

3.5-LITRE RSR CANFORD CLASSICS' EVOCATION DRIVEN

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THE PORSCHE MAGAZINE

993 CARRERA RS VS 996 GT3 RS

Can the water-cooled 996 defeat the air-cooled 993?



www.total911.com

RETURN OF THE MANUAL GT3

- New 991.2 gets in gear
- 4.0-litre, 500hp engine









DE-WINGED RENNSPORTS

It's a popular trend among owners currently, but what are the consequences?



JACKY ICKX

Six times Le Mans winner & Porsche supremo talks to Total 911



993-ENGINED 3.2 CARRERA

Daily driven Porsche Q-car exposed

PLUS

Porsche Index: 959 •
History of prototypes •
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Porsche Classic Oil Service.

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The Porsche Classic oil service for all air-cooled 911 models, including Porsche Classic Motoroil and a genuine Porsche Classic red oil filter*, is now available at participating Porsche Centres. Prices start from £299** for 911 models (up to 2.7l G model) and £330** for 911 models with an engine capacity over 3.0l (up to 993 generation).

For more information visit www.porsche.co.uk/classic

PORSCHE

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Welcome



Exactly four years ago we emblazoned the cover of **Total 911**'s 99th issue with first pictures of the 991.1 GT3. Diplomatically described as something of a cultural change, we asked if the 991 GT3's resumé of compulsory PDK transmission, electric assisted steering, actuated rear axle steering, not to mention the unceremonious ditching of the 'Mezger' engine in favour of a DFI flat six, was a step too far for Porsche in regards to its hardcore, track-oriented sports car.

Of course, history has since told us that, commercially speaking, the emphatic answer was 'no'. Despite the odd fire and a couple of recalls, the Genl 991 GT3 proved insatiably popular with buyers – even now, the classifieds show that used examples still comfortably trade hands for well above original list price. For a long time we all thought, reluctantly, PDK was here to stay.

However, it would be unfair to say the 991 GT3 found favour with everybody. PDK represented the technological takeover of the GT3, and ensured being quick was effortless – which was the problem, as it was at odds with the saying 'everybody can drive a fast car, but few can drive a car fast.' For all its tenacity, the car sorely lacked driver involvement.

Such feelings were exacerbated by the launch of the 991 R last year when the GT department mated a manual gearbox to a more powerful version of the GT3's 9A1 engine. Andreas Preuninger then conceded Porsche had, in fact, tested a manual gearbox in its 991.1 GT3 yet opted against it. So near, yet so far! Finally, Porsche has sought to appease everybody by offering a manual version of its sure-footed GT3, though such a move surely indicates an admission to not quite getting it right the first time round. Four years on, it's better late than never.

"For a long time we thought, reluctantly, PDK was here to stay"



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911 Opening Shot

Just as issue 151 was about to go to the printers, RUF Automobile revealed its spectacular new CTR at the 2017 Geneva Motor Show. The car has the first rear-engined carbon fibre monocoque chassis, and was completely engineered by RUF. As is typical for RUF cars, its performance credentials are extraordinary: 710hp, 880Nm maximum torque, and a top speed of 224mph.

Photography by **Kyle Fortune**



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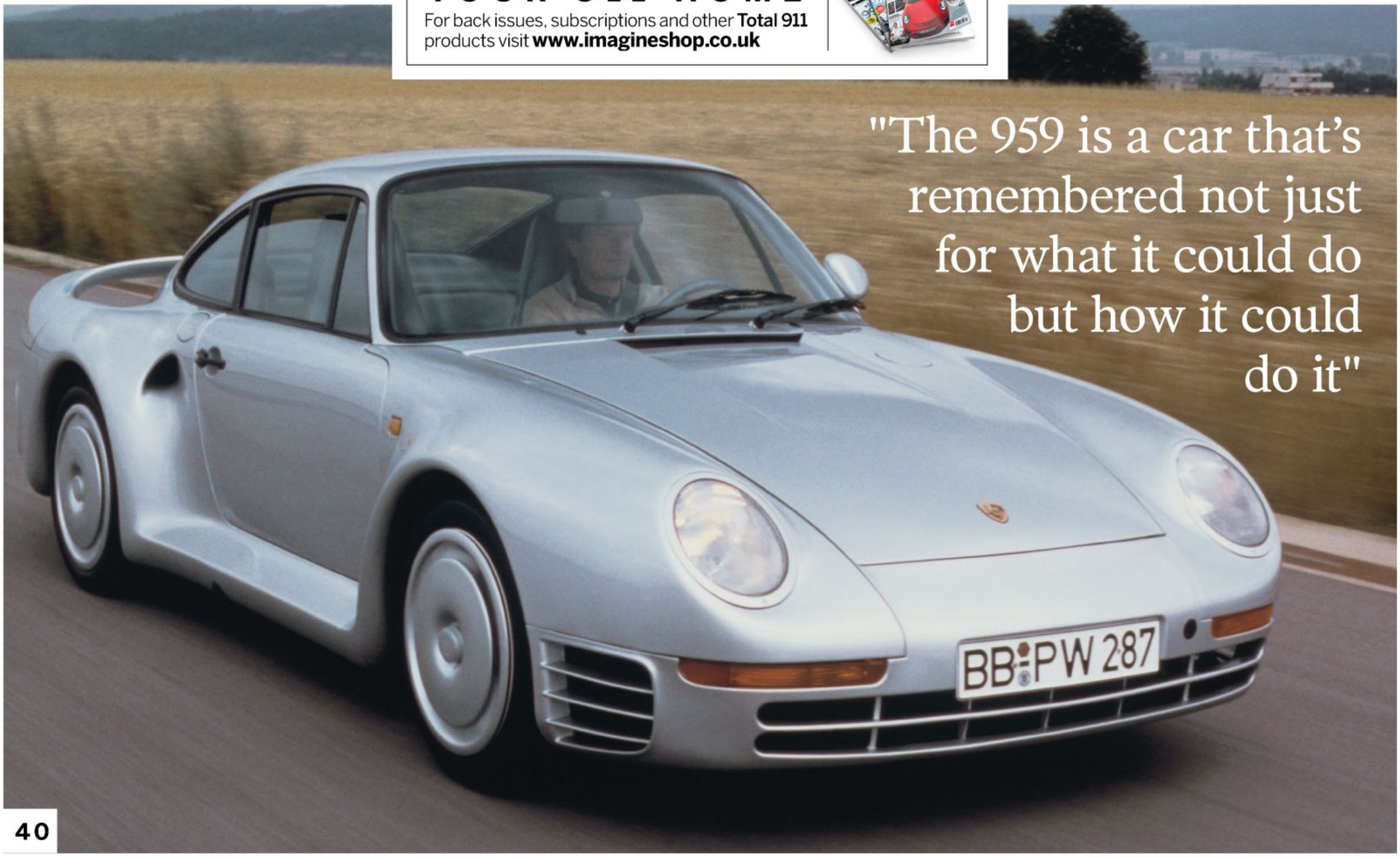
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Update

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



Gemballa revives the Avalanche

German tuner's iconic model relaunched as 820hp car based on 991 Turbo

Legendary Leonberg-based tuning outfit, Gemballa, has revealed its staggering new Avalanche model at the Geneva Motor Show. Based on Porsche's 911 Turbo (for the third time), the Avalanche has always sought to provide an extreme-styled, high-powered example of what Gemballa believes is the ultimate expression of a supercar. The latest model certainly looks to continue that trend: headline figures of 820hp, with a scarcely quantifiable 950Nm torque, provide approximate gains of 25 per cent more than any factory Porsche 911, ever.

Some 32 years on from its first Avalanche, Gemballa's latest iteration takes Porsche's 991 Turbo and, according to the company itself, "has once again set standards with its uncompromising design, its interior opulence and its vehicle dynamic properties."

A hallmark of the Avalanche has always been its ostentatious styling, emanating here from its rear where that huge carbon fibre rear wing sits above an aerodynamically enhanced carbon rear apron and diffuser. The entire body is made from carbon fibre, with 62mm wider fenders at the front and 100mm at the rear making room for wider tyres and increased track width. Gemballa says its new side skirts quieten the airflow between axles, ensuring improved stability.

Notably, the 2017 Avalanche looks to have done away with the 991 Turbo's rear screen in favour of a striking intake to feed more air to both exhaust turbochargers, giving the car its silhouette. Its ludicrous power figures are the result of a flat six modified to the extent of a performance turbocharger system; intake manifolds and air suction housing made of carbon; new throttle valve bodies; a high-performance air filter; reworked cylinder heads and valves; and newly programmed engine and gearbox electrical systems. The company expects its car to "attack existing performance records."

The rebirth of its flagship car marks a return to the limelight for a German tuning house famous for its outlandish yet popular takes on the 911, and **Total 911** looks forward to seeing the fruition of performance tests that will, again, mark the Avalanche out as a supercar with substance to match its grandiose style.

PS Works Clubsport revealed

Independent specialist Paul Stephens revealed its latest PS Works project at the London Classic Car Show. Based on a 3.2 Carrera, the Clubsport 3.6, a self-styled 'outlaw' build, is powered by a VarioRam M64 engine with an array of chassis and performance upgrades. The company also showcased its revised Autoart Series 2 car, originally debuted at last year's show.



Auction records tumble in Paris

RM Sotheby's scintillating Paris auction showed the market for rare, modern-classic Porsches remains strong. Top of the results was a one-of-29 959 Sport, which set a world-record price of nearly €2 million by the time the hammer fell. A rare 964 Turbo S 3.6 realised €901,600, while a 993 Turbo Cabriolet achieved €1.34 million. All were offered without reserve.



© Remi Dargegen of RM Sotheby's





Total 911 cars and coffee returns on April 2

Porsche Centre Portsmouth to again host second 911-only event

Save the date, for Sunday 2 April sees the second instalment of **Total 911**'s cars and coffee return to Official Porsche Centre Portsmouth. Reserved exclusively for variants of the Porsche 911, the event follows **Total 911**'s inaugural event held in the autumn sunshine last year.

Once again, Porsche Centre Portsmouth's service bay will be open for complimentary health checks (these will be available on a first come, first served basis), while the showroom will showcase the very latest of Zuffenhausen's stunning flat-six machinery.

Intended as a relaxed occasion for 911 owners to share their own Porsche stories with the editorial team and other 911 enthusiasts, various prizes will also be awarded for different categories including car of the day, the furthest travelled, and the 'Spirit of Butzi' for the Porsche 911 with the most patina.

Leigh Rye, aftersales manager at Porsche Centre Portsmouth, is delighted to welcome the event for the second time: "It is our pleasure to host **Total 911**'s second cars and coffee event, particularly in light of the inaugural event's success last year. We look forward to chatting with owners of any 911 generation on 2 April."

First arrivals are welcome from 8am. Please register your interest in attending by emailing **lee.sibley@futurenet.com** with your car make and model details as well as your registration (licence plate) number. See you there!

What's on in 2017

- Total 911 cars & coffee event
  2 April
  Bring your 911 to the opulent grounds of Porsche Centre Portsmouth
- PSDS Precision
  8-9 April
  There are spaces remaining for Porsche's Precision course at Leipzig
- St Mawes Classic Car Festival
  1-5 May
  This bank holiday tour of Cornwall throws up some spectacular roads
- Luftgekült 4
  6-7 May
  Static gathering for air-cooled 911s, organised by Patrick Long, takes place in LA
- Monaco F1 GP VIP tour
  24 May – 7 Jun
  Autobahn Adventures' luxury tour also takes in Germany, Austria, Italy and France



Electrical air-con kit revealed for classics

New 'Electrocooler' system to fit early Porsche 911s

UK electrics company Classic Retrofit has announced it is to debut a highly efficient electrical air-conditioning system for vintage Porsche 911s. Set to be revealed at the LA Lit and Toy Show on 4 March, the company's Electrocooler "takes full advantage of recent revolutions in air-conditioning technology," bringing reliable, modern air-con to the existing fascia of a classic 911's ventilation controls.

The electric air-con unit means occupants can enjoy air conditioning through any vent, "including warm air for rapid windscreen defogging." The system will put less strain on your flat six, while tidying up the engine bay thanks to the standard air-con compressor's removal. Classic Retrofit claims its Electrocooler saves 18kg from cars with a factory air-con unit, adding just 7kg to cars without it.



Porsche joins Startup Autobahn

New innovation platform develops future mobility ideas

Porsche has joined the innovative Startup Autobahn platform, working with newly established partners from around the world to establish and nurture ideas for future mobility. Porsche will supply an experienced team of mentors for the project, which will develop technologies right up to project maturity.

The Startup Autobahn platform marks Porsche's latest step towards greater immersion with digital technology, meanwhile positioning the company's home of Stuttgart as Germany's leading technology hub. Oliver Blume, chairman of the Executive Board, says: "Digitalisation, electrification and connectivity are revolutionising the automotive industry. We see this as an opportunity, and we want to make the most of it. These top talents from the international start-up scene provide us with inspiration that accelerates progress. To make this happen, we provide the start-ups with an environment in which they can reach their full potential and focus their work. As one of the world's leading automotive and high-tech regions, Stuttgart is an ideal place for this project."

Other corporate partners collaborating in the platform are Daimler, Hewlett Packard Enterprise, ZF Friedrichshafen and BASF.

Motorsport

The latest news and results from racing series around the globe



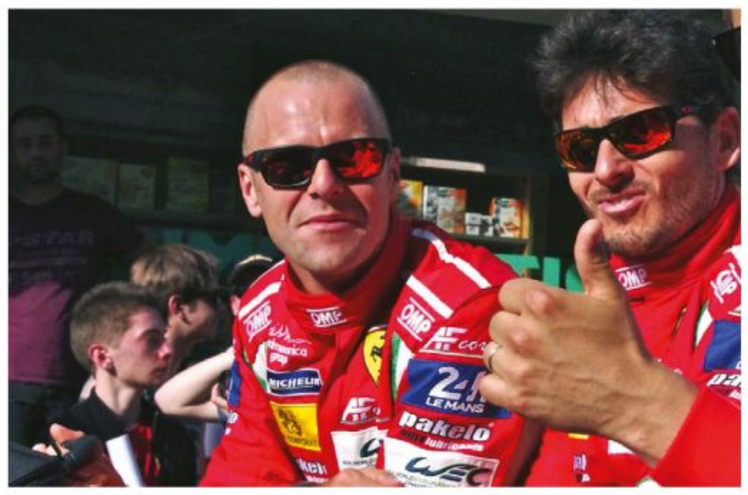
Porsche sets its sights on a Le Mans hat-trick in 2017

Weissach to field two reworked 919 Hybrids in LMP1 category

At the ACO press conference on 2 February, it was announced Porsche will be entering two 919 Hybrids for the 2017 season as expected. These two cars will carry the starting numbers 1 and 2 as they look to defend their title in the FIA World Endurance Championship, the company's sights set firmly on a hat-trick at the 24 Hours of Le Mans in June.

In the no. 1 car, 33-year-old Neel Jani of Switzerland will be joined by German André Lotterer and 32-year-old British driver Nick Tandy. Lotterer claimed the title of World Champion in 2012 behind the wheel of an Audi and brings with him the experience gained from three overall victories at Le Mans, while Tandy formed part of the winning 2015 Porsche team in Le Mans. The no. 2 Porsche 911 will be shared between 2015 World Champion Timo Bernhard and the two New Zealanders Earl Bamber and Brendon Hartley. Bamber claimed joint victory with Tandy at Le Mans in 2015, so a number of vastly experienced drivers will pilot both cars.

Porsche has completely reworked the Class 1 prototype 919 Hybrid ready for the 2017 motorsport season, and the evolution of this race car will be unveiled at the Autodromo Nazionale di Monza, which takes place on 31 March. This will be followed by the official test drives at the FIA WEC Prologue in Italy on 1 and 2 April on this famous racetrack.



© David Merrett

Weissach recruits Gianmaria Bruni as new works driver

Italian supremo signs up for US GT duty from July

Porsche has bolstered its GT works driver squad for 2017 with the signing of Italian GT ace Gianmaria Bruni. A successful and experienced sports car driver, Bruni will undertake tests with Porsche from June and will contest races in the US from July. Bruni, an ex-Formula 1 driver (for Minardi 2004), celebrated his greatest success at Le Mans as well as in the FIA WEC. He clinched GT victories in 2008, 2012 and 2014 in the Le Mans 24 Hour race, and in the WEC he won the GTE-Pro championship title in 2013 and 2014. Bruni also scored class wins in the 2010 12 Hours of Sebring and the Spa 24 Hours in 2015, among other victories in the ILMC, LMS and GT Open series.

Without doubt, Bruni brings a wealth of experience and knowledge to Porsche GT racing. Porsche racing fans will be buoyed by this move but they will have to wait until the second half of the year before Bruni can don a Porsche racing suit in 2017, and then only in America.



The countdown to Sebring 12 Hours is on

Porsche 911s to contest GTLM and GTD classes in Florida's race around the clock

On March 18 a green flag will wave for the 65th running of the Sebring 12 Hours. Although support racing action begins on Wednesday, Thursday sees three practice sessions for the WeatherTech Championship, before final practice and qualifying take place on Friday.

Expected to be in action in the GTLM class will be the two works RSRs, the no. 911 (left) driven by Patrick Pilet, Dirk Werner and Fred Makowiecki, and the no. 912 with Kévin Estre, Laurens Vanthoor and Richard Lietz behind the wheel. Porsche is by far the most successful manufacturer around this track, holding the record for the highest number of consecutive wins at 13 (between 1976 and 1988), the fastest race lap, and the highest number of class wins with 65.

Motor racing in March/April 2017

March

- 12 Hours of Sebring — **15-18 March**

April

- FIA WEC Prologue, Monza — **1-2 April**
- Sports Car GP, Long Beach, California — **7-8 April**
- FIA WEC round one, Silverstone — **16 April**

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Ben Barker

- **2017:** 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



Leading from the front

Ben's been announced as lead driver for Gulf Racing in 2017 and is intent on making the most of the opportunity



Those of you who read this column regularly (and I hope that's more than just my mum and dad) will recall I signed off last month by revealing that I'll be racing in the World Endurance Championship with Gulf Racing in 2017. It was only a brief mention as I had barely put pen to paper at that point, but I am delighted to confirm that I will indeed be the lead driver in the no. 86 Porsche RSR this season, stepping up to 'Pro Gold' designation as the iconic Gulf colours challenge for honours in the GT-Am category.

Assuming the responsibility of leading the team is a big moment in my career – possibly the biggest yet – and it is not a role I am going to take lightly. Not only will the team be counting on me for direction on and off the track but also, on a more personal level, it is a great opportunity to put myself on the radar of the manufacturers competing in the WEC, with a view to progressing in the future. It is great to be working with the Gulf team for a second consecutive season, not only because it provides continuity on both sides, but also because I know that I am racing for a team that enjoyed unprecedented reliability in 2016 – something that is vital in endurance racing and a great foundation upon which we can build this year. Preparations for the 2017 season are already underway on track and, although the no. 86 machine remains largely unchanged from last year, there are a couple of tweaks that we hope will make us even more competitive with the Aston Martins and Ferraris in GT-Am. While the WEC regulations mean that Gulf still has to run the 2015-spec RSR – the latest model, with its new engine and gearbox layout, won't be permitted in the class until next season – there have been changes to the restrictor on the engine that should see us pick up a few vital tenths of a second on every lap.

The series had wanted the Am class to adopt Pro class regulations, but the expense of that outweighed the relative jump in performance – something the restrictor change can achieve for a fraction of the cost, simply by making the car faster on the straights. Gulf Racing is also considering a possible change of tyre supplier, which again could lead to performance gains throughout the year. We'll see just how much we've picked up during the first official WEC test at Monza at the start of April and, hopefully, we'll be in a position to push for the podium (at the very least) in the opening round at Silverstone over the Easter weekend (14-16 April).

While I'm obviously excited about starting the season on 'home soil' – and will be hoping for a chance to show what I can do this time, after the Gulf car was the hapless victim of somebody else's accident in the 2016 race – the jewel in the WEC crown is definitely the Le Mans 24 Hours race. I made my debut in the race last year and I'm massively excited to be returning, as it certainly lives up to the hype as one of the greatest motorsport events anywhere in the world. We'll be heading to La Sarthe with both high expectations and high standards to live up to, having come through last year's 24 Hours without a single mechanical problem. While we want to repeat that feat, all three drivers will also be looking to take another step up in performance and give the no. 86 car the best chance of converting reliability into a race win.

At the moment, that's all in the future but by the time you read my next column, we'll have a better idea of what Gulf Racing can expect from the 2017 season, so stay tuned...

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£174,995



911 GT3RS (997)

Orange • Black Nomex Lightweight Bucket Seats • Manual Gearbox Porsche Ceramic Composite Brakes Rear Roll Cage • 11,057 miles • 2007 (07)

£149,995



911 Carrera 2 (991)

GT Silver • Pebble Grey Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera Classic Wheels 18,648 miles • 2012 (62)

£62,995



911 Carrera 2 S (997 GEN II)

Basalt Black • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • Sport Chrono Pack • 64,492 miles • 2009 (59)

£39,995



911 Carrera 2 S (997)

Meteor Grey • Black Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Satellite Navigation • 28,057 miles • 2007 (57)

£35,995



Boxster 2.7 (981)

Rhodium Silver • Black Leather Sport Seats • PDK Gearbox • 19" Boxster S III Wheels • Sport Design Steering Wheel 16,514 miles • 2014 (63)

£33,995



911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats Manual Gearbox • Satellite Navigation 19" Sport Design Wheels • 52,753 miles 2005 (55)

£31,995



Boxster S (987) Black Edition

Jet Black • Black Leather Seats Manual Gearbox • No. 401 of 987 Cars Built • Touchscreen Satellite Navigation 34,014 miles • 2011 (61)

£30,995



Cayman 2.9 (987 GEN II)

Basalt Black • Black Half Leather Seats PDK Gearbox • 18" Cayman S II Wheels Pioneer Touchscreen Satellite Navigation 36,525 miles • 2011 (61)

£26,995



Boxster S (987 GEN II)

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

£27,995



Boxster 2.9 (987 GEN II)

Basalt Black • Black Leather Seats Manual Gearbox • 18" Boxster S II Wheels • BOSE Sound System • 29,732 miles • 2009 (09)

£22,995



Boxster S (987)

Seal Grey • Black Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Wind Deflector • 37,375 miles 2005 (54)

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This month in history

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

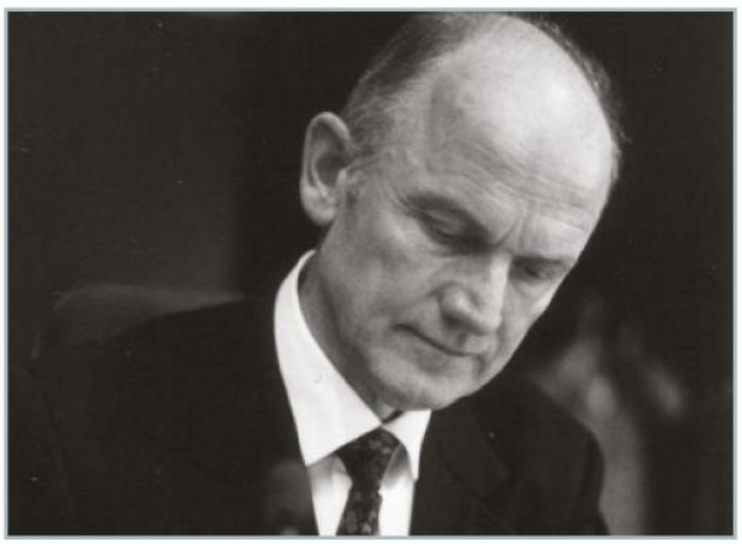
1983

Rolf Stommelen killed

The most successful Porsche racer of his era, Stommelen began his career with a 904, graduating to a works 906 at Le Mans in 1966 where he finished seventh. At 23 he became the youngest member of the Porsche team, but despite wins at the Targa Florio and Daytona, he was dropped after 1969, ironically even though he and Vic Elford were the only drivers brave enough to go flat out on Mulsanne in the 917. He stayed several seasons with Alfa Romeo before returning in 1976 to Porsche to drive the 936. He won at Watkins Glen and in Sicily, but it was with privately entered 935s that he really showed his mettle.

German champion in 1977 with seven wins and four seconds for Gelo Racing, he would continue racing 935s for Joest, Kremer and Andial, becoming the 935's most decorated winner including three more Daytona victories. Quite unlike the flamboyant Jochen Mass, Stommelen was shy, always slightly awkward in the limelight, but he was immensely popular with the fans and the Nürburgring organisers knew they would get a bigger crowd if 'der Rolf' was racing. Leading at Riverside in California, he had just taken over from Derek Bell when his Fitzpatrick-entered 935 lost its rear bodywork and crashed at 190mph. Sadly, he died of head injuries.





2015

Ferdinand Piëch resigns

In an unexpected development, Piëch resigned as president of VW Group. Grandson of Dr Porsche, Piëch joined Zuffenhausen in 1963 and transformed what one Porsche customer called a 'hobby shop' into the most finely honed racing machine since Mercedes in the 1950s. Besides creating Weissach, his obsession with lightness and precision honed the early 911 and enabled it to pass, with almost no loss of performance, the draconian emissions restrictions of the time. Excluded from Porsche management from 1972, he transformed Audi's offerings into the most advanced cars in the premium sector. Appointed to Volkswagen he turned the sluggish giant into a powerhouse, on the way deftly picking up Skoda and Seat at bargain basement prices.

At all times Piëch kept a shareholder's eye on Porsche, in particular sustaining the 911 tradition, and as Ferry aged, Piëch used his supervisory board position to steer the company. He protected it from takeover in the dark years of 1990-92, bringing back production specialist Wendelin Wiedeking to rescue it. When after 15 years of success the latter got too big for his boots and tried to take over VW, Piëch out-manoeuvred and removed him. Meanwhile, the 911, still rear-engined and still the benchmark sports car, sailed profitably into its sixth decade.

2016

Wolfgang Hatz resigns

Director of Porsche R&D and VW Group engine and powertrain director, Hatz gave up both posts six months after the 'dieselgate' scandal erupted. His opposite number at Audi, Ulrich Hackenberg, had resigned in December 2015 and it was understood that both men, together with other senior VAG managers, were suspended following dieselgate. In Hatz's case he had not been implicated, but neither had he been clearly exonerated: it was said his decision to leave was voluntary. Hatz was an automotive engineer with a classic résumé. He began at BMW in 1983 initially as project engineer before moving to BMW Motorsport – the four-cylinder S14 engine of the E30 M3 is credited to him.

Joining Weissach in 1989 was the realisation of an ambition held since he drove around the Weissach circuit as a graduate apprentice in 1982. At Porsche he was closely involved with the Arrows F1 project and development of the 993 RS. Posts at Knorr Bremse, Opel and Fiat were followed by his appointment as head of transmissions for VW in 2001, extending to Audi in 2008. His promotion to Porsche came when Dürheimer left R&D to run Bentley. Affable, communicative and a motorsport enthusiast, Hatz's departure saddened many who knew him.



1940 — 2017

1940
Richard Attwood is born on 4 April. Chosen for the works team, Attwood will be immortalised for scoring that first Porsche Le Mans victory with Hans Herrmann.

1990
At Ulrich Bez's behest Peter Falk began his study of what constituted 'Porscheness,' the famous *Lastenheft*, which would define the 993. It took him around two months to complete.

1991
Following an approach from Wolfgang Porsche, Wendelin Wiedeking signs a contract confirming his return to Zuffenhausen. He starts working in October as head of production.

2007
A **Total 911** editorial opines that the Turbo "tends to nanny you" and for something more challenging, suggests a five-year-old GT2 "might be a good investment."

2012
Designer Tony Lapine dies. The Latvian joined Porsche from Opel: he never liked the 911 and his 20-year stint is above all remembered for the transaxle 924-928 range.

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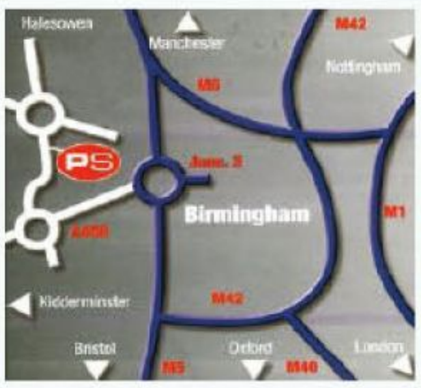
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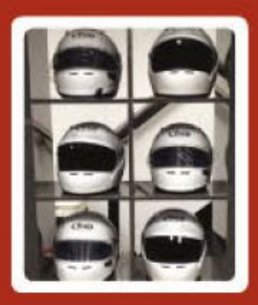


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The Hot Topic

991 RS: on a wing and a prayer?

Removing the rear wing has become a popular modification among 991 GT3 and GT3 RS owners, but is it an inspired R homage or a foolish performance compromise?

Standing taller and wider than ever before, the 991 GT3 RS's carbon fibre rear wing is the most outlandish of any 911 yet. Save for the 964 RS, the fixed rear wing has long been a mainstay of the Carrera RS and GT3 RS silhouette for more than 40 years, increasing in height and size as each generation pushes the science of aerodynamics yet further, it culminating in providing a substantial chunk of the latest Rennsport's unprecedented 350kg downforce. However, over the course of the last six months, it appears the fixed rear wing has become decidedly unfixed for some deviant 991 GT3 RS owners, who have removed that imposing aerodynamic aid and accompanying uprights in their entirety.

This unsubtle 'de-winging' of the RS appeared to coincide with the arrival of Porsche's 911 R in the second half of 2016, itself boasting the same 500hp DFI flat six engine and, of course, no fixed rear wing. However, **Total 911** has found that some 991 GT3s have previously had their own fixed wings removed too. This begs the question: why do it in the first place? While the action could be perceived from the outside as an unashamed two fingers up to Porsche from 991 GT3 RS owners who perhaps didn't make the cut for a 911 R, the reality offers a far more considered approach to de-winging.

Total 911 sought an insight from Charlie Gray, a serial Rennsport owner who's removed the wing from his 991 GT3 RS and two 991 GT3s before, as our picture (above right) shows. Speaking from his southern California home, Charlie told us: "This project came about for a couple reasons. It's what has always drawn me to the 911: it's uncompromising, carefully evolved over time and hewn from solid. It's not necessarily the most flash but sometimes Porsche decides to imbue the 911 with the most of-the-moment technologies (lightweight materials for roof, hood, front wings, the louvred front fenders, and rear-wheel steering, for example). It is then when Porsche's icon goes from subtle to sublime. To me, since I am in the extremely fortunate position to be able to acquire any Porsche, I wanted to try and create my version of the best car available to me, for me – not for anyone else. To that end, I never loved the wing on the stock RS. I went ahead and fixed this concern with the simplest and best modification available to me – and I'm experienced in 'ducktailed' modern GT 911s already, so I knew what challenges lay ahead. I had two 991.1 GT3s, one in black, which actually heavily inspired this build, and my favourite car I have ever owned, a late 2015, end-of-run, PTS Fashion grey car. Armed with that knowledge, and the availability of one small but critical part, I was able to proceed."

Charlie continues, "I am also very lucky to be friendly with Rod Emory, the premier metal fabricator and Porsche modifier. I took an extra pair of struts that I had, which were in satin black, and Rod was able to fabricate a custom set of the struts into ducktail finishers, so that the stock location where the struts would normally go would not be open. Regarding any other mods that were necessary, I had the car realigned, and then because I also have a 911 R, I was able to use my VIN to order the diffuser from the R. This way,



Serial RS owner Charlie Gray de-winged his 991 GT3 RS and had the car aero balanced to create what he considers to be the best version of the 911

the car has now been aero balanced, and having taken it above 150mph, it is a wholly-sorted, unique product that comprises the best parts of the best car for my use. It's not for everyone but it puts a smile on my face when I see it, and especially when I drive it. Publicly, I have not yet shared the car with Porsche but privately, most people love it, and more so love my passion for subtle detail modification with integrity."

Clearly, much thought and technical calculation has gone into Charlie's customisation of his 991 GT3 RS, leading to great acclaim by **Total 911**. Unsurprisingly however, a Porsche spokesman in the UK poured scorn on de-winging a Rennsport, should any other owners be tempted to follow suit. "It would perhaps not surprise you that Porsche strongly discourages modifying our vehicles in any way. In the case of removing the rear wing, not only does this have a massive negative influence on the aerodynamic balance of the vehicle, the whole chassis has been tuned in line with downforce generated by the wing. Therefore, driving with these modified vehicles is highly dangerous for the driver and other road users. In fact, driving particularly at high speeds will become impossible, as it will

"The fixed rear wing has become unfixed for some deviant 911 owners"

significantly reduce the stability of the car. Last of all, it is also illegal to modify your vehicle in this way, because it means that the Type Approval will expire. At the same time, the owner will lose the warranty on the car."

Despite the comments of our spokesman for Porsche, Charlie is resolute his customisation isn't falling foul of any laws or warranties. "My car is absolutely compliant with all PAG and PCNA warranties. I know this beyond a shadow of a doubt because my father owns a large, factory-authorised Porsche franchise. The car didn't come through the dealership but the store looks after all warranty-related issues and orders me all my parts, so everything I have done has been done via a recognised dealership," he says. The clash of opinions here, between a dealer representative and customer, clearly highlights something of a grey area as to the validity of warranties concerning de-winged Neunelfers, so should you wish to explore the possibilities of de-winging your GT3 or GT3 RS, **Total 911** recommends you speak with your own main dealer for clarity first.

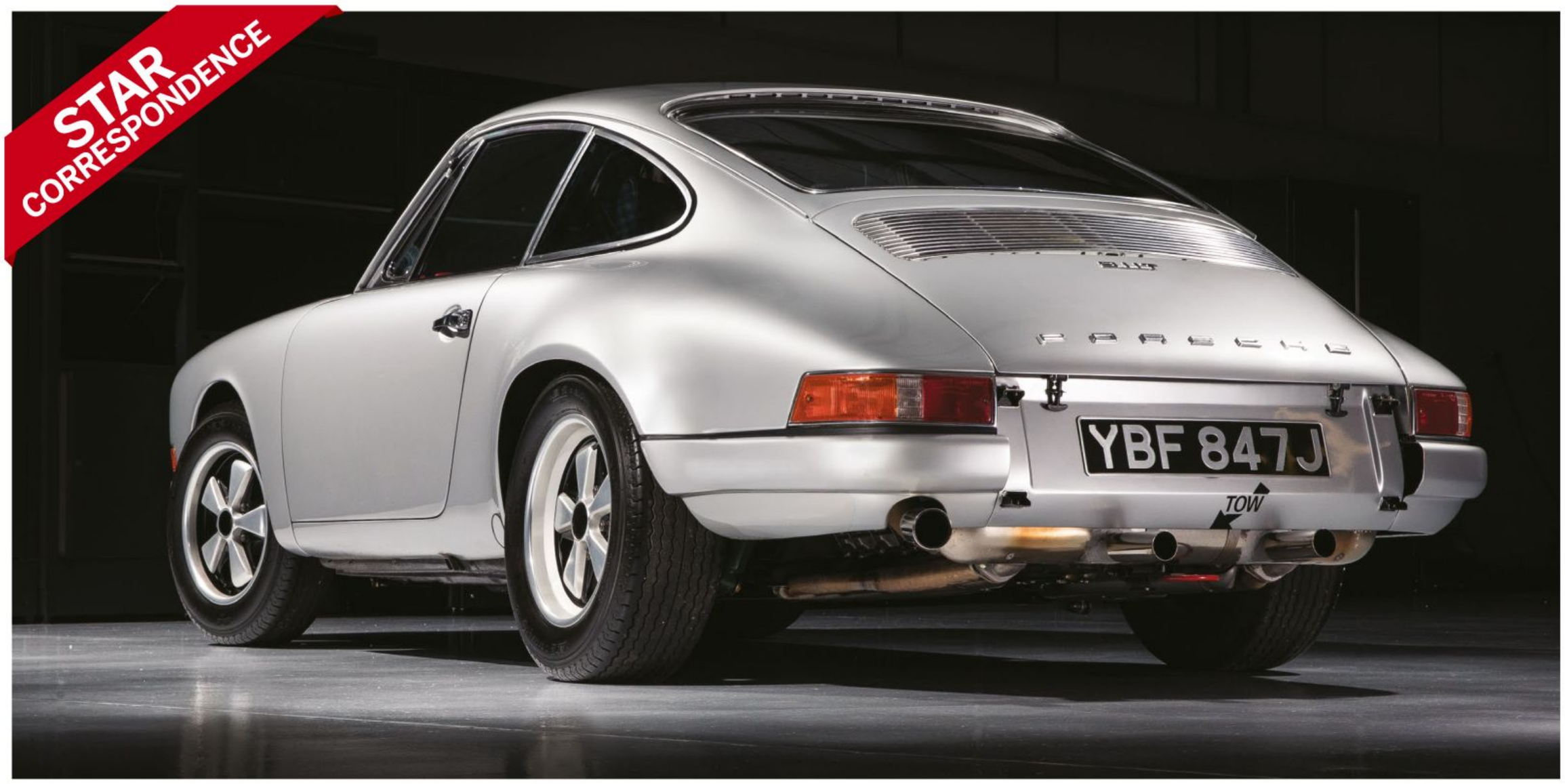
Of course, for most Rennsport owners such a conversation would be immaterial, the modification clearly not resonating with everyone. Another serial RS owner in the UK offers his opinion to **Total 911**: "I wouldn't remove the wing on any of my Rennsports. Porsche designed the car with them for a reason and they actually work. I have seen 193mph in the 996 RS and the car was planted on the road. I saw 177mph in my 996 C2 and it did not feel very stable. Likewise, the 997 RS is very stable at 180mph plus. The 991 RS moves the game to a new level – the car feels slow at 180mph because you have so much grip and stability. I also think it should have the wing as it is a race car, and race cars today need aero." Regardless of your opinion on this movement of de-winged Neunelfers, it seems there really is a Porsche 911 out there for everybody, whether it's in factory guise or not. 911

Views

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



The elusive Sports Purpose Manual

Dear Sir,
I really enjoyed the write-up on the 911 T/R in issue 149, as the car hails from an inspired period of Porsche history for me, though I must confess to having no prior knowledge as to the existence of the *Sports Purpose Manual*. I have a 1971 911T and would relish the idea of injecting some *Sports Purpose Manual* influence on my car, however, my question therefore is where can I get hold of this hallowed manual? I don't really have much of an idea where to start my search!
Eric Chalmers

You're in the same boat as many others, Eric. Porsche originally made these manuals available to prospective buyers of their race cars, though of course, those days are long since gone. Copies of the first (1968) and second edition (1972) are usually for sale on forums and online auctions (expect to pay a three-figure sum). However, copies have been published online on various websites. Total 911 found copies of both editions at early911nzdownloads.yolasite.com.

Facebook.com/total911magazine

Hot topic: Total 911's 150th issue special

Our collector's special issue looked at the 30 most iconic Porsche 911s of all time. Here were the best responses via social media:

I'm sure somebody will say they don't like the 996 headlights on the GT1 Strassenversion!
Andrew House

Best headlights ever.
Patrick Andrews

993 C4S is a surprise but then I've always wanted one! Beatufil air-cooled 911.
Francois Beaumont

It was either a 996 C4S or a Gen1 997... did I make the right choice? 996 C4S in the @Total911 top 30 most iconic 911s I think so! #porsche
Mark Watts

Pretty chuffed my SC Cabriolet holds company with the likes of the 911 R, Sport Classic and GT2 RS in your top 30 icons. Thank you!
Damien Lutz

Can we call the GT1 a 911? I know many of my Porsche friends may not agree with me on this but the GT1 is so far removed from what we know as a 911. Still great to see a Straßenversion in your pictures.
Alex Graham

Of course the GT1 is a 911, just an extreme one! You can see lots of parts on the car borrowed from other 911s and Porsche itself calls it a 911.
Sam Du Verne

@Total911

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

@matt_j_borland Black badges, black headlight surrounds and black tailpipes. Wheels next and it's job done!



@yesterdaysdrive Porsche 911 poster from 1980:



@westlondontwit Spotted, this 997.2 C4S hiding on Blackdown





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!



Tales from the Nürburgring

Dear Sir,
Congratulations on publishing what was an honest account of a maiden trip to the Nürburgring Nordschleife. While the media generally is quick to point out how daunting the 'Ring is, few ever say why – probably because they've not actually driven it themselves (those Nëverbeen bumper stickers would come in handy!). I made the journey over to the 'Ring from the UK three years ago in my 997 GTS with a couple of other cars for my first taste and was full of excitement. I couldn't wait to drive.

However, on the boat on my way back, I questioned whether or not I had in fact enjoyed the experience. The 'Ring, particularly as it was a tourist day, seemed to be all about survival rather than pleasure. On top of getting to know the sprawling track and its myriad surfaces, cambers and apexes, which provides enough hazards to contend with, you're also having to deal with all manner of traffic, some of which you question if they even have a license. I found the entire occasion exhausting.

I've since been back on a trackday and found this to be much better. There's less traffic, as the cost keeps away the scallies, and fees are covered in the event of you having an 'off'. I'd encourage you to try the same for your next venture. Congrats again on the telling of your own story, I thought the piece was first class.
Connor Balaam

We're glad you found the article compelling. Touristenfahrten is a lottery, which is key to its appeal for many. No matter how you tackle it, there's nothing else on earth quite like the Nürburgring and we encourage everybody to try it while it's still there.



991 50th Anniversary not iconic enough?

Dear Sir,
Total 911 has previously had the 991 '50 Jahre' Anniversary model as one of the best 911s, but the latest issue doesn't have it in the top 30. Have you changed your views?
Nigel Jones

The 50 Jahre Anniversary 911 is a very special sports car indeed, however, for the top 30 most iconic Porsche 911s feature, as decided by Total 911 magazine and the Porsche Museum, we felt that there were other cars that better marked out the evolution of the Neunelfer's story. We did, however, include the 964 '30 Jahre' car, as it was the first model to properly celebrate a milestone in Porsche 911 production longevity.

Join the debate

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@Calgary Porsche How's this for a #MartiniMonday



@Racing_Gold During lunch break it was time to wash the company car. Still love the bronze calipers we had created



@cjhm_models spotted at #silverstoneclassic – looking forward to seeing at #75MM #CountdownTo75MM



Total911.com:
What you've been reading

On computers, tablets and smartphones across the world, these are your favourite online articles from the start of 2017:

30 most iconic Porsche 911s
Our 150th special issue brought together the 30 most iconic Porsche 911s of all time. Did your model make our list?

11 quick facts about the 991.2 GTS
There's much to shout about when it comes to the new GTS, though for ease of reading, we've given you 11 of the most important facts.

Sales debate: why are 996 GT2s undervalued compared to 993s and 997s?
With the 991 GT2 due later this year, we look at the gulf in values between first, middle and latest GT2 eras.

996 v 997 Turbo
A perennial debate on Total911.com, our 996 v 997 Turbo head to head looks at which is better value for money.

Technology explained: carburettors
Before the dawn of fuel injection, early Porsche 911s featured carburettors to feed fuel to the flat six. Total 911 takes you through the basics.

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





Paint correction

Dear Sir,

I've just read your Living the Legend section in Issue 149 in which you describe a re-spray of your C4. I am facing a similar challenge and have been debating whether to re-spray the front, roof and rear decklid or do the whole car. I have a '40 Jahre' Anniversary 911 that is painted in GT Silver, which is pretty unique and I'm afraid to touch it.

I found a local Porsche-recommended shop and received a quote of $2,300 just for the re-spray and blending in of the areas mentioned above. Would you be able to share with me how much the re-spray cost you? I know it's different continents and currencies but I was wondering how much such a job costs on your side of the pond. The car looks amazing by the way!

Bart Uzarowski

Great to read you've such a desirable 911 in your garage, Bart. Regards to your quote, it all depends on the amount of prep work that is needed to go into the car, as that's the most time-consuming aspect of any paint job. Of course, you're going to pay more of a premium to use a Porsche-approved body shop, too, but from my experience, the results are worth it as it means the business in question is accustomed to working with the paints and metals on your 911 and their work is constantly assessed, as their license with Porsche depends on it. It may be worth going the whole hog with your car as you're only leaving the sides otherwise but again, there are many factors to determine your individual circumstance including current condition of the car and the amount you're prepared to spend. Let us know what you decide to do.



991 GT2 revealed

Dear Sir,

Great to see Porsche are bringing back the GT2 name, and the insight provided in your news pages of issue 150 proved useful indeed. However, what still needs to be established is whether the car will be a GT2 or a GT2 RS. Do you know? If the pattern of the 997 is anything to go by, the GT2 was introduced for Gen1 and the RS followed for Gen2, yet for the 991 there was no Gen1.

Michael Hill

As yet, Total 911's sources have not confirmed whether the car will be a GT2 or GT2 RS. You're right though, in that if the 997 model lineage is to be followed, Porsche has left it late to bring out both.

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

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—RETURN OF THE— MAN



MANUAL

Ask and you shall receive: stick shift returns as a no-cost option for Porsche's new 4.0-litre 991.2 GT3

Written by **Lee Sibley** Photography by **Porsche Cars Great Britain**

Precisely four years ago, then-Chairman of the Executive Board, Matthias Müller, took to the stage on Porsche's stand at the Geneva Motor Show to reveal the 991.1 GT3. Heralding a vast change from old in favour of greater technological integration, trailblazing this avant-garde approach to track driving was compulsory PDK transmission. In the wake of Müller's presentation, journalists and enthusiasts alike were left stunned. The manual GT3 we'd all loved dearly since 1999 was dead.

We were told afterwards, and in no uncertain terms, "There will never be anything other than a PDK 991 GT3," Weissach's engineering team deemed so small and focused that the diversions of engineering a manual weren't allowed. Alas, there was no chance of seeing a manual Porsche 911 GT3 then or in the future.

And yet, 1,460 days later, new Chairman of the Executive Board, Oliver Blume, took to the same Geneva stage as his predecessor and presented the 991.2 GT3, this time with only a handful of new yet universally favourable changes over old. Not that indeed you'd notice. For while, externally, you may only observe a quiet evolution, it is a thumping revolution that has taken place beneath the GT3's lightweight body.

From the outside, the car still shares the same 1,852mm-wide Carrera 4 bodyshell as before, with an identical footprint in terms of tyre specs (245/30/ZR20 Michelin Pilot Sport Cup 2s on the front and 305/30/ZR20 on the rear) connecting it to the road. A new underbody diffuser to better manage airflow won't be visible from the kerbside, though there are obvious adjustments to a nose and front spoiler Porsche says is designed to optimise airflow.

The science of airflow is also responsible for a curt revision to the GT3's engine intake, the Gen2 car now featuring neat twin ducts past its rear screen. These channel air down to the flat six either side of two cooling fans, now centrally mounted under the decklid (the Genl's induction relied on a single external duct channelled – centrally – between those cooling fans).

The GT3's carbon rear wing is virtually the same as before (for the first time on any second-generation GT3), though a small detail on the outer face of its uprights hints at where more distinguished





“The new GT3 is able to retain its redline of a heady 9,000rpm”

Model 991.2 GT3
Year 2017

Engine

Capacity 4,000cc
Compression ratio Unknown
Maximum power 500hp
Maximum torque Unknown
Transmission Seven-speed PDK (Six-speed manual optional)

Suspension

Front Independent; MacPherson strut; PASM
Rear Independent; Multi-link; PASM; active rear steer

Wheels & tyres

Front 9x20-inch; 245/35/ZR20
Rear 12x20-inch; 305/30/ZR20

Dimensions

Length 4,545mm
Width 1,852mm
Weight 1,430kg (PDK)

Performance

0-62mph 3.4 secs (PDK)
Top speed 198mph (manual)



991.2 GT3 at a glance

Same dimensions as 991.1
Maximum width remains 1,852mm as per Carrera 4; tyre specs are identical too.

Reduced ground clearance
New GT3 rides 5mm lower to the floor than the first-generation 991.



4.0-litre NA engine
Biggest capacity engine ever fitted to a GT3 means the 991.2 reaches the magical 500hp mark without the need for turbochargers.

No lightweight flywheel
For the first time, a GT3 will not feature a lightweight flywheel, as the 991.2's crankshaft design doesn't support it.

Manual transmission a no-cost option
Weissach's six-speed 'Sport' gearbox is now an alternative to seven-speed PDK.





changes can be found on Weissach's latest sports car. That '4.0' inscription is the giveaway that a flat six with increased capacity resides aft of the GT3's rear axle, though news it is *not* the same 4.0-litre engine as found in the 991 R and GT3 RS may come as a surprise for some.

"The engine is a fundamental revision of the prior 4.0-litre – it has a new valve gear and new crankshaft and lower internal oil pressure, together with new piston rings, which all together offer less resistance to the rotating masses," a Porsche spokesman tells **Total 911**. This is because the engine of the 991.2 GT3 is, to quote Porsche again, "virtually unchanged" from the 991.2 GT3 Cup, the thoroughbred racer to be used for Supercup races this year, as well as the new rear-mid-engined RSR. "Lots of learning and data from the Motorsport programme has fed into its development," our spokesman confirms.

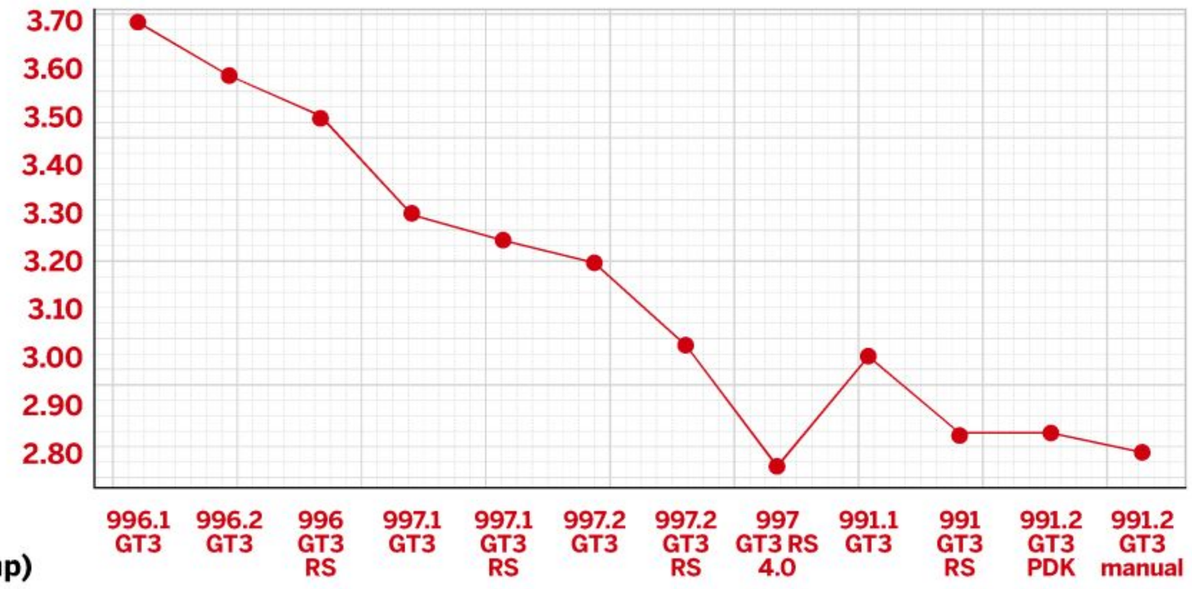
That means – and here's the *really* good bit – the new 991 GT3 is able to retain its redline of a heady 9,000rpm, maintaining that headline-grabbing characteristic of the banshee 9A1 flat six fitted to the first-generation 991 GT3. After Weissach reduced maximum rev limits for the 991 GT3 RS and 991 R to 8,600rpm, this marks an impressive return for the new GT3 as the equal highest-revving, road-going Porsche 911 of all time.

There's more good news quite literally bolted on to that revised 4.0-litre engine, too, as the latest GT3 will once again feature a manual transmission if you so wish. Weissach's seven-speed PDK is the default gearbox choice, though a sharp six-speed manual honed from Preuninger's 991 R is also available, bringing with it an estimated 30-kilogram reduction in overall mass. Even better, this manual gearbox option can be swapped in for PDK at no additional cost to the owner.

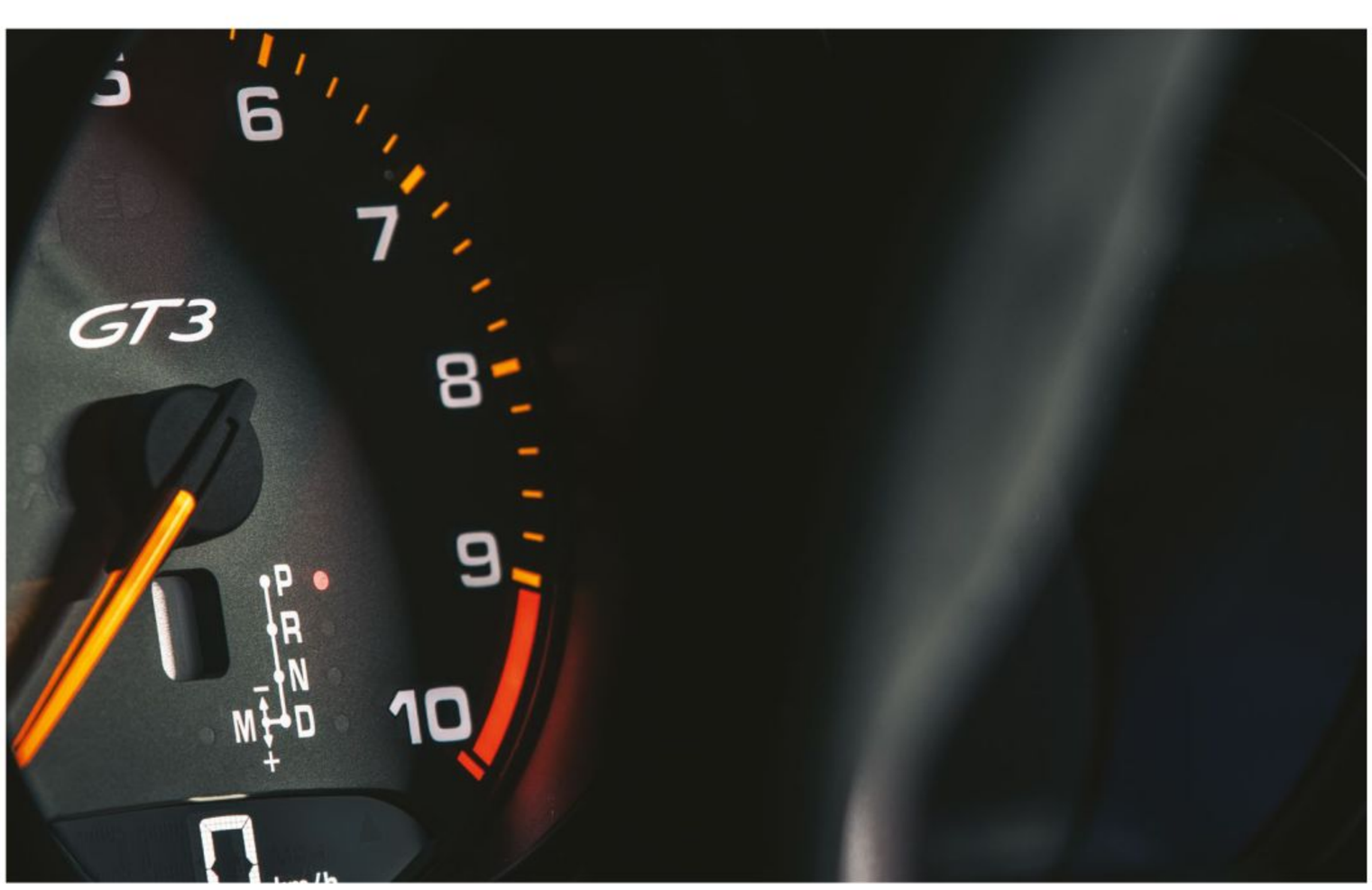
A manual gearbox may be a welcome addition to the 991.2 GT3's spec configurator (online now, should you be tempted to start shopping), though a single-mass flywheel – as previously available on the R's options list – is notable by its absence. Porsche confirms to **Total 911** a lightweight flywheel will indeed not be offered: "The new crankshaft design does not support it for one thing, but also the engine revs up so quickly now thanks to the reduced internal friction that it is not necessary either." In terms of chassis, the new GT3 rides 5mm closer to

Power to weight: the Weissach story

Porsche's GT3 line-up has always boasted impressive power-to-weight figures for a road-legal sports car. Here's how each of the iterations stack up.



(Figures are kg/hp)





Earth than the 991.1 using similar underpinnings that have been refined. Standard equipment once again includes rear axle steering, aiding stability through corners; Sport PASM with dynamic engine mounts, and a limited-slip differential, further bringing race-car pedigree to a road 911.

Inside, the new GT3 enjoys subtle upgrades in line with the rest of the 991.2 range. Latest PCM with Apple CarPlay is present, while a GT Sport wheel with smaller 360mm diameter is standard equipment, as is Porsche's Track Precision App, which allows you to display, record and analyse in-depth driving data on your smartphone.

The result of all these revisions to the GT3's specification is impressive performance statistics. A PDK-equipped example will sprint to 62mph from a standing start in a fast 3.4 seconds, one tenth of a second quicker than previously, while the lighter car with a manual gearbox will top out at a mighty 198.8mph (the first-generation GT3's maximum speed is 196mph).

Porsche is quick to appraise a power-to-weight ratio of 2.86kg/hp for the 991.2 – the best of any GT3, ever – though that doesn't quite tell the whole story (see our table). This latest 991 GT3 is actually the first not to boast a better power-to-weight ratio than the Rennsport not limited in production preceding it, though admittedly this only rings true for the PDK-equipped car.

Interestingly, Porsche hasn't officially released a Nürburgring lap time for its new GT3, though we at **Total 911** quite like this omission – after all, it is the driver that achieves a lap time, not the car on its own. And perhaps that is the point here: with manual and PDK options a free choice for buyers, it is exclusively up to the owner which legacy they will choose to continue in the new GT3, be it the 991 R's purity of driving on the best twisty roads you can muster, or the precision in performance offered by Porsche's trackday-oriented Rennsport.

Priced from £111,802 including VAT for UK and Ireland (C16) models, first deliveries of the new 991.2 GT3 are expected by early summer. For many customers who've had deposits of £10,000 sitting with Porsche Centres for months now, that due day cannot come soon enough. 911

"It's up to the owner which legacy they continue in the new GT3"

Total 911 first impressions

- ⊕ **No turbochargers**
- ⊕ **Manual transmission a no-cost option**
- ⊕ **9,000rpm redline remains**
- ⊖ **Little visual changes from Gen1**

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993 RS VERSUS 996 GT3 RS

AIR VS WATER

For years, the 996 GT3 RS has lived in the shadow of its air-cooled predecessor – but should that still be the case? **Total 911** brings both to a race circuit to find out...

Written by **Wilhelm Lutjeharms** Photography by **Michael Schmucker**



Allow me to begin on a personal note: I like the 993 Carrera RS. A lot. I was chauffeured to church on my wedding day in a Clubsport version, before my wife-to-be arrived in an Audi R8 Spyder driven by my father-in-law. The 993 is a shape that tickled my fancy when I was still at school and in the years that followed, I realised (and have come to further appreciate) how special these cars are. Having said that, the first modern Porsche I experienced, albeit from the passenger seat, was a Gen1 996 GT3, and therefore, to my mind, the 996 GT3 RS is just as alluring personally as the 993 RS.

The 993 Carrera RS, to give it its full name, was unveiled at the 1995 Amsterdam Auto Show. Porsche intended to build 1,000 examples to qualify for the homologation in the national N/GT competition class. The original base car (M002) featured a new front bumper and spoiler in conjunction with a rear wing that led to a reduced aerodynamic lift of close to zero.

Compared with the standard 993 Carrera, the RS was approximately 100kg lighter. Deleted features included power windows, central locking, headlight washer system and the audio system speakers, to name a few. Even the driver and passenger airbags were optional. The front lid was made of aluminium and the glass was thinner, while the driver and passenger both sat in bucket seats that saved a substantial 30kg. Needless to say, the rear seats and seatbelt systems were also deleted, as was some of the sound deadening.

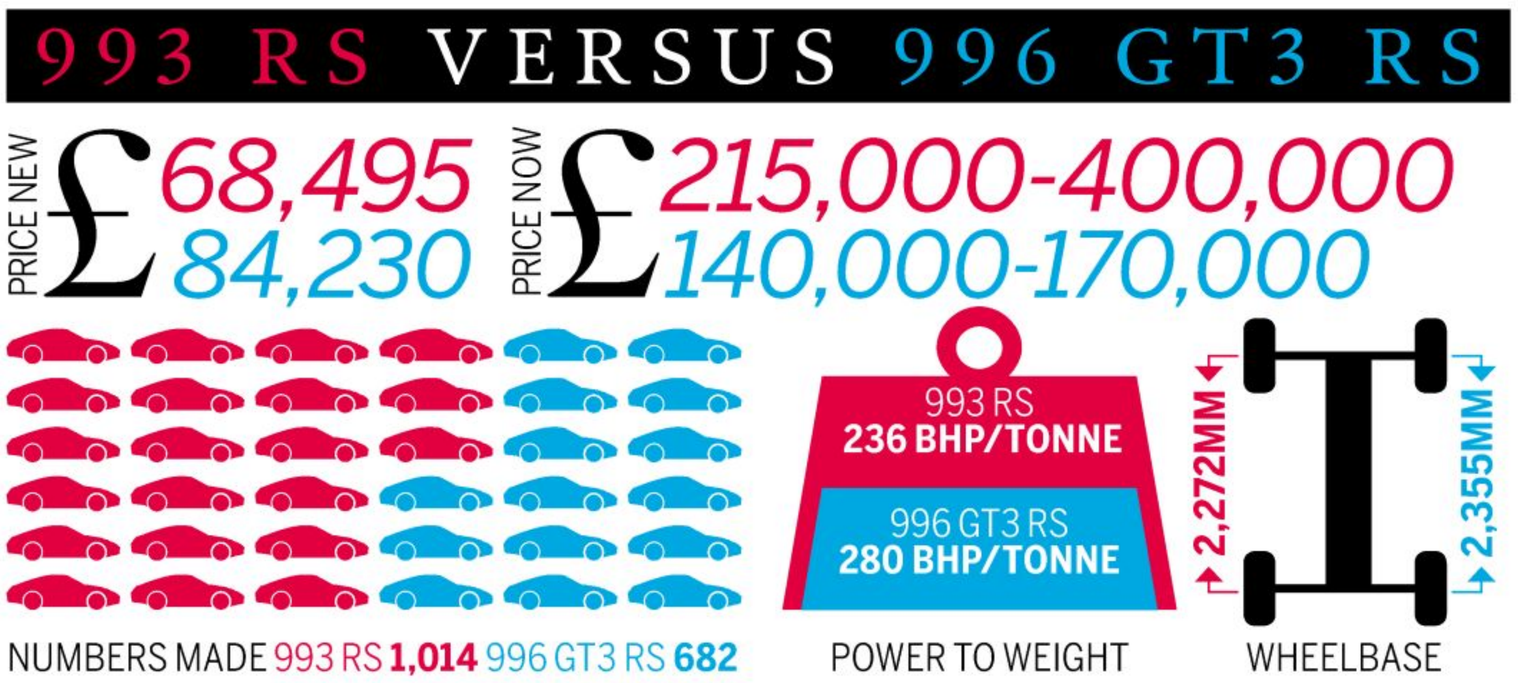
However, Porsche also aimed, and succeeded, in making the car more comfortable than its hardcore 964 predecessor: its suspension setup was more pliant. The 993 Carrera RS also came standard with a limited-slip differential; the soft curves of this RS made the "RS Cup Design" wheels stand out better. Below the engine cover, the bore size was increased from 100mm to 102mm while the stroke was left at 76.4mm, resulting in an engine capacity of 3,746cc.

The gearbox was carried over from the Carrera and actually features taller gearing from the first to third ratios – an optimal setup for track use. As was the case with previous RS models, the 993 was closely associated with its racing siblings and 993 Cup cars were put into competition across the globe, a fact that it shares with its successor, the 996 GT3 RS.

We know the 996 generation wasn't universally loved at first, so after two years of water-cooled 911 production, Porsche answered its critics with a Gen1 996 GT3 – the first time the Zuffenhausen firm used this nomenclature on a car. However, this was closely followed by the Gen2, and then ultimately by the 996 GT3 RS – based on the Gen2 – which was unveiled in 2003.

It was probably one of the only RS models that featured less modifications when compared to the car on which it was based. Still, it was 20kg lighter than the Gen2 996 GT3, owing partly to the use of a carbon fibre bonnet and more reduced sound insulation. Standard features included a half roll cage (or a full roll cage on request) and an adjustable carbon fibre rear wing, which added some downforce at higher speeds.

To make the GT3 RS's stance even more motorsport-inspired, Porsche only offered the car in Carrera white, with the option of red or blue side scripts and wheels. It also featured improved suspension geometry with the new, reinforced hubs of the GT3 R race car and two-piece

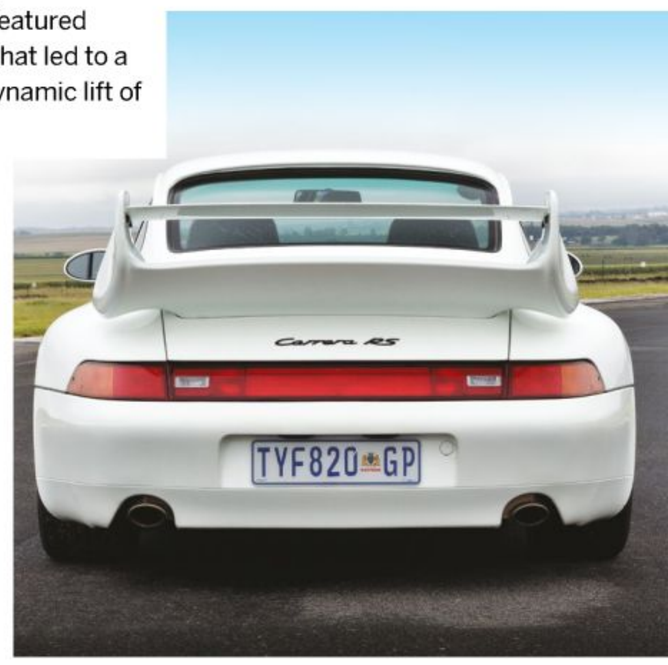






Left 993 RS's cabin is smaller and far more cosseted than 996. Nomex seats and alcantara all ooze motorsport appeal

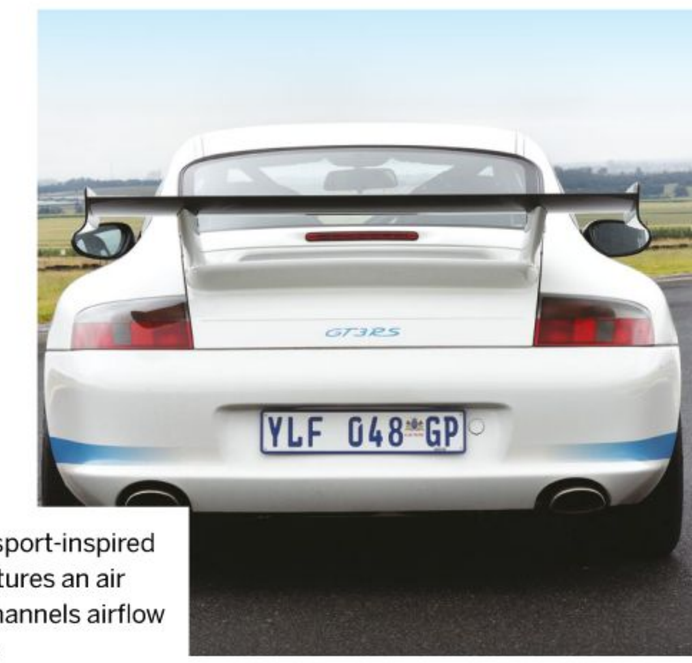
Right 993 RS featured new rear wing that led to a reduced aerodynamic lift of close to zero





Right Motorsport-inspired rear wing features an air scoop that channels airflow to the engine

Below right The 996 GT3 RS's 3,600cc engine produces 386hp and 385Nm of power and torque respectively





“Similarities between the 996 GT3 RS and its Cup version are immediately visible”





front and rear transverse arms. The springs and dampers were further tuned for the RS and the ride height, camber and toe angles and anti-roll bars were adjusted for track use.

The 996 GT3 RS also featured vents just below the bonnet, which allowed hot air to escape from the radiators and reduced lift at the front of the car. On the opposite end, the rear wing featured an air scoop that directed the air flowing over the roof to the engine. Meanwhile, the rear window was made of polycarbonate while the side mirrors also featured carbon fibre housings. The visual similarities between the 996 GT3 RS and its Cup version, or any other period 911 race car equivalents, are immediately visible. Below that rear wing resides one of the most celebrated and respected engines in Porsche’s street car line-up. The 3.6-litre flat six was derived from Porsche’s Le Mans winning GT1, designed by none other than the renowned engineer Herr Hans Mezger, and power was upped to 386hp (82hp more than the 993 Carrera RS). As I would soon experience, Porsche went to great lengths to make this engine as free revving as possible. Fine-tuning resulted in less friction and a weight reduction of the moving components allowed the rev limit to be safely raised to 8,200rpm. Lower inertia forces also led to the deletion of the crankshaft vibration damper. This is all geeky stuff, of course, but reading it is enough to make my mouth water and my palms sweaty when I think about driving this RS.

The wet conditions we are experiencing en route to our track test outside Johannesburg are far from ideal. As the 993 RS’s front tyres plough through heavy rain on the highway, the GT3’s rear wing is barely visible... I force myself to drive in a relaxed manner; after all, the car’s extremely valuable. Fortunately, once most of the photography has been completed, the track starts to dry and patches of dry tarmac can be seen along this tight circuit. I opt to drive the older car first and climb in on the left-hand side of the Carrera



RS. The two-tone leather bucket seat keeps me perfectly in place, while the bottom cushion offers more comfort than some of today's seats. The cabin is simplistic and devoid of any unnecessary equipment, but it exudes solidity. Once on the move, there are no rattles or squeaks emanating from the cabin (or any sections of the car), which is impressive for a 20-plus-year-old car, even though it has covered only 35,000 miles.

The gearlever slips easily through the ratios and it only takes a few throttle applications to realise how happy the engine is to rev. The car feels light on its feet, and as the first few corners present themselves, the car darts from corner to corner with little input from the steering wheel. Furthermore, as you sit so close to the side window, A-pillar and windscreen, you feel particularly connected to the car and realise how compact it is.

As the first decent straight presents itself I let the engine rev all the way to the 6,800rpm redline before I change gear. The brakes do an excellent job of slowing the car down; I need to be careful with my steering and throttle input as the track is far from dry...

There are brief moments of understeer but a marginal reduction in throttle input eliminates it. But that is all you should do: just apply your right foot with forethought and the understeer disappears. I've driven this car in much better conditions and even then, the grip levels are not *that* high – the polar opposite of modern 911s. With my first driving stint at an end, I bring the 993 RS to a standstill, pull on the red door strap (a feature that again reminds you that you have just driven something special) and open the lightweight door.

The moment I climb behind the wheel of the 996 GT3 RS, it's clear the car is closer in age to the Carrera RS than today's 991 RS. The dashboard and interior have moved on from the 993, but overall it is very basic in terms of layout and features. Behind me is the half roll cage with its cross members and I'm pinned in place by the fire-retardant Recaro bucket seats, which are even tighter than those in the 993. At the top of the seats are neat cloth Porsche crests and the Alcantara-clad gearlever and steering wheel are overtly motorsport-inspired addenda; pleasingly purposeful elements arguably amiss in the Carrera RS. The 996 is fitted with a single mass flywheel and a rather aggressively-tuned limited-slip differential. As I start this 26,600-mile GT3 RS up, it emits a louder and more mechanical sound than the 993. I soon get into a rhythm with the GT3 RS and realise that its main driving attributes are similar to those of the 993 RS.

Make no mistake, however, the car's ultimate grip levels are higher and, most notably, its engine revs with a level of vigour that the 993 RS can't match. It positively yearns to be taken to the 8,200rpm rev limit and you can even play with it below 6,000rpm to experience the torque that is on offer. Again, small throttle inputs are ➲





993 Carrera RS	Model	996 GT3 RS
1994	Year	2004
	Engine	
3,746cc	Capacity	3,600cc
11.5:1	Compression ratio	11.7:1
304hp @ 6,000rpm	Maximum power	386hp @ 7,400rpm
355Nm @ 5,400rpm	Maximum torque	385Nm @ 5,000rpm
G50/31, six-speed manual, RWD	Transmission	G96/90, six-speed manual, RWD
	Suspension	
Independent MacPherson struts, coil springs, adjustable anti-roll bar	Front	Independent MacPherson struts, coil springs, gas dampers, anti-roll bar
Independent double wishbone, coil springs, adjustable anti-roll bar	Rear	Multi-link, coil springs, gas dampers, anti-roll bar
	Wheels & tyres	
8x18-inch; 225/40/ZR18	Front	8.5x18-inch; 235/40/R18
10x18-inch; 265/35/ZR18	Rear	11x18-inch; 295/30/R18
	Dimensions	
4,245mm	Length	4,435mm
1,735mm	Width	1,770mm
1,279kg	Weight	1,360kg
	Performance	
5.0 secs	0-62mph	4.4 secs
172mph	Top speed	190mph





996 verdict ★★★★★

Positives: Famous Mezger engine. Feels quick on the road and track.
Negatives: Not usable on a daily basis. Might be too hardcore for some buyers.

993 verdict ★★★★½

Positives: Exquisite handling, easy to drive. Compact and lightweight.
Negatives: Values are already vastly inflated. Slow compared to modern machinery.





Above Porsche only offered the 996 GT3 RS in Carrera white, with red or blue side script and wheels
Below The 993 RS achieved a top speed of 172mph and had a 0-62mph time of 5.0 seconds

required through a corner, but over a lap or two I realise that I just need to be sensitive to the car's demeanour and trust the differential to put the power down. It is a fine balancing act, but one I and any enthusiast will revel in.

The brakes feel strong and the nose barely dips when you apply the brakes. Gear changes, again, can be executed with minimal effort, while the turn-in response to the steering inputs is sharper and more direct than in the 993. The fact that you have additional power and slightly more torque available results in a more exciting track experience than that of the 993 RS. Still, there is a vast gap between the 996 GT3 RS and its modern equivalent. You will undoubtedly learn its limits quicker than in the modern-day 991...

We turn to converse with the man who owns both of these cars, and to gain his opinion: "I bought a 996 GT3 RS in 2004 but sold it a few years later. However, two years ago I bought this one, so I knew the car and had prior knowledge that it is limited in terms of its daily use and is undoubtedly more track oriented," he says. "I think the 964 Carrera RS has more in common with the 996 RS, while the 993 Carrera RS has more in common with the 997 RS. The 964 and 996 are very focused driving machines, while the 993 and 997 are better daily drivers."

> "The 996 is just that bit more enjoyable as a track car"

Although both cars command serious asking prices today, I think we've probably seen the 993 Carrera RS hitting a ceiling in terms of growth. The same might be true of the 996 GT3 RS but there could still be room for it to increase in value compared with the 993. Ultimately, I found the 996 just that bit more enjoyable as a track car. I welcomed the additional performance, even if the car is marginally heavier than the 993. It might be compromised as a road machine, at least more so than the 993 RS, yet in terms of that all-important performance the 996 is a genuine improvement.

I'm given the choice of which car I would like to drive from the racetrack back to the owner's garage, and it's the 996 GT3 RS that I elect to take. Who says water-cooling was a bad idea? **911**

Thanks

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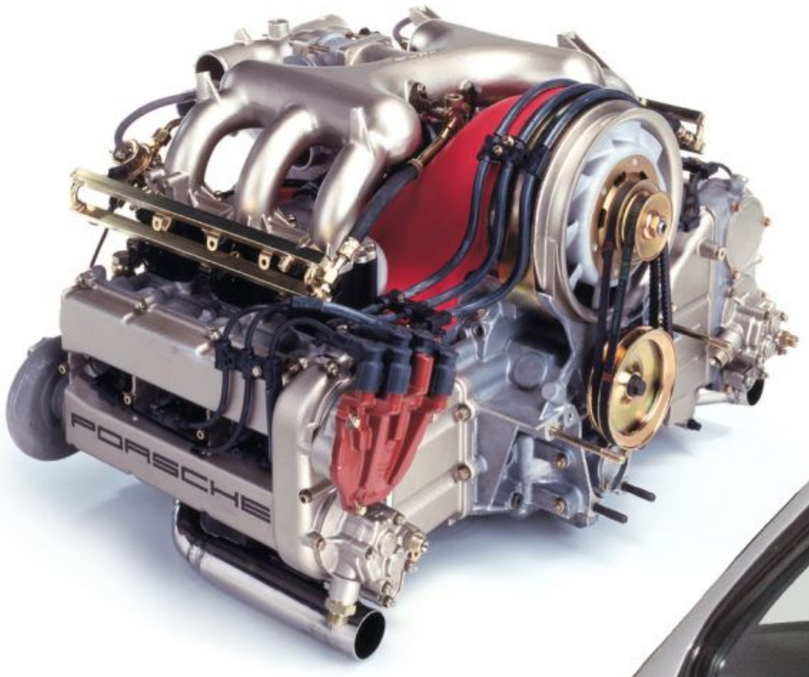
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PORSCHE INDEX: 959

A true supercar and technological tour de force, the 959 is one of the most exciting Porsches ever made. Total 911 examines its investment potential, market standing and ownership experience

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



History of the 959

If, back in 1987, you'd had £150,000 – or thereabouts – burning a hole in your expensively-tailored pocket, then it would have bought you entry to a very exclusive club. A club that tempted the great and the good from Bill Gates to moustachioed former decathlete, Daley Thompson, among others, and that allowed you to experience one of the most technologically advanced cars of its time: the Porsche 959. Fast forward 30 years and according to John Hawkins of respected Porsche experts, Specialist Cars of Malton, you'll need closer to six times that sum to get behind the wheel, values having jumped markedly in recent years. So just what makes this car so special?

Well, for one thing it was born out of Porsche's desire to enter the 'Gruppe B' motorsport arena, the project driven forward by then CEO, Peter Schutz, and the head of Research and Development, Helmuth Bott.

Having displayed a concept at the 1983 Frankfurt Show, the car made its official debut at the same show two years later, although deliveries wouldn't begin until April 1987. Development had taken the best part of four years and it's easy to see why when you consider the tech-laden specification. Powered by a 2.85-litre, twin-turbocharged flat six, its 450bhp was channelled to all four wheels via the 'Porsche-Steuer Kupplung' (Porsche Command Clutch) system providing a nominal 20/80 per cent torque split between the axles.

That was just the tip of the engineering iceberg though, as the 959 also boasted adjustable suspension, hollow-spoked magnesium wheels with run-flat tyres and a pressure sensing system, and Wabco ABS. And just for good measure, Porsche clothed its new supercar in a mixture of aluminium and composite panels that helped peg the weight to an impressive 1,450kg.

This was no stripped-out track refugee though, as the vast majority of cars were delivered in 'Komfort' specification, which brought full leather trim, automatic air-conditioning and a top-end sound system (the ultra-rare 'Sport' models were more hardcore, dispensing with the leather, trick suspension and other luxuries, adding a roll cage and losing around 100kg). Oh yes, the performance. As mind-blowing as you'd expect with a 0-62mph time of 3.7-seconds, reaching 0-100mph in 8.3 seconds, and boasting a 197mph top speed – a truly sensational car for its time. ➲









Above The 959 had the 911's iconic five dials, but the far right VDO clock was reserved for depicting torque split

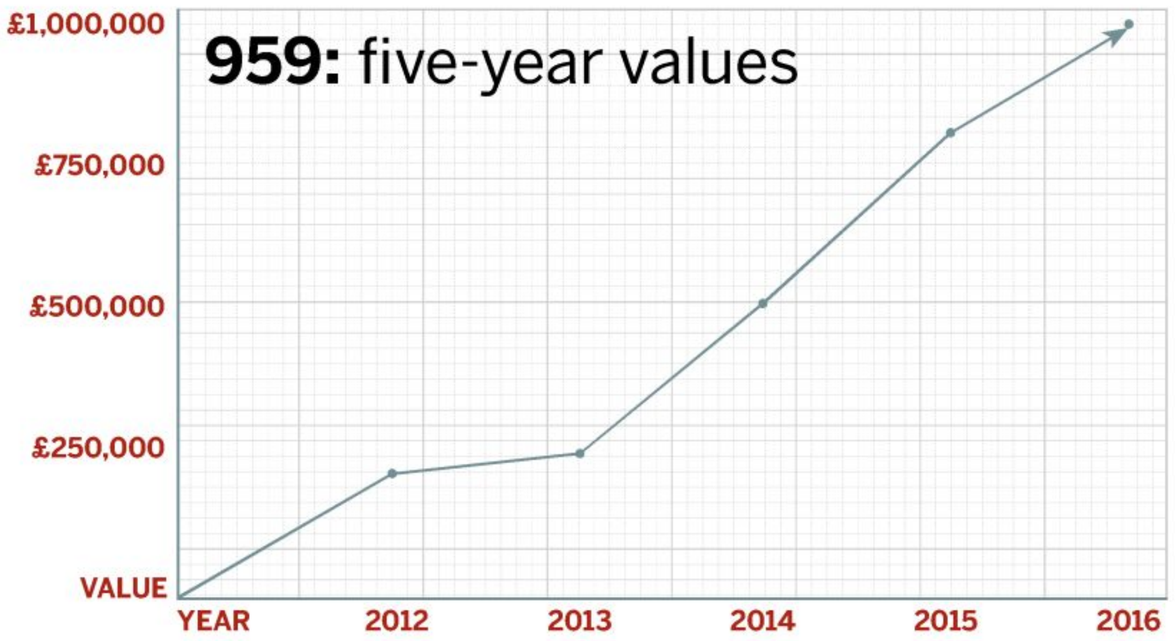


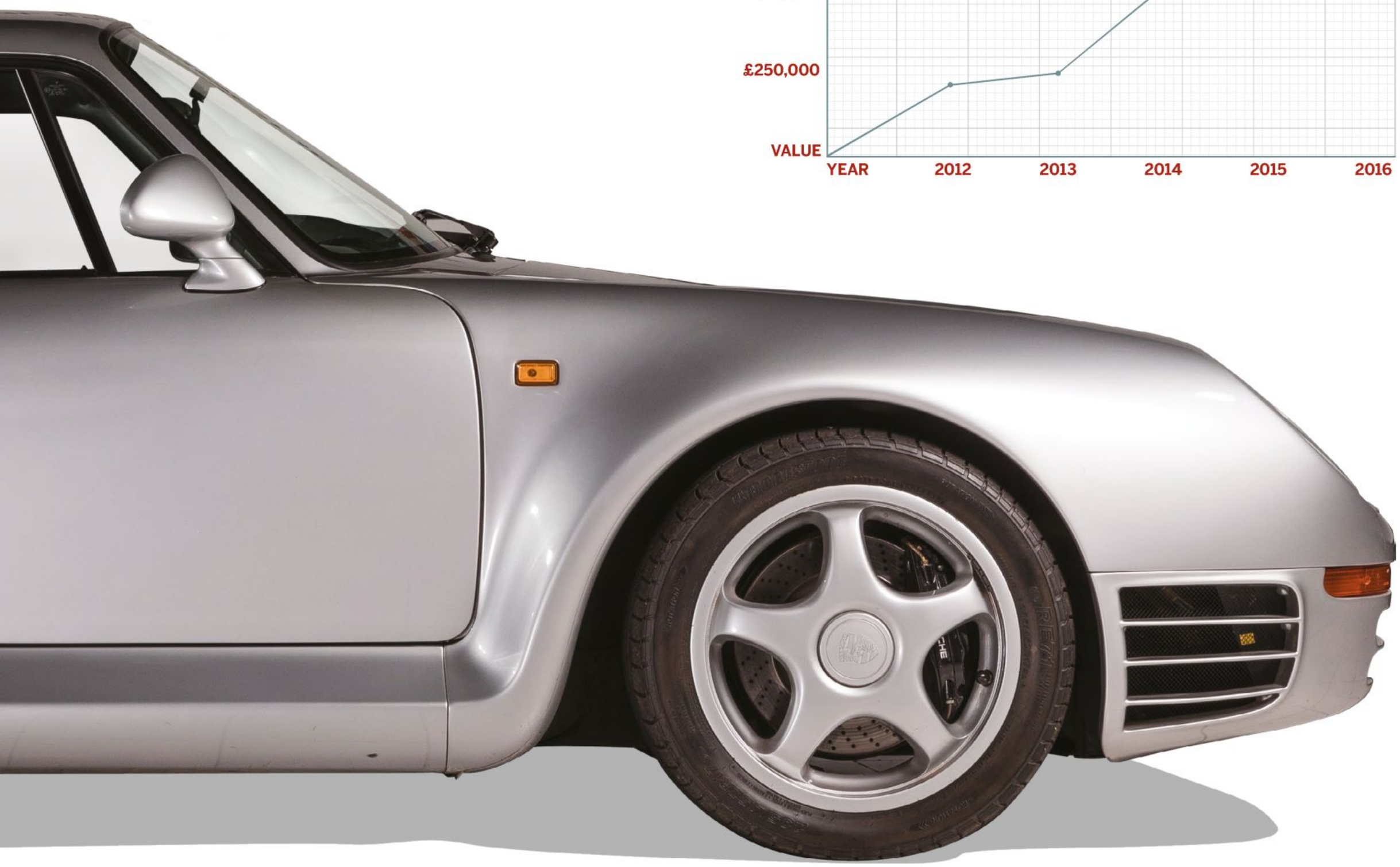
What's it like to drive?

As stunning as you'd expect, quite frankly. **Total 911** got behind the wheel in Issue 142 and we were simply blown away by the blend of outright performance and secure handling. It was enough to have us announce that the "pace on exiting a corner is plainly astonishing" but we were also impressed by the sophistication of the power delivery from the sequentially turbocharged motor, not to mention the slick gearshift and perfectly weighted steering. For such an amazing car it was an experience enjoyed from a familiar cabin, the 959 borrowing much of its architecture from the 3.2 Carrera. In fact, the five-dial dashboard, steering wheel and door cards were all shared with that car, leading us to comment on how 'eerily similar' it was. That was where the similarities ended though, with no other 911 able to offer the same mesmerising combination of sound and speed. We summed the 959 up as being a "true pioneer of the automotive world", a phrase as true today as it was 30 years ago. ➲



"The Porsche 959 offered a mesmerising combination of sound and speed"





Market rivals

When you're talking about a car that commands a seven-figure asking price, it does rather limit the scope for Neunelfer comparisons. But should your pockets be deep enough, just what is out there to tempt you?



993 GT2

The first model to wear the GT2 badge, this was a thinly disguised racer that used its 436hp to stunning effect. Performance was nothing short of ferocious, and with just 173 made it's rare and sought after.



2.7 RS Sport

A legendary 911 that's achingly desirable, barely 200 Sport models (the M471 option, but known as the 'Lightweight') were produced from a total production of 1,580 cars. This is air-cooled purity at its finest.



918 Spyder

Launched in late 2013, this hybrid hypercar arrived with an £800k price tag and was pitched against the McLaren P1 and La Ferrari. 887bhp, 211mph, and 0-60mph in 2.6 seconds are the numbers that matter.

Running costs

What we're dealing with here is a legendary supercar, so the starting point for buying one is different to other 911s. Assuming you've found one for sale and have the finances in order, the first thing is ensuring that there's not the faintest whiff of scandal when it comes to the car's history. All 959s were left-hand drive so you'll want to establish whether you're looking at one of the original dozen or so UK cars or an import; the latter isn't necessarily an issue, but provenance is everything. Equally crucial is originality, so you'll want a car that's complete in every detail, from the original handbooks to the 959-specific leather-pouched tool kit. With that out of the way you can focus on the condition, and that starts with the bodywork.

A good example may still have cost over £90k in the 2000s but they weren't always looked after and some sustained crash damage. The hot-dip galvanised structure should be corrosion-free but the aluminium doors and front boot lid are easily damaged, while the composite sections are blisteringly expensive; replacing all the sections of the engine compartment cover costs £43,000 for parts alone! As Charles Ivey's Alvaro Crego points out, you'll also want to ensure the front and rear screens – £4,420 and £1,445 respectively – and the light units are undamaged. Most examples will cover few if any miles but regular maintenance, such as oil and coolant changes, will be needed to stave off internal corrosion and it's not quite as costly as you'd expect.

Charles Ivey charge £625 for a minor check and £1,350 for the major service (Reading OPC – the only official UK supercar centre – ask £3,500 for the latter, although the service can be adapted), but it's that lack of use that can lead to costly problems. It causes seals and gaskets to dry out, so it pays to check that areas such as the cam covers and differentials aren't weeping oil. It's also important to check the brakes haven't suffered from inactivity. Replacing the discs and pads at both ends will cost £7,000, which is understandable given that each rear disc is £1,800 alone. The magnesium wheels will also need examining for any signs of degradation or damage, as front ones are £3,300 apiece, including VAT.

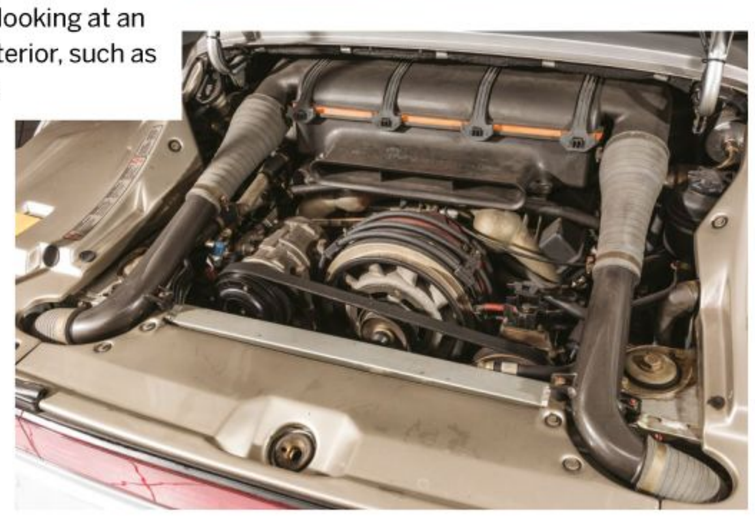
And that's far from the end of potentially bankrupting trouble spots, as the driveline and suspension will need careful scrutiny. Any warning lights indicating problems with the complex four-wheel-drive system will need thorough investigation, and you'll certainly not want any hint of clutch issues as replacement can exceed £7,000. The adjustable suspension is another area that can succumb on cars that sit idle, so it'll need checking for hydraulic leaks and any evidence of malfunction in the electronics. Indeed, the presence of electrical gremlins can be a further legacy of little-used cars, so it certainly pays to ensure that everything works in the cabin.

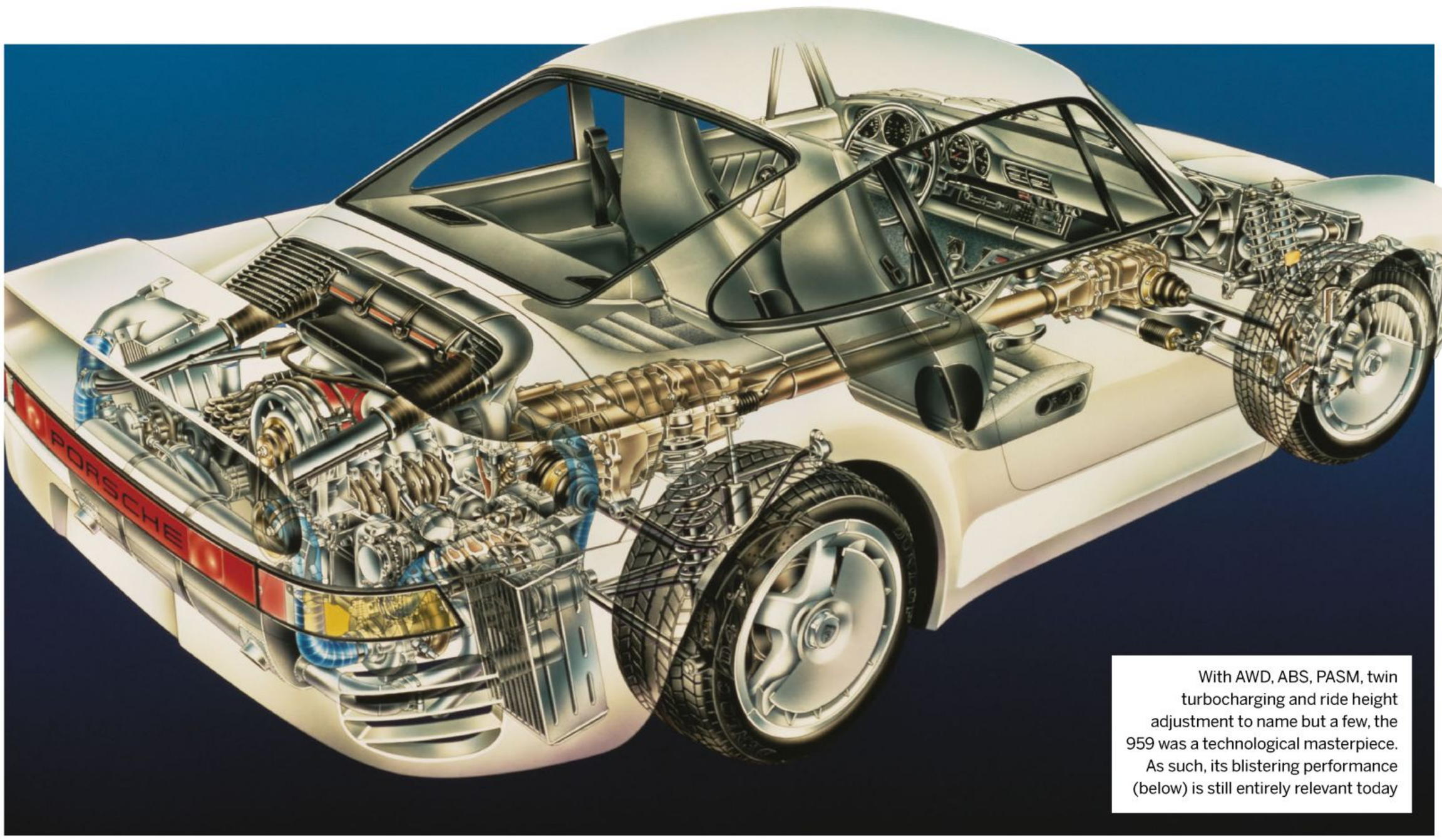
We can only give a flavour of the things to consider but the costs speak for themselves. If you're considering a 959 then thorough examination by a specialist or Reading OPC is the only sensible course of action, no matter the cost of transporting it there. ➲



The majority of 959s will have very low mileage so you should be looking at an immaculate interior, such as this, each time







With AWD, ABS, PASM, twin turbocharging and ride height adjustment to name but a few, the 959 was a technological masterpiece. As such, its blistering performance (below) is still entirely relevant today

Desirable options

As you've probably noticed already, the 959 isn't really like the other models that we've previously covered in this series. While most 911s benefitted from a lengthy options list that owners could plunder to enhance their new purchase, the 959 was available as just a Komfort or Sport model. The latter accounts for just a tiny number of cars from a production run thought to be in the region of 300 examples, although actual numbers are hard to come by. As for the others, they were luxuriously appointed, leaving buyers with a very small list of options that essentially consisted of heated seats; Sports seats with electric height adjustment; a larger 120-litre fuel tank; and an alarm system. With condition and provenance the crucial factors governing any purchase today, it means you needn't concern yourself with specification.





Before you buy

Don't even think about buying a 959 without investigating the car's history. As John Hawkins points out, they weren't always looked after properly, and that could mean a world of financial pain – the car could need tens of thousands of pounds just to get roadworthy for an MOT if it's been stood around for years. The condition of the paintwork and panels should be immaculate, so don't settle for anything less. Not only are the parts themselves extremely pricey – if they are available at all, because you can no longer source a new front luggage compartment lid or the bumpers – but repairing the composite sections is a skilled task.

The twin-turbocharged flat six was beautifully engineered but lack of use will cause problems. The example you're looking at should have been maintained regardless of cost and mileage, but that specialist/OPC check is crucial as even a light re-build could swallow close to £15,000.

The four-wheel drive, suspension and brakes are all technology-laden systems that require expert care. Repairs are far from cheap and you could be dealing with components three decades old; the need for extreme caution is obvious. Re-trimming a contemporary 911 can result in a hefty four-figure bill, and the same applies here. Equally important is ensuring everything works and the dash is free of worrying warning lights.





Right The 959's lightweight body was made from various exotic materials including alloy doors rather than steel, plus a kevlar decklid and wing





Total 911 verdict

★★★★★

If you're fortunate enough to have the financial clout required to buy a 959 then you'll likely need little in the way of encouragement. Quite simply, you'll be acquiring a bona fide supercar, one that used cutting-edge technology to redefine the concept of the genre, and made outrageous performance ridiculously easy to access. It's a path that others have trodden since but this is a car that's remembered not just for what it could do, but how it could do it. It might need deep pockets to buy and run a 959 – a decision that should not be taken lightly – but the rewards will be immense.

"It's a car remembered not just for what it could do, but how it could do it"

Investment potential/ownership experience

Let's start with the ownership experience which, at the risk of stating the obvious, is going to be amazing. As we've already pointed out it isn't going to be cheap, especially if you choose to exercise the car on any sort of regular basis, but even tucked away in a heated garage you'll be able to gaze at one of the most technically advanced supercars ever made. So we can safely say that owning one is going to be very satisfying indeed. As for investment potential, from here on things are slightly less clear. Yes, values have rocketed since 2013 – it's amazing to think that a decade before that, less than £100,000 would have been enough to secure a good example – but according to John Hawkins the trajectory over the next couple of years could well be less steep, although even then only the very best, blue-chip examples will fetch big money.

Hexagon's Jonathan Franklin reckons the 959 is still underrated, with values appearing to have paused at current levels, but when pressed felt that prices could well see a bigger jump in the longer-term. So a case of watch this space, but if you've got one tucked away in your collection then suffice to say that the future is looking pretty rosy. **911**

Thanks

Thanks to Charles Ivey for supplying the 959 in our photos. For more information on Charles Ivey visit **charlesivey.com** or call +44 (0)20 7731 3612.

HISTORY OF PORSCHE PROTOTYPES

Rarely intended for public exposure, prototypes are a vital part of any model's history. **Total 911** explores the evolution through experiment of Porsche's Neunelfer...

Written by **Kieron Fennelly** Photography by **Porsche Archive & Andreas Mau**

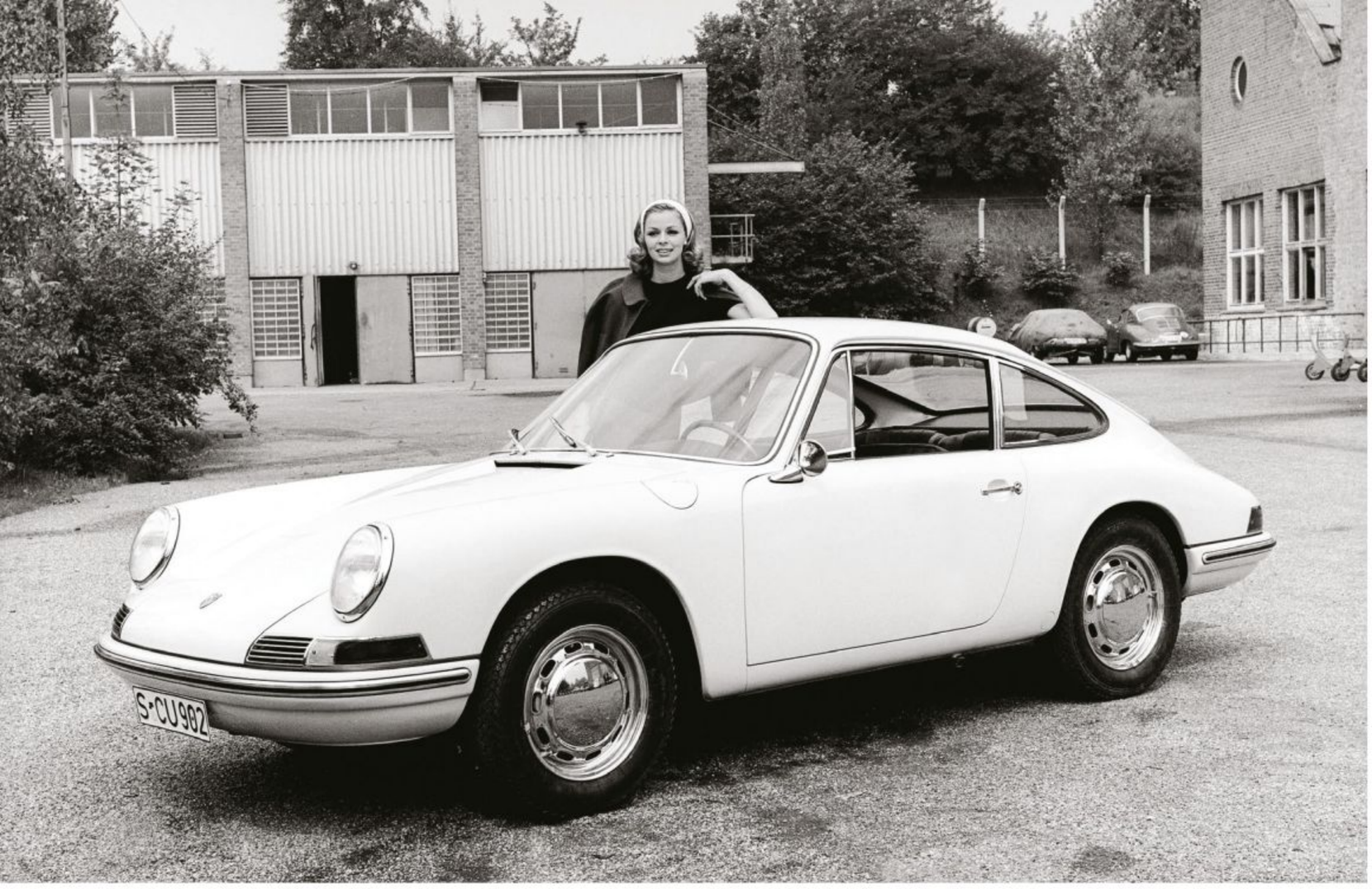
Prototos is Greek for first, so *prototype* evidently means first of a type. In the automotive industry this is a blanket term for a variety of preproduction vehicle types. The common definition is a car that visually and mechanically is close, even in some instances indistinguishable, from the subsequent series production model. Prototypes are what the makers build when final designs have been agreed and theoretical bench testing completed, so prototypes in this context are usually the immediate precursors of the production model. Concerns about competitive advantage and industrial espionage mean that initial road testing is carried out in secret – in manufacturers' own proving grounds such as Porsche's at Weissach and Nardo or VW's at Ehra Lessien. When an entirely new model finally hits the public road before it has been launched, its maker will often seek to disguise it comprehensively as Porsche did, for example, with road-going 901 prototypes between 1962 and 1963.

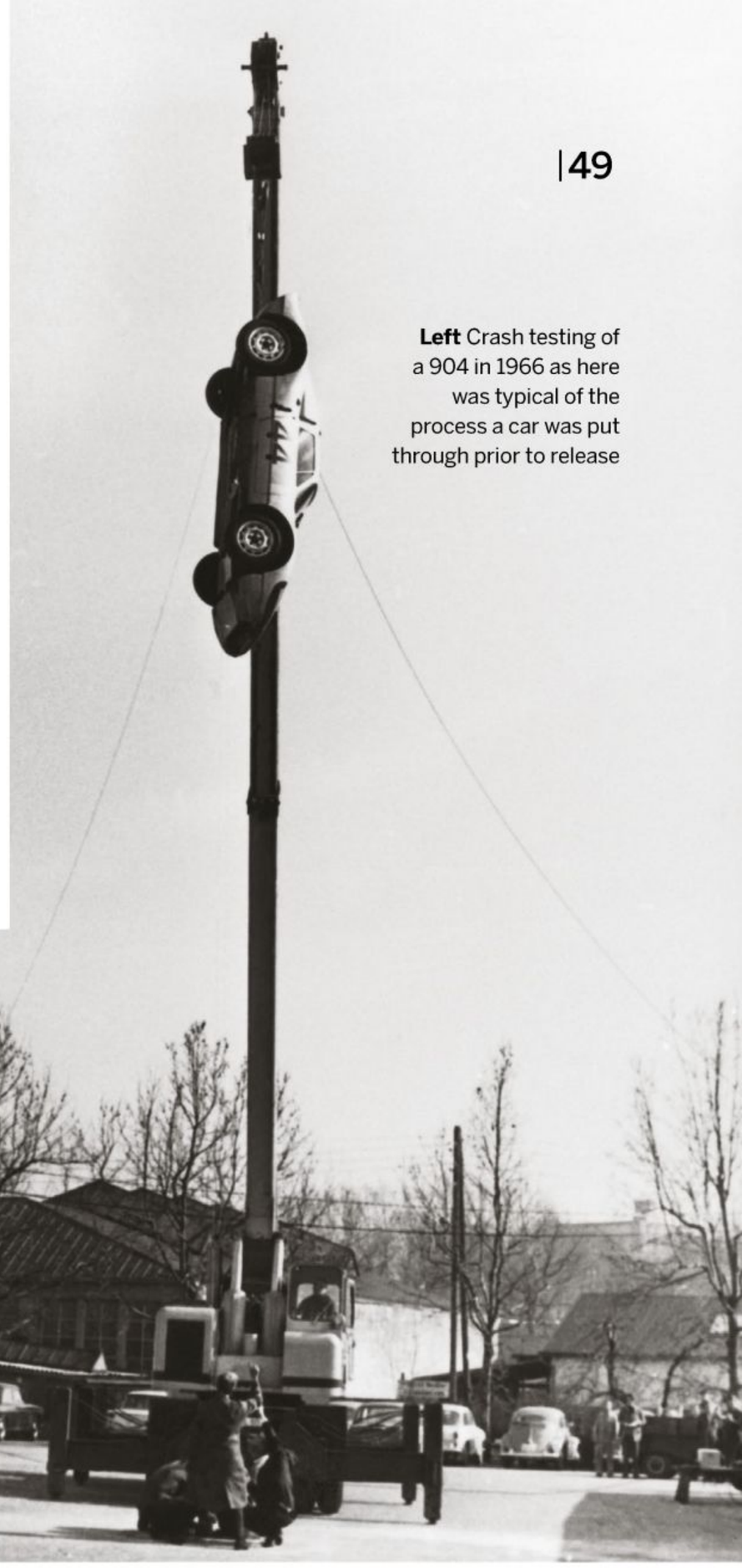
The first prototype 901/1 built in March 1962 had a 356 engine and rear suspension, but the body was essentially the finished design. A dozen more prototypes were built between March 1963 and October 1964 and the start of production. The car exhibited at Frankfurt in September 1963 was 901/05 still with the old flat four, though by January 1964 it had been fitted with the dry sump 2.0-litre flat six and was used as a works support vehicle in that year's Tour de France Auto. Used as a demonstrator after the Frankfurt launch, 901/6 became Ferdinand Piëch's personal car.

In definitions relating to motorsport, a prototype is eligible only to race in restricted categories because not enough have been constructed to qualify as true production cars, as stipulated by bodies like the FIA. For this reason, the original 911R of 1967 remains a prototype with only 22 produced because Porsche's Sales Department baulked at having to sell 500 of them. A few years later, the perceptive Ernst Fuhrmann overruled Zuffenhausen's conservative salesmen and productionised the 2.7 RS. It turned out, of course, that Porsche could not build enough of the seminal RS. Similarly, series production of the 911 Turbo – also conceived by Fuhrmann – was intended to meet the FIA's minimum of 400 units to qualify it as a production model and therefore make it eligible to compete in Group 4. Again, the production model was a runaway success and it seemed that whatever price Porsche cared to charge for its Turbo, there were always more than enough people ready to pay.

Another category is the 'mule,' usually a familiar body disguising a new engine and/or running gear. Porsche built some remarkable mules over the years: for example, 928 development involved at various stages no fewer than three bodies – a Mercedes 350SL, an Audi 100 Coupe and an Opel Diplomat – and in each case a slightly butchered body covered the 928's V8 and chassis. The Audi and Opel covered huge mileages in testing. A rather less known story is that the 356 once served Chevrolet as a mule: in 1957 for development of its new rear-engined and air-cooled Corvair, GM engineers installed Chevrolet's new 2.3-litre flat six in the rear of a pair of 356s, primarily to learn about cooling a rear-mounted engine. So the 1963 911 was not strictly the first flat-six Porsche.

Then there is the concept car: this is easier to define and is a way of publicly communicating a particular design idea to gauge reaction. Leaving aside internal experiments such as Butzi's 1961 Typ 695, probably the first true 911 concept was not even a Zuffenhausen product, but a Bertone design in 1966. Commissioned at the behest of US importer John von Neumann, the cabriolet was intended to show Porsche the kind of open 911 Americans wanted. But Porsche was unimpressed, knowing its own pair of prototype 911 Cabriolets had snapped their chassis during testing and that von Neumann's concept would be no different. Besides, it had the 911 Targa in the wings. Porsche itself was not above experimenting with concepts and perhaps in part influenced by the E-Type Jaguar 2+2, commissioned Pininfarina to design a four-seat 911S. The roofline was not unlike the Typ 695. For good measure, Porsche's own studio also designed and built a long ➲





Left Crash testing of a 904 in 1966 as here was typical of the process a car was put through prior to release













wheelbase 911S, the C20, but neither of these projects went any further.

In the early 1970s, Porsche was considering the entire future of the 911 in the light of regulation changes and emission controls emanating from California, so such niceties as stretched versions became irrelevant. Subsequently, the company seemed set on retaining the two-door Coupe nature of the 911, and 911 concepts as such generally turned out to be close to what eventually would go into production, such as the mock-up wide-body "Turbo" model exhibited at Paris in 1973 or the convertible 911 shown in 1981, which minus the turbo wings, became a series model in 1983. A notable exception to this would be Steve Murkett's 1989 *Panamericana*, conceived as Harm Lagaaij put it "to show what we can do." It was presented to Ferry as an eightieth birthday present (he reputedly hated it). Though never destined for production, the *Panamericana* harboured important design clues not just to the forthcoming 993, but also the Boxster and 996.

Most 911 prototypes tended to be the existing model with the running gear of the next model. This was practical up to the 993 because the wheelbase was unchanged. Porsche Archive pictures show a muleish Carrera 3.2 evidently testing ABS

"Most 911 prototypes tend to be the existing model with the running gear of the next"

for the imminent 964 and a similar mule plus a preproduction C4 being tested in Finland in 1987.

The advent of the 996 presented more of a challenge and disguised 993s required certain cosmetic work to avoid drawing too much attention to the fact that the next 911 was evidently going to be longer and wider. It was already an open secret by 1995 that Porsche had designed its last air-cooled car and officially or unofficially, the 993 mules representing a historic landmark were much photographed. The transition from 996 to 997 was more straightforward, as although this was more than a re-skin, the "hard points" (what stylists call immovable design features, such as wheelbase) remained the same. 911 project manager from 1989 to 2011, Bernd Kahnau recalls how they disguised road-going 997 prototypes with the simple expedient of mocking up the headlamps to mimic the 996's. The latest 991 looked similar enough to its predecessor for Porsche to decide that only the informed would spot it: the prototypes picked out in spy photography in late 2009-10 tended to be only lightly disguised with strategically placed masking tape, as the expectation was that the next 911 would not be radically different.

Like any vehicle builder, Porsche has always tested its cars extensively. In the early 356 days Ferry, who used to assess cars for his father, was a regular test driver. Local roads were used and from 1963 the track at Weissach became available; Peter Falk, then a development engineer, remembers many laps driven at Weissach as well as gruelling sessions at the Nürburgring in efforts to overcome the 901's handling problems. Highly unusual for such a small manufacturer, Porsche sent two 901 prototypes to the US for trials, but with 50 per cent of sales in America, the company could not afford to sully its name through the kinds of quality and reliability problems ➲

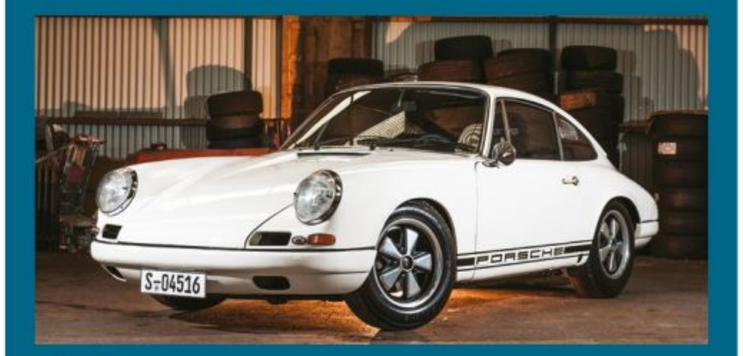




Clockwise from top left
Bertone commission sought to show Porsche what Americans wanted to buy; Weissach is a test bed for early prototpyes; cold weather testing with the 997; early 996 mule at the 'Ring; 964's C4 is put to the test; manual 991.2 GT3 test car spotted with imaginative disguise



Three 911 projects that never made it



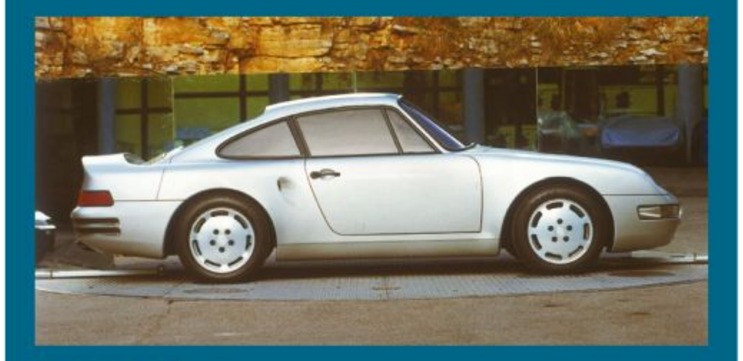
911R

The lightest 911 ever built, the R was a typical Ferdinand Piëch case of pushing the envelope. With a 210bhp Carrera six engine and weight reduced to 820kg by drilling pillars and door handles, the R was an electric performer that would clearly demolish everything before it in the under 2.0-litre class. Alas, it was never homologated, remaining a competition prototype orphan of which just 22 were made. Even with Huschke von Hanstein's support, Piëch lost to the sales establishment, adamant it could not sell the FIA's 500 unit production minimum.



965

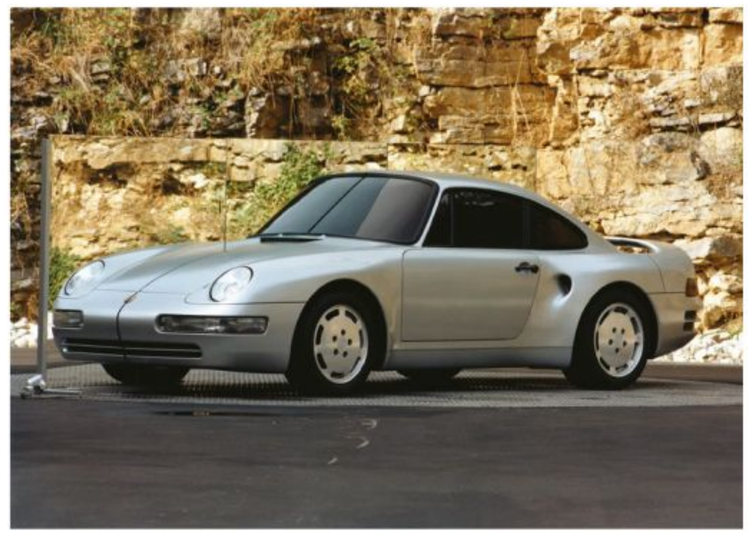
The Typ 965 was intended to move Porsche's Turbo model upmarket. It would benefit from the technical advances of the 959, such as twin turbos and four-wheel drive, plus self-levelling suspension. It was deemed that 370bhp would suffice, but complications arose when it became clear that an air-cooled 3.5 could not achieve this and a water-cooled 24-valve head was necessary. Sixteen prototypes were built and 300kph was achieved at Nardo but severe cooling problems were clear. New R&D chief Ulrich Bez ordered all to be destroyed.



993 V8

Porsche was stung by criticism of the 964 – lack of refinement was controversial. There was also the matter of drive-by noise and emissions regulations that were getting ever harder to pass for the air-cooled engine. For reasons of survival, Porsche was under pressure to get the 993 'right.' To this end, a prototype was fitted with Audi's new 3.6-litre V8 engine. Various individuals drove it unaware of what was under the hood. The design was "very convincing," said R&D chief Ulrich Bez, but cost prevailed and in the end, the flat six had to do.







Clockwise from left Warm weather testing as here with 991 normally takes place in South Africa; ditched 965 project was in advanced testing; Porsche 695 was an early 2+2 venture

that dogged British sports cars and damaged their US reputation – Jaguar's in particular. Even so, it was clear the flat six was not fully developed as both 901s broke their engines in the course of 60,000km.

What Weissach could not offer because of its relatively compact dimensions was a two-mile straight and Porsche continued to use VW's proving ground at Ehra Lessien (in 2012, Porsche would acquire Nardo in southern Italy, the fastest test track in the world). Tilman Brodbeck was a body project engineer who was handed the daunting responsibility of resolving the 911's tendency to lift its front end at high speed: simply adding weight to the front bumper did not solve the problem. Brodbeck recalls: "We used to drive up to Ehra Lessien. After Kassel, the autobahn straightens out and you were expected to drive that section flat out. I always dreaded having to take the wheel on this stretch because the 911 wandered about so much." It was this experience that led to the front lip on the 1972 911S, which reduced lift by 50 per cent but reduced traction, leading to the *Burzel*, the famous ducktail, converted into the soft-edged whaletail rear wing in deference to pedestrians for the impact-bumper series of 1974.

Falk remembers how the testing régime could sometimes be particularly dispiriting, for example, at Monza in December 1968 while he was supervising the testing of a pair of 908s for the forthcoming Daytona 24 hours. Both cars crashed in the rain and burned out. He had to return and explain this and new 908s had to be assembled hastily for trials to continue at freezing Weissach. Nevertheless Falk, a solid exponent of the Bott ethos of sticking to the job until it was done, was rewarded by appointment to the head of vehicle testing in April 1969.

In the 1970s, Porsche made an agreement with the Algeria government, which closed roads and effectively gave the Weissach men carte blanche to go as fast as they liked. This arrangement lasted through the following decade and the 928, 959, Dakar cars and even the 964 were all tested across the Algerian Sahara. Although he was R&D director, Helmuth Bott – who had done hundreds of thousands of miles development driving for Porsche – still liked nothing better than practical testing and participated in many of these sessions. Design director Tony Lapine recalled being on one such desert drive with Bott when after several hours of silence (which irked the personable Lapine), the chief engineer suddenly burst into song. "I nearly jumped out of my skin!" said Lapine. "I had no idea Bott was an opera buff."

In the 1990s Porsche stopped using Algeria because, said Bernd Kahnau, there was no distribution of unleaded fuel. The security situation was deteriorating too. Porsche went further afield: the cooling system of the new water-cooled 996 was tested to extremes in Canada, Alaska and Australia. Kahnau's last mission before retiring was to head 991 testing in South Africa, a region which has become a Porsche favourite for testing and press trials, especially since it took over the old Kyalami Circuit as a base.

Porsche has come a long way with crash testing since the wonderful Heath-Robinson experiment in 1966 of dropping a 904 nose first from 25 metres. Captured in archive photography, no report was subsequently issued it seems, but an eye witness said the passenger space was horribly deformed. Bott was extremely keen on safety measures and was firmly behind the introduction of collapsible steering columns and ABS. Nevertheless, testing on public roads could be hazardous: Fuhrmann's 930 Turbo fitted with prototype ABS failed completely to stop at traffic lights on one terrifying occasion and the regular testers also came to grief. Bernd Kahnau explains: "I had a pre-production C4, straight out of the factory and I rolled it about ten minutes later! Let's say it was a combination of over-enthusiasm and a not fully finished development model. My boss Friedrich Bezner came up and said 'I need that car back on the road next week!' We were always crashing cars in those days, Roland (Kussmaul) especially. We used to call him der Crash Master!"

The risks associated with very high-speed road testing remain: in 2009, a Porsche engineer was killed at night when his prototype 991 Cabriolet left the road near Darmstadt. However, it is only through this practical testing and perpetual tinkering that the Porsche 911 can continue to evolve and better itself with each passing generation. **911**

HEXAGON CLASSICS



PORSCHE 911 (997) CARRERA 2S COUPE GEN II, Manual. 2011. 8,900 miles
Platinum silver metallic/black leather.



PORSCHE 911 (997) CARRERA COUPE, GEN II, Manual. 2010. 8,770 miles.
Meteor grey metallic/natural grey leather.



PORSCHE 911 (997) CARRERA 4S CABRIOLET, PDK, GENERATION II, 2010
23,200 miles. Grey metallic/black leather.



PORSCHE 911 (997) CARRERA 4S COUPE, GEN II, Manual. 2011. 26,815 miles.
UK supplied. Carrara white/black full leather.



PORSCHE 911 (997) CARRERA GTS CABRIOLET PDK 2011. 24,500 miles.
Carrara white/black leather.



PORSCHE 911 (997) CARRERA GTS PDK COUPE, 2011. 24,675 miles, UK Supplied
Carrara white/black alcantara.



PORSCHE 911 (997) CARRERA GTS PDK COUPE 2011. 17,100 miles. UK Supplied
Guards red/black leather interior.



PORSCHE 911 (997) TARGA 4, PDK, 2011
23,950 miles, 1 owner. Basalt black metallic/sand beige/black leather.



PORSCHE 911 (997) CARRERA GTS PDK COUPE, 2011. 22,900 miles.
Basalt black/black leather interior.



PORSCHE 911 (997) CARRERA GTS CABRIOLET, Manual. 2011. 26,700 miles.
Basalt black metallic/black leather & alcantara.



PORSCHE 911 (997) CARRERA GTS CABRIOLET, Manual. 2011. 15,600 miles.
Carrara white/black leather & alcantara.



PORSCHE 911 (997) CARRERA 4 GTS PDK CABRIOLET 2012. 14,150 miles.
Platinum silver/black leather & alcantara.

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Jacky Ickx

Widely heralded as one of the most successful racing drivers of all time, Jacky Ickx is a world champion sports car driver, six-times Le Mans winner and F1 veteran. The Frenchman and Porsche supremo discusses his glittering career with Total 911...

Written by **Johnny Tipler**



Distinctive black helmet with its white surround, endurance specialist and F1 driver, off-road racer and trials champion Jacky Ickx is the consummate all-rounder. Aged 72, he's movie-star fit, bronzed with a Monaco perma-tan and speaks fluent English with a strong Gallic flavour.

This is the man who, aged 24, rewrote the rules at Le Mans for good when, in 1969, he strolled insouciantly across the track in the traditional driver sprint start, eased – rather than jumped – into his GT40 and carefully buckled up. Tragically, 917 driver John Wolfe did not and was killed on the first lap. Ickx won the race, the first of his six Le Mans victories and one of just two not achieved in a Porsche. Until Le Mans Classic was introduced, there was never another traditional sprint start at Le Mans.

Today, Jacky is a brand ambassador for Porsche-Audi, and a regular visitor to Rennsport Reunion and Goodwood. We chatted to him at the Porsche Club's 'evening with Jacky' ahead of February's London Classic Car Show at London's ExCel, where he was a guest speaker.

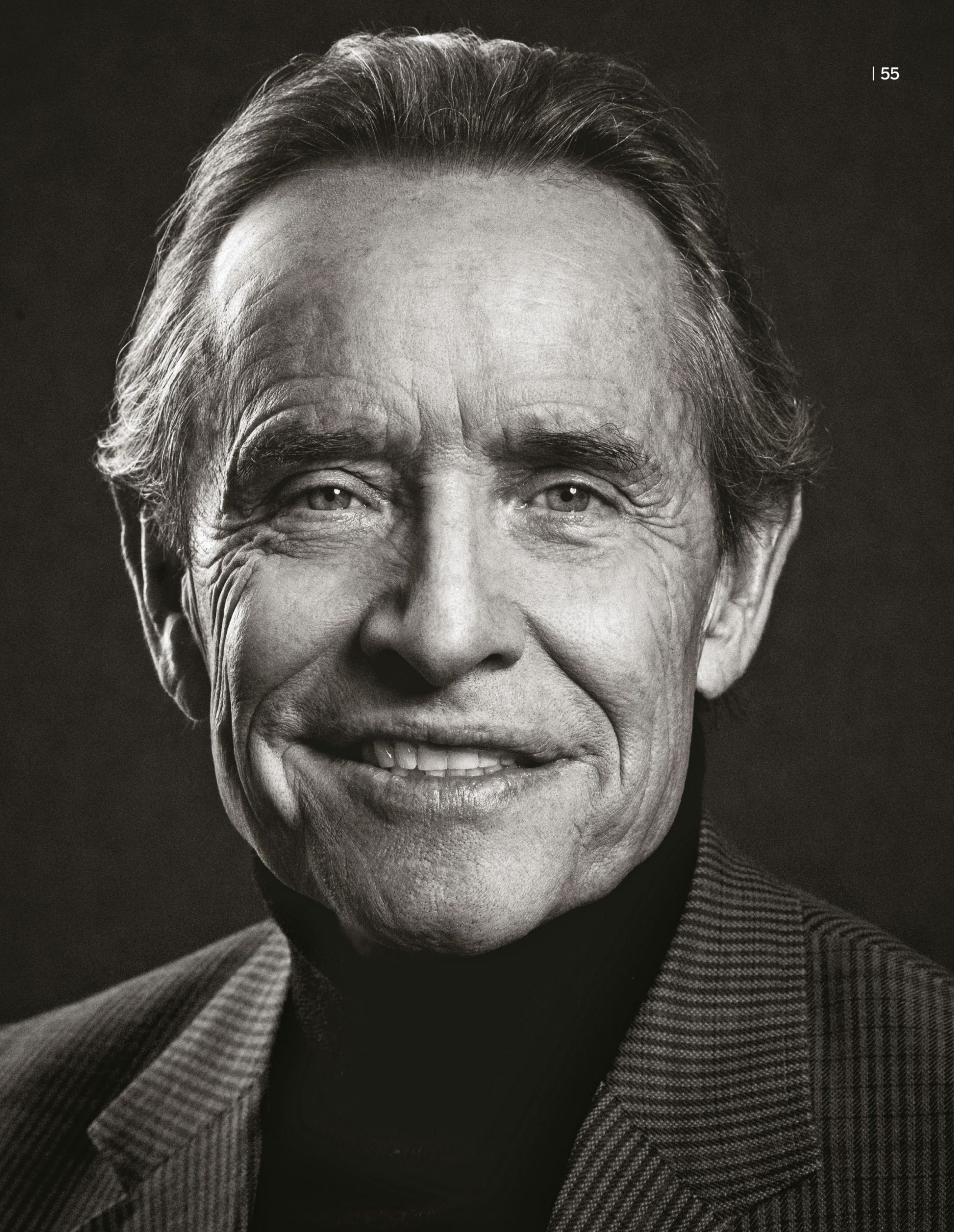
ESSENTIAL FACTS

- Jacky's competition career began on two wheels in 1961 when his parents bought him a 50cc Zündapp trials motorcycle. He was Belgian junior trials champion in 1961 and Belgian national motorcycle champion in 1965.
- In the mid-1960s Jacky drove Lotus Cortinas for Alan Mann and Team Lotus, plus Ford Mustang and Ford Falcon, and a Ford Falcon at Bathurst, Australia, in 1977.
- European F2 Champion driving a Tyrrell-Matra-Cosworth MS5 in 1967, Jacky was also Can-Am Champion in 1979 in the Haas Lola-Chevrolet T333.
- Jacky was a works Ferrari F1 driver in 1968 and from 1970-72, Brabham in 1969, then JPS Team Lotus in 1974 and 1975, recording eight wins, and was runner-up in the F1 World Drivers' Championship in 1969 and 1970.
- His six Le Mans victories were scored in 1969, 1975, 1976, 1977, 1981 and 1982 – three partnered by Derek Bell – a record that stood until 2005.
- Jacky won the Paris-Dakar in 1983 in a Mercedes-Benz G-Wagen, and helped develop the Porsche 911 SC RS and 959 for the event, placing sixth in 1984 and second in 1986. In 2000 he finished eighteenth co-driving for his daughter, Vanina.

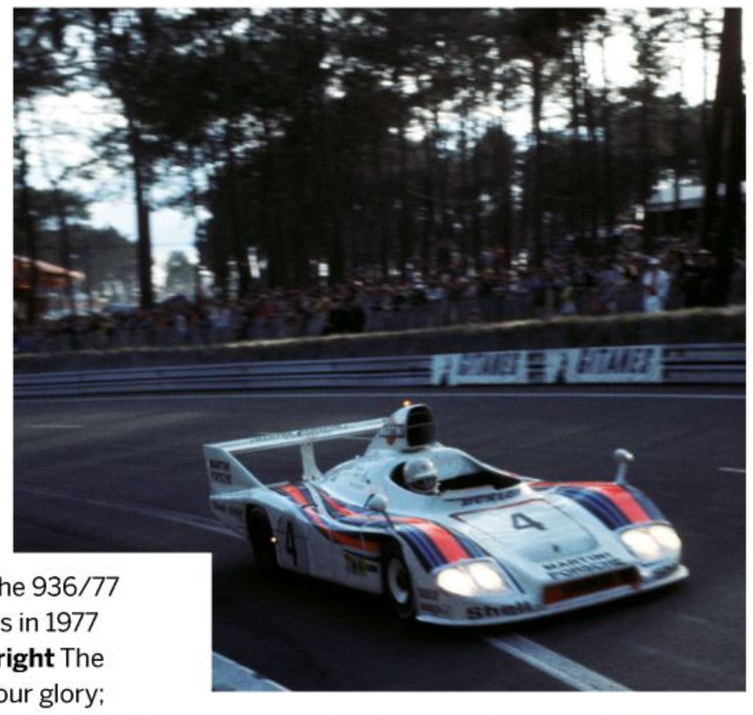
You're probably more readily associated with the Rothmans-liveried 956 and 962, which you won the WSC with in 1982 and 1983, but actually it was the 936 that you drove over the longest period – 1976 to 1981 – and scored three Le Mans wins with, as opposed to one with the 956. Which one's your favourite?

It was a privilege to do those ten years with Porsche, because I've been part of a number of interesting projects, and the 956 was probably the most incredible Group C car that's ever been built, because it also lasted roughly ten years with very little development. And there is the incredible four-wheel-drive Paris-Dakar project where I was deeply involved, because the 953 and 959 were built to do 230kph in the desert. I only did 210kph because I wasn't brave enough but my teammate did 230kph – and that's fast – but more incredible than this was the fact it was a sophisticated 911 that was able to compete with the people who build four-wheel-drive, off-road machines, and yes, we did it.

You still hold the record for the closest-ever un-staged finish at Le Mans, back in 1969, when you beat Hans Herrmann's 908 Coupe by 100 metres in your JW-Gulf GT40. Did ➲









Far right Ickx in the 936/77 Spyder at Le Mans in 1977 **Clockwise from right** The 936/77 in full colour glory; piloting the Porsche 956 at Le Mans in 1983; Ickx and another former great, Jochen Mass, watch over recent retiree Mark Webber

you always believe Porsche was going to be the best bet as far as getting the best results were concerned?
I'm absolutely convinced. That's why I made a short list and Porsche was at the top. Where the winning car is in your hands, it's your job then to stay on the road and go as fast as possible.

You were known as "the rain master" in the 1970s – witness your amazing passing move in the Lotus 72 on Niki Lauda's Ferrari around the outside at Brands Hatch's Paddock Bend as rivers flowed across the track: you undoubtedly had very special skills in the wet.
I had some abilities, and I think my driving style fits those conditions fairly well. I learned some of that in motorcycle trials where I was competing in a sport that most of the time you do in winter, in mud, ice and rivers, and also races like the Suzuki Grand Prix 50.

When you only have two wheels you cannot be wrong: with a car you can put a wheel on the grass and hold it there, but it suits my style probably, and I used that experience later on in the Paris-Dakar. I was doing some jumps with the car and I was still lifting the steering wheel, the same way as you do with a trials motorcycle – you lift the front wheel up – and I was trying to do that in the car! It doesn't work in practice but it does help psychologically!

So your race career lasted three decades, from your motorcycle trialling to the Paris-Dakar. That's impressive in itself.
Yes, I started in 1961 and I finished in 1992. My last real race as a professional was 1992 in the Paris-Dakar Rally, and I'm probably the one who made the largest number of racing miles in their career because I did so many things at the same time. It adds up to a hell of a distance if you count touring cars, endurance racing, World Championship for Makes, GTs, Group C, Formula 1 and Formula 2, and Paris-Dakar.

Usually, drivers are specialising in one thing and in the past there wasn't this exclusivity; we could race anything because there were no compulsory sponsor activities. And that also meant I've been able to build up a number of good results because I was very often with the right team, in the right place, at the right time. You can't control that, it's just a fact; things are happening.

Your Formula 1 career began to decline because of budget cuts at JPS Team Lotus in 1975. But you do have those parallel ladders in your career, F1 and WSC, so as you started to descend one, your ascent of the other took off in a big way with Porsche.
Yes, but you don't know at the time that it's going to last for ten years. Having no F1 contract in 1975 – and I had already been doing long distance racing for a long time – and with Porsche offering me the most incredible cars (the 935 and 936), and a guarantee of winning, it was a no-brainer.

So what about the 935? The bulk of your racing in 1977 was in the 935 with Mass and you scored four wins and several seconds.
The 935 was possibly the most powerful car in those days; with 750bhp, let's call it a monster in a way. We had almost won every race in the 1977 World Championship for Makes, the DRM and IMSA, and then came the Moby Dick (935/78), honestly an incredible car, a space-frame silhouette of a 911.

Yes, you won the 1978 Silverstone 6 Hours race with Jochen Mass in that car.
I think we were only four seconds slower than the F1 lap record at the previous year's Grand Prix, and Moby Dick was also the fastest car on the Mulsanne Straight that year with 228mph! It was a real surprise at first, but after ten-to-15 laps you get used to it. It's very powerful and very fast; nobody had seen a car like that before.

But I never drove it at Le Mans; I drove the 936. You know, at Le Mans on the Mulsanne Straight, before the chicanes, you go 380kph and frankly, it's easy. You can smoke a cigarette at the same time, and as you pass the restaurant in the middle of Hunaudiéres, you could see the people eating



"The 956 was the most incredible Group C car that's ever been built, as it also lasted ten years with little development"

at the table in front of the restaurant in the 1970s. It was not easy to see it if it was salmon or beef, but you could see more or less! You say how do you manage to stay six hours at the wheel or whatever, but it's very resting, the Le Mans straight, I won't say you can sleep, but almost.

Your first Porsche win was at Mugello in a 935 in 1976 and your last Porsche win was in 1985 at Selangor, Malaysia, driving a 962. But what was your favourite race of all in a Porsche?

The Le Mans 1977 race in the twin-turbo 936. You always try your best whatever you do, whatever your world, and sometimes it's even better than all of the other days, and if we're referring to a race that we shouldn't have won, frankly, this was it. We had two cars and I was in one car with Pescarolo and we had an engine failure early on; this happens sometimes and I was reserve driver on the other car. So at 8pm I went in with Hurley and Jürgen as third driver, and we were 41st and 12 laps behind the Renault at the time – we were convinced that, for us, the race was over.

Honestly, you don't bet a single dime on winning a race like that, but when you see the lap chart after every hour and you've moved up three places, and then rather than being 41st, suddenly you are tenth, you start to believe it's possible, and that gives you wings. That happened to all of us – the drivers, the engineers, the mechanics, they did an unbelievable job, and even though the engine went onto five cylinders, at the end we won. The conclusion of that is, never give up until the flag!

The Group C twin-turbo 956 from 1982 was Porsche's first aluminium monocoque and it had ground effect bodywork, which made it pretty special. Were you involved in the development of that?

We were all driving the prototypes. Weissach is the engineering centre of Porsche, and I'm sure you are aware that they do a lot of studies for other brands, even airplanes. I think the group of engineers today has 3,000 or 4,000 people and you never know what they do, it's very secretive. But in those days Weissach was the very first development centre; there is a small racecourse in the middle of the office buildings and we were testing all the cars there, so it was very special. The Rothmans 956 was made there, and starting the 1982 season we knew that it was the best possible toy on the Group C grid.

We always did a lot of testing, mostly at Paul Ricard, before we went to Le Mans, and it's fast there, but we had no simulators in those days, few computers, and testing was fairly hands-on. We were trying out different spring settings on the cars; different aerodynamic styling; different camber and torsion bars; and different settings for the engine. It was all handmade, it was not computers, and that's why it was fairly easy for the amateur. It was a great result and at the conclusion of that season I think we had four wins, and by the end of 1986, the Rothmans 956s and 962s had amassed an impressive 25 wins (along with numerous podiums).

What makes a successful endurance driver – a combination of driving talent, racecraft and mechanical sympathy?

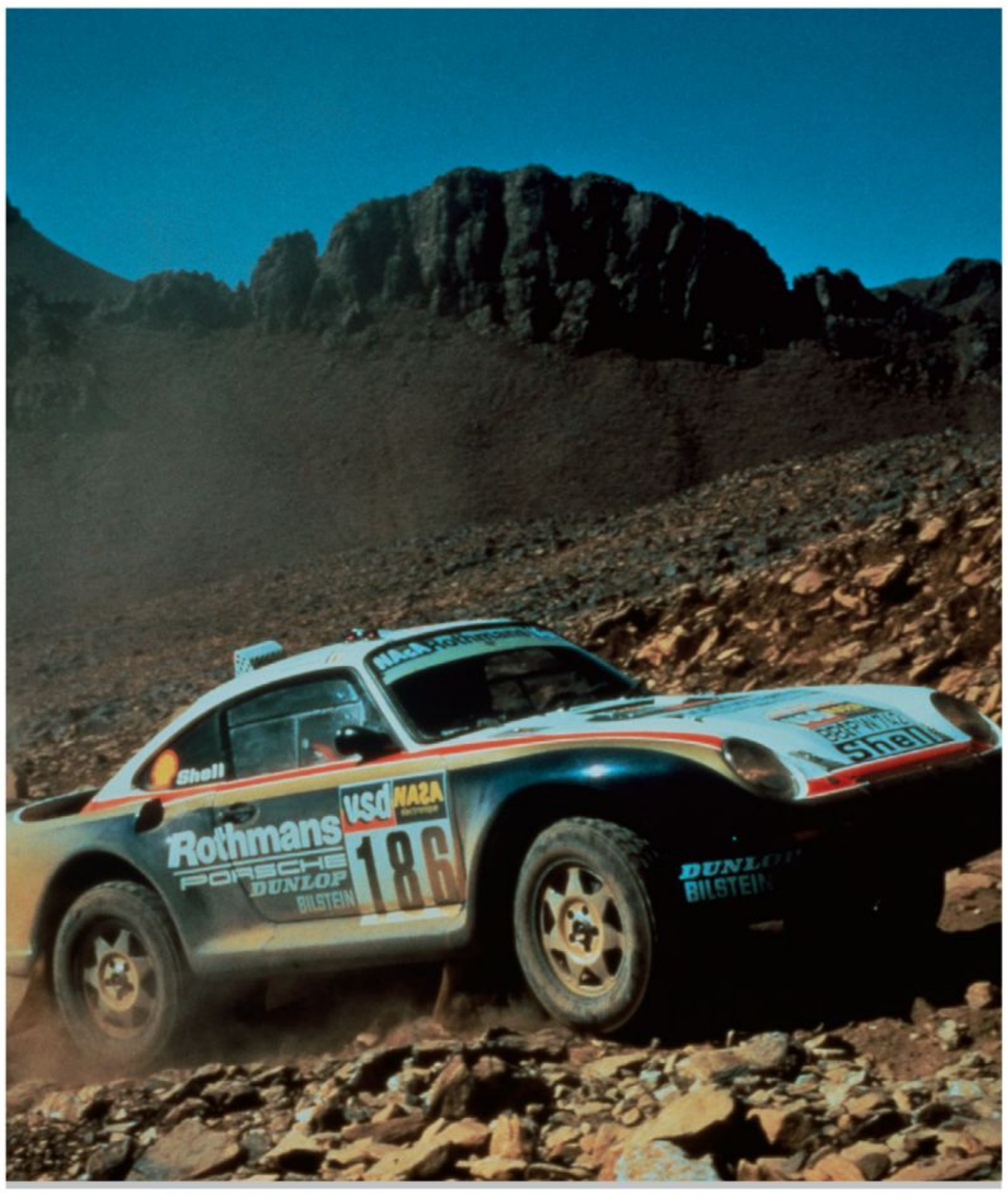
What makes the success of a car, frankly, is not the driver, it's the group of people who stick together and design and build an incredible race car, and replace the parts at the right moment. Then you as the driver receive a winning car, and ➲





Far right Another shot of Ickx in competition at La Sarthe in 1977
Clockwise from right With ACO President Pierre Fillon; competing at Le Mans a year earlier in the 1976 race; driving through the Dakar desert in 1984; speaking with race engineer Wolfgang Berger in 1977

"When I started with Paris-Dakar my vision of the world and the people changed completely. That is the most important part of my life"







then you have to be lucky, and that's how it was for me. I was not too bad, okay, but without the right tool you're nobody.

Surely race fans at the time wouldn't have been surprised to find you winning; it might not have been so wonderful in F1 in the mid-1970s, but you'd won an awful lot of endurance races with Ecurie Francorchamps, JW Automotive and Ferrari, and in 1976 here you are winning with Porsche in the 935 and 936. You won two races at Dijon on the same weekend in two very different cars.
Everyone was able to drive every kind of car in those days – Jimmy, Jackie, Jochen, Dennis, we were doing all sort of things, driving saloon cars, GTs, endurance, single-seaters – it was part of it. It was what we did, not because we were more talented than drivers today – drivers today are outstanding, they do incredible jobs – but the difference between them and us is that in those days there were few sponsors. Those we had made no demands on our time, so we had the freedom to choose to race whatever and wherever we wanted. In that era, when I started in motor racing, it went onto another planet, and you had to win huge to survive.

At the end of the 1970s we had huge wings, huge downforce, no assistance for the steering, no power assistance for the brakes, and to us it seemed normal. It's just a matter of era; today you can't do that anymore, either you will become the greatest in F1 or the greatest in long distance WSC or the greatest in rallying, but you will never have the possibility to do what we all did in the past, which was to drive all sorts of cars.

Did you have a special daily fitness regime in those days?
No, nothing; we were amateurs.

What about for Paris-Dakar? That must have involved a very special type of fitness.
We were fit because we raced 40 weekends a year, non-stop. I think one year maybe I did 48 weekends of racing if I include everything: motorcycles, saloon cars, Formula 3, Formula 2, everything at the same time. When you take my first 20 years of motor racing, until I went to Paris-Dakar in 1981, that was one type of racing and I call it monorail. I was successful, it was nice, beautiful, the glory, whatever, but monorail. Then when I started with Paris-Dakar my vision of the world and the people changed completely. That is the most important part of my life, the era when I went to Africa to compete in off-road racing. If you ask me which part of my life I prefer, it's this one.

We're at the Official Porsche Centre at Becton as guest of Porsche Club GB, are you now a Porsche brand ambassador? That's appropriate, isn't it, because of all your successes with Porsche.
I am a brand ambassador for the Volkswagen group, and that means all members of the group, depending on the occasion. Today it's Porsche, and it was an opportunity because I was here already for the Classic Motor Show. I have a lot of positive feelings for that type of event, where you find owners, experts and drivers, and it's partly the reason why classic racing is so successful.

And if somebody offered you a drive in a Porsche 911 in, let's say, this year's Spa 6 Hours race, would you be tempted?
Do you know how old I am?! Also, when you are 72, the chance of being competitive with someone who is 20 or 25 is pretty slim.

So going up the Goodwood Hill is fine, and that's as far as it goes, then?
Sure, because I don't try to speed but Lord March has reunited those who have passion for motor racing and although it's a business, everyone feels like a guest of Goodwood and everyone's gone back home with a huge smile. He has made a demonstration that you can be professional and also be human at the same time.

And that's Jacky Ickx too; a perfect gentleman, worldly and astute, yet carrying that aura of greatness that only high achievers possess. As he says of himself, "there are two drivers inside: there's the nice, polite one and there's the wolf." It's a privilege to have met one and seen the other in action. 911

THE Q-CAR

A daily driver for Ninemeister's Colin Belton, this unassuming flatback 3.2 offers performance that's anything but modest

Written by **Lee Sibley** Photography by **Daniel Pullen**



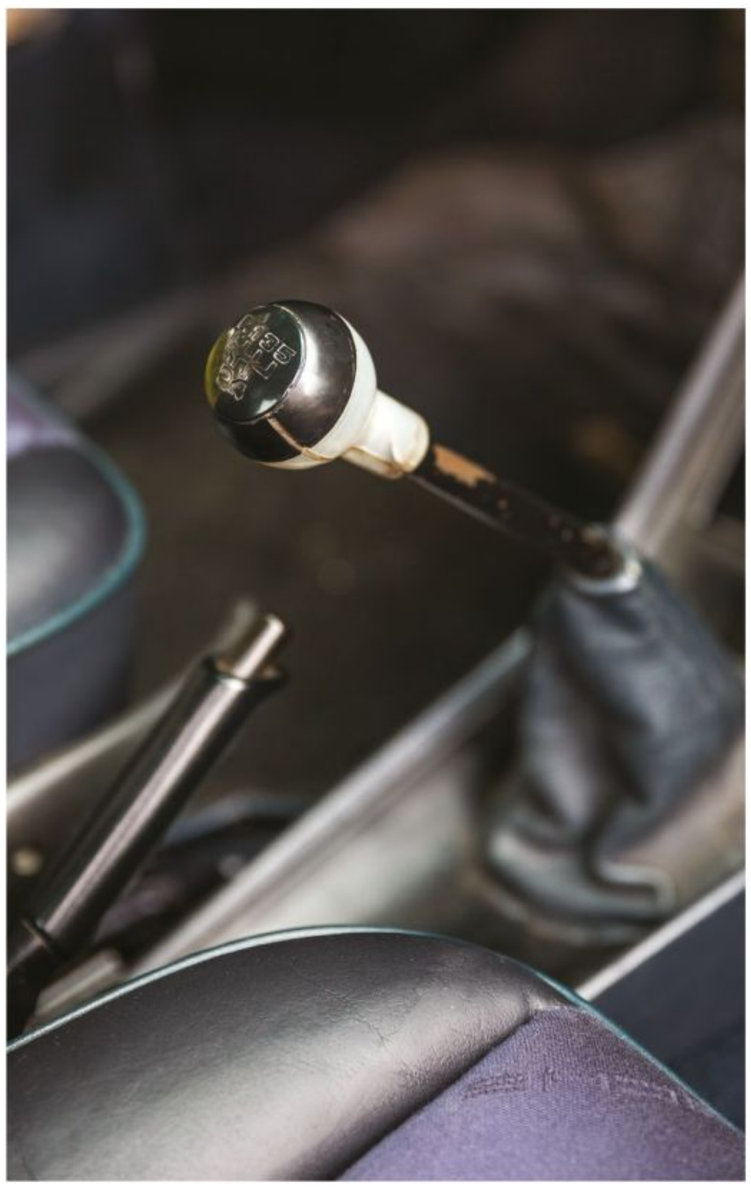
Rob Dickinson's daily driver is a 300,000-mile 1969 911E with a tuned 3.0-litre SC engine, a car that has affectionately been coined the 'Brown Bomber' for its unabashed cafe racer looks. Although the car's appeal to Los Angeles' rich and famous eventually prompted the manifestation of Singer Vehicle Design, it is perhaps the antithesis of the lavish, re-imagined 911s Dickinson's renowned company produces for its clients today. An array of charismatic anecdotes exhibited in war wounds can be found all over his Porsche 911's body, but as Dickinson told **Total 911** back in issue 95: "It's a car that brings me from 'A' to 'B' in a quick and fun way, with the emphasis firmly on the latter." Rob's sentiment is something another proprietor of a specialist Porsche business, this time here in the UK, can well appreciate.

"I actually know Rob very well," Colin Belton tells me as we make our way back through Ninemeister's sprawling premises to the front door, turning off lights and checking locks along the way. It is well past the end of the working day and we are the only two left in the building, his staff having left long ago. It's amazing how time flies when you get talking Porsche with a fellow devotee. "I went over to lend a hand building the first Singer commission, helping to install the engine and getting the car ready before its show debut. It was stressful but so much fun!" Colin says as we reach the car park, where only my 991.2 Turbo press car and his daily-driven 3.2 Carrera remain. I note the 3.2 is a flatback, on what looks like 16-inch Fuchs (usually reserved for Sport models), though otherwise all seems standard fare. I turn my attention back to Colin as we shake hands and depart, agreeing to speak again in a couple of weeks.

However, it is not ten minutes later when I see Colin again, this time on the M62 motorway towards Liverpool. I'm using cruise control on the 991, settling down to a podcast via Apple CarPlay, when I notice the unmistakable bright yellow glow of an impact-bumper 911's upright headlights coming up from behind. Drawing next to me on the three-lane motorway, I realise who it is driving that charming 3.2 flatback. I give Colin a thumbs up, who responds by waving, a shrewd grin illuminating his face. At first I thought the gesture rather odd. What's with the smirk? It is at this point Ninemiester's CEO drops a cog and floors it, the 3.2's weight thrown backwards as it bolts forward on its haunches with scarcely believable venom. Stunned, I sit there, still in cruise control as the plucky 1980s Neunelfer shoots down the road and into the distance, the screaming resonance from its exhaust reverberating through my ears all the way.

Now, I've seen all manner of 3.2 Carreras get a shift on in my time, but few have bolted with such response and duly catapulted towards the horizon with such steadfast conviction. What the hell was powering that 911? After an investigative phone call to Colin first thing the next morning, it turns out there's far more to his flatback 3.2 Carrera than meets the eye, which is why, two weeks later, I'm back standing next to it, though this time I'm not interested in talking. I've come here to drive.

This 1987, narrow-body 3.2 Carrera is powered by a tuned 325bhp pre-VarioRam flat-six engine from a 993 Carrera with Motec engine management (all fitted by Ninemeister in 2000). Drive is fed through a five-speed G50 gearbox with a 9m lightweight flywheel. Bilstein Clubsport suspension takes care of damping, with competition inserts on the front, and







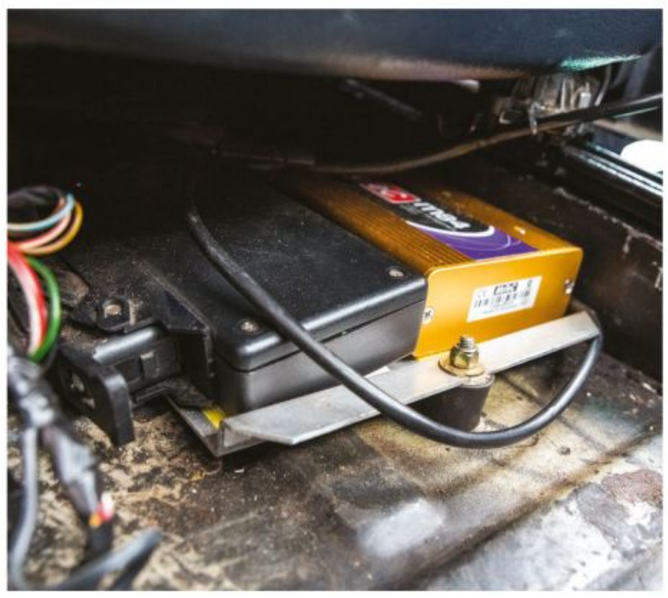
Above right Minus the aftermarket steering wheel and radio player, the 3.2 Carrera's interior looks standard – complete with G50 gear knob
Opposite right Colin's Q-car features a pre-VarioRam flat-six engine from a 993 Carrera with Motec engine management, producing 325bhp and 385Nm of power and torque respectively

there's a thicker (27mm) torsion bar from a 930 3.3 at the rear. A limited-slip differential better balances torque across the 911's rear axle, while a degree of negative camber at the front wheels – two degrees on the rear – is to the merriment of fast cornering. As you can see, then, you shouldn't be fooled by the tatty looks of this daily-driven Neunelfer. It really is a wolf in sheep's clothing.

"Are you really sure you want to do this?" Colin ponders as he hands me the keys (ever a schoolboy mistake). "It's not been hoovered for months and I can't remember the last time I washed it." Climbing into the car and shutting its door with that metallic 'clink' serves as my final decision, your Editor wasting no time in thrusting the key into its ignition and twisting forward to awaken that flat six. Sparking to life before settling quickly to idle, the unmistakable whirring of a 993-generation motor fills the 3.2's cabin. I click my belt into place, adjust the electrically adjustable Sports seat, slot the shifter straight into first and promptly pull away. Remember Colin's smirk from a couple of weeks ago? I return the favour, the grin on my face hard to contain as I wave him back inside and set off for the open road. It's a good job Colin has a sense of humour.

I let the engine oil warm up as I make my way towards quiet countryside roads. Houses and bus stops soon make way for fields and farms and, with ➲





Model 3.2 Carrera
Year 1987

Engine

Capacity 3,600cc
Compression ratio 11.3:1
Maximum power 325bhp @ 6,000rpm
Maximum torque 385Nm @ 5,000rpm
Transmission Five-speed G50; 9m lightweight flywheel
Modifications 993 non-Varioram engine with 9m Motec upgrade (ECU, injectors, intake, MAP); 3.2 headers; de-cat; 9m custom dual outlet silencer

Suspension

Front Bilstein Sport with competition inserts; 19mm torsion bars
Rear Bilstein Clubsport shock; 9m springplate bushes; 27mm torsion bars

Wheels & tyres

Front 7x16-inch Turbo Fuchs; 205/55/16
Rear 9x16-inch Turbo Fuchs; 245/45/16

Dimensions

Length 4,291mm
Width 1,650mm
Weight 1,150kg

Performance

0-62mph 4.48 sec
Top speed 174mph







Left ST-style twin exit exhausts required Colin to modify the 3.2's rear valance to fit



nothing but an open road ahead of me, I flick the gearlever back into second and bury the accelerator into the bulkhead.

Acceleration is rapid, positively removed from the honest progress a 930/25 flat six usually fitted to the car would make. There's great urgency from the rev needle to swing around the tacho here, a lovely rasp emitting from the ST-styled tailpipes as we shoot past 5,000rpm and rocket towards the redline. Crikey, this little Q-car is evidently not designed for hanging about! However, it is the car's response that is more impressive, the kind only a fettled, naturally aspirated engine sitting inside a lightweight shell can achieve. With my every squeeze of the throttle pedal, Colin's Q-car presses forward with haste and I'm surprised by how much mid-range torque seems to be available (this is a pre-VarioRam engine, don't forget). However, forward velocity is not the only trick up the sleeve of this 3.2 Carrera.

The corners on our countryside blast start to come thick and fast now, rigidity afforded by the Bilstein Clubsport suspension good enough to keep the car planted to the asphalt's contours without compromising on ride quality. A medium left turn approaches, so I blip-shift down a gear and feed the car in. I'm surprised by how pointy the Carrera feels from its nose for a 1980s 911; there's a wonderful directness to its steer while stiffer spring rates from that thicker Turbo torsion bar enable the car to stay planted to the deck, unperturbed by the centrifugal forces at play. I push a little more in the corners each time and I am amazed by how capable the chassis seems to be with only the relatively minor alterations Colin has carried out.

Probably through familiarity of surroundings rather than anything else, I reckon I'm getting on the gas on corner exit at the same time as a traditional 3.2 Carrera, here carrying noticeably more pace out of it as this M64-engined Q-car shoots forwards towards the next bend. So simple, yet so effective: this is exactly the sort of car that keeps the fun in daily driving. I can only imagine Colin's face on the way to work each morning (perhaps that's where that aforementioned grin emanates from). This surely has to be one of the most entertaining commuter cars of the entire country's workforce!

Sure, there are potential foibles to running such a car on a daily basis: the UK's tendency to elicit heavy traffic will be to the detriment of an engine cooled by airflow, not to mention the frivolous on-board heating system that remains impenetrable to human commands on this era of 911. Despite this, you'd be surprised to learn of the number of people still using this era of 911 on a near-daily basis, though I dare say the drive isn't as entertaining as here.

"This has to be one of the most entertaining commuter cars of the entire country's workforce!"

Returning to Ninemeister and chucking the keys back at Colin, he can tell that fun has been had on the countryside roads of Cheshire. "It is what it is," he says – and I know he doesn't mean that flippantly. "It won't win a Concours anytime soon but it's such a hoot to drive. I genuinely love driving it every day and it doesn't matter how many miles I do in the car – it'll do it no problem."

In our tech-oriented world where comfort and compliancy appear to be the predominant requisites for a pleasant commute, Colin's Q-car is proficient according to an entirely different barometer, where only amusement reigns supreme. Much like Rob Dickinson's Brown Bomber. **911**

Thanks

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REVERENTIAL RSR

Canford Classics' take on a usable, road-ready RSR is a heavy hitter, in an exquisitely formed package

Written by **Kyle Fortune**

Photography by **Gary Parravani**

"We all need to be a little bit OCD in this business," says Alan Drayson, owner of Canford Classics. That much is evident if you've ever visited the firm's premises in Winterborne Kingston, Dorset, the level of pride that goes into every build being clear. The latest demonstration of that is sitting idle outside in the late winter sun, an RSR build just completed for a customer. "It's only got about 80 miles on its rebuilt engine," adds Drayson, as we walk around the beautiful Signal orange 911 RSR. Drayson admits Canford has never built an RSR before and that it's a bit different from the projects it would usually undertake. Over the year it's taken to complete though, they've really enjoyed it. "I wouldn't want to count up the hours it has taken," he admits, the car arriving as a pair of project cars Canford would build for their owner.

Based on a 1978 911 SC, a car that had been raced in its earlier life, some mechanical and body work had already been undertaken before it arrived in Dorset. Drayson admits that after the car was properly inspected it was clear it would all need to be done again, so the process of stripping the car down to bare metal began, with each panel painstakingly checked and any repairs undertaken.

"It would have been easier starting from scratch rather than undoing previously badly done work," admits Drayson, his level of obsession for the detail driving him to the perfection that is currently sat in front of me. "For me, it's all about the fit and finish," he says, pointing at the panel gaps, wilfully ignoring the fact that no factory RSR would have ever have been so meticulously finished; speed, rather than millimetre-measured gaps around the doors, bonnet, engine cover and bumper rubbers, being more important for a racer.

This is a slightly different spin on the RSR though, one the owner intends on using, so it's an RSR built with road pretensions rather than an out-and-out track car. There are some civilities in its specification that betray that: it's undersealed for a start, while there are proper salt and pepper carpets under which there's sound deadening, while above you is headlining. Even so, it'll be noisy, admits Drayson, but it's still a car that can be enjoyed on the road, Canford even putting some carpet in the luggage compartment, where a 110-litre fuel tank resides, to stop anything rattling when the owner uses it for longer drives or tours. It, like the engine cover, retains proper cable-operated fixings rather than tie-downs, for greater security and ease of use for both.

That's exactly what the owner wanted, and likewise with the Signal orange hue, auxiliary Cibie spotlights and twin rear-view mirrors. The RSR wings are correct, hand finished in metal, their proportions looking so right with the car's squat, purposeful stance. The wheels are 15-inch Fuchs, 9-inches at the front and 11-inches at the rear, Drayson pointing to the centre caps and admitting that most RSRs do without them, but they wanted them here. Even so, he says, "the way it looks is secondary to functionality," which, given how sensational it looks, holds some big promise for how it's going to drive.

"It'll spin its wheels in third," explains Canford's technician Chris, who has enjoyed a quick run up the road in it, just to check that everything is good. Any excuse! It's obvious that it is a much-loved project around here, everyone stopping what they're doing and coming out for a look when Chris returns. We







Model 3.5-litre RSR
Year Based on 1978 SC

Engine

Capacity 3.5-litres
Compression ratio unknown
Maximum power 320bhp (estimated)
Maximum torque unknown
Transmission G50 Five-speed manual
Modifications Bespoke mechanical fuel injection, CDI ignition, RSR sprint cams, increased bore, 930 casing

Suspension

Front MacPherson strut design, coilover spring and damper with bespoke anti-roll bars
Rear Coilover springs and dampers, unique Carbon 12 anti-roll bars

Wheels & tyres

Front 9x15-inch Fuchs; 235/45/R15
Rear 11x15-inch Fuchs; 285/40/R15

Dimensions

Length 4,163mm
Width 1,680mm
Weight 1,000kg (estimated)

Performance

0-62mph 5 secs (estimated)
Top speed 160mph (estimated)

Left Inside, various clues as to the road-oriented usability of Canford Classics' RSR can be seen, including a 380mm deep-dished leather steering wheel, plus glove box, carpets and sound deadening

hear it arriving, the distinctive howl of the flat-six engine signalling its return, Chris clearly revelling in the quick trial.

The engine itself is a 3.5-litre unit, a Turbo case with a stroked Turbo crank and RSR sprint cams. It came with the car, though as with everything else, it was completely disassembled and rebuilt, being correctly detailed in the process. It was the right decision, too, Canford discovering water ingress into two ports, which had caused damage to the inlet bodies. They solved this by machining and adding a modified mechanical fuel injection system to run on a capacity of 3.5-litres. The case is that 930/20 one, with a 100mm bore and that stroked 930 crank, sprint profile cams, ignition taken care of via a 12-plug distributor and twin CDI boxes from Classic Retrofit. The Classic Retrofit items hugely impress Drayson, as the modern microprocessor controlled electronics bring a number of benefits over original Bosch units. The stronger 300V spark aids with the engine's performance, while the Classic Retrofit CDI boxes bring the ability to properly map the ignition, with the obvious advantages that brings with it.

Feeding cooling oil to that unit is a completely new system, Drayson not risking any contaminates from using older parts in the build and instead adding a new oil cooler, tank and thermostat, Canford fabricating its own oil lines. The gearbox is a fully rebuilt aluminium 915 unit with a factory limited-slip differential, a reinforced side plate and single bearing retainer. All the gear linkages, pedal assemblies and gearlever were, of course, fully stripped, inspected and rebuilt before being fitted to the car.

Canford approached Carbon 12 to provide the brakes, with six-piston aluminium calipers up front, four-piston rears, and Carbon 12 also undertook the building of the bespoke anti-roll bar system. It rides on sport coilovers, Drayson saying it's a shame the suspension is hidden under the body, as it's so beautifully finished.

Inside, that attention to detail is obvious, the 380mm deep-dished steering wheel covered in leather, the Sports seats mixing leather with classic hounds-tooth fabric to beautiful effect. RSR obsessives might notice there's a glovebox, early dash trim, which is very in keeping with the owner and Canford's goal of creating a civilised RSR. It's not a car for the tick-box-period-correct pedants, then; this is a car that's heavy on exquisite fit and finish, taking a historical, reverential nod at original RSRs without being entirely bound by the intricacies of their exact specification. In spirit, given those original RSRs themselves were the product of experimentation, a pick-and-mix of parts chosen for the singular purpose of greater speed, it's impossible to criticise the owner and Canford's approach in creating exactly the car they wanted to, with a similarly un-tethered approach to the specification.

As for weight? "Who knows," says Drayson, admitting that it's yet to go on the scales, but he says it'll be comfortably under a tonne and adds that with that 3.5-litre motor producing in the region of 320hp, even if it is carrying a few more kilograms than an RSR, it's not going to have any trouble shifting it. Drayson says it's still going through post-build snagging, so there will be no exploring the upper limits of that engine's performance today, rightfully leaving the final heady few thousand revs for the owner to enjoy, in time.

Mindful of Chris saying it's a bit of a handful, and Canford Classics' rural location – which means narrow, tractor-thrown mud-slimed roads – the rather dry-liking Pirelli P7 Corsa Classic tyres, and the fact it's someone else's baby, sees me get in with more than a little bit of trepidation. There's no cage to negotiate (the owner didn't want one) the driving position familiar and those seats holding me beautifully. It starts easily, a brief turn of the key ➲







Clockwise from left
RSR wings are correct, hand finished in metal; naturally aspirated flat six produces estimated 320hp; dished 11-inch wide rear Fuchs come with centre caps at the owner's request

RSR 2.8 and 3.0

Add another 'R' to the end of 'RS' and you get arguably the most evocative badge ever to sit on the engine lid of a 911. As with most Porsche specials, the RSR was a product of necessity, that being the need to win races. With the 1973 2.7 RS doing its job of homologating the basic formula for the track, the 2.8-litre RSR (right) was its evolution, a 300bhp development of previous racing 911s, very much based on production cars – as declared by Porsche's then new Managing Director, Ernst Fuhrmann. Naturally, the RSR followed the usual motorsport route for greater performance, wider wheel arches allowing for a bigger wheel and tyre package, less weight, more areo, as well as the increase in capacity via a 92mm bore, four-bearing racing cams and a raised compression ratio of 10.5:1. Power swelled by around 100hp as a result, the cross-drilled, ventilated brakes borrowed from the 917 to help stop it.

The 2.8 would evolve to the 3.0-litre for the 1974 season (right); having raced as a prototype in 1973, it would compete in Group 4, its crankcase changed from magnesium to aluminium, the twin-spark ignition, 3.0-litre flat six's output as much as 345bhp – depending on whether it was fitted with high-lift cams. Like its 2.8-litre relation, it featured the now familiar wide arches, the front dam mounted oil cooler and a whaletail rear wing. Tiny numbers of each were built, raced hard to good effect, and have been instrumental in cementing the reputation of the 911 as a hugely competitive, successful racing car, which is why they command such ludicrous money among collectors.







having the 3.5-litre flat six whomp into life quickly, it settling down to a regular idle despite Drayson and Chris saying it's a bit lumpy at low revs.

There's a proper race harness, which is in keeping with the sound emanating from behind, but given the usability brief, I'd perhaps go for a conventional three-point belt as well; not least as it'd allow better opportunity to peek ahead at junctions without having to poke too much of those beautifully formed front wings out into the road. The promised low-rev recalcitrance doesn't materialise, the clutch weighting good, the 915 gearbox shifting with a precision that's unusual given its somewhat unfair reputation, the engine revs dropping slightly as the car rolls off. You can sense the lack of mass immediately; that glorious sensation of more power than is necessary, mated to the rich sensations that only older Porsche 911s can truly convey.

That's old, but feeling entirely new at the same time, that unusual mix of old-school feel, fine response and unhindered lines of sight out of the thin-pillared cabin, mated to the tautness of fit and neat detail that follows a build such as this. In short it's glorious, and even with a self-imposed 5,000rpm limit on the re-built dials, the engine's response, sound and power are clear, the revs building with real fervour past 4,000rpm before the need to shift up a gear stops play. It feels wickedly quick even driven with caution, the big capacity clearly not dampening its enthusiasm for revs. Those sprint cams will only really reveal their real fervour at higher revs, where they're certain to give Canford's RSR real potency.

The chassis is well suited to the task in hand, too. The brakes feel mighty, both in the quality of their stopping power and the pedal feel. Even on greasy, mud-slick roads and with those less-than-ideal-for-conditions tyres, such is the plentiful feel through the pedal that it's an ill-considered push of the brakes that sees them locking up. As pre-warned, there's more than enough power to easily break the traction of the 11-inch rear tyres, but doing so isn't something to avoid, their breakaway easily read and caught, exploited even, if you're feeling brave.

On dry roads the limits will inevitably be far, far greater, but if the plentiful rural spring lubrication between tyre and tarmac is anything to go by it isn't something to fear, and something you'll possibly seek out. The lack of mass helps with the ride, which is obviously taut, but the coilover setup delivers a fine balance between genuine comfort – helped in no small part by the high sidewalls of those period-correct profile tyres – allied to the sort of precise control that makes it such an easy car to place on the road.

Turn the RSR into a corner and the front end reacts faithfully, the steering light and loaded with information, the wheel perfectly proportioned, it evocative in its style as well as its feel, this RSR a stark reminder of what proper steering feel is. It's weightier at slow speeds but then it's not uncomfortably so, and any effort put in is more than compensated for once you get moving. And move you it will, our all-too-brief time with Canford's RSR underlining one thing; that we'd love to drive it again, in the dry, with the engine fully run in and the chance to rev it out to its maximum.

Only then will it truly reveal the extent of its performance but even hampered by a low rev limit and horrible roads, this RSR might be Canford's first build of its type, but on this evidence it won't, and shouldn't, be its last. **911**

> "This is a car heavy on exquisite fit and finish, taking a historical, reverential nod at original RSRs without being entirely bound by the intricacies of their exact spec"

HISTORY OF THE HYDROPNEUMATIC SUSPENSION

Porsche has experimented with most automotive technologies at some point in its history. This promising venture into self-levelling front suspension ultimately proved one of the less successful, as **Total 911** investigates...

Written by **Kieron Fennelly**







Porsche's self-levelling hydropneumatic suspension was only used on the 2.4E (above and above right)

By 1969, Porsche wanted its middle-range 911E, designated the comfort model, to have more sophisticated ride qualities than the T and the handling-biased S. For this, Porsche decided to offer a self-levelling suspension option, which would replace the front torsion bars and dampers with gas/hydraulic struts.

Hydropneumatic suspension systems were not new: Citroën had gone down this route in 1955 with its groundbreaking DS, famed for its 'magic carpet' ride. As only the 911's front wheels were involved, two independent Boge struts would suffice to achieve a front suspension firm enough to resist understeer, yet compensate itself for changes in attitude induced by acceleration, braking and passenger/luggage loading, and which would also enhance general comfort.

Automotive springing is inevitably a compromise between control, ride and comfort. Today, PASM micro-manages suspension movements through infinite variations of damper settings but 50 years ago electronics were in their infancy, so the self-contained hydropneumatic damper must have appeared an elegant and sophisticated option. Like a conventional damper, the gas hydraulic strut comprised two pressurised chambers, but filled with inert nitrogen and hydraulic fluid and connected internally by a small pump. Suspension movements energised the pump as soon as the car was underway and would propel fluid from the smaller chamber to the main chamber to create lift whenever the suspension was depressed. The pump represented an early example of energy recovery, as it used the vehicle's motion to lift the suspension. The effect was to return the wheel to its preset ride height far faster than the conventional spring/damper arrangement could and maintain it there, keeping better contact with the road and eliminating any tendency for the suspension to pitch from the front to the back of the car.

In the case of the 911, the gas hydraulic strut was able to replace the front torsion bar and also the damper, whose role it took over. The transformation of impact energy creates heat, which in the longer term affects and wears suspension settings – the suspension of a regularly used trackday 911 GT3 will normally require as much attention as its engine in the course of a season. The self-levelling strut could be made lighter than the conventional damper because it transformed the heat energy into lift instead of having to absorb it, continuously equalising the two chambers.

Porsche introduced the hydropneumatic strut after comparatively little testing of its own: factory lightened 911Ss were fitted with Boge gas hydro struts for the 1968 Marathon de la Route and despite a leaking strut on one car, Porsche deemed the experiment a success and went ahead with this option. However, market take-up was limited – Paul Frère says in *Porsche 911 Story: The Entire Development History* that 911 buyers were a "conservative bunch who generally wanted their cars to be as close to 911S specification as possible." Certainly, feedback at the time suggested that many who did take the option were disappointed: the degree to which this sophisticated damper was supposed to control vertical front wheel movement was rather less in practice. Significantly, the option disappeared with the launch of the G-Series and this reflected the general direction of the automotive industry. In Porsche's case budget also came into it, the complex hydropneumatic strut costing DM100 to buy in against DM5 for a normal damper.

In retrospect, it is easy to see the appeal of the self-levelling strut. However, the idea was essentially ahead of its time and like early ABS and double-clutch systems that Porsche also investigated, it needed electronics, which were still 25 years in the future. The notion of adjustable hydraulic pressure is one of the most common principles of control in automobile dynamics. Modern software, such as magnetising and demagnetising fluids (used in Porsche's Active Engine Mounts), reliably allows scores of micro adjustments per second with input from a variety of dynamic sensors. As clever as the hydropneumatic struts were, they failed partly because of their autonomy: with no electronics to monitor them, they could never be as completely in phase with the 911's motion as modern PASM could. 911



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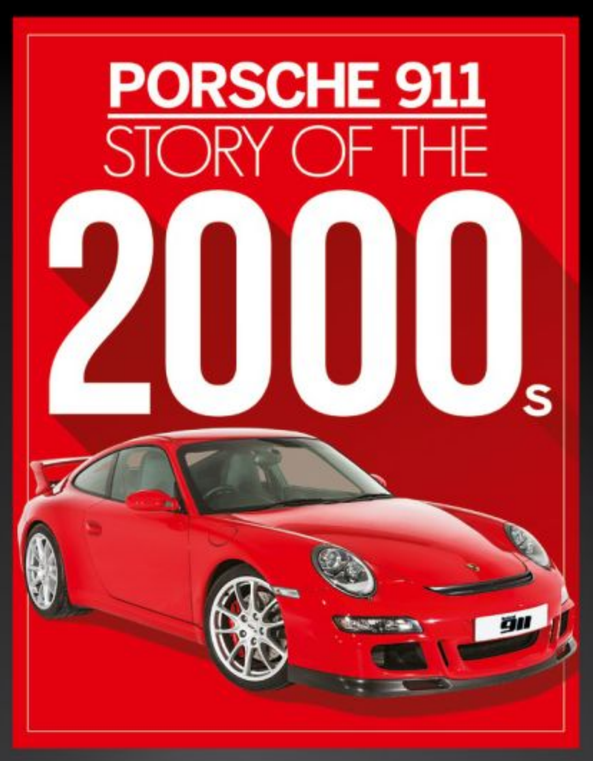


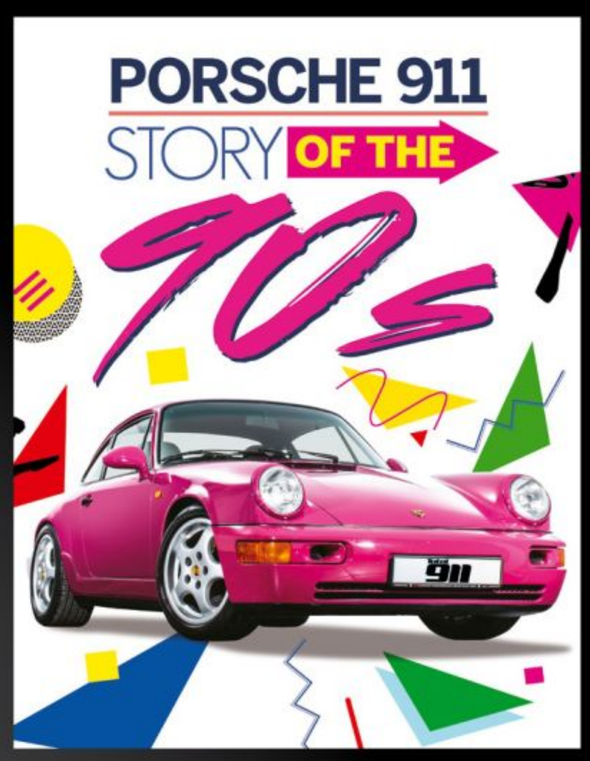


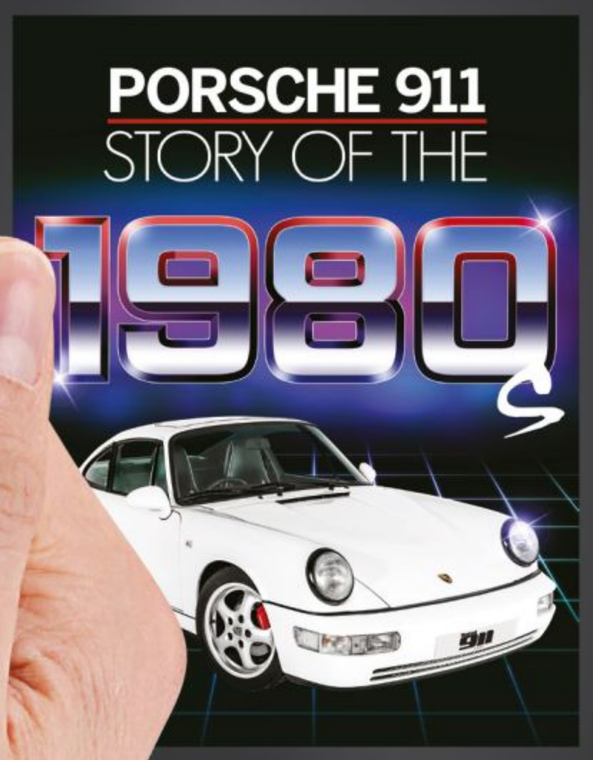
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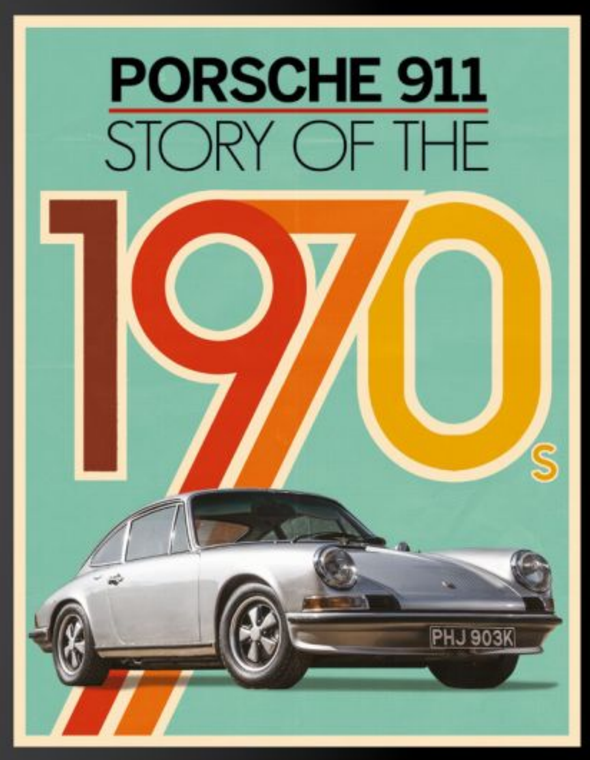
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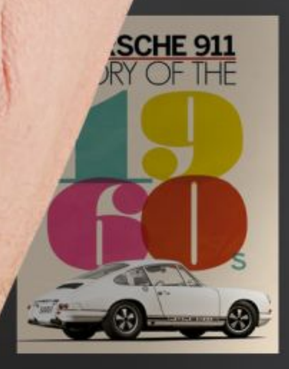


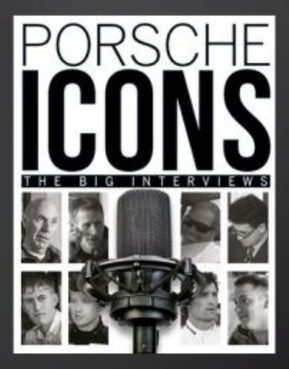


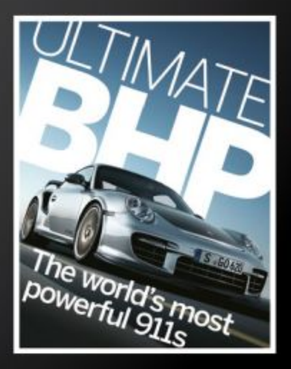


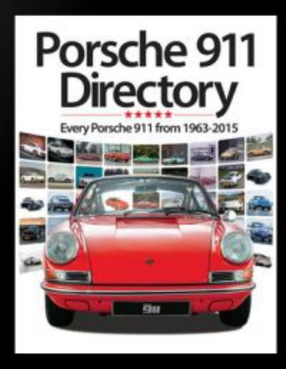












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Lee Sibley
Bournemouth, UK
@lee_sibs

Model 996.2 Carrera 4
Year 2004
Acquired February 2016

Wheels. They make or break the entire look of a car, don't they? Fortunately, Porsche has provided us with a glittering array of wheel designs sitting beneath its 911 sports cars for decades now. My favourites all hail from the 997 generation ('RS Spyder' centre-locks, 'Lobster Claws' and 'Carrera Sports') but undoubtedly the most iconic of all is the famous Fuchsfelge.

As a result, many aftermarket replicas have been made to varying degrees of quality, and even Porsche itself has had a go at modern evocations: the wheels fitted to the '50 Jahre' Anniversary car are an obvious case in point. Look closely at the centre-locking wheels on the 991 GT3, GT3 RS and R and you'll notice remnants of that renowned five-leaf design there too.

Many have tried and some have failed then, but nobody has arguably come up with a more refreshing twist to the iconic Fuchs wheel design than Fifteen52 with its stunning Outlaw 001. The product of collaboration between Fifteen52 and friend of **Total 911**, Magnus Walker, is a new twist on a familiar wheel design for Porsche aficionados. Made in Los Angeles from forged 6061 aluminium, the Outlaw 001 is available in two-piece and three-piece form in anything from 15-22-inch diameter and, as the three-piece wheels are custom built to order, the world is your oyster in terms of offsets.

I first read the information I've just relayed to you around a year ago, when the two-piece wheels were launched. The concept – and visuals – excited me greatly, and I had more than a pressing inkling the wheel would look great on a Porsche 996: the design held great appeal in that it provided a subtle nod to the famous Fuchs, presented in a modern way that would suit the soft lines of the 996 Carrera. Curious, I Photoshopped a set on to my own car and was chuffed to find, objectively speaking, that they looked great.

While it wasn't long before I began seeing sets of Outlaw 001s appearing on various air-cooled Neunelfers on the internet, water-cooled cars were conspicuous by their absence (some 997s had opted for the monoblock 001s, finding favour with their sharper design). So, was it even possible to order a set of Outlaw 001s for my 996?

I spoke with Fifteen52 co-founders, Matt and Mark, and got my answer. None had yet been made to fit a 996, however, they were enthusiastic about exploring the possibilities. We began talking offsets and sizes and I ended up changing from my factory-spec BBS wheels of 8x18-inch ET50 (front) and 10x18-inch ET65 (rear) to 8.5x18-inch ET35 (front) and 9.5x18-inch ET30 (rear), as I preferred the stance this setup would offer. I also opted for a matte black face with matte silver spokes to best evoke the Fuchsfelge homage, with billet alloy centre caps to complete the look of my three-piece Outlaw 001s.

Around six weeks later, four boxes from Los Angeles arrived at my Bournemouth office, and inside were the first Outlaw 001s in the world to be fitted to a Porsche 996. Removing the wheels from their packaging, I was suitably impressed by what I saw











Sean Parr
Harpenden, UK

@inveloveritas

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015



and touched. The finish on the wheels is superb, the sort any established European manufacturer would be proud of. The three-piece wheels are naturally heavier to pick up than my factory BBS wheels, so those with a hankering for motorsport in their 911 should consider the monoblocks instead, but I bought my wheels to look good – and boy do they! I had the Outlaw 001s wrapped in Falken FK453 tyres (more on those next issue) and slotted the wheels straight on to the hubs using factory bolts. Perfect.

As you can see, the result speaks for itself. The fitment of the wheels is exquisite, their design suiting the 996 as impeccably as I'd imagined. I now revel in the fact that I'm rocking something different, which still provides a subtle nod to the car's lineage. It's worth noting I ordered the wheels direct from Fifteen52 and thus paid an import duty of approximately £500, though in the weeks since delivery and fitting, it's been announced that Paul Stephens are to be official Fifteen52 UK distributors, which will alleviate any additional charges pre-delivery for those in the UK. For further details on the wheels and to create your own specification, visit **52outlaw.com**.

As with last issue, the start of the year has found me in Australia and very much enjoying the sunshine and change of scenery. About a year ago, I stumbled across a YouTube channel called *Home Built By Jeff*, where this Australian guy (Jeff) was restoring and backdating a rather manky 911 SC and was doing everything himself – he taught himself welding, painting, bodywork, stripped the engine, and is now doing the upholstery!
Anyway, long story short, I dropped Jeff a note introducing myself and asking where he lived in Australia, and he told me the Southern Highlands, which is about 120km southwest of Sydney and where I actually used to live. Small world.

Well the world got a whole lot smaller; I watched an episode where Jeff was outside his house and I recognised the bus shelter and knew that he must literally live at the bottom of my old garden. When I was coming out to Australia I contacted Jeff and set up a date with him to meet and talk Porsche. Well, the world got smaller when I arrived and met up with my sister, who actually works with Jeff's wife, who had told my sister about this weird stalker from England who was meeting her husband. Anyway, I was the weird stalker and Mrs Jeff actually sits next to my sister... really small world.

I got to meet with Jeff on my last day in Australia and it was terrific to meet him. He is an ex-Australian SAS soldier who now works as a Fireman and is a Polymath for all things physical. He bought this old 911, which had been badly converted to RHD (Australian cars had to be RHD by law until a few years ago; now if a car is over 30 years old it can stay LHD), wasn't matching numbers and was rusty and full of filler. Well it certainly isn't anymore.

Jeff has done an amazing job backdating the car and making it into an RSR replica, one with a paintjob that isn't going to be to everyone's taste (bright orange with black and purple stripes) but is exactly what he wants. He has no plans to sell the car, just to build it, drive it and have some fun! He has, as I say, taught himself upholstery and is completely redoing the interior in a very unusual palette but with incredible skill. The guy is a champ; he can turn his hands to anything – and does.

I am pretty handy having rebuilt six houses and a million bicycles, but Jeff makes me look like I don't know which end of a screwdriver to hold. He has a Datsun 240Z and an Alfa 105 in the wings waiting for the Jeff touch next. I thoroughly enjoyed meeting him and recommend his YouTube channel *Home Built By Jeff*, where you can see what we are all capable of doing if we just get stuck in.

Oh, and the first thing I did when I got back to the UK? I pumped up the flat tyres on my wife's TT so I could get it out of the way, then fired up the 912 and took it for a blast. I had really missed that little car. More next issue!



Tony McGuiness
San Diego, USA

@tonygt3rs

Model 997.2 GT3 RS
Year 2011
Acquired February 2011

Model 991 GT3
Year 2015
Acquired December 2014



A drive up legendary Pacific Coast Highway in a 930 Turbo is the stuff dreams are made of. It truly is "Living the Legend". And, it is difficult to imagine two more iconic legends than California's Golden Gate Bridge and a Porsche 911 930 Turbo. On a recent trip up the California coast, I saw this curvaceous beauty tucked away in the car park of a coastal hotel. Its silhouette, of course, is unmistakable, its stance breathtaking. On laying my eyes upon this magnificent 911, my senses were stirred. Throughout my stay at the hotel I found myself gazing out into the car park in admiration of this lovely black majestic 930.

As many of us 911 owners do when we see another 911, we want to talk with and share our passion for the marque with other owners. As I was heading out of the hotel to continue my journey, I took one last glance at the 930 and noticed the owner also departing. I approached him and indicated my admiration of his spectacular car. It didn't take long to confirm the owner is as passionate as I am about our beloved 911s. We struck up a great conversation.



I learned the owner, Robert, is "Living the Legend" in a way many can only dream of. Robert lives in Germany but visits California frequently. While on his trips to the US's most popular state, he makes sure to thoroughly enjoy his 930 he affectionately calls "My Black Mariah."

Robert's enthusiasm for Porsche is infectious. He was delighted to give me details of his incredible 911. 1989 was the last year the 930 was produced. He said it was a shorter year production wise, as Porsche was already introducing the 964 body. As a result, not many 930s were delivered to the US in 1989 and as 930 owners will know, it was the only year it came with a G50/50 manual five-speed gearbox. Robert bought the 911 three years ago and instead of shipping it back to Germany, he has decided to keep it here and drive it on the Golden State's



great roads. His Black Mariah is original with matching numbers. The interior has Cashmere beige full leather, a sunroof, and included a locking differential. And this stunning, all-original 930 has 75,000 miles on the clock.

After my conversation with Robert in the hotel car park, we both promised to keep in touch. He fired up his 930 and headed back on to the Pacific Coast Highway to continue his epic journey up the glorious California coast. Winding his way up the fabled coast road, he reached his destination of San Francisco where he took this magnificent photo of his 930 with the mythical Golden Gate Bridge in the background. I can't think of a better way to be "Living the Legend" than in a 930 Turbo on one of the most scenic roads in the world. They do call it "California Dreaming" for a reason.



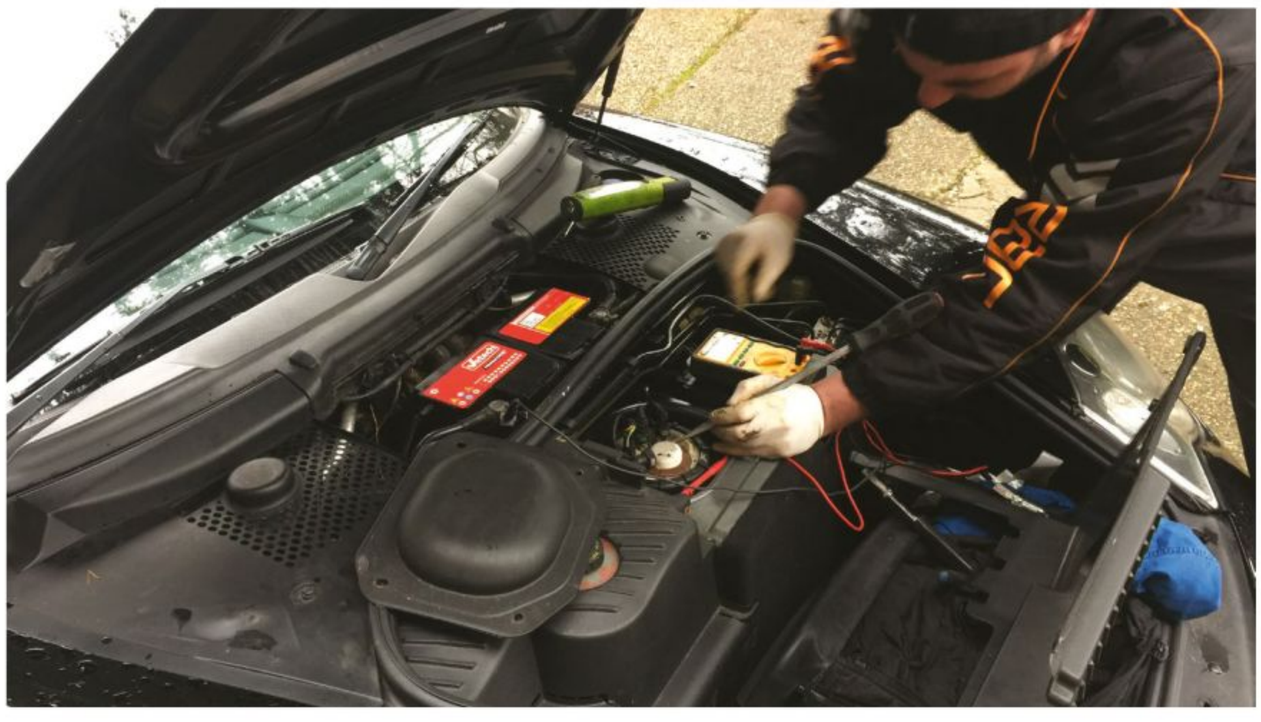
Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



The Turbo has been performing, really performing, in recent weeks with not a single issue to report. So much so that full throttle is simply not an option unless you like going sideways and hitting things, which I have grown out of. I have had to adjust my driving style completely since the boost issues were rectified because the wheels spin in every gear up to and including fourth, unless it's completely dry! All good fun though – it's like having a new car!

As ever though, things never run smoothly and a few days ago I went outside to start the car and it wouldn't catch. As I had fitted a new battery recently and had the alternator fixed, I wasn't sure what it could be, so I called on the trusty RAC to take a look and I'm glad I did. To be honest, I've never really given breakdown services much credit in the past, as every issue I've had with my Porsche has never been rectified at the roadside, but this time I doff my hat. The chap who I came to know as Erin had a keen ear and immediately suggested this could be a fuelling issue. However, with a



quarter of a tank showing I was unsure. Once we inspected the fuel line we realised that it was bone dry, so the first port of call was to put some petrol in and decipher if my fuel gauge was broken. It turns out it was working fine.

It was then that the fuel pump was identified as the source of the issue, and so with covers removed and pipes disconnected, that was soon confirmed. Not a dribble. Erin thought he may be able to fix the pump temporarily by removing it and giving it a couple of well positioned taps, which is not something I thought would have any effect, but seconds later, we tried again and a fountain of petroleum erupted.

Erin advised that with the quantity of fuel supplied to the engine in a Turbo, this was most certainly an issue that would raise its head again, and that it was something I should fix as soon as possible. But luckily the car started, the problem has been found and at least I can now take it in and have the pump replaced. Phew.





Michael Meldrum
Houston, Texas

@p911r

@p911r

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**

I may sound like a broken record, because I keep banging on about how much more fun it is to share the air-cooled Porsche 911 experience. This may present itself in many ways, perhaps at the local Porsche Club meetings, at larger air-cooled Porsche events, or at a Cars and Coffee. Houston is very lucky to have a very large car event but the downside is that sometimes you don't have enough time to properly catch up with all your fellow Porsche obsessed friends.

Sometimes, it's nice to have a small-scale meet up with friends and fellow enthusiasts. For example, last weekend I met up with three of my air-cooled obsessed friends for a coffee and a little bit of exercise of our vehicles. It's great to meet up with some other like-minded collectors; we compare notes on technical issues, sourcing parts, share our thoughts on the current marketplace, and most importantly, the location of our top-secret favourite local roads. Following our coffee and chitchat, we hit the road guided by my good friend Antonio on a few of the area's more twisty roads. By the way, anyone that has visited Houston will attest to the scarcity of good driving roads in our area. Luckily, Antonio has sourced a few good options.







Our group was fairly diverse featuring my 1977 Turbo, Antonio's outlawed Carrera 3.2 and two 993s. Despite the 20-year age gap all the vehicles kept pace with each other. This might sound like an alien concept to some of my fellow British readers, but in the US, car insurance allows non-designated drivers to be covered as long as they have permission. This meant that on this occasion, we had a couple of pit-stops and swapped keys and experienced one another's cars and shared invaluable feedback on setups.

It is incredibly useful to experience the feel firsthand of some modifications to help decide what future upgrades I will install. While the test drives and information sharing are fine and dandy, the best bit about meeting up is getting out on the road and driving great cars with great friends. Let's do it again ASAP!





Chris Wallbank
Leeds, UK

chris_wallbank

@chrisjwallbank

Model 997.1 Carrera S
Year 2005
Acquired November 2012

This month I decided to treat the Porsche 997 Carrera S to a small upgrade in the form of a nice new Pipercross performance filter. This was to replace the OEM part.

The Pipercross filter is a direct replacement for the factory paper filter and uses multiple foam layers designed to allow up to 30 per cent more airflow through to the engine and as a result, improving power delivery and torque over the factory part.

As well as an increased airflow rate, the foam construction can filter down to a much finer rate than the OEM part, preventing any unwanted particles from entering the induction tract or bores, which means even greater protection for the Porsche's engine. I decided to fit the filter myself after looking at a couple of detailed videos on YouTube, and even with my basic mechanical knowledge and skills, it was really quite simple and took just 15 minutes.



At just £54.98 including a lifetime warranty, it's a nice little upgrade for the 997 C2S that hasn't broken the bank! If you're interested for your own Porsche 911, take a look at **www.thepipercrossshop.co.uk**, as they have specific applications for most of the Porsche 911 range.



Gina Purcell
Oxford, UK

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



It's been said that time makes fools of us all, and for this motoring fan there's no greater proof than reading 35-year-old motoring magazine reviews of the 911 SC. One of my Christmas presents was a copy of the Brooklands Books collection of SC road tests from 1978-83, with its gritty, old school reviews.

From a 2017 perspective, it's quite amusing to read the constant gale of criticism levelled at our dearest friend, the innocent, little, wide-eyed 911, by progressive-minded journalists. The very things we cherish and praise the car for – its very soul – were everything that was wrong for motoring in the late 1970s. We all know the 928 was the sophisticated heir-apparent, the expensively groomed show pony that would boot the hoary oldster into the weeds, but reading in-period justifications of the so-called inevitable march of progress shows that the 911, despite being 'old' at 15 years old, was actually still in its infancy.

With hindsight, it's perhaps unfair to say "So much for experts!" but I do when, apparently, an Alfasud was preferable for some on cross-country drives. Seriously?



The SC fought back and became the turning point for the continuation of the 911 with its leap to 183hp, further bolstered to a giddy 207hp.

Among the amusing articles were some prescient futurist comments; *Car Magazine*'s Georg Kacher wrote in 1980: "Where the 911 goes after this is highly speculative, maybe it won't go anywhere or perhaps tamer turbocharging will seep down from the 930. If it does, would it not be a surfeit of riches?" Not right during the 1980s but how's that for nailing the 991.2!

I was hoping Steffi the SC would be in for restoration by now but the start date has slipped a little due to reasons beyond anyone's control. Wolfi sits bored in my garage, waiting for gaps in the seemingly endless winter, but when the chances come, they are taken. One such was a trip to an airfield outside of Reading, used by micro-light and other lightweight machines. I'd driven past many times and always intended to visit; I have a deep interest in aircraft and flying even though I can't afford to do so.

For this old girl, it's either running a brace of old 911s, or flying – not both. There was a WT9 Dynamic lined up for a flight, its pilot giving the passenger a flight briefing when I arrived. It was no trouble to them for me to line Wolfi up with the sleek WT9 – in fact, they were positively up for it, so I must say thank you to the Chiltern Airsports Centre. I was told that if they hadn't been so pressed for time that day, I'd have been given a flight! I need to go back!

Another drive saw me pitch up at the Aston Martin Owner's Club. It's another place nearby that I've so far never visited. AMOC HQ is in the village of Drayton St Leonard, located in a restored barn that houses a small museum as well as their administration department. The AMOC members were pleased to have an interloper visit and praised Wolfi's condition and shine. The museum is worth a look with non-member admission at £5.00. It houses some gems that any petrol head would find irresistible.



Kyle Fortune
Warwickshire, UK

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@Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



I've never been a fan of Cabriolets and if I'm honest, as much as I enjoy the occasional run in a Turbo, I'm keener on natural aspiration. That changed when I saw the recent auction results from RM Sotheby's Paris sale, after which I was wishing my 993 was both. Now I know it's very rare, but is a 993 Turbo Cabriolet really worth over a million quid? One buyer thought so, the hammer falling at over that, and that's before buyer's premiums were added.

That's incomprehensible to me, much like the money some are paying for 911 Rs and other specials. I just don't get it. Yes, I understand with old cars that they're not making any more, and limited supply of new cars will always result in a spike in prices, but it's getting silly. What do these people do with them?

I've been lucky enough to drive some very expensive cars but the values have always been at the back of my mind. Could I really enjoy driving a car that I've dropped over a million quid into? I'll never know, and if I'm getting to my point, it's probably that they're never



driven, parked up in garages waiting for the day they're either shifted on to another collector or forgotten about.

Sadly, that is what's happened to my 993 this month – it's been forgotten. I have been very busy with work and the salt on the roads has left me reluctant to take it out for a run. That should change this coming weekend as an old mate is coming over. As he's never seen the car before so there's a good chance we'll take it out for a drive.

In the meantime, you will have to read about the other 911 I've been enjoying in the last issue. It's blue, with two-wheel drive and a stick. Very nice it was too...



Joe Croser
Northamptonshire, UK

@jcx911

Model 997.2 Turbo
Year 2010
Acquired March 2016



It's Saturday morning on the second weekend of February and the snow is gently falling outside my office window. It's not the right kind of weather for a Porsche 911, and I haven't driven mine now for two months, which is the longest lay-up period the car has had while in my ownership. I am normally itching to get out and drive it if left for more than ten days but this lay-up feels different and with the falling snow repainting the landscape, the 911 is staying put a bit longer.

Generally, when I am not driving my car I am cleaning it, reading up on it, chatting with pals about it, or researching new products in anticipation of future needs. On that note, tyres are likely to be my next big purchase as my fronts are now over six years old and even though there's lots of tread left, the rubber has hardened and the grip just isn't as limpet-like as it should be. And in April I shall be spending a bit of time on track with an instructor and I expect my tyres may be ready for a change afterwards.

Currently, when it moves, my car rolls along on Bridgestone Potenza RE050As, which are a bit noisy and a bit too firm for my liking. I'd much rather have sticky Michelins with their compliant and forgiving softer sidewalls but I can't just change the two fronts to a different brand, as we are told that the electronic wizardry that keeps everything at peak performance along with the AWD system may under-perform! And therein lies my problem: do I change all four tyres (when I really only need two) to get my preferred rubber, or do I change only the fronts and stick with the Bridgestones about which I am not that thrilled? If only it were 'that' simple?!



There is the whole Porsche 'N-Rated' factor to consider too. To get N-Rated tyres for my 997.2 Turbo I need to settle for Michelin Pilot Sport 2s, an old technology tyre, or I have to plump for Michelin Pilot Sport Cup 2s, a new and very sticky tyre, often fitted to GT3s and GT3 RSs. They are epic in the warm, dry weather but they are notoriously nervy when it turns damp. I hear that in full wet conditions they come on song again but at £300+ for each rear and a bit less for the fronts, I need them to be epic all the time. And yet, how often do I take my car out in the wet, or the cold for that matter? It's been two months since it last left the warm cosy garage.

My alternative is to turn away from the 'N-Rated' tyres and fit the super sticky Michelin Pilot Super Sport tyres, which are tremendous in the wet or dry – so long as it's not freezing? But I still have a Porsche Extended Warranty and I may well renew it again in a year's time; with non-N-Rated tyres I'd be refused the opportunity to extend my warranty with Porsche. Decisions, decisions. To cheer me up I've included some pictures that were taken last year on a road trip round the Yorkshire Dales.



Richard Klevenhusen
Rio de Janeiro, Brazil

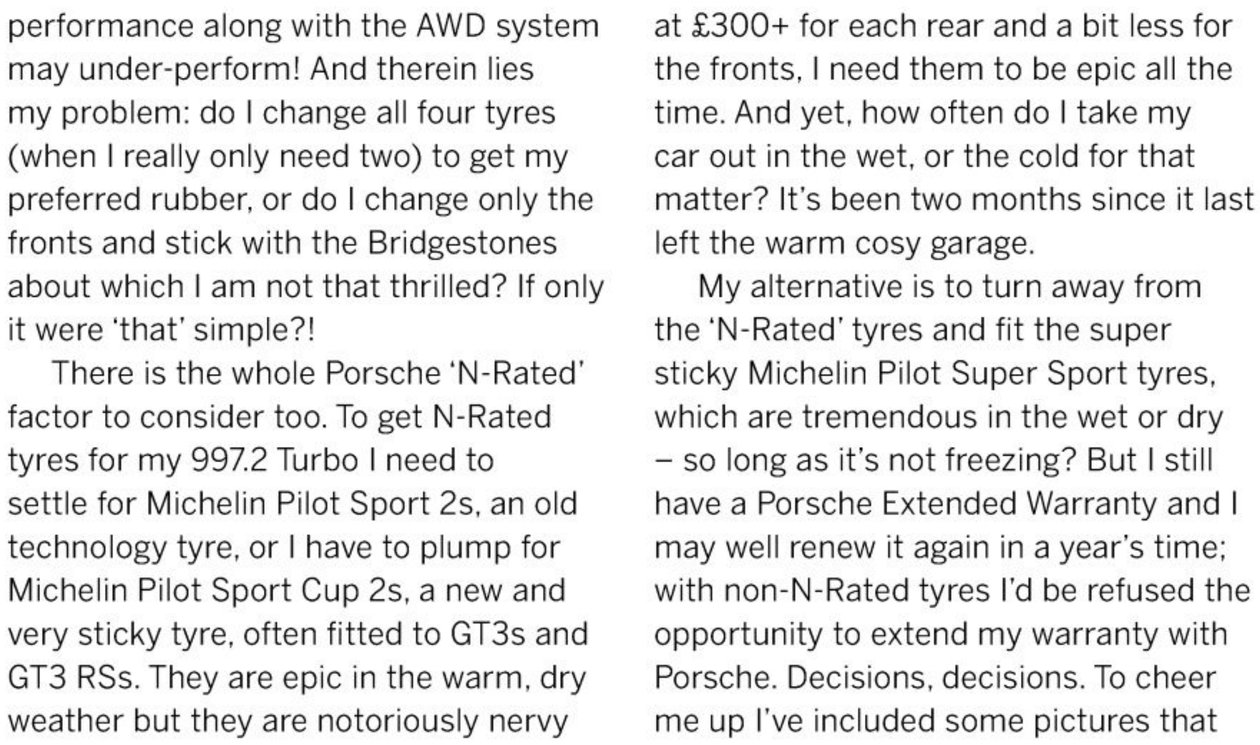
@richardkle

Model 930 3.3
Year 1976
Acquired May 2012



Driving a Porsche should always be an unforgettable experience. With that in mind, it is important to continually check your brakes. Nobody wants to be without brakes, in any situation, so it's good to be smart because changing the pads without evaluating the discs could well turn out to be a rookie error.

There are several defects that may require changing the discs, such as vibrations when braking caused by the warping of the part, but be clever, as worse than a vibration is the premature damage to the new pads that was caused by the old brake discs. You may not have had the money to replace your discs at the same time as your pads, but no money will ever return your life, so you've been warned. You should replace the brake discs when their thickness reaches the minimum requirement or exceeds it; if the face of contact appears with any ripple or imperfection; if depressed or porous bands appear, which indicate the pellets are not having full contact throughout the surface; or, of course, if the discs are warped or corroded.



If in any doubt, your local Official Porsche Centre or specialist will be able to check these over for you. You should enjoy your Porsche 911 for its unrivalled performance – remember, this includes the ability to stop well and safely, as well as drive with pace and confidence.



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Bristol, UK

@rob911_ltl

@Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



The expectation for this month was that it was going to be another expensive month. The MOT and insurance were due and with me being the pessimistic person I am, I assumed the worst! The insurance I have again opted for has trackday cover included in the package (not that I used it last year but plans are in place for this year – more of that in a future issue). The insurance also had to include modifications as now technically my exhaust is non-standard, and another key feature was getting an agreed value (as opposed to market value) so I have had the car valued again. It has gone up a bit, showing that the once unloved 996s do seem to be gaining in popularity.

I have stayed with the same company as last year (Classic Line Insurance), as they offer a comprehensive insurance package that ticks all of my requirements but also adds on European breakdown cover, which hopefully I will never need! Also, due to a change in work circumstances, my commute has





dropped dramatically, which also means I can drop the mileage on the car. I was previously racking up 8,000 to 10,000 miles a year in it, but now my commute is much shorter I can drop the total mileage down, making my premium even cheaper.

Now for the MOT... In theory, it should be a breeze as, let's face it, I have spent a lot on the car recently and mechanically it is in A1 (or better) condition. My paranoia was expecting a phone call with that sharp intake of breath but no; it passed with no advisories – what a result! Even more surprising was the emissions; levels only recorded 17 parts from 1 million for Hydrocarbons, which is surprisingly low for what is a sports



car – or are 911s greener than we think? Okay readers, I know this means it isn't green but it does mean it is working as efficiently as it can!





David Grover
Harpenden, UK

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



I mentioned last issue that I bought a new 997 race car and it's a peach, although saying that I still haven't yet driven it on track, but that day is looming. What did happen a few weeks ago though, was that as planned, I attended the Autosport International Show at the NEC, Birmingham, where I kitted myself out with some new belongings, including a Bell Carbon Fibre full-face helmet from Demon Tweaks (at show price) and some new clothing. For the car, I bought a Holinger flappy paddle gearshift kit, which is at this very moment being fitted to the car in readiness for our first outing at Donington with RMA in early March. Adding to that, I have a brand new carbon race seat from Porsche in Germany, so the old one becomes the passenger seat and all will be ready for the first day out in the car. This is also the start of a new journey with race team GT Marques as I prepare for this season's GT Cup, which I have signed up to do, with the first six races starting in April.

So the excitement is building and to help manage that, next week I'm going to try a full race car simulator with tuition at Silverstone with iZone. This is new territory for me but the simulators can be set up to match your own race car, plus you get one-to-one tuition around any circuit, so it will be a great way to rebuild confidence without any risk of a crash. If it's a great experience I will use the method to supplement my trackday efforts before a big race.

What I have currently decided, though, is not to fit the Bosch ABS kit; partly because we are getting timed out before our March track debut, but also because I am being advised by those much more experienced that if I want to graduate to a 991 Cup car – and even try Carrera Cup in the near future – then I need to get used to driving without it and to concentrate on proper car control and vehicle rotation, rather than a reliance on electronic wizardry. Personally, I remain unsure but at least it can be added in the future. My focus is now on securing sponsors to fund the 2017 season and two companies have already agreed, which has sparked a design exercise to brand the car. That has all gone very well on paper although not yet realised any additional support. The focus of the next six weeks is going to change that.

Last week I took a trip to Silverstone Experience Centre, at my dealer's invitation, to try the full Porsche range and it was an opportunity too good to refuse. So our day consisted of a Boxster, Cayman, Macan, Panamera, Cayenne and two 991s – a 2S manual and a 4S. Both of these had the new turbo engine, which actually was impressive – why I am even surprised is worthy of note, as every evolution is an improvement. I do prefer the Gen1 991 naturally aspirated Cabriolet we have though, with the Sports Exhaust turned on, but that's the great thing about 911s. There are so many different cars to suit all tastes.

I was back in my OPC to investigate further the GT2 RS, which will be incredibly rare, and the 4.2-litre Gen2 GT3 RS. All salivating stuff, although not as salivating as the opportunity afforded to me in January, which was to buy one of my friend's 918 Spyders that he has in storage. The dark grey one appealed but sadly I'm lacking £1.4m at the moment.





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

Winter is now in full swing, both here in the tri-state New York region and in my hometown of Cleveland, Ohio, which means my 911s are off the salt covered roads. Over the Christmas holidays, I had a chance to go back to Cleveland and spend some time with family. No visit to Cleveland would be complete without stopping in to see my friends at Porsche of Beachwood, located in southeast Cleveland. The dealership used to be Fred Baker Porsche, a well-known sports car figure in the Midwest. I remember in high school going upstairs to see the Cleveland Indians players' 911s in winter storage.

Roger Penske's dealership chain bought the dealer three years ago or so. While bigger is not always better, what an improvement it has been on so many levels! It is evident everywhere from the experience walking in the door (receptionist greets you, instead of feeling like you are invading someone's private collection), to highly knowledgeable sales personnel who are true car fanatics, and first class sales, finance and dealership management. As a result, they have expanded from a regional market to a national (and even



international) one. Their inventory of not only Porsche 911s but also other exotics is exceptional. After never having bought a car from the dealer, I've now completed three transactions with the Penske team.

Now to the good stuff... Upon walking into the dealership, I saw a gorgeous silver 911 R with Blood orange stripes! Of course, it was not for sale, but it was Roger Penske's R. While I was admittedly a bit frustrated at not being able to obtain one for myself, this was a reminder of the stature of customer who these cars were going to, as was recently shown seeing Graham Rahal's "Lindgrün" spec 911 R. I would mention that I had also previously seen Roger's 918 Spyder at the Beachwood dealership as well, but seeing his R was much more special. Next to the 911 R was something equally striking – a mint black 993 Turbo with a dark red interior! The car sat hunkered down on a set of stunning gold HRE wheels. It turns out the car was recently traded in by a customer; it used to be a HRE wheels photo car and had done just over 15,000 miles. I could definitely see that in my garage!

Other past favourites I have seen there include a Black/black 991 GT3 RS and a green "Kermit" 997.1 GT3 RS (Oh... how I wished I'd purchased that!) After checking out more cars, I went back out to my G Wagon, forced to face the reality that it will likely be three months before I'm behind the wheel of a 911.





Greg James
Mercer Island, Washington

Model 3.2 Carrera
Year 1985
Acquired 2008

Model 993 Turbo
Year 1997
Acquired 2016

Back when I owned my first Porsche I remember occasionally hearing the joke: "What's the difference between a Porsche and a Porcupine? – With a Porcupine, the prick's on the outside." That was the mid-1980s. Ronald Reagan was president and the Porsche 911 was considered the ultimate "yuppie" car and a potent symbol of greed and "me, me, me." Times have changed and the bad rap the brand received in the 1980s was probably due to the times, and a reflexive need to find something to criticise. These days, Porsche seems to be seen in a completely different light.

One thing I've noticed over the years is that the cars, once the nearly exclusive domain of men, are now driven by women in much larger numbers. My guess is that a lot of it can be attributed to modern advances that have made the driving experience a lot less dependent on physical strength. I realise that there will be some head shaking when this is read, but let's be honest, the clutch and steering of a pre-964 911 are pretty stiff, and even today, when I get behind the wheel of my 1985 Carrera, I'm reminded of how tank-like it feels compared to a modern power-assisted car, especially at slow speeds and in-city driving.

Another thing that seems to have changed is the almost club-like attitude that came with 911 ownership a couple of decades ago. Back in the 1980s and 1990s, when you passed a 911 on the road or saw another 911 going in the opposite direction, a wave was de rigueur. All 911 owners waved at each other on the road. That's just how it was. And if you missed a wave because you saw the other guy too late, you almost felt guilty, because you knew he probably waved and thought you were a jerk for not responding.

Today, the obligatory wave seems to be a thing of the past unless it's someone also driving an older example of the car. My guess is that with vastly expanded ownership numbers, the "specialness" that used to come with the brand has largely gone away. However, in the end, I'm glad to see that the brand has grown and expanded beyond the male thing.



No doubt it's good for everyone: Porsche has grown sales and opened up a huge new buying pool with its more user-friendly cars, and the experience of driving a really well made German machine has become less intimidating to a whole new group of drivers. If there's one downside, it might be that modern drivers now need to spend more time in the gym to compensate for the loss of physical exertion that was once required to depress an exceedingly stiff clutch pedal, or to turn a non-power-assisted steering wheel at slow speeds.

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Data file

Full specs, ratings and market values for every 911 Carrera 4 can be found beginning on page 86

Plus

100 **Showroom**
Looking for a new 911? Whether it's a coveted classic or a modern supercar, the classifieds from our independent partners is the place to look

102 **Servicing & tuning**
Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

111 **Insurance & finance**
Get your Porsche 911 covered with the best insurance deals for road and track to ensure happy, safe motoring



A-STAR ADVENTURE

Plenty of companies offer driving tours, but few give you a chance to experience the delights of a new Neunelfer, as *Total 911* finds out...

Few people are fortunate enough to turn their dream holiday into a dream job, but that's exactly what happened for the founders of Autobahn Adventures, Mark and Tina Trewartha. And with fewer still making the Neunelfer the centre of attention, we were keen to find out more. Both Mark and Tina are Porsche enthusiasts through and through and are closely involved with the Porsche Club of America, and as they explained, the business all started with what they considered to be a dream holiday. It involved driving their beloved 911 across Europe, experiencing great roads, visiting attractions like the Porsche Museum, enjoying fine hotels and dining, and getting to stretch their car on the unrestricted German autobahns. It sounds perfect, and the sort of trip that many of us yearn to undertake, but how did the business come about?

"When we got back and met up with other PCA members we just couldn't stop enthusing about what a great trip we'd had, and we soon realised that there were plenty of other Porsche owners that would love to do the same thing," says Mark. The seed of an idea had been sown and what followed was a year of hard work as Mark explains: "We spent that time not only building contacts but also working out exactly how we could offer the very same thing we had experienced to other enthusiasts. We knew that everything about the tours had to be perfect, from the best driving roads to finding top-notch hotels, and making sure that we could arrange great experiences along the way. It was all about being able to recreate the great trip we'd had for other Porsche enthusiasts, so it wasn't something we could rush. Also, it was about looking after every aspect so that anyone taking part could just relax and enjoy the journey, which is why we personally escort every trip."

So has their work paid off, and will 911 fans – people like you and me basically – get to enjoy a great road trip? Well, finding out a bit more about the tours planned for this year is certainly enough to whet the appetite, and discovering that you get the use of a







Offering a luxury tour with accommodation on par with the 911 sports cars, Autobahn Adventures promise a trip of a lifetime.

PDK-equipped 991 Coupe or Cabriolet is definitely a good starting point.

Essentially, three trips are on offer with the first one kicking off in May and it's something that promises to be a real treat for motorsport enthusiasts, as it involves heading to the Monaco Grand Prix. But as well as enjoying the most glamorous race in the world, you'll get to drive across Europe, and did we mention spend the week being pampered aboard the world's largest sailing yacht? It certainly sounds tempting but if you prefer spending more time behind the wheel than cruising the Mediterranean, then the two trips planned for September might be more to your liking. Mark and Tina have titled the first of them 'The Grand Tour', which involves a 2,000km tour through Germany, the Czech Republic, Hungary and Austria, or you could go for the '4 Country Adventure' taking in Germany, Switzerland, Italy and Austria, as well as a chance to spend time at the superb Frankfurt Motor Show.

> "Tackling the Grimsel or Stelvio Pass in a 991 Carrera is something that will stick in your mind for a long time"

Frankly, they all sound mouth-watering and it's enough to have me checking my bank balance, which falls depressingly short because these trips aren't cheap. They start at just under $12,000 per person (don't even think about claiming expenses – Ed) but as the proprietors explain, these tours are intended to be the trip of a lifetime: "We work to make them really special and the sort of thing that you'll never forget. One of the most important things about them is being able to enjoy the 911 because that's where it all started for us. That's why we visit some of Europe's greatest roads, and tackling the Grimsel Pass or Stelvio Pass in a 991 Carrera is something that will stick in your mind for a long time. But they are also about giving participants a really luxurious experience, so the hotels and fine dining are just as important, and it's something really special to be able to share these experiences with like-minded Porsche enthusiasts."

We can't help but agree, especially when we discover some of the other attractions that are ➲





Company profile

- **Owners:** Mark and Tina Trewartha
- **Location:** Las Vegas, USA
- **Website:** www.autobahnadventures.com

lined up throughout the tours, including visits to the Porsche factory and Museum, as well as specialists such as RUF and Techart. And visiting the Nordschleife – the circuit that racing legend Jackie Stewart called 'the Green Hell' – is always a very special treat, as our own Lee Sibley can attest, having written about his exploits there in Issue 149. Mark and Tina haven't forgotten to include a bit of culture, too, with fine castles and cathedrals also on the itineraries but at *Total 911*, we'd probably be too busy drooling over the Porsche-related treats.

What's clear from talking to both of them is that their enthusiasm – both for Porsches and for the terrific experiences you can have with them – is infectious and it's easy to see why they have expended so much time and effort on turning that dream trip of their own into a business. If you haven't booked your holiday for this year, then it's not too late to embark on a great adventure of your own. Perhaps I should have a word with my bank manager... 911





Autobahn Adventures offer just three exclusive trips for 2017, with destinations including the Monaco Grand Prix and Frankfurt Motor Show.





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Cayman GT4 Clubsport (65 - 2015)
Basalt Black with Black Leather,
4k miles.....**£94,000**



(997) "4S" 3.8 "Gen 2" PDK (10 - 2010)
Silver with Black Leather,
43k miles.....**£48,000**



(997) "2S" 3.8 "Gen 2" PDK (59 - 2010)
Basalt Black with Black Leather,
40k miles.....**£47,000**



(997) "4S" 3.8 "Gen 2" PDK (60 - 2010)
Basalt Black with Black Leather,
57k miles.....**£47,000**



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



(997) "4S" 3.8 "Gen 2" PDK (58 - 2008)
Meteor Grey with Black Leather,
54k miles.....**£44,000**



(997) "2S" 3.8 "Gen 2" PDK (09 - 2009)
Basalt Black with Black Leather,
51k miles.....**£43,000**



(997) "4S" 3.8 "Gen 2" PDK (10 - 2010)
Atlas Grey with Grey Leather,
69k miles.....**£42,000**



(997) "2S" 3.8 "Gen 2" (09 - 2009)
Basalt Black with Grey Leather,
34k miles **£41,000**



(997) "2S" 3.8 "Gen 2" PDK (08 - 2008)
Red with Black Leather,
49k miles.....**£41,000**



(997) "2S" 3.8 "Gen 2" PDK (58 - 2008)
Meteor Grey with Black Leather,
50k miles.....**£41,000**



(997) Turbo 3.6 Tip (08 - 2008)
GT Silver with Grey Leather,
35k miles.....**£55,000**



(997) Turbo 3.6 Tip (57 - 2007)
Silver with Black Leather,
54k miles.....**£52,000**



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



(997) "4S" 3.8 Tip (07 - 2007)
Meteor Grey with Ocean Blue Leather,
40k miles.....**£36,000**



(997) "4S" 3.8 Cab (06 - 2006)
Seal Grey with Black Leather,
43k miles.....**£35,000**



(997) "2S" 3.8 Tip (07 - 2007)
Cobalt Blue with Grey Leather,
43k miles.....**£35,000**



(997) "4S" Cab 3.8 Tip (56 - 2006)
Basalt Black with Black Leather,
54k miles.....**£33,000**



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



(997) "2S" 3.8 Tip (07 - 2007)
Cobalt Blue with Grey Leather,
55k miles.....**£33,000**



(997) "2S" 3.8 Tip (07 - 2007)
GT Silver with Black Leather,
55k miles.....**£33,000**



(997) "4S" 3.8 Tip (56 - 2006)
Cobalt Blue with Grey Leather,
59k miles.....**£31,000**



(997) "2S" 3.8 Tip Cab (55 - 2006)
Basalt Black with Grey Leather,
56k miles.....**£30,000**



(997) "4S" 3.8 Tip (56 - 2006)
Basalt Black with Black Leather,
62k miles.....**£30,000**



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



(997) "2S" 3.8 (55 - 2005)
Silver with Ocean Blue Leather,
53k miles.....**£28,000**



(997) "2S" 3.8 Tip (56 - 2006)
Midnight Blue with Grey Leather,
62k miles.....**£28,000**



Porsche Cayman "S" 3.4 PDK (13 - 2013)
Basalt Black with Black Leather,
23k miles.....**£42,000**



Porsche Cayman 2.7 PDK (64 - 2014)
Red with Black Leather,
13k miles.....**£39,000**



Porsche Cayman "S" 3.4 "Gen 2" PDK (10 - 2010)
Basalt Black with Black Leather,
71k miles.....**£25,000**



Porsche Cayman "S" 3.4 "Gen 2" PDK (59 - 2009)
Basalt Black with Black Leather,
43k miles.....**£28,000**



Porsche Cayman 2.9 "Gen 2" PDK (61 - 2011)
Platinum Silver with Black Leather,
41k miles.....**£27,000**



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



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



Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)
White with Black Leather,
62k miles.....**£25,000**



Porsche Cayenne "GTS" 4.8 Tip (58 - 2008)
Basalt Black with Black Leather,
58k miles.....**£23,000**

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PORSCHES WANTED (2003 TO 2014)



FIRST LOOK

STINGER GTR

Almost since it first appeared, people have set out to modify the 911. *Total 911* checks the work of a company that goes further than most

If Zuffenhausen's finest isn't quite to your liking, there are numerous companies out there that offer to make a few changes for you. Whether it's the aesthetics or the way it goes, stops, or handles, the possibilities are almost endless, which brings us to Topcar Design.

Topcar have applied the Stinger badge to other 911s but as we discovered, that GTR lettering denotes an exterior that gets treated to a whole host of tasty-looking carbon fibre parts that are carefully integrated into the existing bodywork. Essentially, the kit consists of new front and rear bumpers – the former incorporating GT3 RS-style ducts – along with sill extensions, a rear diffuser and a luggage compartment lid formed from the lightweight material. Topcar then add carbon spoiler elements front and rear along with a number of ducts and scoops, and the whole lot can then be painted in body colour or left partially exposed.

Ultimately, the appearance of the finished Stinger is very much a matter of personal choice and the company are happy to accommodate almost any preference. As you might expect this isn't a cheap job, the cost of the carbon parts alone just shy of €38,000 with fitting and painting extra. But there's proper craftsmanship and attention to detail here, and if you want your 991 to stand out from the crowd, then it could just prove tempting.

Our discussion with the owners also allowed us to find out what else made the Stinger GTR so special, and it turns out that this particular project is more than just skin deep. "We can also offer extensive modifications to the mechanical elements, too, including revised brake and exhaust systems from the likes of Brembo and Akrapovic, so the GTR is really a complete package for anyone looking to build on the already amazing ability of the 991 Turbo." And that's not all, as the work also includes detailed attention to the flat six, boosting the standard Turbo's output from 540bhp to a somewhat more gulp-inducing 750bhp. That comes courtesy of their official engine partner, Boost Logic, based in Austin, Texas – a company that already has extensive experience of developing performance packages for turbocharged 996, 997 and 991 models.

Prospective owners can also work with Topcar on the design and specification of individual interior finishes, the company telling us that work "is really only limited by the customer's budget." Indeed, this personalised approach lies at the heart of what this firm is all about and while not everyone is going to be swayed by such alterations to their beloved Neunelfer, we consider ourselves a broad church here are at *Total 911*. So the fact that companies such as Topcar exist to cater for every taste is something to be celebrated, and there is certainly no doubting their skill and experience. For more information visit ***topcar-design.com***. **911**





TopCar's revamped interior adds a truly personal touch to the layout and instruments of the 991 Turbo: "anything is possible," the company tells *Total 911*.







"The GTR is really a complete package for anyone looking to build on the already amazing ability of the 991 Turbo"

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 review for Q2 will be April 2017. The review for 2017 Q1 was December 2016.

Ratings

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



(0 series) ★★½☆☆

911 2.0-litre 1964-67

The 911 that started it all when the prototype appeared in 1963, this car 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
Wheels & tyres	
F 4.5x15-inch; 165/80/R15	
R 4.5x15-inch; 165/80/R15	

(0 & A series) ★★★½☆

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
Wheels & tyres	
F 4.5x15-inch; 165/80/R15	
R 4.5x15-inch; 165/80/R15	

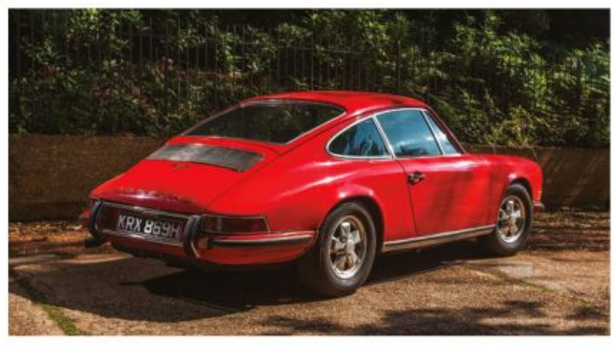
(C & D series) ★★★★☆

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
Wheels & tyres	
F 6x15-inch; 185HR	
R 6x15-inch; 185HR	



(C & D series) ★★☆☆☆

911T 1969-71

Like the E, the 911T's torque curve was flatter, making the car more drivable. 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
Wheels & tyres	
F 5.5x15-inch; 165HR	
R 5.5x15-inch; 165HR	



(C & D 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
Issue featured	127
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
Wheels & tyres	
F 5.5x15-inch; 165HR	
R 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 wing. 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
Wheels & tyres	
F 8x15-inch; 215/60/VR15	
R 9x15-inch; 235/60/VR15	

★★★☆☆

930 3.3 1978-83



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

Production numbers	5,807 (plus '78-'79 Cali 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
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 8x16-inch; 225/50/VR16	

★★½☆☆

911 SC 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

Production numbers	60,740
Issue featured	127
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	183/191/207hp @ 5,500rpm
Maximum torque	265/265/267Nm
0-62mph	6.5sec
Top speed	141/146mph
Length	4,291mm
Width	1,626mm
Weight	1,160kg (1978)
Wheels & tyres	
F 6x15-inch; 185/70/VR15	
R 7x15-inch; 215/60/VR15	

★★★★☆

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
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 8x16-inch; 225/50/VR16	

(A series) ★★½☆☆

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
Wheels & tyres	
F 5.5x15-inch; 185HR	
R 5.5x15-inch; 185HR	

(A & B series) ★½☆☆☆

911T 1967-69



To save money, the 911T's engine used cast-iron cylinder heads, unlike the Biral aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection.

Production numbers	6,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	112hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8sec (est
Top speed	124mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F 5.5x15-inch; 185HR	
R 5.5x15-inch; 185HR	



(B series) ★★☆☆☆

911E 1968-69

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

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	142hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F 5.5x15-inch; 185HR	
R 5.5x15-inch; 185HR	

(B series) ★★★½☆

911S 1968-69



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

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
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
Wheels & tyres	
F 6x15-inch; 185/70/R15	
R 6x15-inch; 185/70/R15	



(C & D series) ★★½☆☆

911E 1969-71

Engine improvements included revised cylinder heads, larger valves and stronger con rods. The 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
Wheels & tyres	
F 6x15-inch; 185HR	
R 6x15-inch; 185HR	

(E series) ★★☆☆☆

911E 1972



2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers	4,406
Issue featured	117
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
Wheels & tyres	
F 6x15-inch; 185HR	
R 6x15-inch; 185HR	

(E series) ★½☆☆☆

911T 1972



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

Production numbers	16,933
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
Wheels & tyres	
F 5.5x15-inch; 165HR	
R 5.5x15-inch; 165HR	

(E series) ★★★★½

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
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
Wheels & tyres	
F 6x15-inch; 185/70/R15	
R 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. 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)
Wheels & tyres	
F 6x15-inch; 185/70/R15	
R 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
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
Wheels & tyres	
F 6x15-inch ATS; 185HR	
R 6x15-inch ATS; 185HR	

(F series) ★★★★½

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	2,341cc
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	1,075kg
Wheels & tyres	
F 6x15-inch; 185/70/R15	
R 6x15-inch; 185/70/R15	

(G, H, I, J series) ★½☆☆☆

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
Maximum power	150hp @ 5,700rpm (165bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres F&R 6x15-inch; 185VR	

(G, H, I, J series) ★½☆☆☆

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
0-62mph	7.0sec
Top speed	142mph
Length	4,291mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	
F 6x15-inch; 185VR	
R 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
Wheels & tyres	
F 6x15-inch; 185VR	
R 7x15-inch; 205VR	

(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
Wheels & tyres	
F 6x15-inch; 185/70/VR15	
R 7x15-inch; 215/60/VR15	



★★½☆☆

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
Wheels & tyres	
F 7x15-inch; 185/70/VR15	
R 8x15-inch; 215/60/VR15	



★★★½☆

930 3.3 1984-89

Revised engine added 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)
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 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
Wheels & tyres	
F 7x15-inch; 195/65/VR15	
R 8x15-inch, 215/60/VR15 (16" for '89)	

★★★★½

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
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 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
Wheels & tyres	
F 8x17-inch; 235/45/ZR17	
R 9x17-inch; 255/40/ZR17	

★★★★½

Speedster 1989



Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the 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
Width	1,775mm
Weight	1,220kg
Wheels & tyres	
F 6x16-inch; 205/45/VR16	
R 8x16-inch; 245/60/VR16	

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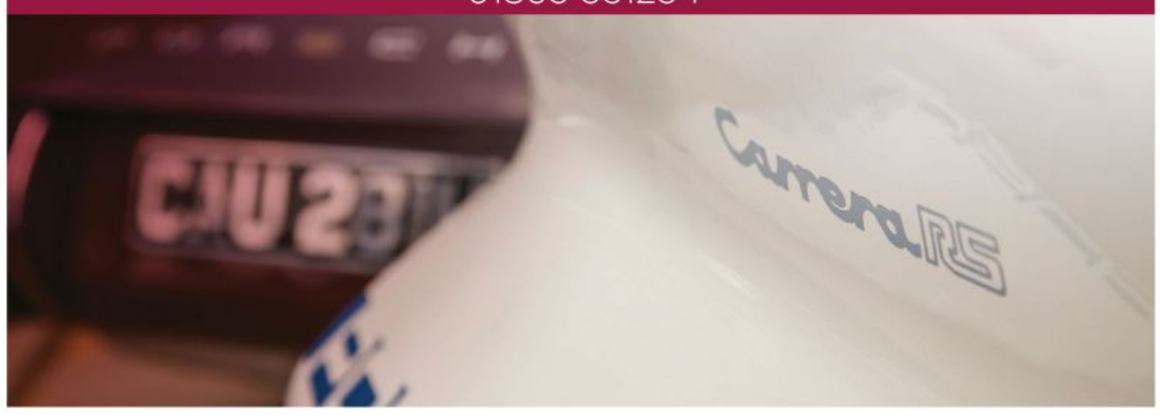
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★★★★½

930 LE 1989

Essentially an SE but 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
Wheels & tyres	
F	7x16-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16

★★★½☆

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
Wheels & tyres	
F	6x16-inch, 205/55/VR16
R	7x16-inch, 225/55/VR16

★★★★☆

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
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18



(C & D series) ★★★★★

964 3.8 RS 1993

Identifiable by 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
Wheels & tyres	
F	9x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18

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993 Carrera 4S 1995-96

The 4S was effectively a Carrera 4 with a Turbo wide bodyshell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

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

★★☆☆☆

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
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	9x17-inch; 255/40/R17

★★★★☆

996 GT3 1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were 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
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	10x18-inch; 285/30/R18

★★★★☆

996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 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
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18

★★½☆☆

964 Carrera 4 1989-93



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

Production numbers	13,353 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,450kg
Wheels & tyres	
F 6x16-inch; 205/55/ZR16	
R 8x16-inch; 225/50/ZR16	

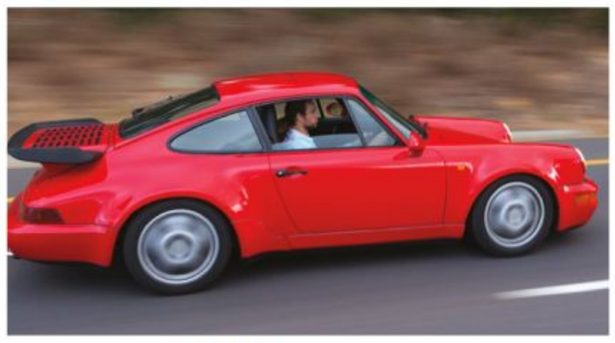
★★★☆☆

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
Wheels & tyres	
F 6x16-inch; 205/55/ZR16	
R 8x16-inch; 225/50/ZR16	



★★★½☆

964 Turbo 1991-92

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

Production numbers	3,660
Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	324hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	

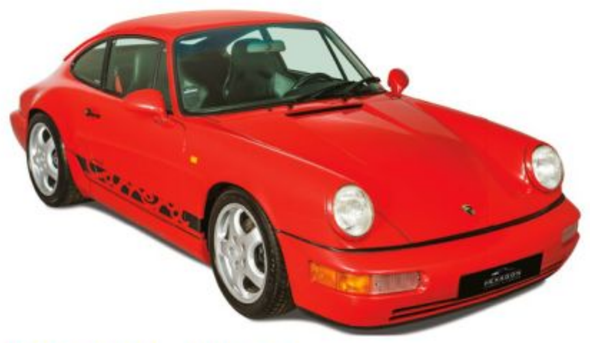
★★★★★

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
Wheels & tyres	
F 7x16-inch; 205/55/ZR16	
R 9x16-inch; 245/55/ZR16	



(C & D series) ★★★★☆

964 RS 1991-92

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)
Wheels & tyres	
F 7.5x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	

★★★★☆

964 C2 Speedster 93-94



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
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	

★★★★☆

964 Turbo 3.6 1993-94



Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the Big Red brake 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
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 265/35/ZR18	

★★★★☆

964 Anniversary 1993-94



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch; 205/50/17	
R 9x17-inch; 255/40/17	



★★½☆☆

964 RS America 1973

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
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 8x17-inch; 255/40/ZR17	

★★★☆☆

993 Carrera 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc 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
Wheels & tyres	
F 7x16-inch; 205/55/ZR16	
R 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
Wheels & tyres	
F 7x16-inch; 205/55/ZR16	
R 9x16-inch; 245/45/ZR16	

★★★★★

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
Wheels & tyres	
F 9x18-inch; 235/40/ZR18	
R 11x18-inch; 285/35/ZR18	

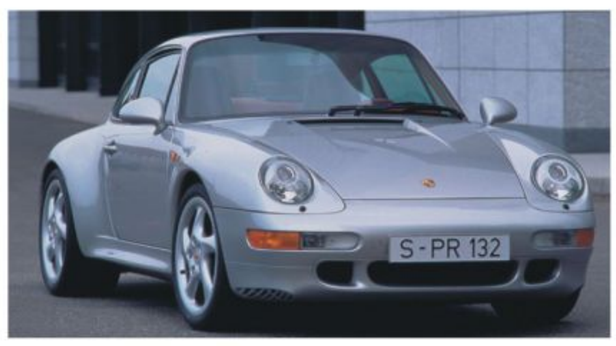
★★★★★

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
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 285/30/ZR18	



★★★★☆

993 Carrera S 1997-98

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

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	289hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.4sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 285/30/ZR18	

★★★★★

993 Turbo S 1998



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

Production numbers	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
Wheels & tyres	
F 8x18-inch; 225/40/18	
R 10x18-inch; 285/30/18	



★★☆☆☆

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
Wheels & tyres	
F 7x17-inch; 205/50/R17	
R 9x17-inch; 255/40/R17	



★★★★☆

996 Carrera 4S 2001-05

Basically a C4 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
Wheels & tyres	
F 8x18-inch; 225/40/R18	
R 11x18-inch; 295/30/R18	

★★★★☆

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
Wheels & tyres	
F 8x18-inch; 235/40/R18	
R 12x18-inch; 315/30/R18	

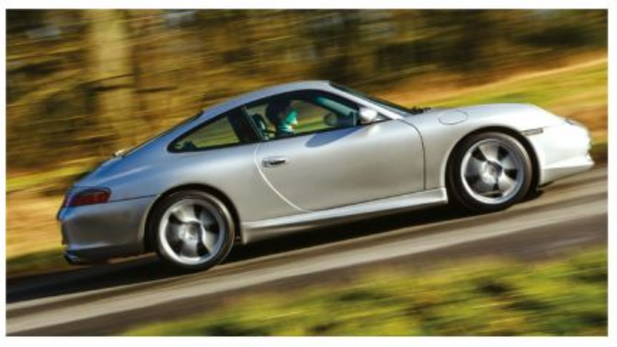
★★½☆☆

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
Wheels & tyres	
F 7x17-inch; 205/50/R17	
R 9x17-inch; 255/40/R17	



★★½☆☆

Gen2 996 C4 2002-04

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

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

★★★☆☆

996 Anniversary 03-04



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
Wheels & tyres	
F 8x18-inch; 225/40/R18	
R 10x18-inch; 285/30/R18	

Sales debate

Will 991 R values be affected by the new 991.2 GT3?



Thanks to a combination of the GT3 RS's naturally aspirated 4.0-litre motor and a six-speed manual rather than PDK transmission, the 991 R generated huge interest among enthusiasts and the motoring press alike. But that drivetrain, combined with limited production, has seen values soar. With the forthcoming second-generation GT3 likely to get the same engine/gearbox combo, will it affect 991 R values?

Specialist Lee Maxted-Page predicts the GT3 will have little impact: "Values for the 991 R are currently around £400,000 but whether they will come down once the GT3 is launched is hard to say. My gut feeling is that they probably won't as the R badge and limited numbers is certain to maintain desirability. What I would say, though, is that I think the prices for the R have hit their level so I can't really see them going any higher."

However, Jon Betts, general sales manager at Portsmouth OPC, hopes to see prices soften: "There's no doubt that the R is a superb driver's car, and limited production numbers will always keep values buoyant, but I don't actually think that the big prices we're seeing are good for buyers or the brand. So to answer your question, I actually hope that the arrival of the new GT3 will see values of the R softening a bit and bring them down to a more sensible level, although as ever, these things are hard to predict."

One thing we do know is that GT3s are much more track-focused and feature more extrovert styling, so could that be another factor to consider? "I think it is," says Maxted-Page. "We're looking at two different markets here, with an approach that appeals to different buyers. Plenty of people liked the understated styling of the 991 R, and that alone will always be an attraction for some, which is why even with effectively the same engine and gearbox fitted to the GT3, that car is going to appeal to a different sort of buyer. It's another reason why I can't really see its arrival impacting all that much on the current values of the R, as there will always be a market for a car that combines the driver interaction of a manual gearbox with a more subtle appearance."

All of which brings us to the thorny question of production numbers, and Betts is first to offer his opinion: "Relatively speaking, the GT3 models have always been produced in higher numbers, certainly compared to something like the R, and there are rumours that those numbers will be higher still for the new model. So I'd be surprised if that increased accessibility doesn't have some affect."

Maxted-Page, however, is sticking to his guns: "Ultimately, plenty of Porsche buyers like the limited numbers cars and the cache they bring, and I don't see a greater number of GT3s doing anything to change that." We're certainly excited by the promise of a manual GT3, but overall it would seem that anyone with a 991 R tucked away in their collection will have little to worry about.

★★★★★

Gen2 996 GT3 2003-05



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

Production numbers	2,313
Issue featured	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
Wheels & tyres	
F 8.5x18-inch; 235/40/R18	
R 11x18-inch; 295/30/R18	



★★★★½

996 GT3 RS 2004-05

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

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

★★★★★

996 Turbo S 2004-2005

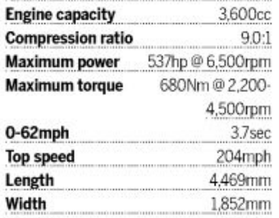


A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	456hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-60mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F 8x18-inch; 225/40/R18	
R 11x18-inch; 295/30/R18	

★★★☆☆

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
Wheels & tyres	
F 8x18-inch; 235/40/R18	
R 10x18-inch; 295/35/R18	

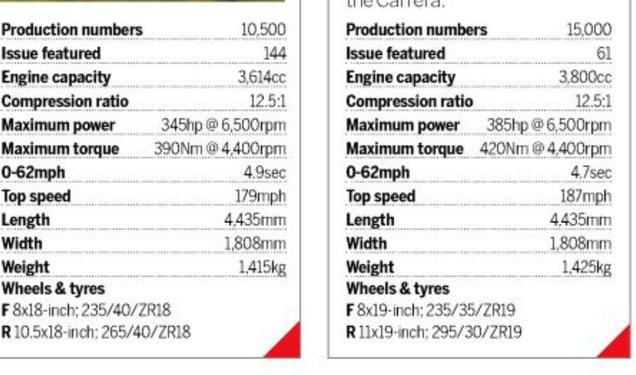
★★★½☆

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
Wheels & tyres	
F 8x19-inch; 235/35/R19	
R 11x19-inch; 295/30/R19	



★★★★☆

997 Turbo 2005-10

Similar to 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 best of small/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
Wheels & tyres F 8.5x19-inch; 235/35/R19	
R 11x19-inch; 305/30/R19	

★★★★½

997 GT2 2007-09



Essentially a 997 Turbo but with rear-wheel drive only. Had 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
Wheels & tyres	
F 8.5x19-inch; 235/35/ZR19	
R 12x19-inch; 325/30/ZR19	



★★★½☆

Gen2 997 C2 2008-12

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

Production numbers	10,500
Issue featured	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
Wheels & tyres	
F 8x18-inch; 235/40/ZR18	
R 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
Wheels & tyres	
F 8x19-inch; 235/35/ZR19	
R 11x19-inch; 295/30/ZR19	

★★★★☆

Gen2 997 Turbo 2009-13

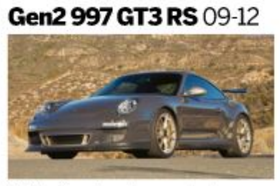


Same as the original 997 Turbo but with new LED tail-lights and driver lights up front. Larger tailpipes and DFI engine, with fuel consumption cut by 16%.

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
Wheels & tyres	
F 8.5x19-inch; 235/35/ZR19	
R 11x19-inch; 305/30/ZR19	

★★★★★

Gen2 997 GT3 RS 09-12



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
Wheels & tyres	
F 9x19-inch; 245/35/ZR19	
R 12x19-inch; 325/30/ZR19	



★★★★½

997 Speedster 2010

Built to mark Porsche Exclusive's 25th year. 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
Wheels & tyres F 8.5x19-inch; 235/35/ZR19 **R** 11x19-inch; 305/30/ZR19	



★★★☆☆

997 Carrera 2004-08

Fully revised Porsche 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
Wheels & tyres	
F 8x18-inch; 235/40/R18	
R 10x18-inch; 265/40/R18	

★★★½☆

997 Carrera S 2004-08

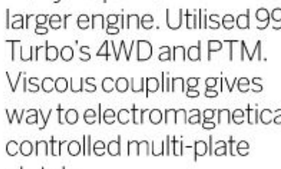


As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Featured quad exhaust tailpipes.

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
Wheels & tyres	
F 8x19-inch; 235/35/R19	
R 11x19-inch; 295/30/R19	

★★★★½

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
Wheels & tyres	
F 8.5x19-inch; 235/35/R19	
R 12x19-inch; 305/30/R19	



★★★★½

997 GT3 RS 2006-07

Similar to GT3, with 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
Wheels & tyres	
F 8.5x19-inch; 235/35/R19	
R 12x19-inch; 305/30/R19	



★★★★☆

Gen2 997 C4S 2008-12

Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD 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
Wheels & tyres	
F 8x19-inch; 235/35/ZR19	
R 11x19-inch; 305/30/ZR19	

★★★★½

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
Wheels & tyres	
F 8.5x19-inch; 235/35/ZR19	
R 12x19-inch;305/30/ZR19	

★★★★★

997 Sport Classic 2010



Based on 3.8-litre Powerkit, rear-wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail 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
Wheels & tyres	
F 8.5x19-inch; 235/35/ZR19	
R 11x19-inch; 305/30/ZR19	



★★★★★

997 GT3 RS 4.0 2010

Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

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

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★★★★★

997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	**F** 8.5x19-inch; 235/35/ZR19 **R** 11x19-inch; 305/30/ZR19

★★★★★

997 GT2 RS 2010-11



GT2 went back to its roots with lightweight body and interior, plus extra power. Recognisable 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
Wheels & tyres	**F** 9x19-inch; 245/35/ZR19 **R** 12x19-inch; 325/30/ZR19

★★★★☆

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
Wheels & tyres	**F** 8.5x19-inch; 235/40/ZR19 **R** 11x19-inch;305/35/ZR19



★★★★½

991.1 Carrera 4S 2012-15

Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. 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
Wheels & tyres	**F** 8.5x20-inch; 245/35/ZR20 **R** 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
Wheels & tyres	**F** 9.5x20-inch; 265/35/ZR20 **R** 12.5x21-inch; 325/30/ZR21

★★★★½

991.2 Carrera 2015-



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

Production numbers	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
Wheels & tyres	**F** 8.5x19-inch; 235/40/ZR19 **R** 11.5x19-inch; 295/35/ZR19

★★★★★

991.2 Turbo 2016-



Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

Production numbers	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
Wheels & tyres	**F** 9x20-inch; 245/35/ZR20 **R** 11.5x20-inch; 305/30/ZR20



★★★★★

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	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
Wheels & tyres	**F** 9x20-inch; 245/35/ZR20 **R** 11.5x20-inch; 305/30/ZR20

★★★★★

997 C2 GTS 2010-12



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

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-60mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F 8.5x19-inch; 235/35/19	
R 11x19-inch; 305/30/19	

★★★★★

997 C4 GTS 2011-12



Like C2 997 GTS but slightly heavier and with 4WD. 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
Wheels & tyres	
F 8.5x19-inch; 235/35/ZR19	
R 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
0-62mp	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres **F** 8.5x19-inch; 235/35/ZR19 **R** 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
Wheels & tyres	
F 8.5x19-inch; 235/40/ZR19	
R 11x19-inch; 285/35/ZR19	



★★★★½

991.1 Carrera S 2011-15

Same as Carrera, with 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
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11x20-inch; 295/30/ZR20	

★★★★★

991 GT3 2013



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

Production numbers	Unknown
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
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 12x20-inch; 305/30/ZR20	

★★★★½

991 Turbo 2013-15



New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models.

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
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11x20-inch; 305/30/ZR20	

★★★★★

991 Turbo S 2013-15



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

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 @ 2,100-4,250
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 11x20-inch, 305/30/ZR20	



★★★★½

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
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR20	

★★★★½

991 Carrera GTS 14-16



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
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR20	

★★★★½

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
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR20	

★★★★½

991.2 Carrera S 2015



Shares Carrera's 3.0-litre turbocharged 9A2 engine, with revised turbos, exhaust and engine management to produce extra 50hp.

Production numbers	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
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR20	



★★★★½

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	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
Wheels & tyres **F** 8.5x19-inch; 235/40/ZR19 **R** 11.5x19-inch; 295/35/ZR19	

★★★★½

991.2 Carrera 4S 2016-



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers	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
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR20	

The new arrival

991.2 GT3











★★★★★

991 R 2016

991 GT3 RS engine mated to revised 6-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
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 12x20-inch; 305/30/ZR20	



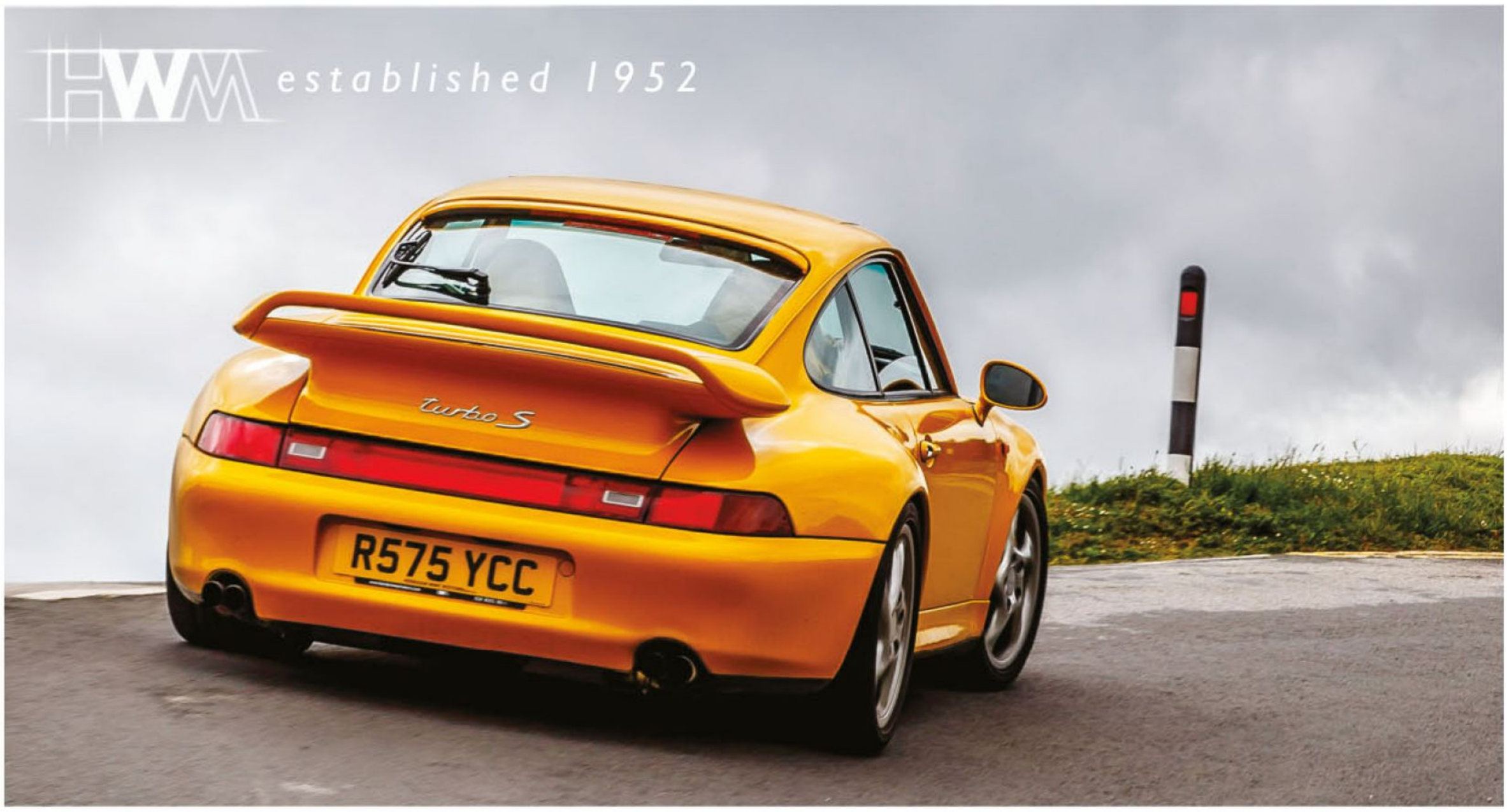
★★★★½

991.2 Carrera GTS 2017

Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel drive and all-wheel drive form. C4 GTS quicker than C2 GTS for the first time.

Production numbers	In production
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1sec
Top speed	194mph
Length	4,528mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres **F** 9x20-inch; 245/35/ZR20 **R** 12x20-inch; 305/30/ZR20	

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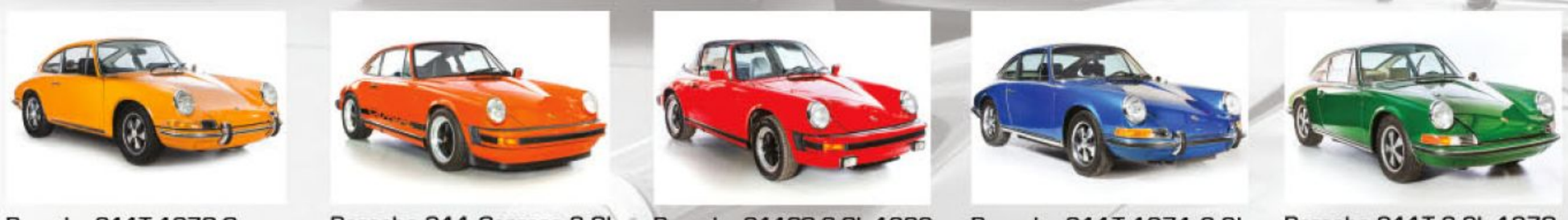
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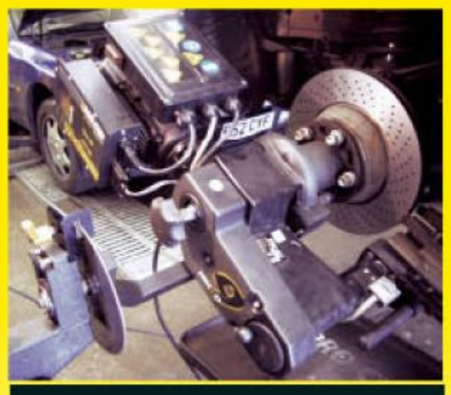
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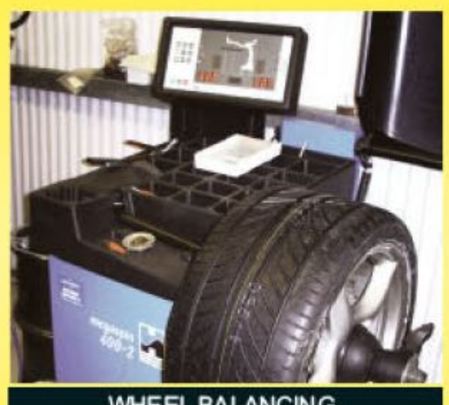
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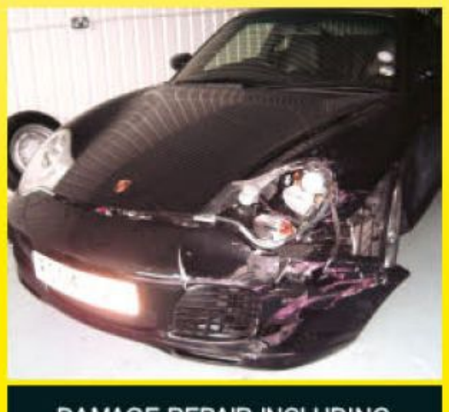
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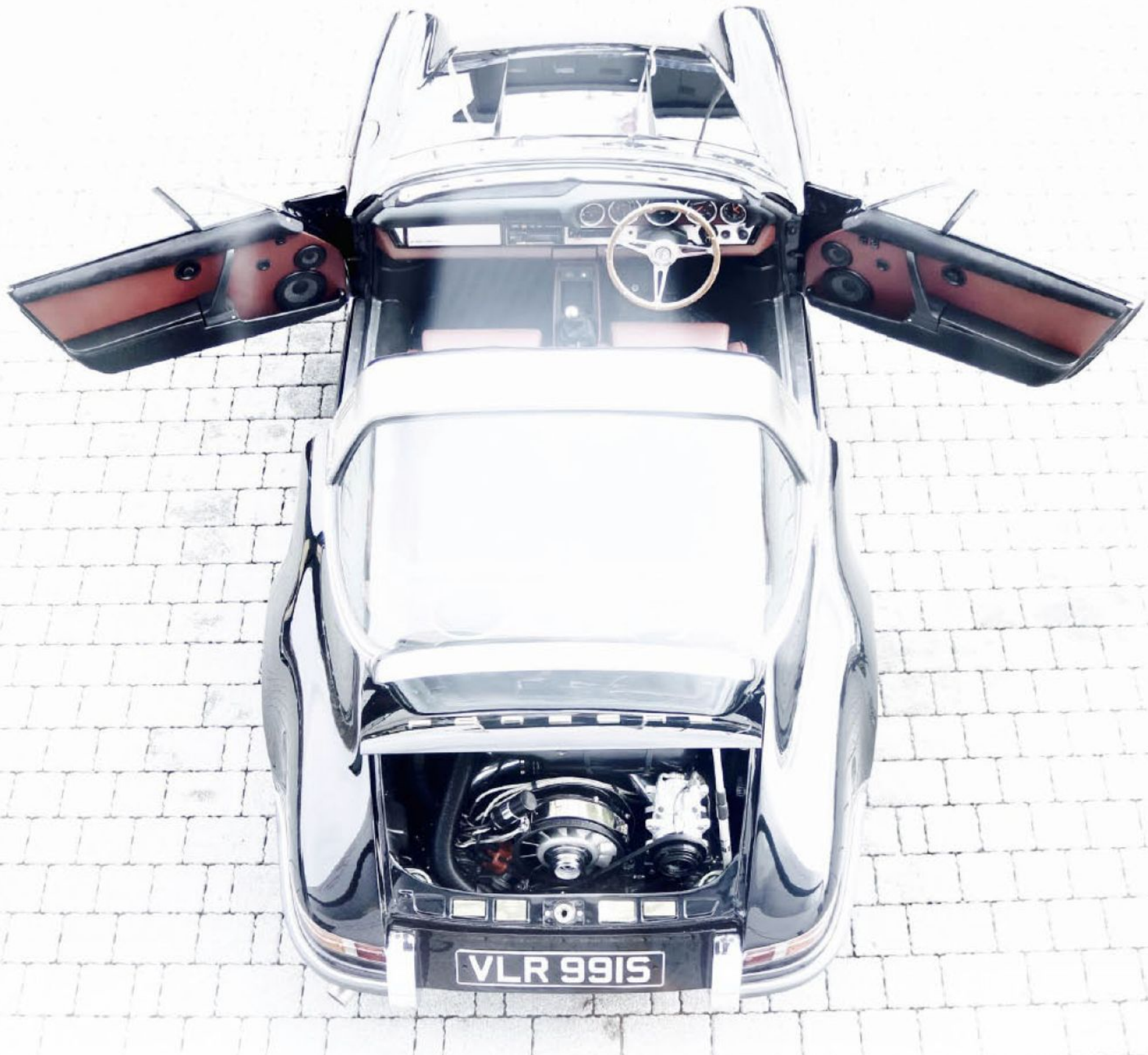
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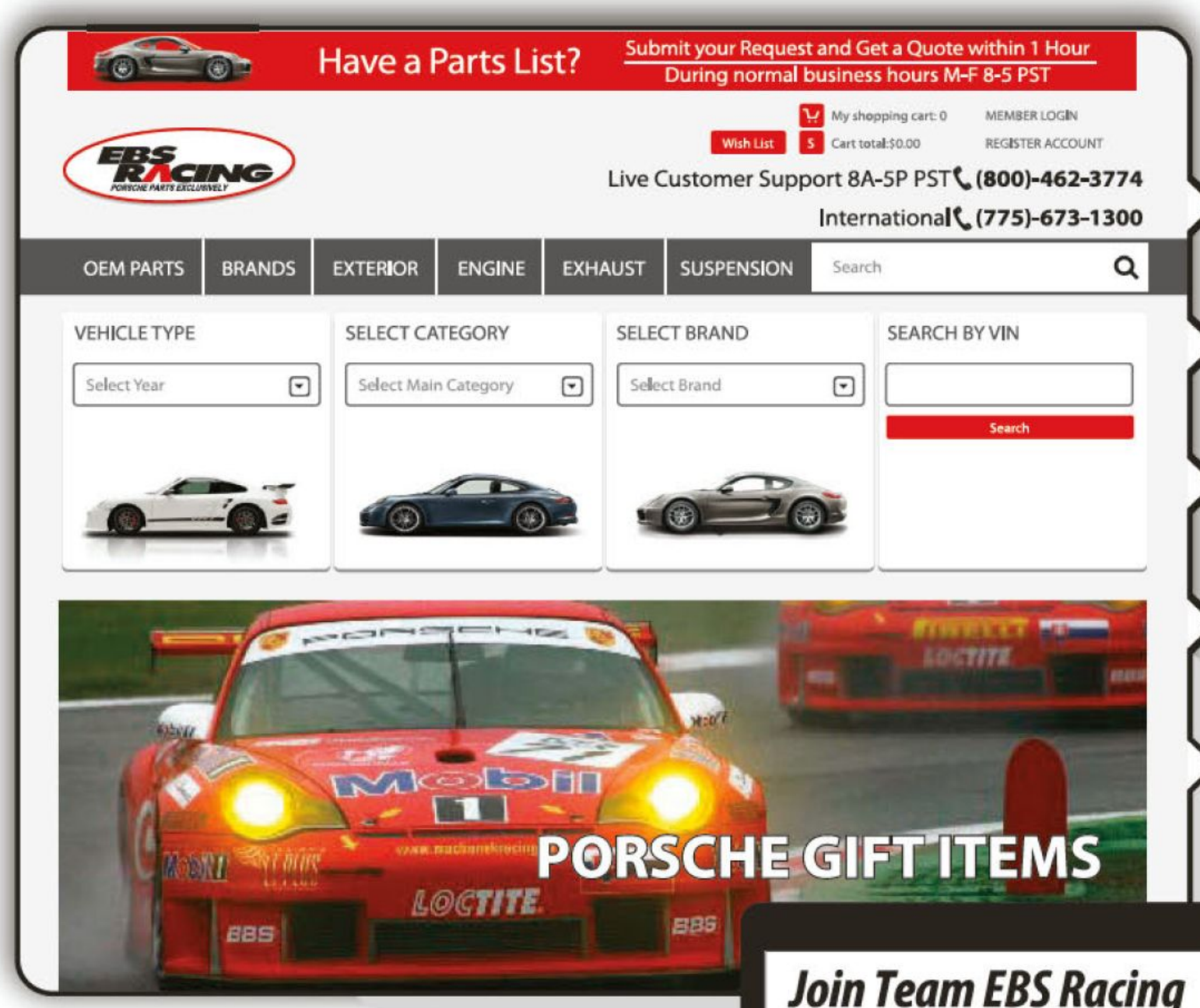
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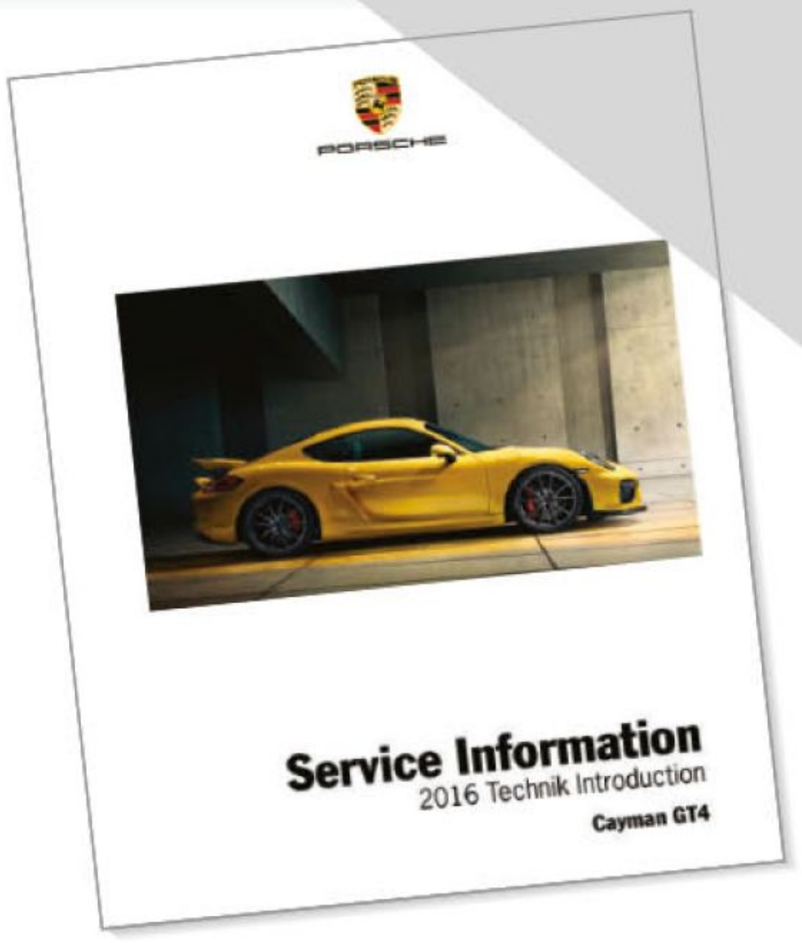
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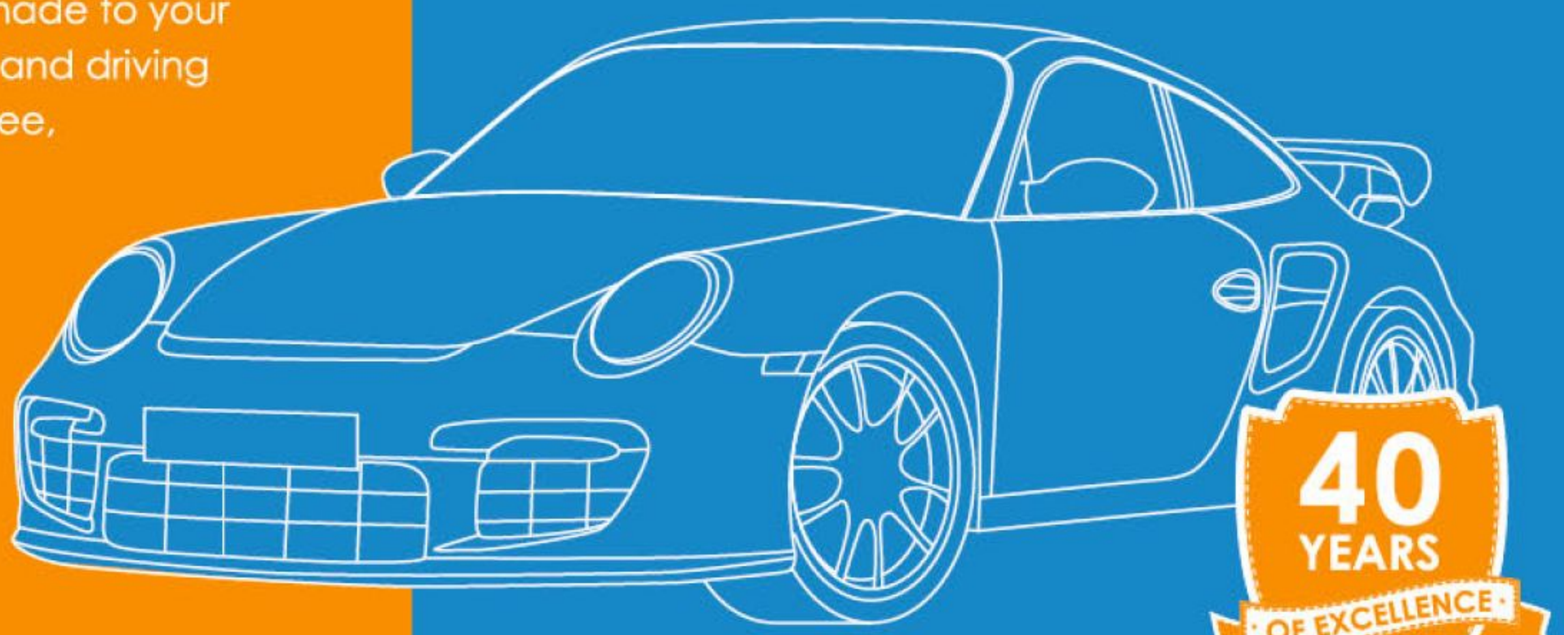
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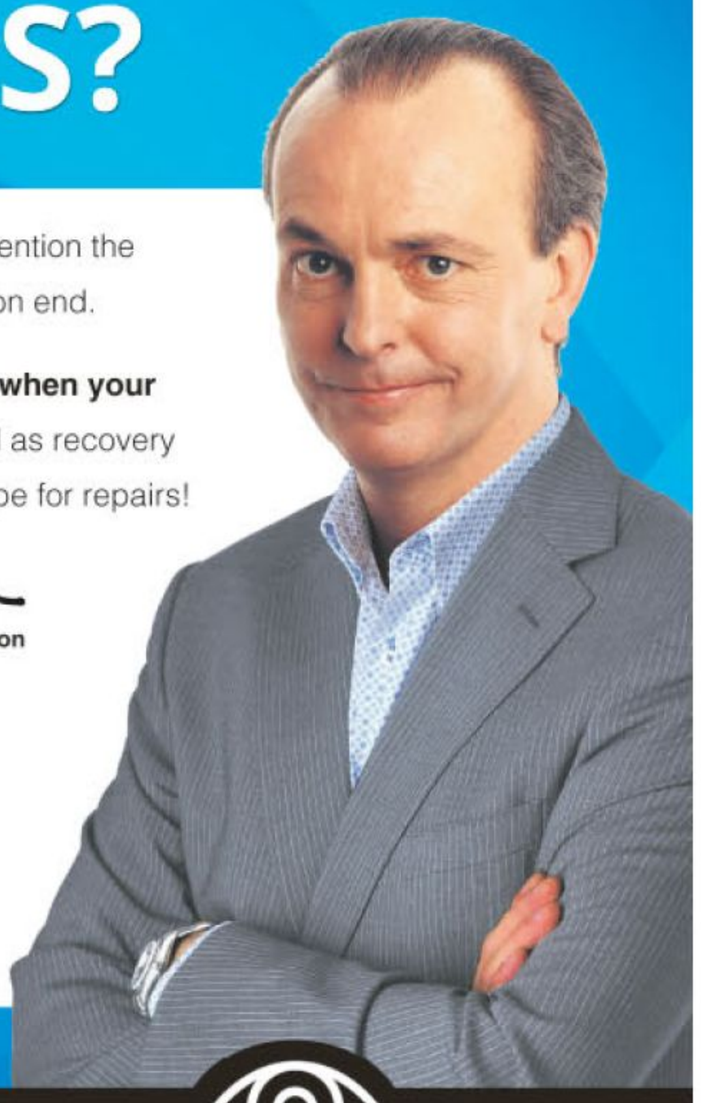
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Grossglockner Pass, Austria

Written by **Midge Burr** Photograph by **Aat van den Heuvel**


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LOCATION: Grossglockner Mountain, Hohe Tauern Range, Austria
COORDINATES: 47.083333, 12.842778



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TOTAL LENGTH OF DRIVE:
28 miles
POINTS OF INTEREST:
Edelweissspitze viewing point;
Larch Forest;
Piffkar Nature Trail;
Hochmais Information Point
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Total 911 visits a well-travelled Austrian mountain pass that's as famous for its views as it is for its demanding route

Unlike many of our favourite roads, the Grossglockner High Alpine Road is far from a hidden secret. This windy strip of tarmac, between Heiligenblut and Zeller Fusch, is as famous as the Stelvio Pass, Route 66 or the Nürburgring.

Conceived in the 1920s as a toll road to cater for alpine tourism, it was a state project designed to battle Austrian unemployment after World War I. Today, it serves as a top tourist attraction. Officially designated the B107, this succession of 36 hairpins cascades for 28 miles in the shadow of The Grossglockner, Austria's tallest mountain. It's also a road synonymous with Porsche, used as an unofficial development site by test drivers in the 1940s. Separating the original factory in Gmünd and the family estate in Zell am See, the challenging route was an obvious choice. According to folklore, Ferry Porsche regarded the pass as his personal track, often taking prototypes out in the night.

Your €35 toll will buy you a drive that's laid back and exhilarating. The string of quick-fire hairpins seem to be a suitable test of driving skill and nerve, depending on how you adjust your right foot. The parts in-between these turns offer your heart rate a chance to slow while you observe the peaks towering above and the Pasterze, Austria's longest glacier, sweeping through the valley below. That said, the next 'turn-in' will be coming up sooner than you realise, although the gradient is relatively shallow. Of course, what comes with tourism is perfect tarmac and plenty of stunning viewing points; these culminate in the 360-degree views of Edelweissspitze at the highest point.

Slowing you further may be the traffic from May to October. And in the off-season, the pass is closed due to extreme weather conditions. When darkness falls so do the barriers; night driving is no longer allowed, so observe the ever-changing opening times and get up early to avoid the traffic. We promise you it's worth asking for that 4.30am alarm call. 911

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1969 Porsche 911S Coupe-05450

1969 Porsche 911S Coupe with matching numbers and comes with a certificate of authenticity. Shown here in beautiful black with black interior. Gorgeous color combination and highly desirable. Comes equipped with a 5 speed manual transmission, Hella fog lights and Fuchs wheels. Extremely sought after and revered by collectors and enthusiasts worldwide. Certainly an opportunity not to be missed. A beautiful weekend driver and mechanically sound example.

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1970 Porsche 911S Targa-07647

1970 Porsche 911S Targa with matching numbers and comes with a certificate of authenticity. Shown here in red with black interior. Originally very desirable color code#2310 tangerine. Comes equipped with a manual transmission, fuchs wheels, aluminium deck lid and includes the spare tire. Extremely desirable and sought after. Same owner for many years. Mechanically sound.

For $89,500



1974 Porsche 911-7816

1974 Porsche 911 with 40,555 on the odometer and matching numbers in white with black interior with velvet inserts. Comes equipped with a 5 speed manual transmission, air conditioning, rear duck tail, cookie cutter wheels and includes the jack and spare tire. Same owner for many years. Mechanically sound.

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1972 Porsche 911T Sunroof Coupe-07919

1972 Porsche 911T Sunroof Coupe with matching numbers in its original color code#936 silver metallic with black interior. Comes equipped with a manual transmission, mechanical fuel injection, one year only external oil filler door, factory sunroof, fuchs wheels and includes the original owners handbook and spare tire. Extremely original blue plate California car. Same owner for many years. Mechanically sound.

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1972 Porsche 911E Coupe-07539

1972 Porsche 911E Coupe in red with black interior. Comes equipped with a 5 speed manual transmission, OEM radio, one year only external oil filler door, cookie cutter wheels and includes the spare tire. Very presentable. Limited production. Same owner for many years and is mechanically sound.

For $47,500



1988 Porsche Carrera Targa-06765

1988 Porsche Carrera Targa with matching numbers in its original color code# 80K guards red with black interior. Comes equipped with a 5 speed G50 transmission, air conditioning, power windows, power seats, fuchs wheels and includes the jack, spare tire, tool kit, owners manual and warranty booklet. Very presentable car. Mechanically sound.

For $39,500



1975 Porsche 911S-08019

1975 Porsche 911S in black with tan interior. Excellent color combination. Comes equipped with a manual transmission, power windows, sunroof, Fuchs wheels and with a spare tire included. Excellent original car. Very presentable. Just came out of storage.

For $26,500



1972 Porsche 911E Sunroof Coupe-7981

1972 Porsche 911E Sunroof Coupe with matching numbers in aubergine with tan interior. Gorgeous color combination. Comes equipped with a manual transmission, electric sunroof, air conditioning, fog lights, one year only external oil filler door and includes the tool kit and spare tire. Previously owned by a PCA owner. Highly collectible.

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1990 Porsche 964 Coupe-07573

1990 Porsche 964 Coupe with 53,778 on the odometer in its original color code #80K guards red with tan interior. Comes equipped with a 5-speed manual transmission, air conditioning, power windows, power seats and includes the jack, spare tire, tool kit and air compressor. Very clean and presentable. Same owner for many years. Mechanically sound.

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1985 Porsche Carrera Targa-8035

1985 Porsche Carrera Targa with matching numbers in its original color code#027 guards red with black interior. Comes equipped with a manual transmission, power windows, power seats, air conditioning, Fuchs wheels, original owner's handbook, jack, spare tire and includes $6,500 in recent service receipts from 2016. Very clean and presentable. Same owner for many years. Mechanically sound.

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1977 Porsche 930 Turbo-07734

1977 Porsche 930 Turbo with matching numbers and 60,441 on the odometer in its original color code#944 platinum metallic with green interior. Sunroof delete. Comes equipped with a 4 speed manual transmission, air conditioning, fuchs wheels, power windows and includes the jack and spare tire. Excellent original car. Extremely collectible and sought after and the motor runs.

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1982 Porsche 911SC Targa-08040

1982 Porsche 911SC Targa with matching numbers in sand beige with brown interior. Gorgeous color combination. Comes equipped with a manual transmission, air conditioning, fog lights, Fuchs wheels, jack and with a spare tire included. Excellent original blue plate California car. Just came out of storage.

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1968 Porsche 912 Soft Window Targa-07932

1968 Porsche 912 Soft Window Targa with matching numbers in its original and highly sought after color code#6809 tangerine with black interior. Gorgeous color combination. Comes equipped with a manual transmission, chrome wheels and includes the jack, spare tire, tool kit, owners manual and service receipts for various mechanical work. Same owner for the last 50 years. Excellent original California car. Mechanically sound.

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