



**FIA READY** HOW TO BUILD A COMPETITION-SPEC 911

# Total 911

THE **PORSCHE** MAGAZINE

## THE FIRST LEGEND

Chasing the redline in Porsche's original performance 911, the SWB S



[www.total911.com](http://www.total911.com)

# 911 R VS RIVALS

Can the R defeat its fixed-wing adversaries as the best performance 911 of all time?

**'RING LEADERS**  
INSIDE RSR  
NÜRBURG



## TRACK DAY GUIDE: SPA

Conquering Belgium's fearsome circuit



## REVEALED 20 GREATEST PORSCHE MOTORSPORT DRIVERS



## 3.2 CARRERA

History & future of the 1980's 911 discussed by experts

### PLUS:

- 2.7 Carrera MFI v 3.0 Carrera test
- Living the Legend 911 owner reports
- Great driving roads: Horseshoe Pass



ISSUE 148

**Digital Edition**  
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## RSR SECRETS

Frank-Steffen Walliser reveals the inner works of Weissach's new 991





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# Welcome



**T**hey may hail from the same first-generation 991 platform and even share that pulsating 4.0-litre flat six, but it's quite amazing just how dissimilar the 911 R and GT3 RS are as performance cars. Porsche has always shown with its 911 that there are many ways to skin a cat, so to speak, and that adage has perhaps never been more prominent as here.

Their differences stretch far beyond a choice of gearbox, too: chassis revisions completely transform handling behaviour, and then there's the contrasting approach to aerodynamics... Even parked next to each other, the R appears dainty and unassuming, the 991 GT3 RS a comparative oaf, sitting wider and longer and over-wheeled at the rear. Their unique sensations are fascinating then, as is the outcome of our £1 million test with the exemplary

997 GT3 RS 4.0 completing the line up, which you can read all about beginning on page 20.

Elsewhere, huge congratulations is due to our friend, Nick Tandy, on finally taking a deserved seat in Weissach's 919 Hybrid for the 2017 season. Nick, who's known to take a copy of **Total 911** with him on his worldwide motorsport adventures, has long deserved to be a part of Porsche's full-time LMP1 project, particularly since winning a certain 24-hour contest in France in 2015. The promotion for him and Earl Bamber underlines the value of Porsche's motorsport pyramid, Weissach bearing the fruits of drivers they've invested in while coming through the ranks. The same can be said for Supercup champion Sven Müller, who's graduating from Porsche Junior to works GT driver. We wish them luck in continuing the legacy of Porsche Motorsport and its esteemed sports cars.

**“It's amazing how dissimilar the 911 R and GT3 RS are”**











# Shot <sup>1911</sup> Opening

Pre-1966 historic racing has never been more popular, with the workshop of classic 911 specialist, Historika, testament to this. After another successful season of competition, the firm's FIA-spec 901 racer sits face to face with a freshly painted SWB bodyshell, ready to be converted into another historic race weapon.

Photograph by **Steve Hall**



# Contents

## 20 911 R VS RIVALS

“The question since launch has been whether the R can hold a candle to its 4.0-litre Rennsport rivals. Today’s the day we’re going to find out.”





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**www.imagineshop.co.uk**



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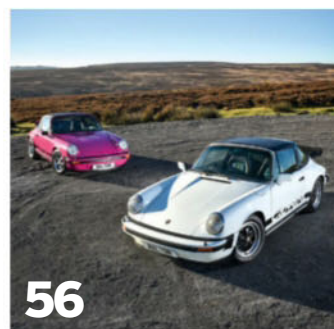
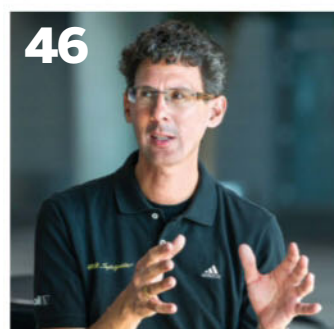
The latter replaced the former at the top of the 911 tree in the 1970s, but was it a step up?

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Renowned specialists Historika show us what it takes to build a competitive early 911 racer

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How to conquer a trackday at Belgium's legendary circuit





# Update

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



## Next generation Porsche 992 could share platform with Cayman

Rumours surface that 2018 Porsche 911 to get an all-new modular chassis

Porsche is considering developing an all-new platform for the next-generation 911, **Total 911** has learned from sources close to Zuffenhausen. A switch to a new modular chassis for the car – likely to be known as the Type 992 – would mark the third time Porsche has carried out a wholesale overhaul of the 911's underpinnings since the model's launch in 1963. Only the 996 and 991 generations have sat on all-new platforms.

In an unusual move, the new floorpan would be shared within the Volkswagen Group, potentially being used on the next Audi R8, as well as the next-gen Cayman and Boxster. While this

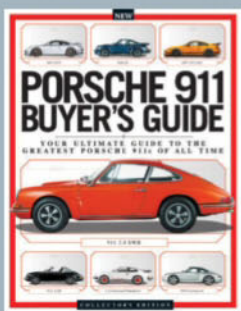
could suggest an overhaul of the 911's engine placement, Dr Frank-Steffen Walliser confirmed at the 911 RSR launch that Porsche has no plans to change the rear-engined layout of 911s. Instead, the platform's modular nature would allow it to be altered for mid- and rear-engined drivetrains.

While Porsche has tended to keep its 911 innovations ring-fenced from VW Group stablemates, a shared chassis would help to reduce costs, something that CEO Matthias Müller has pushed for in the wake of 'dieselgate'. The move would also provide greater flexibility with regards to engine choice, as Porsche continues

to evaluate a hybrid version of the 992 – and our spies recently caught a 992 test mule on camera at the Nürburgring. While the 991.2 bumpers front and rear give little away about the styling, the car appeared to be running with the wider front arches from the 991 GT3 RS. A wider front track, while also allowing more rubber on the road, would enable Porsche to fit batteries in the 992's floorpan, should the planned hybrid variant be signed off. The 992 Carrera is expected to launch in 2018 (or at the 2017 Frankfurt Motor Show for MY 2018). Keep up to date with all the latest news at **Total911.com**.

### New Buyer's Guide revealed

**Total 911** is proud to present its new for 2017 Porsche 911 Buyer's Guide 2nd Edition. Featuring a wealth of knowledge and insight on all manner of 911s from the model's 54-year history, the buyer's guide covers cars for all budgets, from entry-level Carreras right up to halo Rennsports. Priced at £9.99, the bookazine is in shops now or available to purchase from [imagineshop.co.uk](http://imagineshop.co.uk).



### Hampton Court Concours

The annual Concours of Elegance, one of the UK's most exclusive Concours competitions, will return to the grounds of Hampton Court Palace in 2017. Bringing together some of the rarest cars from all over the world, the event will run from Friday 1 to Sunday 3 September. Patron of the competition, His Royal Highness Prince Michael of Kent, will serve as Chief Judge for the



prestigious RAC Club Trophy, while the main Concours will be judged by the owners of the cars invited to the event. The winning car will be named Best in Show and receive the Pullman Trophy.



## 2016 TejasTreffen highlights

1,200 enthusiasts gather for Texas Porsche meet, raising \$20,000 for cancer charity

The inaugural TejasTreffen, organised by Texas-based Porsche enthusiasts Antonio Kawage, Rudy Mancinas, Neil Meissner and **Total 911** 'Living the Legend' contributor Michael Meldrum, successfully mixed cars and art, hosting 1,200 like-minded fanatics at Spring Street Studios in Houston, Texas. An auction of unique Porsche artwork also raised over \$20,000 for charity. A full report can be found in Michael's Living the Legend column.

All photos by Chris Siebenaler



### What's on in 2017

- Porsche Museum: Roadbook  
**30 October 2016 – 23 April 2017**  
A new exhibition charts the different ways the museum's collection is used around the world
- North American International Auto Show  
**8-22 January**  
Manufacturers head to Motor City with their new models for the 2017 Detroit Auto Show
- Porsche Ice-ForceS  
**11-15 January**  
A new Porsche Winter Driving Experience season starts with this advanced course
- Performance Car Show  
**14-15 January**  
Returning to Birmingham's NEC, this is a good chance to check out UK tuners
- RM Sotheby's Arizona  
**19-20 January**  
The Canadian auction house heads to warmer winter climes for its latest sale

## Porsche 911s raise €7.9 million at RM Sotheby's Duemila Ruote

Porsche 959 tops €1 million as all lots sold without reserve

Billed as the largest ever offering from a private automotive collection in Europe, RM Sotheby's Duemila Ruote sale broke a number of auction records, generating over €51 million from 817 eclectic lots. Of that, exactly €7,895,000 was accounted for by 58 different Porsche 911s, offered for sale without reserve in Milan.

Leading the way for the Zuffenhausen machinery was a 1988 Porsche 959 'Komfort', the hammer falling on lot 875 at €1,008,000, the only 911 to break into seven figures. Believed

to have lived its entire life in northern Italy, the silver example of Porsche's original supercar had completed less than 29,200km from new.

The next best Porsche performer was a 993 GT2, run by Brun Motorsport in the 1996 BPR Global GT Series, which sold for €616,000. 996 GT2s also proved their current strength, with a Carrara white car realising a particularly exceptional €190,400.

With the collection procured from a bankrupt Italian businessman, RM made it clear that many



Tim Scott ©2016 Courtesy of RM Sotheby's

of the cars on offer came without significant paperwork and many of the lots varied wildly in condition. Nowhere was this more evident than with many of the various 911S lots under the hammer. A matching numbers 2.4S sold for a respectable €184,800, while a partially disassembled example made €72,800.



# Motorsport

The latest news and results from racing series around the globe



## Nick Tandy and Earl Bamber get full-time Porsche 919 drives

Le Mans-winning 911 aces step up to LMP1 for Porsche's 2017 season

2015 24 Hours of Le Mans winners Nick Tandy and Earl Bamber have been promoted within Porsche's factory ranks to the 919 LMP1 team for 2017. The duo will be joined by Audi refugee, André Lotterer, who is moving to Porsche after the Ingolstadt manufacturer announced it was pulling out of the FIA WEC at the end of 2016.

The reshuffle among Porsche's LMP1 ranks was kick-started by Mark Webber's retirement announcement in October. Since then, the rumour mill had been in full swing, with Tandy quickly touted as the Australian's replacement. However, Porsche's decision to move newly crowned world champions Romain Dumas and Marc Lieb back to the GT side of

its factory effort opened up two more spaces in the pair of 919 Hybrids, a move that coincided with the conclusion of Audi's LMP1 project.

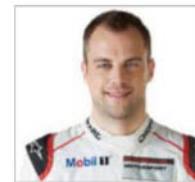
Alongside Nico Hülkenberg, Tandy and Bamber played starring roles in Porsche's 2015 Le Mans triumph, the manufacturer's first victory at the French endurance classic since 1998, making them favourites for any 2017 openings. Lotterer, meanwhile, proved his abilities, with three Le Mans victories and the FIA WEC title in 2012. The German will drive alongside Tandy and world champion, Neel Jani, in the no. 1 Porsche 919 Hybrid next year, while Bamber will team up with fellow Kiwi, Brendon Hartley, and Timo Bernhard in the no. 2 entry.



### André Lotterer

**Car:** 919 Hybrid  
**Nationality:** German  
**Age:** 35

- **2006, 2009:** Japanese Super GT champion
- **2010-2016:** Audi works driver (LMP1)
- **2011:** Formula Nippon champion
- **2011, 2012, 2014:** 24 Hours of Le Mans winner
- **2012:** FIA World Endurance Champion



### Laurens Vanthoor

**Car:** 911 RSR  
**Nationality:** Belgian  
**Age:** 25

- **2013-2016:** Audi works driver (GT)
- **2013:** FIA GT champion
- **2014:** 24 Hours of Spa winner
- **2014:** Blancpain Endurance champion
- **2015:** 24 Hours of Nürburgring winner



### Dirk Werner

**Car:** 911 RSR  
**Nationality:** German  
**Age:** 35

- **2004:** Porsche Supercup 3rd place
- **2006:** Porsche Carrera Cup Germany champion
- **2007, 2009:** Grand-Am GT champion
- **2009:** Porsche Cup winner
- **2010-2016:** BMW works driver



## Porsche announces new 2017 factory GT drivers

Supercup champion Müller promoted as Porsche poach Vanthoor and Werner

Porsche's factory GT efforts in 2017 will feature some fresh faces after Weissach revealed three new full-time works drivers. 2016 Supercup champion Sven Müller will jump up from Junior status while Laurens Vanthoor and Dirk Werner move to Porsche from Audi and BMW respectively.

Vanthoor has risen to fame over the past four seasons and is regarded as one of the fastest GT drivers. The Belgian will race in the IMSA WeatherTech SportsCar Championship next

season with Kévin Estre, filling the gap in the no. 912 911 RSR left by Earl Bamber. A Carrera Cup Deutschland champion, Werner will replace Nick Tandy in the IMSA series' no. 911 RSR. Müller's race schedule is yet to be announced.

Porsche has also added a new rank on its Junior ladder, promoting Matteo Cairoli and Mathieu Jaminet to 'Young Professionals'. The duo will still receive funding from Porsche and will support customer teams in international GT races.

### Motor racing in 2017

January

Roar Before The 24  
6-8 January

24 Hours of Dubai  
12-14 January

Autosport International Show  
12-15 January

24 Hours of Daytona  
26-29 January

February

GT3 Cup Challenge Middle East Round Four  
10-11 February



# MAXTED - PAGE

FINE HISTORIC PORSCHE



## 1993 Porsche 911 (964) 3.6 Turbo Coupe RHD | 37,500 miles / C16 UK-supplied

A genuine, UK-supplied Right Hand Drive 964 3.6 Turbo, supplied new in September 1993 by Chariots St. Albans Ltd. Complete with a comprehensive history file, original leather wallet and handbooks, including stamped original service booklet and a full MOT history. Recently fully serviced and ready for immediate delivery.

### Specification includes:

Black Metallic • Light Grey leather interior and Slate Grey piping and carpets • Sports Seats with Electric Height Adjust • Top Tinted Windscreen  
Electric Sunroof • Standard features include • 18" Three-piece Speedline Alloys • 20mm lowered suspension • Air Conditioning • Rear Window Wiper  
On Board Computer • Anti-Theft Immobiliser System



## 2003 Porsche 911 (996) GT2 RHD | 21,000 miles

Supplied by Porsche Centre Reading on 29th July 2003, we are delighted to offer this immaculate and unmodified (C16) UK car, complete with original books, full service history and all previous MOTs on file.

### Specification includes:

Polar Silver Metallic • Black Leather Trim with Electric Sports Seats • 3.6 Litre Twin-Turbocharged (460 bhp) • 6-speed manual gearbox  
Limited Slip Differential • 18" GT2 Wheels • Porsche Ceramic Composite Brakes • Sports Exhaust • Air Conditioning • Large Carbon Interior Pack  
Carbon Centre Air Vent • Carbon Dashboard Tripe Strip • Carbon Instrument Surround • Carbon Gear Lever Knob • Carbon Handbrake Lever • Carbon Door Entry  
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# This month in history

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

## 1968

### Porsche wins the Monte Carlo Rally

Three years after its first outing in the 1965 event, a 911S driven by Vic Elford won the Monte Carlo Rally. Indeed, if it weren't for having the wrong tyres, he would have won in 1967 too. Porsche has Elford to thank for making the 911 a championship rally winner. Disillusioned with chronic unreliability of the works Fords, Elford persuaded Huschke von Hanstein to loan him a car for the 1966 Tour de Corse, the rally of a thousand corners. Non-committally Porsche provided just a 911S and two mechanics with a van – Elford had to pay all his own expenses. When he asked von Hanstein why there were no spares, he famously replied: "It's all you need – Porsches don't break." Elford finished third. Later he said, "I spent the rally learning the 911 and discovered the oversteering monster I'd read about was a myth: the car asked to be understood – coaxed, not bullied. It was the car for which the word "balance" had been invented."

Despite the setback of the 1967 Monte Carlo, Porsche clearly believed the 911 was a race winner – Ferdinand Piëch authorised the 911R and Elford got full works support as he raced 911s on track and in the European Rally Championship. His 1968 victory – Monte was equal to Le Mans in terms of publicity – was the culmination of his efforts. A 911S driven by Björn Waldegård would win the 1969 and 1970 Montes, too, before Porsche withdrew from rallying to concentrate on Le Mans.



## 1984

### Porsche wins Paris-Dakar

Porsche's surprise victory in the sands came as a result of the company's move to Group B. Technical Director, Helmuth Bott, insisted that Porsche were involved in four-wheel drive and the Typ 953 was a first step in the development of the 959. Prepared quickly but thoroughly, the 953 was based on the 1984 Carrera. It used the stock 3.2 with a compression ratio of 9.7:1 to tolerate low octane fuel, and had a suspension reconfigured for higher ground clearance. The 953 used an experimental transmission, the five-speed 915 connected through a sintered clutch to an Audi transaxle, which had a centre differential lockable by the driver. And the drive shafts were all hollow.

Porsche did not stint on drivers either, employing the versatile Jacky Ickx, who recruited desert specialist and previous winner, René Metge. In-house engineer Roland Kussmaul, who masterminded 953 development, drove a third car. Tests at military proving grounds at Ehra Lessien and in France – in what Peter Falk called a 'crash programme' – took place in late 1983, and Metge's win by over two hours suggested that Porsche had done enough. Ickx was sixth after leading in Algeria and Kussmaul, whose car also carried the spare parts, finished well behind as he stopped to repair Ickx's car, though he did win two stages. An unexpected triumph, its importance lay in how Porsche would apply this to its Group 5 959.

## 1990

### Porsche appoints new CEO

The process of replacing Peter Schutz took two years, during which Porsche's Financial Director, Heinz Branitzki, stood in as interim chief. The company had suffered more than virtually any other carmaker with the fall in the dollar, and this put off takers from within the industry. Finally, a complete outsider was recruited: Arno Bohn, head of computer maker Nixdorf. Harvard and Sorbonne educated, Bohn was not a car man; he was a Porsche driver who had put 75,000 miles on his 911E. After extensive interviews with the Porsche and Piëch clans, he was deemed the man to lead Porsche and was appointed to the Board, formally taking the CEO role in March.

Bohn's tenure was less than three years: his inexperience and lack of feeling for the industry worked against him at Porsche, which was against the financial wall and overrun with infighting. He failed to control the warfare between Ulrich Bez, head of R&D, and Rudi Noppen, head of production. Bohn was accused of not reacting early enough to terminate Porsche's failure in F1 and when Bez was fired, Bohn was left holding the can for the 989 four-door saloon, costs for which had gone out of control, while its potential market in the recessionary 1990s had largely evaporated.



1951

## 1951

Dr Ferdinand Porsche dies from a stroke in Stuttgart's Marien hospital. He was 75 and had never fully recovered from two winters in unheated French prisons.

## 1965

Helmuth Bott drove the first prototype 911 Targa, devised as a substitute for the 911 Cabriolet Porsche decided it could not build. Subject to minor improvements, he recommended production.

## 1990

Testing the new 964 C2, *Autosport's* Mike McCarthy praised a gear change "improved out of all recognition," and power steering so precise "you'd think it was the unassisted setup."

## 2003

Porsche reintroduces the 996 GT3. Unlike its predecessor, the Gen2 met EPA standards, and was the first 'tuned' production 911 sold in the US since the 911S.

## 2015

Porsche unveils what it deems is its hottest 911 Targa yet at the North American International Auto Show in Detroit. However, journalists remark the car is a watering down of the GTS brand.

2015





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# Lifestyle

Total 911 brings you the very best in Porsche literature to add to your 2017 reading list

## Porsche 959 €128

**1** As beautiful as it is informative, (and limited to 2,500 copies) if there's one book you need to buy, it's Jürgen Lewandoski's homage to Porsche's original supercar. Stunningly presented in a special box, this is a collection of three books: a small 64-page tale of the car's development, a fact book and a 210-page hardback celebrating the 959 with stunning, bespoke photography. [www.deliuss-klasing.de](http://www.deliuss-klasing.de)  
ISBN: 978-3-667-10695-7

## The Track Day Manual £18.99

**2** If you're planning to make 2017 the year that you do your first trackday, this informative guide, written by Mike Breslin, is the book for you. Packed with useful tips (from tyre pressures to venturing on track for your first laps), *The Track Day Manual* is a necessity for any trackday virgin. What's more, if you subscribe to **Total 911** now for 12 months, you'll get a copy completely free. [www.haynes.com](http://www.haynes.com)  
ISBN: 978-1-84425-482-8

## Escapes – Winter €49.90

**3** Stefan Bogner has made his name photographing the world's best roads for his 'CURVES' series. His latest offering though, compiled with Jan Karl Baedeker, doesn't show a single car. Instead, Bogner's incredible imagery depicts some of Europe's greatest Alpine passes in winter. A book to lose yourself in for hours on end, this is the new yardstick for coffee table literature. [www.deliuss-klasing.de](http://www.deliuss-klasing.de)  
ISBN: 978-3-667-10717-6

## 111 Porsche Stories That You Should Know £20

**4** Since the company's inception in 1931, Porsche's history has always thrown up intriguing questions and you can always learn more. For example, do you know whose company car was requisitioned for Dakar testing? Author Wilfried Müller presents each story in quick-fire fashion, allowing you to dip in and out, while there is also a plethora of rare archive imagery to feast your eyes on. [www.111places.com](http://www.111places.com)  
ISBN: 978-3-7408-0035-2

## Porsche Victory 2016 €40

**5** Porsche's triumph in the 2016 24 Hours of Le Mans was the most dramatic of the manufacturer's 18 victories in the famous French race. Written by René de Boer and Tim Upietz, this is the undoubted bible when it comes to documenting that incredible victory, featuring 400 photographs and in-depth coverage of each Porsche racer. Our fingers are crossed a new version will be needed in 2017. [www.gruppec-verlag.de](http://www.gruppec-verlag.de)  
ISBN: 978-3-9285-4085-8







# Ben Barker

The FIA WEC driver 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



## Going for gold in the new season

A new driver rating for Ben has put him in an optimistic mood ahead of the 2017 campaign

Last month, the FIA released their provisional driver ratings for 2017. Bizarrely, this simple document can decide if an aspiring sports car racer is going to have a busy year or, potentially, spend much of it sitting on the sidelines. Why? Because Silver-rated drivers – the so-called ‘Super Silvers’ – have become an important commodity on the driver market.

Most sports car championships operate on a Pro-Am basis, requiring teams to field a Bronze and Silver driver alongside a Gold or Platinum racer. The problem is, the Silver grading comprises both talented amateurs and aspiring young drivers; finding a fast Silver can be the difference between winning and losing. I’ve got first-hand experience of this system, using it to my advantage to get a drive in the United SportsCar Championship in 2014 and then finding many of my endurance racing opportunities dry up in 2015, when my grading was revised to Gold. On the latter occasion I tried (unsuccessfully) to get the FIA to return me to Silver, which eventually happened for 2016 and led to me getting the drive with Gulf Racing for the FIA WEC.

After a strong season in the 911 RSR, it wasn’t much of a surprise to find myself upgraded to a Gold ranking for 2017 but unlike before, this time I’m happy with it. For one, the FIA has finally recognised that there is a loophole being exploited and are beginning to clamp down on the ‘Super Silver’ thing; it would have been tough for me to stay Silver for my whole career! Second, given the performances I put in, there’s now no hiding the fact that I am genuinely at the standard for Gold drivers (something I didn’t feel previously).

If I hadn’t performed as well as I did this year – maybe if I’d been two or three tenths off – and was still put up to Gold, then maybe I wouldn’t be as happy with the change. However, I’ve been bang on the pace with the factory drivers in the WEC’s GTE-Am class, sometimes faster than them, and always battling on track. I think I’ve made myself known as a pretty quick RSR driver, so I’ve got to give myself some credit.

Unlike previous years, I’ve got a few things in the pipeline that seem likely to come to fruition as a Gold driver, so it’s not necessary for me to have a Silver ranking anymore. The big change is in the number of people I now know (and my career

has a little bit of momentum behind it). In 2015, I was pretty much just racing Supercup and I didn’t really know anyone, so my rating hurt my chances of getting drives. This year though, I’ve done a race in the USCC for TRG, the ELMS for Proton and the GT3 Le Mans Cup for Mentos Racing (as well as my full campaign in the WEC), and it has all helped me to develop some good contacts that I can carry forward into next season.

2017 is all about furthering my reputation as a decent endurance driver, especially with Porsche, as there seems to be enough work out there in 911s – even with their increased line-up of works drivers – to stick with the brand. I’ll know more in the New Year but I’ve got some good opportunities – hopefully a return to the WEC and some other competitive GT3 series – all in various 911s. If all the opportunities come together then I’m going to be kept pretty busy and it may make Porsche take notice of my work, though I’m not really thinking about a future factory role, if I’m honest. Instead, I’m just focusing on my own development and maybe setting my sights on the Porsche Cup (for the best independent Porsche racer). After all, the winner gets a rather nice 911 as a prize...



# Views

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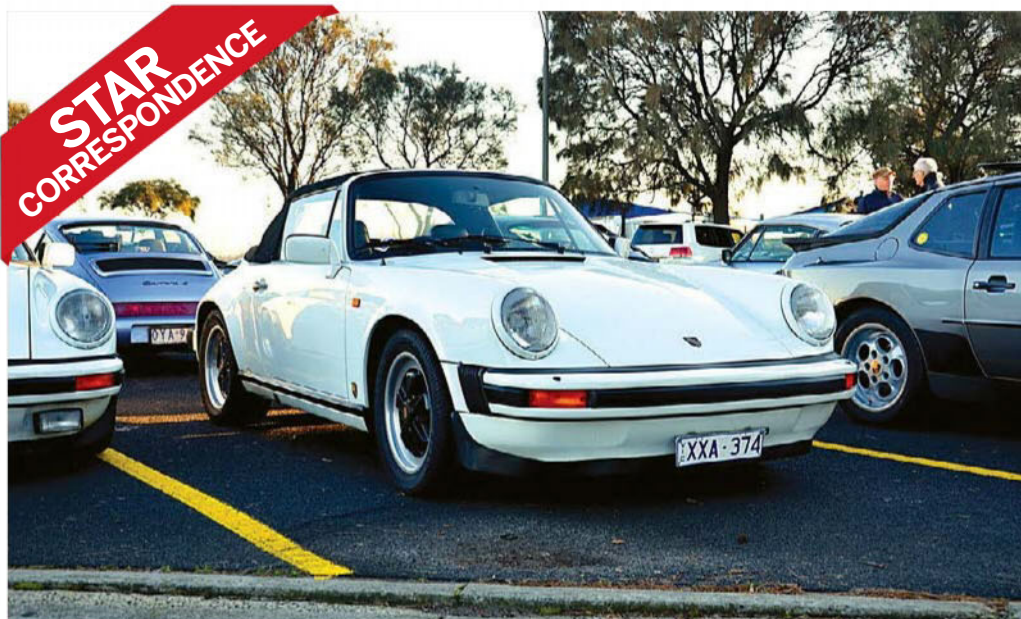


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The very best of your Porsche opinions via emails, letters, the website & social media



## My super SC

Dear Sir,

My life-long dream of owning a Porsche 911 was finally recognised in May 2015, when I was fortunate enough to come across a near perfect Grand Prix white 1983 SC Cabriolet located here in Melbourne, Australia (only 40 minutes drive away from my home). The moment I laid my eyes on the stunning 911 SC I knew I was going to buy it. I had to stay calm and control my enthusiasm, focusing on the car and final purchase price.

I never really wanted a Cabriolet. Like most Porsche dreamers, I always envisaged myself

driving a Coupe with a whaletail but I think at my ripe age of 49, maybe the racer boy image wasn't as great as the racer boy desire of just owning a classic 911.

The Porsche was brought into Australia by its previous UK owner, who emigrated to Australia to live permanently. Due to his work, the Porsche was seldom driven with the odometer only showing 51,850 miles at the time I viewed the car.

It came with a folder full of previous owners' names and addresses dating back to 1983, along with all the service history, MOTs and regular

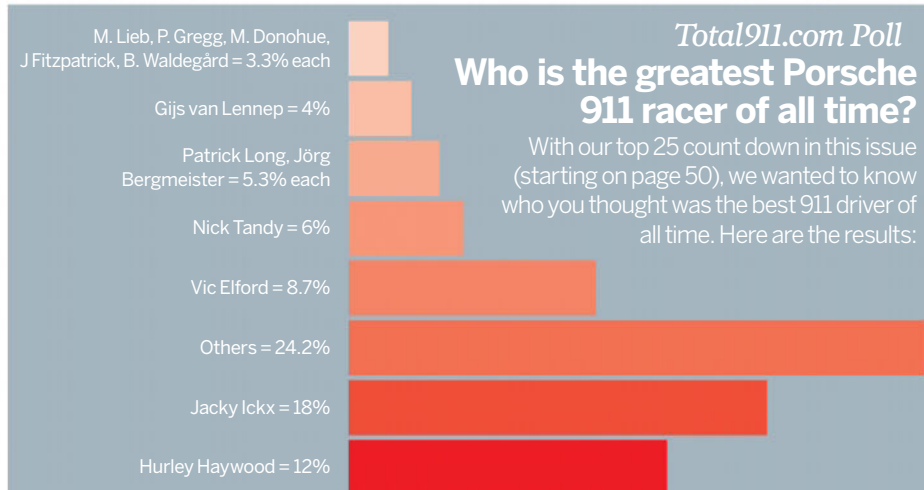
maintenance. All the original factory manuals and books were also supplied in impeccable condition.

I drove the 911 SC Cabriolet after we settled on a mutually agreeable purchase price. Being a bright, sunny morning (with a hint of cool air) we decided to lower the top, which allowed me to experience the convertible. My god I was excited! The thumping sound of the flat six, the wind in my hair, the 360-degree visibility and the sheer speed on the open country road. I can say I was completely hooked.

The steering was tight, the ride firm and precise, cornering was flat and telepathic. Just point the car where you want it to go and you're there as fast as you want. Needless to say, this first pre-purchase test drive was quite lengthy, not only because I was having such a fantastic time but also because this was clearly the seller's last chance to be in his beloved 911 SC.

Well, the final purchase price that was agreed on was \$37,750 (Australian dollars) in May 2015. Since then, I have driven the car just over 2,500 miles. The car is garaged under a soft sheet and is pampered with nothing more than routine maintenance. I have replaced a few little rubber seals, carried out full services, replaced the front rotors and the brake pads. The best change I made though, is replacing the original heat exchangers with a set of NOS ones, as well as fitting a stainless steel crossover pipe with a stainless steel pre-muffler from Fabspeed and a Monty muffler. These exhaust related items were not really necessary but I just wanted to make the sound of that thumping flat six richer. Now my 1983 911 SC Cabriolet is perfect.

**Robert Lakat**



## @Total911

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



@ExoticCarVac "Birds of a feather..." Friends show up #stuttgartprivatereserve



@Autofarm Josh showing versatility of a 911 #productioncartrial



@DanCammish Really pleased to be joining top Porsche Carrera Cup squad @LechnerRacing for @PorscheSupercup 2017. Biggest opportunity of my career so far!



@LienhardRacing Brumos #Porsche





Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of the **Porsche 911 Buyer's Guide 2nd Edition** bookazine worth £9.99!



## Racing memories

Dear Sir,

A friend of mine sent me Issue 131 of **Total 911** in which you did a piece on my old 3.0 RSR. Nice job. I last saw the car at Rennsport IV at Laguna Seca and it looked extremely good. I have attached a photo from Le Mans in 1974 of me coming onto the pit straight on the Sunday morning in the 3.0 RSR.

I'd managed to get on the marbles in the Porsche Curves and, as Jackie Oliver said, "they always pick up speed when they hit the grass." It struck the guardrail with a glancing blow and I limped to the pits, but we finished the race. In a strange bit of déjà vu, I had done the exact same thing, at the exact same time, in the exact same place in the 1972 race with my 2.5-litre 911 S/T

– picture attached with front-end damage incurred.

I have a fairly extensive collection of Porsche photographs from the late 1970s and early 1980s if you're ever looking for something in particular. Take a look at our website ([www.autosportsltd.com](http://www.autosportsltd.com)) and the Quick List features. What you see is just the tip of the iceberg. I have done a few articles over the

years with my photographs, too, such as *Once Upon A Time In 1972*, *Graveyard Shift: Le Mans 1974*, and *Winning Sebring 1976*.

**Michael Keyser**

**Thank you for the kind words, Michael. It's great to hear from a genuine period Porsche racer (especially one who has enjoyed as much success as yourself).**

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### Total911.com:

## Is the new 2017 Porsche 911 RSR really a 911?

With its radical engine layout, we wanted to know what you made of the 2017 RSR. Here are the best of your reactions:

**f** No is the answer. A 911 is rear-engined, a Cayman is mid engined.  
**Jason Lawrence**

**t** Most definitely not a genuine or true 911. Some might even think or say, sacrilege!  
**@ExoticCarVac**

**gm.com** If Porsche decides that this is the layout for the future of the 911 then this will be seen as proper 911, after all, it survived becoming water cooled. But if the road car remains rear-engined, then this RSR becomes just a silhouette race car.  
**lastonsunday**

**f** Cayman or not, I only hope that the new RSR will be strong enough to compete next year against Ferrari and Ford!  
**Luca Ogliari**

**gm.com** A mid-engined '911' is far more radical than an altered body for aerodynamic purposes. If the road car follows the same layout then yes, it's a racing 911. If the road car doesn't then this is just a race car that could be called anything.  
**Niall G**

**t** Of course it is. It's for Porsche to tell, not us to decide. We are not the taste makers or innovators.  
**@maximillion199**





## Happy reading

Dear Sir,

I just wanted to say that I enjoyed reading Issue 146 in the desert for a few days prior to the Abu Dhabi Grand Prix (right)!

David Tibbetts

**Proving that our band of loyal readers is truly international. A Safari 911 on the cover would have suited the desert setting a bit better though.**

## Widowmaker worries

Dear Sir,

Having seen some spy shots of the 991 GT2 RS on [Total911.com](http://Total911.com), I hope this is not how it will look when it's released because any differences are so subtle they need to be listed. To me, it looks just like a GT3 RS. I'm sure it will have different wheels, rear wing and, hopefully, different bumpers when it is released.

Terence Ward

**We'd imagine that there will be quite a few visual differences between the GT2 RS and the GT3 RS. There is still some time before the next widowmaker is launched though, and we haven't seen a prototype that is anywhere near 'production ready' yet.**



## Simplicity or Sport Classic?

Dear Sir,

The news that Porsche is planning 991 versions of the Speedster and Sport Classic (Issue 146) got me thinking. These cars will, yet again, end up only in the hands of collectors, not drivers. Infinitely

preferable, in my opinion, would be a new base model. Just call it the "911".

It would use a naturally aspirated version of the new 3.0-litre engine, providing an unstressed 300-320hp. Offer it with rear-wheel drive or four-wheel drive and the standard '2+2' body. If the inside was sparsely equipped, it could, realistically, maybe get it down to 1,300kg.

Such a car would be perfectly quick enough for the real world, and much more *fun* to pilot than today's turbocharged Carreras.

I must say though, having seen and heard a few 997 Sport Classics driving around Switzerland over the years I think that first of all, most of the 250 must be there; how else would they appear so often? And second of all, by a distance, it's the most wonderful water-cooled non-GT 911 ever made. Fabulous.

Phil Boothroyd

**A back-to-basics car would certainly make an interesting proposition, maybe welcoming Porsche enthusiasts who have been left cold by recent changes back into the new car fold. However, we're sure new versions of the Speedster and Sport Classic would prove equally popular (and make more sense financially for Porsche).**



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# DEFENDER

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R V R S SHOWDOWN

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# OF THE FAITH





It's the £1 million test we've all been waiting for:  
can the 911 R dispel its modern Rennsport rivals  
to take the Porsche performance crown?

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Written by **Lee Sibley**

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Photography by **Ali Cusick**

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The 991 and 997 GT3 Rennsports stand side by side in the low winter sun, their brazen wings sitting atop huge uprights and cutting ragged shadows over the trackside. Ten yards in front of the addenda of spoilers and dive planes protruding from the front of our RS double act, the R sits, its wingless silhouette altogether more unassuming. The profile of the R is much in line with its overall mantra: purity. Unleashed in 2016 as a limited-numbers special, the R put the driver back at the heart of performance driving, its clutch pedal and traditionally-mounted gear shifter a veritable oasis in a desert dominated by PDK. The issue of gearbox choice is not remotely insignificant: breathtaking though the 991 GT3 and GT3 RS were from launch, customers still yearned for a fire-breathing Neunelfer that upheld Porsche's critical value of unrivalled driver involvement.

The R has seen to this and then some, its remit of an RS engine and manual transmission, driven through a GT3 chassis in a lightweight Carrera 4 shell, mind-blowing. Hailed by **Total 911** as "the best ever driver's Porsche 911" in our world-first drive in Issue 141, the question since has been whether the R can hold a candle to its 4.0-litre Rennsport rivals in the performance stakes. Today's the day we're going to find out.

We start with the 997 4.0. Our test car is a left-hand-drive example imported to the UK from the Principality of Monaco. Its delectable factory specification marked a glorious end of 997 production, featuring selected componentry from the GT2 RS, GT3 R and RSR. The GT2 RS influence comes in the form of carbon body panels and a rose-jointed rear suspension, while a long-throw crank sees to the racing car input. It makes for some résumé: the calibre of parts borrowed from these VIP friends undeniably means the 997 RS 4.0 is more special than the R, on paper at least. Our car has also had its factory roll cage extended, now following the roofline forward into the front of the cabin and down the A-pillar. I'm braced for a hardcore drive, which is just what the 997 is going to have to be to have any hope of conquering the 991s.

Firing up the 997 (it's a proper key rather than an electronic fob), my ears are greeted by that familiar, deep burbling from the Mezger. Its note is bassy and starkly different to the higher-pitched tone of the 991s' DFI 4.0-litre. Evocative to some of Porsche's past motorsporting machines, I would shortly find out the sound emitted from the 997 RS 4.0's titanium exhaust pipes under acceleration is not dissimilar to rapid fire from a machine gun. It's bloody gorgeous.

The 997's nomex-lined bucket seats hold well, but the driver sits noticeably higher up in the car than in either of the 991s – compared to the perfect, low seating position of those later cars, the 997's elevation feels slightly awkward. Allied to the fact there's little more to separate the seats than a transmission tunnel, this gives the 997 a distinctly 'classic' 911 experience from the cockpit. Its drive mimics this too, the 997 being a proper rear-engined Neunelfer, so pretty soon I'm effectively pivoting the car through fast turns using just the accelerator pedal.

Gears are taken care of thanks to a six-speed gearbox with a manual H-pattern shifter, its throw short and direct, requiring a degree of vigour to slot the Alcantara-lined knob through each gate. Rather brilliantly, it solicits positive inputs, and a fairly hefty clutch pedal gives the driver a glorious mechanical feel of the 4.0-litre Rennsport's componentry. It really is an incredibly involving car to drive quickly; throttle response is razor sharp too, the 997 boasting a wonderful pick-up even in the tacho's lower half.

The 997 is able to put this formidable performance down onto the floor, too. The chassis is super stiff yet forgiving, forging a tight connection with the asphalt, with plenty of grip coming courtesy of a comprehensive aerodynamic package – giving a maximum 170kg of downforce at 300kph. That said, it's easy to see where the 997 loses time in the performance stakes. Its fixed rear axle can make the back of the car skittish turning in to even medium-grade corners (though the 997's chassis is very progressive), and that idiosyncratic weight distribution means I'm having to brake noticeably earlier and firmer than in either of the 991s to get that front end to tuck in. Of course, the RS 4.0 could usually count on making up time on corner exit, but in this illustrious company any such advantage just doesn't come to fruition. Pretty early on, it seems the performance crown is just out of reach for our thoroughbred 997.

Time, then, to assess the 991 Rennsport's credentials. Weissach's latest RS offering is much changed from old, adopting a raft of new tech including a PDK (double clutch) gearbox, electric-assisted steering and an active rear axle. The 500hp engine has gained direct fuel injection and has been nudged forwards slightly to sit on top, rather than aft, of the rear axle, while its wheelbase has been extended by a whopping 100mm. Oh, and that frankly outrageous wing and those front wheel arch vents help to develop 350kg of downforce at full whack, which is more than double the RS 4.0. The result is a ludicrous performance machine that devours the



**“Porsche’s 997 GT3 RS 4.0 is an incredibly involving car to drive quickly”**





**Above** Passive rear axle and heftier rearward weight bias means the 997 lacks mechanical grip levels at corner entry and mid point

**Left** The 997's cabin is hardcore Rennsport, the Alcantara-lined gearlever offering a short, precise shift. Clutch pedal has more weight to it than the R's. Absence of electric-assisted steering allows more information from the road surface to be filtered through to the driver's fingertips compared to its rivals







**“The 991 GT3 RS flatters its driver with scarcely believable corner entry and exit speeds”**

Nürburgring in seven minutes and 20 seconds – seven seconds faster than the 997 RS 4.0 and just two clicks shy of the 205mph GT2 RS.

Sitting inside, the driver's relativity to the 991 Rennsport's expansive extremities takes some getting used to. The car feels huge in comparison to the 997! Looking into the interior mirror, I'm surprised to note rearward vision is dramatically improved in the 991, that rear wing mounted so high I can comfortably see past the roll cage and out under it. In the 997, the wing sits lower, peaking halfway up the rear screen, though the evocative 'PORSCHE' script visible along the top of the angled 997 wing is undeniably stimulating to the race car driver in me. That differing exhaust note over the 997 is again discernible; the 991's tone is a higher-pitched wail under acceleration. It lacks the bark of the Mezger, though the wailing fuss emanating from the 991's rear certainly adds to the drama from inside the cabin as you climb to a heady 8,600rpm redline.

Throttle response is razor sharp, on par with that of the RS 4.0, which this time is appropriately supplemented by Porsche's brilliant PDK gearbox. The system continuously preselects the next gear for lightning fast gear changes and even when in full manual mode, a quick flick of either steering wheel-mounted paddle (its movement is a couple of millimetres) and you've already swapped cogs effortlessly. With no real discernible disengagement of drive,

the powertrain just feels so strong – and the manner in which this Rennsport propels its hefty 1,420kg mass up the road each time is startling.

More impressive, however, is the chassis of the 991 GT3 RS. Near identical to the 997 in terms of damping, the 991's natural balance over the 997 is night and day; while the 991 doesn't feel mid-engined, there's nothing like the same amount of work required to get the car pitched for a corner. In fact, it's almost a little too easy, the latest Rennsport flattering its driver with scarcely believable corner entry and exit speeds.

Grip in the car is astonishing: thanks to a beautiful combination of wider tyres and track over the 997, plus rear-axle steering, the 991 feels almost unshakeable through any manner of corner – and that's before I've even mentioned its aero. Perhaps the single greatest weapon in the 991 Rennsport's arsenal, its extreme aerodynamics complete what should be the impossible task of keeping 500 wild Rennsport horses planted to the Earth's surface. That the 991 doubles the 997 RS 4.0's downforce at top speed is only half the story, as it actually matches the 997's maximum at just 93mph. Past 100mph you can feel the car being pressed firmly into the ground, the wizardry of downforce increasing as the 991's speed escalates – yet amazingly, it retains the same 0.34 drag coefficient as the 997. It truly is utterly bonkers and means you can leave your foot in for much longer than what ➡

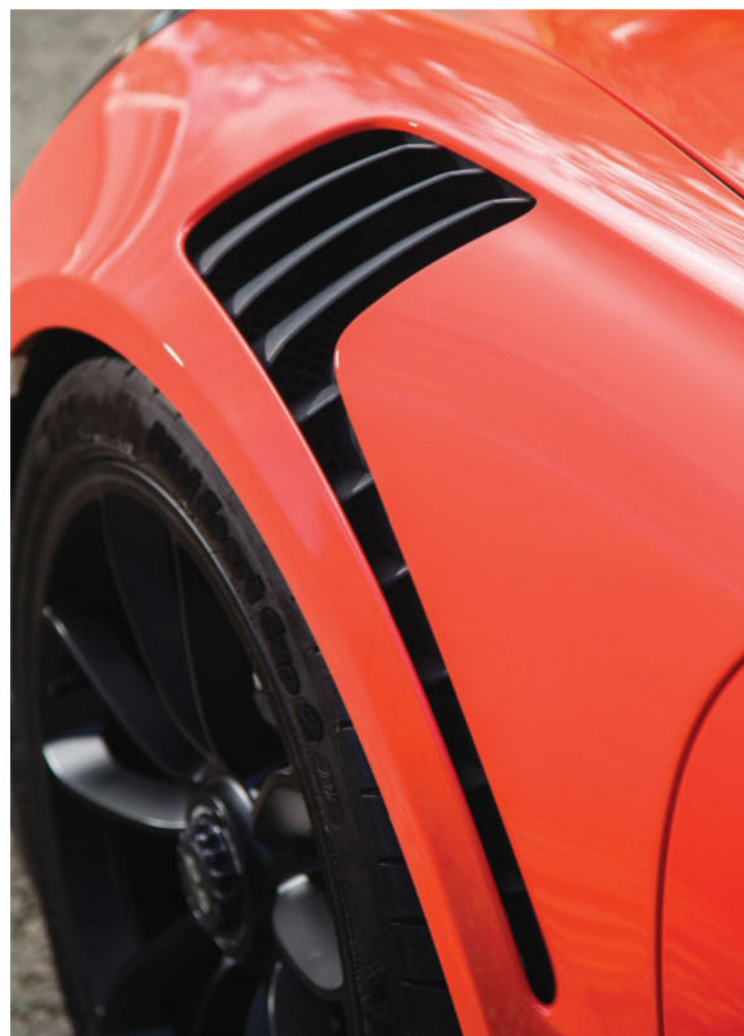




**Above** Race car-spec levels of downforce generated mainly by front arch air exit vents and extravagant rear wing provides the 991 Rennsport with unprecedented levels of grip at high speeds

**Left** Don't be fooled by the 991 RS's wide Turbo body and portly weight. Brilliance of engine and balance of chassis means this thoroughbred is more sprightly than ever

**Below** PDK gearbox is unrivalled for efficiency in quickly swapping cogs. However, 911 R is proof that a manual gearbox perhaps could and should have been offered here too







**Left** 911 R's manual shifter has a marginally slicker action to it than the 997 RS 4.0's, feeling incrementally lighter too. Proximity of shifter to steering wheel encourages quicker yet more natural inputs from driver



**“If the 991 GT3 RS’s trump card is its sensational grip, then for the 911 R it’s all about flair”**

the 997 can muster. Former *Total 911* columnist Nick Tandy previously told us the 991 GT3 RS is a set of slick tyres away from having Cup car-rivalling performance, and we believe him. As we’ve previously seen, it’ll sit stubbornly on the tail of a 997 Cup car on track, refusing to be shaken off. And this is a 911 with licence plates!

The 991 GT3 RS is not perfect, however. Its Achilles heel is drivability: on the road, even scratching the surface of the 991 RS’s potential is a dangerous affair – you’ll be breaking the speed limit and likely risking your licence. Then there’s the steering which, despite being vastly improved over the 991 Carrera, feels comparatively dead to the 997, robbing the driver of sizeable information from the road surface. That’s not to detract from its blistering performance, and if the R is going to take the crown, the 991 Rennsport is going to be the car to beat. Here goes.

If the RS’s trump card is its grip, for the R it’s all about flair. Housing the same 500hp DFI flat six as the 991 RS, that seven-speed PDK gearbox has been swapped for a glorious six-speed manual unit, its carbon gearlever offering a lighter if similarly short throw to the 997 RS 4.0. Placing of the shifter is noteworthy, too: in the R it feels higher up and closer to the wheel than in the 997, making gear shifts a more natural, fluid motion. The clutch pedal requires less pressure than its lightweight manual predecessor to depress, too, quickening the gear change process. It’s not on par with the 991 Rennsport’s cog-swapping abilities but that’s not to say it isn’t quick, the R’s crank possessing an ability to spin up with the lightning-bolt speed of its RS rivals.

The R is lighter, too, by some 50kg over the 991 RS, zipping through the air with a drag coefficient of just 0.32. That undisturbed silhouette is the main catalyst behind the R achieving a greater top speed than the 991 RS, though the behaviour of its chassis is different past 100mph. While the RS hunkers down, planting itself into the floor, the R begins to feel slightly unsettled, with a tad more movement at its rear. It’s not enough to completely unsettle car or driver, but it’s fair to say only a brave man will keep his shoe firmly in well past this point.

Cornering in the R is a real event, too. With wild power and limited aerodynamic aids, the R should not be able to approach bends with the pace it does. PCCBs (standard equipment here, optional for its rivals) allow speed to be scrubbed right at the last second, with rear-axle steering and Porsche Torque Vectoring somehow pulling the R through a bend without the rearward skittishness of the RS 4.0. It is quite astounding – in fact, if the R didn’t possess these hawk-like electro-mechanical systems, I am adamant we’d have ourselves a new widowmaker. The R’s cornering speeds are sensational, but look closer and there are differences between the two 991s. ➔





**Above left** Subtle diffuser on 911 R adds a modicum of stability to a rear end otherwise described as energetic

**Left** Interior of 911 R appears far more forgiving than its Rennsport cousins, with a roll cage, Chrono clock and superfluous 'Pit lane Speed' button all notable by their absence

**Below right** The fact that the Porsche 911 R has been able to retain its purist lines, while providing a drivable platform for that 500hp Rennsport engine, is a truly magnificent engineering feat





The slightly softer R is undoubtedly more willing to load up, its lateral weight transfer more apparent than the 991 RS. While this means the driver has a better idea of the limit of adhesion in the R, there's no question this limit comes before that of its Rennsport rival. The R feels more nervous at its nose, it lacking the additional 36mm track width of the 991 RS up front to maintain fine balance through a turn. While the RS feels like it's reinvented the laws of physics, the overawing feeling in the R is that often you're teetering somewhere on the edge of it. It makes you think about every input you're making – which, at the speeds you quickly find yourself doing, could often be pretty critical. It's easy to be consumed by the car, too: its measure of pace is sensational and there's a lot of work to do to keep the car in check. In fact, it's only when jumping out from the R do I realise I'm dripping with sweat! I can't think of a time such an occurrence has happened to me at the wheel.

But this is not a test of driver involvement; with only eight pedals between three cars in this £1 million battle, there is no need. The question that begged an answer was which is the outright performance 911? Here, the limited-numbers 991 falls short. The R is a truly wonderful 911: it's involving and edgy, and requires intelligence to drive. But in terms of sheer performance, it cannot conquer the latest RS offering. Boasting

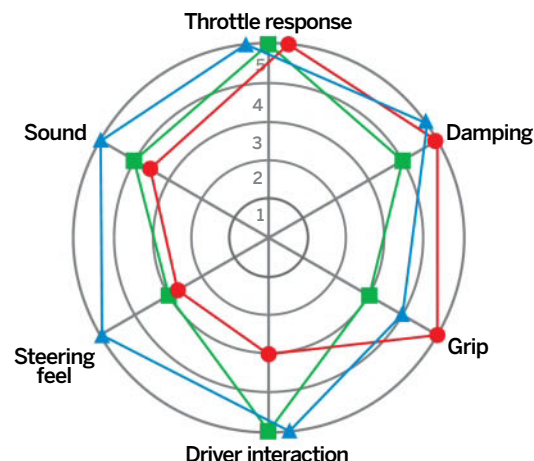
the same, DFI 4.0-litre engine, the 991 GT3 RS's wider track and tyres, twinned with its insatiable aerodynamic package, provides a stability the R cannot match. It's much more settled in and out of corners, and at high speed its astounding levels of grip give a clear edge over the R, while razor-sharp PDK shifting and a better-balanced 991 chassis blows the earlier 997 out the water, too. It's perhaps not the conclusion many wanted to hear; from a driver's point of view it pains me to write, and therefore acknowledge, my own findings. But there's a sub plot to take heart from.

The first is that, regardless of your opinions regarding allocation, it takes considerable bravery for a renowned manufacturer such as Porsche to bring to market a blue chip model that, at face value, does not surpass its own previous work. However, the R is a very different machine to the RS it has been put up against – that Porsche never released an official Nürburgring lap time is telling. Only a few will understand and appreciate this, and so the very concept of the R, a manual driver's car with an RS heart, shows Porsche acutely understands the desires of its customers. It's a throwaway comment many of Porsche's rivals may also lay claim to, but how many have put nearly 1,000 special cars where their mouth is? Porsche's latest RS may be the performance King, but the R is the spiritual defender of the faith for manual performance driving. **911**

## Performance drilldown

Every one of our trio of lightweight thoroughbreds is exceptional, but how do they really compare?

— **991 R**  
— **991 RS**  
— **997 RS 4.0**



### Thanks

Thanks to Zac Stephens, Bicester Heritage and Hendon Way Motors for assistance in executing our feature. For more information on the 997 GT3 RS 4.0, which is for sale, contact +44 (0)20 8202 8011.





**Model** 991 R  
**Year** 2016

### Engine

**Capacity** 3,996cc

**Compression ratio** 13.2:1

**Maximum power** 500hp @ 8,250rpm

**Maximum torque** 460Nm @ 6,250rpm

**Transmission** Six-speed manual

### Suspension

**Front** Independent; MacPherson struts; PASM dampers; coil springs; anti-roll bar

**Rear** Independent; multi-link; PASM dampers; coil springs; anti-roll bar

### Wheels & tyres

**Front** 9x20-inch centre-locks; 245/30/ZR20 tyres

**Rear** 12x20-inch centre-locks; 305/30/ZR20 tyres

### Brakes

**Front** 410mm PCCBs

**Rear** 390mm PCCBs

### Dimensions

**Length** 4,532mm

**Width** 1,852mm

**Weight** 1,370kg

### Performance

**0-62mph** 3.8 secs

**Top speed** 201mph

**Model** 997 GT3 RS 4.0  
**Year** 2010

### Engine

**Capacity** 3,996cc

**Compression ratio** 12.6:1

**Maximum power** 500hp @ 8,250rpm

**Maximum torque** 460Nm @ 5,750rpm

**Transmission** Six-speed manual

### Suspension

**Front** Independent; MacPherson struts; telescopic dampers with coil springs; anti-roll bar; PASM

**Rear** Independent; multi-link; telescopic dampers with coil springs; anti-roll bar; PASM

### Wheels & tyres

**Front** 9x19-inch centre-locks; 245/35/ZR19 tyres

**Rear** 12x19-inch centre-locks; 325/30/ZR19 tyres

### Brakes

**Front** 380mm drilled and vented discs

**Rear** 380mm drilled and vented discs

### Dimensions

**Length** 4,460mm

**Width** 1,852mm

**Weight** 1,360kg

### Performance

**0-62mph** 3.9 secs

**Top speed** 193mph

**Model** 991 GT3 RS  
**Year** 2015

### Engine

**Capacity** 3,996cc

**Compression ratio** 12.9:1

**Maximum power** 500hp @ 8,250rpm

**Maximum torque** 460Nm @ 6,250rpm

**Transmission** Seven-speed PDK

### Suspension

**Front** Independent; MacPherson struts; PASM dampers; coil springs; anti-roll bar

**Rear** Independent; multi-link; PASM dampers; coil springs; anti-roll bar

### Wheels & tyres

**Front** 9.5x20-inch centre-locks; 265/30/ZR20 tyres

**Rear** 12.5x21-inch centre-locks; 325/30/ZR21 tyres

### Brakes

**Front** 380mm discs with six-piston calipers

**Rear** 380mm discs with four-piston calipers

### Dimensions

**Length** 4,545mm

**Width** 1,880mm

**Weight** 1,420kg

### Performance

**0-62mph** 3.3 secs

**Top speed** 193mph





# THE FIRST PERFORMANCE 911





Detail changes  
elevated the  
early 911S to new  
levels, but were  
they at odds with  
the car's overall  
drivability?

Written by **Kyle Fortune**  
Photography by **Dan Pullen**

**I**t's cold. Winter photoshoot experience shines through as photographer, Dan Pullen, has brought coffee, and I'll admit here, publicly, I'm in long johns and my thickest coat. Man up, you might think, but given the drive down to a windy but beautiful Beachy Head was in a 1968 911S, a short wheelbase car with all the reputation that brings, then I'm happy with my testosterone levels. My extra layers were warm, which, given the famously poor heating in early 911s and the usual standing around for photography that goes into making these pages, is a good thing.

Not that I'm complaining. When the Editor's email header read, 'Fancy driving this?' with a link to this car, currently in Paragon's stock, I could barely reply 'yes' quickly enough. We've just driven the best part of an hour to get to the photo location, and, while the drive still got my synapses 🌀







fizzing, it's the 911S's looks that are captivating me, as Pullen's camera shutter gets busy.

Just look at it. All 911s evoke some sort of positive response, the shape so iconic, but the earliest cars are so elegant, so beautifully proportioned, that I can see why so many are put in collections and just gawped at by their lucky owners. Sure, not driving them is against everything I believe in, but if I had one I too would be tempted to squirrel it away for my eyes only. This car in this specification is pretty special: a 1968 911S, it was built a year before Porsche lengthened the wheelbase to try and add some stability, the more powerful S an inevitability in a company that has so much of its core entrenched in racing. It's rare then, coming from only the second year of S production (the 911S announced in July 1966), and it's one, says Paragon's Mark Sumpter, "that should be on every collector's list."

Fifty-seven millimetres might not sound like much, but it's enough to make you double take, this car having a 2,211mm wheelbase over the 2,268mm of later cars. If you're left in any doubt then simply look at the distance between the torque tube cover to the rear wheel opening. If it's close, like here, it's a short wheelbase car; post 1969 – the so-called B-Series cars – having a larger gap, that shift in wheelbase changing the weight distribution of the 911 from 41.5/58.5 front to rear, to 43/57. The wheelbase stretch is a more elegant solution than some of the others Porsche had attempted, in order to resolve the sometimes

tricky handling characteristics the rear weight bias and SWB cars incurred; the change creating another distinction within the early cars for those obsessed with the details.

In the S there are plenty of those details to enjoy. The S famously added Fuchs alloy wheels to the 911 as standard equipment, creating a visual signature that resonates today – just look at the wheels on a 991 GT3/GT3 RS if you need convincing. The 15-inch wheel was developed with Fuchs, with whom Porsche had a relationship with through its manufacturing of roller tracked vehicles for NATO forces. The benefits of the Fuchs wheel are clear, the weight savings enormous over steel rims, the originals being 2.3kg lighter than their steel equivalent, though costing around five times more to produce than a standard, painted steel wheel.

The lower unsprung mass, allied to the fitting of light alloy ATE brake calipers on the S from 1968, helped improve the ride despite a firmer setup, Porsche's obsession with unsprung mass seeing even the wheel nuts being manufactured from light alloy. Those brakes were improved to better suit the 911S's greater performance, the light alloy calipers needing a spacer between the two halves thanks to the fitment of radially ventilated discs. The rear calipers gained larger pistons, too, the improved braking system of the S not just to the benefit of stopping performance, but wear; the S's wear rates are around half those of a standard 911 thanks – in no small part – to their significantly improved cooling properties.

Powering the S's changes was an engine that saw significant revisions to improve its performance. The 2.0-litre flat six retained the standard 911's capacity, but saw developments to its camshafts, larger diameter valves and ports, modified Weber carburettors, and new ducting for the exhaust system. The compression ratio was also increased to 9.8:1. Combined, these changes saw power increase from the standard 911's 130bhp to 160bhp in the 911S. That's a 23 per cent increase in output, torque growing too, but by a smaller amount, from 149Nm to 179Nm (the S would gain a further 10bhp post 1969 with the adoption of Bosch mechanical fuel injection). Both those figures were achieved at higher revs, 6,600rpm for peak power and 5,200rpm for torque, the engine's rev limit increasing from 6,800 to 7,300rpm over the standard 911. To achieve reliability with that greater output and pressure, Porsche added light alloy forged pistons and nitride coated connecting rods for strength, while the little end bushes were also modified.

Sitting in the half black leather and houndstooth cloth interior, that 911S badge sits proud of the basketweave effect dash trim, the pop-out rear windows and quarter lights betraying the age of the otherwise beautifully finished interior. The cabin is a demonstration of simplicity; the clear VDO instrumentation, the prominent rev counter with its redline suggested at 7,200 through to 7,400rpm. The needle in front doesn't so much identify the exact revs, but bounces around to a rough approximation ➡



**Model** 911S**Year** 1968**Engine****Capacity** 1,991cc**Compression ratio** 9.8:1**Maximum power** 160bhp @ 6,600rpm**Maximum torque** 179Nm @ 5,200rpm**Transmission** Typ 901 five-speed manual**Suspension****Front** MacPherson Strut design; lower wishbones; torsion bar**Rear** Trailing wishbone layout with torsion bar; adjustable Koni shocks**Wheels & tyres****Front** 4.5x15-inch; 165/80/R15**Rear** 4.5x15-inch; 165/80/R15**Dimensions****Length** 4,163mm**Width** 1,610mm**Weight** 1,030kg**Performance****0-62mph** 7.4 secs**Top speed** 137mph

“The S isn’t a stressful or awkward car to drive, it’s one that reveals its best when you’re prepared to work with it”

**Above right** Fitted with the 2.0-litre flat six but with a raft of developments, power and torque output were raised to 160bhp and 179Nm respectively







when blipping the accelerator. It's difficult to not do so, the evocative air-cooled flat-six timbre so rousing, the response to your foot being instantaneous. This car feels in particularly fine fettle, having undergone an extensive, no-expense spared restoration in the last few years. Paragon's Sumpter admits that instead of then being rolled into a collection after it was finished, the owner used it, and used it a lot. That use means any little idiosyncrasies and faults have all been ironed out, the result being it's a very fine driving example indeed.

So it proved on the run down, the hour or so an opportunity just to enjoy the moment and learn the feel through the action of the Typ 901 dog-leg, five-speed manual transmission. Its action is short, mechanical, and its precision is greater in the first three gears than the final two, fifth in particular taking some practice. Customers in the 1960s ordering their 911S could, if the mood took them, have the 901 five-speeder with differing ratios, Porsche offering different competition sets – including those for hill climbs, there were even specific Nürburgring sets available on special order. US market 911Ss came with differing ratios. The majority were standard and identical, in all but the fifth gear ratio, to the non-S 911; the S gained a slightly higher fifth, which, in conjunction with the greater power, and Porsche's higher recommended tyre pressures, raised the top speed to just shy of 140mph. By modern standards it's merely brisk today, though there's

the hugely enjoyable reward of the more you put in the more you get back. Each gearshift requires some thought, every clean shift a delight, while heel-and-toe downshifts are a particular pleasure, the S a car that demands it is driven well. Do so and there's little else like it; it's not easy, with later 911s being less demanding on their drivers, though that need to coax the very best from it is absolutely core to its appeal. Don't confuse that effort with difficulty or recalcitrance; the S isn't a stressful or awkward car to drive, it's just one that reveals its very best when you're prepared to work with it properly. The view is little different to any 911 I've been in before, that shorter wheelbase not revealing, today, any of its snappy vices that it was famed for, though modern Michelin tyres and dry conditions – not to mention the fact it's Paragon's car – means it's not pushed that hard. That's not an admission of going easy, the S revelling in being pushed, the 2.0-litre's surprising low-rev pull being replaced by real urgency when it's revving about 3,000rpm, after which the small 2.0-litre unit chases the redline with vigour, the corresponding increase in pace marked.

The pace is easily enjoyed, the 911's tiny external proportions allowing lines through corners that would be impossible in one of its modern relations. Never mind the view out, the roads are different in an S. There's plenty of grip, the gorgeous three-spoked leather-rimmed steering wheel as glorious to hold as it is to look at, every surface texture, ripple, bump and

camber being communicated with clarity rather than interference. The ride, on S specification Koni dampers, feels supple today, though it would surely have felt taut and slightly uncompromising when compared with its contemporaries.

The S just flows, the thrill of driving it, the sense of achievement when everything's working in perfect unison. The delight in a perfectly timed and rev-matched downshift, the sensation of it loading up in a bend, the unerring, willing response from its responsive, 2.0-litre flat six as you power through and out of it. It sounds better and better as the boxer spins up to maximum revs; the drive to location mostly sampled some 1,000-2,000rpm lower, while the drive back sees the 2.0-litre engine captivate with its enthusiasm for revs, the gearbox shifting more cleanly with that eager engine spinning harder – the S just gels better when it's at the upper reaches of its capabilities. The brakes, so often the weakest link in a classic 911, can be leant on with confidence, though as with every element of the S's make-up, inputs need to be considered. This is a car that's 48 years old, and it's difficult to imagine how the S would have felt when it was new. Exceptional, indeed, just as it remains so today. **911**

### Thanks

The Porsche 911S in our pictures is currently for sale. For more information, please visit [paragongb.com](http://paragongb.com) or call +44 (0)1825 830 424.





The first 911S featured an increased redline by some 500rpm, while the dog-leg 901 gearbox was available with a choice of ratios to suit road or track driving



## Early sporting 911s



### 911R

The lightest production 911 ever built, the R badge is now on a de-winged, manual GT3 RS, but the original R was the 911S, stripped to the bone with an 800kg kerb weight and a 2.0-litre, 210bhp flat six. Just 20 were made, the R (for Racing) competing to good effect in prototype classes, the engine also used in various other racers. Largely forgotten by all but obsessive enthusiasts, the R was thrust back into the limelight with the return of the 991 R, and deservedly so.



### 911T/R

Porsche's entry 'Touring' 911 was the lightest offering, and the basis for some homologated competition use. Power came from either the S's 160bhp 2.0-litre engine (a development of which was the 180bhp version with the Rally Kit), or the 906 racing engine with titanium internals, twin-plug heads and a 230bhp output. Weight was reduced, a larger fuel tank fitted and stiffer, adjustable suspension used, as well as a limited-slip differential, roll cage and racing seats. 35 were built.



### 911S/T

A development of the R and T/R before it, the S/T was a special order car for customers wanting to go racing. The formula was much the same; the body was stripped bare and the latest, high-output flat six was slotted under the engine cover – a 2.3-litre unit with triple-choke Webers, producing 230bhp. Under 40 were built, and, unsurprisingly – given the varied nature of racing and rallying they were built for – very few were built to an identical specification, though they all won often.



# PORSCHE INDEX 3.2 CARRERA

Despite more than 70,000 being made, the 3.2 Carrera has benefitted from the price rise of 911s since 2013. But what's the future of the 1980s 911?

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





## History of the 3.2 Carrera

It cost a little over £23,000 when it arrived in 1984, but according to experts like Hexagon's Jonathan Franklin, you'll pay more than twice that sum to secure a good example of the popular 3.2 Carrera today. We'll come to that later, but the 3.2 marked a return to form for Porsche. At its heart was the 930/20 air-cooled flat six that Porsche boasted was 80 per cent new with improvements, including a rather more reliable hydraulic system of timing chain tensioner. The 3,164cc capacity came courtesy of Nikasil-lined 95mm cylinder barrels from the SC, married to the 930 Turbo's crankshaft for a 74.4mm stroke.

New forged pistons allowed for an increased compression ratio of 10.3:1, and there were numerous changes to the induction and exhaust systems, including the adoption of Bosch LE-Jetronic fuel injection. It was the first time an ECU had appeared on the 911, with a ten per cent improvement in efficiency to boot. Still attached to the much-maligned 915 gearbox, even that was attended to in 1987 with the

arrival of the slicker Getrag G50 transmission, along with hydraulic operation for the clutch.

The steering, suspension and brakes were essentially carried over from the SC, with detailed tuning very much the order of the day, although larger ventilated discs boosted confidence in stopping power. But Porsche hadn't forgotten the aesthetics and as well as producing the fully-galvanised body in Coupe, Targa and Cabriolet, buyers had the choice of the M491 Turbo-look option. Peer inside and you might be forgiven for thinking that nothing had changed, though, the 3.2 retaining the classic five-dial instrument pack and haphazard control layout.

Changes were mainly limited to new trims and materials, although a closer look would have revealed a more luxuriously equipped cabin, one that could be enhanced with a wealth of options from electrically adjustable seats to impressive sound systems. Perfect for city bankers perhaps wondering how best to spend their bonuses! And while it might have seemed like business as usual, the 911's escaping of the axe did mean that it was subject to numerous revisions before production ended in 1989. Even more standard kit, a much-improved ventilation system, the aforementioned G50 gearbox, an electric Cabriolet roof, and a ten-year anti-corrosion warranty were some of

the enhancements that would feature, before the arrival of the 964 changed the 911 for good.

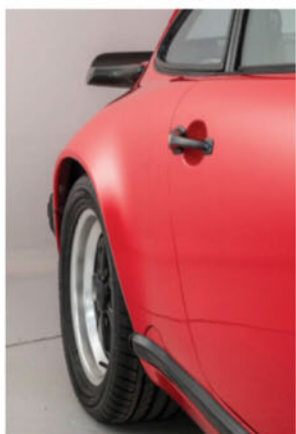
Head back to the late 1990s and early 2000s and it wasn't hard to find 3.2s with £10,000 price stickers, and even in the later 2000s, values had barely crept towards £15,000. Unfortunately, it explains why many examples weren't as well cared for as you might hope, giving rise to the proliferation of restoration cases that have appeared since. Featuring the sort of technology that most new car buyers took for granted, it's no surprise that attention was rather rapidly diverted away from the 964's low-tech predecessor, one who's classic status still lay some years in the future. But from its position as a bargain 911, the 3.2 has come a long way indeed. ➔



**Above** The 3.2 Carrera arguably offered the last 'pure' 911 driving experience, despite its obvious lack of power







**Above centre** Internally, the 3.2 featured new trims and materials and a more luxurious interior



## What's it like to drive?

Here at **Total 911**, the 3.2 Carrera hasn't entirely bowled over our band of scribes. There's no doubt that the extra power was welcomed, as were the smoother running and improved efficiency endowed by the engine's electronic management of fuelling and ignition, while the additional refinement and equipment were good news, too. However, when it came to the crucial matter of driving enjoyment, things weren't quite so rosy.

Issue 119 saw Features Editor, Josh Barnett remark on the engine's lack of urgency, a result of the extra weight the 3.2 Carrera carried, and while neutral handling and a decently balanced chassis were plus points, a lack of outright grip was noticeable. We've since gone further on **Total 911.com**, calling it "pretty gutless."

The long throw of the gearbox didn't win us over, either, while the somewhat haphazard interior layout, heavy steering and less nimble

handling, when compared to previous impact bumper models, ultimately led us to label it "one of the most disappointing 911s." Meanwhile, Issue 121 saw Kieron Fennelly test a trio of impact bumper cars, and while he noted that the extra torque made progress a bit easier, he too remarked on how the added heft had made the 3.2 "fractionally less nimble."

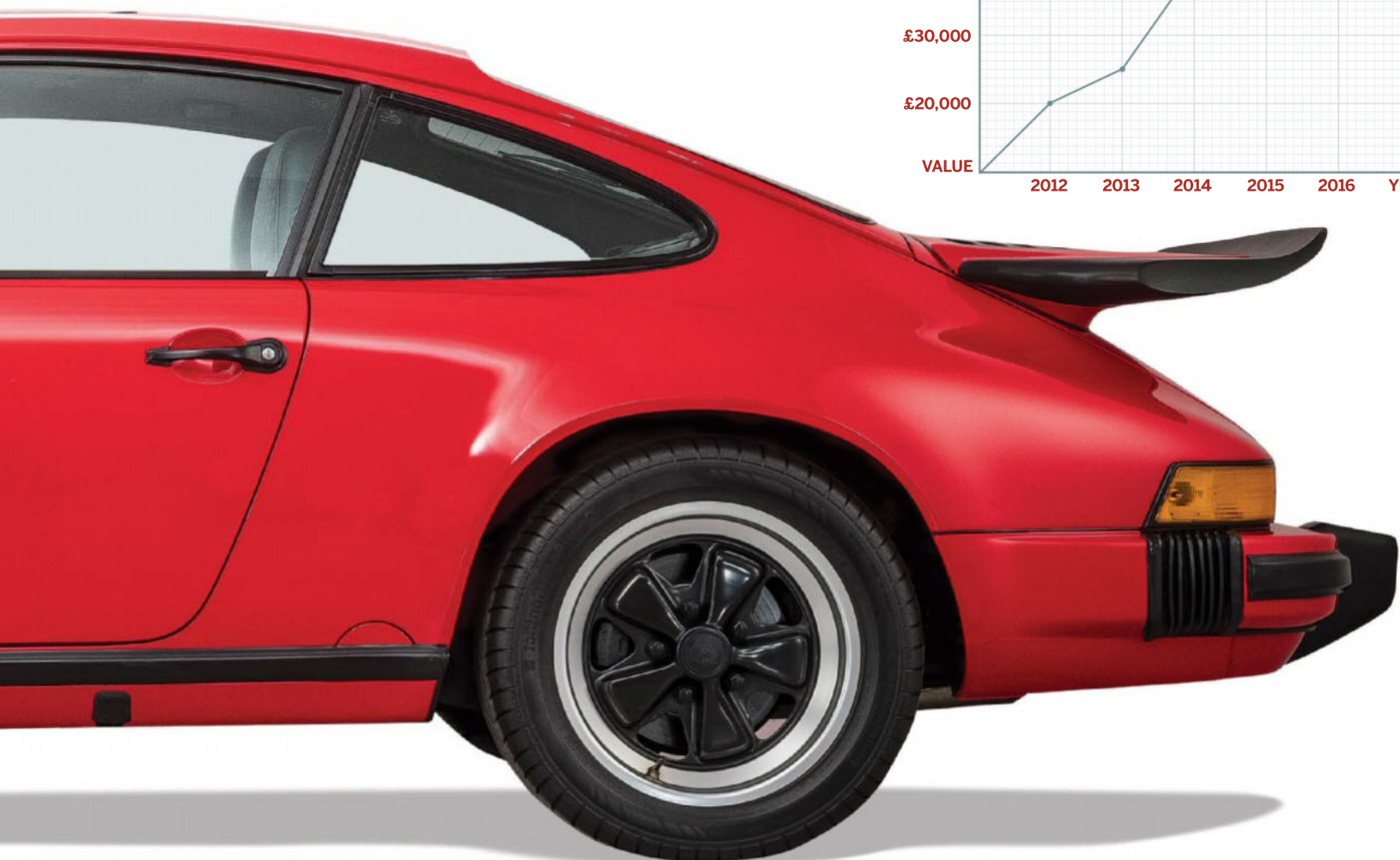
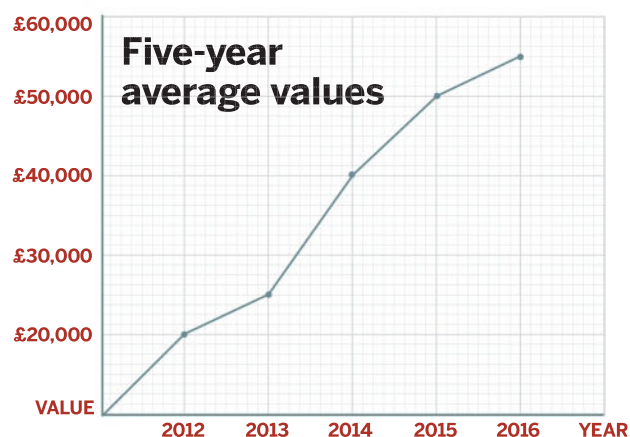
Not entirely glowing reviews, then, but there's no escaping the fact that the 3.2 proved hugely popular with buyers. More than 70,000 examples were snapped up by those who'd fallen for the 911's timeless looks and supercar-baiting performance, and while not everyone considers it the finest of the impact bumper breed, there's no ignoring its widespread appeal.

If the last word in handling purity tops your wish list, then there are other air-cooled Neunelfers out there to deliver it, but for all-round ability, the 3.2 deserves consideration. ➡





“More than 70,000 examples were snapped up by those who’d fallen for the 911’s timeless looks”



## Market rivals

With a very nice, below average mileage 3.2 Coupe setting you back in the region of £55,000, there are a number of interesting options if you fancy exploring what else the 911 has to offer



### 3.0-litre SC

The only normally aspirated 911 available at one time, don't be put off by the modest performance. From the looks to the driving experience, it's a model that brims with classic appeal, and could soon see a rise in values.



### 964 C2/C4

A huge technical change for the 911, it has taken time to be appreciated but buyers are now being drawn to the classic styling. And the modernity of power steering, ABS, and four-wheel drive give a unique feel.



### 993 C2/C4

Well suited to everyday use, examples in this price bracket are likely to have higher mileages. Not that it should put you off, as the 993 is a robust vehicle with a number of innovations, including VarioRam.



## Running costs

We've said it before within these pages, but the 3.2 likely represents the last 911 model where there is scope for DIY maintenance. But even if you prefer to use the expertise of a specialist, the cost of regular servicing should be usefully cheaper compared with its more complex 964 and 993 successors. As a guide, RPM Technik asks £255 for an interim 6,000-mile check, with the bigger 24,000-mile service costing £699. That said, an example that's been neglected when it comes to regular fettling will still leave a hefty hole in your bank balance, so make sure that consumables aren't showing any signs of imminent replacement.

New pads and discs for all four corners will set you back in the region of £1,100 at a specialist, and you'll spend similar money on an aftermarket exhaust and heat exchanger package from the likes of Design911. At £1,200 or so, clutch replacement is often a couple of hundred pounds dearer on G50-equipped cars, so ensure that it feels healthy on the test drive. More extensive engine work is an altogether pricier matter, though, so be extremely wary of a motor that seems to be suffering from major oil leaks or low oil pressure – this should instantly ring alarm bells. According to RPM Technik's Ollie Preston, a complete engine re-build is heading for £10,000 so the need for caution is obvious.

Areas such as the suspension and brakes are straightforward affairs though, and assuming a penny-pinching owner hasn't neglected them, they should prove to be fairly trouble-free.

Also, some brake and suspension parts can be sourced at a reasonable price from independent suppliers; you can expect to pay around £160 for a replacement damper and a similar amount for an exchange brake caliper.

However, the biggest issue for the 3.2 Carrera model by far is one of corrosion, and there are plenty of places where a 3.2 will rot away, with calamitous results for your financial wellbeing. We'd strongly advise a specialist inspection but if you're tempted to check a prospective purchase yourself, then it's vital to scrutinise the inner and outer wings, A/B-posts, kidney bowls, and the floor of the cabin and front luggage compartment.

Bumper mountings can dissolve, while the bumpers themselves are aluminium and if they are too far-gone, you're looking at £1,000 to replace them. Indeed, panels are equally costly with front wings costing in the region of £800 before painting and fitting, so don't be satisfied until you've checked every inch of the metalwork. Major restoration could easily exceed the value of the car, so you've been warned.

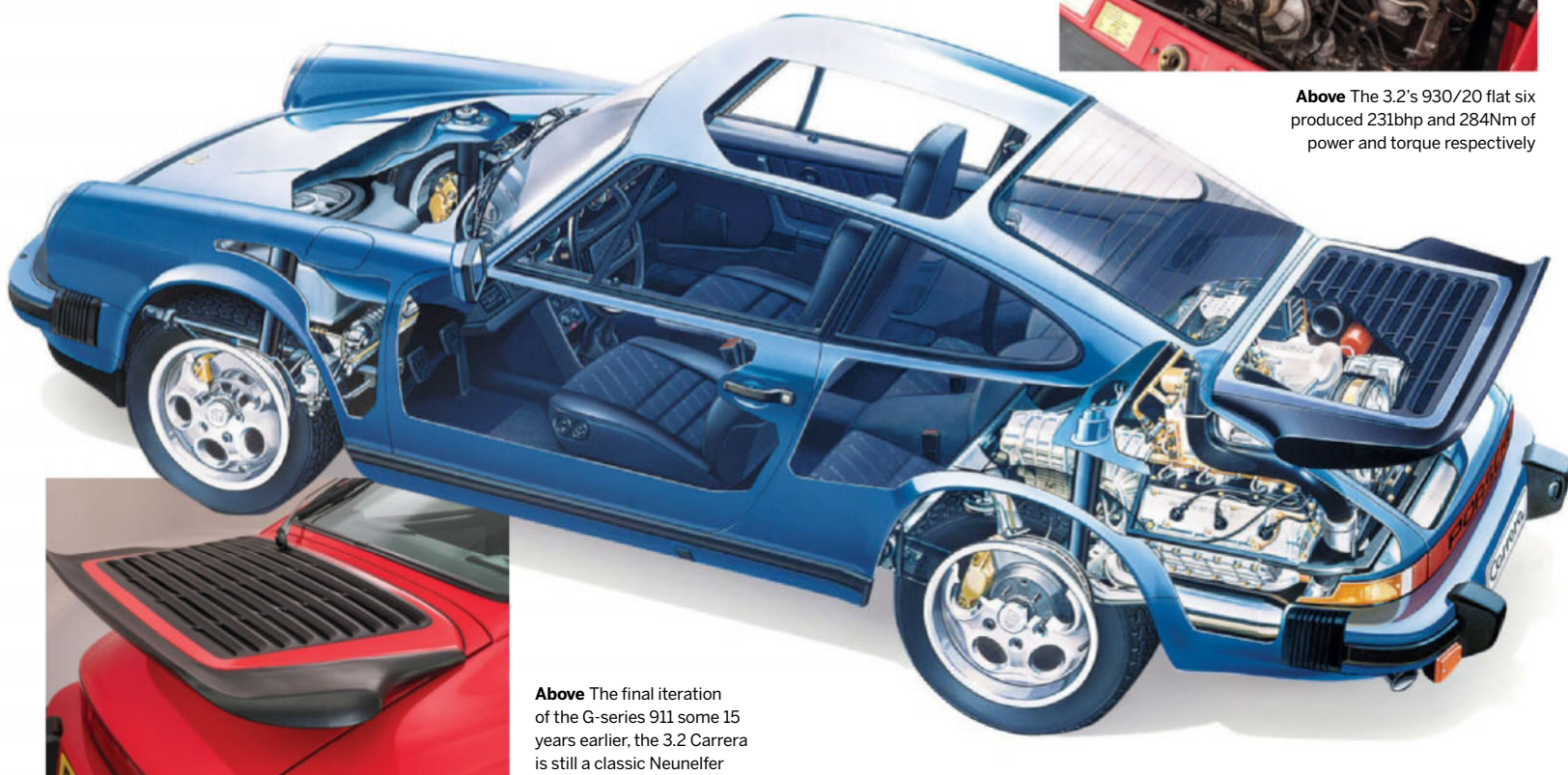
There's better news with the cabin, which is robustly assembled from quality materials, and its overall simplicity means that any wear and tear will be easy to spot. Of course, renovating a scruffy example won't be cheap, so it pays to ensure that the seat trim and dashboard moulding are undamaged. Most attention, though, should be reserved for the electrics, so ensure that you know exactly what options have been fitted and that everything operates as it should. ➡

## Before you buy

- Despite the galvanised bodywork, corrosion is one of the biggest risks. There are costly rot-spots, including the kidney bowls aft of the sills, which can be £2,000+ to replace according to Ollie Preston at RPM Technik.
- Provenance is key, so any gaps in history should be treated with suspicion. Paragon's Jason Shepherd points out that condition varies widely and there are plenty of poor ones on the market that may have been badly restored. Thorough inspection is vital.
- Look for evidence of meticulous servicing. The 3.2 engine is robust, but as John Hawkins notes, even a mild top-end re-build will cost £3,000. Oil smoke or any hint of low oil pressure should ring alarm bells.
- If you opt for a model with the 915 gearbox, check for signs of weak synchromesh or an obstructive shift. Some of the parts needed for an overhaul are hard to source and a major re-build will be costly.
- Check that everything works as it should, as age may have taken its toll on electric wiring. The cost of getting defunct windows and sunroofs moving again can mount alarmingly.



**Above** The 3.2's 930/20 flat six produced 231bhp and 284Nm of power and torque respectively



**Above** The final iteration of the G-series 911 some 15 years earlier, the 3.2 Carrera is still a classic Neunelfer





## Desirable options

Compared to the models that followed it, the 3.2 can perhaps be considered as the last of the straightforward, old-school 911s. That said, its introduction coincided with a time when wealthy buyers wanted their sports cars to come with a healthy dose of luxury, which means that it isn't hard to find one with plenty of kit. So we asked the experts for their views on desirable specifications.

### M491 Turbo-look

If the 1980s was the decade of flaunting wealth, that meant having a 911 that resembled the Turbo. Hexagon's Jonathan Franklin agrees, saying it could add £30k to the value, depending on mileage.

### Sport/non-Sport

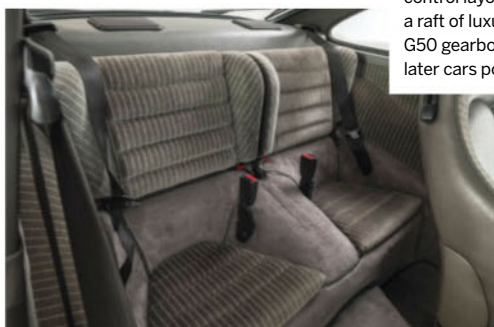
Conversely, a few specialists said that non-Sport models – without the front spoiler and rear wing – are finding favour among buyers. Of course, it is a matter of personal preference, but worth consideration.

### G50 Transmission

Although the 915 unit isn't always as recalcitrant as reputation suggests, almost all of the specialists say that buyers were attracted to the models from 1987, which benefitted from the improved gearbox.



The 3.2 Carrera retained the classic 911's haphazard control layout, but offered a raft of luxurious options. G50 gearbox appeared on later cars post 1987





## Investment potential/ownership experience

As we've seen elsewhere in the review, our own writers haven't always been entirely positive about the 3.2 Carrera, but for many prospective owners, the combination of solid build quality and manageable dynamics holds plenty of appeal – and a well-maintained example shouldn't cost the earth to run.

But begin to talk about future values and things start to look somewhat enticing. As Specialist Cars of Malton's John Hawkins points out, prices are only going one way and that's up, although he adds a note of caution saying that originality and provenance are ever more important when buying one of these classic 911s.

Hexagon's Jonathan Franklin agrees, noting that buying the best you can afford is of crucial

importance if you want to realise the investment potential that the 3.2 Carrera looks certain to offer its buyers in the future.

Franklin also reckons that, despite current economic uncertainty, this is a Porsche 911 model that still offers a very solid place to put your money in the years to come, and although convertible prices lag behind those of the Coupe (by around £10k), the Targa is also becoming increasingly popular. **911**

### Thanks

The 3.2 Carrera in our main shots is currently available for purchase through Hexagon Classics. For more information, go to [hexagonclassics.com](http://hexagonclassics.com) or call +44 (0)208 348 5151.

## Total 911 verdict

Few cars are as evocative of their decade as a 911 in be-spoilered Sport spec – it didn't adorn bedroom walls for nothing – and for some, that could well seal the deal. Acceptable performance allied to superb build quality adds further appeal, although additional weight arguably dulls its responses a little. But however you view its abilities, the very best 3.2s would certainly appear to be solid purchases. Get one in decent shape and with impeccable history, and you'll have bagged yourself a sound investment.



“Originality and provenance are ever more important when buying a classic”



**Below** Convertible prices of the 3.2 lag behind Coupe variants by around £10,000 but Targas are proving more and more popular







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PD08K Kit Yellowstuff highest friction pads and USR slotted black Geomet® discs

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PD016K Kit Greenstuff sport pads and BSD blade style slotted black Geomet® discs

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# Frank-Steffen Walliser

**Total 911** talks mid-engined race cars, what it means for the road cars and more with Frank-Steffen Walliser, Head of Porsche Motorsport and GT vehicles, at the LA Auto Show

Written by **Kyle Fortune**



**T911: Dr Walliser, this new 911... it's a fundamental shift isn't it?**

FSW: We did it already in 1995 with the GT1 so it's not so surprising but it is a fundamental change.

It's different from the GT1. The GT1 was more prototype, not so many parts; especially in 1998, it only carried the name tag 911. Here we have the same 911 platform. We changed what was necessary – it was an important step for us to come back and have a competitive car.

**The revisions are sizeable. How much commonality to a traditional 911 platform is there and how much of it is bespoke?**

It's within our platform. It's relatively easy to make the body in white and so it was not very long, and it gives us a lot of freedom and the realisation of that was very easy. Making a race car to fit is the bigger challenge – and to convince everyone in the company that we have the engine in front of the rear axle now instead of behind the rear axle.

**How far is it in millimetres? Is there a change to the wheelbase, then, too?**

In millimetres, that's a good question, I have no idea, honestly. There is [a change to the wheelbase], but it is within the regulations –

2,510mm is the right number, I think. About 60mm is by the rules, but the wheelbase is longer than the old GT1. That's interesting because if you have in your mind the GT1, for me, it looked like it had a long wheelbase, but for this car it is even more, so let me check the data... ah, 2,516mm.

**So you've stuck with natural aspiration rather than having a turbo?**

For sure, we also had a look at turbo, as we said we'd consider everything, but with the weight disadvantage of a turbo you lose a bit of the freedom to have the perfect weight distribution, which was the [car's] main target. Because in WEC and the IMSA races the use of the tyres is the most important factor – the consistency over the stint – it's not about the single fastest lap. You will not win races doing the single fastest lap, so we invested all in the consistency, and with the turbo there was a disadvantage in our car, in our package, with our turbos available from the shelf. It didn't work. For some competitors they work, but in our situation it was a disadvantage.

**You mentioned weight distribution, that's key, but there's an aero benefit too?**

If you shift the engine then you have space in the rear for a bigger diffuser, and have the aero advantage. That's a lot of win for profit, but it's the second step that makes the concept stronger.

**What sort of advantage has that given you? Can you put a number on it over the old car?**

As the old car could not really use everything out of the rules, I could not really give you a real number, but it's significant. It's easier to set up, I think everything we learned over the last four years of GT racing at WEC level and highest GT level, all the ideas went into the car and I think we have a very strong package. Finally, the performance depends on Balance of Performance.

**On the one hand Porsche has to be in GT racing, but the BoP question has to be a frustrating thing to work with as an engineer?**

Yes, but not the BoP in general, as we all know we need BoP; if you handle it properly you can see close racing and very good competition bringing in a variety of cars. V8, V6, turbo, normally aspirated, mid-engined, front-engined, flat six... it makes it really interesting, so there's a big need for BoP, but it's how you handle it. The frustrating side is more on how they handle it, but lessons learned from this year were good.

**Did moving the engine forward require any FIA dispensation?**

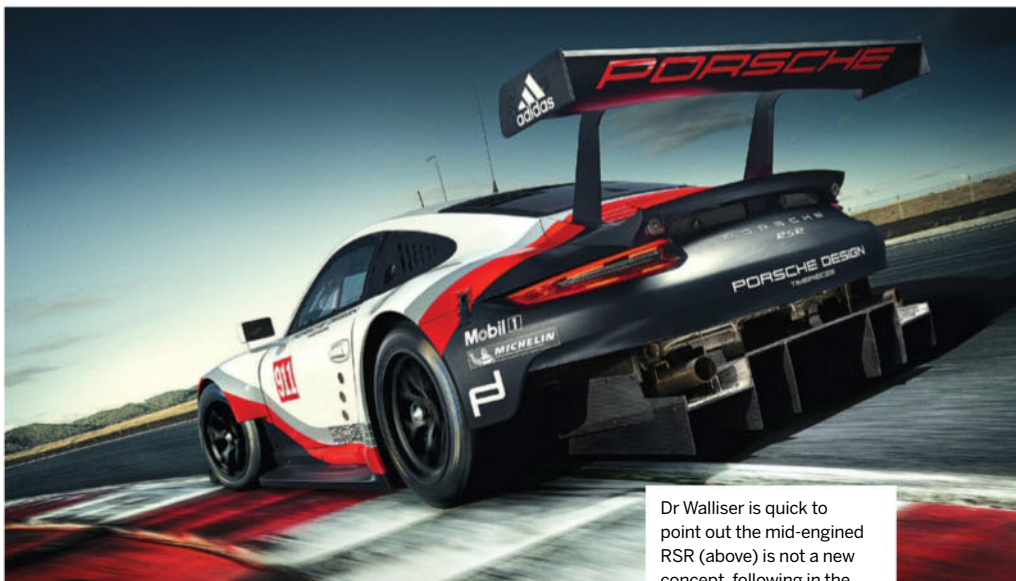
No, it is within the GTE rules, as long as you stay within your platform. It's fine, no waiver.

**So you anticipate front running next year? ➡**









Dr Walliser is quick to point out the mid-engined RSR (above) is not a new concept, following in the footsteps of the 911 GT1 (bottom right). Walliser expects the RSR to be competitive from the start



Urm, for sure, I hope we will not have a learning year, as if you work half a year, the more you know the car and the more you can improve. Most important from the start is definitely reliability, and then you go on the performance of it. Everything must be sorted out for Le Mans.

#### When did development start for this car?

I took over motorsport in October 2014 and it was the most important task. We made a decision in March 2015 and then engineering started. A year later, the car was running and tested. We will race it in January 2017 [at Daytona], and if I had the freedom not to select a 24-hour race as the first race I would! A two-hour race would be nice, but it is like it is... we start with the 36 Hours of Florida.

#### And homologation for the road?

Interesting question. I don't know, I can't see a reason against it.

#### Speaking of road cars, in particular the GT cars, is there any possibility they'll go mid-engined as well?

(Laughs) It's funny... everyone asks me that. We have the GT4, but we have no plans for that, but for sure, I also say 'never say never'. We have so many things within Porsche AG that you say in 2016 you'll never do, then ten years later you do, but for now we have no plans to do it.

#### Out of interest, you mentioned the GT1, how fast is this car in comparison?

Yes, it was a nice discussion on naming of the car, whether we should call it GT1, but some of the sanctioning bodies were a bit upset about this.

#### Did the car have to stick with the 911 name or was there talk of it just being RSR?

No, it has to be a 911. If you look at the car it's a distinguished 911, and 911 is always going to the limit. This is also part of the car: think of the GT3 RS, think of the Turbo, think of the R as a special case, we are looking at what is the best thing we can do with the car. We only changed the position of the engine a little bit (laughing), no more...

#### Given that it is an iconic part of the 911's heritage, that's a bit more than a little thing...

It also shows that the question of the street car, this two-plus-two-seater and the spacey feeling you have in the car, that there's a lot about the 911 that makes the feeling of the car. This is why, for the street car, I'm convinced this (rear engine) is the right solution. Having the engine in the back, it makes the car unique, and nobody will copy it in the future, which is even better.

#### Looking at future powerplants for it, is there a possibility to hybridise it?

There's some ongoing discussion with the rule

makers if a hybrid could enter GT, but at the moment we have no competition, as the others are not ready. We could do it; we already did it six years ago. For sure, it's different and relevant, but you'd introduce four-wheel drive or something like that, you'd introduce ABS... looking at the relevance of racing it's interesting, but my best guess is it will take another five years – but not because of us. We are ready... Could we see a turbo version in the same timeframe, is there a time limit of the 4.0-litre? Now we see the package with a normally aspirated engine as great, but never say never. I would never go racing and say we do not opt for technical solution A, B or C; we must always look for what is the best we can do, the fastest. With all the parameters, we have to look at the handling of the car, and cost.

#### Does the car bring elements that could be applicable to an extreme road car, say a GT2?

We will see. The race cars for Porsche have always been an inspiration for the street cars. So, I think it's important that these two departments are working together, and inspiration comes through working together through the same workshop, and sometimes it's a natural exchange of ideas and technology. And yes, you have the same designer working on the race car and the street car: if he switches the project he will not forget what he's learned on the race car and he will bring that to





## “The previous RSR was old-style 911 and the final result was very good, but it had come to the end of its lifetime”

the street car. And for sure, we see it – why does the GT3 RS have a wider front tyre? We see that from the Cup car, we see wider, wider, wider so it'd benefit the GT3 RS.

### **You mention weight distribution is key. Can you give an idea to what it is now?**

I cannot give you the exact numbers because our competitors would like it too, but we are talking about 2-3 per cent difference between the two car concepts, but it is not only the single standing weight, but also the orientation of the masses in the cabin for the inertia. Both are important to measure it, but even as a simulation it's difficult.

### **So it's not a complete recalibration in terms of suspension set up?**

We did a new suspension set up and it's different to the old car. We put on the old tyres and nothing worked, everything changed. You take all your experience and start again; the drivers say it's good but it could be faster, and you work with it.

### **Was there any push back internally for the mid-engined design?**

For sure, there was some discussion saying 'we prefer', but my answer is always 'I prefer winning races'. If you prefer having the engine somewhere, then you shouldn't do my job, but at the end of the day, there's a commitment from the board and the company that we want to be on top of the line, and if it's possible by the rules then let's do it.

### **Given Porsche's position and connection with motorsport, how does that fit with the rest of the group's withdrawing from categories, looking at VW in rallying and Audi in WEC?**

In our Board there's a high commitment that Porsche is involved in motorsports since day number one, and we have to do it at a certain level. If you see the success of the company and its motorsports, they go hand in hand. Also our customer motorsports racing activities, our GT fleet is better than ever...

### **So it's good business, racing?**

If I look at the whole package, it's really good for Porsche. The company has a certain size and it's good, there is nothing wrong with our business figures, including our motorsport activities.

### **Were there any areas of difficulty or serious technical challenges with the new car?**

There were not single technical things. Instead, it's pacing up the team, looking at the details, it's project management, the tough schedule behind it... It's not to oversee a single thing, because the character of a race car is that if a single part doesn't work, then you will fail. Even if the door handle is not working you cannot close the door and continue to race. So this is the bigger challenge; the open topic list has about 1,000 items. We've never had anything that you'd say is a real crisis, but we could always improve. The old RSR was old-style 911, and the final result was very good, but it was at the end of its lifetime.

### **First race at the end of January 2017, then?**

Yes, with a race like this, there's a lot of pressure, but the question is: is our preparation and testing good? We have test cars built, the team all ready, and we're quite happy. The last tests will come in the next few weeks and we'll see where we are. The interesting thing is not talking around; we have a green flag and after 24 hours we will know. Our job is to go out racing, and that's it... **911**



THE TOP

# 25

GREATEST PORSCHE  
911 RACERS OF  
**ALL** TIME

In various guises, the Porsche 911 has wracked up victories in all of the world's most prestigious sports car races and championships. Now, **Total 911** looks at the people who have risen to the occasion on the track and stage to find the greatest Porsche 911 racer of them all



25

**MANFRED SCHURTI**

Born in Austria but brought up in Liechtenstein, Schurti is probably the latter's greatest ever racing driver. A two-time class winner at the 24 Hours of Le Mans (in 1975 and 1976), the Liechtensteiner is best remembered for his 1979 exploits in factory Martini 935s, helping Porsche to that season's World Championship for Makes.



24

**SASCHA MAASSEN**

Having first raced a 911 in 1998, it didn't take long for Maassen to start winning behind the wheel of a Porsche. Major victories on both sides of the Atlantic (including two American Le Mans Series titles) top a distinguished career, with the German now employed by Porsche as a driver coach for their Junior programme.



23

**PAULI TOIVONEN**

The original 'Flying Finn', Toivonen cemented the Porsche 911's status as one of the best rally cars of the 1960s. A six-time rally winner at the wheel of a 911 (including triumphs at the San Remo and Acropolis), Toivonen set the stages alight on both tarmac and gravel, winning the 1968 European Rally Championship.



22

**STÉPHANE ORTELLI**

The Monegasque racer is the only man on this list to have won the 24 Hours of Le Mans outright at the wheel of a 911 derivative, taking the GT1-98 to victory in the 1998 running of the French enduro, alongside Allan McNish and Laurent Aiello. He is also the 2002 Porsche Supercup champion and a 24 Hours of Spa winner.



21

**RICHARD WESTBROOK**

Having won the Porsche Carrera Cup GB in 2004, Westbrook won back-to-back Supercup titles in 2006 and 2007 before moving onto the FIA GT Championship. At the wheel of a Prospeed-run 997 GT3 RSR, the Briton secured the 2009 GT2 crown by just two points, winning the final round at Zolder, Belgium.



20

**PATRICK PILET**

Since signing with the Porsche factory in 2008 (a year after winning the French Carrera Cup), Pilet has gone from strength to strength. His opening stint charges in the IMSA United SportsCar Championship series are every bit as impressive as his teammate, Nick Tandy, helping the Frenchman to the 2015 USCC drivers' title.



19

**ERWIN KREMER**

Kremer may be better-known for the eponymous squad set up by brothers, Manfred and Erwin, but the latter was a regular race winner with early 911s. The 1968 European Touring Car Championship crown (with overall victory at the 24 Hours of Spa) was followed by class success at Le Mans in 1970, before Kremer was awarded the 1971 Porsche Cup, for the best independent Porsche racer.

**MY TOP 5**

**Lee Maxted-Page**  
Owner, Maxted-Page

1. Bob Wollek, 2. Jürgen Barth,  
3. Gijs van Lennep, 4. John  
Fitzpatrick, 5. Clemens  
Schickentanz



18

**PATRICK HUISMAN**

No countdown of the greatest Porsche 911 racers would be complete without 'Mr Supercup'. Huisman gained the moniker for his complete and utter domination of Porsche's premier one-make series between 1997 and 2000, securing four consecutive crowns, first in a 993 and then behind the wheel of 996 Cup cars. He is the most successful driver in the series' history with 24 race victories but, in 1999, the Dutchman also proved his endurance credentials with class wins at both Sebring and Le Mans.



17

**RICHARD LIETZ**

After no titles in three Porsche Supercup seasons, the affable Austrian's first championship triumph with a Porsche 911 came in the 2007 International GT Open. That reasonably low key success has led to much greater things for Richard Lietz though, namely three class victories at the 24 Hours of Le Mans and back-to-back Le Mans Series crowns in 2009 and 2010. The standout success, however, is an FIA World Endurance Championship crown, which he secured at the wheel of a factory 991 RSR in 2015.





## PATRICK LONG

16

The only American currently on Weissach's roster of works drivers, Long rose through the Junior ranks.

The Californian racer (often found competing in classic Porsches in his spare time) is now one of the longest serving drivers on the books. Three American Le Mans Series GT2 titles (taken alongside Jörg Bergmeister in 997 GT3 RSRs) are joined on his impressive CV by two class victories apiece at Le Mans, Sebring and Petit Le Mans, as well as the 2011 Pirelli World Challenge crown.



## GIJS VAN LENNEP

15

Winner of the inaugural Porsche Cup in 1970 (a feat the Dutchman repeated in 1973), van Lennep's greatest Porsche

911 victory came in that year's Targa Florio, the last ever running of the Sicilian road race. Battling faster prototypes with teammate, Herbert Müller, the duo kept Carrera RSR chassis 'R6' out of the scenery to score a famous triumph. Despite a broken gearbox, van Lennep would also finish second overall at Le Mans in 1974 driving a Martini 911 Carrera RSR Turbo 2.1.



## JACKY ICKX

14

An artist behind the wheel, Ickx should have been F1 World Champion. Instead, with the help of Porsche's prototypes,

he became an endurance racing legend. Pedalling a 935, Ickx helped Porsche to four consecutive World Championship for Makes titles with the turbocharged Group 5 racer, before convincing Porsche to compete in the Paris-Dakar Rally. Although he never won the event outright in a Porsche, Ickx took nine stage wins in 1984 before finishing second in 1986 driving a Rothmans 959.



## GÉRARD LARROUSSE

13

Having guided a 911R to victory in the 1969 Tour de Corse and the Tour de France Auto, for the 1970 running of

the latter, Larrousse commissioned Porsche to build its lightest 911 ever: a 788kg 911 S/T. While the Frenchman couldn't overcome the two Matra prototypes, Larrousse used the car to good effect, with third place proving his expertise on his native roads. In the same year, he finished second overall in the Monte Carlo Rally, a feat he would repeat in 1972.



## TIMO BERNHARD

12

Before becoming an LMP1 superstar, Bernhard carved his career in various 911 racers, developing his blend of

speed and infallibility in the Carrera Cup Deutschland, where he became champion in 2001. After class wins at Le Mans and Daytona in 2002, he was part of The Racer's Group's famous triumph at Daytona in 2003. An ALMS title followed before Bernhard asserted himself as a star of 'The Green Hell', winning the Nürburgring 24 Hour race a record five times between 2006 and 2011.

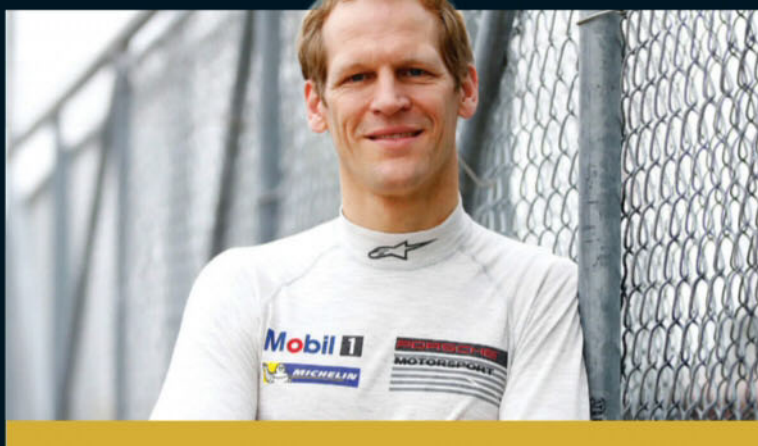


## TOINE HEZEMANS

11

By 1976, Toine Hezemans had already used Porsche's 3.0-litre 911 Carrera RSR to good effect, winning the 1974 Six

Hours of Monza and taking a class victory at the 1975 24 Hours of Le Mans. The dawn of turbocharging brought the Dutchman into his own though, winning the 1976 European GT title in a Gelo Racing 934. This success was followed in 1978 with a victory at Daytona in a Brumos-entered 935/77 and four world championship race wins for the factory Martini Racing squad.



## JÖRG BERGMEISTER

10

As one of Porsche's longest serving factory drivers, Jörg Bergmeister

has even been described by factory teammate, Nick Tandy, as "Mr 911". The German first raced in the Porsche Carrera Cup Deutschland back in 1996, before getting a factory works contract for the 2002 season (by which time he had won Porsche Carrera Cup Deutschland and Supercup titles in 2000 and 2001 respectively). Bergmeister is highly respected by his factory teammates and it's certainly not hard to see why. In fact, there are few international races

without Jörg Bergmeister's name on the list of race winners. In the GT2 class, the 40-year-old German racer is a five-time American Le Mans Series (ALMS) champion, he has tasted overall victory at both the 24 Hours of Daytona and 24 Hours of Spa races in a Porsche 911, and has class wins at both Le Mans and Sebring.

## MY TOP 5

Leh Keen

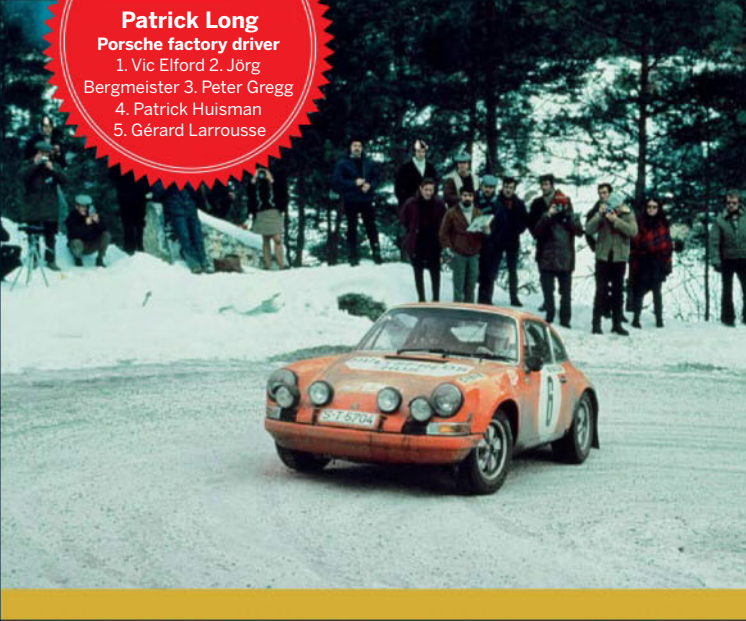
Porsche 911 racer

1. Hurley Haywood
2. Walter Röhrl
3. Randy Pobst
4. Vic Elford
5. Wolf Henzler



## MY TOP 5

**Patrick Long**  
Porsche factory driver  
1. Vic Elford 2. Jörg  
Bergmeister 3. Peter Gregg  
4. Patrick Huisman  
5. Gérard Larrousse



### BJÖRN WALDEGÅRD

9

You don't guide a Porsche 911S to two consecutive Monte Carlo Rally victories without god-like levels of car control. On the treacherously snowy Alpine roads above Monaco, the late Björn Waldegård proved untouchable in both 1969 and 1970, compounding his special stage genius with further wins in the 1970 Swedish and Austrian rallies. Incredibly, at the age of 68, the Swedish rally ace was still winning major international events. Long after many of his contemporaries had retired, Waldegård triumphed in the 2011 East African Safari Classic (possibly one of the toughest rallies in the world) driving a Tuthill-prepared Porsche 911.



### NICK TANDY

7

When Nick Tandy gets behind the wheel of a Porsche 911, the Briton often makes magic happen. No single race highlights this more than the 2015 Petit Le Mans where, alongside Patrick Pilet in a 911 RSR, Tandy carved through the field in atrocious conditions, overtaking the supposedly faster prototype machinery to take a remarkable overall victory. It's not hard to see why it's the British factory racer's favourite 911 triumph. The win that day secured Porsche all three USCC titles and added to Tandy's already impressive résumé, which includes a German Carrera Cup crown, class victories at Daytona and Petit Le Mans and the 2012 Porsche Cup.



### HURLEY HAYWOOD

8

Having served a tour of duty in Vietnam, when Hurley Haywood returned to US soil he promptly paired up with Brumos Porsche owner, Peter Gregg, to win the 1971 IMSA GTU class championship, a feat Haywood would repeat solo in 1972. Often remembered for his three overall victories at Le Mans in factory Porsche prototypes, America's most decorated endurance ace also enjoyed plenty of success in Brumos-run 911s. Using rear-engined machinery, Haywood took four overall Daytona 24 Hour wins and two such triumphs in the 12 Hours of Sebring, including a Floridian double in 1973, writing himself into US racing history books.



### ROLF STOMMELEN

6

When it comes to Porsche's legendary factory drivers, Rolf Stommelen's name doesn't crop up often in conversation. However, Jacky Ickx included, there was probably no one faster at the wheel of Weissach's fearsome 935. Stommelen's fully committed style brought class victory at Le Mans in 1976 and a DRM title (then Germany's premier race series) in 1977. The same year, the German drove factory 935s to two world championship race wins before he moved his focus to the US. Stateside, Stommelen became a multiple IMSA GT race winner, including three overall triumphs in the 24 Hours of Daytona (1978, 1980 and 1982), all in independently entered 935s.



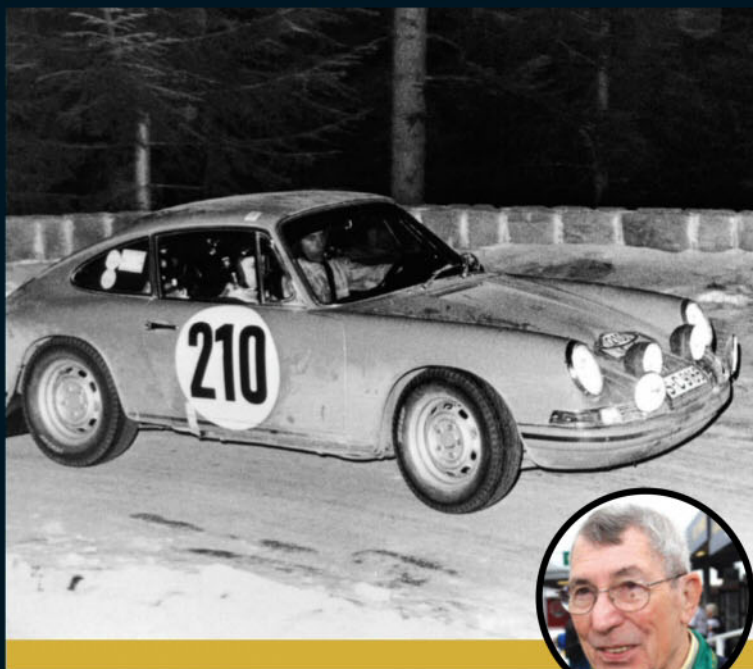
5

**MARC LIEB**

Few drivers enjoy the same mechanical understanding as Marc Lieb. With a degree in engineering, he has played a vital role in developing Porsche 911 racers in the Weissach workshops and on track. After winning the 2002 Carrera Cup Germany, Lieb became a factory driver in 2003 and was loaned to Freisinger Motorsport to campaign their 996 GT3 RS. Alongside Stéphane Ortelli, Lieb took three victories, the best of which came at the 24 Hours of Spa. Joined by Romain Dumas, the trio beat the faster GT1 cars with a masterful display in changeable conditions. The result would help Lieb claim the 2003 FIA GT title, while he was awarded the Porsche Cup as the best driver in privately entered 911s. Lieb would use the success as a springboard, claiming a second FIA GT crown in 2005 alongside the first of four Le Mans Series titles. With three class victories at Le Mans, triumphs at Sebring and Daytona, and four wins at the 24 Hours of Nürburgring, there wasn't much Lieb hadn't won before graduating to the 919 programme in 2014.

**MY TOP 5****Jürgen Barth****Head of Porsche Motorsport**

1. Herbert Linge
2. Erwin Kremer
3. Björn Waldegård
4. Vic Elford
5. Pauli Toivonen



4

**VIC ELFORD**

Without 'Quick Vic', this list of top Porsche racers may not even exist. Elford almost single-handedly convinced the Porsche board of the 911's sporting credentials, remarkably winning the very first rallycross race – held at Lydden Circuit in February 1967 – in a completely stock Neunelfer 'borrowed' from UK importer AFN's showroom. From there, the Briton won the 1967 European Rally Championship and the 1968 Monte Carlo Rally. Perhaps his most incredible triumph came in the 1967 Marathon de la Route though.

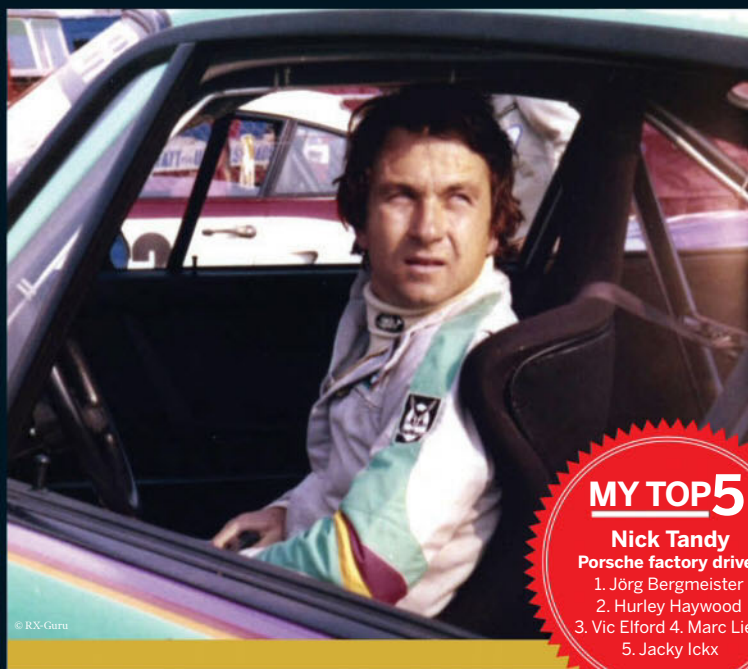
Driving a Sportomatic-equipped Porsche 911R in the rain and fog, Elford drove four seven-hour stints through the nights of the 84-hour race around the full Nürburgring course, leaving teammates, Hans Herrmann and Jochen Neerpasch, to contend with the relatively simple daylight hours. Incredibly, Elford had to fly back to the UK before the chequered flag fell; he was needed at Brands Hatch where he would race a Porsche 911 – the exact same car used at Lydden – to third place in a British Saloon Car Championship race.

3

**BOB WOLLEK**

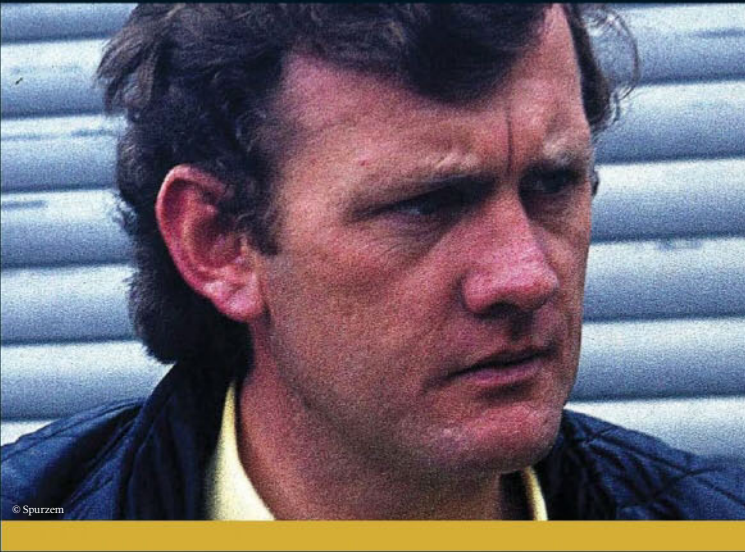
No one has won more Porsche Cups than Bob Wollek. Of the late Frenchman's seven titles in the competition for privateers, four have extensively utilised Porsche 911s (including three consecutive crowns from 1976-78). Otherwise known as 'Brilliant Bob', Wollek burst onto the Porsche racing scene in 1975, winning the GT class at the Nürburgring 1,000km race in a 3.0 RSR. Often associated with the bright green 'Vaillant' 934s and 935s he campaigned in the latter half of the 1970s (garnering Wollek multiple DRM race wins), the Frenchman also saw major endurance successes at the 1979 Six Hours of Silverstone and the Nürburgring 1,000km race.

Further proof of his 935 mastery came with triumphs at the 1981 Suzuka 1,000km race and the 1983 24 Hours of Daytona race, before he came agonisingly close to a maiden Le Mans victory during the GT1 era, finishing second in both 1996 and 1998. Before his untimely death, Wollek proved he could still win races in the new millennium, beating the GT opposition in the 2000 Petit Le Mans.

**MY TOP 5****Nick Tandy****Porsche factory driver**

1. Jörg Bergmeister
2. Hurley Haywood
3. Vic Elford
4. Marc Lieb
5. Jacky Ickx





## JOHN FITZPATRICK

2

It's hard to pick a standout year in John Fitzpatrick's glittering Porsche career, the Briton enjoying an almost unprecedented level of success throughout the 1970s and well into the 1980s. If Fitzpatrick was on the same entry list as you, then you knew you were going to be up against it.

In 1972, alongside Erwin Kremer, Fitzpatrick would guide Kremer Racing's Porsche 911 S/T to a class victory at the Nürburgring 1,000km race, before going on to clinch that year's European GT Championship (with five wins) for the German squad. Fitzpatrick was at the top of his game in 1974, winning the European GT Championship again (after switching mid-season from Gelo Racing

back to arch rivals, Kremer) and taking five world championship race victories in the GT class for Georg Loos' racing team.

Rather than peaking early however, Fitzpatrick cemented his place in the Porsche motorsport pantheon as the 1970s wore on, proving mighty behind the wheel of various 935s, especially in the United States IMSA GT series, where he guided a Dick Barbour Racing Porsche 935 K3 to the 1980 title and numerous race wins. Wolleick is a Porsche racer worthy of second spot.

## MY TOP5

**Cam Ingram**

Co-owner, Road Scholars

1. Vic Elford 2. Björn Waldegård
3. Hurley Haywood
4. Gérard Larrousse
5. Patrick Long

1

## PETER GREGG

Throughout the 1970s, the podium at many of the US's most prestigious sports car events was topped by two men: Hurley Haywood and the late Peter Gregg. The "Dynamic Duo" often swept all before them in a variety of Porsche machinery (often decked out with the famous white, red and blue livery of Brumos Racing). While Haywood would go on to prove his talents (and earn even greater fame) in factory prototypes, Gregg was the undoubted master when it came to racing Porsche 911s.

Having taken over Brumos Porsche in 1965, Gregg soon put the Floridian dealership on the map, taking victories in the 2.0-litre GT class at Sebring, Daytona and Watkins Glen between 1967 and 1969. In the latter year, Gregg would also be crowned B Sedan champion in the SCCA runoffs. Gregg's team had built up an unparalleled reputation for racing Porsche 911s so, for that year's 24 Hours of Daytona, the factory lent Brumos one of the works 2.8 RSRs, chassis 'R4', with Gregg and Haywood repaying Weissach's faith by taking overall victory.

For the 1973 12 Hours of Sebring, Brumos was meant to race its own 2.8 RSR, however, come March time, the car still hadn't arrived. Ever the opportunist, Gregg struck a deal to borrow Dr Dave Helmick's yellow-hued RSR. Alongside Haywood and Helmick (the latter driving a single stint), Gregg scored a famous victory before going on to secure both the Trans-Am and IMSA GT titles later that year, defending the former title in 1974 with a 3.0 RSR, and retaining the latter crown in both 1974 and 1975.

Another overall triumph at Daytona in 1975 (one of the last major victories for a 3.0 RSR) preceded the switch to Group 5/IMSA GTX with the 934.5 and 935. After a brief hiatus racing BMWs, Gregg returned to the Porsche fold with the turbocharged machinery and promptly won two more IMSA GT championships in 1978 and 1979, adding a fourth Daytona victory to his CV (his third behind the wheel of a 911) in the former year. A true legend of American motorsport (not just in Porsche circles), Gregg deservedly takes the mantle of 'The Greatest'.

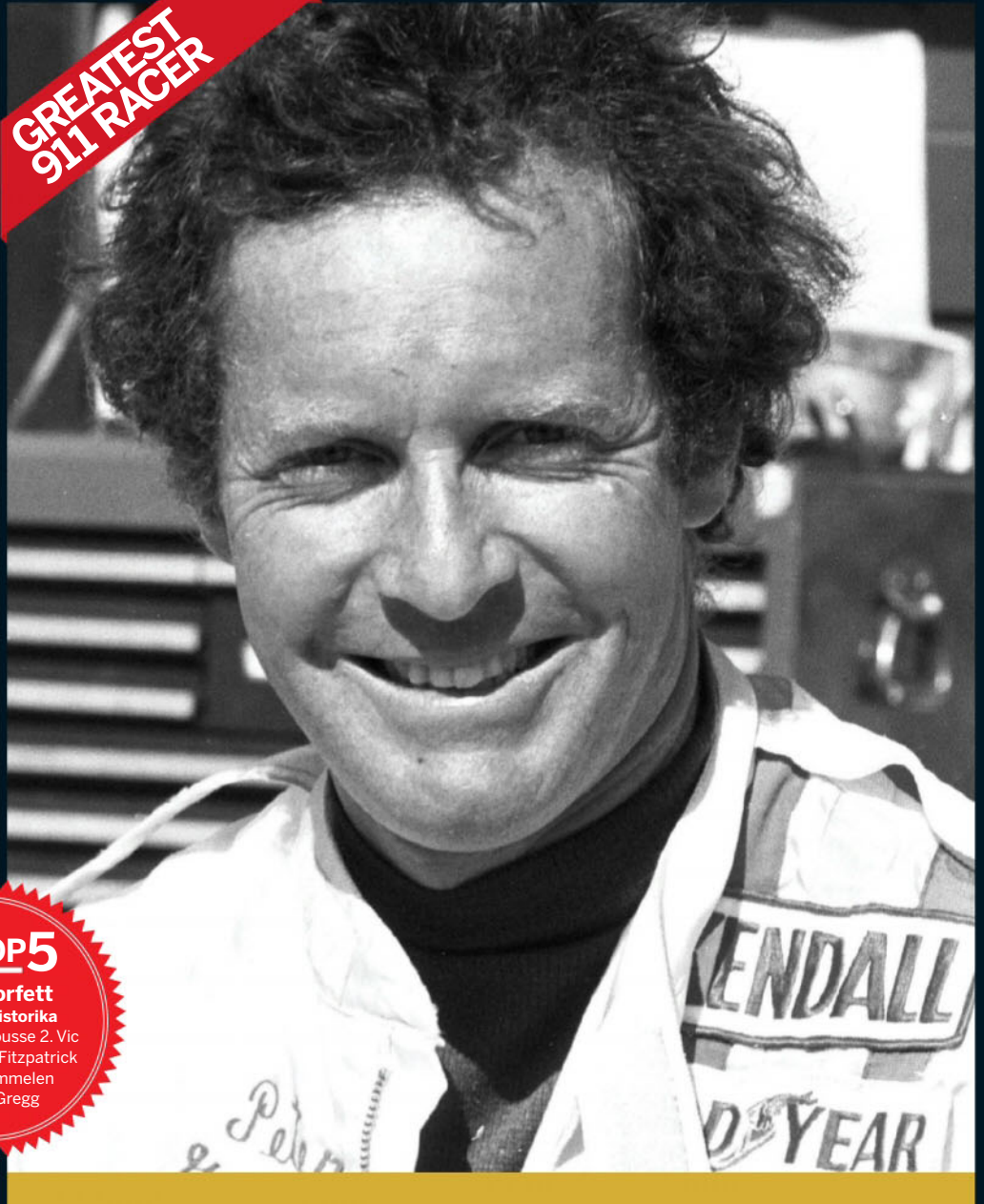
## MY TOP5

**Nick Morfett**

Director, Historika

1. Gérard Larrousse 2. Vic Elford 3. John Fitzpatrick
4. Rolf Stommelen
5. Peter Gregg

**GREATEST  
911 RACER**





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2.7 CARRERA MFI V 3.0 CARRERA

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# BROTHERS IN ARMS

They followed one after the other in the late 1970s, but does the Carrera 3.0 really move the game on from the 2.7 MFI?

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Written by **Neill Watson**

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Photography by **Chris Wallbank**

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Starting a mechanically-fuel-injected Porsche is always a tactile, pleasurable thing. There's a sense of occasion that is somehow lacking in today's modern, ready-to-go-from-cold engines. Slide into the tombstone seat but be sure to leave the door open. Insert that slim, elegant key, with no central locking buttons or immobilisers to fatten it, and then twist. Ignition lights on, there's a few seconds of high-pitched buzz from the Bosch fuel pump pressurising the system. A single stroke of the throttle for good measure, then turn the starter. There's that mechanical sound common to all air-cooled Porsches as it cranks over, then a suddenness in the way it comes to life. Check for oil pressure and gently tickle the throttle as it clears its throat and enjoy inhaling that aroma of fuel, oil and that unique air-cooled Porsche scent, as a little mixture of smoke drifts past the open door. The slightly lumpy tick over smooths out into an urgent idle that you can feel through the seat back.

Close the door with a mechanical 'clunk', which is sadly missing in modern cars. Into first, always a little obstructive when cold, then we move out through the Malton traffic to the open roads of the North Yorkshire Moors. Last night was freezing cold and that 915 gearbox needs waking gently. But as the fluids warm through and we leave the town behind there's that hot oil aroma coming through the vents, as we fiddle with the gearlever between the seats and the heater does its usual trick of fully on/fully off.

Open roads ahead, a final check of the oil temperature and we open those throttle bodies. The midweek traffic is curiously absent and the road's white centre line moves either side of our viewpoint as we gather pace through the open curves. Ninety-degree left ahead, so hard on the brakes, the pedal giving the perfect, solid pivot point for a snappy heel-toe manoeuvre and the mechanical injection system does what it's best at. A beautiful, almost telepathic response to your foot that you only seem to get from a race derived engine. With each blip of the throttle, you know that you're not just pulling a cable or moving a throttle potentiometer, you can almost feel those beautifully crafted linkages moving the throttle butterflies as the blip goes in. Powering out of the corner, behind us the Grand Prix white Carrera 3.0 car gets smaller in the 2.7's single door mirror, as the fully warmed up gearbox and lightning throttle response encourage faster gearshifts.

Arriving at our photo location, I open the door and allow that hot oil and fuel aroma to join in with the heater smells, creating that perfect scent of hot, air-cooled 911. The 3.0-litre car rolls alongside and I





**Right** From 1974, the name Carrera was given to the top-of-the-range Porsche 911s. However, the Carrera 3.0 witnessed a dip in performance over the 2.7 MFI

reflect that this is what MFI is all about. I can also understand why they had to cease and why today they are held in such reverence.

Known today as the Euro Carrera, for just a year and a half, from 1974 until 1976, the Carrera 2.7 MFI was Porsche's top-of-the-line production model. As well as being a successor to the 1973 Carrera RS Touring, it received the best of what Porsche had available at that time. The car was directly derived from the iconic 1973 RS but while European drivers enjoyed this performance, in the US a much lower-powered K-Jetronic model was sold. The phrase Euro Carrera was born. The fact that Porsche continued to build such an exciting car against the challenging backdrop of the 1970s is remarkable. With the western world developing a safety conscience, ever-stringent crash test regulations and a global oil crisis made buyers inevitably concerned, as performance cars became public enemy number one. It was a brave move. With a major global economic recession at play, inflation at up to 20 per cent in the UK, and oil embargoes triggering a blanket 55mph speed limit in North America, it was hardly the backdrop for a new performance car, especially one running race-derived MFI. But thankfully, Porsche bravely launched the 2.7 MFI.

For those with a less motorsport-orientated love of Porsche, perhaps an overview of MFI might give some context. In the mid-1970s early electronic fuel injection was in its infancy. Most road cars still ran a carburettor and those electronic systems that did exist were of a 'Continuous Fuel Injection' type. Mechanical fuel injection offered fuel delivery that could be proportionally synchronised to engine RPM, throttle position and even barometric pressure. The heart of the system is a complex mechanical pump that controls fuel delivery to each cylinder by mechanically synchronising itself with the opening of each intake valve. The high-pressure injectors are controlled by a complex mechanical regulator, which even measured barometric pressure to adjust for altitude changes. It is also responsible for that hit of rich hydrocarbons that blow gently past your door when starting from cold, together with the mechanical whirring and aural experience that completes the mechanical fuel injection driving experience.

This utter mechanical connection to the engine via your right foot gives a unique drive that even the best modern, drive-by-wire cars simply cannot replicate with software. It's a mechanical, visceral feeling of being connected to the engine, which cannot be synthetically recreated. Walking



**“A successor to the 1973 RS, the 2.7 MFI received the best of what Porsche had available at that time”**

to the rear, visually the 2.7 engine is without the modern plastic coverings, it's motorsport roots clearly apparent. Tall, attractive intake trumpets sit proudly above the cylinder heads, the intricate linkages of the throttle system give a delicacy and elegance to the engine that is fitting for a race-derived unit, the slim air filter housing held in place with delicate retainer clips. As we stand in the winter sunshine, the aggressive hue of the Magenta 2.7 MFI versus the virgin Grand Prix white of the new, early electronic-era-injected 3.0 are curiously appropriate colour choices. Time to compare the Carrera 3.0.

The optional Recaro seats of this 3.0 Targa, finished in Black watch tartan, are certainly more supportive. There's a tiny, vintage Porsche immobiliser fob to operate before inserting the key, then a simple twist gives that 911 chatter. The engine springs into life in a more subdued way. Certainly every bit a 911 engine, but the sound, though similar, is somehow not as urgent. There's no thrumming through the seat back and a blip of the throttle is responsive but not quite as animal like in its trigger. Already warmed up, the first improvement we notice is the automatic heating system consisting of a rotary dial between the seats. While still far from being intuitive in operation, at least we will be spared the continuous tweaking of the lever to try and

get a constant interior temperature today. Other luxuries include adjustable twin mirrors of the newer worldwide style and electric windows. We slot the 915 gearshift into first and move off.

On paper, there is little to separate the 2.7 MFI from the 3.0. The later car lost just ten horsepower but the larger capacity engine and electronic fuel injection brings with it a big increase in mid-range performance. Official 0-60mph times are just a few tenths apart, but that's not the whole picture. Right away, the Carrera 3.0 feels more punchy exiting corners, the engine not needing anything like as much work to achieve swift progress. Road test reports of the time quoted improvements of several seconds for in-gear acceleration, with legendary Porsche journalist and racer, Paul Frere, quoting, “the loss of 10hp in the I-series Carrera 3.0-litre engine compared with its 2.7-litre predecessor is of very little consequence, maximum speed being reduced by a mere 2mph to a still very useful 146.2mph, with all standing start acceleration figures practically identical or, if anything, on the better side of it. Flexibility, however, which was already excellent with the 2.7-litre Carrera, shows quite a dramatic improvement, [with the] 25-50mph time in fifth gear dropping from 14.1 to 9.4 seconds, the 50-75mph time from 12.1 to 10.4 seconds, and the 75-99.5mph time from 12.4 to ➡





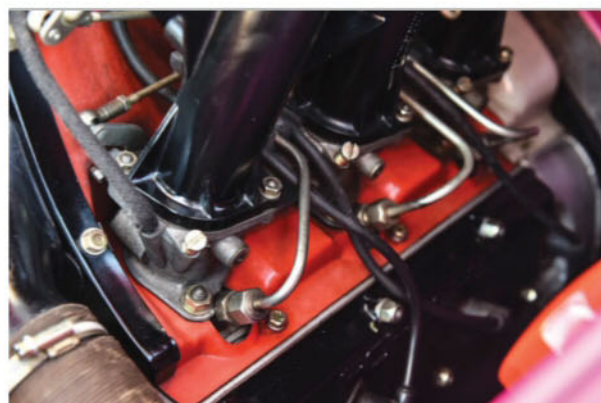
**Above** Though positively far removed from today's drive-by-wire sports cars, the Carrera 3.0's electronic fuel injection lacks the verve of the earlier MFI system, though a cutting of emissions was the name of the game

**Below** The Carrera 3.0 featured a larger capacity engine with electronic fuel injection. Despite losing 10hp over its 2.7 MFI predecessor, the 3.0's mid-range performance was greatly improved



**Above** Launched during the 1970s at a somewhat challenging time for car manufacturers, the Carrera 2.7 MFI was a brave move from Porsche. The mechanical fuel injection engine boasted an output of 210bhp and 255Nm of power and torque respectively

**Below** At the heart of Porsche's MFI system is a complex mechanical pump that controls fuel delivery to each cylinder by mechanically synchronising itself with the opening of each intake valve. The high-pressure injectors are controlled by a complex mechanical regulator







10.7 seconds.” This is far from being a bad car and indeed, it’s sad to consider that the Carrera 3.0 is often confused with the 3.0-litre SC.

The Carrera 3.0 is surprising. Still lightweight and still developing 200bhp, it’s often confused with the blunted SC that followed and is a great drive. The throttle response isn’t quite as snappy, but it’s far from dull, with the Bosch K-Jetronic injection bringing in the power slightly lower down. The ride quality is smoother, with an ability to soak up minor imperfections actually better than the 2.7, and on today’s freezing cold Yorkshire roads, with ice in the hedgerows, that’s not a bad thing. Over the bumps and undulations, it’s still doing that same thing with the nose we all love so much, steering squirming gently in our grasp, nose nodding in approval over bumps, but always remaining on line.

This was my first real drive of a Carrera 3.0. Above all, I’m finding myself surprised at the mid-range surge from the engine. The default setting when discussing 3.0 911s is that they lack the torque of the 3.2. I’ve driven many 3.0 SCs and now it’s very easy to see why Porsche owners of the time were underwhelmed by the car. If you had traded in your Carrera 3.0 or 2.7 MFI for an SC in 1978, you would certainly have regrets. As we enjoy the winter sunshine and the dry but cold Yorkshire ‘A’ roads, I find myself considering that, even after almost four decades, this car would make perfectly usable daily transport on today’s roads in a way that perhaps a 2.7 MFI would not.

Two great cars, then. One perhaps overshadowed by wearing the badge ‘3.0’ as opposed to the legend that is ‘2.7’. Which one would you choose today? As an investment, you would say that the 2.7 benefits from the halo effect of its immediate forebear. It does have the sense of occasion when driving it and is the more tactile of the two, but the 3.0 is equally rare and in many ways more drivable. The fact that it took several years of development to return to the performance levels of these two cars is testimony to the way the world’s views on cars and the environment changed so rapidly in the 1970s.

In the same way that the world had to move on from smoking and we lost Marlboro and Rothmans colours from our racing cars, so in the mid-1970s we took the first steps in cleaning up our act with road car emissions. In many ways, we are coming full circle. Today’s road-going 911s are once again taking a path dictated by regulation, with engines that die-hard enthusiasts may not approve of. But take heart from the fact that, just like in the 1970s, today the Porsche endurance racing team are still world champions and we are benefiting from Porsche motorsport R&D as much as ever. One final thought. Just imagine what might have happened to the 911 had Porsche not built the 2.7 MFI and Carrera 3.0. As the fathers of the homologation special 3.0 RS and subsequently the 930 Turbo, the 911 landscape would look very different today had Porsche’s management lost courage and either of these two had not been born. **911**

## 2.7 Carrera MFI v 3.0 Carrera

PRODUCTION NUMBERS  
**1,667** **3,687**

**195** HP/TON **POWER TO WEIGHT** **182** HP/TON  
**2.7 CARRERA** **3.0 CARRERA**

APPROX. CURRENT VALUE (GBP)  
**175K** **85K**

**TOTAL YEARS ON SALE**  
**2.7 CARRERA** 3 Years  
**3.0 CARRERA** 2 Years

**2.7 CARRERA** £9,000 **£ WHEN NEW** **3.0 CARRERA** £10,997



**Model** Carrera 2.7 MFI  
**Year** 1974-76

#### Engine

**Capacity** 2,687cc  
**Compression ratio** 8.5:1  
**Maximum power** 210bhp @ 6,300rpm  
**Maximum torque** 255Nm @ 5,100rpm  
**Transmission** Five-speed 915 manual

#### Suspension

**Front** MacPherson strut and torsion bar springs  
**Rear** Trailing wishbone and transverse torsion bar

#### Wheels & tyres

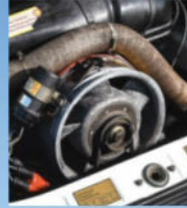
**Front** 6x15-inch; 185/70/VR tyres  
**Rear** 7x15-inch; 215/60/VR tyres

#### Dimensions

**Length** 4,291mm  
**Width** 1,610mm  
**Weight** 1,075kg

#### Performance

**0-62mph** 6.3 secs  
**Top speed** 148mph



**Model** Carrera 3.0  
**Year** 1976-77

#### Engine

**Capacity** 2,994cc  
**Compression ratio** 8.5:1  
**Maximum power** 200bhp @ 6,000rpm  
**Maximum torque** 255Nm @ 4,200rpm  
**Transmission** Five-speed 915 manual

#### Suspension

**Front** MacPherson strut and torsion bar springs  
**Rear** Trailing wishbone and transverse torsion bar

#### Wheels & tyres

**Front** 6x15-inch; 185/70/VR15 tyres  
**Rear** 7x15-inch; 215/60/VR15 tyres

#### Dimensions

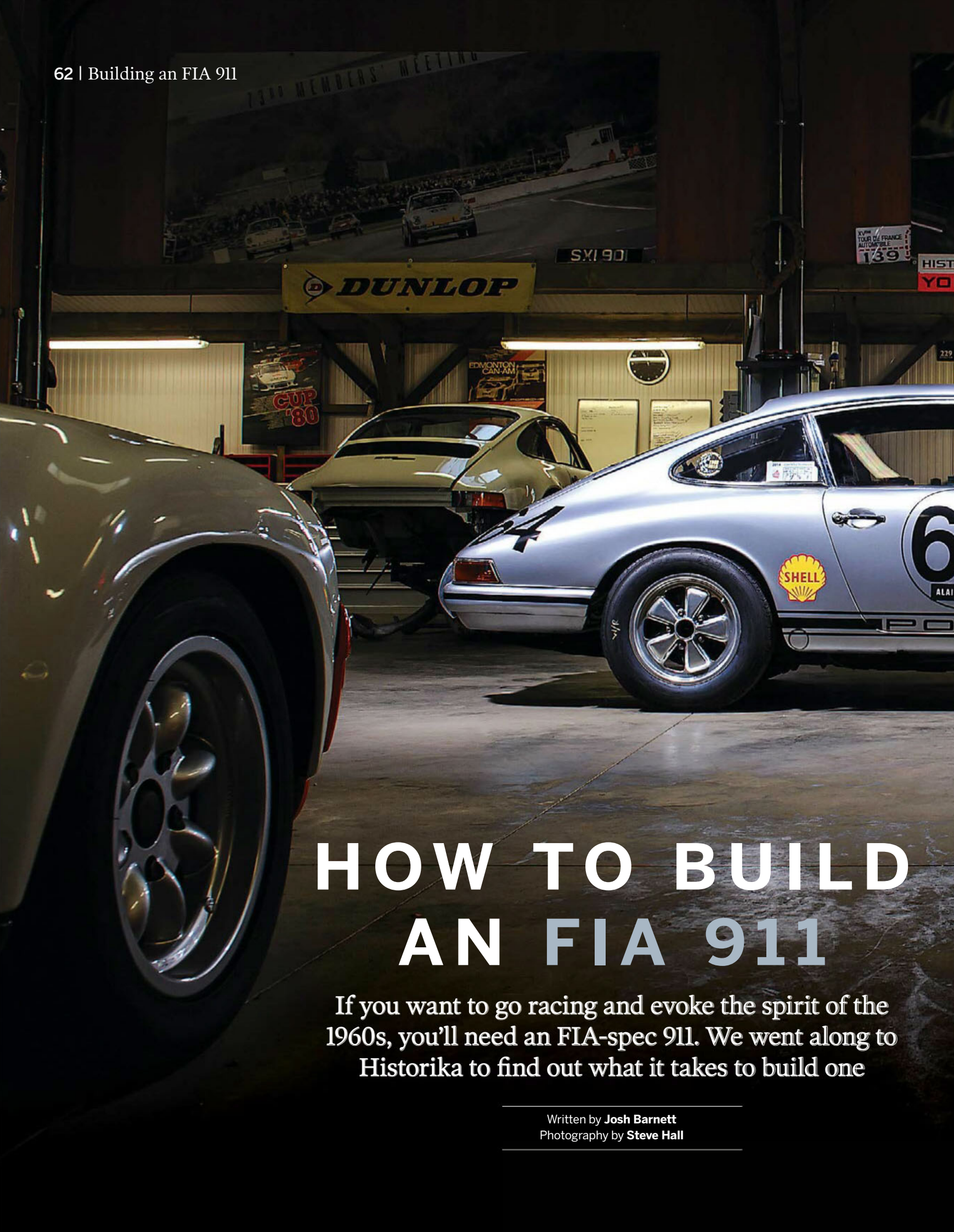
**Length** 4,291mm  
**Width** 1,610mm  
**Weight** 1,093kg

#### Performance

**0-62mph** 6.3 secs  
**Top speed** 145mph







# HOW TO BUILD AN FIA 911

If you want to go racing and evoke the spirit of the 1960s, you'll need an FIA-spec 911. We went along to Historika to find out what it takes to build one

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Written by **Josh Barnett**  
Photography by **Steve Hall**

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If you're an avid motorsport fan, you'll have noticed that, thanks to the ever-growing reputation of prestigious events such as the Spa Six Hours and the Goodwood Revival, historic racing has never been in better shape. To compete in these blue riband events at the wheel of a Porsche 911 though, requires a short wheelbase car built between 1 January 1962 and 31 December 1965 (known as 'Period F') and which adheres to the FIA's stringent Appendix K rulebook.

The aim of these regulations is to "preserve the specifications of their period and prevent the modifications of performance and behaviour, which could arise through the application of modern technology." Built to the old Group 3 specification, only modifications homologated in period by Porsche (along with modern safety provisions) can be used.

And this is where Historika comes in. Based in the UK and founded in 2007 by ex-Porsche racer and general classic car enthusiast, Kevin Morfett, the renowned early 911 specialist has developed a reputation for putting together some of the best FIA-specification Neunelfers around. So where better to come to find out what goes into building a short wheelbase 911 racer?

Rather than buy projects (or worse, bare shells), "buying a complete car is how we do it," begins Kevin's son, Nick Morfett, responsible for the day-to-day running of Historika. The build then begins in earnest by stripping the base car down and deciding what can be restored and what needs to be replaced. Like any normal road car restoration, Historika prefers to "restore it all rather than replace", but sometimes certain parts are beyond saving. Thankfully, over the years ☺



the company has built up an impressive store of short wheelbase components, stored in a pre-1966 sweetshop adjacent to the main workshop.

While the car's parts are being catalogued, the shell is sent down to the metalwork shop at the bottom of Historika's yard and returned to bare metal via a media blasting process (rather than chemical dipping, a method that can leave residue in the sills, causing new rust further down the line). "We do it all by hand," Morfett explains, "then you can just go over it [gently] and you're not warping the panels." Any rust can then be repaired, with the floor underneath the fuel tank almost always in need of replacement. While intended for a life of high-speed antics around some of the world's most famous and exhilarating race tracks, much of Historika's focus during these repairs is to "always maintain the 1965 period features of the car or, if it's a 901, the 1964 period features", rather than stiffen the car using modern techniques.

At this stage a fully FIA-approved roll cage, done to Historika's own design and fabricated by Custom Cages, is fitted. "We'll get the cage done while the car is on the Celette jig because [if not] we've had cars come back a little bit warped," explains Morfett. This way the panel gaps are "as good as they were when the car left [the factory]." To ensure that the cage doesn't impact on the period look of the car, Historika like to ensure it fits almost flush to the roof and pillars. Morfett explains that their attention to aesthetic detail appeals to the wants of the 'gentleman drivers' who make up a large part of the historic racing paddock. "Some owners want to go to the pub [in their FIA racer]," explains Morfett, pointing out that all Historika's finished pre-1966 racers come with an MOT and a full interior.

Before the car heads to the paint shop, a number of the fittings are also added to the shell, including the brackets for a second oil cooler (permissible in the rules) and the required cross pipes between the two. This ensures that everything comes back in the correct colour, as it would have done in the 1960s. "Just because it's a race car, it doesn't mean you should cut corners," Morfett says, referring to Historika's immaculate standards of presentation. While being given a new lease of life as racing cars (an occupation that collectors of garage queens may find extreme), the company understands that these are rare and historically important 911s at the same time. "All these cars, all you're doing is adding to the history," explains Morfett. "We want them to maintain their soul."

Getting the car back into the main workshop painted and ready to build back up is a process that takes around six to eight months (just like a normal road car restoration). Morfett points out that the work required to get to this stage can be less, if the starting point is a 911 already converted

to race spec. Pointing to one now complete car, he explains, "that was a race car from the 1990s and it was obviously well looked after." When Historika stripped it down to rebuild to their specification, they found its original sills and floor still in great condition. "Maybe it's better that it was a race car," Morfett says with a small grin.

With the car in the body and paint shops, the aim for the team is always to try and get as many components ready for reassembly as possible, so that work can continue as soon as the freshly painted shell returns to the workshop. One of the major jobs during this stage is undoubtedly the engine rebuild, a task entrusted to James Wright, Historika's race and restoration technician. As dictated by the rules, the flat six's displacement must remain at 2.0-litres, the standard aluminium crankcases have to be used, and the standard valve sizes have to be retained, although 906 pistons and barrels can be used, with Historika sourcing theirs through Mahle. On top of this, the porting can be optimised (flowing the head to match the exhaust manifolds) and all the internals are lightened as far as possible before balancing.

"It's all the little things that add up," according to Wright. This is where Historika's own racing

engine build alone can take up to 120 hours, with plenty of that time spent trying to tune the tricky Solex carburettors mandated by the rulebook (the later Webers weren't in use on 911s during Period F). "They can be a nightmare," Wright points out with a wry smile. "There are three different sets of Solexes [for Historika's silver 901] and only one set is any good, so we're trying to work on getting them more reliable."

Get everything spot on and Historika's engines turn out 190-200bhp. "We were running more," explains Wright, "but we've changed the cam timing to give more torque." This enables Historika's drivers to make use of the 911's naturally excellent traction and shows that outright power isn't always the ultimate aim. According to Morfett, the engines (despite turning out around 50 per cent more power than standard) aren't hugely stressed.

"It's a balance we try to find," he explains. An engine in FIA spec can comfortably do a season's racing – sometimes even two – before needing to be stripped down and checked. The flat six's weak spot is its standard rocker arms, prone to snapping when over-revved. However, this is usually as a result of drivers struggling with the dogleg 901-type gearbox, which Morfett admits can be "a bit stirry." Like the engine, the rules don't allow much change in the gearbox, although the ratios are free and a limited-slip differential can be fitted.

On the suspension front, the damper struts have to be period units and the mounting points have to remain original, providing another element to the build where Historika has used its considerable experience to try and develop an advantage. "When we go to build a new car now, we've got a good formula that we work to," explains Morfett. This means that, while the rules prevent wholesale changes to the mechanicals, the team know what bump and rebound settings to build into the dampers, which torsion bar sizes work best front and rear, and how big the anti-roll bars (a rear unit can be fitted) should be to provide the ideal handling characteristics.

The brake system has to be converted to dual circuit, though the driver isn't allowed any in-car adjustment, and the discs and calipers have to remain standard. Historika's only motorsport provisions in this particular area, therefore, are endurance compound pads from Pagid, racing brake fluid and some brake ducting. Although not strictly 'Period F', the FIA rules also allow the fitment of the wider 5.5-inch Fuchs alloys, wrapped in either Dunlop or Avon rubber depending on the rules of each particular historic race series.

As aforementioned, Historika kits out all its Appendix K 911s with full interior, a decision that may seem at odds with the normal weight saving seen as a necessity in the motorsport fraternity. ➔

## "All we are doing is adding to their history. We want the cars to maintain their soul"

experience, campaigning its recognisable silver 901 around Europe (and achieving plenty of success, including victory in the 911-only John Adlington Trophy at the 73rd Goodwood Members' Meeting) reaps its rewards.

"We've got our set of cams that we've had ground," explains Wright. "That makes a big difference." Morfett expands, pointing out that Historika's constant development has seen them manufacture their own flywheel and exhaust system, all in the name of building the best possible engine within Appendix K's constraints. The company is never standing still with its own racing efforts and everything it learns is passed on to its customers. "All our cars are built as if they are our own," says Morfett matter-of-factly. The

### Racing an FIA-spec Porsche 911

• Entry fees	£1,400 x 6 = £8,400
• Tyres	£800 x 12 = £9,600
• Race fuel	£705 x 6 = £4,230
• Transport	£1,000 x 6 = £6,000
• Team support	£1,000 x 6 = £6,000
• Engine refresh	£6,500

All figures are averages, based on a six-race season in Peter Auto's 1960s Endurance series



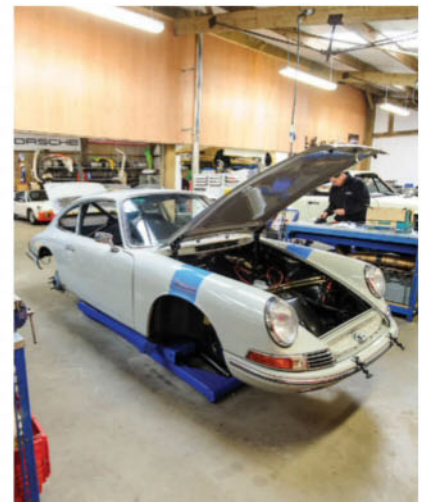


**Above left** Done to Historika's own design, each roll cage – built by Custom Cages – is installed while the body shell is still on the factory Celette jig

**Below Left** While the rules preclude too many modifications, building the perfect FIA-spec flat six (good for around 200hp) can take up to 120 man hours

**Bottom Right** Historika can take a freshly repaired and resprayed body shell and build it into a ready-to-race 911 in under six months

**Bottom** The expense doesn't stop with a completed car, however, as entrants must then fund a season of racing







The homologated minimum weight allows such niceties though, as Wright points out: “You’ve got to run it at 1,002kg and you could, quite easily, build it to 950-960kg.” This is because, in period, the 911 was homologated as a rally car, complete with a tool kit and spare wheel.

Even with an interior, the carpet sets used by Historika only weigh around 10kg, and further weight is saved with a Plexiglass rear screen and side windows (needed to satisfy safety regulations), so the team needs to fit ballast to all its builds. This brings its own benefits, as the team is able to strategically place the additional lead to balance the corner weights.

Inside, on top of the relatively luxurious interior, Historika often sticks with the original green-numbered dials (rebuilt and recalibrated to ensure the accuracy required), with Morfett pointing out that they also like to finish the car with their own touches. “We want people to look at a car and go, ‘That’s a Historika car.’”

For this reason, a Dolphin grey 901 currently in for conversion is going to get an original glass fibre seat from a 906, in place of the passenger’s standard pew. “We try to build them as they

would,” Morfett continues. It’s for this reason that Historika prefer to use the standard metal long-distance fuel tank, rather than a new bag tank from the likes of ATL. It just looks right.

With around a year’s work to complete an FIA build project (the job is finished by a geometry setup on the flat plate and engine tuning on the in-house rolling road), the final bill for a complete race-spec car from Historika isn’t insubstantial. A cost of £200,000, of which the engine build accounts for nearly a quarter, is the figure Morfett gives as a rough estimate. Yet, the quality of the finish is every bit as impressive as the best road car restorations, and the price reflects current 1965 911 values.

What’s more, you know that you’re getting a car that will prove a competitive racer straight out the box – and a great one at that. “It’s still too nice to go and thrash around a track though,” jokes Wright. **911**

## Thanks

**Total 911** would like to thank Historika for access to their FIA-spec Porsche 911s. For more information on their services head to [historika.co.uk](http://historika.co.uk)

## Driving an FIA-spec 911

Short wheelbase 911s have a reputation for being hard to handle. Even out on the open road though (rather than the smooth surface of a track), Historika’s famous 901 proves this to be something of a fallacy. As with any recently restored and well-maintained 911, there’s a directness to every action that brings huge confidence.

While the engine doesn’t want to work below 3,000rpm, get it into its operating window and the response is remarkable. As warned, the 901 shifter can be slightly vague across the gate but, once attuned to its action, it’s relatively easy to gauge where you are. The steering is heavy (an effect of a relatively aggressive setup) but every message from the tyres is relayed back to your fingertips with clarity. From the driver’s seat, it feels like an extension of your own arms (a sensation heightened by the enveloping modern bucket seat).

Braking requires plenty of force, especially when the pads are cold, but there’s plenty of power to the system, and the feel through the pedal is unrivalled by any road-going 911. Physically, it’s certainly a challenge but it’s not hard to imagine doing a two-hour stint behind the wheel in racing conditions.



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# ULTIMATE TRACKDAY CIRCUIT DE SPA- FRANCORCHAMPS

Thinking of pitting your wits at Belgium's formidable circuit? **Total 911** heads for Eau Rouge to find out why you must

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

“**B**loody hell, what a day! The trouble is it's so addictive – Eau Rouge is breathtaking, every single time! I can't wait to get back out there. Christ, I just absolutely love cars.” Those are the euphoric words of Richard Hastings, vivacious owner of a Voodoo blue 991 GT3 RS that I find myself strapping into the passenger seat of. Hastings is suited and booted and has called into the pits to collect me for a few fast laps at the end of a pulsating European trackday. A calm and collected man at the best of times, my Rennsport pilot is clearly in his element here.

It takes just a few minutes for this ecstasy to become infectious as we rejoin the famous Spa Francorchamps circuit in his blistering 991 RS, chasing down Eau Rouge and bolting up Raidillon, the compression of the sharp rise forcing my neck down into the car's floorpan. Shooting up over the left-side curbs and powering along the Kemmel Straight, the high-pitched shrill

of that 500hp, DFI flat six reverberates through the cockpit as we reach 156mph, before Hastings is sharp on the brakes to make the tight chicane at Les Combes. Even from the passenger seat, the experience is scintillating – and we're only at corners five and six of 19.

We're at Spa Francorchamps with Circuit Days, the UK-based trackday and road tour concern who regularly provide drivers with the opportunity to pedal their performance cars around Belgium's majestic motorsports loop. This means we're in good company: there's all manner of 911s here from our own 996 Carrera to 964s and 997 GT3 RSs, punctuated by fine machinery from McLaren, BMW and even a couple of KTM Crossbows. The entire two-day event is open pitlane, and is refreshingly relaxed in its atmosphere from the outset. It's a unique experience and something Circuit Days has worked hard to achieve, as founder, Chris Hoey, tells us during sign-on that morning: “I'd done ➔







trackdays with others and thought I'd like to do it with a more relaxed feel. If you're at Spa in a GT3 then as a driver you don't need to be told not to bin it. We feel that drivers need guidance, not bossiness, to improve their trackday experience."

For the performance car enthusiast, the allure of Spa, with its famous red and amber curbs, is huge. It is one of the best yet most demanding circuits in the world. A long-time FIA-approved venue for F1 and WEC races, Spa is a track you must drive before you die – and thanks to the likes of Circuit Days, such an aspiration is ever more possible. "Spa always works for us," Hoey says. "It's a great circuit, only four or five hours away from the UK via the Channel Tunnel, and is far better than any British venue. It's an old, classic circuit with much to it. Along with the Isle of Man, it's uncompromising so you have to be careful – that's the appeal. That said, people tend to go away in groups for a trackday at Spa. It's a social thing; it's a nice getaway."

Once here, you'll enjoy full use of the same world-class paddocks and pit garage facilities as Webber, Hamilton et al, while the track action is marshalled by the same digital safety flags



that ensure safe racing for Porsche's LMP1 and GTE cars. The noise limit is favourable over UK circuits too, Spa permitting 107db static and 103db drive by limits, allowing thoroughbred racers on track. It all adds to the sheer spectre of racing around Spa, with its steep rises, stunning scenery and changeable weather defining its character. If you want a challenge for both man and machine, then this is it.

What makes Spa particularly tricky is its corners. Now, I'm fully aware that's an obvious statement at face value, but the difference with Spa over many UK tracks, for example, is most corners form part of a sequence of tantalising turns. Think of that chicane at Les Combes again: a good, clean exit from the second turn is critical to get the car over to the left and settled for the sharp right-hander at Malmedy. It's the same for the chicane at Fagnes (turns 12 and 13), which leads directly on to a tight right-turn (14) towards the Paul Frere Curve. The kitty litter in this section is particularly popular with overzealous drivers who underestimate its requirement for good technique, at least when driving quickly through it. As becomes clear, get the entry/apex/

exit wrong for that first corner and you'll find the rest of the sector is compromised.

Despite its challenging layout and notorious history, there are comforts at hand. Tuition is available with Circuit Days and many other operators, and comes highly recommended – whether you're a novice or a seasoned regular. "You can never have too much tuition!", a 996 GT3 Cup driver informs us over lunch, and of course he's right. Tutor sessions are typically 15-30 minutes depending on the operator, and can range from showing you the correct line through Eau Rouge, Pouhon, Blanchimont and the like, to honing your technique for faster driving.

So, is there a different approach to trackdays in Europe versus the UK generally? "In Europe you hire a circuit and are given the keys. The UK is more regimented but that doesn't reduce the risk. Even though it's a 'green light and go' approach, there are still less accidents at trackdays abroad, as people have put in more effort to get here, so tend to be more careful," says Hoey.

His sentiments appear to ring true. In a day largely free of interruptions to the open pitlane policy, the paddock is abuzz with petrolheads keen to chat and share stories. On track, the driving is clean and well marshalled, and the calibre of cars here means the chances of having your dart for an apex interrupted by a slow-moving hatchback are remote. I take my time to get to know the circuit, familiarising with braking zones and the changes in elevation, before calling in to adjust tyre pressures. Back out on track, I put in a session of hot laps, learning more and more, before returning to the pits to cool down. By the end of the day, just when I think I've cracked a quick lap, Hastings offers us that passenger ride. Talent levels duly recalibrated, more positive to take away is a direct relation to Hastings' moment of sheer euphoria I shared with you earlier, showing that no matter your experience, Spa still encapsulates like no other. So, what are you waiting for? **911**

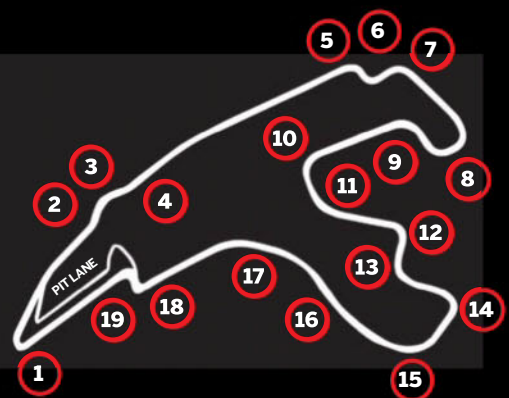
## Thanks

For more information on Spa Francorchamps or other events with Circuit Days, visit [circuit-days.co.uk](http://circuit-days.co.uk) or call +44 (0)1302 743827.

## Circuit guide: Six Spa facts

1. The original circuit, founded in 1920, was based on public roads (routes 32, 23 and 440) running through the Ardennes forest between the villages of Francorchamps, Malmedy and Stavelot. It was 14.982km in length.
2. Motorcycle racing began at the circuit in 1921, the first Grand Prix following in 1925. Spa featured on the first F1 World Championship calendar in 1950 (Fangio winning the first Belgian GP), but was removed in 1970 due to safety fears. The reworked, shorter track was re-introduced to the Formula One calendar in 1983.
3. Raidillon is commonly – and erroneously – labelled Eau Rouge. Eau Rouge is the shallow river running under a small bridge at the foot of Raidillon (see corner 2 on our

- map, right). The old circuit would veer left at Eau Rouge towards l'Ancienne Douanne, which is still visible today.
4. Raidillon was created in 1939 after the removal of the old Customs bend. The 'steep path' has a 17 per cent incline and an elevation of nearly 41 metres.
5. Some 6.9km long and with 19 corners, the circuit operates for 220 days each year, hosting the WEC, F1, Spa 24 Hours, as well as trackdays and national races.
6. In the 2016 Supercup, Mathieu Jaminet triumphed in round seven at Spa, achieving a fastest lap of 2:27 in his 991 GT3 Cup car. By contrast, the Porsche 919 Hybrid of Neel Jani, Romain Dumas and Marc Lieb managed a best lap of 1:59 at the 2016 WEC Spa Six Hours.







**Above** A 997 Cup car locks its brakes before the sharp right hairpin at La Source. Spa usually guarantees a high calibre of motoring machinery for company, though it isn't an unfriendly venue for the inexperienced – so long as you're attentive.

**Below** "It's a social occasion," says Circuit Days' Chris Hoey, a perpetual gathering of enthusiasts sharing jovial stories in the pitlane a case in point.







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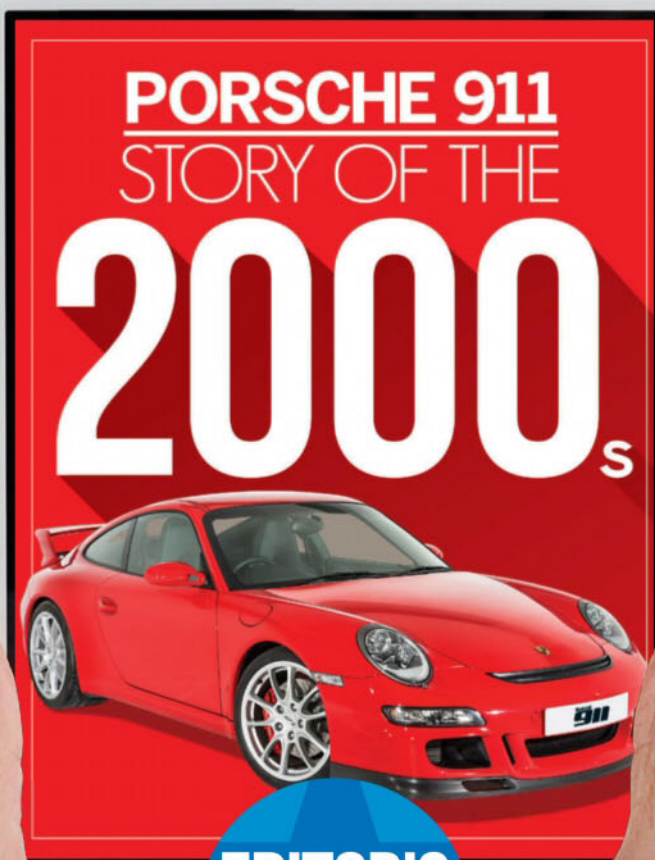
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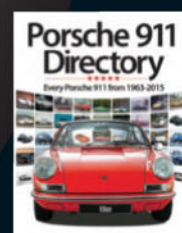
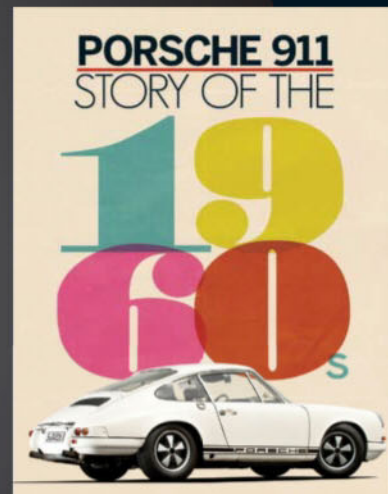
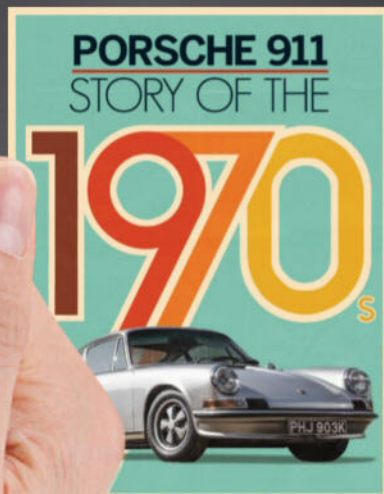
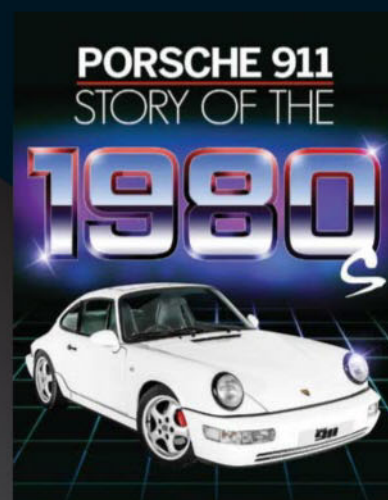
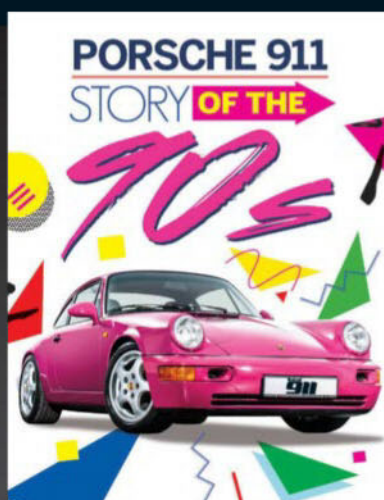


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# Living the Legend

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



**Lee Sibley**  
Bournemouth, UK

**Model 996.2 Carrera 4**  
**Year 2004**  
**Acquired February 2016**

After a year of copious track days and foreign road trips, it's fair to say my 996 had taken its share of stone chips. In particular I wanted the front bumper resprayed, so I wasted little time in taking the car to Poole Accident Repair, one of just 15 Porsche Approved repair centres in the UK, and situated just five miles from me. I pointed out the blemishes in question with group director, Leon Coupland. Relaxed and personable, Leon walked around the car with me before asking, "Would I consider a light renovation?"

I was interested in what Leon had to say, to which he respectfully showed me one or two imperfections elsewhere on the 996 that I had completely overlooked. Impressed with his keen eye, I gave the green light for front and rear bumper resprays with a full bodywork polish to complement, as well as addressing the annoyingly milky headlights (a DIY

headlight resto kit used six months earlier simply did not last). The faded plastics all round needed addressing too, as well as the drums of the EBC aftermarket discs, which had rusted badly in just six months (contacting EBC regarding the issue, a spokesman told me all discs will suffer from a degree of rust).

I took the 996 back a week later and Leon walked around the car again, using a yellow marker pen to highlight the agreed areas for attention. We also arranged for me to get involved with the renovation process myself, to see first hand how a Porsche Approved repair centre undertakes restoration and renovation-like work when not fixing accident damage – this would be both fun and informative!

Before removing the bumpers, we used a paint micrometer to check paint depths all over the car. Often revealing more about a car's history than the eye can see, Porsche Approved repair

centres' approach to paint differs according to that all-important reading – this is crucial as a huge 75 per cent of the entire paint process is actually in preparation. If the panel in question has a micron reading greater than 600, the panel must be stripped entirely of any previous paint and primer. If the reading is less than 600, a sand-down to a smooth surface before painting is appropriate. After curiously checking my entire car for any readings north of 600, which could indicate previous work, we got on with smoothing the bumpers using a 300-grit wet and dry disc on a DA sander to start with.

The key is to first focus on the specified discrepancies, such as chips or scratches, using sight and touch to ensure enough layers are removed to present a smooth, flat surface. With this achieved, we switched to a finer disc, eventually finishing at 3,000-grit. Once all discrepancies are attended to, the entire





bumper is sanded by machine at 3,000-grit, ready to accept the primer and paint.

Elsewhere, the headlights were removed and machined with a mini DA and 2,000 wet-and-dry disc to get the worst of the headlights' cloudy residue off. The process was then repeated with a 3,000 disc, followed by a 6,000 disc for an ultra-fine finish. The headlights were then ready for lacquer in the oven.

Work also began on faded plastics including the windscreen gutter and external mirror base plates. The difference here in comparison to a generic 'back to black' from a detailers, is that the detailers' product just sits on top of the plastic, which is obviously susceptible to being removed in rainy conditions. Here though, the plastics are sanded down and treated, so their revamped colour is genuine.

Next issue I'll show how we finished the renovation including a look at the 996's tired interior leather. It's certainly going to be difficult to take the car on track in 2017!



**Gina Purcell**  
Oxford, UK

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

Wolfi has been making friends recently. In September, the day after the race-style stickers were applied, I took him for a drive. I'm always looking for somewhere as a backdrop for pictures to use in this column, and rural Oxfordshire provides an endless supply. I posed Wolfi artistically beside a field of sunflowers. Minutes later, a Nissan pick-up truck stopped nearby. Turns out, the driver was a Boxster S owner looking to get into a 964, so we chatted for a few minutes, then bid our farewells. Nothing unusual about that, you say.

I drove further on and quickly found another location. A pick-up truck on Italian plates stopped beside me and its window whirled down, so I mentally brushed-up my scant Italian in preparation. "Hello! I saw a 964 with stickers identical to these on my Facebook page yesterday. Are you Gina Purcell?", asked a very English voice. Turns out, Alan is a Facebook friend who is a classic car project consultant based in Italy, and we had a



great half an hour of pure car chatter. It is quite unusual to meet a Facebook friend by chance.

I drove 300 yards further and rattled-off another picture. Suddenly, a black SUV rolled up. Its driver, Ron, introduced himself. He's a local farmer/property developer and he kindly provided his barn conversion as a photo backdrop. That's underselling his build; it's a spectacular property, truly worthy of an episode of *Grand Designs*. Then, while chatting with Ron, a Spitfire and Hurricane flew low overhead in formation! A highly unusual day indeed. Thanks to Ron for his generosity.



**Joe Croser**  
Northamptonshire, UK

**Model 997.2 Turbo**  
**Year 2010**  
**Acquired March 2016**



My car isn't a daily driver – it's really for high days and holidays. Naturally, during the summer it sees more action than it does in the winter. But on occasion, and very often not by design, it sits for a few weeks while other priorities keep me fully occupied. A week blends into two and soon becomes three. So, when the opportunity presents itself, there is nothing quite like revealing its curvy, bulging and muscular contours, which promise to grip the tarmac with a might unrivalled by all but a few.

I pull the door handle and release the smell of lush leather, fold myself in two and slide into the supportive sporty seats and shut the door. I pause for a while just to breathe it all in. I wrap my fingers around the thick-rimmed wheel, feeling for the PDK paddles. Everything remains perfectly placed. I insert the key and turn it; lighting up the dash and readying the drivetrain for action.

It has been 3.5 weeks since my last outing and as I progress through our village towards my favourite B-roads, I wonder how this drive will evolve. Will the roads be quiet or busy? The 911 needs to be driven hard, the Turbo screaming with joy as the boost pressure momentarily hits 15psi and my head hits the headrest! I am on the B660, one of the finest roads in the area. With its flowing and well-sighted bends and substantial changes in elevation, it can be a race track on the right day. Today was that day.

It's 11.30am on a Thursday morning and the roads are empty. I've sneaked away from my desk to take full advantage of the weather. In total, I'm out for an hour, which is just enough to remind me why I love driving this car. I arrive home and give the leather a little feed before putting it away – it keeps that leather smell 'topped up' for the next drive. "I'll call that my lunch hour," I muse as I sit back down at my desk.

I'm well aware that many of the other LTL glitterati report monthly on upgrades, restorations and repairs and I feel remiss for not following suit. But, my car has been faultless. I drive it, clean it, show it, and drive it some more. My car is for driving, not for fixing and I am good with that.





**Tony McGuinness**  
San Diego, USA

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

Hollywood is the capital of the entertainment industry, the city people flock to seeking their dreams to become a 'star'. So nowhere is more befitting than the Los Angeles Auto Show for Porsche to debut its own new 'star': the 911 RSR. And what a debut! You could be forgiven for forgetting this was also a launch of a Panamera, as every journalist was eagerly awaiting the 911 RSR to take its bow.

I arrived early to scout out the best spot. Not being the tallest person, I made certain my view was not compromised! The centre of the exhibit had a curtain around it. It didn't take long to figure out, if I positioned myself next to it, I may not have the best view of the presenter at the front of the stage, but I would be in the ideal spot to see the 911 RSR when the curtain was raised.

It wasn't long before the assembled world's media was packed together like sardines, jostling for position. In all my experience of coming to the Porsche press conferences here in Los Angeles, I had never seen the media so excited. The atmosphere among the press was extraordinary and security had to step in several times to move journalists back.



Porsche CEO, Oliver Blume, opened the press conference introducing new Panamera models and the opening of the new Porsche Experience Centre Los Angeles (more of that amazing wonderland at a later date). What happened next was nothing short of extraordinary. While Blume was talking about the new Panamera Executive saloon, almost the entire media turned around facing away from him in anticipation of the raising of the curtain...

And with Blume's introduction of the new 911 RSR, the curtain was pulled. The noise from the media was deafening! Applause and sounds from the crowd normally reserved for movie stars were on offer. I can say with authority, I have never experienced anything like it. The



hairs on the back of my neck stood up! As with any red carpet event here in 'Tinsel Town', there are always stars that attend. Hollywood star and Porsche Ambassador, Patrick Dempsey, along with Maria Sharapova stood alongside Porsche's new 911 star. The flash bulbs popped and the film rolled in true Hollywood extravaganza style.

The Porsche 911 RSR, like an Oscar-winning Hollywood movie, is epic. While a road-going 911 could be considered the 'Norma Jean', I would venture to say the new 911 RSR is the Marilyn Monroe. Porsche has transformed the 911 legend into a new version 911 RSR. And the winning legend of the Porsche 911 will continue with this latest script, having been written in Hollywood.



**David Grover**  
Harpندن, UK

**Model 991 Carrera S**  
**Year 2014**  
**Acquired March 2016**



Last month I wrote about a pending test day in the 991 GT3 Cup car with Porsche Cars GB at Silverstone, and a couple of weeks ago I attended on a clear, cold, day – perfect conditions to get back into the seat of a serious race car after my mishap in February. The factory teams were perfectly set up with a couple of cars for customer use and a display car in white without the customary race decals. However, most of the top UK Carrera Cup race teams were also there, including In2Racing and Parr Motorsport, doing similar customer events in readiness for the 2017 season. The garages looked amazing with all these cars out ready for track action.

So a very simple process; do the paperwork and hand my race licence in and then get suited and booted for my



first session in the car. We were using the international circuit, which means running from the new Wing; it picks up Abbey and Village then turns across via the link to the back of Beckett's and back along the Hangar straight. The link always creates some excitement as you come out of Village in second gear, hard on the power, grab third and try and run up over a steep crest where the cars go light. Then you drop down and try not to run too wide as you get on the power for a flat-out sixth gear run to Stowe.

I had some brief instruction on the handling of the car and got it set up to my liking. This was the first time I had used the paddle gearbox, which was a simple use of the clutch to get first and away, and then paddle shift only after that up and down the six-speed gearbox. The car also, of course, had no ABS

so the test for me would be to get the pedal weight right to avoid locking up and flat spotting the tyres. So with that I was set loose on my own for a few laps. I dropped back into the pits to test tyre temperatures and to take some data, and then settled into a few more laps.

Back in the pits the team checked the car over and took a data download, looking at braking points, acceleration, lateral G etc. Feedback was promising in that my profiles were similar to that of a good driver, but I was breaking too early and sometimes coasting to the apex. I knew why; my last track session at Silverstone had been the crash, and it was my first time in this new car without ABS. Not a surprise, then, that I did flat spot the tyres a few times.

In my second session, I was gaining confidence while still cognisant of the above, but settled in and I was running about three seconds a lap behind the average Pro-Am driver, and I could see where and why. So what an amazing car the 991 Cup car is. My search for a vehicle has increased substantially since and I am hopeful of securing something before the new season. I hope you enjoy the pictures as much as I enjoyed the incredible experience.





**Joel Newman**  
London, UK

**Model 996 Turbo**  
**Year 2003**  
**Acquired April 2014**

**H**ow many people does it take to change a 996 battery? Four! This month my Turbo has had a bit of a shocker – as you may remember, the car is not boosting to its limits. In fact, it is boosting to 0.6 bar when it should boost to 0.9-1.0 bar. That means I am likely running standard power and not the 500bhp I once was – not cool! I decided not to drive the car until the issue was sorted, but when I went to take it in there was no power – not even a dash light.

I popped over to my local GSF Car Parts branch, thought I knew it all and purchased the wrong battery, returned and then required the help of two different blokes to



identify one that actually fitted. So I purchased a much larger 110 Vetech battery and a tool kit, because how difficult can it be to change a battery? It turns out too difficult, as the security lock would not budge! Embarrassed, I called the RAC and a man who came round with a film crew (some sort of TV documentary) laughed at my inability and in one turn removed the bolt!

The garage managed to squeeze me in the next morning, though I awoke to find, once again, no power! I called Paragon Porsche for some advice; they asked if there was any wetness on the passenger carpet, there isn't; if everything was off, which it is; they then said it could be an old Tracker – I called Tracker and there isn't one on the car. Clearly there is a drain somewhere in the electrical system, and it's going to require some time to diagnose. A specialist from Porschacare is collecting the car shortly; hopefully they will be able to resolve the drain and the boosting issue, because seeing the car like this, well it's just not cricket!



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

I'm not sure if my local OPC has a sixth sense, but earlier this month they called to ask if I wanted my discs and pads replaced. Within a week of this phone call, I was pulling off the motorway and the brakes didn't feel right. Within two miles the brake pad wear indicator had illuminated on the dashboard. How did the OPC know? This meant that not only was I buying engine mounts but now brake discs and pads for the front too.

I ordered the engine mounts from Design 911, as mentioned last month – I opted for standard mounts so as not to compromise the car's GT – as well as Brembo discs and pads from Euro Car Parts. Also, since previous services had flagged up a small leak from the front diff, I took the opportunity to buy all the seals and plugs for that from my local OPC, with the last parts ordered being new bump stops for the front suspension. This was all topped off with a new set of winter rubber.

So I spent far more than anticipated and still need to get it all fitted (which is scheduled for next week). I hate to admit that the highlight of this month was a visit to Bristol OPC for the launch of the new Panamera. What a machine, and a big machine at that, it makes you realise how small a 996 is – or how big the Panamera is! What is even more impressive is the Panamera Turbo's lap time around the Nürburgring – two seconds quicker than a 997 GT3! That is impressive. I think I will stick with the 911 though, as I would struggle to park that!



**Michael Meldrum**  
Houston, Texas

**Model 911T Targa**  
**Year 1972** Acquired 2013

**Model 911E**  
**Year 1972** Acquired 2014

**Model 930 Turbo 3.0**  
**Year 1977** Acquired 2014

**Model 930 Turbo 3.0**  
**Year 1977** Acquired 2015

**Model Carrera 3.0**  
**Year 1977** Acquired 2016

**Model 911 SC**  
**Year 1981** Acquired 2015

**Model 911 Carrera**  
**Year 1986** Acquired 2015

**Model Carrera M491**  
**Year 1988** Acquired 2015

**Model 993 Carrera 4S**  
**Year 1996** Acquired 2016

**Model 964 Carrera 4**  
**Year 1994** Acquired 2016



**W**ell that's another item checked off the bucket list... 'Put on car show'. I've only had a couple of days to digest TejasTreffen but the gut feeling is "a great first attempt." For those of you that missed the inaugural TejasTreffen in Houston, you missed a hell of an event. The day kicked off with an early morning tour of 50 Porsches around some iconic wall murals. The cars were diverse, a Safari 911, RWB 911, 1973 RS, a Graffiti painted 911 and many more.

The main event kicked off in the late afternoon, located in the Spring Street Studios art gallery, and it displayed a journey through the generations of Porsche. Outside were another 100 Porsches in all shapes and sizes, from a 914 and a 959, to art cars, outlaws, and a 991 GT3 RS. The backdrop of the gallery,

combined with local art, music, food and drink, merged to create a fantastic atmosphere, attracting Porsche and art enthusiasts from far and near! The whole event was a blur, dealing with vendors, catching up with friends old and new, and checking out the occasional car. The highlight was the charity auction, where local artists painted five vintage 911 hoods in their own unique style, with all the proceeds going to the Snowdrop Foundation. I'm not the nervous sort but with the auction about to commence, I had butterflies. It was a huge relief that we raised double the estimate, making over \$20,000 for a great cause.

So what's next? The fellow organisers, Antonio, Niels, Rudy and I always said if it was a success we would make it an annual event. So we had better start planning for 2017!



**Greg James**Mercer Island,  
Washington**Model 3.2 Carrera****Year 1985****Acquired 2008****Model 993 Turbo****Year 1997****Acquired 2016**

There's that old saying that "when it rains, it pours", and I experienced a downpour this month. For me, Porsche ownership began in the early 1980s with a 1976 911S. In the ensuing 30 years, I've owned numerous 911s and, without exception, they've all been reliable and mostly hassle free. However, this past month I got my fair share of hassles, and some were a bit embarrassing. I'd just had a new set of tyres put on the 1985 3.2, and all was going well. Because the car is driven lightly, it had not seen new rubber for a decade. I went with BF Goodrich G Force Sports as the dealer was back ordered on Continental Extreme DW. I rarely drive the 1985 Carrera in the rain, but I got back to my office from lunch and it was coming down hard. As I was driving home, the handling felt strange. Was it the rain or the new tyres? I drove home and averaged 70mph for the 20 miles. When I pulled in, I discovered I'd been driving on a completely flat right rear tyre (The tyre shop replaced it for free a few days later)! Ouch!

Then my 993 Turbo needed to be topped up with oil. Having never owned a 993 Turbo before, and being distracted talking to a friend, and because the power steering filler opening was dirty and hard to read, I ended up pouring half a quart of oil in the power steering/hydraulic fluid opening! Double ouch! After several calls, I decided to have it towed to my Porsche specialty shop. Cost for an oil change (it needed one anyway) and flushed hydraulic system: \$850. But it doesn't end there. As I'm driving the car home, I get a nasty rock chip in the windshield. All this in one month! Where's my Subaru?

**Richard Klevenhusen**

Rio de Janeiro, Brazil

**Model 930 3.3****Year 1976****Acquired May 2012**

We were invited to a Shell-sponsored breakfast at the Porsche Technical Centre in Rio de Janeiro, where we were introduced to Shell V-Power Racing gasoline. We had the illustrious presence of former Formula 1 racer, Ricardo Zonta, at the event, and with almost 50 Porsche owners present, it was truly magnificent. It was also the perfect opportunity to mingle with other owners and discuss all things Porsche, as well as providing a chance to see the GT3 model currently piloted by Ricardo Zonta.

Zonta was very attentive and introduced us all to the car and shared many curious stories from



Formula 1 with us. Here in Brazil, we have traditionally used Petrobrás' Podium gasoline. But we were all very convinced with Shell's presentation and I will certainly be trying V-Power Racing gasoline now as well. I know the difference in performance is very minimal, but it's always worth trying something new.

**Chris Wallbank**

Leeds, UK

**Model 997.1 Carrera S****Year 2005****Acquired November 2012**

One of those finishing touches, in fact, being the 997's new garage, which almost matches the spec of the house, complete with heating, an insulated garage door, television, and a sink and detailing area. A proper man cave for the Porsche then! Once I have moved in I can begin to focus on all the stuff I've got lined up for the 997 again, which sadly had to be put on hold while the build was being completed.

This month has been very quiet on the Porsche front, because every spare minute I've had has been spent finishing off a self-build project that I'm due to move into shortly. It's been hectic and stressful to say the least, as I have been trying to get all the finishing touches in place!

**Kyle Fortune**

Warwickshire, UK

**Model 993 Carrera 2****Year 1994****Acquired December 2014**

To winter or not to winter? It's the question I ask myself every year. Whether or not I should use the 993 over the cold, wet months, or store it in the warm and dry. I like driving it, and as long as there's no salt on the roads, I think it should be used, so I hauled it out for an autumnal squirt, and 100 or so miles later, it was back in the garage. Enough miles, but most of my 911 seat time this month was done with the UK press department's 991 Carrera. With the need for a 24-hour round trip to Scotland, it seemed like a perfect opportunity to drive a Gen2 Carrera for a decent distance. As much fun as that was, I would have enjoyed the 993 a lot more, so I'll do the same trip in that. Not until spring though, perhaps...





NEW COLUMNIST

### Dana Pawlicki

Maplewood, New Jersey

**Model 993 Carrera**  
**Year 1995**

**Acquired May 2007**

**Model 991 Carrera S**  
**Year 2013**

**Acquired March 2013**

**Model 930 3.3**  
**Year 1986**

**Acquired April 2014**

**Model 964 Carrera**  
**Year 1994**

**Acquired June 2014**

**Model 930 Targa**  
**Year 1988**

**Acquired April 2015**

To introduce myself, I'm Dana and I have been a Porsche 911 devotee since the late 1980s when one of my best friends transformed a tired 1981 SC into a dream car – especially for being in high school in the late 1980s (more on that in a later article). After growing up outside of Cleveland, Ohio (home to the champion Cavaliers and “almost champion” Indians), I moved to New York City after finishing school, and have lived there and in Northern New Jersey for the last 20 years.

My first 911 was a 2002 996 C2 Cabriolet (manual) that I acquired new, and that was quickly followed by a one-year-old 2002 996 GT2 with some modifications, which to this day is the fastest car I have ever owned (or even driven). While both of these cars have been gone for some period, I do question selling the GT2 from time to time. In fact, one of my best friends recently said: “I still don't understand why you ever sold the GT2? That's all you ever need!”

While I have had numerous other brands move through the garage over the last two decades, including four prancing horses (every one of which, unfortunately, let me down from a reliability standpoint... repeatedly), the Porsche 911 is the one model that has



consistently stayed with me and I have owned at least two at all times since owning my first.

To fast forward to my current collection, the stable currently contains five 911s: a 1986 930 Turbo (Guards red/black); a 1988 930 Targa (Venetian blue/cream); a 1994 964 C4 “wide-body” (Schwartz black/black); a 1995 993 Cabriolet (Basalt black/black); and a 2013 991S PDK with “Aerokit” – minus the wing/ducktail and in White/black. Mileages range from 7,000 to 133,000 miles and everything in between. My wife primarily drives the latter two, while I enjoy the older modern classics. That said, I do love to get behind the wheel of the 991 from time to time, particularly for a longer highway journey. Last year, I sold my 1990 C2 to make room for the 1994 C4, which was midway through a



two-year respray and mechanical refresh (more on that to come).

Living just outside of New York City has been fantastic for its car culture. Aside from the PCA-led events, of which I have been a ten-year member, there are no less than three iterations of the “cars and coffee” themed regular gatherings, which attract unbelievable cars, in addition to some great German specific shows. I look forward to sharing my experiences with each of my 911s, my visits to Northeastern US events, and of course my various projects.

I do tend to modify most of my cars to some degree, but mainly reversible bolt-on changes, and changes that cannot be seen. That said, I also feel that truly rare 911s (like my 930 Targa) should be preserved stock, except for perhaps subtle improvements for reliability.



### Sean Parr

Harpندن, UK

**Model 912**  
**Year 1967**

**Acquired November 2014**

**Model 911 SC**  
**Year 1976**

**Acquired May 2015**



Living the Legend and the work that I have had to manufacture to keep you entertained, dear readers, is quite exhausting. This month is no different! After all the work I had done by the amazing Max Levell at Revival Cars, I had the 912 running beautifully and I was hugely confident when I drove it to work, having booked it in for its MOT at the garage next door. It's a great drive across country and up the M1, so with a combination of fast sweeping curves and a bomb up the motorway, my confidence was displayed in the way I pushed it into the corners and I enjoyed the drive up there immensely.

So imagine my disappointment and shock when, after an hour at the MOT station, I popped in, asking, “All



okay?”, and Andy responded somewhat negatively, pushing the button on his lift; the car started to rise as my stomach started to sink. “Have a look on the floor by the left front wheel,” Andy suggested, and my stomach hit the floor. There was a huge tear (about 12 inches long) on the panel that supports the fuel tank and, more worryingly, the front suspension mounts. Oh and this was also happening on the other side as well.

Andy the MOT guy said that the car was dangerous and should not be driven under any circumstances, and having seen the tear I was not disagreeing. I asked him to push it into the back of the garage and I would get it collected, which Max organised after giving me an idea of price to repair. Eye-wateringly expensive

to say the least, but after the last couple of years with these cars, I'm getting used to it by now.

Max stayed in close contact over the first week, sending me pictures of the horrendous state of that panel and how it looked after it was all cut out and replaced with a lovely new panel. This will sort out a couple of other issues; the fuel tank flange that it sits on was looking pretty pock marked when I had it all apart last year, cleaning and rust proofing and repainting it (still nursing a sore head from when the bonnet fell on me!). And there was evidence in the same panel of accident damage at some point in the near 50-year history of this car.

Max will also do the inner wings, so the front of the car will be perfect, as the floor, sills, kidney bowls, and B pillars have already been done. It deserves the efforts and the money that is going into it, but I have to admit that all of this, combined with the huge amount of emotional angst that the 911 has put me through (spoiler – all sorted now), has left me beginning to wonder whether I should be rethinking my car quiver. No rush to do anything, but I am seriously considering a possible 911-free future.





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# PREMIER PORSCHE

Everything you need for your 911

**RSR**

Behind the scenes at the company offering road, track and racing experiences



## Data file

Full specs, ratings and market values of every Porsche 911, including the 911 R, can be found beginning on page 86

**Plus**

094

**Showroom**

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

098

**Servicing & tuning**

Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

112

**Insurance & finance**

Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring all year round



# RSR

Behind the scenes at  
the company offering  
road, track and racing  
experiences at the world's  
most inspiring venues

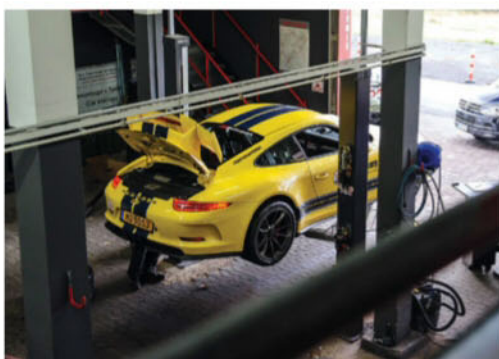
Written by **Lee Sibley**  
Photography by **Steve Hall**







RSR's Ron Simons talks through the advantages of his 'Standard Vs Modified' programme at Spa. Meanwhile at the 'Ring, we get some practice in with RSR's race simulator as the real cars are prepared



For any petrolhead, it's very likely the most scintillating moment of driving nirvana you could wish to experience: piloting a truly exquisite sports car on some of the world's most renowned roads and racetracks. Of course, as a Porsche owner, the majority reading this fine publication will already have that aforementioned sports car in the bag. However, unless you live near to the famous Nürburgring Nordschleife or Spa Francorchamps circuits, that illustrious driving utopia cannot quite be completed – and that's where RSR come in.

RSR is otherwise known as Ron Simons Racing, an eponymous company dating back to 1995, when Ron himself helped develop suspensions for sports cars while racing an Alfa GTV6 and gulf-liveried Ferrari 308 GTB. Ron's impressive résumé doesn't end there though, the Dutchman also instructing for both Porsche and Ferrari in the 1990s before writing a book, *The Petrolhead Planet Nürburgring*, which is a tour guide of the Green Hell as much as it is a track index. RSR itself quickly developed into the leading specialists for sports car hire, driving tuition, taxi laps and even private trackday access at the Nordschleife.

Expanding RSRNurburg in 2009 by creating RSRSpa, which offers identical services at Belgium's world-famous track, the business has

also opened RSRiberia, for thrilling driving adventures at Portugal's Portimão circuit.

It is clear, then, that Ron's attitude to business is much like his endeavours on the racetrack, as the Dutchman evidently doesn't hang around. This striving to evolve his customers' experiences has seen the birth of RSR's latest and most interesting driving programme yet, known as Standard Vs Modified.

The concept is as brilliant as it is straightforward: take a factory example of a Porsche 911 GT3 for a drive on track or thrilling roads (or both!) and then hop straight into an example that's been tastefully modified by the experts at RSR. Aftermarket upgrades bestowed upon the modified car include coilover suspension, lightweight alloy wheels, semi-slick tyres and even full exhaust systems. The programme allows you to test and experience these carefully hand-picked upgrades first hand, providing a platform for those interested in upgrading their own Porsche to put these products to the test for themselves before buying. As Ron neatly surmises to us: "If you're going to modify your car, why simply choose your upgrades by word of mouth?"

RSR's Standard Vs Modified remit covers a variety of cars from Renault Megane RS265s to BMW M235is and E92 M3s, yet it is the 991 GT3 programme we are going to try here, with both

road and track drives. We begin at RSRNurburg for the road comparison (road tests can be done on routes around either Spa or the Nürburgring, with the track test exclusive to RSRSpa). The programme involves a back-to-back test of both a standard and modified GT3 during a three-hour guided tour of the best roads in the area, with fuel included. There are many great routes to savour around the Nürburgring, our tour taking in surviving corners of the Sudschleife circuit and Porsche's unmarked Nordschleife base. The twisty roads help unmask the differences between both GT3s, too; the modified car's KW suspension and more aggressive geo setup provides a firmer, more focussed ride that transcends more information from the road through the chassis, offering a much sharper turn-in to corners.

However, a track always provides a real acid test for any car and its modifications, and few present a bigger challenge than the beautiful Spa Francorchamps. The programme here involves six laps in both a standard and modified car on an RSR Premium Track Day, with an instructor, fuel and entry fees all included in the package price. Again, our car is the 991 GT3, with Ron himself our instructor for the hot laps. We take to the track in the standard car first, which provides the yardstick for excellence. With Ron advising us on the best line around Spa, our six laps remind us just how accomplished Porsche's latest GT3 ➡





RSR's 'Standard Vs Modified' programme is available as a road or track test. We tried both, pitting 991 GT3s head to head on roads around the Nürburgring (bottom) before the track test at Spa (main)



## “If you’re going to modify your car, why simply choose your upgrades by word of mouth?”

is. How can this possibly be beaten? We’re soon to find out. We call into the pits and swap cars, RSR’s team already having warmed the car up and suitably adjusted tyre pressures. As well as the KW Clubsport three-way coilovers (including top mounts) and tweaked geo, the modified GT3 features an Akrapovic titanium exhaust, lightweight BBS wheels, semi-slick Michelin tyres, and a half roll cage, though RSR says its overall power output is the same as factory.

We get back out on track and the modified GT3 wastes little time in highlighting the differences that ensures it slashes an incredible six seconds off the factory car’s Spa lap time, a reduction any 991 GT3 RS driver would be proud of. The GT3’s chassis feels like it has come alive: it’s now much sharper right from its nose, displays less body roll, and the car noticeably reacts to even small driver inputs. This is supported by a wealth of information now transcending between car and driver – while the standard GT3 filters a lot of chassis movement by comparison, the modified

car is constantly feeding this through at an astounding rate. What a difference a few choice modifications can make!

If the chassis of the GT3 on steroids doesn’t awaken you, the shriek of that Akrapovic exhaust past 7,500rpm certainly will, its raucous metallic rasp enough to make the hairs on the back of your neck stand on end. The modified GT3 is positively enlivening and, better still, we don’t feel like we’ve got anywhere near the limits that this GT3 is capable of. Can we have another go?

Calling into the pits and placing the cars side by side, we take stock of the entire experience. If your mission is high-octane thrills, look no further. Standard Vs Modified lets you experience the best Porsche has to offer in one of the most exquisite environments on earth. As a subjective exercise too, nothing comes close – the 991 GT3 is a car with huge modifying potential, and RSR can show you how to unlock the best of it. This may well be our new favourite driving experience for the discerning Porsche connoisseur. **911**

### Company profile

- **Founder:** Ron Simons
- **First opened:** 1995
- **Location:** Nürburg, Spa, Iberia
- **Best Porsche on fleet for hire:** 991 GT3 RS or modified 991 GT3
- **Current Standard Vs Modified partners:** KW, Michelin, BBS, Akrapovic, Recaro, Race Navigator, DTE Chip Tuning
- **Interesting fact about the business:** RSR hosted the launch of the Nissan GTR at the Nürburgring racetrack in 2008

### Contact

- **Website:** [www.standardvsmodified.com](http://www.standardvsmodified.com)  
[www.rsrnurburg.com](http://www.rsrnurburg.com), [www.rsrspa.com](http://www.rsrspa.com)
- **Telephone:** +49 (0)2691 931 952







# RSJ SPORTS CARS

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



**997 "2S" Gen 2 3.8 PDK (2009 - 09)**  
Meteor Grey with Black Leather, Sat Nav,  
35k miles.....**£46,000**



**997 "4S" Gen 2 3.8 PDK (2009 - 09)**  
Basalt Black with Black Leather, Sat Nav,  
44k miles.....**£46,000**



**997 "2S" Gen 2 3.8 PDK (2010 - 60)**  
Meteor Grey with Black Leather, Sat Nav,  
52k miles.....**£44,000**



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



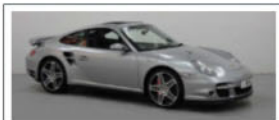
**997 Turbo 3.6 (2008 - 57)**  
Basalt Black with Black Leather, Sat Nav,  
42k miles.....**£58,000**



**997 Turbo 3.6 Tip (2008 - 08)**  
Basalt Black with Black Leather, Sat Nav,  
35k miles.....**£55,000**



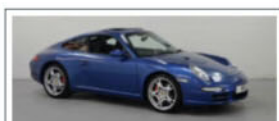
**997 Turbo 3.6 Tip Cab (2008 - 08)**  
Basalt Black with Black Leather, Sat Nav,  
45k miles.....**£54,000**



**997 Turbo 3.6 Tip (2007 - 07)**  
GT Silver with Black Leather, Sat Nav,  
66k miles.....**£48,000**



**997 "4S" 3.8 Tip Cab (2008 - 08)**  
GT Silver with Red Leather, Sat Nav,  
52k miles.....**£35,000**



**997 "2S" 3.8 Tip (2007 - 07)**  
Cobalt Blue with Black Leather, Sat Nav,  
44k 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 (2008 - 57)**  
Silver with Black Leather, Sat Nav,  
48k miles.....**£33,000**



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



**997 "4S" 3.8 Tip (2006 - 56)**  
Cobalt Blue with Grey Leather, Sat Nav,  
59k miles.....**£32,000**



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



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



**997 "2S" 3.8 (2007 - 56)**  
Silver with Black Leather, Sat Nav,  
55k 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 (2006 - 56)**  
Silver with Ocean Blue Leather, Sat Nav,  
54k miles.....**£29,000**



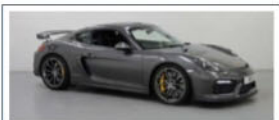
**997 "2S" 3.8 (2005 - 55)**  
Atlas Grey with Black Leather, Sat Nav,  
57k miles.....**£28,000**



**996 Turbo 3.6 (2004 - 54)**  
Basalt Black with Black Leather, Sat Nav,  
29k miles.....**£50,000**



**996 "4S" 3.6 (2004 - 04)**  
Basalt Black with Black Leather, Sat Nav,  
76k miles.....**£23,000**



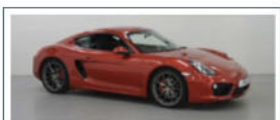
**Cayman GT4 (2015 - 65)**  
Agate Grey with Black Leather, Sat Nav,  
1.9k miles.....**£90,000**



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



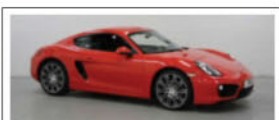
**Cayman "S" 3.4 PDK (2013 - 63)**  
Agate Grey with Black Leather, Sat Nav,  
31k miles.....**£44,000**



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



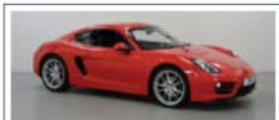
**Cayman 2.7 PDK (2014 - 64)**  
Sapphire Blue with Black Leather, Sat Nav,  
8k miles.....**£43,000**



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



**Cayman 2.7 PDK (2014 - 14)**  
White with Black Leather, Sat Nav,  
22k miles.....**£40,000**



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



**Cayman "S" Gen 2 3.4 PDK (2011-11)**  
Meteor Grey with Black Leather, Sat Nav,  
38k miles.....**£31,000**



**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 (2013 - 63)**  
White with Black Leather, Sat Nav,  
24k miles.....**£40,000**



**Boxster "S" 3.4 PDK (2012 - 12)**  
Red with Black Leather, Sat Nav,  
24k miles.....**£37,000**



**Boxster "S" 3.4 PDK (2012 - 12)**  
Basalt Black with Black Leather, Sat Nav,  
18k miles.....**£36,000**



**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**

**STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | [www.rsjsportscars.com](http://www.rsjsportscars.com)**

**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: 148  
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 Bial 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: 148  
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/VR15  
Rear: 7x15 inch; 215/60/VR15

★★★★★

### 930 3.0

#### 1975-77



Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, whaletail 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/VR15  
Rear: 8x15 inch; 215/60/VR15

★★★★★

### 930 3.3

#### 1978-83



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

Production numbers: 5,807  
(plus '78-'79 Calis 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

★★★★★

### 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: 200hp @ 5,500rpm  
Maximum torque: 265/265/267Nm  
0-62mph: 6.5sec  
Top speed: 141/146mph  
Length: 4,291mm  
Width: 1,626mm  
Weight: 1,160kg (1978)  
Brakes:  
Front: 287mm discs  
Rear: 295mm discs  
Wheels & tyres:  
Front: 6x15 inch; 185/70/VR15  
Rear: 7x15 inch; 215/60/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 fitted 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:	7.0sec
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:	148
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:	7x15 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:	7x15 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



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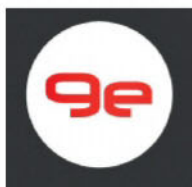
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## 88 | Data file

### 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: 5.4sec  
Top speed: 168mph  
Length: 4,250mm  
Width: 1,775mm  
Weight: 1,470kg  
Brakes:  
Front: 320mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x17-inch; 205/50/ZR17  
Rear: 9x17-inch; 255/40/ZR17



## 964 C4 Lightweight 1991



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

Production numbers: 22  
Issue featured: 131  
Engine capacity: 3,600cc  
Compression ratio: 11.3:1  
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: 7.5x17-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:

### Where are Porsche 911 SC prices heading?



A few years ago, in this very column, we asked, "Why is the Porsche 911 SC not more sought after?" It's a question that we could have applied to the current state of the 911 market, until earlier this year at least. Over the last six months, the 'Super Carrera' has been enjoying a resurgence, so what does the future hold in store for the once unloved 911 SC?

"Prices are certainly rising," affirms Mikey Wastie, proprietor of specialist, Autofarm. "These cars were always the underdog, partly because there were a lot of cars around." Prolificacy hasn't hurt the 3.2 Carrera market though. So is the 911 SC's larger-capacity sibling dragging up its value? "I think they are pulling each other up," Wastie asserts. "As older pre-impact cars become too expensive, buyers move onto the next more affordable classic 911." This view is confirmed by Canford Classic's founder, Alan Drayson. "With prices continuing to rise across the range up to 1989 models, prices for impact-bumper cars have risen," he explains. "This is partially due to the (arguably) more desirable 3.2, but also the early pre-impact bumper cars [have had an effect]." As Drayson points out, "the true relationship extends beyond just the 3.2", so why has it taken so long for the SC to gain popularity?

According to both experts, there are a number of reasons. Wastie points to buyers' previous propensity to focus on "so-called iconic cars" (such as the 2.7 RS), which is switching to a search for "tomorrow's classics." Drayson, meanwhile, believes that a general increase in "understanding on how good these cars are" is one factor behind the SC's emergence in the market. "Let's remember, it was not long ago the 2.7 was seen as the unloved 911," he explains, "and not many years before that, the early SWB cars of 1968 were undesirable. Look at them now." Canford's proprietor also feels that the SC's relatively affordable status has helped to fuel its popularity, especially with the boom in air-cooled interest. Finally, Drayson feels the SC is coming of age. "With the SC now passing its 38th birthday; many chaps in their 40s had these cars as posters on their bedroom wall when they were young," he points out.

Could the SC boom see prices reach the £50k-£70k figures currently seen on 3.2 Carreras? "We don't expect to see this just yet, as there are a lot of cars out there," Wastie says, and as ever, "it's the good and original cars that are performing best." Drayson is more optimistic though: "With time I believe they will," he says, before agreeing that condition and history are imperative to "obtain the higher premiums." Right now, then, a good SC could prove a solid investment, providing you with an air-cooled driving experience without the eye-watering price tag.

#### 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:	4,430mm
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/R18
Rear:	10.5x18-inch; 265/40/R18

★★★★★

#### 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/R19
Rear:	11x19-inch; 295/30/R19

★★★★★

#### 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/R18
Rear:	11x18-inch; 295/35/R18

★★★★★

#### 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/R19
Rear:	11x19-inch; 305/30/R19

★★★★★



## 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, but 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

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**991.2 GT3**  
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Porsche 911 (993) Carrera  
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Porsche 911 (997) Carrera 4  
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Porsche 911 (997) Carrera GTS PDK  
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**£149,995****911 SuperSport**

Jet Black • Black Leather Sport Seats Manual Gearbox • 16" Fuchs Wheels Electric Sunroof • 68,604 miles 1988 (E)

**£89,995****911 Carrera 4 GTS (997)**

Dark Blue Metallic • Black Half Leather Sport Seats • PDK Gearbox Touchscreen Satellite Navigation 34,203 miles • 2011 (61)

**£62,995****911 Carrera 2 S (997)**

Atlas Grey • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels 22,529 miles • 2010 (10)

**£47,995****911 Carrera 4 S (997)**

Basalt Black • Black Leather Seat Manual Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 30,687 miles • 2009 (59)

**£47,995****911 Carrera 4 S (997)**

Carrera White • Black Leather Seats Manual Gearbox • 19" Sport Design Wheels In Black • Touchscreen Satellite Navigation • 38,258 miles • 2009 (09)

**£46,995****911 Carrera 4 S Targa (997)**

Midnight Blue • Black Leather Seats Tiptronic Gearbox • Satellite Navigation 19" Carrera 'S' II Wheels • 43,497 miles 2008 (08)

**£39,995****911 Carrera 2 (997)**

Arctic Silver • Black Leather Seats Manual Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 34,447 miles • 2009 (59)

**£38,995****911 Carrera 4 S (997)**

Basalt Black • Black Leather Seats Manual Gearbox • Satellite Navigation Switchable Sports Exhaust • 52,186 miles 2005 (55)

**£32,995****911 Carrera 4 S (997)**

Cobalt Blue • Black Leather Adaptive Sport Seats • Manual Gearbox • 19" Turbo Wheels • Satellite Navigation 59,127 miles • 2006 (06)

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Arctic Silver • Dark Blue Leather Seats Manual Gearbox • Satellite Navigation 19" Sport Design Wheels • 49,392 miles 2004 (54)

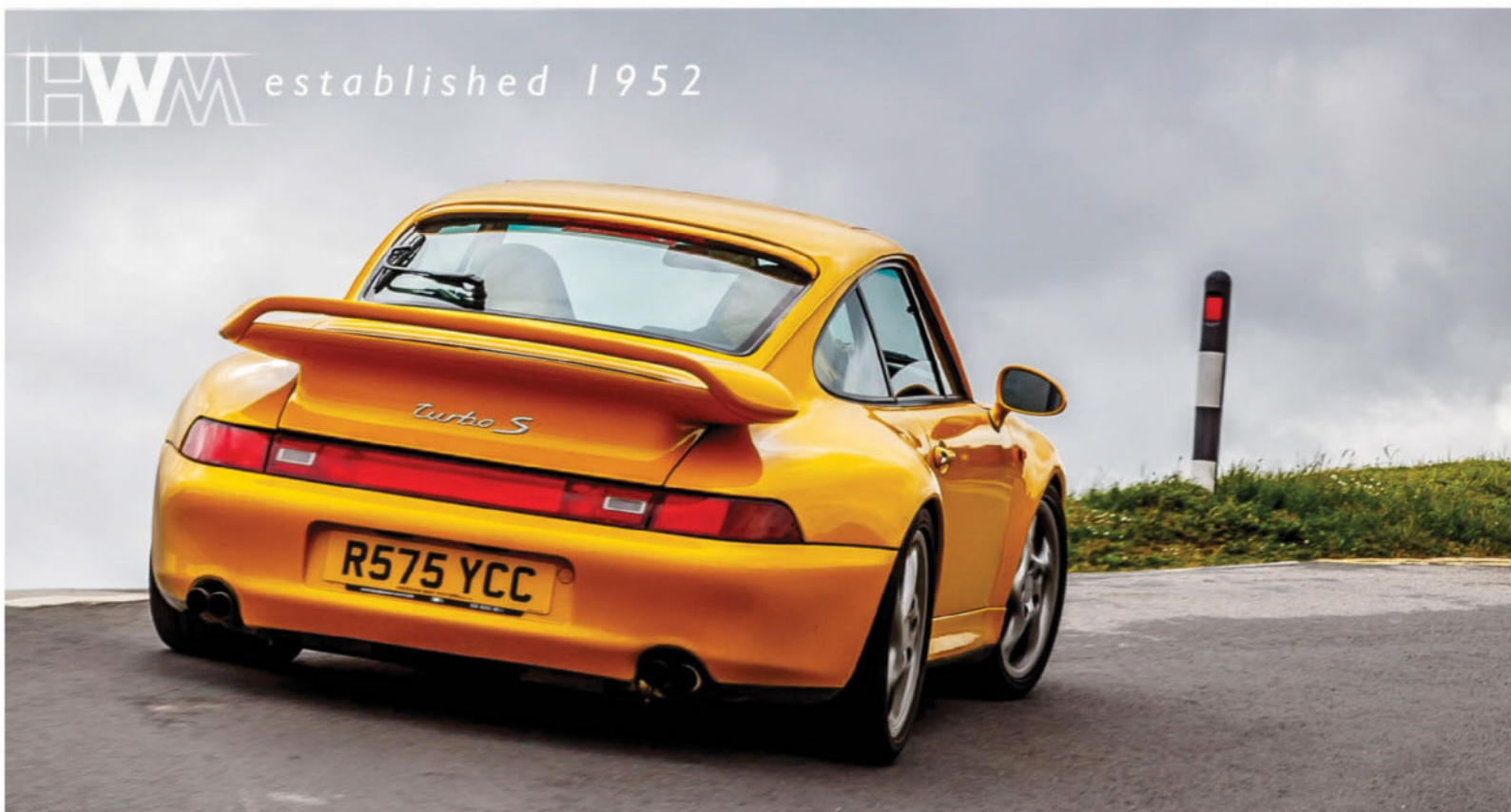
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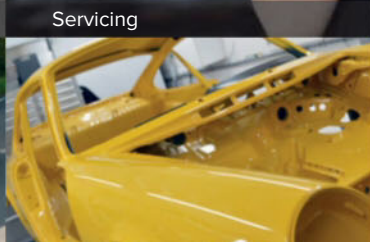
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**1 Select Year & Model**

Year: 2004  
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**2 Select Your Package**

Street Performance 2

**3 Review & Approve**

Add, update, or remove parts using the tables below

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Characteristic	Value
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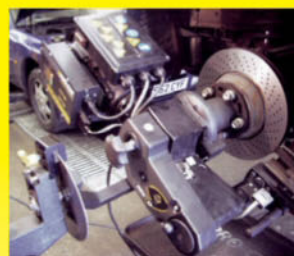
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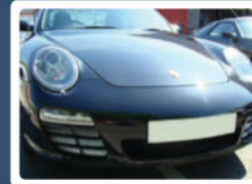
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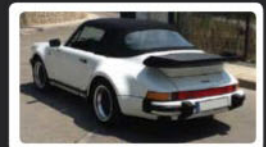


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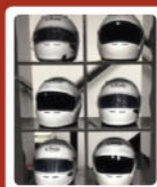
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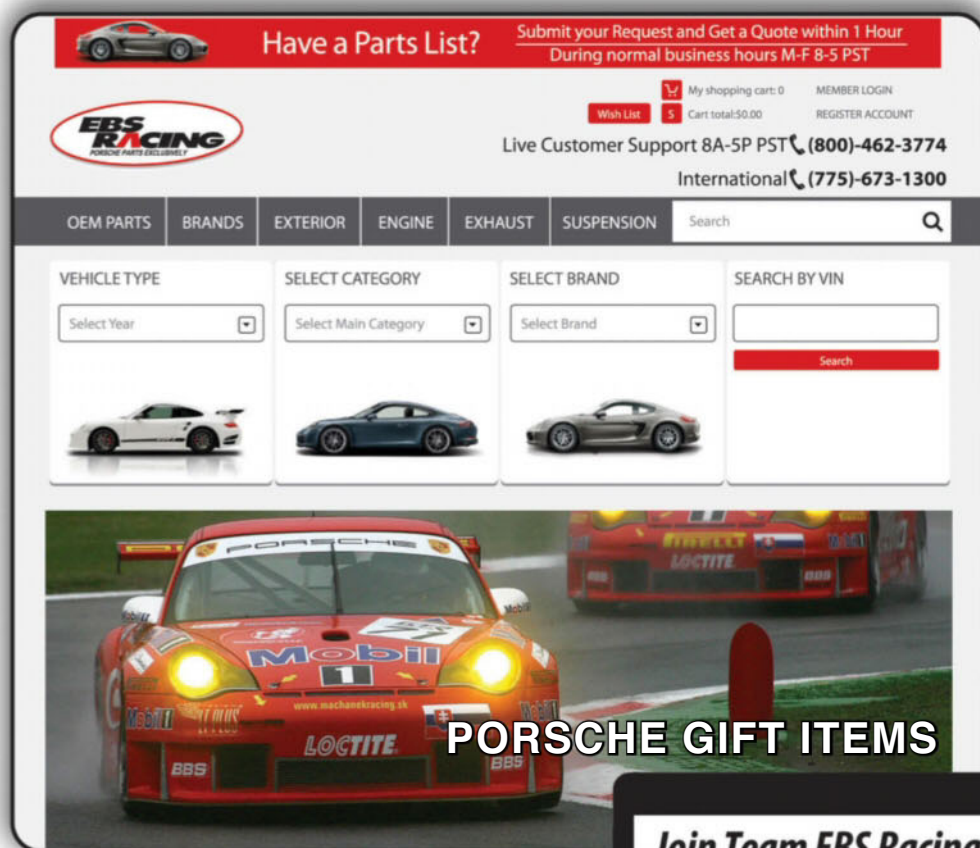


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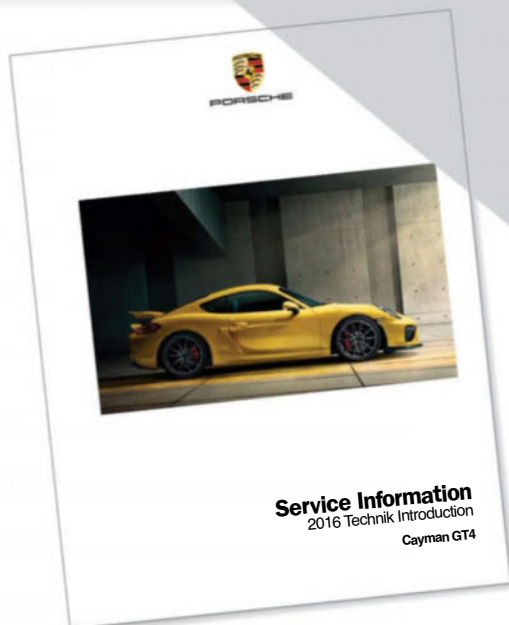
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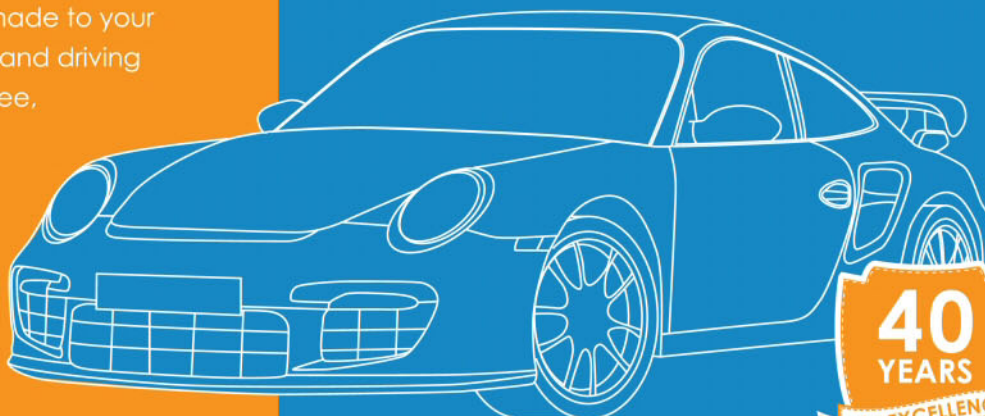
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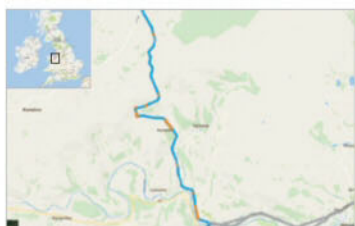


# A542, Horseshoe Pass, Wales

Written and photographed by **Alisdair Cusick**



**LOCATION:** Llangollen, Denbigshire  
**COORDINATES:** 52.9688, -3.1702



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**TOTAL LENGTH OF DRIVE:**

7 miles

**POINTS OF INTEREST:**

Ponderosa Cafe;  
International Musical Eisteddfod (July);  
Pontcysyllte Aqueduct and Canal  
World heritage site;  
Snowdonia;  
Evo Triangle

**FOOD AND ACCOMMODATION:**

Chainbridge Hotel, Llangollen  
[www.chainbridgehotel.com](http://www.chainbridgehotel.com);  
Geufron Hall B&B, Llangollen  
[www.geufronhall.co.uk](http://www.geufronhall.co.uk)  
Ponderosa Cafe, Horseshoe Pass

We're back at the Mecca of great roads, North Wales, for a flowing, picturesque pass between two stunning Welsh mountains

**W**ales is a bit of a **Total 911** favourite for Great Roads, and we make no apology for highlighting routes in this corner of the UK. In terms of square miles per number of routes, North Wales likely offers the greatest number of possibilities for an enjoyable drive.

This time we're looking at one just outside our past haunts and road test classics of Snowdonia: the Horseshoe Pass – or the A542 – a pass between the Llantysilio and Cynr-y-Brain mountains. A simple arc over the hills, we rise from just over 100 metres in Llangollen to a summit of 416 metres, so bends aside, there's plenty to work against.

It is challenging and enjoyable, so expect to see enthusiasts on four wheels and two. And the gem of the road is the namesake half way point, where the road arcs around the hill in a horseshoe.

Most people will arrive from the east on the A5, so it makes sense to talk through the road from south to north. We start as we cross the bridge over the River Dee and turn left, slowly easing out of Llangollen. A couple of small bends heralds the road changing character and so begins our climb. Here we get well-sighted, straight sections, with nicely bowed curves, just right for working in third gear. Tunnels of overhanging trees are lots of fun to drive through but three miles in,

the view opens out to hillsides, and a glimpse of the road ahead. Swing around the double bends of the horseshoe, and then appear high above the scenery. There's a small car park on the left – make sure you stop and take in the vista. Head on past the Ponderosa Cafe and the old quarry, weaving through the gentle hills down towards Llandegla.

The fun of the Horseshoe Pass is it feels like you're travelling through a place; the antithesis of a racetrack. It will be busy at weekends so visit in the week or on a summer evening – we'd go on a spring morning, and enjoy watching the raking sunlight hit the silver thread of road you've just driven... as we've just done in our 964. **911**



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**1971 Porsche 911T Targa**  
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