



**964 RS SPEEDSTER?! RAREST RENNSPORT DRIVEN**

# Total 911

THE **PORSCHE** MAGAZINE

**NEW GTS**  
Gen2 991 unleashed



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

# 911 T/R

**REVEALED:** Legend of the first homologated factory 911 race car

**BUILDING AN RWB**

The inside story on Nakai-san's hand crafted creations

**1 of 4**  
WORLDWIDE



**CARRERA SSE V CS**

It's the battle of the 3.2 Carreras as the Turbo-look Supersport battles the lightweight Clubsport

Future

ISSUE 149

**Digital Edition**

[GreatDigitalMags.com](http://GreatDigitalMags.com)

**PLUS**

- Through the archives: iconic Porsche posters
- Roadtrip to tackle the formidable Nürburgring
- South Africa's greatest road driven in a GT2



## **Traction. Gaining.**

### **Porsche winter wheels and tyres.**

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\*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C.

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# Welcome



**W**e always get a real kick from bringing you incredibly rare Neunelfers here at **Total 911** magazine, the sort you're not likely to otherwise see on the road, such is the propensity of owners in the main to keep such cars hidden away in collections.

We've not one but two cars that fit the bill this issue. As you'll find out, both hail from the factory, yet their specification and story couldn't be more different. The T/R is the unsung hero that homologated the 911 for competition, our cover car being one of just four right-hand-drive examples in the world, while the RS Speedster is a crazy Frankenstein of a car built to have fun, and lots of it.

In complete contrast, the new GTS line-up is set to follow in the footsteps of its predecessors as being a hugely popular model choice – with good reason.

A well-specced car from the Carrera dynasty in a very competitive package, the GTS badge has been unleashed across all three 911 body styles at once for the first time. I still question whether a heavy, all-wheel-drive Targa is fully deserving of the fabled GTS moniker, though Porsche will no doubt point to the commercial success of the previous generation as reason enough for its continuation in Gen2 991 form. Our test drive will give you a definitive verdict.

In fact, by the time this issue hits the shops we will have already had our first drive of the new GTS so, if you can't wait for next issue and the most in-depth report on the car anywhere on the newsstand, head over to **Total911.com** for a rendition of our early impressions.

Speaking of next issue, you may notice it's going to be our landmark 150th – and we've a few special treats in store for you to celebrate. I told you 2017 was going to be good...

**“I still question whether the Targa is deserving of the GTS moniker”**











# 1911 Opening Shot

At first it appears to be a 993 Coupe, yet closer inspection of the roof and side window profile reveals otherwise. There are further secrets to this rare Speedster specialty lurking far beneath its Amethyst body, as a drive through the German countryside reveals.

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Photograph by **Steve Hall**



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“Porsche 911 T/Rs were built to order, with customers cherry picking their desired options from the iconic Sports Purpose Manual”



For back issues, subscriptions  
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**www.imagineshop.co.uk**



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# Update

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



Remi Dargegen © 2016 Courtesy of RM Sotheby's

© 2016 Courtesy of RM Sotheby's

## Prototype 901 heads to RM Paris

Open-top development mule featured in Total 911 to go under RM Sotheby's hammer

RM Sotheby's annual Parisian sale – held this year on 8 February – will be headlined by the unique Porsche 901 Cabriolet prototype (the cover star of Total 911 issue 130). The Anglo-Canadian auction house's incredible consignment will help to "provide a thrilling start to our 2017 auction season," according to Peter Wallman, managing director of RM Sotheby's Europe.

The second oldest surviving Porsche 911 chassis, the Cabriolet prototype was one of just 13 pre-production 901s, of which it was the only example to trial the open-top concept. Thanks to their expertise with 356 Cabriolets, Karmann was chosen to perform the transformation. However, when Porsche instead decided to

pursue the Targa design, chassis no. 13360 was subsequently used to trial and develop the iconic roll bar. An incredible piece of Zuffenhausen's history, the 901 Cabriolet has been given an estimate of €850,000-€1,000,000 (£716,000-£842,000/\$888,000-\$1,044,000).

While not quite as unique as the Cabriolet prototype, there are a number of other 911 rarities set to go under the hammer at RM's sale, timed to coincide with the yearly Retromobile classic car show. With the continued interest in 993 Turbos, there is likely to be particular interest in RM's Cabriolet example. Never officially offered by Porsche, the Midnight blue metallic 993 offered for sale in Paris is one of just 14 cars built by the

Exclusive department. Unlike the standard 993 Turbo, the Cabriolet version – specified using the X82 option – came with the 3.6-litre flat six from the 964 Turbo.

On top of this unusual Turbo, a new Porsche 991 R has been consigned to the Parisian auction, and 25 per cent of the car's hammer price above its reserve will be donated to the Institut Gustav Rossey, a world leading cancer research institute. A tribute to Steve McQueen, the 2016 911 R is finished in paint-to-sample Slate grey with silver bonnet stripes and yellow side script. The 2010 24 Hours of Spa-winning 997 GT3 RSR will also be up for grabs in the French capital, offered by RM Sotheby's without a reserve.

### FoS date change

Due to the FIA's decision to reshuffle the international motorsport calendar, moving the Azerbaijan Grand Prix by a week, the 2017 Goodwood Festival of Speed has changed its provisional dates to avoid a clash with the F1 circus. The new date for this year's automotive extravaganza (now confirmed by the Goodwood Estate) is Thursday 29 June to Sunday 2 July. Tickets purchased for



Lord March's petrol-powered garden party before the date change will remain valid for the new dates.

### ExxonMobil union hits 20

Porsche's partnership with global oil giant ExxonMobil has reached its 20th anniversary and, to celebrate, the two companies have announced they are extending their collaboration until 2021. A major supporter of Porsche's motorsport activities, ExxonMobil has used its partnership with Porsche to develop and improve its range of automotive lubricants. Over 1 million



Porsches have left the factory with 0W-40 viscosity Mobil 1 engine oil, and the new contract will see increased collaboration between the two in terms of marketing and aftersales.



# Porsche joins bold new charge network venture

Manufacturers team up to develop high-powered charging network across Europe

Under the Volkswagen Group banner, Porsche has signed a Memorandum of Understanding that will see it become partner in a new project intended to create the highest-powered vehicle charging network across Europe. In an unprecedented collaboration, Porsche will be partnered in the joint venture by BMW, Daimler, Ford and VW stablemate, Audi.

Like its associates, Porsche is currently pushing ahead with plans to launch a fully electric car before the end of the decade (while the next-generation 911 range is expected to be bolstered by a hybrid variant) and the plan to construct a comprehensive charging network is a move designed to encourage mass market EV adoption.

Planning to provide power levels of up to 350kW – significantly faster than the current range of public charging systems – the manufacturer-backed network will be based on Combined Charging System (CCS) technology. Starting later this year,

the initial target is to build around 400 sites across Europe. However, by 2020, the joint venture aims to provide EV motorists with the ability to conduct long-distance journeys throughout Europe.

“There are two decisive aspects for us: ultra-fast charging and placing the charging stations at the right positions,” says Oliver Blume, Chairman of the

Executive Board of Porsche AG. “Together, these two factors enable us to travel in an all-electrically powered car as in a conventional combustion engine vehicle. As an automobile manufacturer, we actively shape our future, not only by developing all-electrically powered vehicles but by building up the necessary infrastructure as well.”



## What's on in 2017

- Porsche Museum: Roadbook  
**30 October 2016 – 23 April 2017**  
A new exhibition about the museum's rolling collection
- Retromobile  
**8-12 February**  
Some of the best classic cars in the world will once again descend on Paris
- London Classic Car Show  
**23-26 February**  
Classic cars star closer to home at London's ExCeL centre
- Amelia Island Concours  
**9-12 March**  
World famous event reaches its 22nd running on the Ritz-Carlton lawns
- Geneva Motor Show  
**9-19 March**  
Will we see a new addition to the Porsche 911 range debuted in Switzerland?



## Le Mans graphic novel unveiled

From the screen to the printed page, Steve McQueen's *Le Mans* is reborn

Steve McQueen's legendary *Le Mans* film helped to turn the 2.2-litre Porsche 911S (and the Gulf-liveried 917K) into an icon and the film has now inspired an eye-catching graphic novel by artist Sandro Garbo and the team at Garbo Studio.

Following the storyline of the original film, Garbo uses a bold and vivid style to transfer the plot to pages in *Steve McQueen At Le Mans*, capturing the iconic feel of the cult hit in each individual cell.

A process that took nearly three years to bring to print, Garbo's graphic novel received the blessing of the ACO (the organisers of the 24 Hours of Le Mans), the French

authority ensuring that the graphic novel's design provided an accurate portrayal of the 1960s Circuit de la Sarthe event.

"I don't think anyone ever filmed a car race in such a realistic and intense way," Garbo explains of his inspiration. "But watching it, I saw more than just the race. I pictured the panels we could create and they were so stunning that I only wanted one thing: to create and share them." Available to order now at [www.mcqueenlemans.com](http://www.mcqueenlemans.com), the graphic novel *Steve McQueen At Le Mans* will also be offered in a hardcover 'Tribute Edition', perfect for your 2017 coffee table collection.



## French 2.7 RS resurfaces at Autofarm

Porsche specialist unearths original RS after ten-year hibernation

A Porsche 911 Carrera 2.7 RS, which was laid up for over ten years, has been discovered in France by renowned independent specialist, Autofarm. Part of an impressive collection of Neunelfers that had sat idle for nearly a decade, the original Rennsport only resurfaced when the widow of the original owner passed away last year. This led to an 11-month negotiation period that, now finished, has seen the UK-based specialist finally acquire the Touring spec car.

Originally Sepia brown, the now Gulf orange 2.7 RS competed in the Tour Auto and Corsica's Rallye des 10,000 Virages 20 years ago,

before going into hibernation. After completing the car's purchase, Autofarm proprietor Mikey Wastie had originally intended to lightly recommission the 2.7 RS in France before driving it back to the UK. However, despite being well preserved next to a radiator, it was decided to transport the car back to Autofarm's Oxfordshire base on a covered trailer.

"It's the ideal base for historic racing or a car for long distance tours," explains Wastie. "As values have risen, it's a shame that not more RSs are driven on track, their rightful habitat. This car is ideally suited for some proper use."



# Motorsport

The latest news and results from racing series around the globe



## New 911 RSR tests at Daytona

Porsche test the new, mid-engined 911 RSR ahead of its debut at the 2017 season opener

Following the unveiling of their latest LM-GTE class contender at the Los Angeles Auto Show, Porsche's GT team has undertaken testing of the 911 RSR ahead of its race debut at the 24 Hours of Daytona on 28-29 January. We revealed in-depth details of the new car in Issue 141 but to recap, the latest RSR features a 4.0-litre normally aspirated engine located ahead of the rear axle.

The mid-engined layout is a result of rule changes in 2016 that allowed teams to increase downforce levels via a larger rear diffuser, something that Porsche can now take advantage of thanks to moving the engine forward. With a striking white, red and black livery, the new car takes styling cues from the 991.2 with the flat-six engine producing around 510hp, a 50hp hike in power compared to the outgoing car.

Official three-day testing took place at the 'The Roar before the Rolex 24', which gives teams an opportunity to assess and finalise the setup of their cars prior to the start of the 2017 IMSA

Sportscar Championship at the famous Daytona International Speedway. Covering a combined distance of almost 3,000 kilometres, two RSRs took part in the test, which was described by Marco Ujhasi, Overall Project Manager GT Works Motorsport, as being "very important... [and] about re-examining and perfectly synchronising all the routines and procedures within the team."

Car no. 911 was driven by Patrick Pilet, Frédéric Makowiecki, and new works driver for the squad, Dirk Werner, with car no. 912 piloted by Kévin Estre, Porsche newcomer Laurens Vanthoor, and Richard Lietz. Both of these driver line-ups will compete at Daytona and at the 12 Hours of Sebring on 18 March. Despite being hampered by poor weather, which saw heavy rain, strong winds and low temperatures affect track conditions, the test was deemed a success by Ujhasi: "It was particularly interesting to see how the 911 RSR performs in wet conditions. We're running a new specification of wet tyre, which worked perfectly and with which we found a good balance.

We were fast in the rain as well. Eventually the track dried up and we were able to draw important conclusions. Only at the very end did we experience very cool temperatures and a dry circuit. The point of such pre-tests is to gain as many insights as possible so that we're optimally prepared for the race."

Further good news was provided by the drivers of both cars, Patrick Pilet saying, "The new 911 RSR feels good. I had a lot of confidence in the car right from the start. The big uncertainty was the weather. But we've seen that, like in previous years, we're fast in the rain too. For a successful season it's very important to have a good car for all conditions." And Richard Lietz was equally positive about the new racer: "As a driver I'm very happy with the much improved ergonomics. This makes double stints easier and more comfortable. As the car is not so tough on the tyres it's also better to drive over the distance."

You can keep up to date with results from every round of the Championship at [Total911.com](http://Total911.com).



# MAXTED - PAGE

## PORSCHE HISTORIC RACING



*Ex-Kremer Jägermeister / Le Mans 24 hours*

**1976 Porsche 934 RSR Turbo – Group 4. | Chassis # 930 670 0158**

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# This month in history

A look back through the archives to important February milestones from the 911's past

## 1973

### 911 wins Daytona 24 Hours

Even before its homologation papers were completed, the 911 2.8 RSR won on its second outing. The Brumos-entered RSR driven by Gregg and Haywood and the Penske RSR for Donohue and Follmer dominated the second half of the Daytona event after Mirage, Matra and Lola prototypes fell by the wayside. Ultimately, the Penske RSR lost compression and retired, leaving victory to Brumos. But it was the start of a season that saw the RSR score more points than any other in the 1973 World Championship of Makes.

A year earlier, things looked much less favourable. New FIA rules limiting capacity to 3.0-litres ruled out Porsche's all-conquering 917s and a minimum weight limit was introduced to penalise the 908. While the open regulation Can-Am championships allowed the 917s to continue their winning ways in the US, Porsche sought to keep a racing presence in Europe. The 2.7 RS was developed from the 2.4S for Group 3 racing and by exceeding the FIA 500 build minimum, Porsche was able to homologate a GT version: the RSR. Under the aegis of Norbert Singer, 55 of these 308bhp 911s were made for private teams. A mid-season change to prototype status allowed Singer to experiment with aerodynamics, the first step towards his 935. After a two-year slump, the 14,500 911s built in 1973 were a series production record and the 911 was back on the racing map.

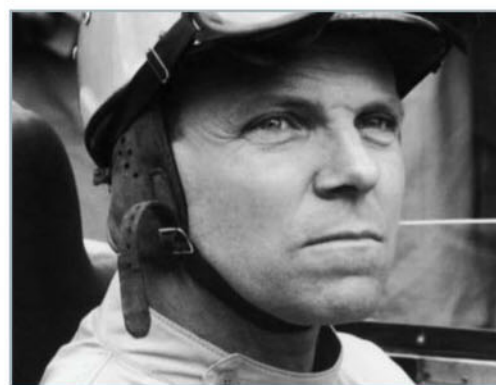


## 2008

### Paul Frère dies

Still working regularly well into his 80s, Frère had never recovered properly from a serious road accident in September 2006. The Belgian was 91 and the doyen of European motoring writers. His exceptional career spanned more than 60 years as a racing driver, journalist (writing in several languages) and automotive consultant. After a brief debut on motorcycles, Frère's strictly part-time motor racing career moved by stages to the top level and culminated in a second place in the 1956 Belgian Grand Prix. He also enjoyed several notable finishes at Le Mans: fourth in 1957, third in 1958 both with Porsches, and a win sharing a Ferrari with Olivier Gendebien in 1960.

He owned a few 356s but in 1972 he became more closely involved with Porsche when he ran an experimental 2.4S acquired from Paul Hensler, saying: "I finally realised the 911 was the car for me." 911s would remain his personal car for the rest of his life. In 1976 he was the natural choice to write the first history of the 911, *The Porsche 911 Story*. He continued to extend and update it until 2006. His extraordinarily privileged access to Porsche declined under Bez and Wiedeking, but by then his reputation was assured and Porsche writer, Peter Morgan, recalls that he always had a front-row chair reserved at Porsche conferences.



## 1984

### Schutz falls foul of US dealers

From 1969, the Porsche importer for Zuffenhausen's biggest market was VW Audi. Porsches were sold through 300 Porsche-Audi dealerships. Zuffenhausen wanted to break free from this, especially as VW was setting up its own manufacture in the US. At a meeting in Reno, California, Schutz informed Porsche dealers that the company was establishing Porsche Cars North America, which would operate 30 Official Porsche Centres around the country. These, all built to the OPC template, would be open within a year.

The proposals caused uproar as dealers who had previously bought direct could still sell Porsches, but reduced to mere sales agents they would have to buy them from their local OPC and would make a gross margin of only eight per cent, against a previous 16 per cent. In the land of litigation, their lawyers went into overdrive and within a month Schutz was staring at a possible \$3 billion lawsuit. Zuffenhausen quickly backed down. It retained its proposed head office, PCNA at Reno, with responsibility for import and distribution, but the OPC scheme, which was gradually being implemented in Europe, was abandoned. The affair was over before it affected sales but Schutz, who had planned the scheme and sold it to the Zuffenhausen Board, was humiliated and the episode marked the beginning of his disillusion with Porsche.

1963

## 1963

After driving a pushrod 745 prototype, Ferry Porsche decided the new 901 must have an OHC engine and immediately deputed Hans Mezger to develop one.

## 1976

Porsche confidentially tested a 936 at Paul Ricard. It was painted matte-black in an attempt to fool the press: "So if anyone notices, they'll think it's a shadow or something."

## 1996

For *Sports Car International*, Ian Kuah claimed the 993 RS was more compliant than its predecessor, but only marginally, "Bobbing and weaving like Cassius Clay" on anything less than smooth tarmac.

## 2001

Headlined 'GT2 Much', *Autocar* was sceptical about the uncertain handling 996 GT2: "It should be the most exciting Porsche ever built, but it isn't."

## 2009

An experienced Porsche test driver was killed in the early hours when his prototype 991 Cabriolet went off the A5 Autobahn near Frankfurt. The 911 appeared to have gone under the guardrail.

2017





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\*Participating Centres only. Fixed price service tariffs may be withdrawn or varied at any time.  
Prices for other models available from participating Centres.



# Ben Barker

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

The FIA WEC driver shares all about his world championship campaign



Once a year, Barker races at Australia's 174-metre high Mount Panorama Circuit, using the 12-hour endurance race as a warm up for the season ahead



© Jason Goulding

## Breathless in Bathurst

Ben explains why Australia's Mount Panorama often provides his toughest test

In Europe, the Nürburgring and Spa-Francorchamps stand out as two of the toughest challenges a racing driver can face. However, fly half way across the world to Australia and there's another circuit that provides an equally stern test: Bathurst. Apart from 2016, I've been lucky enough to pit myself against this incredible track over the last few seasons as part of Grove Racing's squad for the 12-hour race and 2017 will not be an exception, as we'll tackle the Australian endurance race in a 991 GT3 Cup. It's the most extreme warm up for the season ahead I can think of.

The biggest challenge at Bathurst is its geography. Known as the Mount Panorama Circuit, the track's defining feature is the fact that it goes up a mountain and then drops back down. At 174 metres (571 feet), the height difference between Mount Panorama's startline and its peak is enormous, and tackled in one single ascent. For comparison, Spa – one of the hilliest circuits in Europe – features 'just' 102 metres (334 feet) of elevation change. The huge gradients create a unique challenge in the cockpit as you attempt to balance the work of gravity. When you reach the

top of the mountain and drop down there's a lot of momentum and it's your job to try and control it. When you first go there, this unique phenomenon can catch you out. As you drop down through Skyline (the dipping right-hander just after the highest point), you think you can carry more speed than you can. Getting caught out here normally ends up with you in the wall.

In some ways, it's a track of two halves. Going up the mountain you need to get on the power early and maintain your speed but as you descend it's the complete reversal. You've got a lot of momentum through the winding Esses sequence and so you're coasting on and off the brakes, only feeding in the power after The Dipper. For all the problems it creates, you do get a nice view!

Like the Nürburgring, the surface itself also has a number of idiosyncrasies as far as cambers are concerned. These are things that you can only truly learn by experiencing them and feeling them in real life (a simulator can only get you so far). You need to know where to place the car, for example, into The Cutting. It's a kink left followed by a tight uphill left. In that braking zone, the camber drops away from you and, if you find

yourself too far to the outside of the track, you'll end up being dragged into the wall. There are other places too – like McPhillamy Park, the fast left-hander at the top of the hill – where the car leaves the surface. You have to turn in early, after just a small lift in fifth gear, and account for the loss of traction as the car jumps through the air. It's done by absolute feel and is only something that can be learnt with experience.

With concrete walls lining the circuit (only the bottom third of the track features a sort of expansive run-off) it feels like a Hot Wheels street circuit! It's a track that crucifies overdriving. As soon as you start overdriving at Bathurst, not only will you lose time but – 100 per cent – you'll go in to the wall. For the annual 12 Hour race it means that you're better off lapping a few tenths away from your ultimate pace and just getting into a rhythm. I may only get the chance to race there once a year but it's definitely one of my favourite circuits. Bathurst is one of those tracks that is very intense. You find your body involuntarily tensing up and you have to tell yourself to relax. It can literally leave you breathless, and I don't get that with many other tracks.



# Lifestyle

Total 911 brings you the pick of the finest wheels for your Porsche

## fifteen52 Outlaw 001

From \$699.52 each; 15-18 inch

**1** 911 aficionado, Magnus Walker, has teamed up with Los Angeles custom wheel makers, fifteen52, to produce this Fuchs-inspired design. Manufactured in forged aluminium, the two-piece or three-piece wheel is light and strong, and the design has been carefully honed to improve the flow of cooling air to the brakes. Various widths and offsets are available and the wheels are designed to be fitted with OE studs and bolts. [52outlaw.com](http://52outlaw.com)

## Style 548 Fuchs replicas

From £699 / 17 inch

**2** This classic-look rim is available from Porsche specialists, Design911, and comes in 7.5-inch and 9.0-inch front and rear sizes respectively. Suitable for 911 models from 1974 to 1989, two styles are available; the first features a black centre with a matte polished rim, or you can opt for their superb 'RSR look' with polished spokes. Centre caps are included and prices start at £699 for a set of four wheels. [design911.co.uk](http://design911.co.uk)

## BBS Motorsport wheels

£1,899.99 / 19 inch

**3** Legendary German wheel maker, BBS, has long been associated with Porsche's race cars and while these 19-inch items aren't cheap, they'll bring a slice of motorsport technology to your road-going 911. Available in 8.5-inch and 12-inch widths front and rear respectively, the materials and workmanship are first class. These items from Porscheshop are perfect for wide-bodied 996 and 997 models. [porscheshop.co.uk](http://porscheshop.co.uk)

## HRE FlowForm FF01

From \$625 each / 19-20 inch

**4** Available from respected specialists, RPM Technik, these US-made wheels are forged from aerospace-grade aluminium. HRE design and hand-finish the rims in-house so great looks and quality are guaranteed, ensuring they'll be the perfect upgrade, and are available at a competitive price point. Available in Liquid Silver and Tarmac. [rpmtechnik.co.uk](http://rpmtechnik.co.uk)





# Paul Stephens

2017 will bring excitement to both the race track and classic car market – here's why



Paul Stephens predicts a growing demand for rare 911s in 2017, but believes over-inflated examples will become more accessible for the enthusiast



The year 2016 was another fantastic period for Porsche, their motorsport campaign being one of the highlights for me. I share the view that the 24 Hours of Le Mans is the most significant endurance race in the world, each year throwing up challenges that test the stamina of teams, cars and drivers to their very limit. As we know, with just three minutes and 21 seconds to go, Porsche snatched victory from Toyota on the last lap; it was one of the most dramatic finishes of any race in history. Winning the FIA WEC with the 919 Hybrid in the LMP1 category five months later proved to be the icing on the cake.

For me, 2017 will be even more exciting. The talented Nick Tandy – a former **Total 911** columnist – replaces Mark Webber in the lead car, giving him a chance to be World Endurance Champion. More importantly for Weissach though, this will provide a perfect example of how the Porsche Motorsport staircase from Carrera Cup upwards does indeed work. It will rally drivers from all over the Porsche Motorsport pyramid, so we're certain of some very exciting racing this year, no matter the outcome of the races.

As you can tell, motorsport means a lot to me, which is why last year I fulfilled my dream of competing at Le Mans in the Classic, driving a 1964 901. It looks like I'll be driving a 1965 car this year in the Peter Auto series alongside one of my regular customers – how lucky am I? Like Tandy, I'll enjoy my time on track especially so this year,

though somehow I doubt I'll be faced with quite the same racing pressures.

It doesn't really affect the garage space of most of you reading this magazine, but elsewhere in the Porsche world last year, some mourned the loss of the six cylinder entry-level Porsche, but the reality is the new 718 series with their four-cylinder engines are still fantastic cars for under £50k and ensure the status quo of the past is resumed. However – and this is where you come in – if you have to have a flat-six engine in your new Porsche, the only car now is the 911. I like that Porsche has protected its icon like that.

Talking of 911s, the limited edition R is another Porsche masterstroke. Congratulations to the lucky owners who managed to secure one to use as Porsche intended! However, there is something morally wrong for Porsche's many loyal customers who were unable to secure a new order, and who will now have to pay speculators who did get a car a premium of around £350k. If Porsche wants to keep its regular customers happy, I feel this situation needs to be addressed – and soon.

In the classic marketplace, last year was another strong year for Porsche. We at Paul Stephens again supplied some very special cars to enthusiasts and collectors internationally that we are continually in contact with (many off market without reaching the website). For 2017 I personally predict a continued demand for exceptional and rare examples by collectors who are still looking for investments, with many being

mothballed away to protect their value. However, these collectors are becoming very knowledgeable and will only buy the best of the breed, leading to what I believe will be a softening in prices of previously over-inflated examples. Fear not, for I believe this is good news for the enthusiast who simply wants a classic Porsche to drive and enjoy.

That brings me on to auction houses, which invariably have a large selection of classic cars available. The latest trend is to lure customers in with tempting low reserves – the auction at Duemila Route in Italy was an incredible example of this, with many offered without reserve, ensuring a worldwide audience turned up to secure their 'bargain of a lifetime'. Frenzied bidding by frustrated buyers ensured the auction achieved a staggering €51,263,270 in revenue, with many lots appearing to make uncomfortably more than their true worth! I suspect a few buyers have been licking their wounds in the weeks since.

A good Porsche is a sound investment and a joy to own, so to avoid any nasty surprises, my advice, particularly with older examples, is take your time and purchase the best one you can afford. Here's to 2017!

---

Paul Stephens is proprietor of the eponymous Essex-based specialist, which has been dealing with independent Porsche sales since 1993. Since 2005, Paul Stephens has also created a series of customised 911s as part of its PS Autoart range. For more information, visit [paul-stephens.com](http://paul-stephens.com) or call +44 (0)1440 714884.



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## Modular matters

Dear Sir,

There is no doubt that the main news story in the last issue of your fine magazine (issue 148) has ruffled the feathers of a fair few Porsche 911 enthusiasts. After all, announcing that the next 911 could share its chassis with a mid-engined car is nothing short of sacrilegious (depending on your outlook). Does this mean we're going to see the end of the truly rear-engined Porsches?

Well, if the flat-six engine does indeed move forward, it would ape the move on the latest RSR. I know that Dr Steffen Walliser has been on the record to state that the road cars will not follow suit but you always have to take what senior management says with a pinch of salt, especially in this day and age of tightly controlled PR.

To me though, it seems very unlikely that the engine will move too far from its traditional spot. For one, what would happen to the rear seats! As a modular chassis, the phrase 'shared platform' is probably a loose one. While I'm by no means qualified in engineering matters, from the front wheels back I'd be surprised if the next-generation Porsche 911 wasn't significantly different to its Cayman stablemate.

A modular design is probably there to help Porsche reduce development and manufacturing costs (as you pointed out in your news story). With the purse strings being pulled ever tighter at VW Group – ironically by former Porsche man, Matthias Müller – this seems like a canny move that will enable the factory to continue producing profitable sports cars.



After all, we wouldn't want a similar situation to the 1990s where Porsche ploughed millions of pounds into R&D for the 993 only to suffer the consequences further down the line. Ultimately, the 911 has to make sense financially and, as enthusiasts of its 54-year legacy, we should applaud any step that ensures this.

Saying that, it will be interesting – if this is the route Porsche will take with the next 911 – how Porsche manages the car's image. While now

lauded by many enthusiasts, one of the things that hamstrung early 996s was how much it looked like the Boxster (the fact it shared around 50 per cent of its parts with the mid-engined roadster didn't help either).

If the next-generation 992 has the same issue, it may be unfairly crucified by the 911 'purists', although that will not be enough to dissuade new Porsche 911 buyers.

**Grahame Rudge**

Total911.com POTY

### Total 911 'Picture of the Year 2016' winner revealed

It's become a popular end of year ritual on Total911.com: letting the public decide on picture of the year from our shortlist of photoshoots undertaken from the last 365 days. 2016's winner of the Champion Racing 993 GT2 (right) was the work of Dan Pullen, photographed at Maxted Page.



### @Total911

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



@Leather\_restore #Porsche 996, 2003 Graphite grey rear seats and door cards restored & recoloured:



@hexagonclassics New stock... 1995 #Porsche 993 RS Clubsport



@PullenPhoto An early Christmas surprise – my shot of the @HowardDonald GT2 has won the @Total911 photo of the year. Chuffed, thanks to all that voted!



@SharkWerks Blue Monday the #sharkafied #GT3RS remix



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!



## 993 Turbo love

**Dear Sir,**

I have been a subscriber to **Total 911** since issue one and I continue to look forward to each issue arriving in my post box. I am particularly excited about issue 147, featuring the 993 Turbo. I am a former President of the Porsche Club of South Africa and have owned my 993 Turbo for 16 years. During that time it has proved to be an absolute pleasure.

I have won the 993 class in our annual Concours competition 13 times and, in 2016, I was lucky enough to take the overall award win for the second time. I have attached some photos to show the car's condition (maintained using Meguiar's products). It is a 1996

model year car with 75,000 miles on the clock. Maybe one day you may want to do a feature on it. Thanks for an excellent magazine.

**Jerry Barnard**

**Dear Sir,**

The feature on the 993 Turbo in issue 147 of your magazine was great. It's a super cool, great running, and fast-even-for-today sports car. That said, as good as it is to drive, what really makes it for me is, that the Porsche 993 TT is flat out the sexiest, most outrageously awesome, sleekest, super curvaceous, stunningly beautiful and perfectly proportioned car Porsche has ever built!

**George James**

**There's a reason why the 993 Turbo is one of our favourite Porsche 911s of all time and the love shown by these two readers shows that we're not alone in our twin turbo appreciation. Both your cars look great in Arena red too, a colour that is not seen on enough Neunelfers.**

## Driver dilemma

**Dear Sir,**

I was disappointed not to see either Mark Donohue or George Follmer on your countdown of the top 25 Porsche 911 racers of all time (issue 148). Both were the class of the field in the 1973/74 International Race of Champions – contested against some truly quality competition.

Donohue even helped to shape the development of the 2.8 RSR during a test at Paul Ricard in 1972.

**Nicholas Grey**

**With so many successes for Porsche (and therefore so many drivers) to choose from, whittling it down to a top 25 invariably meant that certain racers didn't make the cut for our feature. While Donohue especially was a cut above the rest in IROC I, his previous 911 experience certainly gave him an (unfair) advantage. What's more, while both successful drivers for Porsche, Follmer and Donohue are more usually associated with the 917 Can-Am monsters.**

### Join the debate



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@little\_nog Sad WEC is over for the year but Monday at PEC Silverstone with your schoolboy hero easily fills the void!



### Total911.com:

## What you've been reading

On computers, tablets and smartphones across the world, these are your favourite articles on Total911.com from last year:

### New 991 GT2 RS test mule spied

If the rumours are correct, the Widowmaker is set to make a return in 2017. We caught one of the prototypes on camera while out on test.

### 991 Sport Classic and Speedster in pipeline

Our exclusive renders, showing what the 991 Sport Classic and 991 Speedster could look like, certainly piqued your interest in the latter half of last year.

### Six reasons I've bought a 996 Carrera

2016 marked the year that Total 911's Editor bought his first 911, so it was fitting that the reasons behind his decision were last year's most popular read in the online world of Total 911.

### 2017 911 GT3 testing with manual gearbox

Despite Porsche's best efforts, it couldn't hide the fact it was trialling a manual gearboxed 991 GT3 from our intrepid spy shot snapper.

### 2016 Total 911 Photo of the Year shortlist

Whittled down from 20 candidates, the six shortlisted shots perfectly summed up the diverse range of Neunelfers that we covered during 2016.

**Want to read the most popular articles on www.Total911.com? Simply type each of the titles above into our search bar and join the online debate.**







## Problem with performance

Dear Sir,

With Porsche having developed an even more extreme aerodynamic package for the latest Rennsport, I'm not surprised to see that you crowned the 991 GT3 RS as the ultimate performance 911 in the last issue (148). Those radical arch vents and that huge rear wing certainly combine to provide a ludicrous level of grip. However, as you touch on, there is a caveat.

The limits of the 991 RS can only really be explored on track, unless you have scant regard for your

licence and/or other road users.

Previous RSs have been able to thrill on the open road but now we seem to have reached a point where the Rennsport range is really only great as a track car (as you say, it is "a set of slicks away from having Cup car performance"). Therefore, I wonder if Porsche really has hit the bull's eye with the 991 GT3 RS...

I know that, given the choice, I'd much rather take the new 911 R, a car that would be much more usable in a wider variety of situations (even if some of the lucky owners will never really take their R adventuring). For traditional 911 enthusiasts, this is undoubtedly the

car that best invokes the spirit of the original Rennsports. In our ever more litigious and tightly regulated world, outright performance is good for little more than bragging rights down the pub.

**Brian Jones**

**While the 2.7 RS is now revered for its purity, in period it was built with one purpose: to homologate the RSR. Therefore, its driving experience was a secondary consideration. That said, we agree that, on the road (rather than the track), the new 911 R provides a driving experience more likely to get our synapses firing.**



## Arriving in style

Dear Sir,

Following on in the theme of Porsche wedding stories ("Blow up in Bergamo" from issue 147) I thought I'd share my own marital tale. Our Boxster (nicknamed 'Poppy') has been part of the family for over six years now and was, therefore, the

natural choice of wedding car for our daughter Lucy's nuptials last year.

Under strict instruction to keep the roof up on the drive to the Palm House in Liverpool's Sefton Park (something to do with hair versus the wind), we arrived in style, with the roof coming down for the grand entrance. 'Poppy' was parked up in the grounds and became quite

a feature in many guests' photos during the event.

**Michael Fitzsimons**

**Porsches of all shapes and sizes seemed to prove popular as wedding cars last year (we'll even ignore the fact it isn't a 911, just once). Congratulations to your daughter, Lucy.**

**Total  
911**  
THE PORSCHE MAGAZINE

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# BY THE BOOK

Forget the 911R. This little-known Neunelfer (and the document that inspired it) is the real reason the Porsche's flat-six sports car is a racing icon

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Written by **Josh Barnett** Photography by **Dan Pullen**

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If we told you the genesis of Porsche's racing 911s wasn't the iconic 'R', nor the even more fabled 2.7 RS, would you believe us? No? You're going to think our marbles are well and truly AWOL then, if we assert that it was actually the humble 911T, introduced into Porsche's line-up for the 1968 model year, that ultimately began the ascent of Stuttgart's rear-engined sports car to motorsport stardom. Your eyebrows may well be raised but it only takes a quick peek at period race results to see the 911T was often one of the top performing Neunelfers, taking class wins at Le Mans and the Tour de France Auto (among other major events) during the late 1960s. How could it be though that the entry-level Porsche, complete with just 110hp, was sent to conquer the GT world? Flippancy with the facts so far has precluded

us from explaining that these were no ordinary 'Touring' 911s...

Despite a works tilt at the 1965 Monte Carlo Rally bringing Herbert Linge and Peter Falk an impressive fifth place overall, the 911's early forays into international competition were left almost entirely in the hands of privateer, independent entrants who were responsible for making their relatively standard Neunelfers race-ready. While racing was one of Porsche's founding tenets (the factory offered privateers a 'Sportpaket' to optimise their 911s for track or stage), support for these GT customers was limited. When it came to motorsport, Zuffenhausen's undoubted focus in the mid-1960s was on its fledgling prototype effort, meaning that there was no dedicated programme to deal with competition Neunelfers. By the end of 1966 though, ➔





**Right** Inside, the T/R was trimmed in synthetic black leather, the instrument panel was painted black, and features such as the radio, ashtray and passenger sun visor were removed

Porsche was beginning to change. Spurred on by the impressive performance of a privately entered 911S at that year's 24 Hours of Le Mans (and a desire to prove his own engineering genius), Ferdinand Piëch tasked Helmuth Bott with cutting weight from every aspect of the 911's platform. The famously featherweight 911R was the result. Hitting the scales at 820kg, propulsion was provided by the 906's twin-plug flat six (renamed '901/22' for the 911R).

Huschke von Hanstein, Piëch's predecessor as the head of Porsche's racing department, was suitably impressed with the new creation, imploring his employer to build the 500 units necessary for GT competition homologation. The sales department weren't convinced that a 911 with such a narrow purpose would be profitable though, leading the factory to build just 24 cars (four prototypes and 20 examples assembled by Bauer for customers). Forced to race in the same class as dedicated prototypes, the 911R was often outclassed by its bespoke competitors. But, on occasion, the lightweight Neunelfer proved its capabilities, most famously at the 1967 Marathon de la Route, where Vic Elford, Jochen Neerpasch and Hans Herrmann took a resounding victory in the 84-hour race, winning by over 200 miles.

The seed for a fully homologated 911 racer had been planted and the catalyst for change was soon forthcoming when the FIA reshuffled its competition categories for the 1968 season. Having previously been classified as a touring car, the 911T now joined the 911S in the Group 3 class for production GT cars, while the 911L and outgoing 911 remained in Group 2. To help its motorsport customers make sense of the changes, the factory published *Information Regarding Porsche Vehicles Used For Sports Purposes*, now commonly known as the *Sports Purpose Manual*. With an extensive parts list to cherry pick from, this 67-page dossier outlined various modifications intended to improve your Neunelfer's race or rally performance.

For Group 3 racing, the 911T provided entrants with a surprisingly ideal base. Thanks to the simplicity of its entry-level bodyshell, the T's chassis was more than 50kg lighter than that of the 911S, yet the rules allowed the 162hp '901/02' engine from the top-of-the-range car to be fitted under the decklid. What's more, by selecting the option of 'Kit No. 9553' as outlined in the *Sports Purpose Manual*, a 911 racer compliant to the FIA's GT regulations could be ordered from the factory for the first time. Of the 928 Porsche 911Ts built in 1968, around 30 (various sources conflict on



## “By selecting option ‘9553’, a 911 racer compliant to the FIA’s GT regulations could be ordered from the factory”

the exact figures) were option ‘9553’ examples, with these particular cars known internally as 911 T/Rs. The moniker was never supposed to be used publicly, hence why the late 1960s saw a number of 911Ts (complete with standard chassis numbers) achieving considerable success in international motorsport events. On top of this, the level of detail provided in the *Sports Purpose Manual* allowed private entrants to convert their own ‘T’ to race spec, yet these cars aren’t recognised as official T/Rs.

Selecting option code 9553 further prepped the A-Series 911T shell for competition, Porsche delivering the car with no underseal and lightened soundproofing (deleting a further 25kg of mass). The bumpers came without reinforcement, overriders or their usual trim strips (the latter also removed from the door frames), while inside the weight saving measures continued. Bereft of their usual pockets and cubbyholes, the door cards were simplified and the interior was trimmed in synthetic black leather. The instrument panel was painted black while extraneous features, such as the ashtray, radio, cigarette lighter and passenger sun visor, were deleted (all developments first seen in Piëch’s 911R). A Recaro bucket seat was provided as standard, though a competition seat from the German manufacturer was available as a

no cost option, and the headlight bulbs were switched for halogen units, providing better nighttime visibility. With these changes made, the homologated weight of this motorsport special was just 923kg.

Porsche ensured that the T/R was fit to handle the rigours of racing too, adding 15mm anti-roll bars front and rear (a 16mm rear bar, helping to reduce the 911’s characteristic understeer, could be specified instead using option code ‘9228’). Adjustable Koni dampers – taken from the 911S – were fitted, while the torsion bars were adjusted to reduce the car’s ride height as close as possible to the 100mm minimum stipulated in the rulebook. Dunlop racing tyres were supplied on unpolished Fuchs wheels, housing ventilated brake discs. The 911S-spec engine was held in reinforced mountings and Porsche also provided a lightened flywheel and a strengthened clutch to cope with the extra abuse motorsport inevitably inflicts upon a car.

‘Competition Kit I’ was also included unfitted, with the promise of an extra 10hp if the package (comprised predominantly of larger main jets for the pair of triple-choke Weber 40 IDA carburettors) was installed. While it may seem odd – given the effort that had gone to other areas of the car – not to fit these jets as standard, Porsche’s reasoning was sound. If you intended ➡







**Bottom left** Spotlights and seats with harnesses were all part of the T/R's competition-ready specification

**Below** A Halda Tripmaster and other dash-mounted switch gear highlights a competition history that took this T/R from Ireland to Africa



to take your T/R on the special stages, the factory recommended using the 901/02 engine, fitted with Competition Kit I and the competition exhaust. The Manual also suggested that the inlet manifold should be polished and matched to both the carb and the cylinder head, while the inlet ports needed a similar treatment. These changes were not intended to turn the 2.0-litre flat six into a high-revving screamer though.

Instead, the Manual stresses that “with the rally engine, one should be content to forego a few extra bhp in the interest of long life and imperviousness to [varied] conditions.” In this specification Vic Elford guided a 911 T/R to victory in the 1968 Monte Carlo Rally while, at the helm of chassis no. 11820455, Pauli Toivonen secured that year's European Rally Championship – then the highest honour in off-road competition. For out and out race performance, however, Porsche advocated rebuilding the 911S engine to full ‘Carrera 6’ specification (albeit with Weber

46 IDA carburettors, rather than MFI, in order to satisfy the 911's homologation).

Having placed an order for a T/R build through UK importer, AFN, in November 1967, Paddy McNally – who would go on to become boss of the Formula One circus' famous Paddock Club – dispatched Chris Maltin to Stuttgart in July 1968 to collect chassis no. 11820884 (pictured in these very pages and one of just four right-hand-drive T/Rs ever built). The Porsche concessionaire was immediately tasked by McNally to upgrade the engine to 901/22 specification. As outlined in the *Sports Purpose Manual*, this involved changes to the carburettors and inlet manifolds, the latter gaining a larger internal cross section while the cylinder heads were skimmed by 0.8mm, increasing the compression ratio to around 10.4:1. The 906 camshaft was fitted – increasing inlet valve lift from around 5.2mm to 6.8mm – a move that also necessitated the use of Carrera 6 pistons.

Titanium con-rods reduced the engine's rotating mass along with a lightened flywheel, while an oil catch tank had to be fitted into the right rear of the engine bay.

Proving that there was no set formula to build a T/R (the cars were very much built to order, with customers cherry picking their desired options from the Manual), McNally's car came delivered with a 100-litre fuel tank and roll bar (adding another DM 520 to the basic DM 5,150 price of the '9553' kit). Further cost options on chassis no. 11820884 included 'Nürburgring' gear ratios and a limited-slip differential, these drivetrain upgrades adding another DM 760. Given that a standard 911T cost less than DM 20,000 (around \$5,000 in 1968), this particular T/R conversion bumped the bill up by 33 per cent.

Intended purely as a racing car (and therefore, not originally road registered), McNally put the car to good use during the winter of 1968/69, winning the GT category in the South African Springbok Championship Series alongside Digby Martland. By May 1969 though, the silver T/R had been sold to Paul Vestey, who entered the car in a number of international endurance races during the tail end of the year. With teammate, Peter Sadler, chassis '0884' won its class at the Six Hours of Vila Real but it wouldn't finish another race that season. 1970 would be a new dawn for the car though. Now sporting slightly flared, hand-shaped rear arches (housing seven-inch Fuchs) and with Mike Ogier and Alain de Cadenet at the wheel, the turn of the decade would see '0884' capture its most prestigious result.

The car was a no show at the Monza 1,000km on 25 April but, just a week later, the T/R would be charging through the Sicilian countryside, piloted by Ogier and de Cadenet (the latter a well-known playboy and member of the British racing aristocracy) in the Targa Florio. The year before, a 911 T/R (driven by Everardo Ostini and MOMO founder, Gianpiero Moretti) had taken







2.0-litre class honours at the infamous Italian road race and, having qualified just 0.3 seconds behind the 911S of Libero Marchiolo and Antonio Castro, the Ecurie Evergreen-entered car of de Cadenet and Ogier was in with a shout of doubling the T/R's Targa tally. Ultimately, the British duo were unable to overcome their Italian rivals around the treacherous, 45-mile Circuit Piccolo delle Madonie, instead having to settle for an extremely respectable second in class (and 15th overall). Appearances at the 1,000km of Nürburgring and the Mugello 500km followed later in the season for '0884' but, by the turn of the decade, the T/R concept's success had come back to bite those still campaigning the 2.0-litre racers.

Buoyed by the 911's competitiveness, Porsche had developed a new lightweight 2.2S for its racing customers in 1970. Kremer Racing were putting the cars to good effect, sweeping almost all before them. To compete on equal terms,

'0884' was fitted with a new 2.2-litre engine for what promised to be its 24 Hours of Le Mans debut in 1971, entered under the Paul Watson Race Organisation banner. Scheduled to be driven in the French enduro by John Chatham (who had bought the car earlier that year from JCB boss, Anthony Bamford), Bill Tuckett and Mike Coombe. The car didn't make the start however; the team withdrew its entry after the upgraded T/R struggled in qualifying with a worsening misfire and was involved in a near miss with Jo Siffert's Gulf-liveried 917 LH.

Chassis no. 11820884 would, in the 1980s, go on to enjoy a new lease of life, especially in the Irish Tarmac rallying scene. Re-registered as '2 BRX', the 911 was prepped by Autofarm (complete with wider Minilite alloys, flared rear arches and two orange stripes over the length of the car) for Brian Powley who, alongside his brother, took the fight to much more modern machinery, winning

## Sports Purpose Manual legacy

While originally intended as a resource for Porsche's growing legion of independent racers, in recent years, *Information Regarding Porsche Vehicles Used For Sports Purposes* has spawned an entire movement within classic 911 circles. Nowhere is this more evident than within R-Gruppe, the Californian band of hot-rodding renegades, the members-only club founded very much on the principles of this near-legendary document.

"In 1992 or 1993, I met a gentleman by the name of Ernie Wilberg," explains R-Gruppe cofounder, Cris Huergas. "He kind of planted the seed of the R-Gruppe philosophy, giving me this manual – referred to as the *Sports Purpose Manual*." At the time, Huergas was building a 1969 911S and, using the guide, decided to turn the car into a homage to the sports cars of the 1960s.

A feature in a US Porsche publication brought the finished project to the attention of Freeman Thomas (the designer of Volkswagen's new Beetle), who was so smitten by Huergas' car that he called up the San Francisco native "out of the blue." Fascinated by the *Sports Purpose Manual*, Huergas made Thomas a copy (originals sell for three figures). The modern sports purpose movement – a reaction to stuffy Concours competitions and anodyne modern 911s – was born.



## Thanks

**Total 911** would like to thank Maxted-Page for providing access to the ex-Paddy McNally 911 T/R for this feature. To see more of their historically significant Porsche 911 stock, head to [www.maxted-page.com](http://www.maxted-page.com).

their class on a number of occasions in the Circuit of Ireland, Donegal and Ulster rallies.

After an active career, in 2012, '0884' was subject to a fastidiously detailed, bare metal restoration by renowned classic specialist, Maxted-Page & Prill. The end result was so good that the car was requested to go on display at the Porsche Museum during 2014. While now back on UK soil (and recently re-sold by Maxted-Page), its Stuttgart sojourn was a fitting recognition from the factory that this car played a hugely important part in the development of the 911 as we know it. Without the successes achieved by the various T/Rs, Porsche would likely not have continued down the road that – via the 2.3 and 2.5-litre STs – would culminate in the creation of the 2.7 RS and 2.8 RSR, the first truly thoroughbred racers. While it may have once been a footnote in 911 history, without the T/R the modern 911 landscape would likely be a much emptier place. **911**



**Model** Porsche 911 T/R  
**Year** 1968

#### **Engine**

**Capacity** 1,991cc  
**Compression ratio** 10.4:1  
**Maximum power** 212hp @ 8,000rpm  
**Maximum torque** 206Nm @ 6,200rpm  
**Transmission** Five-speed manual

#### **Suspension**

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

#### **Wheels & tyres**

**Front** 6x15-inch Fuchs alloys;  
 185/70/R15 tyres  
**Rear** 7x15-inch Fuchs alloys;  
 215/60/R15

#### **Brakes**

**Front** 282mm vented discs  
**Rear** 285mm vented discs

#### **Dimensions**

**Length** 4,163mm  
**Width** 1,610mm  
**Weight** 923kg

#### **Performance**

**0-62mph** Dependent on gearing  
**Top speed** Dependent on gearing



“911 T/Rs were built to order, with customers picking their desired options from the Sports Purpose Manual”





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NEW 991.2 REVEALED

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# GTS UNLEASHED

It's taken just 15 months for Porsche to bestow its GTS badge across the entire 991.2 Carrera range, but what's in store for the new top-of-the-line car outside of a Turbo or GT 911?

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Written by **Kyle Fortune**  
Photography by **Porsche AG**

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Nineteen sixty-three: the first time the GTS badge appeared on a Porsche, not a 911, but the 904 Carrera racer. Gran Turismo Sport has appeared sporadically in the Porsche line-up since, though not as a badge related to Porsche's most iconic product. Instead, the GTS badge would see service on the 924, 928 and more recently the Cayenne.

A badge without portfolio, really, Porsche applied it to a 911 for the first time with the 997, late in its life, positioning GTS as a bridge between the Carrera S and the GT department's GT3. It was a harder-edged Carrera without quite the track-focused car's compromises. More cynical commentators suggested at the time that the GTS was

created to give 997 sales a boost late in its lifecycle, pointing at the rich specification from, largely, existing options, though that does the GTS a disservice.

That the Porsche 997 GTS has become among the most sought after of the 997 line-up underlines its specification is pretty special. It gained the Carrera S's Powerkit for a power output of 408hp, the wide body of the Carrera 4, and a cherry-picked specification of Sport Design, unique to GTS options, which brought not just enhanced looks and performance, but greater dynamism, too.

Highlighting its more hardcore nature, the rear seats were deleted on the launch cars, though Porsche offered a free option to have them, with so many customers doing so that Porsche switched the option around, ➔



## Back in black

- 1** There's black trim everywhere, from the lower aero elements, wheels, the exhaust tips, engine cover and the badging. The Targa even gets a black roll hoop.

## Blowing harder

- 2** Porsche adds new turbos to the GTS; we're guessing they're faster spooling and higher pressure, to allow greater power and more immediacy.

## Increased power

- 3** Yes, we've reached the point where a series production Carrera is pushing out 450hp, allowing a launch-control assisted 0-62mph time of 3.6 seconds in a Carrera 4 PDK GTS. Incredible.

## Aero optimised

- 5** The GTS doesn't just look better than the Carreras it's based on, but it's more aerodynamically efficient, too, reducing lift at both axles.

## Chassis revisions

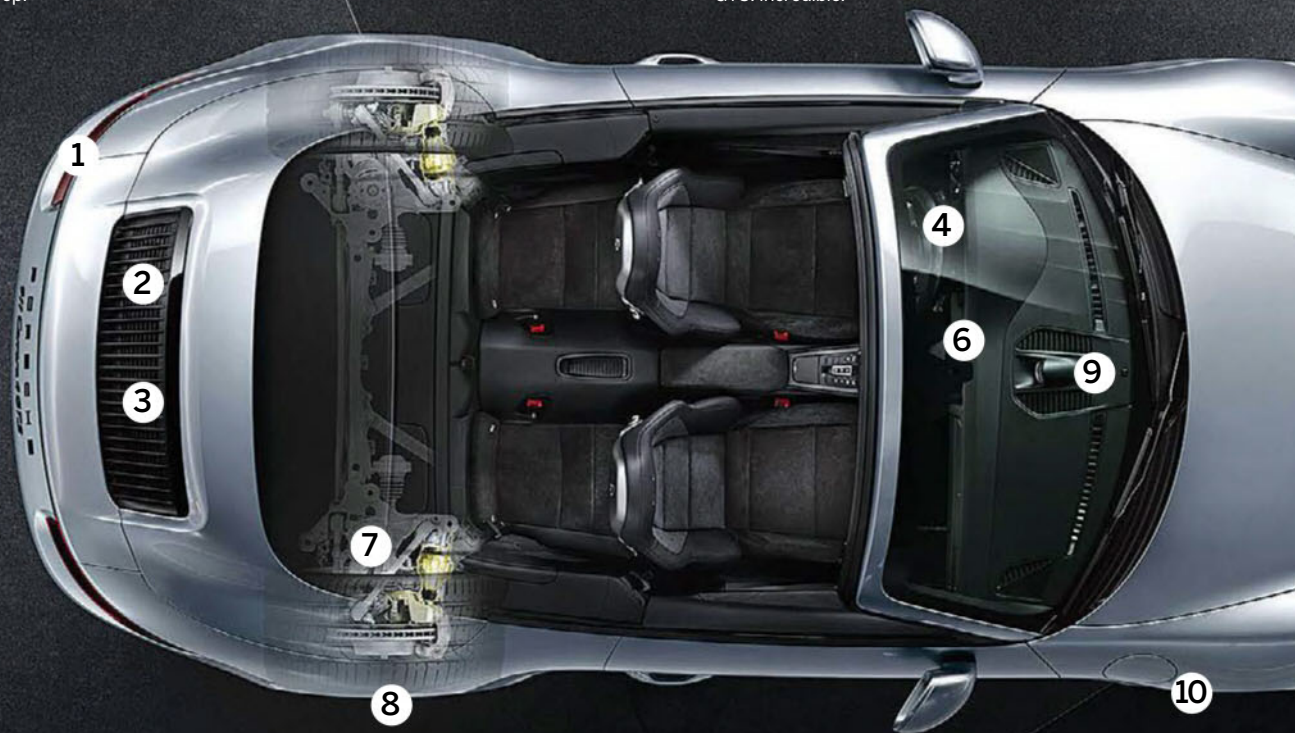
- 7** GTS Coupe gains a sports chassis to the already 10mm lower PASM, dropping the ride by a further 10mm.

## Wide body

- 8** GTS tradition of a Carrera 4 body is retained, the RWD models signified by a black strip where the illuminated red light is in C4s.

## Sport Chrono as standard

- 9** Mode switch inside, and the engine situated on active mounts, add optional rear-wheel steer and the GTS could rival a GT3 on track.



allowing them to be deleted for free instead. That makes the GTS the only 911 outside the GT department and Speedster lines to be two-seaters, though they're rare specified, but certain to be the most valued cars in time.

The badge was added to not just the Carrera 2 in Coupe and Cabriolet forms but a year later the Carrera 4 arrived; it was only on sale for a year before the 997 GTS series ended with the arrival of the 991 in mid-2011. You only need to look at the premiums 997 GTS models command to understand it's a prized car, though some GTSs are better than others. Indeed, Porsche engineers at the 997 GTS launch admitted to **Total 911** that the only true GTS was a C2 Coupe in manual guise, saying that the marketing people won the battle to put it on more than that single model. The suits were right, at least regarding the bottom line, the success of the 997 GTS seeing Porsche introduce the GTS badge to the 991 range not as a late series special to boost interest, but very shortly after the standard Carreras went on sale. Again, Porsche applied the badge to the entire model range, encompassing the Coupe

and Cabriolet in Carrera 2 and Carrera 4 guises, with PDK or the seven-speed manual. The GTS revisions would benefit the entire 991 range, the GTS's revised gearshift helping to solve the somewhat reluctant shift of the 991's seven-speed manual, the revisions so beneficial they were applied to all manual 991 models following the GTS's introduction.

Still, in theory, a model that bridged the gap between the Carrera S and GT3 lines, the 991 GTS followed the 997's technical specifications, being wide-bodied, gaining power – now producing 430hp – and unique styling elements, interior trim and a GTS-specific sport chassis PASM setup that promised greater agility than its regular Carrera relations. In reality, the difference wasn't quite as pronounced as its predecessor in that department, though the steering response marginally improved thanks to the chassis revisions.

Time has yet to judge the 991 GTS but, like the 997 GTS before it, it's highly likely that the Gen1 991 series will be coveted among informed buyers, the prospect of one of the last naturally aspirated 911s with the GTS's more special equipment and

looks an enticing one indeed. As with the original 997 GTS, speak to the people who developed it and they'll quietly tell you there's only one GTS that genuinely fulfils the brief...

With the 991 Gen2's introduction it was never a case of if Porsche would introduce a GTS model, but rather when. Fifteen months, specifically, since the 9A2 3.0-litre turbocharged 991 Gen2 Carrera S was shown at Frankfurt, the new 991 GTS has been unveiled for 2017. There's no denying in its third iteration that anticipation for the GTS has waned, it now an established, recognised step in the model walk rather than something that's a little bit special.

The formula remains largely the same; wide Carrera 4 body, special equipment, unique styling and centre-lock alloy wheels, though with the Gen2 991 GTS that formula is applied to a turbocharged engine, so that previously credible positioning of it between the regular Carrera models and the GT3 isn't quite so clear cut. There's more power, courtesy of new turbochargers, which boost harder and faster for a maximum output of 450hp and 550Nm of power



## Mode switch standard

**4** Part of the Sport Chrono package, the GTS gains the new mode switch to dial up your preferred setting from the steering wheel.

**5**

## Information overload

**6** Within the Gen2's smarter operating infotainment is an improved Track Precision app, just in case you want to see your lap times on your smartphone.

## Centre-lock wheels

**10** Another GTS tradition retained for the new turbocharged Gen2 model are centre-lock lightweight alloy wheels, finished, as ever, in black.

and torque respectively, those figures increased by 30hp and 50Nm over the Carrera S. A quicker car everywhere, thanks to the low rev urge of the turbocharging, it's packing 997 GT3 RS power, its output just 6hp in deficit to a 959 – the 1980s hypercar driver is unlikely to see which way a 991.2 GTS went.

If you want the quickest GTS, in terms of accelerative ability, you'll need a PDK Carrera 4 GTS Coupe, its traction and that Sport-Chrono-pack-assisted PDK transmission allowing it to achieve the benchmark sprint in a mere 3.6 seconds. To comprehend just how fast that is, it's a mere 0.5 seconds behind a current 911 Turbo (or just 0.1 seconds behind either the Gen1 991 Turbo or the current 991 GT3) and 0.2 seconds quicker than a 911 R. Buck the market norm and select the three pedal manual transmission in a Carrera 2 GTS, *please do*, we implore you, and you'll not have the quickest GTS – Porsche not revealing all the figures for all variants as we go to press – but the fastest. We're hoping the shift quality has been further improved, as however good it was in the previous GTS, it still trails the sort ➡



**Model** 991.2 Carrera GTS  
**Year** 2017

### Engine

**Capacity** 2,981cc  
**Compression ratio** 10.0:1  
**Maximum power** 450hp @ 6,500rpm  
**Maximum torque** 550Nm @ 2,150-5,000rpm  
**Transmission** Seven-speed manual;  
Seven-speed PDK

### Suspension

**Front** Independent; MacPherson  
strut; PASM  
**Rear** Independent; Multi-link; PASM

### Wheels & tyres

**Front** 9x20-inch centre-locks;  
245/35/ZR20 tyres  
**Rear** 11.5x20-inch centre-locks;  
305/30/ZR20 tyres

### Dimensions

**Length** 4,528mm  
**Width** 1,852mm  
**Weight** 1,450kg (manual Coupe)

### Performance

**0-62mph** 3.6 secs  
**Top speed** 194mph



**Above** Keeping with the GTS tradition, the new Gen2 991 GTS features black detailing of the wheels, headlight surrounds, tailpipes and badging





## Timeline of the 911 GTS

### Sep 2010

The 997 Carrera GTS is revealed in Coupe and Cabriolet guise, with rear-wheel drive.



### Jan 2011

997 Carrera 4 GTS added to the line-up, sold alongside the Carrera 2 GTS until the 991 arrives.



### Nov 2014

First-generation 991 GTS announced in Carrera 2, Carrera 4 Coupe and Cabriolet forms in 2014.



### Jan 2015

Porsche announces that the 991.1-generation Targa Carrera 4 and 4S have joined the GTS line-up.



### Jan 2017

991 Gen1 models superseded with the arrival of the Gen2 991 GTS across all three body styles.



of natural mechanical precision of the 997's six-speed manual. Improved shift or not, the official top speed for the real GTS is quoted at 194mph; that, like all Porsche's figures, is a repeatable, worst case scenario number, the real figure likely to be higher still. Any GTS will be fast then, sensationally so.

Indeed, looking at the few numbers Porsche has thus far revealed, the GTS really is entering GT3 territory in Coupe guise. That suggests if the GTS is still to genuinely be considered a model that spans the gap between the Carrera line-up and those GT division cars, then the new GT3 will come with a significant performance increase to create a bigger distinction between them.

With the swell in power comes chassis revisions to exploit the additional performance, with that underlying, not-so-secret feeling that the engineers favour Coupe as the real GTS demonstrated by the Coupe being the only model in the Gen2 line-up to get the full Sports Chassis option. Riding some 10mm lower than the already 10mm lower (than a standard Carrera) PASM-equipped GTS line-up, the chassis revisions are complimented by a new aerodynamic package.

A new front splitter and greater reach of the rear wing reduces lift at both front and rear axles, Porsche not going so far as to say it produces downforce, but it'll certainly mean the new GTS is more stable at high speed. There's no rear-wheel steer on the standard equipment list, it

remaining an option, and it's not unlikely that a GTS Coupe so-specified will be able to keep up with a GT3 around *that* German track. You can check for sure via the improved Track Precision app, which brings more information and greater connectivity with your smartphone, just in case you really want to talk lap times with your friends with statistics. Don't, unless you want to lose those friends.

Sport Chrono comes as standard, which means the interior, which benefits from the usual GTS changes like Alcantara trim and sports seats, gets the steering wheel-mounted mode switch as standard, with its options for Normal, Sport, Sport Plus and Individual settings. There's a GTS tuned sports exhaust, it switchable, the tips finished in black; the GTS has retained the black theme, Porsche going so far as smoking the rear lights and even swapping the metal finish on the Targa's roll hoop for a black one. Visually, that black theme is everywhere, from the headlight surrounds to the wheels and badges, the GTS never lacking in the looks department, and, largely not in how it drives – depending on the model – but rather than submit to conjecture here, we'll let you know after we've driven it in the coming weeks.

Until then... Pour over the details we've actually got, like the pricing, which starts at £94,316 for the C2 GTS Coupe, rising to £108,144 for the C4 GTS Cabriolet or Targa. **911**





**Above** Inside, the new 991.2 GTS benefits from the usual GTS upgrades, with Alcantara trim and Sports seats. New 918 Spyder-inspired steering wheel also features redesigned graphics, Google Earth, Apple CarPlay, multi-touch gesturing and handwriting input as per all Gen2 cars

**Below right** The new PCM system features redesigned graphics, Google Earth, Apple CarPlay, multi-touch gesturing and handwriting input as per all Gen2 cars

**Left** The new 991 Carrera GTS Coupe and Cabriolet are available with RWD or AWD, while the GTS Targa is available with AWD only





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THROUGH THE DECADES

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# THE BEST OF **P O R S C H E** MARKETING

The stuff of marketing legend,  
Porsche's old advertising posters are  
today appreciated as minor works of  
art. **Total 911** delves into the Archives  
to examine the best

Written by **Kieron Fennelly**  
Posters from **Porsche Archive**

# Nobody's perfect.

1983 Le Mans results

- 1<sup>st</sup> Porsche**
- 2<sup>nd</sup> Porsche**
- 3<sup>rd</sup> Porsche**
- 4<sup>th</sup> Porsche**
- 5<sup>th</sup> Porsche**
- 6<sup>th</sup> Porsche**
- 7<sup>th</sup> Porsche**
- 8<sup>th</sup> Porsche**
- 9<sup>th</sup> Sauber/BMW**
- 10<sup>th</sup> Porsche**

There's no tougher endurance race than Le Mans. Over 3,000 punishing miles in 24 hours at speeds often in excess of 200 mph. Last year, Porsche took the first five places. This year, the first eight. Next year, who knows? There's always room for improvement. Even at Porsche.

© 1983 Porsche AG

**PORSCHE | AUDI**  
NOTHING EVEN COMES CLOSE



That Ferry Porsche was a visionary is not in doubt – the Gmünd coupe was, after all, the sports car he built himself because he couldn't find anything else like it. But he was also a consummate delegator. So he surrounded himself with like-minded individuals like Albert Prinzing, a brilliant economist who would later occupy top posts in German industry. Prinzing advised Ferry on finance and masterminded the whole Porsche sales operation at a time when the banks would not lend to the firm.

Another Ferry recruit was Richard von Frankenberg, a former motorcycle racer and reporter who took on the role of press communications and advertising: "Ferry was very suspicious of advertising, preferring personal contact," says Archive manager Dieter Landenberger. "He was therefore happy to delegate it." Von Frankenberg started the house customer magazine *Christophorus* and appointed Erich Strenger, a graduate of Stuttgart's Kunststaatsakademie, as the publication's art director. Strenger, who had also designed the company's first catalogues, became effectively Porsche's in-house graphic artist, producing much of the company's brochure content over the next two decades.

Another artist inseparable from this period of Porsche history was also a local man, Hanns Lohrer, a commercial graphic designer who also drew images for Olympia Schreibmaschinen and Daimler Benz. If Strenger's output tended initially to concentrate on company literature, Lohrer's work was directed towards external advertising. What both men brought to Porsche was an understanding that statistical information – bald facts, mechanical detail of the sort that would appeal to engineers – would not sell cars to the general public. Strenger and Lohrer introduced bold colours, a sense of fantasy, an artiness to offset the serious and the technical. It was the beginning of the idea that Porsche was offering a dream, rather than just a means of travel.

If their design language is similar, Strenger and Lohrer often differ in their subject. Closer to the company, Strenger would paint depictions of the cars themselves. A famous 1954 poster shows a pair of 550s racing in the rain with the headline "Dans tous les pays Porsche est parmi les vainqueurs" (Porsche is among the winners in all countries) and the announcement of class wins at Rheims and the Nürburgring.

An earlier effort from 1952 celebrates the success of clients in the US (none other than Briggs Cunningham) and a French privateer, François Picard in Morocco. The pre-A 356 is accurate dimensionally, but stylised to give the impression of speed.

Sometimes Strenger sought other ways to demonstrate Porsche's technical prowess, as with the 1957 steering wheel illustration in which attention is cleverly focused on the crest. Strenger's watercolour pictures and mosaics could



**Above** Depiction of a man and woman leaving a Boeing 707 and stepping straight into a new Targa, a literal scenario when 'living the high life', sought to demonstrate Porsche as a premium product from its earliest days

**Below** A 'dry' sense of humour is something the company's communications department would become renowned for, particularly in the 1980s, as shown here



often be fantasist but were always recognisably Porsche and increasingly a company trademark.

Lohrer used different imagery. He is often remembered for the daintily gloved hand on the gearshift of a 356 with, in the background, the much smaller image of an elegant, gloved woman leading a similarly elegant poodle. Implicit in the main image is that the gloved hand is hers, reinforced by the message "kraftvolle Eleganz mit leichter Hand geführt" (powerful elegance guided by a light hand, as is the large poodle in the smaller picture). Clearly, this was the beginning of lifestyle advertising and unusually for a male-oriented product in the 1950s, pitched at women. Other Lohrer designs show golf clubs; one of Ferry's criteria for the 911 was that there had to be room in the boot for a golf bag. The boss who ten years earlier had been sceptical was evidently now reading advertisements himself. Lohrer used other sports equipment as well to create desire for this world of tasteful leisure. Like Jaguar whose 1960s strapline was "Grace, Space, Pace", Porsche's too were aspirational.

The advent of the 911 was, of course, a turning point at Porsche and the accompanying advertising reflected this. 'The man who has arrived' was a cliché in 1960s advertising, but he did embody the confidence and rising affluence of the period. There is not much fantasy here. Strenger has kept the message simple – the new 911 spoke for itself. And the same applied for racing: one such poster has an unembellished photograph of Falk and Linge's unexpected fifth place in the 1965 Monte Carlo Rally. Meanwhile, the 911 range was expanding and this was depicted in a poster that shows the new Targa with a Boeing 707, the subliminal message being that if you drive this you probably fly this. Not an original idea – Jaguar among others favoured aviation backdrops as well – though Porsche persisted with them well into the next decade.

From the early 1950s, Porsche had vaunted its competition success; Huschke von Hanstein, who became racing manager in 1952, was also a works driver but by 1959 and now a key Porsche figure, he had hung up his helmet and assumed the press and publicity role as well. He was very keen on promoting results in a simple but effective way. Porsche's strong showing at Sebring in 1958 is celebrated by Lohrer's striking painting, which is incidentally one of von Hanstein's last works outings. Later, Porsche racing posters would become less arty and more direct.

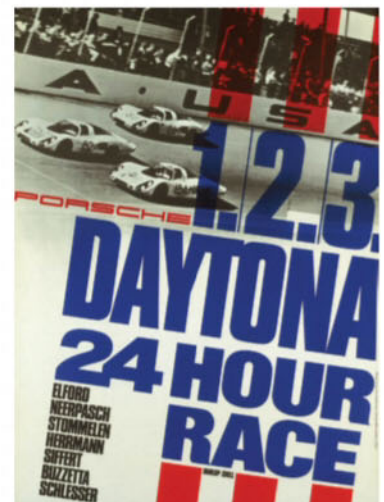
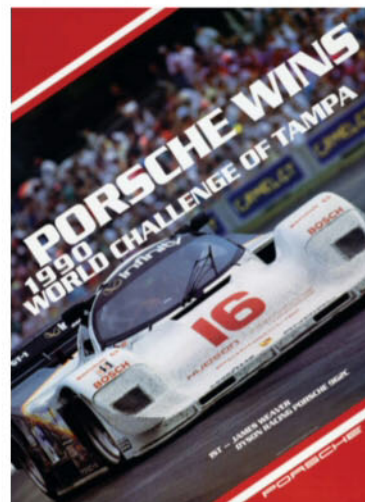
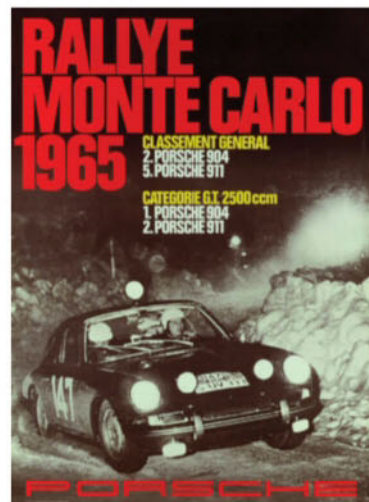
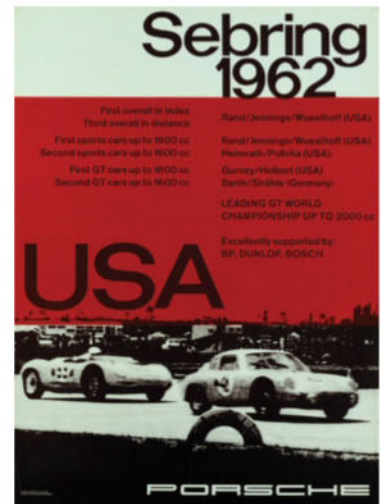
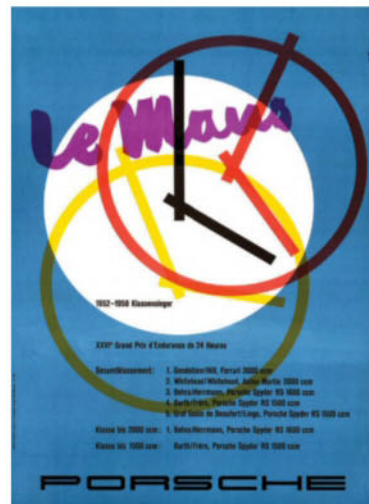
Under Ferdinand Piëch between 1966 and 1969, Porsche went from sports car racing's perpetual bridesmaid to outright winners and its publicity reflected this. The one-two-three victory at Daytona in 1968 hinted at the tidal wave that was to come with the 917. It was clearly worth celebrating and from here on, Porsche advertising began to sound a slightly more triumphal note as our examples demonstrate. This more macho approach was however less aggressive than BMW's notorious 'move over – BMW' ad, ➡





**Left** Porsche's media campaigns have put its cars on the world stage, quite literally in the case of the new 930 unveiled in 1974

**Below** Racing has always been an important facet to the Porsche business, illustrated by the numerous posters commissioned to celebrate unrivalled success on the world stage across various competitions







which featured a kidney grill, headlights blazing, looming menacingly in a rearview mirror and which was no doubt inspired by the Steve McQueen film *Bullitt*. At this time Hanns Lohrer had more or less ceased working for Porsche, his gentle, slightly fantasist style no longer in favour, Dieter Landenberger explains. Porsche 911 promotion needed to reflect the company's growing success in sports car racing and more masculine, dynamic themes were required than Lohrer's subtler approach with the 356.

Through the 1970s customer 935s would dominate European sports car racing while in the US, the results of Trans Am and IMSA championships reminded Americans, the biggest buyers of 911s, that on the track Porsche was unbeatable. It was the return to Le Mans in 1981, however, and the unexpected win that would inspire the copywriters and Porsche's victories in 1982-83 made the point pretty emphatically. During the 1980s, Porsche's star driver was the very popular Stefan Bellof, widely regarded as the best German driver until Schumacher, and such was his renown that in 1984 Porsche celebrated him with his own poster.

On the consumer front, the biggest Porsche 911 launch of the 1970s was the Turbo. Today we know that this confident declaration masked high anxiety in Zuffenhausen over whether Porsche would ever be able to sell enough Turbos to make money. Porsche's style though remained aspirational: a class above BMW, it never felt it needed to ape Munich. Meanwhile, the newly introduced 924 had to be promoted too, and the publicity showed an early attempt to appeal to

a younger demographic. The 1980s saw the very welcome return of the 911 Cabriolet and a classic ad shows a sophisticated couple "discovering an open secret" in the South of France. The theme implies good taste and effortless lifestyle. There is no need to remind these people that Porsche is also about performance.

Some posters were specific to national markets: the rather unimaginative UK 1981 depiction of the 944 suggests AFN's agency was uncertain quite how to pitch the newcomer. By contrast, 911 promotion always managed to suggest the idea of a superior product made even better: in the late 1980s, the advent of the 964 had the admen applying their imaginations at a time when Porsche was in serious financial trouble. It was true – you couldn't know until you tried it, but the problem was that not enough people were trying Porsche 911s.

The provocative 'Nobody's perfect' ad even went as far as naming competitors, but Porsche was not alone in feeling threatened by the Japanese: the Nissan 300ZX and Mitsubishi 3000GT (pitched in the UK £12,000 cheaper than a 911) were properly engineered sports cars. A lighter style in 1996 and a throwback to the Lohrer/Strenger days was the liberal interpretation of a 993 Cabriolet, celebrating Porsche's new tennis sponsorship.

In the 1980s Porsche had already started to rationalise its sales operations with the opening of the OPCs and under Wiedeking in the 1990s, it became altogether more corporate. This was reflected in its written communications style; carefully policed with uniformity of fonts and



1981  
1981  
1981  
Porsche's results at Le Mans 1981.  
Mobil 1 for your winning technology.

**Above left** When the Cabriolet joined the 911's line up in the 1980s, Porsche encouraged us to 'Discover an open secret'

photography, witness the 1996 Le Mans win. An old school motorsport poster was the Porsche Super Cup, but by 1997 these were something of a dying breed. Presentation of the latest Porsche 911 Carrera in 2015 was like its water-cooled predecessors: a photograph of the car only, a brief text emphasising its superiority, and an often punning strapline, here boasting the phrase: "surpasses expectations in 4.2 seconds."

Today, however, Porsche advertising seeks to convey maturity and seriousness as well as engineering and aspirational values. In the politically correct, professional world of the 21st century, communications are succinct, targeted and standardised. The bold colours, the points scoring and bombast are long gone from Porsche's commercial campaigns. Advertising may have grown up a lot since then, but it does make less striking posters. **911**



# 20. PORSCHE Tennis Grand Prix

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Werner W. Hiltner

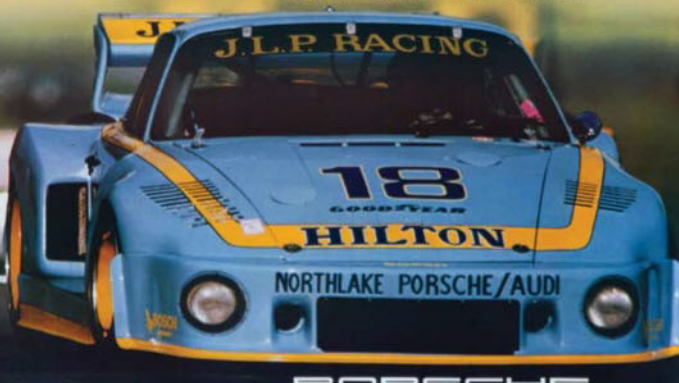
Würtembergische BOSCH  MAREDO  DEKRA

# TRANS-AM


**JOHN PAUL GEWINNT TRANS-AM-CHAMPIONSHIP 1979 AUF PORSCHE**

1. JOHN PAUL	PORSCHE 935
2. TUCK THOMAS	PORSCHE 935/ CHEVROLET MONZA
3. LUDWIG HERMATH	PORSCHE 935
4. BRUCE LEVEN	PORSCHE 935
5. PETER GREGG	PORSCHE 935
6. MO GARTER	CHEVROLET CAMARO
7. RICH SLOMA	CHEVROLET CORVETTE
8. ROY WOODS	PORSCHE 935
9. BOB AKIN	PORSCHE 935
10. AL HOLBERT	PORSCHE 935

GOODYEAR · BOSCH · EILSTEIN · VALVOLINE · BBS




PORSCHE

wins  **PORSCHE IMSA '80**

1. John Fitzpatrick / Porsche 935
2. John Paul / Porsche 935
3. Ted Field / Porsche 935
4. John Paul / Porsche 935
5. Hurley Howson / Porsche 935
6. Dr. Giampaolo Moretti / Porsche 935
7. Davey Cropley / Porsche 935
8. Don Whittington / Porsche 935
9. Bobby Norrell / Porsche 935
10. Peter Gregg / Porsche 935

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**Stefan Bellof**  
**Endurance-**  
**Fahrer-**  
**Weltmeister**  
**'84**




PORSCHE

1. Stefan Bellof/D	Porsche 956
2. Jochen Mass/D	Porsche 956
3. Jacky Ickx/B	Porsche 956
4. Henri Pescarolo/F	Porsche 956
Derek Bell/GB	Porsche 956
6. Jan Lammers/NL	Porsche 956
Dr. Jonathan Palmer/GB	Porsche 956
8. Hans Joachim Stuck/D	Porsche 956
David Hobbs/GB	Porsche 956
10. Paolo Barilla/I	Lancia







# THE RAREST RENNSPORT

A 993-bodied 964 RS Speedster.  
Sound crazy? Wait until you find out  
it's from Weissach...

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

**J**ust when you think you've seen it all, a car like this crops up. Of course, it is not unusual for **Total 911** to showcase delightfully rare Porsche exotica – it's all part of fulfilling our duty as the only magazine in the world dedicated to the 911 sports car. What is unusual, however, is for such a car to hail from the Porsche factory itself.

Our pictures show you what appears to be a 993 Speedster, itself a very rare car indeed (it is alleged Porsche made only two through its 'Special Wishes' programme, with one known to be built for Ferry Porsche and the other for Jerry Seinfeld). However, that only tells half the story here, with clues to be found chiefly in that timely Amethyst paintwork and spartan interior. The car's entire underpinnings, then, actually herald from the 964 generation of RS no less, crowned by a 964 3.8-litre Rennsport powerplant. Still with us? We did warn you as to the sheer absurdity of this creation.

The base car is actually a 1991 model year 964 RS, originally equipped with the 3.6-litre Rennsport engine. The story goes that the car's current owner saw the 993 Speedster 'birthday present' for Herr Porsche being built at Weissach and asked for an example to be built for him, too. His friends at the company agreed, but he had to

supply the car for the conversion. This, of course, means the Speedster in your pictures is the *only* such car to be based on an RS (the car made for Ferry Porsche, incidentally, uses a Carrera engine with a Tiptronic gearbox).

The mammoth conversion to Speedster-spec was carried out at the end of 1993: we're told Weissach engineers first started on repairing crash damage found on the Rennsport's body (this was not structural) before the factory conversion to Speedster. Huge works here involved removing the 964 RS roof, pillars and all glass before the updated 993 bodywork could be painted in its original 964-spec Amethyst hue and fitted to the car.

Completed by spring 1994, the Speedster came with a few choice additions at the request of its owner, reflecting his motorsport background. To aid body stiffness, an N/GT-style Matter roll cage with door bars was fitted to the new-look Rennsport Speedster, along with a carbon-Kevlar fixed hardtop. Road registered, the car was given back to the owner to complete the first of its 62,000-kilometres as the world's most insane factory Porsche Speedster.

The evolution doesn't stop there, however. In 1996, the body received some aerodynamic improvements including a wing from the pre-





**“Its individual curves and lines are wholly recognisable, yet the sum of all this is a silhouette that’s strikingly unfamiliar”**

production 993 Turbo and a front splitter from the 993 GT2, along with 18-inch Speedline wheels (fitted at the time using spacers) and a revised exhaust system with duel pipes.

Then in 2001, the owner’s own team oversaw the Speedster’s final, eccentric upgrade, replacing the 3.6-litre M64/03 flat six with the M64/04 engine from the 964 RS 3.8-litre (in standard form this engine produces 359Nm of torque but 400Nm was achieved for the RS Speedster thanks to some subtle engine work). A six-speed G50/31 gearbox from the later 993 RS was then mated to this larger flat-six firecracker, before the 964 RS rear axle was swapped out for the wider axle of the 964 Turbo, which meant the Speedlines could be mounted without spacers. A final, altogether subtler touch to the Speedster was the fitting of a Momo Sport steering wheel.

So what’s the thinking behind this enigmatic Porsche 911 in the first place? Our owner is forthright with his answer: “As a former racing driver I wanted something different for my collection, but something that was still heavily performance oriented, rather than just a show car. The project, as you can see, has evolved over a number of years, but I’ve always loved driving this thing. It’s so different to any other Porsche 911 you’ll ever drive.”

And with that I’m thrown the keys to what is, quite comfortably, the wildest Porsche Speedster on the planet. I start by walking around the car,

taking in the Frankenstein in front of me. The contrast in emotions encountered when ogling at the car makes for a peculiar experience: its individual curves and lines are wholly recognisable, familiar even, yet the sum of all this is a silhouette that’s strikingly unfamiliar. It’s all a bit of a head-scratcher, but then it doesn’t take long for me to realise that, despite the abnormality of the Speedster’s appearance, it is nevertheless endearing. Squat, broad and purposeful; I like it.

Opening the driver’s door continues the juxtaposition of familiarity and irregularity, the bulkier 993 door handle recognisable to my touch while the curvy, shortened glass of the window above it puzzles my eyesight. The Spartan door card on the other side is pure 964 RS, complete with colour-coded pull-strap, as are the two bucket seats with their purple-gradient centres.

Climbing over the door bars from the Matter cage will indeed be familiar with 964 RS N/GT owners; the broad-shouldered leather Recaro buckets resounding with those accustomed to the 964 RS Touring or Lightweight. That Momo Sport steering wheel and six-speed 993 shifter are the only deviances among otherwise complete 964 dashboard paraphernalia, the dished wheel’s raked-back position and a short, sharp throw from the 993 RS gearbox giving plenty of race-car character. In fact, there’s much inside this Speedster that amplifies its race-car ➔





**Centre** Cabin unmistakably heralds from 964-generation of RS, identifiable thanks to dashboard, colour-coded leather Recaros, and pared back door cards. Original tachometer masks the redline of the Speedster's larger 3.8-litre Rennsport flat six

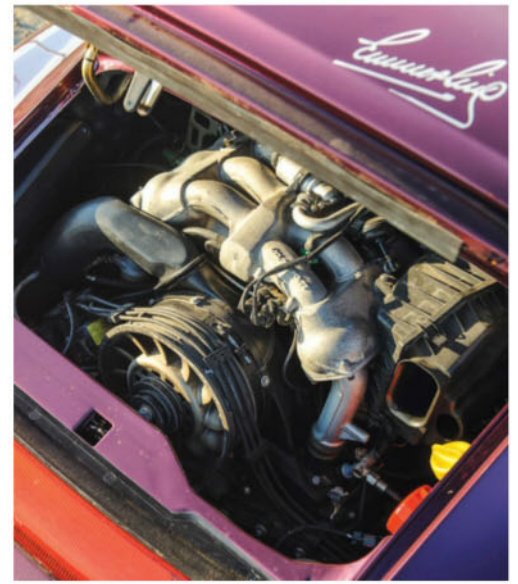
**Bottom left** Fixed carbon-Kevlar roof and Matter roll cage provide ominous clues as to the Amethyst 911's increased performance

**Right** This one-off Frankenstein 911 has the ability to raise pulses – and quickly – yet the brilliance of its engineering offers a more sedate side for day-to-day street driving

**Far Left** Most modifications to this Speedster have been executed using OEM parts. Only the side mirrors and fixed roof are from an aftermarket tuner







**Above** The 3.8-litre flat six from the later 964 RS looks at home in the Speedster's engine bay, mated to a six-speed 993 RS transmission. Wider 964 Turbo rear axle on Speedlines provides excellent poise and traction through corners

feel: with the driver's door closed, it's dark, the small cabin further cosseted by door bars, and the narrow windscreen with low-slung roof gives an uncanny impression of what I imagine the cockpit of today's LMP1 prototypes feel like.

Turning to look behind the Speedster's two seats, there is no collapsible fabric roof stowed away, or indeed a twin-humped cover over where the rear seats would reside in a typical 964. Instead, I see neat carpet right up to where the body of the car meets the roof, interrupted solely for the rear mounting points of that bolted-in Matter cage. A slither of light from the tiny, vertical rear window barely illuminates the seat backs, though light coming in from the front windows reveals the bare weaves of the carbon-Kevlar roof above my head.

Turning the key, the engine catches, quickly settling to a smooth idle despite a raucous thrumming of the flat six reverberating through the bare cabin. The clutch, pleasantly, is lighter

than expected, and after slotting the shifter into first, the biting point is found easily. We're away.

What strikes most is the level of noise: with little more than a bulkhead and thin carpet between you and that thrashing 3.8-litre Rennsport engine, driver engagement at the wheel is absolutely assured here. The pace of the engine wastes little time in exciting, too: there's plenty of low-down torque and the crank has a willingness to turn at the unmistakable rapidity of a Rennsport flat six. It's not long before I'm in need of second gear, then third, the familiar 993 RS gearbox offering a smooth passage through each gate. Into third gear, and a prod of the throttle is met with a growing crescendo of noise as the tachometer starts to swing around the tachometer at pace once more.

I eventually lift, aware I'm on public (albeit very quiet) roads, but it's clear this Speedster can climb to a ludicrously heady speed at an absurd rate. Unlike its other raked-windscreen cousins

from the factory, this is by no means a mere boulevard cruiser intended for the poseurs of Sunset Strip! That said, there's a complacency to the ride I find welcoming. I expected the car to be too stiff, too rigid, for the public road, but it's nowhere near as bumpy as previously perceived. A water-cooled 911 with Sport suspension is a reasonable comparison.

What's truly astonishing though, is the Speedster's ability to dispatch of corners at such frightening pace for an air-cooled 911. Grip from those chunky Speedlines is inspirational and, propelled vehemently by that guttural 3.8-litre engine, I'm shooting through long, fast turns at the pace of a 993 Turbo. If the tyres weren't as old I'd be confident of taking them even faster, too.

As I go on to find out, the Speedster's obvious weight advantage supports its dexterity, the car's low centre of gravity maintained by that super light Kevlar roof. Glued to the asphalt, we're twisting and turning through the German ➔







countryside with vigour – the Speedster is delightfully pointy from its nose, with just enough lateral body roll to communicate feel to the driver without subtracting precision from its chassis. Brakes clamp hard together to scrub speed with a firm press of the Speedster’s middle pedal, though of course, immeasurable fun lies in the immediacy of the car’s velocity increase from a press of that offset accelerator pedal. What a gloriously misleading pocket rocket this thing is!

Stepping out from the car and handing the keys back to their owner, I try to make sense of what I’ve just experienced. Its concept may be as bizarre as its story, but what is undeniable is this is a truly exquisite creation made to the very highest calibre. This 964 Speedster is one of the most exciting 911s I’ve ever driven; its many parts marry beautifully together and the real shame lies in the fact this is the only one of its kind.

Weeks on from my test drive, it’s still hard to believe a car like this even exists. That it has credible proof as a Weissach work of art is even more startling. As for the fact it’s been driven – hard – for more than 62,000 kilometres on our public roads for the last decade? I think, at last, we really have now seen it all. **911**

Thanks

The 964 RS Speedster in our pictures is currently for sale. Interested parties should contact [rs@s-ic.com](mailto:rs@s-ic.com).



Model **964 RS Speedster**  
Year **1994**

Engine

**Capacity** 3,746cc  
**Compression ratio** 11.6:1  
**Maximum power** 310hp  
**Maximum torque** 400Nm @ 4,080rpm  
**Modifications** Factory 964 RS body converted to 993 Speedster including 993 RS body with 993 Turbo pre-production rear wing, GT2 front lip and GT2-spec Speedline wheels; M64/04 engine mated to G50/31 gearbox; custom stainless steel exhaust including manifolds, downpipe and heat exchangers; 964 Turbo 3.6 rear axle; Momo Sport steering wheel; carbon-Kevlar hardtop and side mirrors from Strosek

Wheels & tyres

**Front** 8x18-inch Speedline wheels; 225/40/ZR18 tyres  
**Rear** 10x18-inch Speedline wheels; 285/30/ZR18 tyres

Dimensions

**Length** 4,245mm  
**Width** 1,735mm  
**Weight** 1,210kg

Performance

**0-62mph** Unknown  
**Top speed** 189mph

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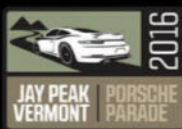
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Written by **Kieron Fennelly** Photography by **Steve Hall**

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# FULL FAT OR

In the last few years of the G-Series, Porsche produced two





# SKINNY LATTE?

very different iterations of 3.2 Carrera – but how do they compare?



**Right** Just 400 3.2 Carrera SSEs and 340 3.2 Clubsports were created by Zuffenhausen between 1986 and 1989, making these limited-numbers cars a real air-cooled rarity

The G-Series 911s had an unprecedented production run of 15 years. This was partly the result of the success of the basic design, sustained by discreet updating, which had established a growing niche among sports car fans, and partly because Porsche's concentration was diluted by the 959 project. It was not until April 1984 that the Board authorised a new 911, Typ 964, which meant the impact-bumper series would, at last, be replaced. This allowed Porsche's marketers to introduce a number of 'run out' 911s. The focus of this was several highly specified and immensely profitable Turbo 3.3 models. Among 'nonstandard', naturally aspirated 3.2s, between 1987 and 1989, Porsche produced 2,000 Speedsters under option code M503, but these were the realisation of a long-delayed project more than an end-of-line model. However, it also built two very low volume 911s for rather different audiences: the 3.2 Carrera with the Supersport Equipment package, known as the 3.2 SSE, and the pared down Clubsport, which appeared in 1986 and 1987 respectively, just a couple of years before the first 964.

In 1975 Porsche had created a sensation with its 911 Turbo. This was not because Porsche's was the first turbocharged production car: the 1962 Chevrolet Corvair Monza (also incidentally rear-engined and air-cooled) and the 1972 BMW 2002 Turbo were similarly boosted. Porsche, however, was an acknowledged sports car maker. Instead of the 170bhp of the BMW, Porsche's 930 Turbo offered 260 horses and nothing performed like it. Its aesthetics, too, were as distinctive as its performance: Porsche had thought hard about the new 911's appearance and unlike the BMW 2002, with its bolt on wheel arches and go-faster strips, the Porsche Turbo was a model in its own right, with flared front and rear wheel arches, the famous whaletail and more than a passing resemblance to the 3.0 RSR racer. Inside it was as luxuriously equipped as Zuffenhausen could build it, with leather fittings, top of the line radio, air conditioning and an electric roof. After much discussion, marketing's view that the Turbo should be presented as a premium product rather than a competition model had won the day.

The marketers were right: priced at almost half as much as the base 911 again, the Turbo's sales far exceeded Porsche's cautious expectations. Originally conceived so that Porsche could race a Turbo in Group 4, the homologation production minimum of 500 was reached within five months and in three years 2,850 examples of the original 3.0-litre Turbo



were delivered to customers. The Turbo took Porsche's appeal beyond sports car fans: like the original E-type Jaguar, it became a fashion icon for the well heeled. The 'Turbo look' exemplified by the wild rear-wheel arches was much coveted and led to a flourishing aftermarket of imitators. Autofarm, one of the first independent UK Porsche specialists, was one such supplier: "We used to buy down-at-heel 911s and customise them with flared rear wings. We called them our tart traps," says Autofarm founder Josh Sadler.

As the popularity of the 'Turbo look' spread, Porsche found it was supplying more and more of them through its *Sonderwunsch* – Special Wishes – department. Demand was fuelled by American interest: after 1979, the Turbo no longer met the EPA federal emission requirements so imports had to cease, but a buoyant market remained for the Turbo-look, which Porsche was only too pleased to supply. It took Zuffenhausen until 1986 to rationalise the wide-body non-turbo 911. Under option code M491, first used on the competition 3.0 RSR a dozen years earlier, this represented a complete package for the 3.2 Carrera instead of the usual catalogue of add-on options. Carreras specified M491 used the Turbo's bodyshell and its suspension, which was lower with thicker anti-roll bars, and the Turbo's wider tyres and uprated brakes, which comprised cross-drilled discs with four piston calipers. The cabin was that of the standard Carrera unless optioned otherwise. Mechanically, this was the standard 3.2 flat six that developed 231bhp in RoW tune and 217bhp in catalysed US form, driving through the new five-speed gearbox – not the Turbo's four speed.

By the time the SSE was on the market, demand from America had fallen away as the 930

Turbo, now catalysed with the loss of only 18bhp, was again available in the US. Nevertheless, the SSE appealed to a small minority who liked the Turbo look and were prepared to pay a DM 30,000 or £10,000 premium over the 3.2 Carrera. Because it was classed as an option and not a model in its own right, Porsche did not record manufacture figures. The number of SSEs to emerge from Zuffenhausen between 1986 and 1989 is estimated to be 400 by German researchers, with a total of 53 sent to the UK. Manufacture was not limited to Coupes though, and this figure is believed to include 14 Cabriolets and 18 Targas.

Certainly more predictable and easier to drive than the 930, the SSE lost little compared with the stock 3.2 in terms of performance, despite an additional 40kg of bodywork metal and running gear. *Autocar's* road test recorded a 148mph speed and a 0-60mph time of 5.6 seconds, barely 5mph and 0.2 seconds slower than the narrow-bodied car – "more than enough power," it opined. Neither did the magazine comment adversely on the SSE's supposedly less agile handling, and its only criticisms were usual complaints about 911 cabin switchgear and ventilation.

At much the same time and with similar absence of fanfare, another 911 variant became available. This was the Carrera Clubsport, Porsche's response to criticism that its cars were becoming overweight, as most upmarket cars in the 1980s were. As the press release put it: "As a result of the series fitting of additional equipment such as electric window lifts, in recent years the Carrera 911 has become a comfortable as well as a classic sports car. We know there is a significant group of interested parties who would like to do without certain comfort elements – and their



**Model 3.2 Supersport****Year 1986****Engine****Capacity** 3,164cc**Compression ratio** 10.3:1**Maximum power** 230bhp @ 5,900rpm**Maximum torque** 284Nm @ 4,800rpm**Transmission** Five-speed 915**Suspension****Front** Independent; strut/damper unit and larger torsion bar**Rear** Independent; larger torsion bar; semi trailing arms**Wheels & tyres****Front** 7x16-inch; 205/55/VR16**Rear** 8X16-inch; 225/50/VR16**Dimensions****Length** 4,291mm**Width** 1,775mm**Weight** 1,280kg**Performance****0-62mph** 5.6 sec**Top speed** 148mph

“Option M491 represented a complete package for the 3.2 Carrera instead of the usual catalogue of add-on options”

**Below** The 3.2 with Supersport Equipment package was introduced in 1986, featuring wider Turbo bodyshell and suspension, wider tyres and uprated brakes





weight – in favour of greater sportiness.” If these interested parties were hoping for a repeat of the lightweight 2.7 RS, they would be disappointed. Type approval and crash testing costs for a re-engineered chassis of this sort would have been prohibitive. At its simplest, the Clubsport was a 3.2 with less equipment so it weighed less.

To become this ‘lightweight’, the Clubsport did without electric windows as well as the heavy electrical adjustment of the seats, which were finished in pinstripe cloth (no leather option) and there was no sunroof or provision for air conditioning. Remote central locking disappeared, too, and with less current to transmit, the electric loom was simplified and lighter; there was no radio, speakers or rear wiper and the spare wheel was in aluminium. Still carpeted, in the RS tradition, the cabin had no rear seats and the heating system was reduced to a simple blower; for good measure, Porsche also deleted insignificant items such as the passenger’s sun visor, coat hooks, lids on storage boxes, and boot and engine room lights. The heavy electrically adjustable mirrors survived the cull as replacing them would have meant ordering in non-standard parts. Some sound deadening was removed as was underseal (a 10kg saving), though many buyers specified body protection as without it Porsche’s ten-year corrosion warranty was reduced to two.

Under the rear cover was the standard 231bhp 3.2-litre unit. In theory, these were production engines straight off the line but it is possible they were ‘blueprinted’ – i.e. chosen for their close tolerances – and Porsche technicians opened them in the factory to replace the solid production inlet valves with a sodium filled variety, usually reserved for competition work. The ECU was also remapped to extend the rev limit by 300rpm to 6,840rpm. The gearbox was the standard G50 recently introduced on the 3.2 Carrera but the shift was the short throw and a 40 per cent limited-slip differential was standard. Stiffer dampers and engine mounts were fitted and the wheels shod by 6-inch alloy Fuchs rims at the front and 7-inch rims at the rear.

While the M491 option allowed buyers to choose from the factory’s paint schemes, the Clubsports almost all came in Grand Prix white with their Fuchs wheel centres in red. Only the CS logo on the bonnet and the absence of front fog lights gave the game away, unless the doors had the optional ‘Clubsport CS’ mural in the style of the RS. Unlike the 2.7 RS, however, the body was standard: no thin steel, glass fibre, or narrower window glass, all of which would have needed homologation. Porsche claimed that the Clubsport weighed 1,160kg, which compares with the 1,210kg of the basic production 3.2 in 1984. Quantifying the weight of seven or eight electric motors, radio with speakers, assorted plugs and wiring, the lighter spare wheel and undersealing, a 40-50kg reduction is conceivable.

In terms of step-off, the Clubsport performed as its minor weight saving would suggest: *Motor*

magazine achieved the best acceleration figures, recording 0-60mph in 5.1 seconds, making the CS the quickest non-turbo Porsche it had sampled to date, while *Auto, Motor & Sport* clocked 5.6 seconds for 0-100kph and reached a top speed of 154mph. These figures were similar enough to the stock 3.2, but the Clubsport *felt* faster: the firmer damping, the removal of sound deadening, the slick short throw gear change and a more responsive engine all contributed to the impression that the Clubsport was indeed something of the raw 911 of old. *Autocar* enthused about its “shattering performance, which endows it with a pretty high rating on the charisma scale.” Other magazines carried out side-by-side comparisons with the 2.7 RS and concluded that the Clubsport was quicker and less temperamental with more usable torque. Its handling was more predictable and it offered 24mpg as opposed to the 18mpg of the earlier car.

Despite this, the Clubsport made little impact and ultimately only around 340 were built. If the SSE was pitched at a *Sonderwunsch* market where Porsche was confident of finding customers, the Clubsport, clearly not an RS, was a trickier proposition and local marketing departments decided their own pricing. In the US, from 1986 onwards, Porsches became very expensive due to the fall in the dollar and Americans saw little point in paying the same price for a car that came without air conditioning or a radio, and so just 28 were imported. Over half the cars built were sold in Germany where they were offered at the same price as the 3.2 Carrera. In the UK, PCGB positioned the Clubsport £3,000 – roughly ten per cent – below the stock Carrera, which made it something of a bargain, and 53 cars were sold. Today, both models are appreciated for their rarity and their six-figure values reflect this. The SSE was the precursor of the successful wide-body 911s of the water-cooled era; while the Clubsport showed that despite the passing of 20 years, the spirit of the 2.7 RS was still very much present, merely lurking below the surface. **911**

## Carrera CS v Carrera SSE

APPROX. CURRENT VALUE (GBP)

**120K 100K**

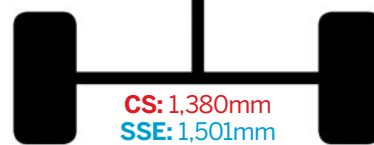
TOTAL  
NUMBERS IN  
PRODUCTION

CARRERA CS  
340

CARRERA SSE  
400



### FRONT TRACK WIDTH



### REAR TRACK WIDTH

### Thanks

Both 911s in our pictures were supplied by RPM Technik. For more information visit [rpmtechnik.co.uk](http://rpmtechnik.co.uk) or call +44 (0)1296 663824.







**Model** 3.2 Clubsport  
**Year** 1987

#### Engine

**Capacity** 3,164cc

**Compression ratio** 10.3:1

**Maximum power** 230bhp @ 5,900rpm

**Maximum torque** 284Nm @ 4,800rpm

**Transmission** Five-speed G50

#### Suspension

**Front** Independent; strut/damper unit and torsion bar

**Rear** Independent; torsion bar; semi trailing arms

#### Wheels & tyres

**Front** 6x16-inch; 205/55/VR16

**Rear** 7x16-inch; 225/55/VR16

#### Dimensions

**Length** 4,291mm

**Width** 1,650mm

**Weight** 1,160kg

#### Performance

**0-62mph** 5.1 sec

**Top speed** 152mph

**Above** Almost all of the 3.2 Carrera Clubsports came finished in Grand Prix white, with their Fuchs wheel centres in red. Many also boasted RS-style 'Clubsport CS' decals in red

**Right** With a more responsive engine, firmer damping, a slick short throw gear change, and a weight reduction to just 1,160kg, the Clubsport felt fast. Weight was reduced thanks to the removal of electric motors, wiring, assorted plugs, and radio and speakers



**Right** Porsche created the Clubsport to please customers "who wanted to do without certain comfort elements in favour of greater sportiness"





## How the RWB was built

It may divide opinion in the Porsche world but there's no doubting the work that goes into an RWB. So how does Nakai-san go about creating one of his hand-built RWB projects? We caught the entire project in pictures to show you. View the full album at [Total911.com](http://Total911.com).





# ROUGH WORLD CONCEPT

The cars have long divided opinion in the Porsche world, but what's RAUH-Welt Begriff ownership really like? Total 911 finds out...

Written by **Neill Watson**  
Photography by **Darren Woolway**







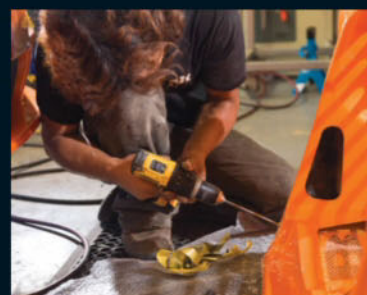
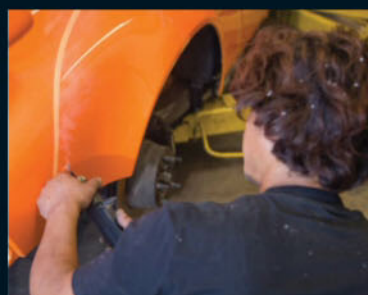
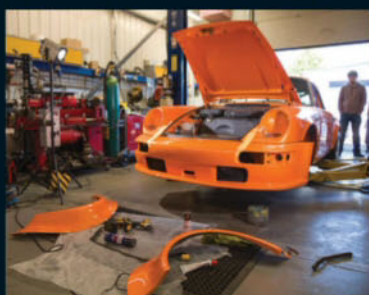
**A**cross the diverse world of Porsche, there are many varied motivations that drive the desire for 911 ownership. Throughout the marque's long history, Porsche 911's have been raced, rallied, collected, adored and used as daily transport. And, of course, modified. No other car enjoys such a diverse range of sub genres and sometimes, they don't all see eye to eye. For every owner who loves to detail their car and win Concours awards, there is another who thinks nothing could be better than sitting on a rally stage startline as the marshal calls "three, two, one!" before launching through a forest stage collecting stone chips. For others, the combat of motorsport is an obvious path to take in enjoying the 911. But there has been no Porsche genre that has proved so divisive in recent years

as the RAUH-Welt Begriff Porsches. They are, without doubt, the Marmite of Porsche culture, attracting evangelical views of both supporters and detractors in equal measure online and across social media. So when we were offered the opportunity to talk to the owner of the first UK RAUH-Welt Begriff Porsche, we were eager to explore the passions of this dramatic concept and learn more about the desires to own a RWB car.

Raj Jagdev of Profusion Customs is the owner of the 964-based RWB car here; together with his father and business partner Jav Jagdev. As the first UK-based RAUH-Welt Begriff owner, Jagdev describes what attracted him to the concept: "I'd seen one of the cars online and absolutely loved it. I spent the next few days trying to find out more about them and how to obtain one." Jagdev found out quite quickly that you don't so

much order a RWB kit and simply have it fitted. It's more that you have to pass the interview and be invited. "I spent several months of emailing and messaging via Facebook to try and make contact, with no success. I realised in advance that Nakai-san must receive many requests, but was surprised at how hard it was to make contact" says Jagdev. Finally, a contact in the USA, Bisi Ezerioha – the owner of Bisimoto – opened the door with the personal email of Nakai's general manager, Toshi San. "He talked to us and explained the process and discussed whether it was a possibility. At this point I realised that the concept was not one of simply a modified car business, but more whether they wanted to do business with you," says Jagdev.

Throughout this process, Jagdev knew he had to find a donor car. He realised that UK right-







**Left** Inside, this RWB has recognisable yet wholly reworked 911 features, with Recaro Pole Position seats with colour-coded backs and custom stitching, as well as custom dials and speedometer, created by Reap Automotive Design



hand-drive 964s were rare and expensive, so the search widened to a global level. “I was prepared to find a car almost anywhere, really. I didn’t want a rare, ultra low mileage car or a Concours 964 RS, as I knew what we were going to be doing with it. But it had to be clean and rust free to avoid time consuming body work.” Eventually, a left-hand-drive Belgian 964 C4 was found with the added bonus of no factory sunroof. At the same time, he was finally put in contact with Akira Nakai directly to discuss the build.

To understand the motivation behind the creator of RAUH-Welt Begriff, it is worth studying the short history. Akira Nakai began as a member of the domestic Japanese drift scene, modifying the Toyota AE86. When working in a bodyshop, he purchased his first 911, a 930 that went on to become his first modified Porsche. According to

literal German translations, “rauh” means rough, “welt” means world, and “begriff” means concept. RWB, or Rough-World Concept, it is claimed, pays homage to Nakai’s drift roots, his driving style and build mentality – some would call RWB’s riveted bodywork imperfect, but it is said that Nakai thinks of it as giving a car character and soul.

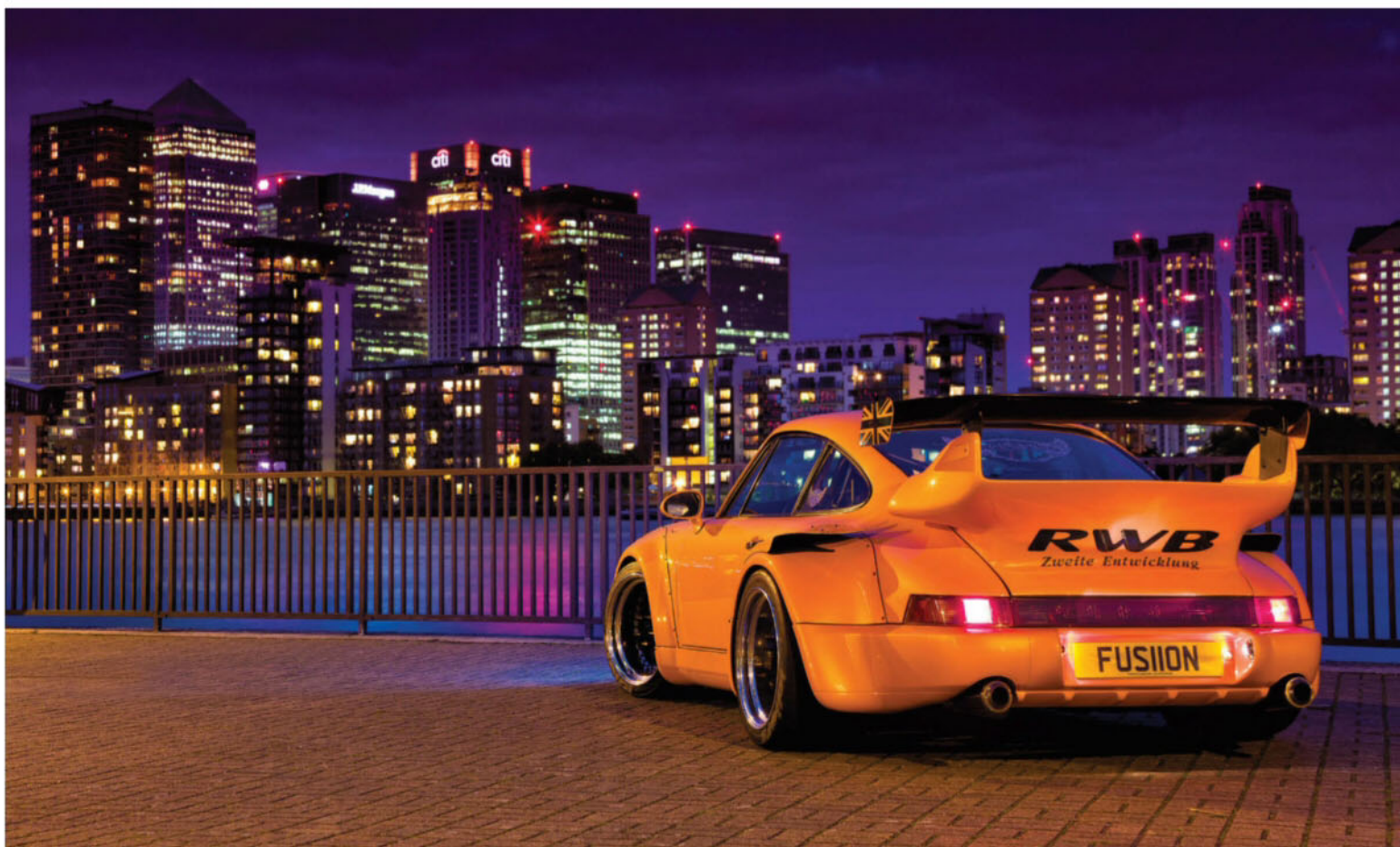
So how much input does an RWB prospect have? Are you involved in the process, or do you simply hand over your 911? “We were very involved,” Jagdev tells us. “Once you get past the point of RWB deciding to do business with you, they become far, far more open. We talked about the kit options: we went for the widest Royale arches, but we also talked about colours, and how I thought that a more motorsport look worked better in Europe than the California-style cars.”

While we openly admit to being one of the concepts detractors in the past, we must concede there is something reminiscent of the Group 5 racers about this particular car. The GT2 rear wing with side intakes is also very ‘Porsche motorsport’. While other RWB cars we have seen have been altered to an almost lampoon like degree, this car appears more reminiscent of the prodigious bodywork of 1970s race cars. Viewed from the rear, the car has a look of the 1974 Carrera RSR 2.1 Turbo about it.

The kit itself is hand-made in Japan by Nakai-san and shipped ahead to the donor car, where it is colour matched. This colour was based on one of three choices, each with a nod to the pastel shades of early 911s. The colour is Orange sunset pearl, ordered from House of Colour in the USA, applied by Tom at Lemass Automotive who also







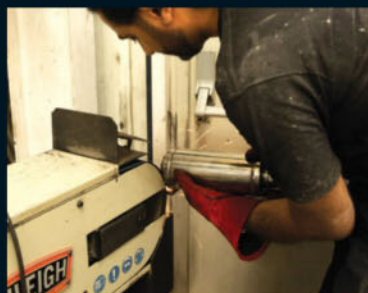
did a rain gutter delete. Lemass commented that virtually no additional work was required to prepare the surface for painting, considering the kit to be of high quality. Suspension changes included KW's Variant 3 with HLS lift, as Jagdev wanted the car to be regularly drivable. Inside, the motorsport look included Recaro Pole Position seats and a half roll cage, plus the mechanical handbrake was deleted for an electronic version. For now, the engine is standard, but detailed and colour-keyed to the body hue.

RWB owners certainly come from a different perspective. They appear initially to have less of a passion for the overall history of the Porsche marque and are attracted to ownership more from the desire to own a creation of Akira Nakai than a Porsche 911 itself. You probably won't find them at Le Mans Classic or Goodwood, but more

likely at SEMA Las Vegas or one of California's many Cars and Coffee meets. Jagdev himself admits to being a first-time Porsche 911 owner: "The RWB concept was what drove me, not the Porsche 911. But now that I have this car, I see myself reading more and more about them and becoming involved in the UK Porsche scene." Two years on from the initial idea, the UK RWB car has attended several Porsche events, so how was it received? "People were quite open regards being dubious about RWB cars, some admitting they simply didn't like them at all. But without exception, everyone we talked to admitted their views changed after seeing the car in the flesh, particularly with regard to its quality."

So what of the detractors? Those who claim that RWB are decimating the collectable air-cooled Porsche 911 population, that the concept

is too outlandish, almost a caricature of the Porsche 911? Well, history shows us that radically modified cars of any genre do not stand the test of time too well. Rinspeed, Gemballa, Koenig are all names that arrived with great drama yet, with 20:20 hindsight, we are being kind to describe them as 'unusual'. Nakai-san himself has been quoted as saying that the opinions of others are not what drives him, but more the desire to solicit a reaction, whatever that may be. Are they a threat to collectable air-cooled 911s? Not to a huge degree. The small production numbers, and the insistence of Nakai-san that he alone will travel to modify the car, means that those who wring their hands in anguish at such a perceived decimation, would do well to consider the numbers of competition 911s that require road-car donors for new bodysells, due to motorsport combat.







Car culture has always fascinated us at **Total 911**. For thousands of people, cars are simply daily transport. For the more enthusiastic, cars are a reflection of our personality; they are how we like to see ourselves as we drive slowly past our reflection. They are the object we look back at with affection, whether walking away in a car park, stepping back to admire with detailer in hand, or patting with affection after that race win. RAUH-Welt Begriff owners are no different.

Like Gemballa and Rinspeed, the RAUH-Welt Begriff concept is a symptom of our time. They are without doubt an element of a world where genres of cars collide and cross-pollinate as never before. Before our always-on digital world, it was unlikely that Akira Nakai would have encountered the global 911 scene and virtually impossible for images of his creations to travel beyond Japan.

Do I personally want one? No, but then neither do I wish to spend my weekends fussing over the details of a Concours Guards red car with beautifully detailed Fuchs alloys. And while endurance racing is very much for me, I'm not motivated to stand around a motorsport paddock for two days for just 20 minutes of racing. For me, Porsches are for driving, not polishing. Jagdev agrees. His future plans are mechanically related: "We're planning a twin turbo engine and uprated braking. Combined with the KW suspension and extra grip from the tyres, this will give the car performance to match its looks." RAUH-Welt Begriff owners are indeed another chapter of the 911 family. Jagdev comments that all of the owners are in touch worldwide on a 24-hour basis. If you want a ticket to this exclusive Porsche owners' club, contact him to see if you qualify. **911**



**Model** 964 Carrera 4  
**Year** 1992

#### Engine

**Capacity** 3,600cc  
**Compression ratio** 10.3:1  
**Maximum power** 250bhp @ 6,100rpm  
**Maximum torque** 310Nm @ 4,800rpm  
**Transmission** Five-speed manual

#### Suspension

**Front and Rear** KW Variant 3 with HLS lift kit

#### Wheels & tyres

**Front** 10.5x18-inch offset-1, Toyo 255/35/R18  
**Rear** 13x18-inch offset-71, Toyo 335/30/R18

#### Modifications

**Other mods** RAUH-Welt Begriff kit including Royale wide body; GT2 wing with RWB cutout; Champion Sing spoiler; additional fender wings; Recaro Pole Position seats with colour coded backs; seats custom stitched to spec by Recaro, plus dash and tops of door cards trimmed with leather and double stitching; dials and speedometer custom made by Reap Automotive Design; JL Audio 6.5-inch speakers and subwoofers mounted in custom enclosures made by Profusion Customs; stereo removed, music streamed from phone to the JL Audio MBT-CRX Bluetooth interface mounted in the lower dash in a custom panel; Momo Prototipo steering wheel with custom orange stitching and a quick release hub; and DP Motorsport half roll cage; single mass clutch; lightweight flywheel; air-con deleted

## History of the body-kitted 911s

Bodykits can be a divisive subject. For every owner who loves their modified 911, there's another who believes that if the original designer had wanted it to be that way, they would have styled it so. The 1980s was an active time for 911 bodywork modifications, so we dug out our Jan Hammer cassette tape to enjoy a few of the remarkable styling excesses.

### Gemballa

Taking the flatnose concept to extremes, the Avalanche is the pinnacle of 1980s success. Its looks were as divisive then as they are now, but subsequent creations – the GTR 600 – show that buyers were keen for the company to keep its legacy going.



### Rinspeed

For this conversion Frank Rinderknecht was inspired by the Ferrari Testarossa, which he curiously claims he thought a better looking car than the 911. The result of his imagination was a flatnose 911 with the addition of Testarossa side skirts and rear bodywork.









# TACKLING — THE — NÜRBURGRING

Sir Jackie Stewart once dubbed Nürburgring's Nordschleife the 'Green Hell', but can the novice avoid its perils? Total 911 takes the plunge to find out...

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

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There's a rich, smoky haze filling the air in the Pistenklause Restaurant. All around me, the yellow walls are overawed by trinkets of automotive memorabilia, from framed pictures of notable racing cars or drivers to stickers and scrawls from all manner of privateer teams, forums or magazines, all desperate to leave their mark. Standing out among the Sharpie-clad expediency, a slogan on the back wall says: "Who hasn't been here, hasn't been to the Nürburgring."

The fiery sizzling from my 'steak on a stone' dinner brings my focus back to the table, and it's at that point I realise Total 911's photographer, Steve Hall, is grinning at me. "It's a cool place, hey? Steak on a stone at Pistenklause is a right of passage for anyone who's been to the 'Ring," he says. Most will agree Steve's sentiment rings true, which is ironic, given the adage that a trip to the Nürburgring Nordschleife is said to be a natural right of passage for the 911 enthusiast.

Few other automotive manufacturers boast a history so compellingly intertwined with the Nürburgring as Porsche. The 1,000-kilometre race, which the 'Ring is historically most notable for, has seen Weissach take victory some 14 times from 47 races, which is more than any other manufacturer. Then there's the Nürburgring 24-hours, an annual endurance extravaganza that attracts some 291,000 spectators. Here, Porsche has claimed 11 overall wins, second only to BMW. The company has long been well represented by privateers in various classes of the demanding VLN championship too, and lest we forget the fastest ever recorded lap of the North Loop still belongs to the late Stefan Bellof, who achieved six minutes and 11 seconds in a 956 on 28th May 1983.

Today, the Nordschleife remains a pivotal testing ground for Porsche, who have a semi-secret base nearby for pre-production prototypes. The 918 Spyder is the culmination of tenacious testing at the 'Ring: Marc Lieb's six-minute-and-57-second loop of the 20.6-kilometre Nordschleife is a record for a street-legal sports car, unbeaten in three and a half years and counting. So, it's easy to see how Porsche's special relationship with the 'Ring has been garnered, and why thousands of owners want to experience the legend in their



own 911. It's this very reason why I find myself in Germany's Eifel region, sitting with a steak in Pistenklause and reflecting on my first experience of the famous Nürburgring in my 996.

There are a number of ways you can take to the Nordschleife in your own car. Private trackdays are one way, though surely the ultimate 'Ring experience is 'Touristenfahrten'. Essentially a public day where anyone with a driving licence can take to the tarmac, it can ironically be described as a 20-kilometre free-for-all, paid for on a lap-by-lap basis. If you want an authentic appraisal of the infamous Green Hell, this is it.

Two weeks prior to my trip, I'd settled on trying a Touristenfahrten, promptly booking a ferry over and accommodation local to what is essentially the world's most fearsome toll road. I had a fortnight to prepare, which is just as well: though I've been trackside at the 'Ring before, this was to be my first ever time actually turning a tyre on the Nordschleife, let alone in a 911. As a complete novice all too aware of the potential perils that lay ahead, I began by reading various articles to garner some sort of knowledge of it. Some scribes proved helpful, while I found others just sought to scare me out of bothering – not at all useful for my patience or indeed my nerves. A YouTube search just brought up endless hours of crashes caught on camera, the clips of sports cars,

of course, attracting the most views. "How's your bottle now, Sibley?" my inner voice kept asking.

Practice on the PlayStation didn't prove too useful, for I'm not really a gamer and the myriad corners (anywhere between 73 and 154, depending on your source) was simply too overwhelming to learn in the short time required. Packing the console away, I focused on at least getting the car ready, which included a comprehensive tyre check, stocking up on fluids and documentation, as well as the taboo of insurance (as the 'Ring is a public road during Touristenfahrten, specialist insurance isn't required, though many UK policies do not extend to the 'Ring or its surroundings).

Leaving the UK a day before my Nürburgring adventure, I disembarked the ferry in my 996 that afternoon at Dunkirk in northern France. My nighttime destination of Aachen, a small town on the border with Germany and the Netherlands, waited some three hours away. Ominously, it rained for the entire journey and well into the night. I awoke refreshed after a good sleep and a hearty breakfast, before Steve and I set off in the morning, optimistic for a good day's driving. It's about 90 minutes from Aachen to the 'Ring and we filled the time with talkative excitement, buoyed by the fact it had stopped raining.

The main entrance to the 'Ring on public days is situated on the Dottinger Höhe, right next to ➡

## Circuit factfile: five 'Ring facts

1. So-called for being a ring around the small German town of Nürburg, the original Nürburgring consisted of the 14.2-mile Nordschleife and 4.8-mile Sudschleife. Today, the Nordschleife is 12.9-miles long with a supplementary 3.1-miles of the Grand Prix track.
2. The full Nürburgring lap was made up of the Nordschleife and much shorter Sudschleife. However, the Sudschleife made way for the GP-Streke in 1984. Although you can no longer drive the original lap, parts of the Sudschleife are now a public road.
3. As the Nordschleife is technically a toll road, German road regulations apply. That means you must pass on

- the left, for example, and if you're deemed to be driving dangerously, the authorities can fine you.
4. 'BTG' refers to Bridge To Gantry. As Touristenfahrten doesn't include a full lap of the 'Ring, those who wish to time themselves (this is not recommended, as police search for timing equipment during major crashes) should record from the first bridge after the entrance gate to the gantry at the foot of the Dottinger Höhe.
5. Aside from a multitude of Porsches, you'll commonly see a wide variety of vehicles on the Nordschleife. Expect to see all manner of cars, plus motorbikes and even buses packed with tourists!







**Above** The ubiquitous shot outside the 'Ring's main entrance. However, getting there is one thing, getting *around* the circuit is quite another, as we'd find out

**Left** Twisty public roads around Adenau are a real delight to drive

**Below** Practice doesn't make perfect in the Ruf Yellowbird on a games console

**Below left** At the entrance gate moments before a full course red flag postponed our Nürburgring debut





**What's  
your story?**

Email your tales from  
the 'Ring and we'll  
share the best ones  
in an upcoming  
issue



Image courtesy of Tourifotos.de

**“There’s so much for the novice to take in first time. The intensity of it all is overwhelming”**



Devil’s Diner. No matter the event, if the ‘Ring is open, the car park of this café is well worth a look round. You’ll find all sorts in here, from top-end exotica down to a ratty 1980s Q-car and, with all occupants of the car park sharing a common interest, its atmosphere is usually jovial.

We parked the 996 and jumped out to look at the track. My heart sank; it was sodden. A BMW E36 on Dutch licence plates was finishing its lap, leaving a trail of spray behind it as it rolled into the car park. The driver, a middle-aged man in hoodie, jeans and racing shoes, jumped out, shaking his head as he walked towards some friends. I noted the violent, sideways wriggle of his wrists as he spoke, his gesticulation clearly highlighting the available traction around the lap, or lack of it. The difference between a wet road and a wet Nordschleife is startling: bearing a similar resemblance to an ice rink, the latter is constantly barraged by all manner of tyres, making the surface highly polished. That makes it unpredictable – and that’s before you take into question the oil sediments that have risen to its surface. Driving on a wet Nordschleife represents a much bigger gamble for the novice, especially as with more than 70 surface changes around the 12.9-mile loop, you’ll find little consistency in grip.

Meanwhile, a smattering of low-budget coupes were setting off on their lap but you could hear they were very light on the throttle as they sauntered along Tiergarten and up Hohenrain. Porsches were noticeable by their absence. Was this it? Was my first experience of the ‘Ring going

to be a parade lap? I bottled it. Not wanting to take my chances, I parked the 996 and went back into Devil’s Diner to reassess our plans. The weather forecasts, though often temperamental, did suggest it’d brighten up by the afternoon, so we decided to tour the magnificent back roads around Adenauer Forest. A couple of hours later, en route to the starting gate, we drove past RSR Nürburg, patrons of the ultimate ‘Ring driving experience, and decided to call in. After a chat and tour with both Ron and Jonathan (you’ll have read all about RSR in issue 148), I spied a games console with a driving simulator in the corner, with a virtual lap of the ‘Ring already waiting in front of me. I couldn’t resist.

Taking my place at the throne of the mock Recaro, I kept with the Porsche tradition by piloting a Ruf Yellowbird. This was my first mistake, the car living up to its real-world reputation as a bit of a handful and, as I guessed my way around the ‘Ring, it didn’t take too long for the car’s nose to meet the barrier, the scenario repeating every mile or so. Was somebody trying to tell me something? The thought did cross my mind. Just then, as the virtual Ruf sat impaled on one of the Nordschleife’s barriers, a hand reached for the centre of the wheel. The lap was reset.

“Try again and follow my instructions,” came a voice from behind. I didn’t even turn around to look, partly through sheer embarrassment at my antics to this point, but nevertheless grabbed the wheel and prodded the accelerator. We were off. “Stay wide, smooth on the brakes, hold your

line, and *in!* Go, go – don’t lift – go. Brake after the Mercedes logo on the road... harder! And go! Head for the tallest tree ahead of you...” The instructions went on and, aside from one or two wobbles in places, I’d managed to negotiate a lap.

Stunned, I jumped out of my makeshift cockpit and was introduced to Luis Ramirez, who’d just guided me safely around the ‘Ring on the PlayStation. For a moment, I could have sworn I saw the faint glow of a halo above his head. We got chatting and Luis told me his story. A former BMW test driver from Mexico, Luis moved to Nürburg because of his love for the ‘Ring and to carve out a career from it. He now works for RSR Nürburg as a ‘Ring tutor. His knowledge of the lap remains completely unrivalled, so intricate and detailed were his instructions. He said he could recount every aspect of the lap, from cambers, elevation changes and even surfaces, in his sleep, and I quite believed him. How many laps of the place has Luis completed? “I lost count a long time ago,” he says, which explains a lot. So, would Luis accompany me for my first lap in my 911? “Today? No,” came the curt reply. “Today is not good for a 911. Sure, it’s dry now but it’s still very slippery and there’s a lot of oil on the track.”

“But I have a C4,” I responded and, pointing to the live-stream webcam of the entry gate, noted that other 911s were beginning to file for a lap. Surely it’s worth just one punt? “Okay, promise me you’ll do just one lap,” Luis said. “Only last month I took a guy out and he wanted to go again. I said no as it was too slippery, yet he went





out himself. An hour later I saw his car on the back of a flatbed, the front caved in.” Heeding the warning, I accepted Luis’ wish. We’d do one lap.

We warmed the car up, adjusted tyre pressures, donned helmets and, having bought a one-lap ticket, headed for the queue at the gate. A mixture of excitement and nerves built as we crawled forwards, but no sooner had we got to the front, we had a full course red. Forty-five minutes later though, it was time. Putting my ticket into the barrier, the gate before us raised and I rolled the 996 under it and into the famous Nürburgring. This is it! There was no time for sentiment, though. Luis was primed in the passenger seat and he was already giving instructions: “Flat out here, go, go, go, flat, don’t lift.” Calm and collected, Luis’ commands were as precise as his notes in front of the PlayStation. This was certainly not going to be a parade lap. A 997.2 GT3 RS hurtled past, dancing through the slalom of cambered corners and off out of sight as promptly as it entered. A ‘Ring taxi joined, along with an optimistic Suzuki Swift. “Ignore them, Lee. Trust me here, do not lift! Stay flat out. Go!”

Out on the Nordschleife, there’s so much for the novice to take in. The intensity of it all is almost overwhelming: with a yard of grass between the road and barrier, the entire route feels decidedly claustrophobic and is a constant

reminder that the margin for error is as thick as a fag paper. Cars will hurtle past others who may or may not have seen them. Then there’s the contrasting cambers and striking elevation changes, which gives the driver sensations of extreme compression followed by worrying lightness all in quick succession. It’s chaos. Thankfully, all I chose to concentrate on was Luis’ commands. There were times when we’d be hurtling up an incline, where I couldn’t ascertain in which direction the road would follow after its brow, and had to simply trust Luis. It was nerve-wracking yet exhilarating. All too soon, the lap was over, and we headed back to base at RSR. “Congratulations,” Luis exclaimed. “You’ve just got your first taste of the ‘Ring!”

I was disappointed it was over. Adrenaline pumping through my veins, I wanted to go again but I kept my agreement with Luis. The 911 felt stable enough but we went through two ‘red flag’ sectors where the barriers had claimed a Civic Type R and a BMW Mini. Despite the constant carnage ensuing around each lap, it’s remarkable how quickly you can adapt; it’s human nature I suppose. I was pleased to have experienced the legendary track first hand, in a 911, in a scenario where car and driver were worked hard. Is it really as perilous as everybody says? “The first few laps aren’t too bad,” Luis says. “It’s the 20- to

50-lap mark where you’re most vulnerable; that’s when you *think* you know the ‘Ring but the reality is you still have much to learn.” Another full course red was in play by the time we jumped out the car, which served as a timely exemplification of Luis’ point. You must respect the ‘Ring, always.

Back to our dinner at Pistenklause, where I’d since had a few hours to digest our on-track adventure. What have we learned? Tuition is the single most sensible thing you can do at the ‘Ring – a senior in the racing world once told me you can never have enough of it. Without Luis and his expertise, my drive would have been a parade lap; perhaps fear may have got the better of me and I’d have ended up like the Ruf on the PlayStation. Even if you’ve buckets of experience, try it – you might learn something. Second, you simply must experience the Nürburgring in your lifetime. Its pleasures are as rich as its perils and, if the rumours are true, it might not be there for too much longer. Described as the Disneyland for car enthusiasts, there’s a magic to the place that cannot ever be replicated. Green Hell? Get it right and in my eyes it’s far closer to heaven. **911**

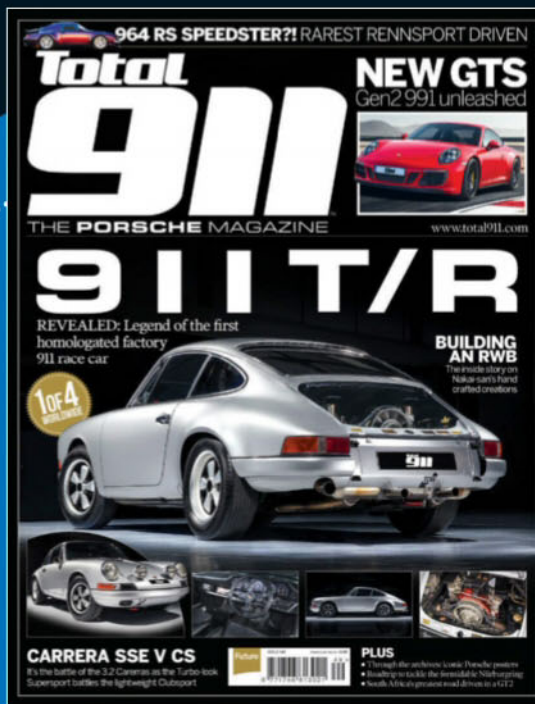
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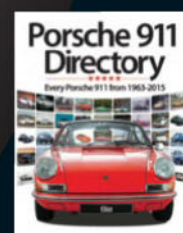
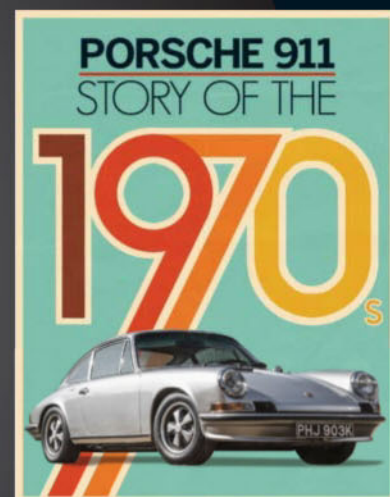
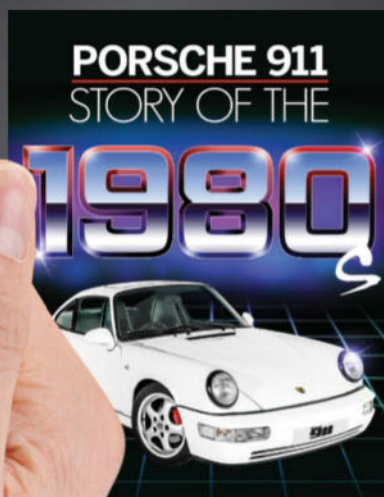
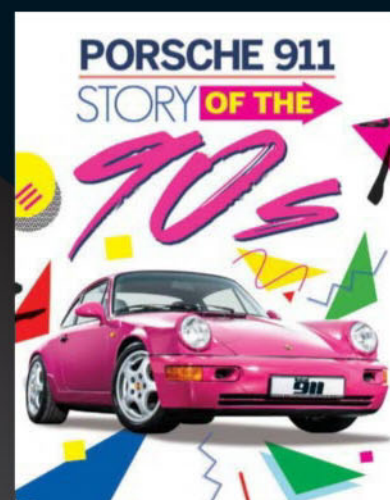
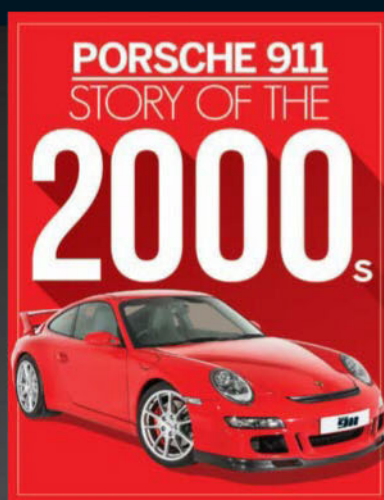
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# Living<sup>the</sup> Legend

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**

 @lee\_sibs



In case you don't recognise it, the gleaming Basalt black 996 C4 above is the same car that's previously been known to belong to

your humble **Total 911** Editor. You may remember last issue I dropped it off at Poole Accident Repair, one of just 15 Porsche Approved elite repairers in the UK, for a renovation of its tired exterior. We'd sanded down the bodywork for painting and scotched the headlights, but in the weeks since, the car has been totally transformed.

Let's start with the headlights, which after thorough treatment with a mini DA and ultra-fine sand discs, received a healthy layer of lacquer before curing.

Back in situ between the bumper, bonnet and front wings, the transparent units are unrecognisable from the milky lenses of old. This as-new look has transformed the entire car, as on a 996 in particular they dominate the front aesthetics.

The scuttle panel of my 996 was next for treatment, which had faded from its black hue to a washed out grey. I was in need of a more permanent solution to the bottles of 'back to black' that many detailers offer (I don't know about you but I've found these wash off as quickly as they're applied). Here, the panel was scotched, plastic primed and then sprayed for a permanent return to the original soft black. It looks as-new and having driven the car around Britain's wintry roads in the weeks since, I am confident that fresh look is here to stay.

At the rear, the OEM exhaust tips were treated to remove tar and exhaust soot, leaving a gleaming finish. It's as if no smoke has passed through the tailpipes!

But the *pièce de résistance* is in that beautiful, rich Basalt black paintwork. I elected to have front and rear bumpers resprayed, as well as the front wings, with a thorough detail to match the original paintwork with the new layer.

For the respray, once sanded down, the panels were primed (with etch primer used first on the wings where we went down to metal). Colour was added in three stages, before a final layer of lacquer. The process was unbelievably technical: the paint technician reveals the factory paint code using the car's details (the numeric code rather than the layman's term of Basalt black).





The system then tells the technician what elements – and various volumes – to mix to create the correct hue from an entire wall of Glasurit paints. I was fascinated to learn that for Basalt black, there are 11 elements, with wonderful blues and beiges all part of its makeup. I shadowed Gio as he applied the layers, his dextrous movements mimicking every curve on the 996. The entire process took just a day and a half, before the car could be reassembled for detailing.

The end result speaks for itself; I'd only wanted a lick of paint at first yet I've collected a 996 that looks as good as the day it left Zuffenhausen. Am I reluctant to drive it? A little bit. The next step, then, will be to clear wrap the front. Thanks to Leon and his team at Poole Accident Repair for showing me how to restore or renovate a 911 with a Porsche Approved elite bodyshop.



### 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**



This past month brought about the perfect opportunity to put 500 miles on the 2013 991S. A

close friend was being promoted in the US Air Force from Major to Lt. Col. and had invited us to attend his promotion ceremony, which was attended by no less than three three-star Generals! As we had kennelled our very large dog (a Great Pyrenees) and the weather was perfect, it gave us the chance to take the 991 for a rare December drive.

First a bit on our 991S; its options are PDK, Sports/Aero Package, Sport Chrono, highly adjustable seats, titanium wheels, and Sports Exhaust. While I have modified nearly every Porsche I have owned to some degree, the 991 is one of two exceptions (yes, even the family wagon has upgraded brakes, wheels and a coil-over suspension). With great looking factory 20-inch wheels and the Sports Exhaust option, I have found no need to touch the 991.

Driving the 991 from New Jersey to Dover Air Force Base in Delaware was a complete joy. We even ran into another white 991 on the drive down, surprising some motorists with two similar Porsches in a "left lane" procession, one with a New Jersey licence plate and the other California. It is amazing how the PDK

does seem to read your mind with every pressing down or relaxing up of the pedal. The best treat is, of course, stopping it to the floor for passing, and the immediate corresponding roar from the exhaust followed by a simmering crackle as you back off. For highway cruising, I prefer the Sport setting and, of course, the exhaust sound button is always pushed in when I am at the wheel. I find the Sport Plus setting holds the lower gears too long for basic highway cruising, with Sport more than adequate (in fact, I don't think I've ever said that about another car's sports settings).

My only minor criticisms of the 991 are some of the ergonomics of the dash/controls. For one, I had not yet updated to daylight savings time, and while I find the process on my other cars fairly straightforward, the 991 process is a bit counter-intuitive to me. I got to the change clock option, but then got stuck several times before finally figuring it out.

Second of all, it is frustrating that the gas gauge is completely blocked from view by several stalks. The only other complaint is that occasionally the seat memory seems to go awry – once sending the passenger's seat seemingly randomly all the way back with our son seated in the back! That all being said, it is an advancement from the 997S it replaced (which we really loved), particularly with respect to the transmission, which at the time we thought was quite good.

We made good time on the way home with light traffic and were very happy we took the 991 for the journey. Pictured is our 991S next to a jet, which was display at the museum attached to the Air Force base. I also recently stored the 930 Targa for winter after having some minor work done... but more on that next time!



## Joe Croser

Northamptonshire, UK

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

 @jcx911



I took my 997.2 Turbo for its annual MOT a couple of weeks ago; I made sure it had a good wash at the weekend so that it set the bar for how I

expected them to care for it while in their charge. After 40 minutes, my car was backed out of the garage and off up the road it went. Frown. Five minutes later the chap was back. He parked up outside and went back into the workshop for another five or ten minutes. He returned to the waiting area and said, "All done." I was curious: "Does the MOT now require a road test or did you just fancy a go?" I asked with a smile. He explained that four-wheel-drive cars need to be tested for brakes or deceleration or something on the road, as he only has two rollers and not four so he can't do it on the MOT test ramps. Got it.

"So what did you think?" I asked, smiling. I expected him to gush about the power. "It's very clean," he said. I explained that I had washed it before coming in. "No," he replied. "Every inch of it is very clean!" he pressed. Oh, yes, I thought. That's my car! It took all of my will power to not regale him with my Salon Privé success. With a calendar



filled to the brim, leaving little time for driving pleasures, and with some icy cold roads melted by the county's gritters, I decided with a heavy heart to SORN my car. It's the first time I have SORNed a car and it felt like a mild betrayal. The process – for those who have never 'cheated' on their car – is as easy as can be. Head to the DVLA website with V5C in hand and tap in the 11-digit number along with registration plate digits and you are done. I consoled myself that I can tax it again almost as quickly should the weather improve dramatically but in the interim, I might just save a few quid for

the mince pie fund in December. I know some folks keep their cars off the road until March but I don't see me lasting that long, so let's see how long I last.



## Gina Purcell

Oxford, UK

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



When you read this, Christmas, like a 911's motor, will be behind us. Right now, it's imminent, so Steffi the SC has an extra treat in store.

Not only is she booked-in for January with Robin Dalwood, 911 paint and body Guru, for a glass-out, doors-and-wings-off body restoration, but I've also taken advantage of a deal offered by Classic Retrofit on their CDI+ box, bundled with their upgraded fuse boards.

I'm rather evangelical about the Classic Retrofit concern. Around 100 plus air-cooled 911 owners have had the CDI+ upgrade worldwide, and the feedback

is entirely positive. I have previously mentioned experiencing their electric air-conditioning recently and cannot praise the quality of workmanship highly enough. But now, I've 'put my money where my mouth is'... and I can't wait to get everything installed. Only, I have to wait; Steffi won't be finished any time soon – which is both a good and a bad thing simultaneously.

We've developed a taste for grand touring with the 911s, so we've been busy planning our driving holidays for 2017. June will see us touring the south of France and northern Spain in Sabine the 3.2 once more, Wolfi the 964 will be touring the coastal roads of Northern Ireland in September, and in October

the newly minted Steffi the SC will be off bagging some Alpine passes.

We're both of the opinion that, having restored two of our three 911s already, they're for using, as Sabine and Wolfi's freshly collected stone chips will attest. Patina is great, but it'll be *our* patina that tells *our* 911 life stories.





**Sean Parr**

Harpenden, UK

**Model 912**  
**Year 1967**  
**Acquired November 2014**

**Model 911 SC**  
**Year 1976**  
**Acquired May 2015**

 @inveloveritas



The 912 is now back from its trip to Max at Revival Cars where it received a new panel to replace the very rusty, very dangerous old one (it

supports the fuel tank) and all is good. It was nice to get the car back but it has been stuck in the garage ever since because of two things. First of all, I have had my gallbladder removed, which laid me up for a couple of weeks, and second, the Polo that my kids drive broke down on the driveway in front of the garage and, with a skip languishing beside it, there was no way that the 912 was getting out of its layup!

Now, onto the SC. Well it is finished and is now officially beautiful, fully functioning and for sale. It's not perfect, but it is now without question the best 911 SC that I have ever driven – anyone who is worried about “low power 180bhp engines” shouldn't be, as this thing is quick and gorgeous. Fenn Lane did an amazing job on the fuel injection CIS system and as they have had my car for so many months as their guinea pig, as most of the system was not in good shape, I would recommend them strongly for these systems – their service has been exemplary. Honestly, nothing has been too much bother for them and they really know these systems inside and out.



But it's now for sale, so here is the information if you are interested. It is a 1979, German-delivered (via the famous Glockner Dealership in Frankfurt), LHD 911 SC with about 145,000 miles on the clock. In the time I have had it I have had new sills, kidney bowls, B pillars and a full glass-out respray in the original Guards red. I have had all new rubbers and seals fitted (from Porsche) as well as all the “brightwork” – okay its black but you know what I mean – replaced or reanodised (again from Porsche) with bills well over £2,000 just for that. I have spent over £5,500 on engine and fuel injection system work, it has had brand new old stock front wings and 964 electric black leather seats, which have been fitted (they are RHD seats, so the controls are on the “wrong side” so the driver's seat is fully electric).

I have significant history on the car, including the original German Owner's Manual, with stamps as well as an



English one also, plus tons of history (the previous owner had it for 12 years and did just 1,000 miles in it). If you're interested, Max at Revival Cars is handling the sale; he also has a hoist and is happy to show anyone around the car.

Due to a business opportunity, the 912 may also be for sale for the right money. It's a very sorted car, which I have spent a lot of money on in the past two years and I have remedied virtually all the issues it had. If anyone is interested, you can reach me through the Editor, Lee.

**Greg James**

Mercer Island, Washington

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



With winter in full force here in Seattle, I'll be driving the Porsches less often. In a way, I have to admit I like the fact that the

more frequent rain and cold during the northwest winter keeps my cars in the garage. For one thing, the mileage stays lower than it might otherwise be. And for another, it makes waiting for the spring and better driving conditions something to look forward to.

To some it might sound strange to say something like that, but it's actually



surprising how many people I run into who feel the same way. I lived in southern California for years, and down there winter is the occasional rainfall and a dip in temperatures of about ten degrees or so. Up north, however, it's a very different story.

The arrival of fall and then winter means a complete change in activities: swimming, drives with the top down, and boating give way to mushroom foraging in the mountains, a few final hikes in the Cascades, and then skiing! As I write this in early December, the local ski areas just had 48 inches of snow during the last week, and powder conditions prevail.



One other thing that is great about the northwest of the United States is that cities never use salt in this part of the country, so some of the best-preserved, low-mileage, vintage Porsche 911s can be found in Oregon and Washington.

My 1996 993 Turbo and 1985 3.2 Carrera are both great examples of well-preserved, rust-free cars that have never seen salt. Speaking of 993 Turbos, I'm on the hunt for a well-preserved example of the iconic “Kills bugs fast” poster that Porsche produced when it released the 993 TT. My car, in beautiful Arena red metallic, would look great parked next to the poster in my garage.



**David Grover**  
Harpenden, UK

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



It will be 2017 by the time this goes to print. All those New Year promises and commitments perhaps are already beginning to wane

– apart from the loyalty to the beloved 911 and our remaining hopes and wishes for the next 18 months, with new models coming, limited edition specials on the way, and the thought of what we might all be driving during the year ahead.

Hopefully, I might have sourced a new race car by the time this is actually in the magazine as a few are now popping up post-season, so when January does come it will be time to look with more earnest and focus. I do feel as though I am going back towards a good Gen2 997, if it has Bosch ABS fitted as my point of focus in order to run that in GT Cup in the UK. This series seems to offer competitive racing and a slightly more manageable budget than jumping into Carrera Cup, although the thought that this is the support race at Le Mans in 2017 does lend itself to the ultimate bucket list opportunity for a novice race driver like me. That said, I also have a lot going on in the workplace, which after all pays for the fun in cars and motorsport,



so it's possible that this might be enough of a distraction into 2017 to prevent a proper start to the season.

Probably like many followers, I am seeing a quiet before the storm in terms of whether there will be a Gen2 991 GT3 RS, which I hope there will be, along with the 991 GT2 RS that is getting scant coverage. If that comes I hope they don't downplay the design and aero of the current GT3 RS, which I personally love, as for me it has still been the perfect car in the past 18 plus months. Nothing is coming from the main dealer either, in terms of any insight or certainty that I might get either car, so it's all a bit frustrating at the moment. I am ready to order either if the chance arrives though.

With our own 991 Cabriolet all is well; the car is excellent and the 'only' problem with it now is actually twofold. First, the



lack of time to get in it, and when you do it's simply not roof down weather, making the Cayenne the car of choice at the moment. Never mind, as the beginning of every New Year hails the sight of better weather, winter sunshine, dry spring days and the arrival of summer. Then we can plan more road trips and opportunities to get out and hear the naturally aspirated flat six on full song.



**Rob Clarke**  
Bristol, UK

**Model 996.1 Carrera 4**  
**Year 1999**  
**Acquired February 2014**

@rob911\_ltl

@Rob996LTL



The car is back from some major work, but this list of work increased slightly. I thought the brake warning light was due to the front disc/pads

being worn but after a phone call from Dave at AVM, he informed me that the brake warning light was due to the rears! So with the car on the ramps, the clock was ticking for me to find replacements.

Luckily, my local GSF had a set of rear Brembo pads and sensor wires in stock, and there was a great first-time discount! So the car now has refreshed brakes front and rear, front diff oil change and seals replaced (which stops a small leak), and new engine mounts, so this car is



pretty much in A1 condition mechanically, as I have updated, replaced or serviced most things! So I was cautious when I picked the car up as the brakes (and tyres) were new, but immediately noticed that the ride had improved dramatically. Previously, pot-holes would feel heavy and there would be a significant jolt from the rear, which, to be honest, I thought was how the factory sport suspension (M030) behaved, but my engine mounts must have been worn for some time as the car is a lot smoother now. The car does feel a lot better; it is amazing what a parts refresh will do.

So everything is good with my car? Well, no! After a lapse of concentration I managed to inflict some damage and I was only going 5mph (backwards),



which has resulted in me damaging two of the undertrays, bending the passenger rear jacking point. So two undertrays required, and some minor bodywork fabrication required. How did I do it? I misjudged reversing while turning the car round and there were two driveways but at different heights with a drop between them. I managed to put my rear wheel over the ledge and the car fell off, landing on the jacking point and then beaching the car – the passenger rear wheel was suspended and the car then would not pull forward, so my only option was to carry on reversing to get the car off the ledge (luckily, I had AWD otherwise I may have been there for some time). So as I managed to reverse the car there was that painful scraping metal sound that you just know is going to be expensive!

Hopefully a bit of paint, new undertrays and some metal felting will sort it. One silver lining out of this though, is that this exposed the brake lines and these are very corroded; since they are covered by the undertrays they don't normally get visually inspected, so these will also get refreshed, resulting in this car having A1 braking system as well! Let's hope next month is cheaper!



**Kyle Fortune**  
Warwickshire, UK

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

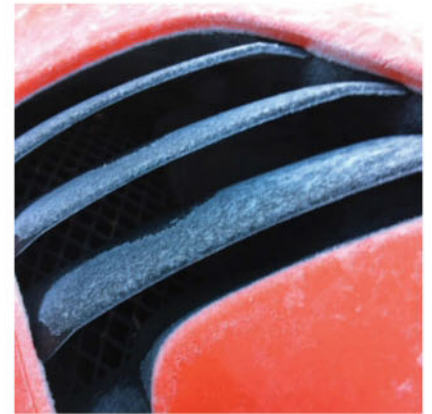
 @kylefortune205  
 @Kyle\_Fortune



It's sod's law. Sibley's email lands in my inbox asking for my latest update on my car. Thing is, the 993 has not been used since last month,

though if I had a later deadline for this latest column I'd have some pictures of it out and about – as I have plans to take it over to Aston Martin (where I'm borrowing a Vanquish S for work). That's tomorrow though, so this month's update comes courtesy of the letter and number combination GT3 and RS. It's been ages since I drove one – indeed, I hadn't driven one since the international launch, so the people at Porsche GB press office very kindly lent me one for a few days. An RS on Sport Cups, in winter? Yes, and epic for it. I love cars moving about, and cool temperatures, damp roads and lots of grunt make for fun drives.

It's funny how such drives resonate; I still have fond memories (and a brilliant picture of it absolutely caked in winter grime) of Porsche's 996 GT3 RS press demonstrator after a winter drive, via the plentiful roundabouts of Milton Keynes, spending a lot of the time with corrective lock on. It's a measure of a special car if it can make a mundane journey



interesting, and both that 996 RS and the 991 RS did exactly that. It's also why I'll be hauling the 993 out of the garage (and it'll be remaining un-SORNed over winter) tomorrow. And to prove it I must remember to take some pictures of it, even if it is alongside a British car.



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

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



On a nice Saturday morning, the Porsche Technical Centre in Rio de Janeiro invited us for a breakfast, where we were introduced

to the 718 Boxster. We were around 50 guests strong and the Porsche team welcomed us with great care and attention. After breakfast they presented the launch video to us all and we had the opportunity to see the car. The 718 Boxster is an exceptional car, and is very welcome in a country with a tropical climate like Brazil. Events like these are always highly appreciated by Porsche lovers, as they are an opportunity for



socialising. At each event we meet new friends and share experiences of our cars with like-minded people. Many owners have shown an interest in purchasing a 718 Boxster but I cannot guarantee who actually purchased one. As for me? Well, I'm still in love with my 930 and I would not trade it in for anything. I'd just get one more for my collection.





**Chris Wallbank**  
Leeds, UK

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

 chris\_wallbank

 @chrisjwallbank



In between moving house into my project build and switching the 997S over to its lovely new garage, this month I had the pleasure of shooting

two lovely 911s for **Total 911** magazine over at Specialist Cars of Malton: the 3.0 and 2.7 variants.

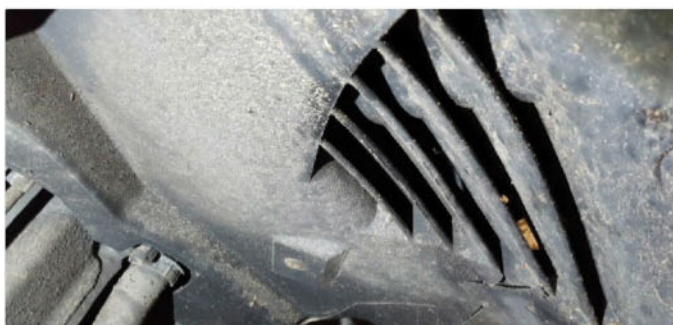
We had amazing weather on the day of the photoshoot and luckily I got the pleasure of driving both of these cars back-to-back – a rare occasion as I'm usually too busy photographing them! In fact, it's the first time I had ever driven a pre-2000 911 of any kind, and what an experience it was. A completely altogether different one to that of my 2005 997 Carrera S!

I felt much more a part of these two cars... although they did both lack a lot in the torque and power department in



comparison to my modern-day Porsche equivalent. But let's be fair, that's not what the older, classic Porsche 911s are about. Instead, it's all about the heritage and all-round driving experience of these iconic cars.

I must say, out of the two I did much prefer the way the older 2.7 changed through the gears and delivered the power, when compared to the 3.0. But as much as I loved them, I don't think I'll be swapping mine for one anytime soon!



**Joel Newman**  
London, UK

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



The Turbo is finally under the surgeon's knife, and I have some answers to the boosting issue. The issue stems from a split and leaking

boost pipe 'O' ring as well as a faulty boost control valve, which explains why I was only managing 0.6 bar of boost on a remapped engine that should be hitting at least 1.0 bar. The part took weeks to arrive from Germany, as for some reason they were all out of stock in the UK, which has delayed the entire process.

As I also mentioned last month, the car has some sort of battery drain. I checked, turned off and checked every conceivable electrical item that could be the cause, and I even phoned a couple of tracker companies as I have read up and found that often an old device, even when not in use, can be the root, but no luck. All I know is that the drain is 2.47 amps according to Porshacare, which is "a big one!" Is that good news? Until we have traced the issue, probably not, but

at least the wheels are in motion, if not the 911's.

Following on from the LTL road trip in Wales, where I drove far too fast for the conditions in a car that sits about two inches lower than standard, I have also had to replace both front arch liners, which have cracked as the suspension has compressed to the point the tyres have had nowhere to go! I blame Editor Lee for that as he forced me to chase him through the valleys – the bill is in the post mate. I have also booked a full service when the car is ready, as even though I have covered under 5,000 miles since the last one in 2015, I want to keep up the regular 12 month intervals for the service book.

I am really excited to see how the car fairs when all has been fixed and the car bolted back together. Matt the technician tells me that it's likely that the boosting has been an issue for a lot longer than I might have realised. As such, he reckons that once sorted, with the GT2 radiators and intercooler that had been upgraded by a previous owner, plus the 200 Cell

cats and Quicksilver sports exhaust, I should be knocking on the door of 520bhp. His words: "You will just have to press the throttle and hang on it'll be that quick." I think they call that music to your ears.

The good news is that I should have the car back in the next few days; the bad news is that I have not seen the bill yet. I suppose I have been relatively lucky with bills; I've probably spent no more than £3,000 in the past 18 months (I keep telling myself I'm lucky anyway!) but I suspect that figure may rise a tad! Let's just hope that electrical leak is identified sooner rather than later, because if not, I will be asking my family to hand back any Christmas presents and instead offer an 'inspired Christmas dance' in lieu.





**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 C4S**  
**Year 1996** Acquired **2016**

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

 @p911r



I love air-cooled 911 Porsches and so should you... I feel strongly that owning a classic 911 would massively enrich any modern Porsche 911

owner's life. I love the analogue driver experience. No, it's not as fast, nor does it handle as well but it is more practical, with more luggage capacity and a more spacious interior. What the classic 911 gives up in performance it gains back in feel and enjoyment.

I love how a classic 911 can be configured to your preferred driver profile. Whether you want a comfortable daily driver or a hard-core track configuration, the classic 911 can deliver. Worried about giving up on some of your modern conveniences? Worry not, as the late-1980s Carreras, 964s and 993s are surprisingly comfortable and suitably well equipped.

I love how reliable my classic 911s have become. In the early days I had a lot of issues with reliability but now that I've found a great independent air-cooled Porsche specialist, those days have passed. When proactively maintained by the right guys, the vintage 911 is surprisingly reliable, especially the models of the 1980s and early 1990s.



I love that for the price of a new base model 991, you could be enjoying a 1965-1973 911, a 993 or 964, or two 1974-1989 impact bumper cars. Your accountant will love the absence of depreciation for the classic 911s, and if you keep them long

term, he will really love the appreciation in value. Beware some of these gains may be offset by higher maintenance costs though. Put an air-cooled Porsche 911 on the top of your agenda for 2017, and you will not regret it.

**Tony McGuinness**  
San Diego, USA

**Model 997.2 GT3 RS**  
**Year 2011**  
Acquired **February 2011**

**Model 991 GT3**  
**Year 2015**  
Acquired **December 2014**

 @tonygt3rs



One of the great things about owning a 911 is it enables you to meet other passionate 911 owners. My Porsche fanatic friend Chris

Waizmann grew up in a Porsche family. His dad worked for PAG and later PCNA. Porsche runs through his veins and, like me, he is a collector of Porsche memorabilia. Chris owns a gorgeous 1995 Polar silver 993 Coupe and has owned several other 911s over the years. Recently he added a beautiful black 2009 997.1 Turbo with only 990 miles to his garage. The original owner of this gem had the stock Turbo wheels replaced with HRE P40 specially painted 19-inch wheels. The Turbo came loaded with options; the full leather interior, Adaptive Sport seats and steering wheel are all adorned with Speed yellow deviated stitching, which gives it a great look.

While Chris is essentially a purist and has mixed feelings about modifying Porsches, he felt the stock 997.1 Turbo exhaust was too subdued. He decided to do some research on possible exhaust



modifications. Europipe kept coming up as one of the best options available and so he opted for the Stage 1 exhaust, which offers an additional 18hp minimum to the powerful 480hp engine.

HG Performance in San Diego came highly recommended for the install and they didn't let him down. Europipe claims their exhaust makes the 997.1 Turbo "sound like a Porsche, not just some loud car." And they are correct! Upon start-up the Turbo comes to life with a lovely growl and on boost the whistle becomes very prominent. Rounding off

the install are Maxspeed-Motorsport 3.5-inch round quad exhaust tips, which add a more aggressive look. The installation took half a day and HG performance photographed the entire process.

Recently I followed Chris on a 911 drive in the hills of San Diego County. Positioned behind him, I could see the new exhaust tips and hear the distinct sound of his Turbo. As he accelerated out of corners, I was very impressed. The change is subtle and the modification has enhanced the Turbo without changing the soul of what is a truly magical car.





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**Charles Ivey**

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## Data file

Full specs, ratings and market values of every 911, including the 3.2 Clubsport, can be found beginning on page 86

**Plus**

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|--|--|---|
| <p>094 <span style="color: red;">■</span> <b>Showroom</b><br/>Looking for a new 911? Whether it's a coveted classic or a modern supercar, our classifieds is the first place you should look</p> | <p>097 <span style="color: yellow;">■</span> <b>Servicing &amp; tuning</b><br/>Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists</p> | <p>112 <span style="color: blue;">■</span> <b>Insurance &amp; finance</b><br/>Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring all year round</p> |
|--|--|---|





# CHARLES IVEY LTD

Written by **Chris Randall** Photography by **Dan Pullen**

Charles Ivey Ltd has been looking after Porsches for more than 40 years, but a recent expansion means new premises – and Total 911 gives you the first look







**Below** At Charles Ivey's new Surbiton showroom and workshop in Surrey, iconic wall posters from the 1980s are a nostalgic nod to the company's previous racing successes



If you've lived in London and owned a Porsche then there's a good chance you'll be familiar with the name of Charles Ivey Ltd. They've resided at a site in Fulham since 1974 – somewhere they intend to remain, for the foreseeable future at least – but the last couple of months has seen a significant change for this respected and well-established specialist. But how so?

Well, November 2016 saw them open a new workshop and showroom in Surbiton, Surrey, and it's a location that is steeped in motor racing history. They have taken over what was once the factory of the legendary Cooper racing team (John Cooper moved to the site in 1934, living above the showroom adjacent to the workshops; the current building was designed by the father of Cooper's chief designer, Owen Maddock). Cooper left in 1965 and after a stint as a Metropolitan Police traffic garage, the site lay neglected and under threat of demolition and redevelopment, but it has now been rescued and once again echoes to the sound of fine sporting engines.

On a crisp, icy day we're welcomed to the site by company owner, Alvaro Crego. He's been with Charles Ivey since 1978 but as he explained, it all came about rather by accident: "I ended up with them by luck really. My school's careers officer sent me along for an interview but a car

accident on the way meant I missed it, and I thought the job was gone. But it was still available once I'd recovered and I've been here ever since." The year 1991 saw Crego buy into the business, purchasing the remaining shares when Charles Ivey himself retired in May 2005.

"I couldn't bear to see it close down", Crego tells us, and he describes it as the best job he could ever have had. "The 1980s were an especially exciting time for the company as we were running a race team that competed in various GT categories, and winning our class at Le Mans in 1981, 1982, and 1983 were real high points. We raced amazing [Porsche] models like the RSR, 935, 930 Turbo, and 956 so looking after them as a mechanic was pretty special." Evocative period posters on the showroom wall are testament to the racing successes but before we sit down for a proper chat, there's time for a brief tour of the new facilities, and while finishing touches are still being made, it's clear things are very much up and running.

In the showroom sit a pair of 1996 Cabriolets, alongside a beautifully restored 1972 2.4T, while the workshop contains a couple of 1997s, a 1993, and a 3.2 Targa among other models. And once upstairs there's also an opportunity for a peek at John Cooper's wood-panelled office – something that we're glad to report will remain exactly as

it is thanks to the building's listed status – and a chance to admire the wonderful period images kindly donated by John Cooper's son, Mike. It's also heartening to discover that you don't have to be a Porsche owner to pay the new location a visit, as Cooper enthusiasts will be more than welcome to come and have a look around.

But we're keen to find out more about the reasons behind the expansion of the business, and the challenges Alvaro faced: "I bought the site about a year ago but had been looking for at least a year before that. I was keen to find somewhere in this area and such a historic site was perfect, so I knew I had to have it. But there were plenty of hurdles along the way."

Alvaro continues, "The significance of the building meant we had to meet all of the requirements laid down by the local council, so there was plenty of bureaucracy to overcome, and it was derelict when we moved in so there was also a lot of building work to contend with. When I first saw the water leaks, damp and piles of rubble, I did wonder what I'd taken on but now it's finished it was definitely worth all the effort."

We spotted a few Cayenne SUVs in the showroom and workshop but it's clear that the Neunelfer plays a significant role in the everyday work of the business. Of course, all types of Porsche are welcomed; they look after a







Left Alvaro claims that Charles Ivey Ltd has always been workshop based, rather than focused on sales, and the Porsche specialist has up to four cars undergoing restoration at any one time



“We’ve always been very workshop based, with sales forming a smaller part of the business, and our knowledge of the older classic cars is key for us”

number of front-engined models and once had three 959s in for work at the same time, which is something not many specialists can boast. But the 911 provides, by far, the bulk of their work, which involves everything from MOTs and routine servicing and maintenance to complete, ground-up restorations.

“We’ve always been very workshop based, with sales forming a smaller part of the business, and our knowledge of the older classic cars is key for us,” explains Alvaro. “It’s still early days when it comes to the front-engined models increasing in value, so it’s perhaps inevitable that much of the work ends up focusing on the 911 as they are appreciating much more rapidly, so it’s the Porsche that everyone wants.”

Engine and gearbox rebuilds are a regular part of the work at Charles Ivey but we also discover that not only will they usually have three or four

restorations on the go at any one time – “We look after quite a few partial and rolling restorations,” says Alvaro – but that there’s a wealth of expertise when it comes to parts for the older cars.

“We can supply parts for any model but over the years we’ve accumulated a stock of bits for classic 911s and it’s an area of the business I’m keen to expand,” Alvaro tell us. “In fact, it came in handy when we were restoring our own 2.4T, as I was trying to track down a replacement hinge for the oil filler flap, only to discover that we had one in our own stock!”

As we leave this familiar place there’s time to reflect, and while it’s still early days for this newest addition to the business, the combination of decades of expertise and a fascinatingly historic site strikes us as a winning recipe – which, we’d say, makes the Porsche owners of Surrey rather lucky indeed. **911**

## Company profile

- **Founder:** Charles Ivey (current owner Alvaro Crego)
- **First opened:** 1974
- **Location:** Fulham, London, and Surbiton, Surrey
- **Most popular 911 sold:** 997
- **Rarest cars sold:** 904 Carrera GTS, 935, and 956
- **Interesting fact about the business:** “Back in the 1987/88 season our race team set a class lap record at the Kyalami Racing Circuit in South Africa, a record that still stands today.”

## Contact

- **Website:** [www.charlesivey.com](http://www.charlesivey.com)
- **Telephone:** +44 (0)20 7731 3612

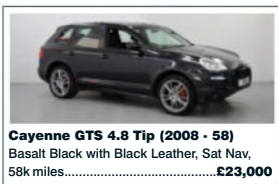
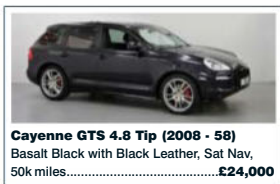
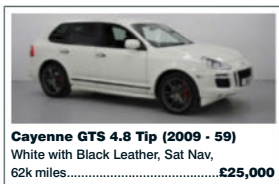
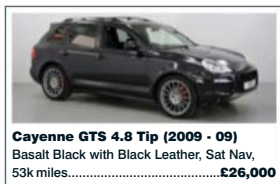
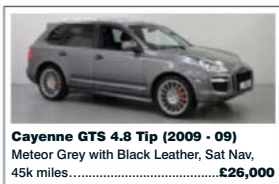
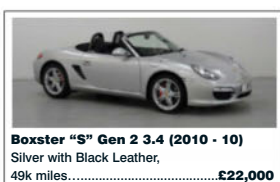
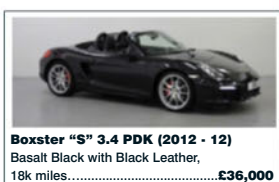
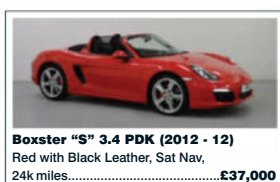
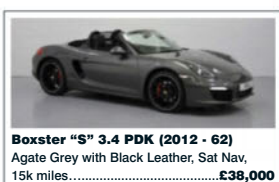
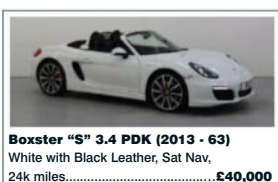
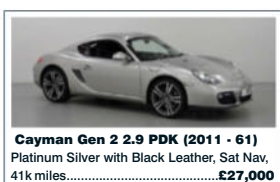
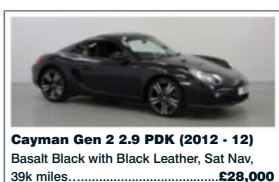
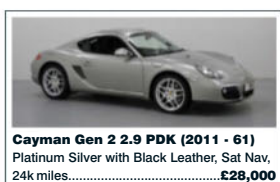
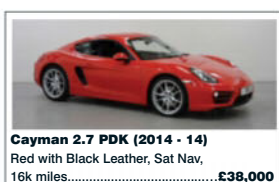
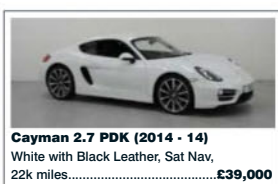
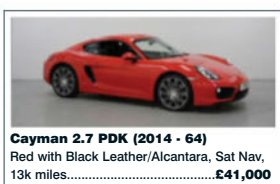
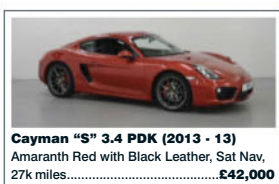
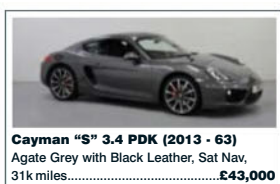
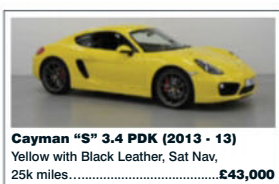
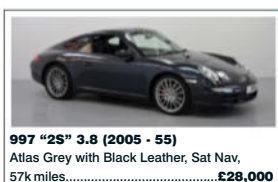
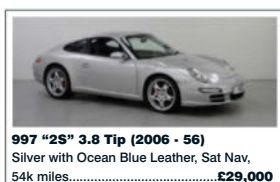
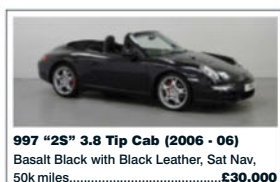
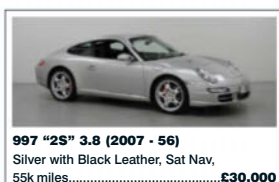
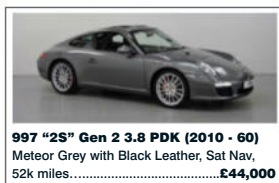
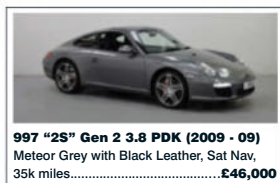
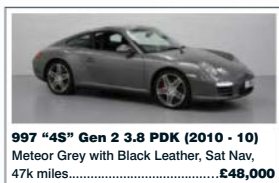






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# Data file

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



911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Here, data has been provided from the Coupe variants unless stated. All data here has been compiled, where possible, from Porsche's own figures.

## General valuations: ▲ ▼ ▬

This reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be 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/R15  
Rear: 7x15 inch; 215/60/VR15

★★★★★

### (I & J series)

#### 930 3.0 1975-77



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

Production numbers: 2,850  
Issue featured: 144  
Engine capacity: 2,994cc  
Compression ratio: 6.5:1  
Maximum power: 264hp @ 5,500rpm  
Maximum torque: 343Nm @ 4,000rpm  
0-62mph: 5.5sec  
Top speed: 155mph  
Length: 4,291mm  
Width: 1,775mm  
Weight: 1,140kg (1,195kg from '76)  
Brakes:  
Front: 282mm discs  
Rear: 290mm discs  
Wheels & tyres:  
Front: 7x15 inch; 185/70/R15  
Rear: 8x15 inch; 215/60/VR15

★★★★★

### (I & J series)

#### 930 3.3 1978-83



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

Production numbers: 5,807 (plus '78-'79 Cal cars)  
Issue featured: 116  
Engine capacity: 3,299cc  
Compression ratio: 7.0:1  
Maximum power: 304hp @ 5,500rpm  
Maximum torque: 412Nm @ 4,000rpm  
0-62mph: 5.4sec  
Top speed: 160mph  
Length: 4,291mm  
Width: 1,775mm  
Weight: 1,300kg  
Brakes:  
Front: 304mm discs  
Rear: 309mm discs  
Wheels & tyres:  
Front: 7x15 inch; 205/55/VR16  
Rear: 8x16 inch; 225/50/VR16

★★★★★

### (I & J series)

#### 911 SC 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power to suit all markets. Upgraded Sport options were available.

Production numbers: 60,740  
Issue featured: 127  
Engine capacity: 2,994cc  
Compression ratio: 8.5:1/8.6:1/9.8:1  
Maximum power: 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/R15  
Rear: 7x15 inch; 215/60/VR15

★★★★★



### (B series)

#### 911E 1968-69



The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz' (injection).

Production numbers:	2,826
Issue featured:	n/a
Engine capacity:	1.99lcc
Compression ratio:	9.1:1
Maximum power:	142hp @ 6,500rpm
Maximum torque:	175Nm @ 4,500rpm
0-62mph:	7.6sec
Top speed:	130mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15 inch; 185HR
Rear:	5.5x15 inch; 185HR



### (B series)

#### 911S 1968-69



Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

Production numbers:	2,106
Issue featured:	n/a
Engine capacity:	1.99lcc
Compression ratio:	9.9:1
Maximum power:	172hp @ 6,800rpm
Maximum torque:	183Nm @ 5,500rpm
0-62mph:	7.0sec (est)
Top speed:	140mph
Length:	4.163mm
Width:	1.610mm
Weight:	995kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185/70/R15
Rear:	6x15 inch; 185/70/R15



### (C & D series)

#### 911E 1969-71



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

Production numbers:	4,927
Issue featured:	107
Engine capacity:	2.195cc
Compression ratio:	9.1:1
Maximum power:	157hp @ 6,200rpm
Maximum torque:	196Nm @ 4,500rpm
0-62mph:	7.0sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185HR
Rear:	6x15 inch; 185HR



### (C & D series)

#### 911S 1969-71



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

Production numbers:	4,691
Issue featured:	120
Engine capacity:	2.195cc
Compression ratio:	9.8:1
Maximum power:	183hp @ 6,500rpm
Maximum torque:	199Nm @ 5,200rpm
0-62mph:	6.6sec
Top speed:	145mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185HR
Rear:	6x15 inch; 185HR



### (C & D series)

#### 911T 1969-71



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

Production numbers:	15,082
Issue featured:	107
Engine capacity:	2.195cc
Compression ratio:	8.6:1
Maximum power:	127hp @ 5,800rpm
Maximum torque:	169Nm @ 4,200rpm
0-62mph:	7.0sec (est)
Top speed:	127mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15 inch; 165HR
Rear:	5.5x15 inch; 165HR



### (E series)

#### 911E 1972



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

Production numbers:	4,406
(including F series)	
Issue featured:	117
Engine capacity:	2.34lcc
Compression ratio:	8.0:1
Maximum power:	167hp @ 6,200rpm
Maximum torque:	206Nm @ 4,500rpm
0-62mph:	7.5sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185HR
Rear:	6x15 inch; 185HR



### (F series)

#### 911S 1973



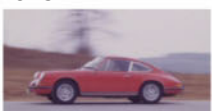
The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers:	5,054
Issue featured:	120
Engine capacity:	2.34lcc
Compression ratio:	8.5:1
Maximum power:	193hp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	6.6sec
Top speed:	140mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.075kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185/70/R15
Rear:	6x15 inch; 185/70/R15



### (F series)

#### 911T 1973



US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

Production numbers:	16,933
(including E series)	
Issue featured:	127
Engine capacity:	2.34lcc
Compression ratio:	7.5:1
Maximum power:	132hp @ 5,600rpm
Maximum torque:	197Nm @ 4,000rpm
0-62mph:	7.6sec
Top speed:	128mph
Length:	4.163mm
Width:	1.610mm
Weight:	1.077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15 inch; 165HR
Rear:	5.5x15 inch; 165HR



### (G, H, I, J series)

#### Carrera 3.0 RS 1974



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

Production numbers:	109
Issue featured:	145
Engine capacity:	2.994cc
Compression ratio:	8.5:1
Maximum power:	233hp @ 6,200rpm
Maximum torque:	275Nm @ 5,000rpm
0-62mph:	5.3sec
Top speed:	152mph
Length:	4.135mm
Width:	1.680mm
Weight:	900kg
Brakes:	
Front:	300mm discs
Rear:	300mm discs
Wheels & tyres:	
Front:	8x15 inch; 215/60/VR15
Rear:	9x15 inch; 235/60/VR15



### (G, H, I, J series)

#### 911 1974-77



'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and 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:	8.5sec
Top speed:	130mph
Length:	4.291mm
Width:	1.610mm
Weight:	1.075kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	8x15 inch; 185VR
Rear:	8x15 inch; 185VR



### (G, H, I, J series)

#### 911S 1974-77



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

Production numbers:	17,124
Issue featured:	n/a
Engine capacity:	2.687cc
Compression ratio:	8.5:1
Maximum power:	175hp @ 5,800rpm
Maximum torque:	235Nm @ 4,000rpm
0-60mph:	7.0sec
Top speed:	142mph
Length:	4.291mm
Width:	1.610mm
Weight:	1.080kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185VR
Rear:	6x15 inch; 185VR



### (G & H series)

#### 911 Carrera 2.7 1974-76



From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

Production numbers:	1,667
Issue featured:	134
Engine capacity:	2.687cc
Compression ratio:	8.5:1
Maximum power:	213hp @ 6,300rpm
Maximum torque:	255Nm @ 5,100rpm
0-62mph:	6.3sec
Top speed:	148mph
Length:	4.291mm
Width:	1.610mm
Weight:	1.075kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185VR
Rear:	7x15 inch; 205VR



### SC RS 1984



True homologation special built so that Porsche could go Group B rallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase.

Production numbers:	21
Issue featured:	109
Engine capacity:	2.994cc
Compression ratio:	10.3:1
Maximum power:	259hp @ 7,000rpm
Maximum torque:	250Nm @ 6,500rpm
0-62mph:	4.9sec
Top speed:	153mph
Length:	4.235mm
Width:	1.775mm
Weight:	940kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16 inch; 205/55/VR16
Rear:	8x16 inch; 225/50/VR16



### 930 3.3 1984-89



Revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers:	11,135
Issue featured:	144
Engine capacity:	3.299cc
Compression ratio:	7.0:1
Maximum power:	304hp @ 5,500rpm
Maximum torque:	432Nm @ 4,000rpm
0-62mph:	5.4sec
Top speed:	161mph
Length:	4.291mm
Width:	1.775mm
Weight:	1.300kg (1.335kg from '86)
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16 inch; 205/55/VR16
Rear:	8x16 inch; 225/50/VR16



### Carrera 3.2 1984-89



Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, and the first production 911 to feature an ECU to control ignition and fuel systems.

Production numbers:	70,044
Issue featured:	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:	3.164cc
Compression ratio:	10.3:1
Maximum power:	235hp @ 5,900rpm
Maximum torque:	284Nm @ 4,800rpm
0-60mph:	6.0sec
Top speed:	148mph
Length:	4.291mm



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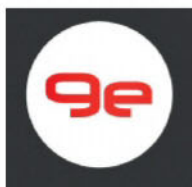
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### 930 LE 1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

Production numbers:	50
Issue featured:	110
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	335hp @ 5,500rpm
Maximum torque:	432Nm @ 4,000rpm
0-62mph:	4.6sec
Top speed:	173mph
Length:	4,291mm
Width:	1,775mm
Weight:	1,335kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/VR16
Rear:	9x16-inch; 245/45/VR16



### 3.2 Clubsport 1987-89



Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

Production numbers:	340
Issue featured:	126
Engine capacity:	3,164cc
Compression ratio:	10.3:1
Maximum power:	234hp @ 5,900rpm
Maximum torque:	284Nm @ 4,800rpm
0-60mph:	5.1sec
Top speed:	152mph
Length:	4,291mm
Width:	1,650mm
Weight:	1,160kg
Brakes:	
Front:	286mm discs
Rear:	294mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/55/VR16
Rear:	7x16-inch; 225/55/VR16



### 964 Carrera 4 1989-93



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

Production numbers:	13,353 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,450kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/55/VR16
Rear:	8x16-inch; 225/50/VR16



### 964 C2 Speedster 1993-94



Combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought Porsche planned to build 3,000, but demand fell.

Production numbers:	936
Issue featured:	128
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	161mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,340kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/VR17
Rear:	9x17-inch; 255/40/VR17



### 964 Turbo 3.6 1993-94



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

Production numbers:	1,437
Issue featured:	120
Engine capacity:	3,600cc
Compression ratio:	7.5:1
Maximum power:	365hp @ 5,500rpm
Maximum torque:	520Nm @ 4,200rpm
0-62mph:	4.8sec
Top speed:	174mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/VR18
Rear:	10x18-inch; 265/35/VR18



### 964 Anniversary 1993-94



'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

Production numbers:	911
Issue featured:	112
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/VR17
Rear:	9x17-inch; 255/40/VR17



### 993 Turbo 1996-98



Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

Production numbers:	5,937
Issue featured:	147
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	414hp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	4.3sec
Top speed:	180mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,500kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/VR18
Rear:	10x18-inch; 285/30/VR18



### 993 Carrera S 1997-98



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

Production numbers:	3,714
Issue featured:	118
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	289hp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,450kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/VR18
Rear:	10x18-inch; 285/30/VR18



### 993 Turbo S 1998



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

Production numbers:	345
Issue featured:	115
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	456hp @ 5,750rpm
Maximum torque:	585Nm @ 4,500rpm
0-62mph:	4.1sec
Top speed:	186mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,583kg
Brakes:	
Front:	320mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/VR18
Rear:	10x18-inch; 285/30/VR18





## 964 Carrera 2 1990-93



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

Production numbers: 19,484  
Issue featured: 119  
Engine capacity: 3,600cc  
Compression ratio: 11.3:1  
Maximum power: 254hp @ 6,100rpm  
Maximum torque: 310Nm @ 4,800rpm  
0-62mph: 5.6sec  
Top speed: 162mph  
Length: 4,250mm  
Width: 1,652mm  
Weight: 1,350kg  
Brakes:  
Front: 298mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 6x16-inch; 205/55/ZR16  
Rear: 8x16-inch; 225/50/ZR16



## 964 Turbo 1991-92



This used the revised 964 bodyshell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers: 3,660  
Issue featured: 116  
Engine capacity: 3,299cc  
Compression ratio: 7.0:1  
Maximum power: 324hp @ 5,750rpm  
Maximum torque: 450Nm @ 4,500rpm  
0-62mph: 4.5sec  
Top speed: 168mph  
Length: 4,250mm  
Width: 1,775mm  
Weight: 1,470kg  
Brakes:  
Front: 320mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x17-inch; 205/50/ZR17  
Rear: 9x17-inch; 255/40/ZR17



## 964 C4 Lightweight 1991



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

Production numbers: 22  
Issue featured: 131  
Engine capacity: 3,600cc  
Compression ratio: 11.3:1  
Maximum power: 269hp @ 6,720rpm  
Maximum torque: 304Nm @ 6,720rpm  
0-62mph: 4.5sec  
Top speed: 125mph  
Length: 4,275mm  
Width: 1,652mm  
Weight: 1,100kg  
Brakes:  
Front: 322mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x16-inch; 205/55/ZR16  
Rear: 9x16-inch; 245/55/ZR16



## 964 RS 1991-92



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

Production numbers: 2,405  
Issue featured: 131  
Engine capacity: 3,600cc  
Compression ratio: 11.3:1  
Maximum power: 264hp @ 6,100rpm  
Maximum torque: 310Nm @ 4,800rpm  
0-62mph: 5.4sec  
Top speed: 162mph  
Length: 4,250mm  
Width: 1,650mm  
Weight: 1,230kg (Sport)  
Brakes:  
Front: 320mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 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:

### What's going to be the hot investment for 2017?



**Political and economic turbulence during the summer meant that 2016 proved something of an uncertain time for those involved in the buying and selling of cars. To many observers it seemed like the 911 market was slowing, but was that true and what does 2017 hold for those wanting a 911?**

"Look at the Porsche Indices from HAGI [the classic car investment data produced by the Historic Automobile Group International]," says RPM Technik's Sales Manager, Greig Daly, "and it shows that Porsche prices had been rising during 2016, which is good news for the market. And while things were certainly steadier than in 2015, we saw a definite pick up as the year went on since the turmoil last summer." It's a view that's broadly echoed by John Hawkins from Specialist Cars of Malton who says, "The market did slow notably with Brexit and it was up and down during 2016, but I've definitely noticed signs of confidence returning to the market." But he does point out that buyers are much more focused on originality and emphasises the need to buy the best you can afford.

Hawkins was more guarded about 2017 though, reckoning that "it will be very hard to predict. We'll know more come the spring." Does Daly agree? "I think that's right," he says. "My gut feeling is that things will pick up but any increases will be of the steady variety rather than anything extreme." So that's the market, but which 911 could be the hot ticket this year?

Daly had no hesitation in picking a water-cooled model, reckoning the 996 C4S is one to watch: "For me, these are just great value for money at the moment, and buyers love them. Wide-body 911s are always good news – just look at how 993 versions have appreciated – and the C4S is both very entertaining to drive and very usable on a daily basis." It sounds like good news, then, for anyone that's already invested their money in the opinion-splitting 996, although John Hawkins isn't quite as convinced.

"I agree with Greig that the C4S is at an affordable price point right now, which bodes well for the future, and I'd also mention the 996 Turbo as having good investment potential, but I still view the 996 as something of a problematic car, especially if it's not been looked after properly. If you buy a really good one, then fine, but when you see what's happened with 3.2 Carrera values then I'd probably lean towards something like an SC." Despite the more cautious view from Hawkins, it does seem that a wide-body 996 is going to be a sound place to put your money in 2017. But as for the wider market, both of our experts agree that we'll just have to wait and see. That there's choice in the matter here can only be a good thing.

#### Gen2 996 C2 2002-04



Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

Production numbers:	29,389
Issue featured:	136
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17 inch; 205/50/R17
Rear:	9x17 inch; 255/40/R17



#### Gen2 996 C4 2002-04



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

Production numbers:	10,386
Issue featured:	107
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17 inch; 205/50/R17
Rear:	9x17 inch; 255/40/R17



#### 996 Anniversary 2003-04



Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical LSD standard.

Production numbers:	1,963
Issue featured:	112
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	350hp @ 6,800rpm
Maximum torque:	370Nm @ 4,800rpm
0-62mph:	4.9sec
Top speed:	175mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18 inch; 225/40/R18
Rear:	10x18 inch; 285/30/R18



#### Gen2 996 GT3 2003-05



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

Production numbers:	2,313
Issue featured:	142
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	386hp @ 7,400rpm
Maximum torque:	385Nm @ 5,000rpm
0-62mph:	4.5sec
Top speed:	190mph
Length:	4,435mm
Width:	1,770mm
Weight:	1,380kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x18 inch; 235/40/R18
Rear:	11x18 inch; 295/30/R18



#### 997 Carrera S 2004-08



As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Quad exhaust tailpipes.

Production numbers:	41,059
Issue featured:	107
Engine capacity:	3,824cc
Compression ratio:	11.8:1
Maximum power:	360hp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	182mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19 inch; 235/35/R19
Rear:	11x19 inch; 295/30/R19



#### 997 Carrera 4 2005-08



Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

Production numbers:	8,533
Issue featured:	3
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	330hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,427mm
Width:	1,852mm
Weight:	1,450kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18 inch; 235/40/R18
Rear:	10x18 inch; 295/35/R18



#### 997 Carrera 4S 2005-08



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

Production numbers:	30,973
Issue featured:	111
Engine capacity:	3,824cc
Compression ratio:	11.8:1
Maximum power:	360hp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	179mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,475kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19 inch; 235/35/R19
Rear:	11x19 inch; 295/30/R19



#### 997 Turbo 2005-10



Similar to the 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave the best of small and large turbos.

Production numbers:	19,201 (up to 2008)
Issue featured:	107
Engine capacity:	3,600cc
Compression ratio:	9.8:1
Maximum power:	487hp @ 6,000rpm
Maximum torque:	620Nm @ 1,950-5,000rpm
0-62mph:	3.9sec
Top speed:	193mph
Length:	4,450mm
Width:	1,852mm
Weight:	1,585kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/R19
Rear:	11x19 inch; 305/30/R19



#### Gen2 997 C2 2008-12



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

Production numbers:	10,500
Issue featured:	144
Engine capacity:	3,614cc
Compression ratio:	12.5:1
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	4.9sec
Top speed:	179mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,415kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18 inch; 235/40/ZR18
Rear:	10.5x18 inch; 265/40/ZR18



#### Gen2 997 C2 S 2008-12



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

Production numbers:	15,000
Issue featured:	61
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	187mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,425kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18 inch; 235/35/ZR19
Rear:	11x19 inch; 295/30/ZR19



#### Gen2 997 C4 2008-12



Numerous engine and body changes as per the Carrera, but with a wider rear end plus full-width rear reflector. New all-wheel drive was initiated from the 997 Turbo.

Production numbers:	1,384 (Coupe)
Issue featured:	41
Engine capacity:	3,614cc
Compression ratio:	12.5:1
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	5.0sec
Top speed:	176mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,470kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18 inch; 235/40/ZR18
Rear:	11x18 inch; 295/35/ZR18



#### Gen2 997 C4S 2008-12



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

Production numbers:	7,910 (Coupe)
Issue featured:	111
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	185mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19 inch; 235/35/ZR19
Rear:	11x19 inch; 305/30/ZR19





### 996 GT3 RS 2004-05



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

Production numbers: 682  
Issue featured: 118  
Engine capacity: 3,600cc  
Compression ratio: 11.7:1  
Maximum power: 386hp @ 7,400rpm  
Maximum torque: 385Nm @ 5,000rpm  
0-62mph: 4.4sec  
Top speed: 190mph  
Length: 4,435mm  
Width: 1,770mm  
Weight: 1,360kg  
Brakes:  
Front: 350mm discs  
Rear: 330mm discs  
Wheels & tyres:  
Front: 8.5x18-inch; 235/40/R18  
Rear: 11x18-inch; 295/30/R18



### 996 Turbo S 2004-05



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

Production numbers: 1,563  
Issue featured: 62  
Engine capacity: 3,600cc  
Compression ratio: 9.4:1  
Maximum power: 456hp @ 5,700rpm  
Maximum torque: 620Nm @ 3,500-4,500rpm  
0-62mph: 4.2sec  
Top speed: 191mph  
Length: 4,435mm  
Width: 1,830mm  
Weight: 1,590kg  
Brakes:  
Front: 350mm discs  
Rear: 350mm discs  
Wheels & tyres:  
Front: 8x18-inch; 225/40/R18  
Rear: 11x18-inch; 295/30/R18



### 997 Carrera 2004-08



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

Production numbers: 25,788  
Issue featured: 112  
Engine capacity: 3,596cc  
Compression ratio: 11.3:1  
Maximum power: 330hp @ 6,800rpm  
Maximum torque: 370Nm @ 4,250rpm  
0-62mph: 5.0sec  
Top speed: 177mph  
Length: 4,427mm  
Width: 1,808mm  
Weight: 1,395kg  
Brakes:  
Front: 318mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 8x18-inch; 235/40/R18  
Rear: 10x18-inch; 265/40/R18



### 997 GT3 2006-07



Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

Production numbers: 2,378  
Issue featured: 117  
Engine capacity: 3,600cc  
Compression ratio: 12.0:1  
Maximum power: 421hp @ 7,600rpm  
Maximum torque: 405Nm @ 5,500rpm  
0-62mph: 4.3sec  
Top speed: 192mph  
Length: 4,445mm  
Width: 1,808mm  
Weight: 1,395kg  
Brakes:  
Front: 380mm discs  
Rear: 350mm discs  
Wheels & tyres:  
Front: 8.5x19-inch; 235/35/R19  
Rear: 12x19-inch; 305/30/R19



### 997 GT3 RS 2006-07



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

Production numbers: 1,106  
Issue featured: 110  
Engine capacity: 3,600cc  
Compression ratio: 12.0:1  
Maximum power: 421hp @ 7,600rpm  
Maximum torque: 405Nm @ 5,500rpm  
0-62mph: 4.2sec  
Top speed: 194mph  
Length: 4,460mm  
Width: 1,808mm  
Weight: 1,375kg  
Brakes:  
Front: 380mm discs  
Rear: 350mm discs  
Wheels & tyres:  
Front: 8.5x19-inch; 235/35/R19  
Rear: 12x19-inch; 305/30/R19



### 997 GT2 2007-09



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

Production numbers: 1,242  
Issue featured: 127  
Engine capacity: 3,600cc  
Compression ratio: 9.0:1  
Maximum power: 537hp @ 6,500rpm  
Maximum torque: 680Nm @ 2,200-4,500rpm  
0-62mph: 3.7sec  
Top speed: 204mph  
Length: 4,469mm  
Width: 1,852mm  
Weight: 1,440kg  
Brakes:  
Front: 380mm discs  
Rear: 350mm discs  
Wheels & tyres:  
Front: 8.5x19-inch; 235/35/ZR19  
Rear: 12x19-inch; 325/30/ZR19



### Gen2 997 GT3 2009-12



Updated as per the Carrera, but with a unique front and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

Production numbers: 2,200  
Issue featured: 117  
Engine capacity: 3,797cc  
Compression ratio: 12.2:1  
Maximum power: 435hp @ 7,900rpm  
Maximum torque: 430Nm @ 6,250rpm  
0-62mph: 4.1sec  
Top speed: 194mph  
Length: 4,460mm  
Width: 1,808mm  
Weight: 1,395kg  
Brakes:  
Front: 380mm discs  
Rear: 350mm discs  
Wheels & tyres:  
Front: 8.5x19-inch; 235/35/ZR19  
Rear: 12x19-inch; 305/30/ZR19



### Gen2 997 Turbo 2009-13



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

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



### Gen2 997 GT3 RS 2009-12



Wider front arches and a larger wing. Dynamic engine mounts and PASM are standard. Air-con is optional, with no door handles, wheel brace or sound proofing.

Production numbers: 1,500  
Issue featured: 125  
Engine capacity: 3,800cc  
Compression ratio: 12.2:1  
Maximum power: 450hp @ 7,900rpm  
Maximum torque: 430Nm @ 6,750rpm  
0-62mph: 4.0sec  
Top speed: 192mph  
Length: 4,460mm  
Width: 1,852mm  
Weight: 1,370kg  
Brakes:  
Front: 380mm discs  
Rear: 380mm discs  
Wheels & tyres:  
Front: 9x19-inch; 245/35/ZR19  
Rear: 12x19-inch; 325/30/ZR19



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## 997 Speedster 2010



Built to mark Porsche Exclusive's 25th anniversary. Shorter windscreen, but rake angle same as 997 Carrera. Wide body with 19-inch Fuchs wheels. Rear-wheel drive.

Production numbers: 356  
Issue featured: 128  
Engine capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 408hp @ 7,300rpm  
Maximum torque: 420Nm @ 4,400-5,600rpm  
0-62mph: 4.4sec  
Top speed: 190mph  
Length: 4,440mm  
Width: 1,852mm  
Weight: 1,540kg  
Brakes: Front: 350mm discs  
Rear: 350mm discs  
Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19  
Rear: 11x19 inch; 305/30/ZR19

★★★★★

## 997 Sport Classic 2010



Based on a 3.8-litre Powerkit, rear-wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail wing and large Fuchs wheels.

Production numbers: 250  
Issue featured: 146  
Engine capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 408hp @ 7,300rpm  
Maximum torque: 420Nm @ 4,200-5,600rpm  
0-62mph: 4.6sec  
Top speed: 187mph  
Length: 4,435mm  
Width: 1,852mm  
Weight: 1,425kg  
Brakes: Front: 350mm discs  
Rear: 350mm discs  
Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19  
Rear: 11x19 inch; 305/30/ZR19

★★★★★

## 997 GT3 RS 4.0 2010



The engine was upgraded and aerodynamically tweaked too, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collector's gem.

Production numbers: 600  
Issue featured: 125  
Engine capacity: 3,996cc  
Compression ratio: 12.6:1  
Maximum power: 500hp @ 8,250rpm  
Maximum torque: 460Nm @ 5,750rpm  
0-62mph: 3.9sec  
Top speed: 193mph  
Length: 4,460mm  
Width: 1,852mm  
Weight: 1,360kg  
Brakes: Front: 380mm discs  
Rear: 380mm discs  
Wheels & tyres: Front: 9x19 inch; 245/35/ZR19  
Rear: 12x19 inch; 325/30/ZR19

★★★★★

## 991.1 Carrera S 2011-15



Same as Carrera, including seven-speed manual 'box, but utilising bigger engine. Slightly larger front brakes than the standard Carrera. PASM as standard equipment.

Production numbers: Unknown  
Issue featured: 114  
Engine capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 400hp @ 7,400rpm  
Maximum torque: 440Nm @ 5,600rpm  
0-62mph: 4.5sec  
Top speed: 188.9mph  
Length: 4,491mm  
Width: 1,808mm  
Weight: 1,395kg  
Brakes: Front: 340mm discs  
Rear: 330mm discs  
Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20  
Rear: 11x20 inch; 295/30/ZR20

★★★★★

## 991.1 Carrera 4 2012-15



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

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

★★★★★

## 991.1 Carrera 4S 2012-15



Same wider body styling as Carrera 4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four. PTV spread torque more evenly.

Production numbers: Unknown  
Issue featured: 118  
Engine capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 400hp @ 7,400rpm  
Maximum torque: 440Nm @ 5,600rpm  
0-62mph: 4.5sec  
Top speed: 185mph  
Length: 4,491mm  
Width: 1,852mm  
Weight: 1,445kg  
Brakes: Front: 340mm discs  
Rear: 330mm discs  
Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20  
Rear: 11x20 inch; 305/30/ZR20

★★★★★

## 991 GT3 RS 2015-



The new turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

Production numbers: 60 (UK)  
Issue featured: 136  
Engine capacity: 3,996cc  
Compression ratio: 12.9:1  
Maximum power: 500hp @ 8,250rpm  
Maximum torque: 460Nm @ 6,250rpm  
0-62mph: 3.3sec  
Top speed: 193mph  
Length: 4,545mm  
Width: 1,880mm  
Weight: 1,420kg  
Brakes: Front: 380mm discs  
Rear: 380mm discs  
Wheels & tyres: Front: 9.5x20 inch; 265/35/ZR20  
Rear: 12.5x21 inch; 325/30/ZR21

★★★★★

## N/A 991.2 Carrera 2015-



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

Production numbers: Currently in production  
Issue featured: 137  
Engine capacity: 2,981cc  
Compression ratio: 10.0:1  
Maximum power: 370hp @ 6,500rpm  
Maximum torque: 450Nm @ 1,700-5,000rpm  
0-62mph: 4.2sec  
Top speed: 183mph  
Length: 4,499mm  
Width: 1,808mm  
Weight: 1,430kg  
Brakes: Front & Rear: 330mm discs  
Wheels & tyres: Front: 8.5x19 inch; 235/40/ZR19  
Rear: 11.5x19 inch; 295/35/ZR19

★★★★★

## N/A 991.2 Carrera S 2015-



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

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

★★★★★



N/A

**997 918 Edition**  
2010

These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake callipers.

Production numbers:	121
Issue featured:	74
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	530hp @ 6,250-6,750rpm
Maximum torque:	700Nm @ 2,100-4,250rpm
0-62mph:	3.3sec
Top speed:	195mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.585kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/ZR19
Rear:	11x19 inch; 305/30/ZR19

★★★★★

**997 GT2 RS**  
2010-11

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

Production numbers:	500
Issue featured:	114
Engine capacity:	3.600cc
Compression ratio:	9.0:1
Maximum power:	620hp @ 6,500rpm
Maximum torque:	700Nm @ 2,500-5,500rpm
0-62mph:	3.5sec
Top speed:	205mph
Length:	4.460mm
Width:	1.852mm
Weight:	1.370kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	9x19 inch; 245/35/ZR19
Rear:	12x19 inch; 325/30/ZR19

★★★★★

**997 C2 GTS**  
2010-12

Features the C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing an extra 25bhp. The GTS is laden with Porsche options.

Production numbers:	Unknown
Issue featured:	118
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	408hp @ 7,300rpm
Maximum torque:	420Nm @ 4,200-5,600rpm
0-62mph:	4.6sec
Top speed:	190mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/ZR19
Rear:	11x19 inch; 305/30/ZR19

★★★★★

**997 C4 GTS**  
2011-12

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

Production numbers:	Unknown
Issue featured:	125
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	408hp @ 7,300rpm
Maximum torque:	420Nm @ 4,200-5,600rpm
0-62mph:	4.6sec
Top speed:	188mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/ZR19
Rear:	11x19 inch; 305/30/ZR19

★★★★★

**997 Turbo S**  
2011-13

A standard 997 Turbo but more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

Production numbers:	2,000
Issue featured:	123
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	530hp @ 6,250-6,750rpm
Maximum torque:	700Nm @ 2,100-4,250rpm
0-62mph:	3.3sec
Top speed:	195mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.585kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/ZR19
Rear:	11x19 inch; 305/30/ZR19

★★★★★

**991.1 Carrera**  
2011-15

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

Production numbers:	Unknown
Issue featured:	137
Engine capacity:	3.436cc
Compression ratio:	12.5:1
Maximum power:	350hp @ 7,400rpm
Maximum torque:	390Nm @ 5,600rpm
0-62mph:	4.8sec
Top speed:	179.6mph
Length:	4.491mm
Width:	1.808mm
Weight:	1.380kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/40/ZR19
Rear:	11x19 inch; 285/35/ZR19

★★★★★

**991 GT3**  
2013-

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

Production numbers:	Currently in production
Issue featured:	143
Engine capacity:	3.800cc
Compression ratio:	12.9:1
Maximum power:	475hp @ 8,250rpm
Maximum torque:	440Nm @ 6,250rpm
0-62mph:	3.5sec
Top speed:	196mph
Length:	4.545mm
Width:	1.852mm
Weight:	1.430kg
Brakes:	
Front:	380mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	12x20 inch; 305/30/ZR20

★★★★★

**991 Turbo**  
2013-15

The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

Production numbers:	Unknown
Issue featured:	109
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	520hp @ 6,000-6,500rpm
Maximum torque:	660Nm @ 1,950-5,000rpm
0-62mph:	3.4sec
Top speed:	195mph
Length:	4.506mm
Width:	1.880mm
Weight:	1.595kg
Brakes:	
Front:	410mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	8.5x20 inch; 245/35/ZR20
Rear:	11x20 inch; 305/30/ZR20

★★★★★

**991 Turbo S**  
2013-15

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

Production numbers:	Unknown
Issue featured:	115
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	560hp @ 6,500-6,750rpm
Maximum torque:	700Nm @ 2,100-4,250rpm
0-62mph:	3.1sec
Top speed:	197mph
Length:	4.506mm
Width:	1.880mm
Weight:	1.605kg
Brakes:	
Front:	410mm discs
Rear:	390mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11x20 inch; 305/30/ZR20

★★★★★

**991 Anniversary**  
2013-14

Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

Production numbers:	1,963
Issue featured:	112
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	400hp @ 7,400rpm
Maximum torque:	440Nm @ 5,600rpm
0-62mph:	4.5sec
Top speed:	188mph
Length:	4.491mm
Width:	1.852mm
Weight:	1.420kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

**991 Carrera GTS**  
2014-2016

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

Production numbers:	Unknown
Issue featured:	121
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	430hp @ 7,500rpm
Maximum torque:	440Nm @ 5,750rpm
0-62mph:	4.0sec
Top speed:	190mph
Length:	4.491mm
Width:	1.852mm
Weight:	1.425kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

**991 C4 GTS**  
2014-2016

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

Production numbers:	Unknown
Issue featured:	125
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	430hp @ 7,500rpm
Maximum torque:	440Nm @ 5,750rpm
0-62mph:	4.4sec
Top speed:	188mph
Length:	4.491mm
Width:	1.852mm
Weight:	1.470kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

N/A

**991.2 Carrera 4**  
2016-

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

Production numbers:	Currently in production
Issue featured:	133
Engine capacity:	2.981cc
Compression ratio:	10.0:1
Maximum power:	370hp @ 6,500rpm
Maximum torque:	450Nm @ 1,700-5,000rpm
0-62mph:	4.1sec
Top speed:	181mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.480kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/40/ZR19
Rear:	11.5x19 inch; 295/35/ZR19

★★★★★

N/A

**991.2 Carrera 4S**  
2016-

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

Production numbers:	Currently in production
Issue featured:	137
Engine capacity:	2.981cc
Compression ratio:	10.0:1
Maximum power:	420hp @ 6,500rpm
Maximum torque:	500Nm @ 1,700-5,000rpm
0-62mph:	3.8sec
Top speed:	189mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.490kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20

★★★★★

N/A

**991.2 Turbo**  
2016-

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

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

★★★★★

N/A

**991.2 Turbo S**  
2016-

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

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

★★★★★

N/A

**991 R**  
2016-

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

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

★★★★★

N/A

**991.2 GTS**  
2017-

**Coming soon!**





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PDK Coupe (2011/61)**  
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Slate Grey • Black Leather Seats • Tiptronic Gearbox • Satellite Navigation • Large Carbon Interior Pack • 52,089 miles • 2003 (03)

**£46,995****911 Turbo (996)**

Basalt Black • Black Leather Seats • Manual Gearbox • Miltek Sports Exhaust • BOSE Sound System • 62,659 miles • 2003 (03)

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

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**£34,995****911 Carrera 4 S (996)**

Arctic Silver • Black Leather Seats • Manual Gearbox • 18" Turbo II Wheels Sports Exhaust • 44,422 miles • 2004 (53)

**£31,995****Boxster S (987 GEN II)**

GT Silver • Natural Carrera Red Leather • PDK Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels • 45,091 miles • 2010 (10)

**£27,995****Boxster (987)**

Carrera White • Black Leather Seats • Manual Gearbox • 19" Carrera 'S' II Wheels • Touchscreen Satellite Navigation • 14,926 miles • 2010 (60)

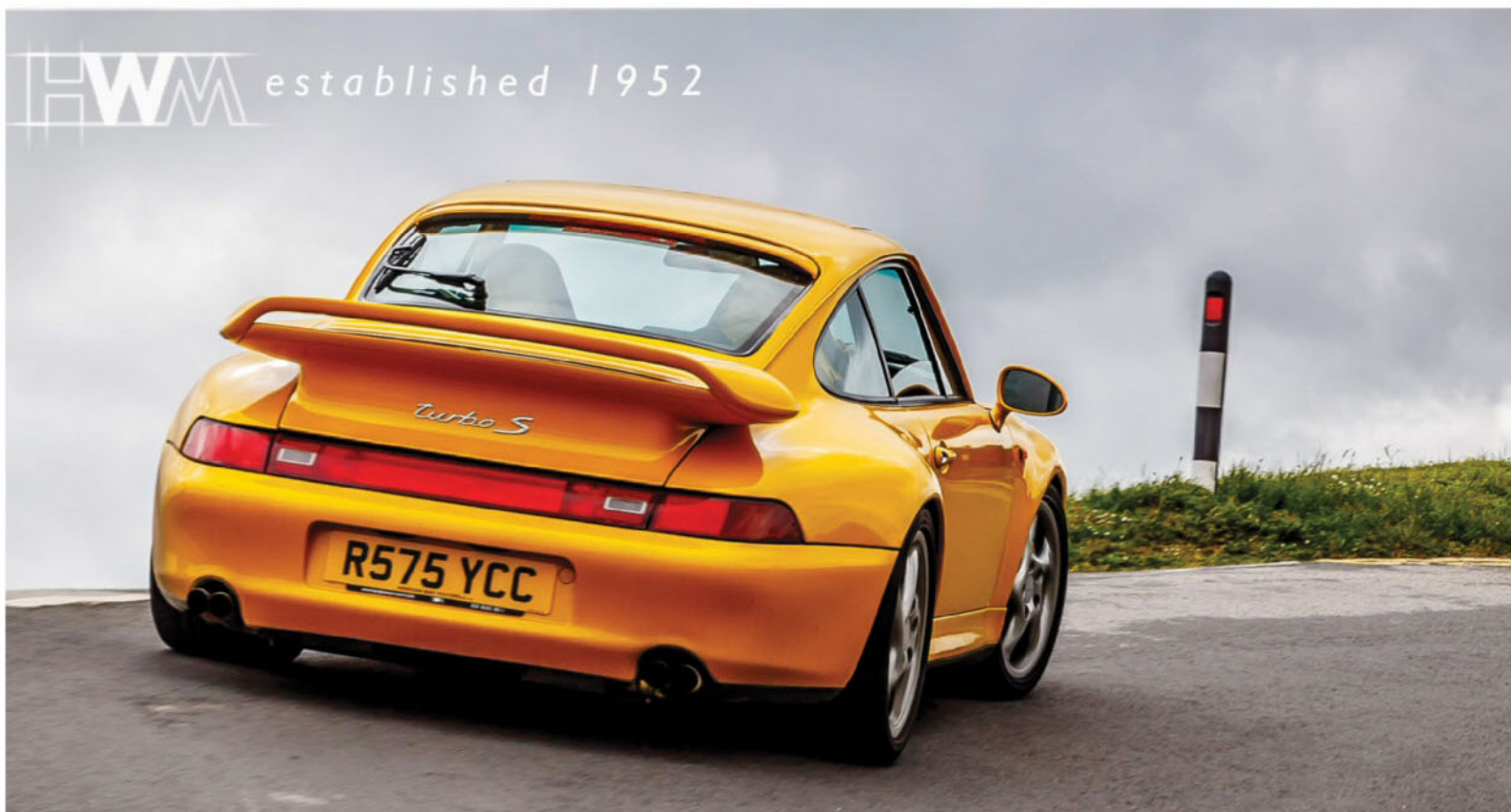
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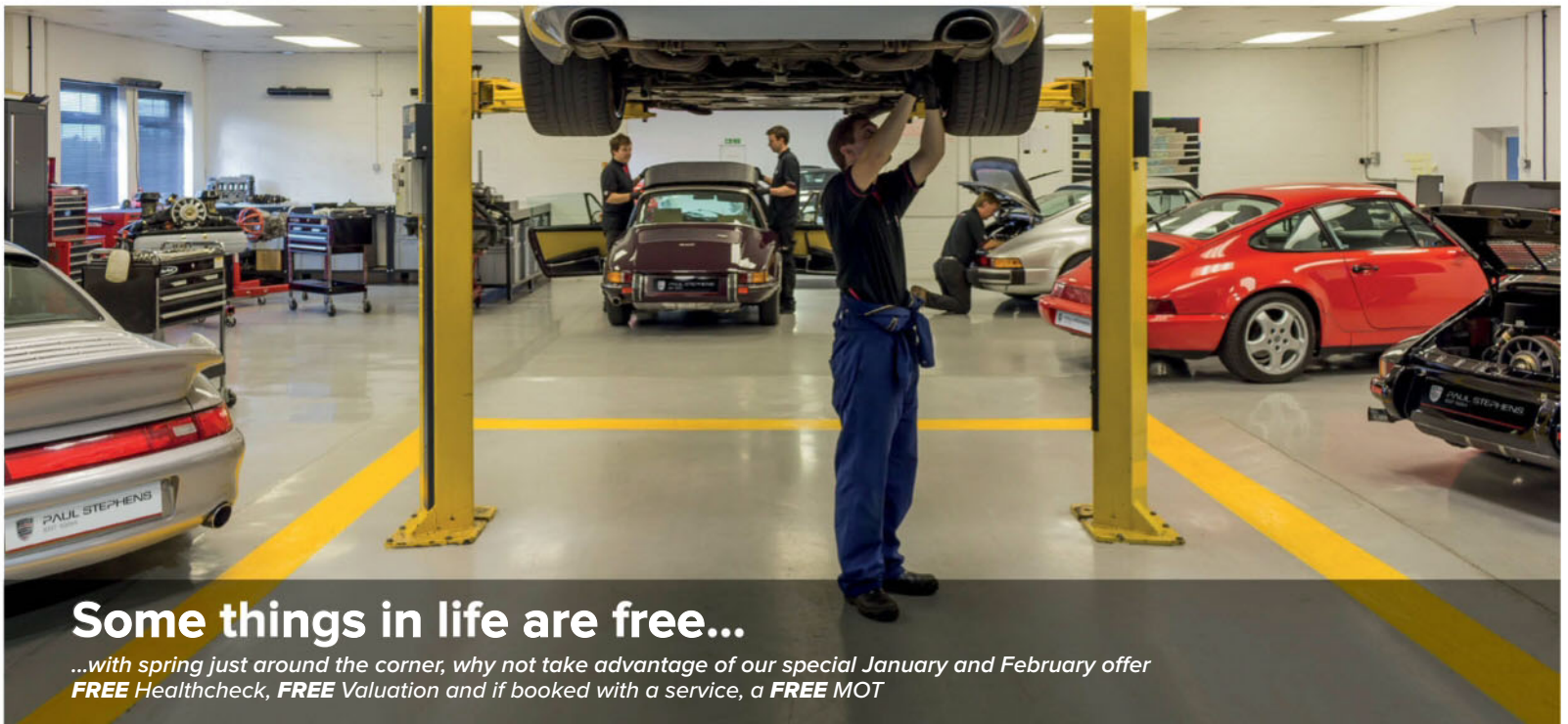


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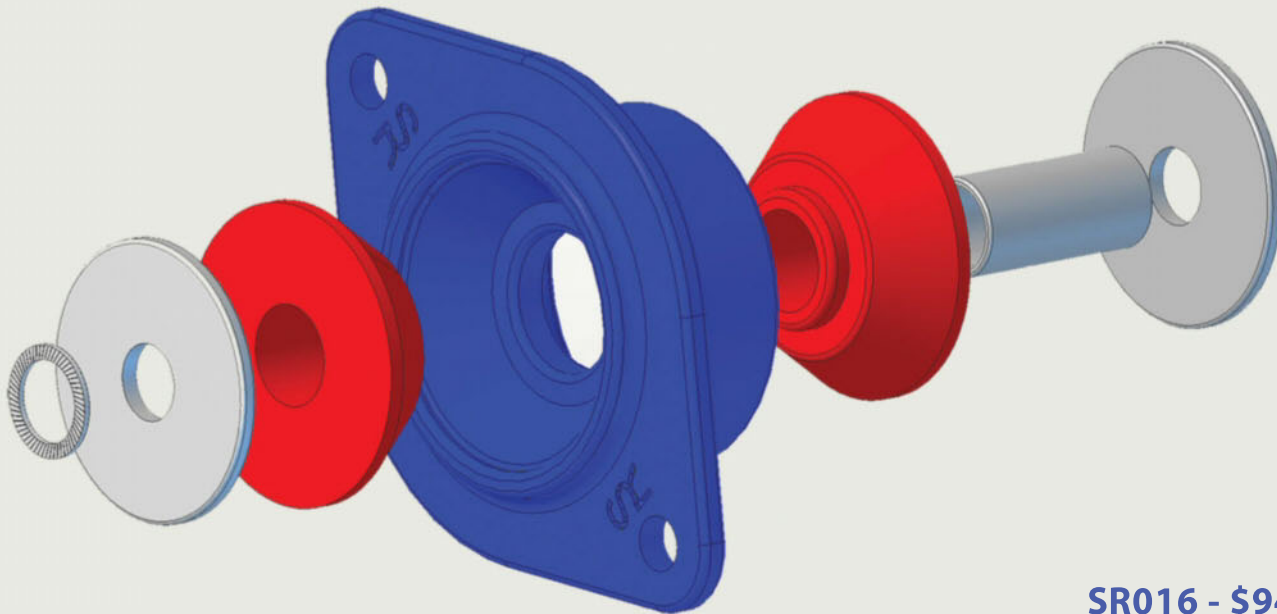
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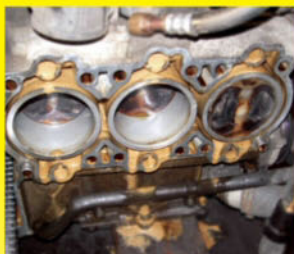


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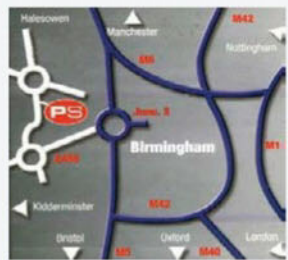
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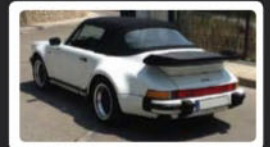


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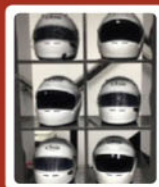
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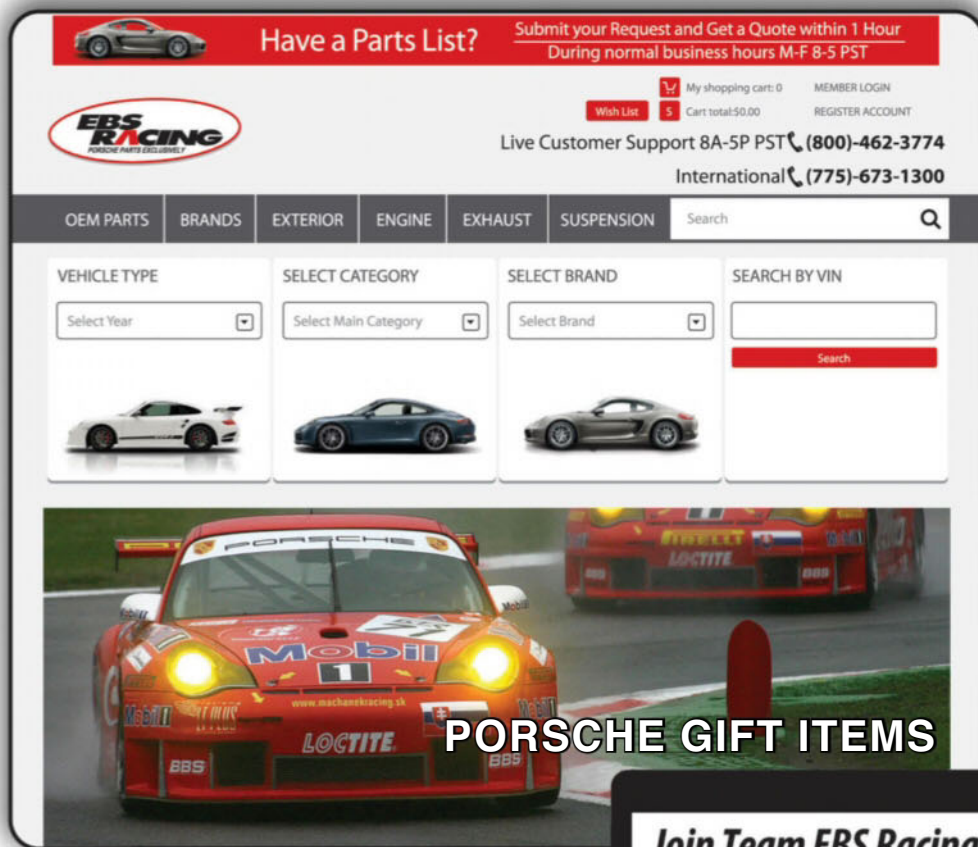


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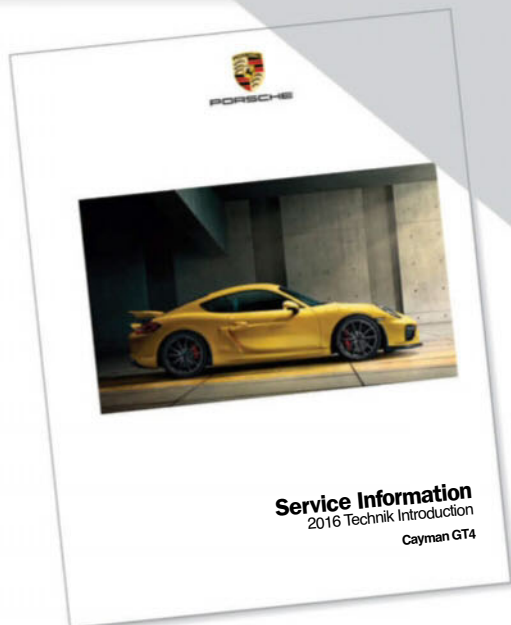
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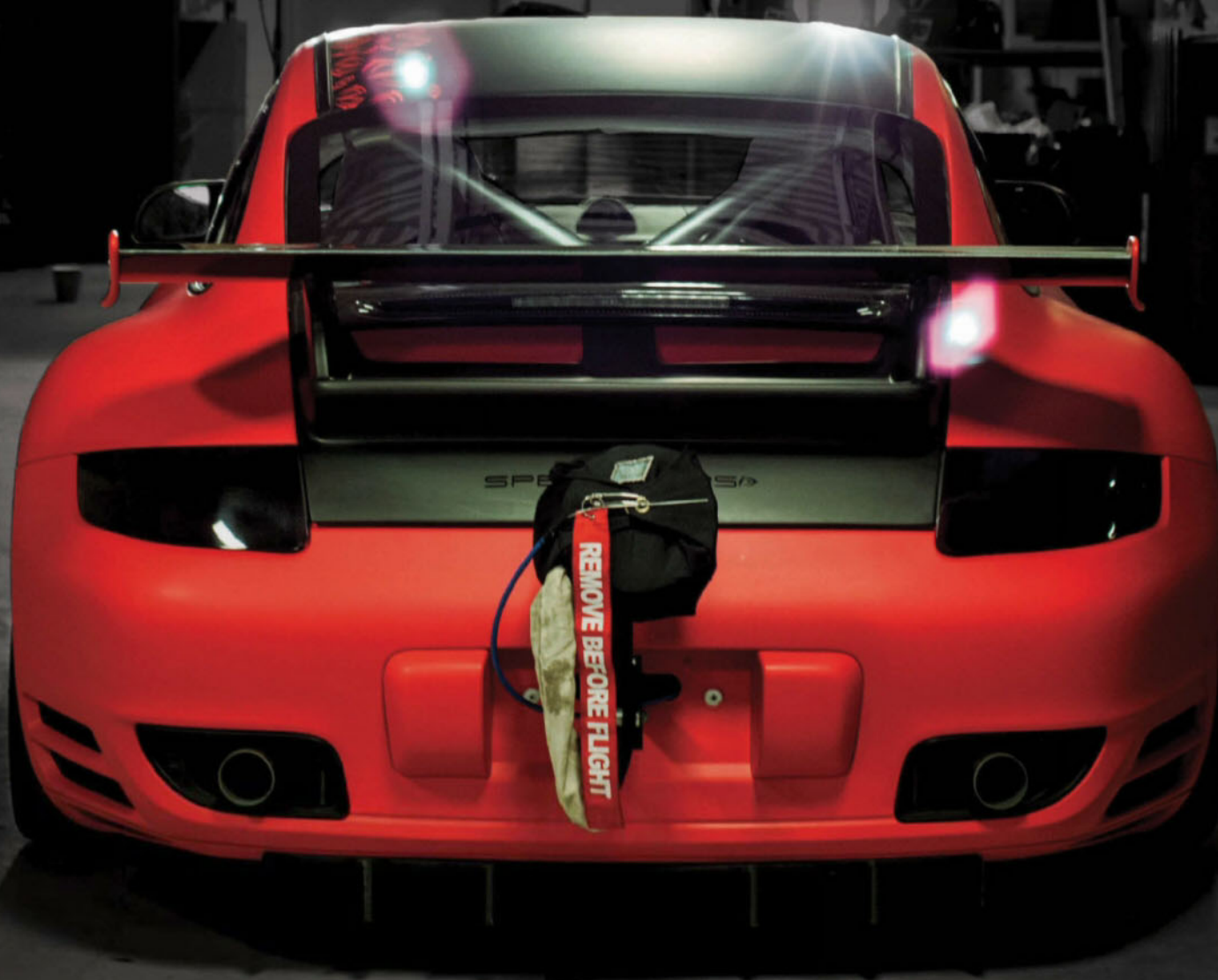
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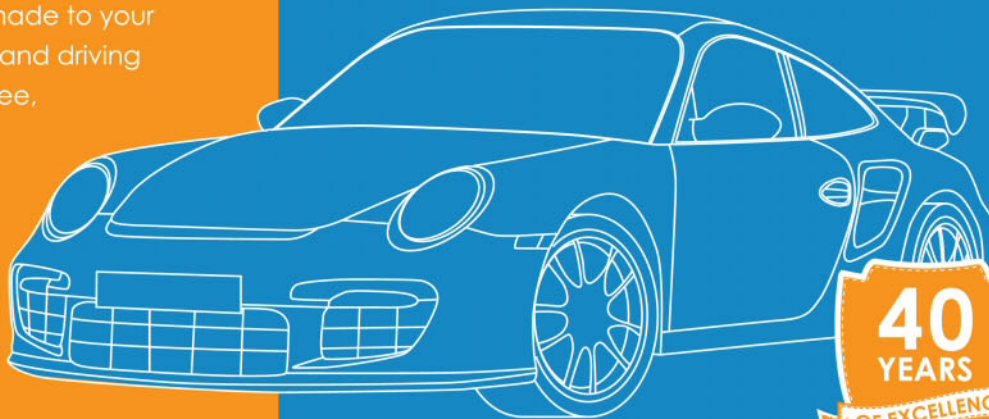
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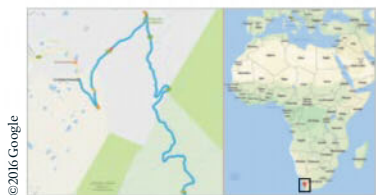


# Franschhoek Mountain Pass, Franschhoek, South Africa

Written by **Wilhelm Lutjeharms** Photography by **Charles Russell/Sybrand Cillié**



**LOCATION:** Western Cape, South Africa  
**COORDINATES:** 33°55'31.0"S, 19°08'30.5"E



**TOTAL LENGTH OF DRIVE:**  
15 miles

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A staple for Porsche pre-production testing and automotive media reporters, South Africa's R45 carries all the hallmarks of a great road

**F**ranschhoek is synonymous with wine, farms and fine dining. But when it comes to a truly great driving road, all motoring enthusiasts will immediately point you in the direction of the famous mountain pass, or Lambrechts Road (R45).

Almost every month South Africa's motoring media will head to this pass to sample the latest sports cars. It is also used by Porsche AG during its annual, Southern Hemisphere hot weather testing, as it is the perfect gateway into the less populated Overberg region if you drive from Cape Town. This road has also been used for passenger rides for the press in upcoming Porsche products.

Heading up the mountain, there is a combination of faster corners and some tighter turns. Hairpins are few and far between on any South African road but this road presents two, both found on the way up from the town. On the way down there is one tricky corner that closes in on you but the rest are constant radius turns, opening up as you exist.

The tarmac is billiard smooth and a few stop offs are needed to appreciate the view. crucially, most corners are clear sighted, which means you can comfortably see far ahead for any signs of oncoming traffic. However, if you find any slow moving traffic on the way up (or down), bear in mind there are only limited places to overtake.

During winter the pass can be dry at the bottom but it can get cloudy and rainy as you head higher. Some corners don't allow for any mistakes and in severe cases – cars have rolled off the road and down the mountain before, so be careful!

Towards the end of the pass, the Theewaterskloof dam appears on the right. Here you can really put your foot down as there are several straights all the way to a T-junction, where more challenging roads await whether you turn left or right. The locals seem to understand the draw of this road but be sure to discipline your right foot as you head through the town. Besides, there's plenty to savour on the R45 should you wish to try the road again! **911**



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