 6,100rpm
Transmission Five-speed manual

Suspension

Front Independent; MacPherson strut; Bilstein damper; torsion bar; anti-roll bar
Rear Independent; semi-trailing arm; Bilstein damper; torsion bar; anti-roll bar

Wheels & tyres

Front 9x15-inch Fuchs alloys; 215/55/R15 tyres
Rear 11x15-inch Fuchs alloys; 295/40/R15 tyres

Brakes

Front 300mm cross-drilled discs; four-piston calipers
Rear 300mm cross-drilled discs; four-piston calipers

Dimensions

Length 4,135mm
Width 1,680mm
Weight 967kg

Performance

0-62mph Unknown
Top speed Unknown



Penske, Donohue and the IROC Porsches

After a toe-in-the-water Can-Am effort in 1971 with the turbocharged 917/10, Porsche chose to throw its full developmental weight towards the US championship, striking a deal with Roger Penske's eponymous team to run two cars in 1972. The decision paid off. Stepping in to replace Penske's star driver, Mark Donohue, injured in a testing crash at Road Atlanta, George Follmer comfortably won the 1972 Can-Am title before Donohue doubled up for Porsche in 1973 with the ultimate iteration of the turbocharged prototype: the 917/30. During the development of the latter at Paul Ricard in the winter of 1972, Donohue was invited to test a prototype version of the upcoming Porsche 911 Carrera 2.8 RSR, the chance test leading to Penske running chassis 'R3' at the 1973 24 Hours of Daytona.

While the Sunoco-liveried 911 RSR would retire from the round-the-clock classic, Donohue was left suitably impressed with the Neunelfer's handling and reliability; when conversation with 'The Captain' turned later that year to the inaugural IROC season, Donohue was quick to recommend the Porsche 911 Carrera RSR. Penske, therefore, set about convincing Ernst Fuhrmann, then Chairman of the Board, to build a run of identical 911 RSRs for the planned series. Fuhrmann agreed and Penske Productions was briefly turned into an automotive importer under the Volkswagen of North America umbrella in order to get the 15 IROC RSRs into the United States.

grid) from NASCAR champion, David Pearson. Donohue's demise would again put the Porsche ace on pole for the final Riverside race however, and with a clear track ahead again, 'Captain Nice' capitalised on the reverse grid format to lead the way for all 30 laps, beating Unser and Fittipaldi. The latter had also finished third in race two but it wasn't enough to book his place at Daytona as A J Foyt beat the Brazilian by just one point to join Follmer, Unser, Donohue, Grand Prix winner Peter Revson, and Pearson at the final.

Following Riverside, Penske immediately sold seven of the IROC RSRs to private racers and dealers, the eight remaining cars shipped back to Penske's headquarters in Reading, Pennsylvania, for repairs after a hard weekend of intense action. The engines and gearboxes were returned to Zuffenhausen to be freshened up before being shipped back Stateside. Daytona presented a new challenge for the IROC 911s so several upgrades were made to the cars to suit the Florida circuit. Longer gearing and stiffer springs were fitted to the IROCs, while the brake bias of the dual cylinder system was adjusted. Headrests were added to the roll cage to aide the drivers on the high-speed banking, while windshield clips and straps were added front and rear respectively to

prevent the screens from popping out. Daytona was designed as a winner-takes-all event in 1974, the \$6,000 prize for each win at Riverside dwarfed by the offer of \$43,000 to the race winner at Daytona. Having decided to retire after the inaugural IROC series, Donohue was determined to win. However, despite starting from pole, Revson led the first lap before Donohue's 1972 Can-Am replacement, Follmer, took the lead. After pulling away from the pack, Donohue made his move before quarter-distance, forcing Follmer into a mistake that proved inconsequential when the latter's gearbox expired. In the latter stages, Pearson began to close in as Donohue started to struggle with fading brakes, however, the Penske star's victory was assured when Pearson lost third gear, allowing Revson into second and Unser onto the final step of the podium.

With the series concluded (and Donohue a total of \$56,500 richer), the remaining IROC RSRs were also sold off to private racers, with many of the cars used over the next few years in various American endurance races. Penske, meanwhile, accepted an offer from Chevrolet to use Camaros in the next running of the International Race of Champions. Through the 1970s and early 1980s, the 15 lurid 911s were scattered ever further to

the four winds, modified in various ways to keep up with the competition along the way. They were, after all, just old racing cars. However, at the turn of the century, the significance of the unique IROC RSRs began to be unearthed as the cars came into the hands of collectors, restoring them back towards their original specifications. And that brings us here to the Aladdin's Cave that is Maxted-Page, the internationally renowned classic Porsche specialist, where two genuine Porsche 911s from the first International Race of Champions lay in wait.

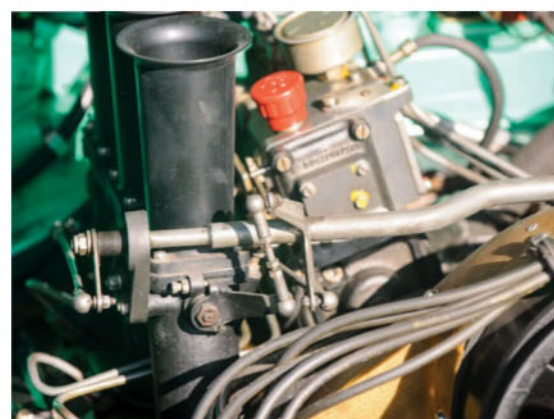
Finished in Bright green, chassis no. 0042 was used in the three Riverside races by Petty, Foyt and Hulme with the IndyCar star giving this particular IROC RSR a best finish of fifth in the second heat race. The car was one of the first seven cars sold off ahead of the Daytona finale, initially staying in California before passing between a trio of owners in France and Austria during the 1990s. Returning to the USA just before the turn of the millennium, no. 0042 is now back for sale at Maxted-Page, just three years after last passing through Lee's eponymous doors. Amazingly, it retains its matching numbers engine, preserved with a beautiful patina, however, at some point in the car's life, the ➔



Right The interior of the IROC is built for racing, with lightweight bucket seats, a lack of carpet and trim, and a mounted fire extinguisher



Right A bespoke info sticker and 915 shift pattern diagram were added to the radio delete panel, to help unfamiliar drivers



IROC Prize Money

	RIVERSIDE 1		RIVERSIDE 2		RIVERSIDE 3		DAYTONA		
Driver	Pos.	Prize	Pos.	Prize	Pos.	Prize	Pos.	Prize	Total prize
E Fittipaldi	12	\$1,500	3	\$3,400	3	\$3,400	DNS	N/A	\$8,300
D Hulme	5	\$2,400	8	\$1,800	8	\$1,800	DNS	N/A	\$6,000
G Johncock	10	\$1,700	9	\$1,700	11	\$1,700	DNS	N/A	\$5,100
R Petty	7	\$2,000	10	\$1,700	10	\$1,700	DNS	N/A	\$5,400
B Allison	11	\$1,700	7	\$2,000	9	\$1,700	DNS	N/A	\$5,400
R McCluskey	8	\$1,800	11	\$1,700	12	\$1,500	DNS	N/A	\$5,000
M Donohue	1	\$6,000	12	\$1,500	1	\$6,000	1	\$43,000	\$56,500
P Revson	3	\$3,400	4	\$2,600	7	\$2,000	2	\$13,200	\$21,200
B Unser	2	\$4,000	6	\$2,000	2	\$4,000	3	\$9,100	\$19,100
G Follmer	4	\$2,600	1	\$6,000	5	\$2,400	5	\$5,000	\$16,000
D Pearson	9	\$1,700	2	\$4,000	4	\$2,600	4	\$6,300	\$14,600
A J Foyt	6	\$2,000	5	\$2,400	6	\$2,000	6	\$3,500	\$9,900



original RSR flares were replaced with the more uniformly curved Turbo arches.

Nearly 45 years after battling each other on track, we've brought no. 0042 face-to-face with another genuine RSR from the inaugural IROC series, chassis no. 0016. If the bright yellow Porsche 911 looks familiar, it should do; earlier this year American comedian and car nut, Jerry Seinfeld, consigned the car to Gooding and Co's Amelia Island auction, where it sold for nearly twice its estimate to the Fica Frio Collection. Driven by Peter Revson in the first and third Riverside heats (finishing third in race one), no. 0016 was the car used by Follmer in the Daytona showpiece event to try and disrupt Donohue's domination of the IROC Championship. It's an incredible history, making for a surreal experience as I lower myself into the lightweight bucket seat. This IROC family reunion we're about to enact is made all the more amazing when I glance at the famous press shot of the first 12 cars loaded onto Porsche's transporter in 1973. There, on the lower deck, is no. 0042, directly behind no. 0016.

In the auction catalogue at no. 0016's sale, Seinfeld said, "the sound will make your life."

As the 3.0-litre flat six snarls into action, I immediately appreciate his sage words. Running its original unsilenced exhaust system, the ferocity of the engine is barely tempered, even at just a few thousand rpm. Bouncing off the walls of Maxted-Page's showroom with every blip of the throttle, the tidal wave of sound makes me break out in involuntary giggles. A full grid of 12 IROC RSRs would've been quite the symphony.

Venturing out onto the rural lanes, the huge yellow whaletail jutting out purposefully behind me is perhaps the biggest 'pinch yourself' moment I've had while in this job. Chasing the Bright green ex-Hulme car along the snaking tarmac helps to confirm it too. When was the last time two IROC RSRs stretched their legs together? Daytona, 1974? It's hard to think too much however. Every thought in my mind is washed away in a cacophony of glorious flat-six music every time I bury the traditional organ pedal under my right foot toward the floor. As a thoroughbred race engine, the 911/74 motor doesn't enjoy running much below 3,000rpm. But when it passes that magic threshold, a snarling howl erupts behind me. The sound grows louder

and angrier towards 6,000rpm as the six tall trumpets suck in air greedily before, at 7,000rpm, the inner machinations of the twin plug engine are ejected into the atmosphere with such force that it seems the air is being torn. It's a sound track par excellence, unrivalled in any 911 I've driven before. As I lift off, there's a crack of unburned fuel before a moment of silence. "How crazy is this?" I contemplate, as my hand slots the next gear and the frenzy of speed and noise continues to assault my senses in the best way.

Even without the switch-like slide throttles, the engine's response to my inputs is still razor sharp, as is the chassis. Running what feels like the stiffer Daytona-spec springing, the whole car is kept on tenterhooks, alert and ready for every minute adjustment of the thick G-Series wheel. As I chase no. 0042 through each twist and turn, the nose eagerly bites into the tarmac before, as I feed in the throttle, the car starts to skip over each small bump and camber. Getting too firm with the throttle quickly sees me wrestling the wheel to keep the rear end in line. Fine-tuning myself to the IROC is akin to breaking in a stallion, feeling every minute adjustment in attitude to prevent

“When was the last time two IROC RSRs stretched their legs together?
Daytona, 1974?”



all hell from breaking loose. As experiences behind the wheel of a 911 go, it's easily the most visceral. With an IROC RSR at your disposal there would never be a need for a synthetic pick-me-up. All too soon, we're back in the confines of Maxted-Page – back in the real world. It takes me a moment to process everything: watching a genuine IROC RSR disappear into the distance ahead of me, all while piloting another 911 used in that first International Race of Champions.

While I didn't come close to exploring the car's furthest limits, in a way, nor did the likes of Daytona 500 winner, Richard Petty, or World Champion, Denny Hulme. It was instead Donohue, a man with a much more modest racing résumé, who proved to be the champion of champions. I am, therefore, pretty happy with the company I've kept. After all, in the Porsche 911 world, there aren't many cars much more illustrious than the IROC RSR. **911**

Thanks

For more information on chassis 0042, which is currently for sale, call +44 (0)1787 477 749 or visit www.maxted-page.com.



Bottom left The 15 IROC RSRs featured glass fibre whaletail rear wings, which were new for the 1974 model year





TURBO RENNSPORT DRIVEN

BLOWN EXPECTATIONS

Rennsport backdate of a 930? The thought might initially jar, but its execution is appealing enough to forget convention, as we find out...

Written by **Kyle Fortune**

Photography by **Steve Hall**



“I wasn’t expecting that,” exclaims photographer Steve Hall, as he pulls up outside 911 Rennsport’s premises in Moreton-on-Marsh, England. Referring not to my arrival on a bicycle – Rennsport being close to home and the weather fine – but instead, to the Slate grey 911 sat outside. Just 24 hours earlier Steve and I had been in the company of a selection of cars for the £100k heroes feature, and our photographer was perhaps expecting the 930 he was shooting today to look much the same.

Clearly it’s not. Having visited Rennsport previously, I had an idea of what to expect, though talks with Editor Lee beforehand did have us questioning what a 930 Turbo RSR might be – after all, no such car exists, the only official Turbo RSR being the Carrera RSR Turbo 2.1. Paul Cockell, Managing Director at 911 Rennsport, is unapologetic, saying he wanted to build a fast road car that looked like a 1974 2.8 RSR, but with Turbo power. The basis for Cockell’s vision here, then, is a 1979 930 Turbo, a 3.3-litre intercooled car, which was a dry-use only UK example with an extensive history. The purists out there might balk at the thought of an original Turbo being

used as the basis for such a conversion, and initially I was among them. But it doesn’t take long to be seduced by the Rennsport car, even if the sunroof is at odds with the name. Opening the door helps. There’s tartan on the bucket seats and dash, which given my origins is a winner, though if you’re not sold, the buttery soft lamb leather covering the other surfaces has to be felt to be believed. The carpets are Perlon lightweight in salt and pepper, the door cards RS specification, with the chrome pulls on them being from a 356.

As with any Rennsport, you can have any combination of fabrics inside, that personalisation very much part of the experience. Tartan for me, thanks, it both beautifully evocative of classic cars and usefully hard wearing yet tactile, though the only pipes we’ll hear here are those coming out of the flat six slung out back, the 930 being true to RSR form in one aspect inasmuch as it does without a stereo. Not that you’ll want one, or that it will be much use. Turning the key to start the 3.3-litre unit has it fire up with a race car intensity. The lack of a silencer has it deliver a raucous, howling bark on start up, it barely settling on idle. Noisy then, but it’s the right kind of sound:

exciting and exotic with a big side of naughty. The riotous sonics are in keeping with the looks, Cockell saying he’s built one with a silencer, but prefers it without. That’s understandable, though you might want to avoid early starts to remain on speaking terms with your neighbours.

Sitting in it, there’s no questioning it’s an intense car. The simplicity of a classic Momo Prototipo in front of you, a single Durant mirror on the door, held in by a four-point harness in that soft leather and tartan bucket seat, and with the engine crackling away behind you; it’s sensation rich before it’s even moved. Slotting the gearlever in the four-speed gearbox requires a bit of guesswork. Push up and away, there’s little indication that it’s found its slot, though if it stays it has. Anyone who’s driven a four-speed knows it’s not the most accurate shifter, particularly when cold, though with its long ratios it’s not a gearbox you need to be particularly busy with, even when warm, unless you want to be.

The clutch bites, the revs drop momentarily and the RS moves away easily, it retaining the standard 930’s off-boost ease of use that links it to its Carrera relations, even though it’s on a more

Model **930 3.3 Turbo 911 Rennsport RSR**

Year 2016, based on a 1979
930 Turbo

Engine

Capacity 3.3-litre Turbo

Compression ratio Unknown

Maximum power 400hp @ 5,500rpm

Maximum torque 450Nm @ 4,000rpm

Engine modifications Gas flowed heads;
uprated wastegate;
revised camshaft

Transmission Four-speed manual,
rear-wheel drive

Suspension

Front Bilstein Sport dampers;
50mm drop in ride
height; stiffer
anti-roll bar

Rear Bilstein Sport dampers;
50mm drop in ride
height; stiffer
torsion bars

Wheels & tyres

Front 9x15-inch; 225/50/R15

Rear 11x15-inch; 285/40/R15

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,100kg (est)

Performance

0-62mph 5.0 secs (claimed)

Top speed 160mph (claimed)



aggressive cam with different fuelling to exploit it. Other revisions include an uprated wastegate and gas flowed head. There's a bit more boost, Cockell saying it's up from 0.8 to 1 bar, giving power of 380-400hp. A sizeable increase, as its shifting around 1,100kg, says Cockell, the weight loss largely thanks to the removal of the impact bumpers, the body being all steel, stripped to the shell and strengthened as part of the build, with the exception of the ducktail and bumpers.

Squeezing the 930's intercooler under that ducktail wasn't easy, requiring it to be slightly shortened to clear the less accommodating engine cover demanded by the 2.8 RSR looks. There's a central fuel cap in the bonnet, chrome window surrounds, new lights and, of course, Fuchs alloy wheels. They're 15 inches, shod with Michelin TB5 R, E-mark homologated road legal competition tyres, the R being the medium compound from the Michelin Classic Tyre range. They're an aggressive tyre for the road, the semi-slick tread fairly uncompromising and it's likely they'll be interesting in the wet, but in the dry the grip they offer is excellent, those sizeable sidewalls meaning the ride's not

too compromised, despite Rennsport's revisions to the suspension. As with any build, that suspension can be tailored to how you like it, this car running Bilstein Sport dampers with a bigger rear torsion bar and thicker anti-roll bars. That's obvious on the road, the Rennsport exhibiting a clearer focus with its suspension, though not to the point where it's not, as per Cockell's wishes, a usable road car. The benefits are obvious though, even on the difficult topography that makes up the tarmac around Rennsport's HQ.

While the sound of stones pinging off the underside is a disincentive to speed as much as the 930's fearsome reputation, Cockell's encouraging me to push the car harder. I'm not going to be told twice, the RSR adding serious speed to the already immersive drive, the sensations heightened and the pace rising dramatically. With the turbo making itself felt from 4,000rpm, it's not a lethargic, unresponsive car below that... far from it. It's quick enough, if not eye-widening, though the more aggressive cam and the influence of that forced induction adds so much, the narrow roads ahead through the windscreen shortening with pace. ➡



Above centre The 930 RSR interior features a classic tartan fabric on the bucket seats and dash, soft lamb leather and RS spec door cards



Snatching the next ratio at anything approaching sensible speeds does have the boost tail off until the revs rise again, though that's part of the appeal of the 930 Turbo, the antithesis to the all-wheel-drive, variable vane geometry machine that now wears the badge. The 930 Turbo has always been a car that demands that you drive it and the Rennsport car only adds to that, with heightened levels of excitement, allied to a big visual boost. Those Michelins and the suspension revisions Cockell's made undoubtedly add to that, the front end more eager to turn in than a standard car, it less prone to understeer if you're ambitious with your speed on a bend. With a bit less weight the brakes offer plenty of stopping power, the more aggressive pads helping remove the easily gained speed, the pedal feel familiar and reassuring. Corners that you'd approach with caution are taken with speed, the steering rich in feel, letting you know

just how much grip there is. The initially heavy steering lightens with pace and delivers masses of information through the Momo wheel; it's informative rather than busy and a reminder of just how muted modern steering systems are.

There's masses of grip, the chassis balance more neutral, though you've always got in mind the weight of that 3.3-litre lump out back, not least because it's angrily announcing its presence. In the best way, that rousing engine is backed with strong performance and a chassis that allows you to enjoy it. Every gearshift demands concentration, a degree of skill; it's not a gearbox that likes to be rushed, the ratios so wide and long that you could conceivably run around in second all day, though that would deny you some of the fun of driving it. The RSR demands a good deal from you, making even a brief drive in it an occasion to be savoured and enjoyed. Even with its borderline obnoxious exhaust, it's greeted

with enthusiasm in a way that no modern sports car would be. The 930 has always delivered contemporary pace, albeit demanding skill to extract it, Rennsport's changes not reducing the need to drive it, but improving its responses and adding a bespoke element to whoever buys one.

You'll spend your life explaining it to the purists, and some will never get it. But although it still sits a touch uncomfortably, the execution is such that it's impossible not to be impressed. Cockell's bullish about it, having built exactly the car he wants and with two others already delivered to their owners. I'm sure they're very happy indeed, 911 Rennsport's take on the Turbo undoubtedly divisive, but one I'd side with. **911**

Thanks

For more information on 911 Rennsport's bespoke builds, call +44 (0)788 1973 911 or visit the website at www.911rennsport.co.uk.

Carrera RSR Turbo 2.1

As is so often the case, the short-lived but influential Carrera RSR Turbo 2.1 was born of the desire to win. The naturally aspirated RSRs were being outgunned, the 3.0-litre engine at the limit of what was possible against competition from Ferrari and Matra. With its knowledge of turbocharging from Can-Am racing, Porsche entered the prototype series in 1974 with a 2.1-litre engine, the capacity lower than the eventual 930 Turbo thanks to the 1.4 equivalency factor for forced-induction engines. With twin-spark ignition and a single KKK turbocharger, its charged air was fed through an intercooler, allowing

the 2,142cc unit to develop 500bhp at 8,000rpm – more than its rivals. The handicap, however, was its situation.

Slotted into a production-based body opposed to its competition's bespoke racing bodies, albeit lightened to 835kg, the first 2.1 Carrera RSR Turbo was actually a 3.0 RSR shell from the previous year. Four in total were built, and its prototype status meant it could run a unique Aero package, but even so, it wasn't a match aerodynamically for its rivals. Porsche's first turbocharged 911 would, however, define a Turbo characteristic for the road car in 1975, which was the big

wing and exaggerated wheel arches.

Huge here, and exaggerated by its most famous Martini works livery. A stopgap, it was more competitive than it perhaps should have been, the Carrera RSR Turbo attaining second places at Le Mans and Watkins Glen and a third in Spa. The 930 production car of 1975 benefitted from lessons learned on track. It homologated Porsche's turbo engine, upon which it could develop its Group 4/5/6 racers for the following seasons with its 934, 935 and 936 racers – with which it would dominate endurance and sports car racing.





Above A raft of revisions and modifications make this 930 Turbo RSR exciting and demanding to drive, 911 Rennsport creating a truly bespoke build

Left Inside, the RS spec door cards feature chrome door pulls from a Porsche 356

Below The 930 RSR wears 15-inch Fuchs wheels and Michelin TB5 R, E-mark homologated road legal competition tyres. The Slate grey paintwork, with red stripes, script and wheel centres, is also carried through to the interior





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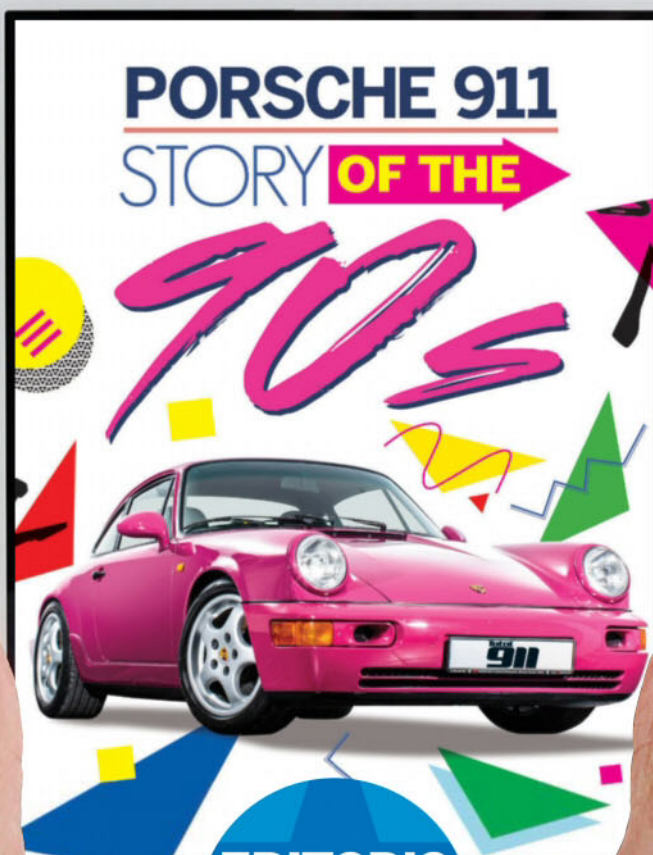


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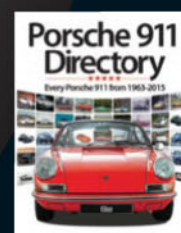
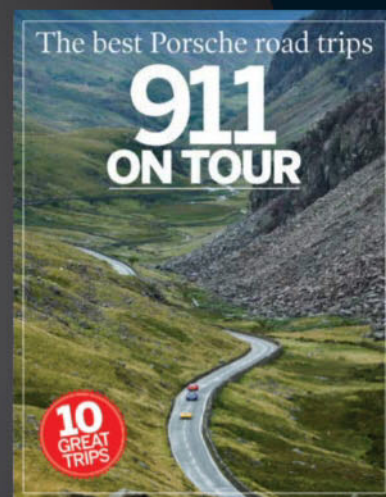
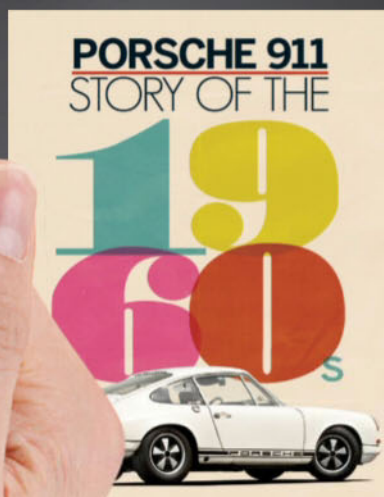
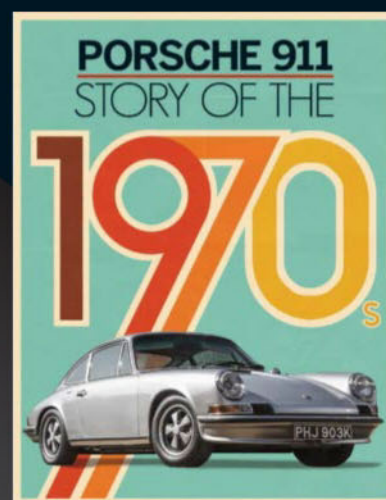
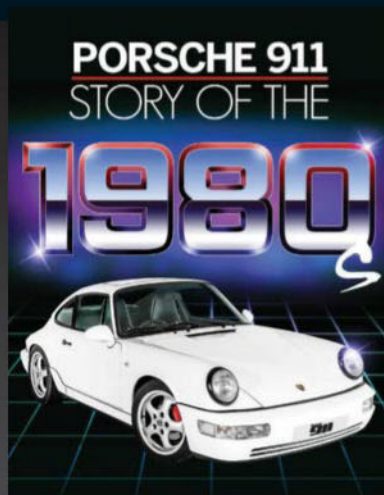


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Living^{the} Legend

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



Ben Przekop
Georgia, USA

Model 991.1 Carrera
Year 2013
Acquired January 2016

Is this goodbye? Eleven years and 141 issues ago, a letter I wrote to the editor (Phil Raby) appeared in this magazine as “Letter of the Month”. I wrote again to Phil to thank him for that honour, and said that if he ever needed another contributor I would love to give this writing thing a try. And so began a relationship with the magazine that has lasted 11 years, and seen my articles and “Legend” pieces appear in 87 issues. It is a relationship that has become even more satisfying under the excellent editorial leadership of Lee Sibley, a brilliant young man and bonafide car guy that I am very proud to call my friend.

I first got to know Lee through my correspondence with him about

my articles, but had the chance to finally meet him in person at the 2015 Rennsport Reunion at Laguna Seca last summer. We have continued to meet occasionally in London during my business trips there, and over cups of tea have shared our passion for great cars and great writing. In my articles I have tried to impart some useful knowledge and interesting perspectives that might be of value to fellow 911 enthusiasts.

But my greatest pleasure has been in conveying the excitement, the camaraderie and the joy I have felt while engaged in these Porsche pursuits with friends and family. Whether I was competing in my first Autocross in my 996, cheered on by my wife Debbie (aka Her Ladyship) and daughter Mary,

or prepping my GT3 for a Concours contest with son Geoffrey, soaked in sweat and laughing at the stupidity of our endeavours, or watching one of my DE students progress steadily during a weekend on track from hesitant first timer to confident and excited veteran, it has always been about the people as much as it has been about the great cars.

Full credit to my son Geoffrey, a journalism major at university and an accomplished writer in his own right, who edited my early work and schooled me in many of the basics, including his golden rule about automotive journalism: “Put the reader in the car with you, describe what it really feels like to be there doing what you’re doing”. Writing for this magazine has been one of the



Gina Purcell
Oxford, UK

Model 911 SC
Year 1982
Acquired April 2014
Model 964 Carrera 4
Year 1989
Acquired September 2004



most fulfilling things I have done in my life, but regrettably the time has come for me to depart, at least for a while. During the next few months, I will be incredibly busy both with my job, which involves travelling all over the world, as well as with preparations to sell my Atlanta home and move back to my adopted hometown of Seattle, where family (especially Grandson Benjamin), friends and my beloved Seattle Seahawks all beckon.

But I wouldn't bet against the possibility that one day in the future I will be sending another letter to the editor, volunteering my services, and if he'll have me, I would love to come back. So as a student of proper English, I guess it really is not appropriate for me to say "goodbye" but simply a fond "farewell", as I wish all of you the very best of times in your own 911s. It has been a blast.



Jonny Hart of Classic Retrofit fame (the designers and manufacturers of superior CDI boxes and fuse boards for air-cooled 911s) had recently invited me to experience his new product, which is under development. Fitted to his lovely, 914-hued Delphi green 911 SC was his electric air-conditioning system. The whole kit looks like aerospace-quality stuff, fitting into the car without robbing any front boot space. The only sacrifice was locating the cooling radiator where the main washer bottle was, with screen cleaning being handled by the smaller, high intensity washer bottle.

Air conditioning would've been a godsend in Steffi the SC during last year's 30°C Scandinavian heat wave! But there I was, sitting in Jonny's SC, becoming chilled to the extreme, very rapidly! It works – superbly so – and

will be available from spring 2017. Wolffi the 964 has done us proud – 3,000 miles of touring door-to-door, with no breakdowns or tantrums! Maybe it's not news for you with your modern (or perhaps, even older) machinery, but this marks a first for me after my SC's ignominious Swedish failure. One side benefit of hard use like that is the exhaust system having changed its timbre, hardening to a proper wolf howl on acceleration and, when provoked, a crackle 'n' bang on gear changes and overruns! Delicious!

We were driving with a Boxster Spyder and six other 911s, including one other 964 driven by the father and son team of Nick and Johnny. What an unforgettable experience it was for two 964s to have the whole Umbrail Pass, Switzerland, to tail-chase and feast on unfettered! That's what Porsche ownership is all about!



Tony McGuinness
San Diego, USA

Model 997.2 GT3 RS
Year 2011
Acquired February 2011
Model 991 GT3
Year 2015
Acquired December 2014



The 2011 GT3 RS was available in several factory colour combinations. In brochures, Porsche highlighted the car in 'Grey black' with red wheels and accents. The other option was 'Grey black' with 'White gold metallic' wheels and accents. This option was available in limited numbers and was the combination I chose.

In February 2011, I viewed the GT3 RS in 'Carrera white' (the spelling isn't a mistake, as you Carrara white 911 owners will know) with red accents. I also test drove another GT3 RS in 'Aqua blue metallic', which was also available with red accents or White gold metallic. They were each stunning combinations but I couldn't get the

Grey black and White gold metallic out of my head – my mind was made up!

In the six years I've owned my RS, I've never seen another colour combination the same as mine. At a recent cars and coffee event, I met the owner of one that is similar externally in every way but one: the wheels. The owner ordered his RS off the Porsche configurator and ordered black wheels. My RS is positioned behind his in the photos and you can see the slight difference. The black wheels definitely give the car a unique look. On close examination of his wheels, I noticed he chose not to have the "RS" logo on the centre locks; instead, he chose the Porsche crest.

UK and European readers may pick up on one other difference; when delivered in US, the front side markers on the RS are orange, but as many owners Stateside do, I chose to replace them with clear markers. It was an absolute pleasure meeting another passionate GT3 RS owner, and someone with an almost identical colour combination to mine!



David Grover
Harpندن, UK

Model 991 Carrera S
Year 2014
Acquired March 2016

It seems odd already contemplating Christmas and the imminent arrival of very dreary weather, with much less use of the cars as a consequence, but here we are again it seems. Christmas decorations are back in the shops already and the rush to fit everything in before the year end is in full flow.

I attended a Pistonheads breakfast at Silverstone recently, and I was visually treated to a number of new 991 GT3 RS models that had made the trip. I saw three – a rare purple one, a silver one and a Paint to Sample yellow, which might have been the one I spotted in OPC Hatfield a few weeks ago. Some cars took the benefit of track time on the National Circuit while they were there, but I wasn't tempted as there were too many hatchbacks and slower, more novice drivers around. There were a few other interesting cars there, too, like the new 488 GTB I drove a few months ago and a new Huracan in lime green.

The most interesting news for me, having stepped back a bit from the racing scene after my crash, is that I have started looking for a replacement for



2017. I had narrowed down my choices to a well-known 991 GT Cup car with paddleshift. But having agreed to see it, I was beaten by a day. Very disappointing as it seemed perfect for my needs. Then, by chance, I was enquiring about getting a new Cup car for the UK Carrera Cup series in 2017 and that discussion has led me to being invited to testing with the factory team in a couple of weeks time at Silverstone, to see if it's what I want to do next year. I am a little apprehensive as the crash was my last time on a circuit, so whatever the weather, a slow warm up in the new car will be the plan for that session – even more so, as it's not mine. I will share details of the drive next month.



News already in our **Total 911** world is that there will be a new 4.0-litre Cup car in 2017 with much extended life on the engine and gearbox (nearly double is rumoured), which is very appealing as this is where the big running costs are. Unfortunately, the car is only available in Germany, the US and Supercup in 2017, so us Brits have to wait until 2018. So now the brain is really challenged: should I aim for a Gen1 991 Cup car for (perhaps) GT Cup in 2017, and spend the year getting back into the right mental zone, or do I wait and aim for a new car in 2018? It's a great problem to have, of course, and one to keep the brain mulling over until something crops up.



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



Like an automotive spot on the chin, I have always been bothered by the state of the paint on my Turbo's 'Big Red' calipers. I'd like to think that the faded, chipped and weathered appearance was due to age, rather than track abuse, but either way, they grab your attention – especially as I have 19-inch, thin-spoked OZ Motorsport wheels, which offer a wide-angled view of the problem. I began to search for a solution, and it didn't take long for a well-trusted name to crop up: Unique Detailing in Bedfordshire. I looked up their Facebook page and website, and was greeted to countless pictures of cars pre- and post-caliper makeover, and that was that.

I gave Andy, the owner, a call to discuss my car and I had a lovely surprise; unlike any specialist I have heard of, he is able to complete the job when the calipers are sent to him off



the car, or while the calipers are still on the car! He guaranteed the results would be as good as new, if not better. It seemed a far stretch but having seen his previous efforts, I was convinced; for someone with no ability whatsoever to remove my own calipers, it did make life a lot easier. Andy is pretty secretive about his methods, he's been painting calipers for over a decade and explains that 'with every Tom, Dick and Harry having a go', his methods would remain a closely guarded secret.

In layman's terms, my car was brought in, parked on the lift and then masked in 5M poly sheeting. After this, the calipers were stripped, removing the clear coat, decals, paint and any signs of rust or contamination. I also opted to have my hubs repainted as they are coated in a thin zinc primer from the factory – the pictures highlight the condition the calipers and hubs were

truly in. So, with the calipers de-greased and dried, Andy got on with masking the inner arches, the brake discs, brake pads and wear indicator wiring. Then it was time to prime and zinc prime again, followed, of course, by the application of heat resistant colour, which is always sprayed and should never be hand painted with a rattle can!

Once colour was applied, the brakes were heated with an infrared lamp, then painted and heated again. Once dry, the Porsche decals were applied, and the clear coat applied. Andy explained that he puts on at least three layers; Porsche on the other hand only do one or two, which is one of the reasons why they suffer from caliper fade more quickly than other manufactures. I think it's fair to say that the results are impressive – if it had been done by Porsche themselves, I would have been delighted with the job, so that lets you know how good they look in the flesh. Alongside the painted hubs, the job has lifted the car and taken years off it!

I can't fault the job, and here's the best bit: the caliper job cost just £295 and the hubs £130! Even better news is that Unique Detailing have offered **Total 911** readers a ten per cent discount on all caliper and hub painting if you mention the magazine when booking.



Greg James
Mercer Island, Washington

Model 3.2 Carrera
Year 1985
Acquired 2008
Model 993 Turbo
Year 1997
Acquired March 2016

A few weeks ago my eight-year-old son Andrew asked me which of my cars I'd sell if I had to. It's not unusual for him to ask questions like that. After watching *The Shallows*, he asked me would I rather be eaten by a T-Rex or a great white shark. Tough choice! As for the car question, it's also a tough one. From an emotional standpoint, they all rank equally in my book. Each is different, but all have their own charms and personalities. What's interesting to me is that the cars are all about a decade apart (1985, 1996 and 2007) and drive very differently, yet in their own ways are utterly amazing machines.

Obviously, the 1985 3.2 Carrera is a far cry performance-wise from the 993 TT and Ferrari 430, so I figured in this column I'd try to describe the differences between the 993 TT and the Ferrari F-430.



In terms of reliability, both cars are rock solid. While I've only had the 993 TT for six months, my experience of owning 993s is that this series is as reliable as the best of them. I've put roughly 50,000 miles on 993s, and so far, no issues. However, there is one big difference: while the Ferrari is reliable, the maintenance costs are nearly six times more than the 993.

Performance wise, the Ferrari and 993 TT are close to a decade apart, and it's obvious when you get behind the wheel. While the Ferrari is mostly digital, the Porsche is still fairly analogue. As far as driving goes, that's where the experience is different but equally exciting. The Ferrari has an 80hp edge and features a paddle shift six-speed vs the Porsche's manual. Even though I've never tracked them, I think the Ferrari would win on track. But, for a non-racer like me, it's not so clear. The 993 is squatter, smaller and more 'fun' to drive; it's more involved and has a go-kart like ride making it feel faster at the same speed.

In conclusion, I honestly like them equally. They're like two kids with different personalities. As for my son's other question, I need more time!



Richard Klevenhusen
Rio de Janeiro, Brazil

Model 930 3.3
Year 1976
Acquired May 2012



Rio de Janeiro hosted the biggest and best exhibition of classic cars in Brazil between 22 and 30 October at the VillageMall. In addition to the variety of Porsches on show, which were there representing Rio de Janeiro Porsche Club, the exhibition also featured cars from the Veteran Car Club of Brazil. In total there were 110 cars showcased at the event, with brands such as Bentley, Mercedes, Cadillac and many others present in the line up of classic cars.

The VillageMall was expertly decorated to welcome the cars and visitors, and the event was reported in the local press and promoted via social media. Rio de Janeiro has never had such a luxurious exhibition before and this has motivated us to continue investing in this type of event. The



public exposure for the Rio de Janeiro Porsche Club was huge and we believe that with this event, we will have new Porsche fans joining the RJPC as members. Luxury brands such as Omega, Cartier and Sephora also offered gifts to exhibitors and these were much appreciated. The exhibition received more than 5,000 keen visitors and has secured another slot for 2017. All in all, an amazing event – I can't wait for next year!



Rob Clarke
Bristol, UK
Model 996.1
Carrera 4
Year 1999
Acquired February 2014

Back in December 2014 I replaced the bulbs in my headlights for some more powerful Philips units. Earlier this year one of them died; it had only lasted 19 months. I'm not that impressed to be honest, as when I put the old non-branded bulbs back in, they didn't seem any less bright. It seems that I fell for the marketing spin! I have also found a few other people who have been disappointed with these bulbs. I am yet to try anything else but I am contemplating getting my headlight lenses polished, as they have a slight yellow hue. I have not yet been brave enough to get a kit from Autoglym and do a DIY job myself, so I think I will leave it to a professional.

In other news this month, I have decided which engine mounts to get for the car, as my 996 C4 has that tell-tale exhaust pipe droop. After much deliberation and input from some of the other Living the Legend contributors and my mechanic, I am going standard, as with my car being an auto, it is not going to set any records around the Nürburgring, so I thought I would take the advice of others, keep it standard and maintain the comfort.

This month I have also been pit crew for a Rallycross car, which took me to a wet Blyton, England, for the penultimate round of the BTRDA Clubmans series. As ever, there was the usual sideways escort action, but much to my surprise, it was the first time I had seen a Porsche racing in the Rallycross series. There was a Boxster in full race trim (with a bit more ground clearance than standard) but unfortunately, I did not get to see it in action, as it had a technical issue – maybe next time.



Joe Croser
Northamptonshire,
UK

Model 997.2 Turbo
Year 2010
Acquired March 2016

What will you get next? It's the question many car-lovers ask when they see you with a 911 Turbo. A conversation usually follows where exotic wheels are ruled in or out based on criteria such as cost to buy, future value, power, handling, usability, and practicality: yes practicality. You see, I'm a married man with a gorgeous nine-year old daughter who shares my love for cars, and a wife who is a bit non-plussed by them. We are a family of three and so our car needs to have three seats.

Ferraris are beautiful but earlier ones are allegedly very service hungry and often devalue as the mileage climbs, demanding more time in the garage than on the road. Lamborghinis and Astons are stunning and sound terrific, but with just two seats they can't carry the family. There are also fast and sporty offerings from BMW, Audi, and Mercedes-AMG, some of which seat a family larger than ours, but none of them stir my emotions in the way that a Porsche does.

In my Turbo I can do 0-60mph in three seconds, carry three passengers and overnight bags in relative comfort, and I get to rekindle my love of driving every time I turn the key. And I still get to chauffeur my little girl and her pals when the need arises. Just last week we picked up Lucy's friend George on our way to the cinema; his mum drives a Cayenne so we expected him to be a little Porsche fan. Indeed he was as Lucy and George squealed with delight at the Turbo, before George said, "I want a Rosso red Lamborghini Aventador SV when I grow up." I knew I liked him! "Great choice," I said, thinking to myself, "and when you have a family, you can buy the family man's supercar – a Porsche 911 Turbo."



Kyle Fortune
Warwickshire, UK

Model 993 Carrera 2
Year 1994
Acquired December 2014

Three months now I've been talking about getting the 993 serviced and three months on I've still not done it. It will happen before I put it away for a few months over winter, but I've just been too busy with other metal for work to find the time to drive it. Nice problem to have, I know, but not conducive to getting things done. It's funny how often I get asked about the 993, perhaps not surprising given the industry I work in, but then everyone's interested.

No more so than a colleague who had one and sold it (following a move to Canada), who was saying how much he misses his and how easy it was to sell. Certainly, demand seems to remain high and everyone keeps telling me how astute an 'investment' it's been. That's undeniable, though as it's a keeper that's a moot point anyway, but it's interesting that people are always more interested in what it's worth now than how much I'm using/enjoying it.

Not enough, on the using part, at least at the moment, and with winter coming it's going to be less still. Time to get those little jobs done then,



like those bonnet struts, which – like everything else – are on the to do list (and currently cluttering up my desk). Still, I've been basking in the joy of editor Lee's comments last month after driving it, when he said that it's one of the best he's driven, particularly when it comes to how it sounds. I've driven a few and he's not wrong, the pipe on it is nonstandard and naughty enough to be enjoyable without being obnoxious. I must get it out again soon, and serviced too...



Chris Wallbank
Leeds, UK

Model 997.1 Carrera S
Year 2005
Acquired November 2012



So, last month I finally got the chance to meet up with my fellow LTL columnists and drive some of the best roads in Wales! The 997 C2S was flawless and coped with all the conditions that were thrown at it, including some very heavy downpours of rain!

However, after seeing how Lee's 996 C4 handled the corners on the Bilstein suspension in comparison to mine (even with mine in PASM), it has just confirmed how much I want

and need to upgrade the suspension on my 911. It's literally the only thing that I felt like the car would benefit from. Everything else, including the sound, brakes, tyres and power, I felt completely happy with – it even kept up with Joel's 996 Turbo for the majority of the trip! So roll on the Bilstein suspension!

In other news, the 997 will soon have a new heated garage to live in as my self-build house project is due to be completed in December.



Sean Parr
Harpenden, UK

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015

This is the month that the 912 has further cemented itself in my heart, mainly because it is like a big dog, lovable and loyal. I decided after the trip to Wales that improvements were needed, namely a set of electrical points and ignition, a high-torque starter and a twin exit, TurboThomas exhaust rear box (I found one online for half the price).

I booked the car into Max at Revival Cars for the starter and ignition and I mentioned the exhaust and said I was going to fit it. He said that 912s were not as easy as 911s but how hard could it be?

Very. On a 912 rear box, you have four points of contact coming off the heat exchangers at the rear and the cylinder heads at the front. Armed with spanners and screwdrivers, off came the tinwear and all the bolts holding the exhaust on. Three of the four spiders legs went on easy, but the fourth? There was no way it was going to fit, so off came the bolts and I started to push and pull, hit with a hammer, curse and hit it again. Eventually it slotted into place. I fired it up and it sounded fantastic but not too loud. Best of all, it had lost that dak-dak sound that I loved in VWs but hated in my Porsche.

About a mile down the road, the dak-dak was back and worse than ever; that fourth leg of the spider was leaking. I had



stupidly thought that the gaskets were okay and didn't need replacing, despite the fact I'd bought them and they were on my desk! A few days went by as I just couldn't face it again, but when I did it was the same problem, only this time I had to get the bloody thing off first!

I thought it was hard getting the old one off (I had to cut it), but I tried heating it up with a gas torch (terrifying with a car with petrol in the tank, I had fire extinguishers and sand at the ready!) and it still wouldn't come off. After leaving it hanging off for another day, I got a bigger hammer and took to it. Eventually it came free. I fitted new gaskets and managed to get it all together again and then did up the last bolts. The final bolt was the one that had been causing problems and as I did it up, it felt like the stud was slipping. Yes, another leak. But driving the car, it was completely changed, it had a fat mid



range and top end but hadn't lost any torque or low down power and sounded great (except the leak).

The pulled stud was beyond me so I warned Max and drove it down to Heathrow on my way to Corfu. Max's work was superb; he knew when I'd be back and it was ready the next morning. Dave the spanner handed over the keys and I was off. But not before starting the car. "Bloody hell, that isn't my car," I said. "It is now," said Dave. It caught immediately and the sound from the exhaust was fantastic, throaty and no dak-dak. My car is transformed; it's faster than ever, sounds fantastic, is a bit more anti-social and feels tight and fun.

Let me finish with some very good news – my 911 SC, the Devil's Car, is finished! So next month I will introduce you all to DC the SC. It's still for sale though – I have a 912 to perfect!



Lee Sibley
Bournemouth, UK

Model 996.2 Carrera 4
Year 2004
Acquired February 2016



While I don't lie awake at night wondering if my M96 engine is about to capitulate any time soon, I've previously said 'the fear' (surmised as an underlying uneasiness felt in the pit of one's stomach whenever a new or foreign noise is detected from the back of the car) that many 996 owners will empathise with never completely goes away.

Seven months into ownership, my apprehensions had subsided significantly but, driving back from a business meeting one sunny weekday, the arrival of a single warning message on my 996's dashboard suitably drained the blood from my face. The message said 'failure indicator' with an accompanying picture



of an oil can. There were no new noises accompanying the message and the car hadn't lost oil, so I continued my journey home before digging out my iPad for an internet diagnosis. Fairly conclusively (for once!), several forums pointed to a common yet minor problem relating to the oil pressure sensor. Located near the back of the right bank of cylinders, the oil pressure sensor usually just needs a bit of a clean around the connectors. If replacement is necessary, it'll only set you back about £50. Phew!

With a large European road trip imminent I wanted the problem alleviated swiftly, and fortunately I was due to drop the car off at RPM Technik, as Technical Director Ollie Preston wanted

to tackle the C4's inherent understeer problems that I discovered in the summer at Porsche Club GB's Brands Hatch trackday. I dropped the car off and also asked Ollie to fit a glorious new short shift kit ordered from Design 911 (I ordered the kit online at 2pm on the Wednesday and it was on my desk by 10am Thursday, most impressive).

A few days later I collected the car in fine fettle with the oil failure indicator light gone, short shifter fitted, and with a lovely new geo setup. The upshot is the car feels better than it's ever done: with 1.5-degrees negative camber on the front wheels and some bushes replaced, the car tracks well and feels nice and pointy around its nose – at last I can wave goodbye to that severe understeer!

The short shifter neatly compliments my CSR lightweight flywheel too: CAD designed and engineered with counter-balanced bottom ends, swapping cogs is a precise and super quick affair. I estimate the throw to be reduced by around 30 per cent over factory, and I like the fact my original Porsche gearknob is retained by the kit, maintaining its tuned stealthiness. Now for that road trip to mainland Europe...



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HEXAGON MODERN CLASSICS

Total 911 goes behind the scenes at the new home of a company revolutionising the classic buying experience

Written by **Kyle Fortune** Photography by **Daniel Pullen**





Top right Jonathan Franklin, head of Hexagon's Modern Classics division, is a devout Porsche 911 man and seeks to only sell the very best 911s available



There aren't many people out there who can claim to have sold a 911 so soon after it was originally unveiled, but Paul Michaels of Hexagon can. The Hexagon name is long established in the car world, Michaels having set up business in a small North London mews in the early 1960s, becoming official dealers for a number of brands including Porsche, Lotus, Alfa Romeo and BMW among others. New cars have been at the core of the business since its beginning, but old cars and racing – Hexagon involved in F1 in the early 1970s – are Michaels' passion, which is why Hexagon has invested so heavily in both.

You only need to walk into Hexagon Modern Classics' new showroom in East Finchley to realise that. There's a 962 parked in the window, a car that raced at Le Mans twice to good effect, coming fourth and eighth at the famous French race. Behind it sits a room of Porsches, predominantly 911s, with the odd 356 or 928 – the big V8 front-engined Porsche a favourite of Michaels', owning two – also obvious. But Hexagon's Porsche passion extends beyond Michaels' own love of Porsche. Jonathan Franklin, who heads up Hexagon's Modern Classics division, is also a devout 911 man. "We have the other business in Kensington, which is predominantly for Astons and Ferraris, but I was

given the job here because I'm a Porsche man, I've had lots of Porsche 911s myself and as much as I can, I try to keep the 911 thing right up there, right above everything we sell here. I want it to be the go-to business for 911s, for the very best 911s, all low mile stock, the cream of the crop."

Hexagon's new premises is more than just a showroom though. It's a destination too, the cars themselves a draw, but not the only one. A restaurant is planned, as well as a coffee shop and more at the site in Finchley, describing something akin to an upmarket Ace Café, where petrolheads can come and indulge with like-minded people in a beautiful environment. It's a novel approach, though a serious one, Franklin saying: "We want to become a destination and get the Hexagon name out there. This is a serious business and it needs to be a business, but everyone that works for Paul is a real enthusiast. We've all got Porsches of our own and we are genuinely into this. It all extends from Paul's passion."

The Finchley site describes that passion perfectly. Once Hexagon's BMW showroom, it's a perfect fit for the business' new goals and underlines the focus on classic car sales. Michaels' wife's hand is evident too: an internationally known interior designer, the Hexagon Modern Classics showroom is part gallery, part showroom, the art on the walls, the bespoke furniture and attention to detail as

obvious in the environment as the cars situated within it. Likewise, Franklin's love of Porsche 911s is infectious, describing the air-cooled cars as the most sought after presently, but he's also happy to have a number of 997 GTs in stock.

"We really do have a real mix of buyers. We've a lot of people who are buying 997 GTs – they're probably at the lower end of what we sell, but that doesn't mean to say that they aren't a lot of money for a more modern car. We're selling a lot of them at the moment because we believe they are exactly what it says on the sign above the door, Modern Classics, the last of the naturally aspirated, six-speed manual cars," says Franklin.

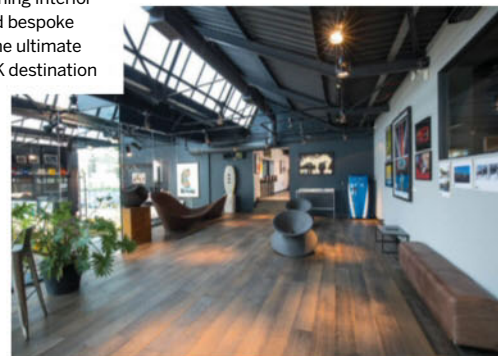
The cars often don't reach the showroom though, and Hexagon's not about the hard sell. "We do a lot of sourcing as well," Franklin continues. "A lot of the cars we do sell – about 30 a month – quite a lot of them are bought and sold and they never even hit the internet. We have a lot of people waiting for cars, particularly with the big collectors. Many local customers buy one or two cars, sometimes store them here, use them for a few years, then sell them back to us and move on." Hexagon's strength is clearly its global reach of contacts, which is helped, of course, by Michaels' reputation in the industry.

As such, Franklin enjoys what he does, admitting: "I love coming to work everyday. We all have to come to work but it's nice to





Hexagon's new East Finchley showroom blends high-end modern classic cars with stunning interior design, art and bespoke furniture for the ultimate automotive UK destination



“Hexagon’s new premises is more than just a showroom. It’s a destination: the cars are a draw, but not the only one”

come to work and enjoy it. My background was finance, I had nothing to do with cars, but the guys we’ve got here aren’t salesmen as such, they’re consultants and enthusiasts.” Hexagon Modern Classics’ focus on Porsches is evident at their preparation centre, where it employs two Porsche trained mechanics. They’re more mature than your usual mechanics says Franklin, but that’s exactly what Hexagon wanted as they have experience with the older cars, many from when they were new.

Inevitably, given the area of the market Hexagon is positioned in, many of its customers are buying for investment, but Franklin encourages buyers to use and enjoy their cars, saying: “I’m an enthusiast, I like to see them being driven.” He realises, though, that with some cars it’s inevitable that they’ll only be used very occasionally because of their worth. The market remains buoyant, says Michaels, but he does say there have been some crazy results recently at

auction. He’s quick to point out that the wild price achieved by the 993 GT2 was down to the fact a couple of buyers were playing with each other, very publicly, and that it shouldn’t skew the marketplace. What is clear, he admits, is that provenance and quality remain core values to the classic car buying market, something that’s obvious in the Hexagon showroom.

“Paul knows the right people, everybody you need to know in the business. That’s useful to get the right cars to the right people and we get offered top cars for that reason. He’s known and respected, he’ll write a cheque out where a lot of people will dither on a big car. That gives us a lot of clout,” says Franklin. That’s evident in the stock and the environment, Hexagon’s approach different, bringing a premium buying experience to old cars, creating its own niche, and it’s innovating too. Whether you’re buying or just browsing, it’s worth a visit, which is very much the point. **911**

Company profile

- **Founder:** Paul Michaels
- **First opened:** 1963
- **Location:** East Finchley, London
- **First ever 911 sold:** A 1965 911
- **Rarest 911 sold:** A 911 3.0-litre RS, among others
- **Interesting fact about the new premises:** A Hexagon BMW dealership for 28 years, the East Finchley premises became Hexagon Modern Classics’ key showroom earlier in 2016. It is due to have a new coffee shop and restaurant added in the very near future.

Contact

- **Website:** www.hexagonmodernclassics.com
- **Telephone:** +44 (0)208 348 5151





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Specialising in Porsche Cars



997 Targa "4S" 3.8 PDK (2009 - 09)
White with Black Leather, Sat Nav,
38k miles.....**£50,000**



997 "2S" Gen 2 3.8 PDK (2009 - 59)
Basalt Black with Black Leather, Sat Nav,
19k miles.....**£48,000**



997 "4S" Gen 2 3.8 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
44k miles.....**£47,000**



997 Targa "4S" 3.8 PDK (2008 - 58)
Silver with Black Leather, Sat Nav,
45k miles.....**£46,000**



997 "2S" Gen 2 3.8 PDK (2010 - 60)
Meteor Grey with Black Leather, Sat Nav,
52k miles.....**£45,000**



997 "C2" Gen 2 3.6 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
34k miles.....**£39,000**



997 "2S" Gen 2 3.8 PDK (2009 - 59)
Basalt Black with Black Leather, Sat Nav,
67k miles.....**£38,000**



997 Turbo 3.6 Tip Cab (2008 - 08)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£54,000**



997 "2S" 3.8 Tip (2007 - 57)
Silver with Black Leather, Sat Nav,
52k miles.....**£33,000**



997 "2S" 3.8 Tip (2007 - 57)
Atlas Grey with Grey Leather, Sat Nav,
51k miles.....**£33,000**



997 "2S" 3.8 (2007 - 07)
Basalt Black with Grey Leather, Sat Nav,
44k miles.....**£32,000**



997 "2S" 3.8 (2007 - 07)
Atlas Grey with Black Leather, Sat Nav,
47k miles.....**£32,000**



997 "2S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£32,000**



997 "2S" 3.8 Tip (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
39k miles.....**£31,000**



997 "2S" 3.8 (2007 - 56)
Silver with Black Leather, Sat Nav,
55k miles.....**£30,000**



997 "2S" 3.8 (2006 - 06)
Seal Grey with Black Leather, Sat Nav,
44k miles.....**£30,000**



997 "2S" 3.8 Tip Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£30,000**



997 "2S" 3.8 Tip Cab (2006 - 06)
GT Silver with Black Leather, Sat Nav,
50k miles.....**£30,000**



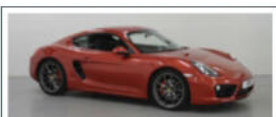
997 "2S" 3.8 (2005 - 55)
Atlas Grey with Black Leather, Sat Nav,
57k miles.....**£28,000**



Cayman GT4 (2015 - 65)
Agate Grey with Black Leather, Sat Nav,
1.9k miles.....**£90,000**



Cayman "S" 3.4 PDK (2013 - 13)
Yellow with Black Leather, Sat Nav,
25k miles.....**£45,000**



Cayman "S" 3.4 PDK (2013 - 13)
Amaranth Red with Black Leather, Sat Nav,
27k miles.....**£43,000**



Cayman 2.7 PDK (2014 - 64)
Sapphire Blue with Black Leather, Sat Nav,
8k miles.....**£43,000**



Cayman 2.7 PDK (2014 - 64)
Red with Black Leather/Alcantara, Sat Nav,
13k miles.....**£42,000**



Cayman 2.7 PDK (2014 - 14)
Red with Black Leather, Sat Nav,
16k miles.....**£39,000**



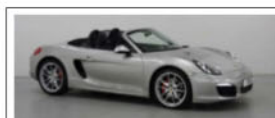
Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
24k miles.....**£29,000**



Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
39k miles.....**£29,000**



Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
41k miles.....**£28,000**



Boxster "S" 3.4 PDK (2012 - 12)
Platinum Silver with Black Leather, Sat Nav,
27k miles.....**£37,000**



Boxster "S" 3.4 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
18k miles.....**£37,000**



Boxster "S" Gen 2 3.4 (2010 - 10)
Silver with Black Leather, Sat Nav,
49k miles.....**£23,000**



Cayenne 3.0 Diesel Tip (2013 - 63)
White with Black Leather, Sat Nav,
33k miles.....**£40,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Meteor Grey with Black Leather, Sat Nav,
45k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2009 - 59)
White with Black Leather, Sat Nav,
62k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Silver with Black Leather, Sat Nav,
55k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2008 - 58)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£25,000**



Cayenne "GTS" 4.8 Tip (2008 - 58)
Basalt Black with Black Leather, Sat Nav,
58k miles.....**£25,000**



Cayenne 3.0 Diesel Tip (2009 - 09)
Silver with Black Leather, Sat Nav,
65k miles.....**£19,000**

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PORSCHE WANTED (2003 TO 2014)

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 March 2017. The last was for December 2016.

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: 132hp @ 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: 162hp @ 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: 138
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 132hp @ 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: 112hp @ 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 2.34litre engine size.

Production numbers: 16,933 (including F series)
Issue featured: 107
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 132hp @ 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: 193hp @ 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 rear wing. Sport and Touring available.

Production numbers: 1,590
Issue featured: 145
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 213hp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 5.8sec
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: 144
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 167hp @ 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

★★★★★

(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: 200hp @ 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/R15
Rear: 7x15 inch; 215/60/R15

★★★★★

(I & J series)

930 3.0 1975-77



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

Production numbers: 2,850
Issue featured: 144
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 264hp @ 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/R15
Rear: 8x15 inch; 215/60/R15

★★★★★

(I & J series)

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' rear wing. Brakes were upgraded from 917 racer.

Production numbers: 5,807 (plus '78-'79 Cal cars)
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 304hp @ 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

★★★★★

(I & J series)

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: 183/191/207hp @ 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/R15
Rear: 7x15 inch; 215/60/VR15

★★★★★

(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:	1.99lcc
Compression ratio:	9.1:1
Maximum power:	142hp @ 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:	1.99lcc
Compression ratio:	9.9:1
Maximum power:	172hp @ 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-zinc coated undersides.

Production numbers:	4,927
Issue featured:	107
Engine capacity:	2.195cc
Compression ratio:	9.1:1
Maximum power:	157hp @ 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:	183hp @ 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:	127hp @ 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



2.34lcc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers:	4,406
(including F series)	
Issue featured:	117
Engine capacity:	2.34lcc
Compression ratio:	8.0:1
Maximum power:	167hp @ 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



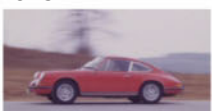
The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers:	5,054
Issue featured:	120
Engine capacity:	2.34lcc
Compression ratio:	8.5:1
Maximum power:	193hp @ 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:	2.34lcc
Compression ratio:	7.5:1
Maximum power:	132hp @ 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:	145
Engine capacity:	2.994cc
Compression ratio:	8.5:1
Maximum power:	233hp @ 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:	8x15 inch; 215/60/VR15
Rear:	9x15 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 came with 'elephant ear' mirrors.

Production numbers:	9,320
Issue featured:	121
Engine capacity:	2.687cc
Compression ratio:	8.0:1
Max power:	150hp @ 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:	8x15 inch; 185VR
Rear:	8x15 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:	175hp @ 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 1975.

Production numbers:	1,667
Issue featured:	134
Engine capacity:	2.687cc
Compression ratio:	8.5:1
Maximum power:	213hp @ 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 that Porsche could go Group B rallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase.

Production numbers:	21
Issue featured:	109
Engine capacity:	2.994cc
Compression ratio:	10.3:1
Maximum power:	259hp @ 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:	144
Engine capacity:	3.299cc
Compression ratio:	7.0:1
Maximum power:	304hp @ 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:	234hp @ 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:	7x16 inch; 195/65/VR15
Rear:	8x15 inch; 215/60/VR15
(16 inches for '89)	



930 SE 1986-89



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

Production numbers:	50 (UK only)
Issue featured:	146
Engine capacity:	3.299cc
Compression ratio:	7.0:1
Maximum power:	335hp @ 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:	290mm 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:	142
Engine capacity:	2.850cc
Compression ratio:	8.3:1
Maximum power:	456hp @ 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

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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: 335hp @ 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: 234hp @ 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: 254hp @ 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 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought Porsche planned to build 3,000, but demand fell.

Production numbers: 936
Issue featured: 128
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 254hp @ 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/VR17
Rear: 9x17-inch; 255/40/VR17



964 Turbo 3.6 1993-94



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

Production numbers: 1,437
Issue featured: 120
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 365hp @ 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/VR18
Rear: 10x18-inch; 265/35/VR18



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: 254hp @ 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/VR17
Rear: 9x17-inch; 255/40/VR17



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: 147
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 414hp @ 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/VR18
Rear: 10x18-inch; 285/30/VR18



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: 289hp @ 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/VR18
Rear: 10x18-inch; 285/30/VR18



993 Turbo S 1998



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

Production numbers: 345
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 456hp @ 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/VR18
Rear: 10x18-inch; 285/30/VR18



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:	11.3:1
Maximum power:	254hp @ 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 'teatray' 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:	324hp @ 5,750rpm
Maximum torque:	450Nm @ 4,500rpm
0-62mph:	4.5sec
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:	11.3:1
Maximum power:	269hp @ 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 uprated, as were brakes.

Production numbers:	2,405
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	264hp @ 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 uprated suspension.

Production numbers:	81
Issue featured:	108
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	386hp @ 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 wing 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:	12
Engine capacity:	3,746cc
Compression ratio:	11.6:1
Maximum power:	304hp @ 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:	11.3:1
Maximum power:	254hp @ 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 was revised, with VarioRam available from 1996.

Production numbers:	38,626
Issue featured:	110
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	276hp @ 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:	9x16-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:	11.3:1
Maximum power:	276hp @ 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 Carrera 4 with a Turbo-bodied bodyshell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers:	6,948
Issue featured:	109
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	289hp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.3sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,520kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-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:	304hp @ 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:	8x18-inch; 225/40ZR18
Rear:	10x18-inch; 265/35ZR18



993 GT2 1995-96



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

Production numbers:	173
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	436hp @ 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:	11.3:1
Maximum power:	304hp @ 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/ZR17
Rear:	9x17-inch; 255/40/ZR17



996 Carrera 4 1998-2001



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

Production numbers:	22,054
Issue featured:	111
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	304hp @ 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/ZR17
Rear:	9x17-inch; 255/40/ZR17



996 GT3 1998-2000



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

Production numbers:	1,858
Issue featured:	117
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	365hp @ 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/ZR18
Rear:	10x18-inch; 285/30/ZR18



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:	426hp @ 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/ZR18
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:	324hp @ 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/ZR18
Rear:	11x18-inch; 295/30/ZR18



996 GT2 2001-03



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

Production numbers:	1,287
Issue featured:	127
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	468hp @ 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/ZR18
Rear:	12x18-inch; 315/30/ZR18



Sales debate:

Is the used 911 market defined by auction results?



Let's face it, the used 911 marketplace is a complicated and often bewildering prospect, punctuated by the basic rules of supply and demand with a number of factors, from international currency fluctuations to occasional speculators, all thrown into the mix. But is the used market driven more by auction results or dealer forecourt prices?

During the price boom of two years ago the former seemed to be the case, certainly at face value at least, with dealers known to have been storing air-cooled Rennsports away from the public eye during those particularly 'heated' months. This was for fear of selling themselves short week-to-week off the back of another spectacular auction result.

So does an auction house really have such sway on values? Will Smith, sales manager at Silverstone auctions, claims the entire market is simply driven by demand. "As an auction house, our prices are a reflection of what the market is doing. It can get quite distorted though, as dealers don't always declare prices for cars they've just sold," he tells us. "That said, at auctions several people may be after one particular car with great history and provenance, then everybody seems to think that all such examples of the same car are worth the same price. They're not."

Jamie Tyler, sales manager at independent Porsche specialists, Paragon, is affirmative that auction results don't dictate dealer values, suggesting auction results have little impact on the market at large. "You just can't go off auction results as it all depends on what crowd attended the auction on the day and how many egos were in the room," he tells *Total 911*. "Moreover, auction results haven't flattered so much this year, yet we've never been busier."

So has either side adjusted their price book off the back of values advertised by each other? "We've definitely adjusted estimates ahead of an auction," Smith says. "We're having to constantly analyse and reassess our values of cars and so we get a feel for if the market is there for a particular car." Tyler though, says the practice has never been reciprocated at independent specialists in his experience: "We've never adjusted our prices off the back of an auction. If the results aren't good it's probably because the right people aren't there to buy."

It seems then, that auction results should be considered with context in mind when it comes to the wider 911 market. Though authentic, they are a reflection, not a leading catalyst, of current Porsche values. As Will Smith aptly concludes, "It's a very fluid and rapidly changing market. So you just have to stay on top of it."

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:	136
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	324hp @ 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:	324hp @ 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:	350hp @ 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

★★★★★

Gen2 996 GT3 2003-05

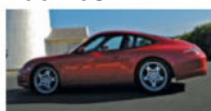


Based on facelifted 996 Carrera, but with new wings. Suspension lowered and updated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

Production numbers:	2,313
Issue featured:	142
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	386hp @ 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

★★★★★

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:	360hp @ 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:	330hp @ 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 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:	360hp @ 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:	107
Engine capacity:	3,600cc
Compression ratio:	9.8:1
Maximum power:	487hp @ 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

★★★★★

Gen2 997 C2 2008-12

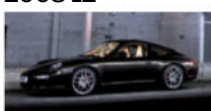


Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

Production numbers:	10,500
Issue featured:	144
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/ZR18
Rear:	10.5x18 inch; 265/40/ZR18

★★★★★

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:	8x18 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:	7,910 (Coupe)
Issue featured:	111
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	185mph
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

★★★★★

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: 386hp @ 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, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers: 1,563
Issue featured: 62
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 456hp @ 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 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: 330hp @ 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 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: 421hp @ 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



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: 421hp @ 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: 537hp @ 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/ZR19
Rear: 12x19 inch; 325/30/ZR19



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: 3,797cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 6,250rpm
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

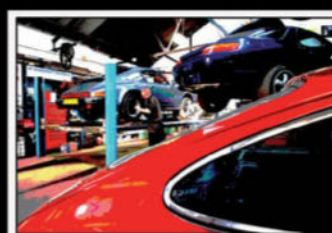


Gen2 997 GT3 RS 2009-12



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 @ 7,900rpm
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



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997 Speedster 2010



Built to mark Porsche Exclusive'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: 146
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 the rear wing increased and dive planes on either side of the front nose. A future collector's 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

★★★★★

991.1 Carrera S 2011-15



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 2012-15



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 2012-15



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 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: 60 (UK)
Issue featured: 136
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: 137
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: 11.5x19 inch; 295/35/ZR19

★★★★★

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

★★★★★

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 callipers.

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 light weight 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 an extra 25bhp. 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
0-62mph:	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/ZR19
Rear:	11x19 inch; 305/30/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

A 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
2011-15

The first of the newest and latest Gen7 911, it takes styling hues from the 993. A redesigned chassis with lengthened wheelbase reduces overhang of the engine.

Production numbers:	Unknown
Issue featured:	137
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 GT3
2013-

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

Production numbers:	Currently in production
Issue featured:	143
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
2013-15

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:	Unknown
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:	410mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	8.5x20 inch; 245/35/ZR20
Rear:	11x20 inch; 305/30/ZR20

★★★★★

991 Turbo S
2013-15

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

Production numbers:	Unknown
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

★★★★★

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

★★★★★

991 Carrera GTS
2014-2016

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

★★★★★

991 C4 GTS
2014-2016

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

★★★★★

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:	181mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.480kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/40/ZR19
Rear:	11.5x19 inch; 295/35/ZR19

★★★★★

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:	137
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:	189mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.490kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

N/A

991.2 Turbo
2016-

It features a revised 9A1 engine from 991.1 now producing 540hp thanks to modified inlet ports in the cylinder head, new injection nozzles and higher fuel pressure.

Production numbers:	Currently in production
Issue featured:	135
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	540hp @ 6,400rpm
Maximum torque:	710Nm @ 2,250-4,000rpm
0-62mph:	3.1sec
Top speed:	199mph
Length:	4.507mm
Width:	1.880mm
Weight:	1.595kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

N/A

991.2 Turbo S
2016-

As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever Porsche 911 from 0-62mph.

Production numbers:	Currently in production
Issue featured:	145
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	580hp @ 6,750rpm
Maximum torque:	750Nm @ 2,250-4,000rpm
0-62mph:	2.9sec
Top speed:	205mph
Length:	4.507mm
Width:	1.880mm
Weight:	1.600kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

N/A

991 R
2016-

991 GT3 RS engine mated to specially-revised six-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers:	991
Issue featured:	141
Engine capacity:	3.996cc
Compression ratio:	13.2:1
Maximum power:	500hp @ 8,250rpm
Maximum torque:	460Nm @ 6,250rpm
0-62mph:	3.8sec
Top speed:	201mph
Length:	4.532mm
Width:	1.852mm
Weight:	1.370kg
Brakes:	
Front:	410mm discs
Rear:	390mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	12x20 inch; 305/30/ZR20

★★★★★

N/A

991.2 GT3
2017-

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22,529 miles • 2010 (10)

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30,687 miles • 2009 (59)

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2008 (08)

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34,447 miles • 2009 (59)

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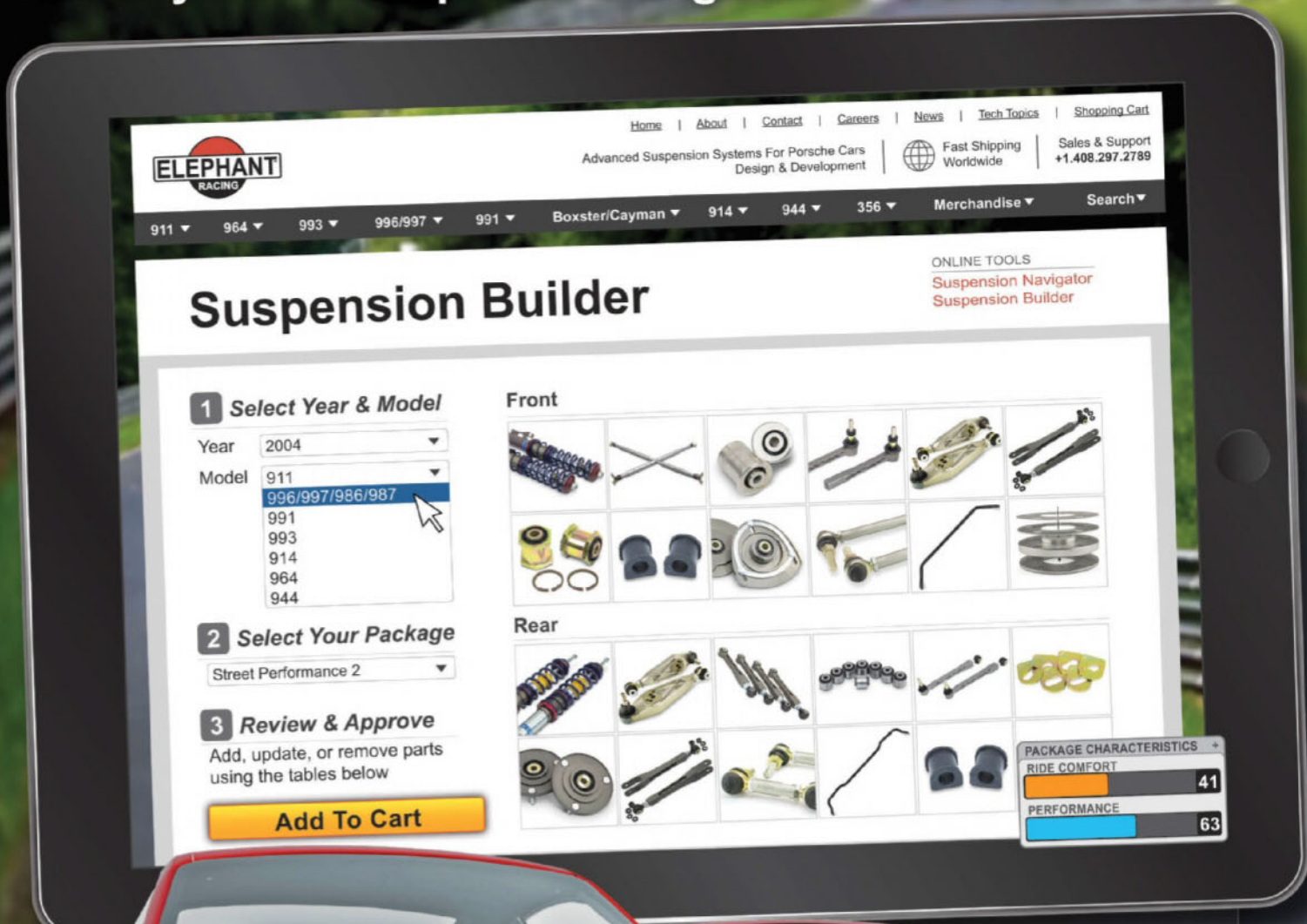
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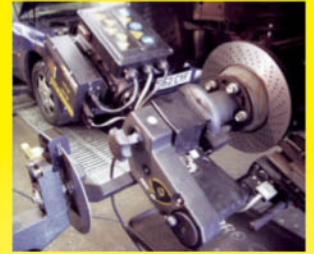
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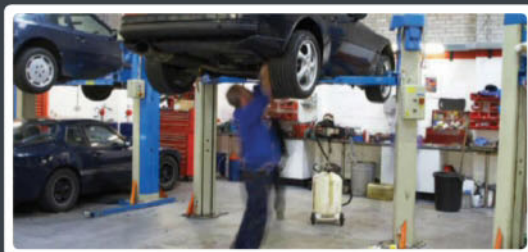
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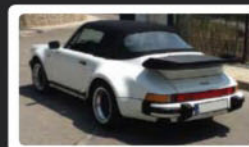
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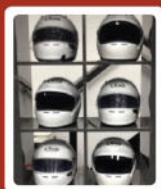
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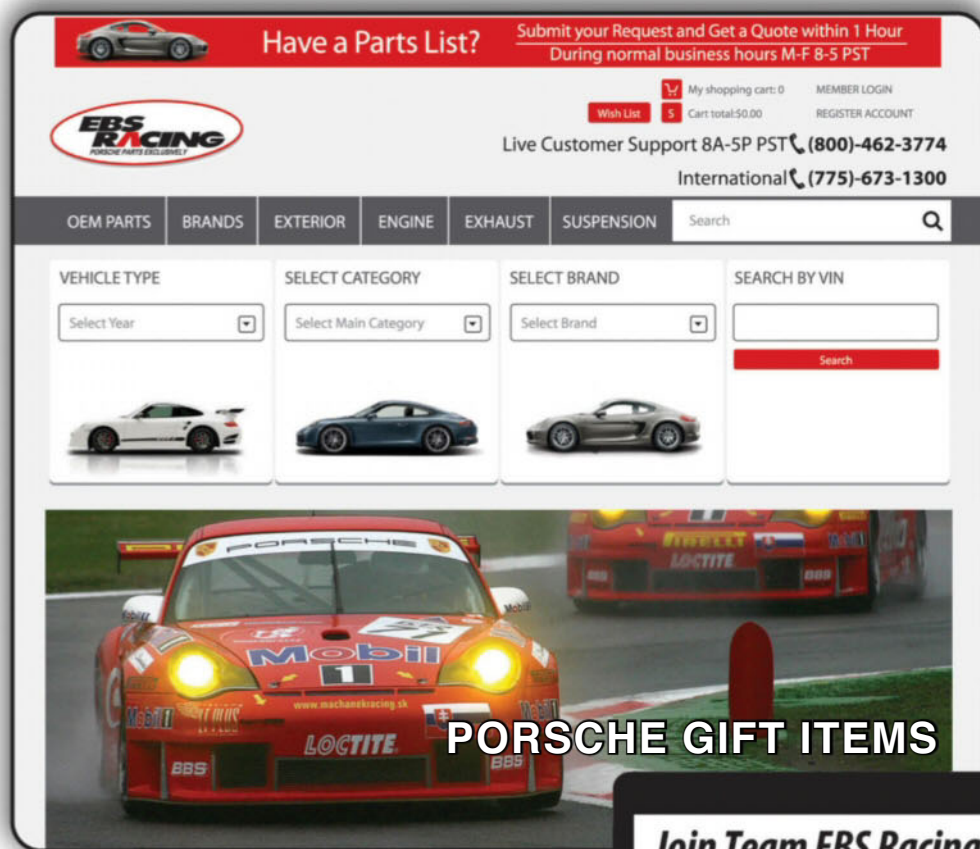
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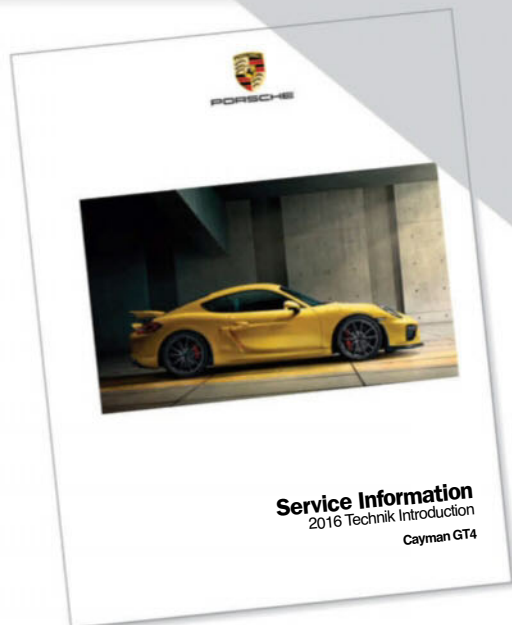
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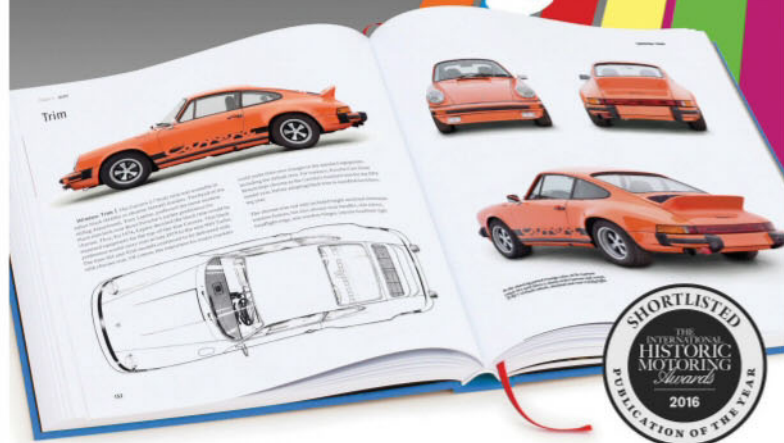
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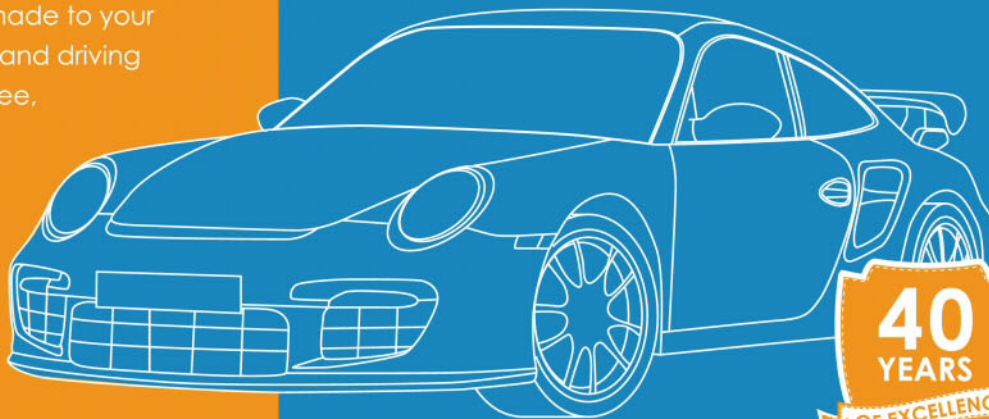
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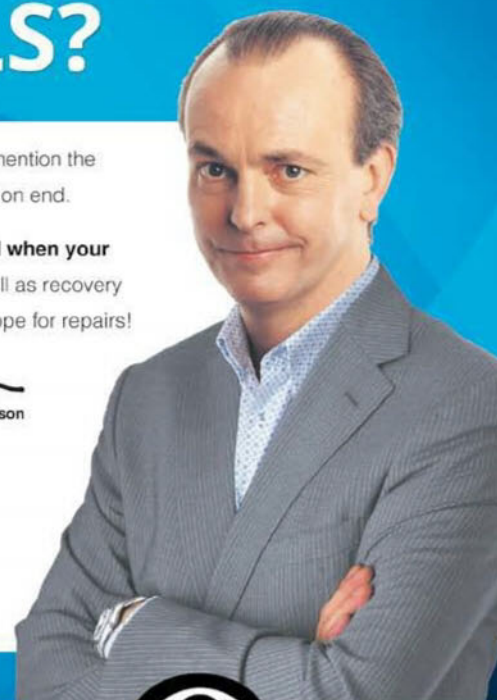
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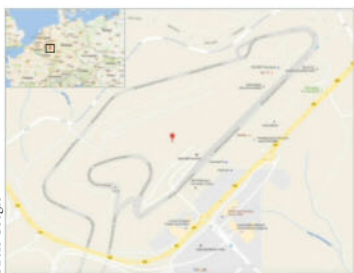
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Essential info

LOCATION: Nürburg, Germany

COORDINATES: 50.3341°N, 6.9427°E



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TOTAL LENGTH OF DRIVE:

12.9 miles

POINTS OF INTEREST:

Karussell; Flugplatz

FOOD AND ACCOMMODATION:

Hotel am Tiergarten

& Pistenklause restaurant

www.am-tiergarten.de/en;

Dorint Am Nuerburgring Hocheifel

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Presenting nothing but fast and fearsome fun in the forest, this famous route is home to perhaps the greatest road in the world

You may be perplexed to find a track as our latest Great Road, and while we're happy to concede to slightly stretching our 'rules' here, we remain within the spirit of them as on Touristfahrten (public driving) days, the Nürburgring is a de-restricted one-way toll road, open to all.

It's the single greatest 21km of road in the world, a modern day mecca for petrol heads. Starting at the toll barriers on the Döttinger Höhe Straight (it's €29 a lap), the anticipation builds as you wait. Then the barriers raise and 12.9 miles of treacherously fast road lies before you. You start fast, the downhill run through Tiergarten launching you

into the lap as corners come thick and fast. If you're in a powerful car, the first big challenge is with the unsighted entry to 'Flugplatz', which despite being re-profiled after the tragic 2015 VLN accident, remains an intimidatingly fast corner. Exiting here you're flat and heading for Schwedenkreuz, the scene of many crashes – the high entry speed and heavy braking zone coercing many to lift at just the wrong moment.

The run down to the Fuchsröhre is straightforward, but always exciting due to the track amplified speed and compression at the bottom. It spits you out into 'Adenauer Forest' – everybody's favourite drift zone. Now you're into a long descent to Bergwerk

and with many unsighted corners, track knowledge is paramount. The following 3km climb is devilishly fast, while Karussell is a test of accuracy and ride height. The roller coaster ride continues into Brunnchen – the spectator area. Pflanzgarten 1 is designed to catch you out, braking required before and after the jump, while Pflanzgarten 2 has room for one car only.

If that brief synopsis sounds scary, it's supposed to. The Nürburgring is intimidating, perilously fast and devoid of run off. Perhaps because of this though, it's challenging, thrilling and rewarding like no other stretch of road in the world. If you have petrol in your veins, it's a right of passage. **911**



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1988 Porsche Carrera Targa
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1982 Porsche 930 Turbo
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