

964 TURBO 3.3 WORTHY SUCCESSOR TO THE HALLOWED 930?

Total 911

THE PORSCHE MAGAZINE

THE FIRST GT3 RS

Buyer's guide to the water-cooled 996 RS, one of Porsche's rarest-ever Rennsports



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2.4-litre T v E v S
mega test



991: TARGA VS CABRIOLET

Which model provides the best new open-topped 911 experience?

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- Definitive history of Porsche in the USA
- Which is the best 997 to buy right now?



KREMER'S K4

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Future

ISSUE 161



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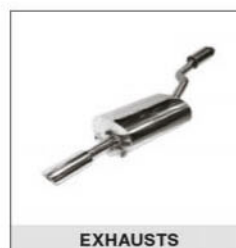
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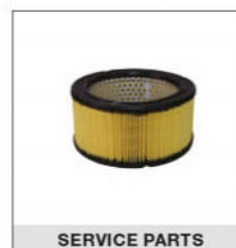
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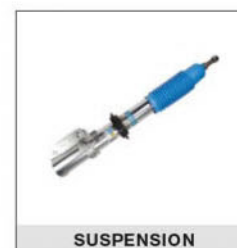
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Welcome

It's great to have a group of long-bonnets lavishing the cover of **Total 911** magazine. The last five years has seen their stock soar inconceivably and, though prices vary significantly even between examples of the same model (this thanks to history, condition and what side the steering wheel is on), these 0-F series cars arguably represent the pinnacle of 911 ownership.

There's no question the long-bonnet cars represent the 911 in its purest form, its silhouette unspoiled by impact bumpers, its mechanicals unfettered by what are now primitive technologies like power steering, ABS or even a basic ECU. Lightweight, nimble and blessed with less than six square inches of contact patch to the road at each corner, it'll take a proper peddler to make honest work of these early 911s, but how exactly do the T, E and S models differ in terms of their driving experience?

As you'll find out beginning on page 20, there are many differences between the three cars, and I'm not just talking about the specs!

You'll be reading this either in one of the last days of 2017 or very early in the New Year, and boy are we all in for an exciting 2018 on the Porsche front. Expect a concerted release of some special 911 models over the course of the first six months (kicked off by the Carrera T, above), followed by the highly anticipated reveal of the eighth-generation 911 by September. Porsche has a difficult task here in ensuring the Neunelfer stays true to its roots while still remaining relevant in today's market, so we wait with bated breath to see how its story evolves. It's going to be fascinating either way, and you can count on **Total 911** to supply you with all the cutting-edge news and most in-depth reviews from anywhere on the newsstand or otherwise.

“The long-bonnet cars represent the 911 in its purest form”





1911 Opening Shot

The wheels of an early 1967 soft-window Targa complete their first revolutions on American soil in front of the impressive New York City skyline. It was US demand for an open-topped 911 that led to the creation of the Targa model, another chapter in an incredible history between Porsche and the United States of America.

Photograph courtesy of Porsche Archive



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YOUR 911 HOME

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“Meet the F-series range as it was in 1973,
 the final year of the long bonnet”

20



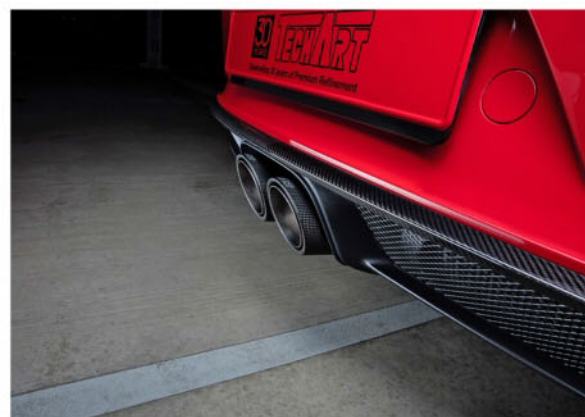
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Update

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



TechArt unveils Sport Package for GT3

Carbon fibre parts sharpen look of Porsche's 991.2 track car

German tuning house TechArt has unveiled a 991.2 GT3 Sport Package at the Essen Motor Show. Extensive use of carbon fibre, manufactured in-house at TechArt's Leonberg base, features heavily on air scoops, wings and mirrors featured on Porsche's latest GT3.

TechArt says its upgrades replace those found on the car from factory, including a lightweight front lid with integrated air outlet, front spoiler with revised air blades underneath

the daytime running lights, as well as side skirts. At the back of the car, the kit comprises carbon ram air scoops on the decklid, new aerodynamic winglets plus a rear diffuser. The Sport Package also has a choice of titanium or carbon tailpipes for the centrally mounted twin exit exhaust.

TechArt's central-locking, 20-inch forged Formula IV Race wheel makes a return for the GT3's Sport Package, while inside, an interior customisation programme features colour-coded

instrument dials, alloy sport pedals, personalised door entry guards and an all-new 'Type 7' Sport steering wheel. The wheel measures 360mm – the same as Porsche's own Sport steering wheel – with a mixture of surfaces, including painted faces, plus leather and Alcantara segments, while maintaining all factory functions, including paddle shift and wheel heating. For more information on the Sport Package visit techart.de.

Singer to open UK workshop

The well-known 911 tuners Singer Vehicle Design has announced it is continuing its new-found partnership with Williams Advanced Engineering by opening a UK workshop on the Oxford site of Frank Williams' Formula One team. The workshop will be solely responsible for building a limited run of 75 cars as part of Singer's 'dynamics and lightweight study'.



10 per cent off Porsche artwork

Total 911 is proud to offer its readers 10 per cent off Porsche artwork on the website wizzwamdesigns.co.uk. Artist Nick Yarsley, an owner of both air and water-cooled 911s himself, has fused his passion for Porsche with his advocacy of inspiring artwork to produce a series of evocative 911-oriented pictures. Nick's work can be printed to a vast range of sizes, big or small, and also offers a bespoke design service. Readers should enter 'TOTAL911' at checkout to receive the discount.



Tejas Treffpunkt a huge success in Texas

Event celebrating cars and art lifts hurricane-hit state

Tejas Treffpunkt, the Houston-based event celebrating art in the form of Porsche cars and wall-mounted murals, took place at Spring Street Studios in late November, with over 150 of Zuffenhausen's sports cars in attendance.

The event, formerly known as Tejas Treffen, took on particular significance this year in the wake of Hurricane Harvey, which devastated the south of Texas. Nevertheless, some 1,500 enthusiasts and appreciators of still and moving art forms congregated for a stellar show, which had additional entertainment from Lucha Libre Mexican wrestlers in a nod to the area's strong Mexican-Texas culture and history. Fine Porsche on display throughout the indoor galleries included a 2.7RS Lightweight, 964 RS, 993 RS, Carrera GT, 991 GT3 RS, 991 R, 914-6, 356

Speedster, a 356 'art car', 911L and even a Porsche tractor.

A live auction of vintage helmets, hoods, deck lids and the whole side of an early 911, painted by local artists, collected an impressive \$22,000 for local charities, including the Houston Food Bank to continue its breathless support of Hurricane Harvey flood victims. You can read more from the 2017 Tejas Treffpunkt in Michael Meldrum's 'Living the Legend' column beginning on page 86.



What's on in 2018

- **Detroit Motor Show January 13-29**
The first motor show of 2018 begins in Motor City
- **Scottsdale Auctions January 19-20**
Gooding & Co kick off the 2018 auction season in Arizona
- **Daytona Rolex 24 January 27-28**
The first endurance race of 2018 begins in Florida
- **Porsche Travel Club February 12-18**
Take a travel experience to the Arctic in a new Porsche
- **London Classic Car Show February 15-18**
This burgeoning classic show takes place at London's Excel



New MD for Porsche Cars Great Britain

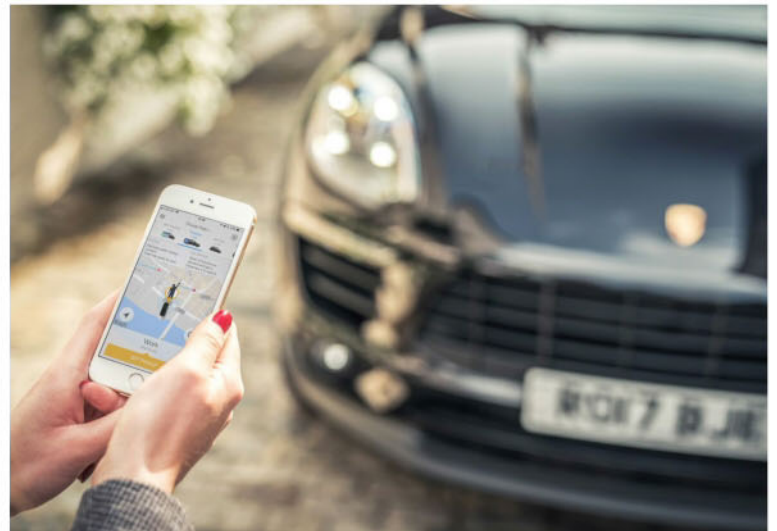
Porsche Canada's Alexander Pollich to replace Chris Craft

A change in management at Porsche Cars Great Britain has seen Alexander Pollich replace outgoing managing director Chris Craft. Pollich arrives from Porsche Canada, where 70 consecutive months of growth were delivered in his four-and-a-half years in the post.

Previous to Porsche Canada, 50-year-old Pollich spent 12 years at Porsche AG in Germany. Pollich

replaces Chris Craft, the popular former MD leaving Porsche to join the board of Bentley. Both men will assume their new roles on 1 January 2018. "I feel quite privileged and honoured to join the Porsche brand in Great Britain as the new Managing Director," Pollich said.

Pollich's appointment is expected to signal closer integration between Porsche GB and Porsche AG.



Porsche launches premium taxi service

App derived cab hailing project for London will rival Uber

Porsche has launched an innovative premium chauffeur service in central London exclusively for its customers. The 'Porsche on Demand' pilot scheme utilises a 100-strong fleet of Porsche hybrid Panameras, Macans and Cayennes.

Ragnar Schulte, general manager of marketing at Porsche Cars GB said: "We're delighted that our customers will be able to travel in

Porsche cars in central London with chauffeurs. This premium travel initiative will last six months with results being used to inform our future strategy for 'on-demand' premium transportation." The service, provided by One Transport and powered by Gett, is available immediately at selected times, with a flat rate of £20 for journeys within central London.

Motorsport

The latest news and results from racing series around the globe



Porsche leaves LMP1 as champions

919s successfully defend WEC manufacturer and driver titles in Bahrain

Porsche has bowed out of LMP1 competition in the WEC at the very top after wrapping up a third consecutive manufacturer's title, while the trio of Brendon Hartley, Earl Bamber and Timo Bernhard secured the 2017 driver's championship, also the third year in a row for Porsche drivers.

Weissach's two 919 E-hybrids finished second and third in the final round in Bahrain, rivals Toyota emerging victorious from an incident-packed night race. However, round nine of the World Endurance Championship carried much more significance than a mere six-hour sprint to close the season, the occasion also marking an end to one of the most dominant chapters in Porsche's entire motorsport history. Porsche's 919 proved indomitable in its field, claiming no less than three Le Mans 24-Hours victories in a row, as

well as a haul of championship trophies, race wins, fastest laps and pole positions.

Oliver Blume, Chairman of the Executive Board of Porsche AG, said after the race: "No other Porsche team has ever managed three Le Mans outright victories in a row, but this squad achieved it. I thank them very much for this. I'm extremely proud of every single team member. They have mastered a mammoth task with hard work, consistency and the right approach. To me this represents the Porsche spirit that our brand stands for. Now the team of Fritz Enzinger and Andreas Seidl face its new challenge: to enter Formula E for season six at the end of 2019."

LMP1 drivers Nick Tandy and Earl Bamber are set to return to IMSA GT racing, with Neel Jani and Andre Lotterer being readied to race in Formula E.

919 A HISTORY IN STATS

34
RACES

3
DRIVER
CHAMPIONSHIPS

7
1-2
FINISHES

17
WINS

13
FASTEST
LAPS

3
LE MANS
WINS

3
MANUFACTURER
CHAMPIONSHIPS

20
POLE
POSITIONS



RSR finishes 2nd in maiden GT WEC championship

Lietz & Mackowiecki pilot mid-engined #91 car to runner-up spot

Weissach's mid-engined 991 RSR has finished its maiden WEC season in second place in the highly competitive GT category. A fourth placed finish in Bahrain for the #91 car secured second place overall for the season for Richard Lietz and Frederic Mackowiecki (left) despite neither of the sister RSRs managing to record a single race victory during 2017.

However, a consistency in reaching the podium in GTE-Pro, particularly during the second half of the season, has ensured the all-new RSR has achieved overall success in its debut campaign. Incidentally, the #92 car of Kévin Estre and

Michael Christensen was on course to deliver Weissach its maiden victory for the RSR in Bahrain until a collision with a Toyota LMP1 shunted the 911 into retirement.

Dr. Frank-Steffen Walliser, Vice President of Motorsport and GT Cars, said at his post-race press conference: "We were only narrowly beaten in the debut season of the 911 RSR. Like the last race of the season, all the other races in the GTE-Pro class were extremely competitive. Spectators were treated to truly spectacular racing. In 2018 we'll return with the goal of winning the world championship."

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Ben Barker

The FIA WEC driver shares all about his world championship campaign

- **2017:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up



Porsche, podiums and pre-season possibilities

Ben reflects on his 2017 motorsport season and looks ahead to 2018

All too quickly, it's December. The time of year where we catch ourselves looking backward as much as forward, reflecting on what we've done with the past 12 months as much as looking to what lies ahead in the next dozen.

I think it would be fair to say that my year has had its share of talking points on the track, both high and low: from the struggles early in the season, through a very trying Le Mans, to two podium finishes in the final four rounds of the FIA World Endurance Championship.

The Gulf Racing team will admit that it took some time to get used to a switch of tyre supplier last winter and, without the freedom to test at will, the opening rounds were always going to be tough. We were hoping to get more from Le Mans, but a controversial application of the Balance of Performance regulations meant that we were on the back foot, even before we arrived in France, leading to possibly the hardest race of my career.

From that point on, however, things started looking up. There were never any doubts about the potential within the team. Gulf consistently had some of the best execution on pit stops in the entire WEC field, the car was exceptionally well put together and the driving strength improved with every outing, but results didn't start going our way until we left Europe. The Nürburgring had been a positive swing after Le Mans, and third place in

Mexico was vindication of the effort that had gone into the programme over the first half of the season.

We could have had another top three next time out in Austin but for a brake issue and rising cockpit temperatures. We showed promise at Fuji before the weather made a lottery of raceday, but were eventually rewarded a second time in China, where we finished second at the 6 Hours of Shanghai after some good tyre strategy right from the start of the weekend. Unfortunately, the season ended on a low in Bahrain, but two podium visits will be a good place to start from in 2018.

I've not got anything signed and sealed for next year, but talks are progressing with Gulf and a return there would be high on my Christmas list. I want to be back in the WEC, and I think we've established a good rapport over the past couple of seasons. Porsche should be even more competitive in the GT-Am class with the introduction of the new mid-engined RSR that has already proven itself in the Pro category, and the class looks set to grow as a whole, so there's added incentive right there.

Next year's WEC will be something special too, as the series' desire to reposition itself on the calendar has resulted in what they're calling a 'superseason', with two scoring trips to Le Mans at either end of the campaign, and the addition of a 12-hour race at Sebring in the USA. I think the



WEC needed to introduce a 'mid-distance' event to bridge the usual six-hour races and the 24 Hours of Le Mans, and where better to do it than Sebring, which has a racing history all of its own.

Racing in the US is also something I'd consider asking Santa for. I've done it before, but not on a regular basis for a few years now. I really think it's possible to make a career out of racing Stateside, and I'd love to get a shot at the Daytona 24 Hours. However, I think 2018 might come a bit too soon, despite having some irons in the fire on that side of the Atlantic.

Don't get me wrong; I'm not looking to turn my back on Europe. The racing here is great and I'm in a good situation, but I need to look at the big picture and work out where my career is going and where it's going to be most sustainable. Although the WEC will remain my priority, I'd just love to add a few more races to my schedule. There are only five WEC events slated for 2018, so it's not that I don't have time. I'd also like the opportunity to go for overall wins, rather than just in class. There are a number of options in GT3, and winning in the Le Mans GT3 Cup this season has only whetted my appetite for more. I'll keep you all posted, of course.



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911 Carrera T: mere marketing ploy?

Dear Sir,

I had a good chuckle when reading about Porsche's new 911 Carrera T. I've had numerous 911s over the years and am well versed as to the company's methodical approach to its mantra of 'add lightness', which often borders on the tedious (the 996 GT3 RS saved just 20kg in weight over the 996 GT3, for example).

However, this 'Carrera Lightweight' is a step too far. It's laughable! The 991.2 Carrera is a heavy beast by any 911 standards, and we all know the car can be pared back significantly more so than the 20kg managed by the Carrera T. Instead I'm going to buy a bog-standard 991.2 Carrera and fit an Akrapovic exhaust to it: that's about the same price as a Carrera T all-in but the exhaust alone saves more

in gross weight than this whole new car. It also unleashes more horsepower, whereas the T offers no power gain over a Carrera. In short, the Carrera T is the biggest marketing joke going – I can't think why anybody would bother buying it.

Duncan Schofield

We very much like the comparison between an Akrapovic exhaust system and a 911 Carrera T, Duncan! While we too think the Carrera T could have offered more in terms of being a pared-back purist's car, we applaud Porsche's endeavour to listen to its customers who wanted a more focused 911 Carrera that wasn't as expensive as a GT3. We reserve final judgement until our first drive very soon!



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!



996 v 997 Turbo: in favour of the 997...

Dear Sir,

Very much enjoyed the 996 v 997 Turbo feature. As a former owner of both, I feel well placed to report my feedback. For me, the 996 Turbo is a phenomenal car: it's still devastatingly quick, and has perfect proportions for today's roads. However, if you can afford it, the 997 Turbo is a worthy step up. Its performance is marginally better, but where it really improves is in its chassis. Both cars are great, but the 997 is an all-round improvement.

James Sadler

Our 996 v 997 Turbo cover story from issue 159 garnered lots of interest online especially between those who owned either car. For us, the 996 represents the better-value generation of Turbo from the two in question, but it is the 997 which is the better driver's car.

996 v 997 Turbo: in favour of the 996...

Dear Sir,

In reference to your recent 996 v 997 Turbo cover article, in my opinion the 996 generation is the last of the analogue cars. It's more raw, less refined and has less electronics interfering, giving more driver engagement and input as a result. Each generation gets faster and more refined, but that doesn't make them better – just different. There's no right or wrong answer here though: you pay your money, you make your choice. I went for the 996.

Nick Jeffery



Ask the expert

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Scott Gardner

Job Title

Gold Diagnostic Technician

Place of work

Porsche Centre Bournemouth, UK

Time at Porsche

11 years

Q: Why do you have to put your foot on the clutch when starting the 997? There are a lot of issues on other engines causing bearing problems from doing this, as the crank isn't fully supported. The switch is also prone to failure. Was this a legal requirement and is it something that can be safely bypassed?

James Samuel

Scott's answer: As far as I am aware, it isn't a legal requirement. Clutch switches are used in modern cars to aid the use of stop/start for emissions reasons, so it will know when to stop the engine.

With regards to a 997, when dipping the clutch, it prevents starting the car in gear for safety reasons, avoiding the car jerking forward. This is useful, as more and more people leave their car in gear when parked. It also reduces wear on the starter motor as the clutch will be disengaged – it creates less drag on the engine because gearbox components are inactive.

I have heard of cars that have bypassed the clutch switch, but it can induce fault codes logged in the DME as the engine management system will think the clutch is constantly depressed. There you have it!



T911 on tour

Dear Sir,

Reading 964 owner Gina's columns this year, I can't help but notice she's wracked up some serious miles in air-cooled Porsches in 2017, with trips to Ireland and the Alps of particular interest. I also recall a trip to Norway last year.

Reading such articles has prompted me to take the plunge and take my 993 Carrera on tour next year. It's a Cabriolet so is ideally built for touring, but I've been reticent to take it outside of the UK in the six years I've owned it. However, I'm now lead to believe I've been missing out all along, and am determined to take my 993 Carrera – and **Total 911** magazine – on tour next year. Perhaps you kind souls at **Total 911** might be able to offer some advice on where to go for my first trip? I don't mind embarking on an excursion with a friend or as part of a larger group.

Morgan Tye

Great to hear you'll be taking your 911 on an adventure in 2017. You may have found our 'top ten tours for 2018' article in issue 160 of use, which contained a mixture of events using either your own 911, or renting one. Of course, the advantage to driving a rented 911 is you have little to worry about in terms of insurance or reliability, though the caveat is those moments on tour are always much more special in your own Neunelfer.

If you don't want to venture too far from the UK in your own 911 there's still plenty on offer: why not try the Isle of Man or Republic of Ireland? Both offer twisty roads with plenty of good views, with numerous landmarks to stop-off to investigate if you'd like to take things at a slower pace. A good European road trip doesn't always have to contain the Alps!



Is the classic marketplace stalling?

Dear Sir,

I'm a private individual who curates my own modern-classic car collection in my spare time. I currently have seven Porsche. I only buy through dealers in the UK and US and, though they've not said directly (why would they?) I've gotten murmurs from some dealers that the classic marketplace is stalling. What are your thoughts on this?

Steve M

This is a question we get asked a lot, particularly by UK-based readers in the wake of the Brexit vote. The reality is, the classic and modern-classic Porsche marketplace has slowed since the widespread boom of 2013-2015. However, this is a good thing, allowing collectors to 'get out' of their cars, ensuring they fall back into the hands of enthusiasts who will cherish them as a 911 rather than an inanimate investment. Rather than stalling, the market is having an 'adjustment' – values

simply couldn't continue climbing at the rate seen for the past four years. In terms of import and exports, dealers based outside the UK may be more interested in UK-based cars due to the weaker Pound than previously, so we're very confident there's plenty of life in the classic and modern-classic market both at home and abroad for a long time yet. The key is on finding the right car: auction results this year have shown high interest is still retained in extremely low-number 911 specials.



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48k miles.....£46,000



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Basalt Black with Black Leather,
62k miles.....£45,000



(1997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
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52k miles.....£44,000



(1997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Silver with Black Leather,
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39k miles.....£35,000



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Basalt Black with Black Leather,
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Basalt Black with Black Leather,
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(1997) "2S" 3.8 TIP CAB (07 - 2007)
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Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)
Basalt Black with Black Leather,
60k miles.....£24,000



Porsche Cayenne "GTS" 4.8 Tip (09 - 2009)
Basalt Black with Black Leather,
57k miles.....£24,000



Porsche Cayenne "GTS" 4.8 Tip (09 - 2009)
Meteor Grey with Black Leather,
60k miles.....£24,000



Porsche Cayenne "GTS" 4.8 Tip (58 - 2008)
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F-SERIES T v E v S FAMILY



They represent the final iteration of the coveted long-bonnet 911, but what's the difference between the T, E & S models? Total 911 samples the entire F-series range to find out...

Written by **Tim Pitt** Photography by **Daniel Pullen**

VALUES



In the November issue of **Total 911** we compared the 991.2 Carrera, GTS and Turbo S, declaring them the “modern-day interpretations of the 911 T, E and S”. Now, we’re rewinding the clock 45 years to the classic originals. Meet the mainstream F-series range as it was in 1973, the final year of the ‘long bonnet’ before the impact-bumpered G-series arrived, a move which changed the 911’s look forever.

Why ‘mainstream’? Well, as Porsche enthusiasts, we all have ‘1973’ branded on our collective consciousness as the year of the first road-going Rennsport. The Carrera 2.7 RS is a fully paid-up icon and arguably the greatest 911 ever made, yet, then as now, it was exclusive and expensive. So, just as we excluded GT models from our 991.2 triple test, the RS fails to fit the brief here.

The three-tier 911 hierarchy was established in 1968, when the entry-level T (Touring) and mid-range L (Luxury) joined the flagship S (Super) – the latter

introduced in 1967. At this stage, all had 2.0-litre engines and a 2,210mm wheelbase. The carburettor-fed L gave way to the fuel-injected E (Einspritzung) in 1969, when wheelbase was lengthened to 2,271mm. A year later, the flat six grew to 2.2-litres, then 2.4-litres in 1972. The 2.4 F-series models were thus in production for just two years, compared with 15 for the G-series.

The three cars gathered today – kindly sourced by Paul Stephens in Essex – all hail from 1973, and look near identical at first glance. Get closer, though, and it’s apparent there are detail differences, most obviously the colour of the engine shroud: black on the 130hp T, green on the 165hp E and red on the 190hp S. However, as those power outputs suggest, by far the biggest difference is felt on the road.

I start in the middle with the 911E: a model Paul describes as “undervalued”. This particular example is resplendent in Light Ivory (colour code: 131) on polished 6x15-inch Fuchs. It’s the only UK car here, ➡

“The 911T might be short-changed on paper, but it rarely feels that way on the road”



ABOVE This 911T rides lower than stock, with thicker anti-roll bars providing better road holding through turns. Gold lettering on decklid is a throwback to earlier models



FROM TOP Note T's 6,500rpm redline (E is 7,000rpm and S 7,200rpm); Original K-Jetronic fuel injection has been swapped for Weber 40 carburetors here; Rectangular mirrors are US specification



FROM TOP Black horn grilles featured on F-series cars; Round wing mirror is part of UK specification; Green fan shroud is a hallmark of the 911E

which explains the round door mirrors – both the T and S are US imports and sport rectangular mirrors – while the absence of optional bumper over-riders or chrome wheel arch trims results in a cleaner look.

The E being a right-hooker helps me acclimatise more quickly, yet there's still much that feels alien about a 911 of this era. The hand throttle, a hinged choke lever nestled between the seats, is one notable quirk, as are floor-hinged pedals that force you to skew your legs towards the centre of the car. Unassisted steering and a five-speed 915 gearbox that's obstructive when cold are further features that would confound drivers of modern machines – not least anyone accustomed to water-cooled 911s.

In a 1972 road test, American magazine *Car and Driver* described the 2.4-litre flat six as having “the tone and tempo of an enraged Volkswagen”. It's certainly noisy, yet gloriously so: breathy, busy and manifestly mechanical. With 60mph arriving in 7.9 seconds, performance is brisk rather than blistering, but the E doesn't make you work for it. Maximum torque of 206Nm arrives at

4,500rpm, so you can stay in fourth gear on flowing B-roads, making swift, relaxed progress without the need to hit high revs.

Allow me a moment to wax lyrical about steering. If you're used to modern EPAS, driving a classic 911 is like trading your Xbox racing game for a go-kart. The wheel – a gorgeous aftermarket Momo item here – feels so direct and communicative; you can

“The E has considerably more power than the T, and more torque lower down than the S”

almost ‘think’ the car down the road. You do need to keep your brain engaged, though – with no slack (or ‘sneeze factor’, to borrow the industry term) built in, even tiny inputs alter the Porsche's cornering stance.

Paul, who used to own a fully restored S and now has an E, concurs: “The best thing about F-series 911s for me is they're very light and tactile on the steering.

There's so much feedback, and although you have less power than later cars, there's also less weight. They're fabulous to drive, but set-up is crucial: getting that right makes a huge difference.”

It certainly feels like Porsche got it right with the E, but I have two 911s left to drive and – lest we forget – a verdict to reach. Editor Lee dangles the keys for the beautiful 1973 S and I grab them greedily.

Who wouldn't? The fact that our next stop is a former airfield, the location chosen for cornering photos, only serves to seal the deal. If this narrow-body RS-lite can't shine here, it certainly won't clinch the top spot.

I settle into the leather Recaro sports seat and immediately spot the rev counter. Located front and

centre in traditional Porsche style, the red paint starts at 7,200rpm, some 400rpm higher than the E. That aside, the S's interior is the same: focused and functional, yet certainly no case study in ergonomics. The only other point to note is the chassis number, stamped on the nearside windscreen pillar in this left-hand-drive American car. ➤



KNOW THE DIFFERENCE F-SERIES 911T, E AND S

Model	T	E	S
Year	1973	1973	1973
Exterior details	Steel wheels (Fuchs alloys optional), steel front spoiler optional, 62-litre fuel tank	ATS 'cookie cutter' alloys (Fuchs alloys optional), steel front spoiler optional, 85-litre fuel tank	Fuch alloys, steel front spoiler, front oil cooler, 85-litre fuel tank
Interior details	Recaro seats in vinyl with basketweave insert, manual windows, rev counter redlined at 6,500rpm	Recaro seats in vinyl with corduroy insert, electric windows, rev counter redlined at 6,800rpm	Recaro sports seats in vinyl with corduroy insert, electric windows, rev counter redlined at 7,200rpm
Suspension	Boge dampers (Konis and Bilsteins optional), anti-roll bars optional	Boge dampers (Konis and Bilsteins optional), anti-roll bars optional	Koni dampers, 15mm anti-roll bars front and rear
Brakes	Discs front and rear, cast-iron callipers	Discs front and rear, cast-iron callipers (alloy callipers optional)	Discs front and rear, alloy callipers
Ride height	1,320mm	1,320mm	1,320mm
Front track width	1,359mm	1,372mm	1,372mm
Rear track width	1,342mm	1,354mm	1,354mm
Wheels and tyres	5.5x15-inch steel wheels with 165/70/HR15 tyres (6x15-inch Fuchs alloys with 185/70/HR15 tyres optional)	6x15-inch ATS 'Cookie Cutter' alloys with 185/70/HR15 tyres (6x15-inch Fuchs alloys with 185/70/HR15 tyres optional)	6x15-inch Fuchs alloys with 185/70/HR15 tyres
Engine spec	2,341cc, 7.5:1 compression ratio, six cast iron cylinders, Zenith 40 TIN carburettors	2,341cc, 8.0:1 compression ratio, six finned alloy cylinders with cast iron liners, mechanical fuel injection	2,341cc, 8.5:1 compression ratio, six finned alloy cylinders with cast alloy liners, mechanical fuel injection
Gearbox	Type 915 four-speed manual (five-speed manual and Type 925 Sportomatic four-speed auto optional)	Type 915 four-speed manual (five-speed manual and Type 925 Sportomatic four-speed auto optional)	Type 915 four-speed manual (five-speed manual and Type 925 Sportomatic four-speed auto optional)
Power	130hp @ 5,600rpm	165hp @ 6,200rpm	193hp @ 6,500rpm
Torque	196Nm @ 4,000rpm	206Nm @ 4,500rpm	216Nm @ 5,200rpm
0-62mph	9.0 seconds	7.9 seconds	7.0 seconds
Top speed	127mph	137mph	140mph



RIGHT 911S is much more rev happy, akin to a modern-day GT3



What about the 911L?

The T name endured from 1968 until 1973, when it was replaced by the G-series car simply designated 911. The S was in production a little longer, from 1967 to 1977, until it was replaced by the SC. The 911L, however, lasted for only one model year: 1967 to 1968.

Like many cars of its era, the L was essentially a response to US emissions legislation. With the S unable to meet new standards, Porsche used air pumps to detoxify exhaust gases from the 2.0-litre engine. Dual-circuit brakes – another requirement for the US market – were fitted, in this case the ventilated discs from the S.

The L also matched the now Europe-only S when it came to standard equipment, albeit with some detail differences. Exterior tweaks were limited to push-button door handles and polished aluminium window surrounds, while inside Porsche ditched the wood dashboard trim and added black bezels for the gauges. US-spec cars also have side marker lights: orange at the front and red at the rear.

Buyers could choose from Coupe or Targa body styles (the latter with a removable plastic rear window, fixed glass was optional), plus manual or Sportomatic gearboxes. A small number of special-order lightweight 911Ls were also built for racing.

Just 1,603 examples of the L left Zuffenhausen before its replacement, the 911E, arrived in 1969. This swapped Weber carburettors for Bosch mechanical fuel injection, boosting power by 10hp to 140hp. Weight was also cut by 60kg, shaving the 0-60mph time from 8.4sec to 7.6sec. The E designation lasted until 1973.



ABOVE AND RIGHT F-series 911S got electric window winders (T had manual while E had manual with an option to upgrade); Chrome wheel arch trim is optional



Heading out on busy A-roads, it's hard not to feel slightly underwhelmed at first. The S has an extra 25hp and is 0.9 seconds quicker to 62mph, yet it doesn't seem any punchier through the gears. The key, of course, is the torque curve, which now peaks at a lofty 5,200rpm, thanks to a spikier cam and higher 8.5:1 compression ratio. In traffic it feels fidgety and uptight, a caged animal bursting to break out, so I ignore Google Maps and take a detour across country.

Now, on meandering, single-track lanes that probably haven't changed since 1973, the S suddenly makes sense. And how! The low winter sun fills my mirrors as I blast between bends, the snarl of the air-cooled flat six bouncing off the hedgerows. With space to finally stretch its legs, the S comes alive, the steering wheel dancing in my hands, each gearchange punctuated by a frenetic rush to the redline.

Coming back to Paul's point about set-up, it's evident that the gearbox is much slicker in this recently reconditioned car: an apparently small point with big ramifications for the driving experience. The 915 is a 'box you have to 'learn' at the best of times, but a good one is a thing of deliciously analogue joy – and more satisfying than any PDK will ever be.

Cornering for the camera through a long left-hander, the S feels planted and confidence inspiring,

its standard 15mm front and rear anti-roll bars helping keep understeer in check. Push a little harder and, inevitably, you'll feel the tail go light, but that near-telepathic steering means you can correct wayward behaviour quickly and – with a bit of experience – instinctively.

The pale sun is already kissing the horizon as I swap into the 911T. Owner Steve has joined us for the road trip, and the prospect of testing his immaculate pride and joy on damp, soon-to-be-freezing roads is a daunting one, even if this is the least potent car here. Thankfully, Steve is a lifelong Porsche

enthusiast who believes classic cars should be driven. "I've had an Outlaw-style 356, a 911 SC and a 964 Carrera 2 modified to RS spec," he explains, "but this is my favourite. It's such a thrill to drive, and just brilliant through the lanes."

I'd take his word for it, but that'd be pretty sloppy journalism. And besides, I'm keen to see how the bottom rung of the F-series ladder stacks up against its more illustrious siblings. Can a car with less than half the power of a 718 Boxster really cut it on today's roads?

Before we continue, it's worth pointing out that this 911T probably has a little more than 130hp. As a late US car, it was originally fitted with Bosch

“With space to stretch its legs, the S comes alive, each gearchange punctuated by a frenetic rush to the redline”





K-Jetronic fuel injection (adopted across the whole 911 range from 1978 onwards) but has since been converted to carburettors. However, the Weber 40s here unleash a few more horses than the standard Euro-spec Zeniths, as does a Scart stainless steel exhaust. “It’s too loud for track days, though,” admits Steve.

The bigger pipe sounds fantastic in my ears as I fire up this final flat six. The rev counter here is redlined at just 6,500rpm, while the quoted 0-62mph time is 9.0 seconds – near a whole second behind the E, and two from the S. No matter: razor-sharp throttle response and a willing engine that delivers peak pulling power at 4,000rpm do much to compensate. The 911T might be short-changed on paper, but it rarely feels that way on the road.

Victory for the underdog, then? It might be nice to think so, especially given the huge differences in price. A shabby right-hand-drive T could be yours for £50k (£40k for a LHD car), while the best might cost around £100k. That compares with a range of £70k to £130k for an E, or £100k to £200k for an S.

For Paul, the sweet spot is the middle-ranking 911E – “And that’s why I own one”, he jokes. “The T clearly looks the part, and is very flexible low down, but a mild cam and lower rev limit make it feel short of power when you extend it. The S obviously has

bragging rights, plus it finds a real second wind at the top end. It’s hard to get the most from it, though. That leaves the E, which has considerably more power than the T and more torque lower down than the S. It’s the best option if you intend to use your early 911 on typical UK roads.”

Paul isn’t wrong, but I’m going to disagree with him anyway. There are no losers here, but my winner is the 911S. Yes, it’s less suited to regular use, but on the right roads (or a convenient local airfield) it just feels so sublimely special. The engine is the antithesis of today’s turbocharged motors: a free-revving firecracker that does its best work beyond 5,000rpm. And while it costs twice as much as a T, it’s also less than half the price of a 1973 RS.

I’ll leave the final word to *Car and Driver*, which once concluded its F-series 911 group test by saying: “The thing is, if you’re hooked on Porsches (and you either are or you aren’t, nobody is ambivalent) there is nowhere else to turn... there is no substitute.” Amen to that. **911**

Thanks

Thanks to Paul Stephens (paul-stephens.com) for helping source the F-series cars for our feature, and Steve and Fred Abbs (essexclassiccars.com) for bringing their 911T along to the test



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PORSCHE INDEX 996 GT3 RS

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

With only 682 models in existence, the 996 GT3 RS is a guaranteed collector's gem. But what do you need to know about the second rarest Rennsport? Total 911 reveals all...



History of the 996 GT3 RS

The last 911 to bear the Carrera RS badge was the 993, a lightweight, rear-wheel drive racer-for-the-road that wasn't a choice for the faint-hearted.

But when Porsche was looking to homologate the Neunelfer for GT3 endurance racing it was to the 996 that they turned, and that opened up a whole raft of possibilities, including the hoped-for return of those two famous letters.

The Gen1 996 GT3 came and went, but when the Gen2 was launched in 2003, it was surely only a matter of time before Porsche upped the ante; that time was the 2004 model year. Beneath the rear deck lid was the same M96/72 Mezger

unit powering the GT3. The bald figures said that it was only a fraction more accelerative, but relying on those numbers alone would be to

underestimate the work that had gone into producing an RS worthy of the name.

Just 682 would be made, with just 113 of those coming to the UK in right-hand drive, for which buyers were asked to part with more than £84,000. However, it would have been a good move, as Russ Rosenthal from JZM and Paragon's Jamie Tyler reveal. Securing a cherished example today – one with a low mileage that hasn't spent its life trying to set Nordschleife lap records – will set you back north of £150,000. We'll be returning to such matters a little later, but for the moment it's worth a reminder of just what those fortunate buyers were getting for their cash.

That engine, then. 3.6-litres in capacity, and with dry sump lubrication and VarioCam, the aluminium unit produced 381bhp at 7,400rpm, backed by a stout 385Nm of torque. Those were the same figures as the GT3, despite the cylinder heads of the RS having been mildly re-worked, so Porsche were probably underplaying things a little. Those outputs are only part of the story, though, the engine's construction proving somewhat compelling thanks to the use of lightweight pistons and crank, and costly but featherweight titanium connecting rods. With

Motronic ME 7.8 engine management the result was a 0-62mph sprint dispatched in 4.4 seconds, and a 190mph maximum. Tempting enough? Perhaps, but the RS went a whole lot further by featuring a plastic rear screen, carbon-fibre for some panels, tweaked suspension featuring stronger components and revised geometry and a fixed rear wing.

PASM and traction control were absent, and the RS shed close to 50kg from a GT3 that was hardly portly to begin with. If onlookers needed any reinforcement of its credentials they would have found their answer in the colour-coded body script and wheels. It remained in production for just a year, the 997 GT3 RS arriving in 2006. As our expert from Paragon Porsche explains, that meant the 996 was in for some track time: "there's no doubt that a very large number of these cars found their way onto a circuit at some point, so plenty have led a hard life."

It's safe to assume that notably cheaper prices would have been a factor. "When prices were at the £50,000 mark – maybe even slightly less – that's understandable. That sort of usage probably ended around four years ago as values started to head upwards of £70k," says Jamie at Paragon. Since 2014, 996 GT3 RS values have risen consistently. ➔





What's it like to drive?

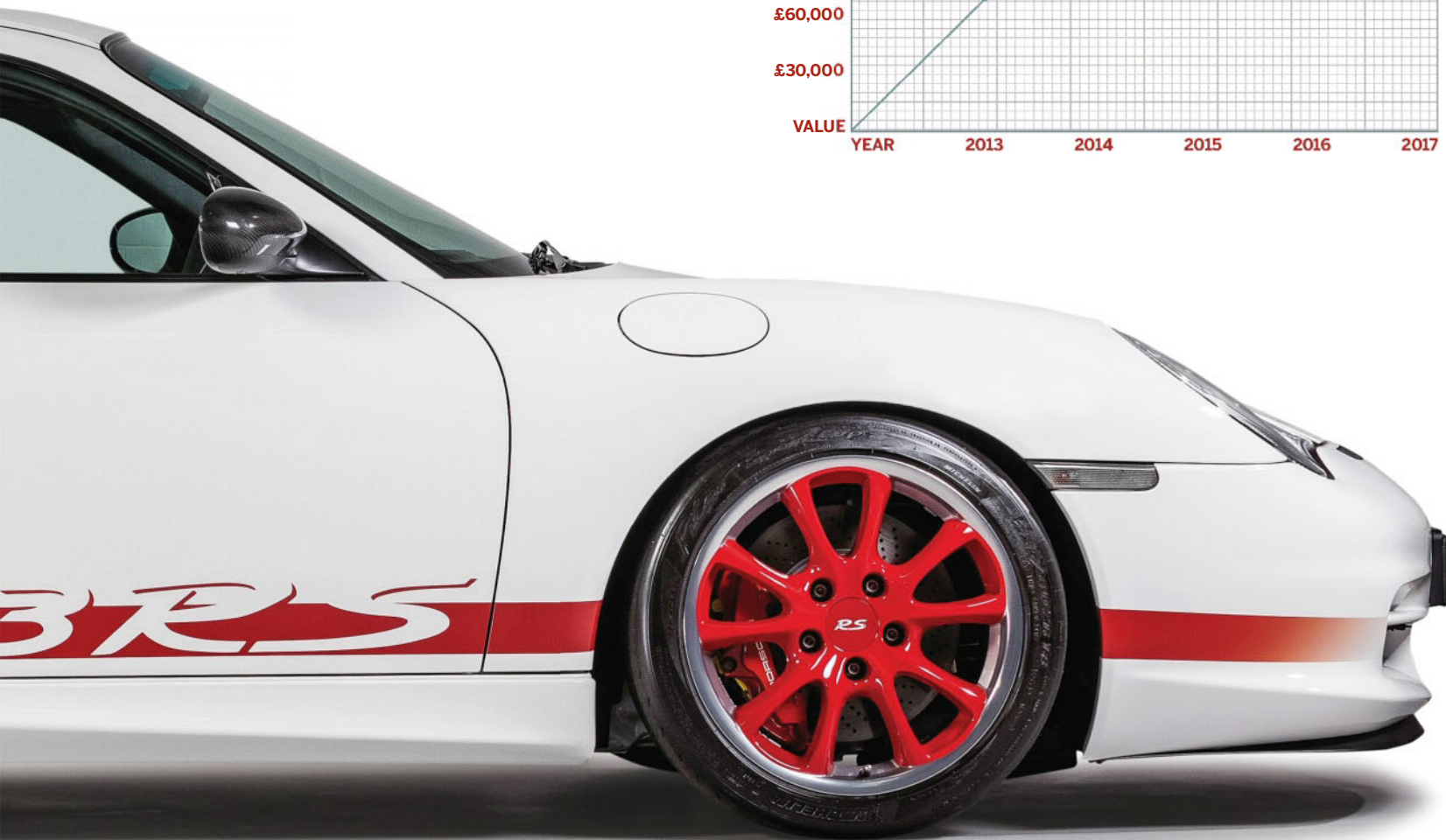
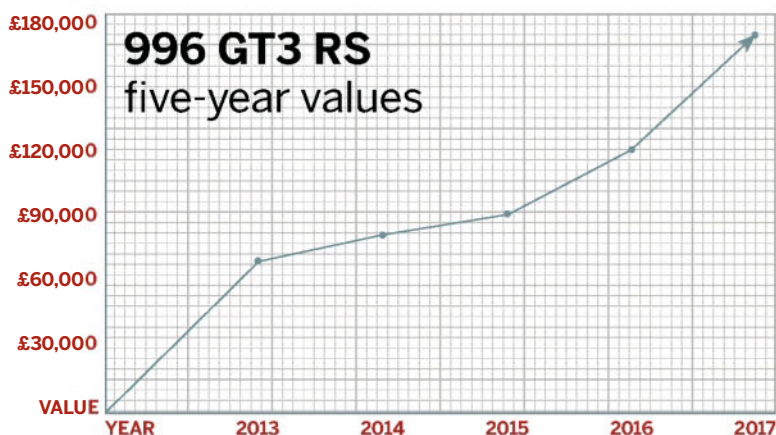
Given the specification, you'd expect the RS to be nothing less than exhilarating to drive, and you'd be right. We've previously referred to it as 'the very essence of driving involvement', which tells you all you need to know about Porsche's intentions for this special 996.

Central to this sensation is the car's steering, which **Total 911** believes is the best system of any Neunelfer, bar none. The caveat to a setup offering feedback from the road like no other is a tendency for the 996 GT3 RS to tramline on public roads at even low speeds; keeping the car straight can prove a minor wrestle on less than perfect surfaces. However, feel from the car more than makes up for this and, in true Rennsport tradition, the harder you push, the more the GT3 RS comes alive.

The G96 gearbox may be slightly recalcitrant from cold, but fear not: once warm the shift is as direct as you'd expect from a track-focused 911. As the last RS bereft of driver aids, this 996 is one of the best. ➡



“The car's steering is the best of any Neunelfer, bar none”



Market rivals

Anyone considering an immaculate 996 GT3 RS should perhaps take a pause, as the same money will secure some very different, yet equally special, 911 experiences



993 Turbo S

The last of the air-cooled 911. 450bhp and 585Nm of torque provided an epic shove in the back, while the looks were bolstered by the Aerokit II with prominent front and rear spoilers and air intakes ahead of the rear wheels.



911S 2.4

The mechanically injected 2.4-litre engine brought useful increases in power and torque compared to the 2.2, encouraging owners to make the most of the agile handling. The external oil filler cap was confusing, though.



997.2 GT3 RS

While this generation now featured PASM and dynamic engine mounts, it was no less focused. Thanks to the 3.8 450hp motor it was ferociously quick, and with wider front wings and centre-lock wheels it looked the part.



993 RS

The 300bhp 3.8 saw the first use of the VarioRam intake system, and both throttle and handling responses were scalpel sharp. Of the 1,104 made, 227 were in hardcore Clubsport trim, and just 38 made it to the UK in RHD form.

RIGHT Cloth Recaro seats offer superb hold with choice of Schroth harnesses or Porsche lap belts; carbon wing was adjustable

Before you buy

An RS is the pinnacle of any given 911 generation, and given the purity of purpose and laser-like engineering focus lavished on this one, it's no surprise that owning one is a unique proposition. Approaching a purchase as you would another Neunelfer would be unwise, not least because the cost of significant repairs will have a deleterious effect on the healthiest of bank accounts, and nowhere is that more true than the issue of bodywork. Unless you've got incontrovertible evidence that it's spent its entire life in a collection – cosseted and barely used – then assume there has been track action in the past, with the potential for damage that implies. Both the front luggage compartment and engine bay need scrutinising for signs of previous welding and panel replacement, and equal care should be taken when it comes to examining the external panels, especially those composite items.

The carbon bonnet can suffer from surface blistering – thought to be caused by storage in damp conditions – and it's a headache to sort: a new one costs £7,000. Should there be any need to replace the rear spoiler or front bumper they are far from cheap, the former setting you back £7,800, so the need for caution is obvious. Keep an eye out for stone chips around the front wings and rear quarter panels, but there shouldn't be any corrosion concerns. As for that Mezger engine, you'll need to see evidence of an unimpeachable maintenance history, along with the results of an over-rev check, but even extended track use shouldn't be a worry if it's been fettled religiously. If not, then circuit pounding can result in small and big-end wear, and a rebuild is far from cheap. You might get away with a £12,000 bill, but you'll pay twice that sum should those pricey titanium connecting rods need replacing.

The six-speed manual G96 transmission was beefed up for the GT3 and RS applications, benefitting from stronger internals, including steel rather than brass synchro rings for the upper ratios, but hard use on track will inevitably take its toll. Should the worst happen, you could be looking at a £30,000-plus bill for a brand new unit. Thankfully, replacing the clutch is somewhat less, with specialists charging around £1,500 to do the job, which can be undertaken with the engine in-situ. Naturally, Porsche ensured that the Rennsport variant stopped as well as it went, fitting cross-drilled and ventilated steel discs as standard with the option of PCCB items. Expect to pay around £2,000 to have the former's discs and pads replaced and, while that's not unreasonable given their





Desirable options

Intended to represent Porsche's take on a road-legal race car, the rather specific requirements dictated by the RS badge means options are limited to say the least. Essentially, it was a case of Clubsport package or not, and choosing to have the body script and wheels in red or blue. This means there's no talk here of deciding on a suitable richness of specification, but instead a consideration of rather more fundamental matters. Blue-script cars are rarer than their red-script brethren by a reported 2:1 ratio. Buyers could also choose to have aircon, or not.

Then comes originality. As Paragon's Jamie Tyler confirmed, it's standard cars that are the most sought after today, so one without any brake or suspension modifications is good news. If it's been tweaked, consider having the car returned to original spec.



ABOVE Mezger engine delivered an identical 381hp to GT3 on paper, though the RS used titanium con rods
LEFT 996 GT3 RS came in white with either red wheels and decals, or blue. Rear-mounted roll cage was always white

performance, it's still advisable to ensure they aren't suffering from excessive scoring or cracking around the cross drillings.

As we've observed on a number of occasions, even greater care is needed if the composite brakes have been specified, as each disc costs nigh-on £5,000. The suspension of the RS essentially mirrored that of the GT3, featuring strengthened components and a greater degree of adjustability – anti-roll bars and toe angle were tuneable, while camber could be fine-tuned thanks to two-piece lower arms. While fundamentally straightforward, it is well worth seeking specialist advice before committing to a purchase. There's the potential for age-related issues such as perished bushes, and you'll want to be certain that the geometry hasn't gone awry, either as a result

of track abuse or incorrect adjustment. Front lower arms are £539 each and dampers are around £450 apiece, although some specialists can overhaul them, significantly reducing the outlay.

Lastly, those 18-inch colour-matched wheels (8.5-inches wide up front, 11-inches aft) were a key part of the RS look, but they cost more than £2,000 each, so check them carefully. That just leaves us with the cabin, a simpler affair than regular 996s thanks to the weight-saving regime's stripping of luxury kit. It's easy enough to check whether everything's working so, instead, spend the time ensuring the overall condition is up to snuff. Examples that spent their early lives as track-day warriors could be suffering from scuffed seats (manually adjustable Recaro items)

and worn-smooth Alcantara that covered the steering wheel and gear lever. Clubsport cars were fitted with the full gamut of race-bred equipment, including a half roll cage, fire extinguisher, Schroth harnesses and a lighter flywheel. If, by some chance, you're considering taking to the circuit, the RS will be in its element, but it's certainly advisable to get advice on suitable preparation from a specialist such as those we've spoken to, along with an inspection to ensure areas such as suspension geometry are spot-on.



“You’d expect the RS to be nothing less than exhilarating to drive, and you’d be right”

The car in our pictures is currently for sale at JZM. For more information visit jzmporsche.com or call +44 (0) 1923 269788.

Total 911 verdict ★ ★ ★ ★ ★

If driver engagement and nuanced handling is what you want, you'll find them in abundance here. We've long championed the 996, but this is a very special iteration indeed. While the GT3 RS is far from the most affordable 911 out there, few other cars at any price

distil the very essence of driving pleasure quite like this one. The sharpness of response and outright speed are captivating enough, but it's the underlying rawness of the experience that thrills like little else. We love it, and if you're lucky enough to afford one, so will you.



Investment potential & ownership experience

Let's talk ownership first, and you'll hardly need us to point out what a special car this is. There's a rich history attached to the Rennsport badge, one that adds immeasurably to the feeling you get when you experience the bark of the race-inspired flat six, not to mention the performance on offer. The latter is immense, make no mistake.

Both Russ at JZM (who currently have this car for sale) and Jamie agree that the market for the 996 GT3 RS has settled a little this year, but remember that ability and rarity are always going to remain a very strong draw for buyers. That rings especially true here: as one of the rarest Rennsports, **Total 911** predicts a very bright future for the 996 GT3 RS. This

is also the last RS devoid of any driver aids, which stands it in good stead as a future classic. The appeal of such an analogue 911 is never going to dim to any great extent, so while we may not see any major leaps in the car's value in the immediate future, this is an RS that will prove a very solid investment in the longer term. **911**

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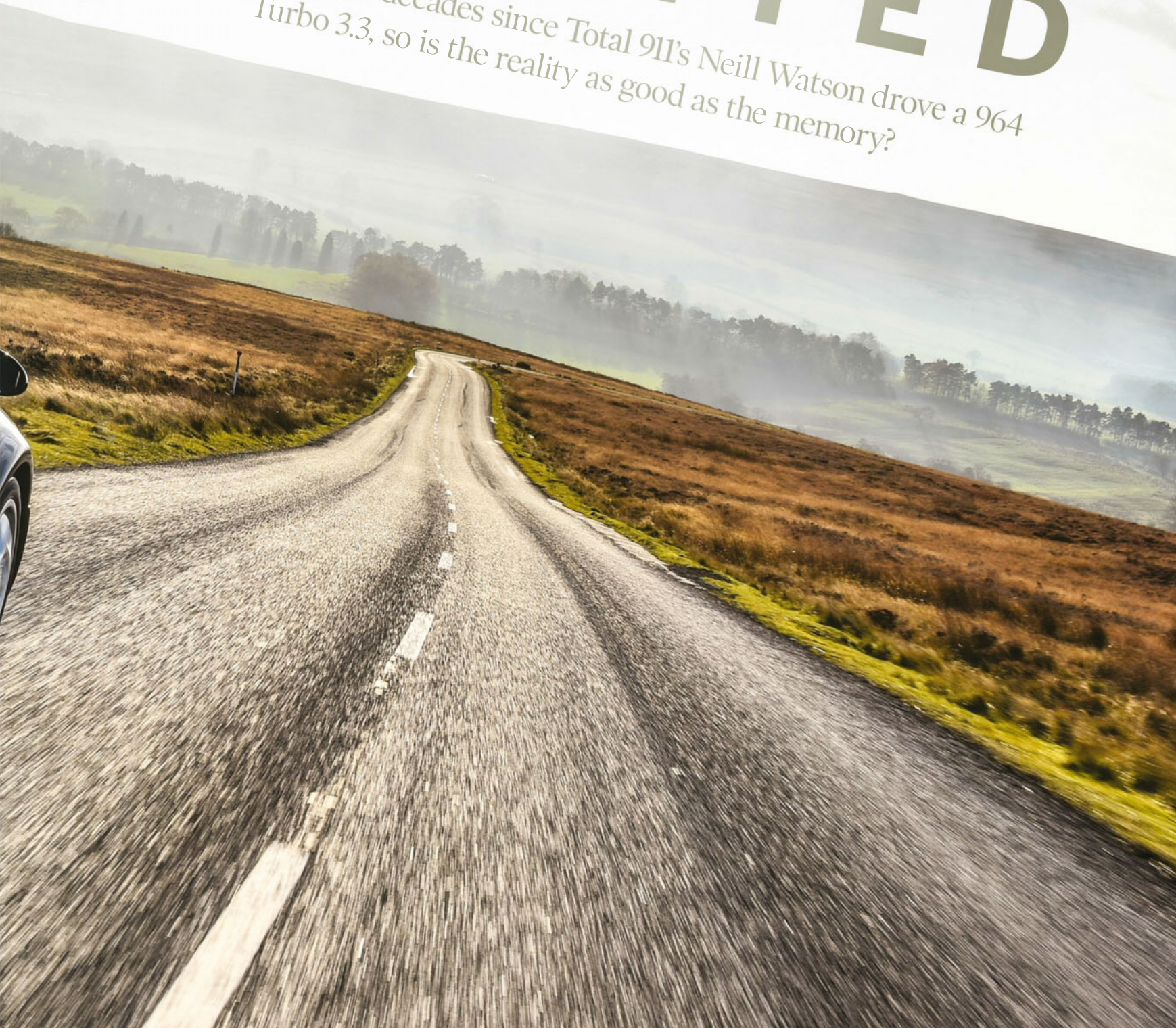
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Written by **Neill Watson** Photography by **Chris Wallbank**

FRIENDS REUNITED

It's more than two decades since Total 911's Neill Watson drove a 964 Turbo 3.3, so is the reality as good as the memory?



Winter time in Yorkshire, a cold day with a piercing blue, cloudless sky and a biting wind. The low sun makes the shadows under the overhanging trees deep black and impenetrable. Driving into the glare makes those shadows deeper than ever. The scary sudden blackness, combined with the inevitable damp patches, can sap a driver's confidence as vision is lost for a few fractions of a second, eyes struggling to adjust regardless of the position of the sun visor or shades. Perhaps not the best of days to be re-acquainted with the Porsche 964 Turbo.

We don't see too many Porsche 964s on the roads these days. Sadly, the escalating prices mean many have been retired to a life of suspended animation beneath a fitted cover, battery saver blinking away like a life support machine. 964 Turbos are even less common, with just over 3,600 of the 3.3-litre cars built worldwide. So the opportunity to be re-acquainted with a car I last drove when it was cutting-edge performance is something I won't turn down, even if we won't be getting much heat into the tyres.

The last time I was behind the wheel of a 964 Turbo was actually back in the day when it was for sale brand new in the UK. I had a reasonable amount of experience in cars, but not so much in Porsches at that time. That car was Rubystone in colour: incredibly sought after today, but back then, not so much. That's a whole different story for another time, but I can still vividly recall my quickening

pulse as I walked over to it, doing my hardest to look nonchalant. I had the usual battle with the demisting system, for those familiar with it, before driving away to find a quiet piece of road. The memories of transition from off-boost lethargy to full-blown whistling velocity are even more vivid than that paint scheme. Now, more than two decades later, will the performance still be as striking, or is it a memory I'm about to have tainted by the passage of time?

This car is considerably more muted in hue, Marine Blue looking truly conservative, but the deep shine has stood the test of time. This colour was probably a lot closer to the option that most Porsche owners will have selected in 1991. Ordered new in right-hand drive by a UK Army officer serving in Germany, and delivered to his local Porsche Zentrum, it has some useful options, such as a factory sunroof and limited slip differential, something you would have expected to be standard. The 964 Turbo body looks just as curvaceous as ever – in my view it's the pinnacle of the classic 911 silhouette, before the Darwinian advancement of the more aerodynamic designs, beginning with the 993, that changed the unique profile forever. The rear wheel arches have a curvaceous quality that you never tire of admiring from any angle. A rather curious original factory option choice of no Turbo badging really doesn't hide what this car is.

Time to be reacquainted. Back in 1993, the 964 Turbo was one of the first Porsches I ever drove, so the impact on my senses was especially vivid. Many thousands of 911 miles later, I'm wondering



ABOVE Interior of the Turbo is updated in line with 964 range, including four-spoke steering wheel and presence of small centre console between front seats



Model 964 Turbo 3.3**Year** 1991**Engine****Capacity** 3,299cc**Compression** 70:1
ratio**Maximum power** 320hp @5,750rpm**Maximum torque** 450Nm @4,500rpm**Transmission** Five-speed G50 gearbox**Suspension****Front** Lower wishbones; McPherson struts; coil springs and dampers**Rear** Semi-trailing arms; coil springs and dampers**Wheels & tyres****Front** 7x17-inch; 205/50/ZR17**Rear** 9x17-inch; 255/40/ZR17**Dimensions****Length** 4,250mm**Width** 1,775mm**Weight** 1,470kg**Performance****0-62mph** 5.0 seconds**Top speed** 168mph

IN NUMBERS

930 3.3

VERSUS

964 3.3

VERSUS

964 3.6 TURBO

POWER

300

BHP

320

BHP

360

BHP

WEIGHT

1300kg

1470kg

1470kg

POWER TO WEIGHT

230

BHP PER TONNE

217

BHP PER TONNE

244

BHP PER TONNE

ENGINE WEIGHT

269kg

275kg

276kg

NUMBERS MADE

11,135

3,955

1,407

PRICE NEW

DM 119,000

(1984)

DM 183,600

(1991)

DM 204,000

(1993)

PRICE NOW*

£120,000

C

£130,000

C

£160,000

C

*FOR CARS IN COLLECTABLE CONDITION



ABOVE Five-speed gearbox, concerted turbo lag plus a more upright windscreen gives the 964 a truly classic Turbo driving experience by today's standards



“That combination of distant whistle, exhaust bark and induction noise all confirms I cannot be sitting anywhere other than in a 911 Turbo”

whether this car will still cut it, or whether my rose-tinted glasses will be needing a polish.

I always enjoy starting an air-cooled 911 with the door open, I feel there's no point in wasting that gruff engine note. This one doesn't disappoint, the usual slight hunt up and down before settling into its early generation ECU warm-up mapping, fast idle booming back off the wall beside me. Door closed with that industrial-strength build quality, the feel of the 964 gearshift is as tactile as ever as I select first and rumble out through the Yorkshire town of Malton. As the roads open out, I'm surprised at just how quiet the engine note is. Masked by the turbocharger and intercooler, I don't recall these cars being quite so muted and civilised.

Out on to the open North Yorkshire Moors, and a squeeze of the throttle reminds me of something I had forgotten. 2,000rpm in third, there's not a whole lot happening. 2,500, still not much going on, and I'm beginning to wish I'd gone for second gear now. The needle passes 3,000rpm and finally some significant progress, which quickly turns into that push in the small of your back that characterises early generation, single-turbine Porsches. Now we're moving.

I'm forgetting, of course, that this 3.3-litre engine is almost a direct transplant from the previous 930 Turbo. Having owned a four-speed 930 Turbo, that power delivery is nothing new to me. However, sitting in the mildly updated 964, I'd momentarily forgotten that the 964 Turbo engine isn't based on the then-new M64 3.6 litre. That came later, as Porsche initially responded to customers who lamented the end of the original 930 Turbo and were asking for a new version as soon as possible.

As the tail squats, the previously muted engine note changes to something more in keeping with

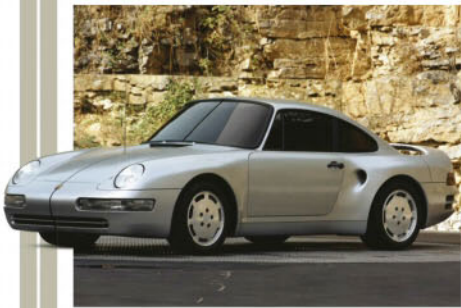
my mental 964 Turbo database. That combination of distant whistle, exhaust bark and induction noise all confirms I cannot be sitting anywhere other than in a 911 Turbo. The mid-week traffic is light, and we make good progress to our photo location. The open corners encourage full use of the road width to exit the bends with the minimum of steering angle, keeping the car flat and winding up the boost. Pushing the rear tyres harder into the cold winter road surface, the dashed white centre line moves from side to side beneath our feet as we take the optimum line. There's better rhythm to the drive now, as the open bends make it easier to stay on boost, and the car falls into its natural stride. I'm enjoying this much more now, suddenly remembering to slow as we reach our shoot location.

Waiting for photographer Chris to arrive, I reflect on how today's drive compares to my previous memories of that Rubystone car, plus how, with hindsight, this car fits into the 911 Turbo bloodline. We are more than two decades on and my own driving experiences have moved on, as has technology. Am I disappointed? In truth, I was a little underwhelmed initially. My memories of that ballistic drive in the car back in 1993 was one of life's great driving experiences. My recollection was of being fired off the deck of an aircraft carrier, pulling three-figure speeds and thinking, “I really don't know how I will explain this away if it goes wrong.” It was exhilarating, thrilling and also more than a little naughty in truth.

Today, I'm older, wiser and have driven far more cars, including a whole generation of newer twin-turbo Porsches such as the 996 GT2 and latest 991. So there is, inevitably, a slight tinge of a memory that has now altered slightly. I'm coming to the



RIGHT The engine and gearbox may be carried over from the 930, but a new body and chassis evolved the 911 Turbo's story for the 964



Project 965: is it the 964 Turbo?

Let's clear this one up once and for all. The fact generally accepted is that the Porsche 965 was a stillborn concept created by Porsche engineers to examine the concept of replacing the 911 Turbo with a new premium model. It was to be a top-of-the-range car, faster than the 930 but cheaper and below the ultimate 959. It's at this point that if you Google 'Porsche 965' that everything becomes complicated. Remarkably, many people think that the 964 Turbo is actually a 965. Specialist car dealers, who really ought to have a firmer grasp of the facts, advertise them, and on any Porsche forum there is a history of heated debate on the subject.

This experimental 911/965 that the factory engineers toyed with was fitted with a V8 supplied by Audi, and as such, was a water-cooled engine. As a result, the experimental vehicle had to be heavily disguised when it was tested on public roads, hence the matte dark-grey paint finish on the road-going experimental version. Many different engines were tested in this experimental vehicle, but the one that resides in the car today is the Audi V8 unit.

The 965 project was canned shortly after CEO Peter Schutz's departure, with Porsche realising they didn't have the financial capabilities to do **both** the 911 Turbo and 965. Ulrich Bez decided the company couldn't do without the 911 Turbo, a keen profit maker for the company. Thus the 964 Turbo made it to production, while the 965 project was consigned to the history books. Though most mules were crushed at the time, a lone prototype still resides at the Porsche Museum today.





964 Turbo from a different place today, the car now a classic and highly collectable. In that context, the car is a very desirable 911 in my view. As a collectable car, it will be driven less often, so any owner would wish for a sense of occasion and anticipation when opening the garage door, disconnecting the battery saver and throwing the dustsheet into the corner. This car will indeed give you that.

My newer impressions of it fit perfectly into the Darwinian evolution that the Porsche 911 is so famous for. A better chassis than the 930, no torsion bars to consider and powered steering that takes out some of the old kickback make low-speed corners easier, but without removing that unique feel we all love so much. My 930 memories are mostly of a four-speed car that could be immensely rewarding – but frustrating in equal measure. Slow corners would need first gear far more than you might think, and there was always, always turbo lag.

Engineering that engine into the 964 chassis moves the game along to the next stage for sure. Some of the frustrations are long gone, the car without a doubt easier to drive with the improved chassis and steering. Remaining behind is much of that period dashboard layout, with the more upright

windscreen giving a lovely view of the front wings, though inevitably creating a little more wind noise on the A pillars. More importantly, they give the 964 the classic silhouette that soon evolved away.

Best of all, the challenge is still there. The challenge of ensuring the boost is building at just the right moment on the corner exit, taking the angle out of the steering to keep the car flat, driving more on boost than on RPM, making the tail squat down without creating understeer at the front, ever aware that if you do get it wrong, the punishment can at times be spectacularly significant. With the replacement 993 Turbo being all-wheel drive, this was expected to be the final incarnation of a rear-wheel drive Turbo – before Porsche realised the sales appeal of something intimidating and built us the GT2 series to intensify the Espresso experience.

I remain a 911 Turbo fan. As much as I love the high-RPM howl of the GT3 that stirs the hairs on my neck as much as anyone, for on-road driving there is something really quite addictive about that mid-range punch in the lower back that a turbocharged 911 gives. Slower traffic becomes simply a minor irritation, overtaking dispatched with an efficiency that, to others, could appear to be slightly ridiculous, and



ABOVE Wide-bodied 964 makes for great road holding through corners, even if its comparatively hefty weight pegs back its performance capabilities



is indeed a factor to bear in mind when seen by the wider public in these cars in this era of the dashcam.

In its day, the 964 Turbo indeed epitomised what Porsche were trying to achieve with the forced-induction Porsches. Cars that were thrilling to drive when needed and devastatingly effective on the road, while still being docile enough to drive every single day. Even today, two decades on, you would be perfectly comfortable throwing some bags into this car and driving across Europe to the sunshine of Paul Ricard or Monza all in one hit.

I'm far from disappointed to be meeting the 964 Turbo again after all this time. If anything, it tells me more about myself. It reminds me how, as many of us would quietly admit, we had the optimism of youth and a large degree of smoke and mirrors about our driving talents when young that is impossible to get away with in today's continually filmed and photographed roads. The 964 Turbo hasn't got any slower over the decades, it's just that I have changed, as you probably have. Very soon, these cars will be gone forever from new car price lists. I can imagine something clinical like Marine Blue appearing on a Porsche Mission E price list, but somehow not Rubystone. **911**

THE DEFINITIVE HISTORY OF PORSCHE ★ ★ ★ ★ IN THE ★ ★ ★ ★ USA ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

It began in a small workshop in Austria and evolved into one of the most iconic automotive brands in the world. But how did Porsche bring its brand to America, now one of the company's most crucial markets?

Written by **Chris Randall** Photography by **Total 911 and Porsche Archive**

If you've ever been to New York then you'll probably know that Manhattan's Park Avenue is one of the city's swankier addresses, and it also happens to be one that plays a pivotal role in the story of Porsche in America. That story begins back in the autumn of 1950, when the legendary Max Hoffmann put a Porsche 356 on display at his extensive showroom at 430 Park Avenue – a decision that led to the country becoming Porsche's most important market. An Austrian ex-pat, Hoffmann knew that European cars were just what post-war, car-hungry Americans wanted and, having been encouraged by a Swiss journalist, Max Troesch, decided to add a Porsche franchise to his portfolio. Ferry Porsche himself was said to have been slightly less certain, reputedly telling Hoffmann when they met at the 1950 Paris Motor Show that he hoped he could sell at least five cars a year. Hoffman's reply? "If I can't sell five a week, I'm not interested". Giving two 356s to racer Briggs Cunningham was an inspired move, as profile-raising race victories soon followed, and although he imported just 32 cars in 1951, that number was about to expand beyond all expectations, least of all Ferry Porsche's.

By 1952, 21 per cent of total Porsche sales were in the US (amounting to 283 cars), and two years

later, 11 cars a week (30 per cent of production) were being sold. By 1955 it would be up to more than 50 per cent (1,514 cars), and in 1965, America's sales of Porsche cars stood at an amazing 74.6 per cent of production. Incidentally, such was Porsche's impact on the American consciousness that 1953 saw a Porsche 1500 Super go on display at the Museum of Modern Art, and two years later the Porsche Club of America was formed. But we've got slightly ahead of ourselves here: the intervening years had also seen plenty of other developments, not least a vital expansion to the West Coast, courtesy of an old friend of Hoffmann's, and fellow Austrian, Johnny von Neumann.

Already running his own business, Competition Motors, based in North Hollywood, the two met up in New York in 1951, and it would be von Neumann's first taste of the marque, one which quickly saw California becoming Porsche's biggest US market. But Hoffmann was far from finished. A dinner with Ferry Porsche in 1952 would reputedly lead to the creation of the Porsche crest that we all know today: according to the story, Hoffmann is said to have told Ferry that the company should have a crest, so Ferry sketched one out on a napkin. The Austrian importer also recognised ➡





CLOCKWISE FROM TOP US-spec 991.2 Turbo S takes to one of two Stateside Porsche Experience Centres; factory 991s compete in IMSA; Ferry opens the Porsche of America Corporation; Some years previously, Ferdinand Porsche arrives in New York to begin the company's American adventure



the importance of promoting the brand with models that were unique to the US. It was that marketing acumen that led to the development of the 356 Speedster. Launched in 1954 at a cost of \$3,000, it was soon attracting the attentions of America's celebrities, including actor James Dean, who bought his from von Neumann's West Coast dealership. Unfortunately, the 550 Spyder that he bought next would end his life the following year, but we should perhaps be dwelling on more positive news, and there was plenty of that to come. The following decade would see the beginning of Porsche's racing success on American soil, starting with a victory in 1960 at the 12 Hours of Sebring with the 718 RS.

By 1968 the Type 907-8 had won the 24 Hours of Daytona, and in 1979 Paul Newman would bring a 935 Turbo home in second place at Le Mans, Porsche following this up with a 1-2-3 finish at Daytona in 1983. Tales of motorsport dominance have been told before in the pages of **Total 911**, so we should return to the middle of the 1950s, a time when Porsche were beginning to experience a degree of concern over the

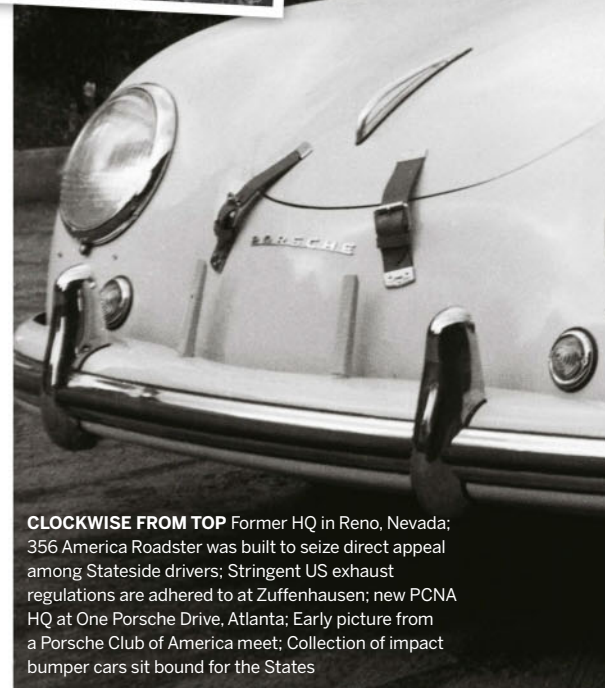
American operation.

“In 1965 America's sales of Porsche cars stood at an amazing 74.6 per cent of production”

Although sales were continuing to increase at an impressive rate, those concerns centered on the ability to successfully control standards when it came to sales and the support provided to owners, as well as future expansion. Those aspects were considered critical if Porsche was to grow successfully, and in

1959 it led to the formation of the Porsche of America Corporation (PoAC) in Teaneck, New Jersey. Better able to oversee the entire operation on a corporate basis, it was a timely move, as the Zuffenhausen manufacturer was a just a few short years away from launching its most famous model. Although the 356 had been an undoubted success – giving the brand a foothold in a huge market – it was still viewed as a European curiosity by some buyers, but the 911 was to change all that. Delicately proportioned and exhibiting a depth of engineering that was a world away from that of many homegrown models, it improved on its predecessor in a whole host of ways. Compared to the 356 there was more space (the 911 was now a genuine 2+2), improved handling, ample performance and it was easier to maintain, and American buyers took to it in their droves.

Let's not forget that the US market would also influence the Neunelfer in ways that would prove pivotal to its history and development, and the first such model would arrive in 1967. The success of the 356 Cabriolet and Speedster proved there was a demand for open-top Porsches, but US legislators were threatening to outlaw convertibles on safety ➡



CLOCKWISE FROM TOP Former HQ in Reno, Nevada; 356 America Roadster was built to seize direct appeal among Stateside drivers; Stringent US exhaust regulations are adhered to at Zuffenhausen; new PCNA HQ at One Porsche Drive, Atlanta; Early picture from a Porsche Club of America meet; Collection of impact bumper cars sit bound for the States





Porsche in America: three key figures

Max Hoffmann

None of this story would have been possible without the talents and ambition of Maximilian Edwin Hoffman, born in 1904 just outside of Vienna. The outbreak of WWII saw Max living and working (very successfully) in Paris, but as the hostilities increased he moved to New York in June 1941.

His empire began with making costume jewelry, but when the war ended he saw the potential for bringing European cars to the US, setting up the Hoffmann Motor Company in 1947. His first coup was importing Jaguars, but he'd be linked to a whole host of marques over the years, including Mercedes-Benz, BMW and Porsche, of course. An influential operator, one of his real skills lay in being able to persuade car companies to produce unique models (like the Speedster) knowing he could sell them.



Peter Schutz

The CEO of Porsche AG from 1981 to 1987, Schutz is someone that needs little introduction within these pages. The first American to head the company – having been invited to apply by Ferry himself – his impact on the firm's fortunes was legendary in more ways than one. Firstly, he saved the 911 from extinction, famously spotting the end of the development line on a chart and taking it upon himself to extend it off the page and across the wall. But, just as importantly, he listened to the concerns of Porsche's US dealer network, acting on their complaints about quality and doing much to improve both reputation and reliability. And, if that wasn't enough, he was instrumental in bringing the 911 Cabriolet to the US, not to mention championing the cause of the 959 supercar.



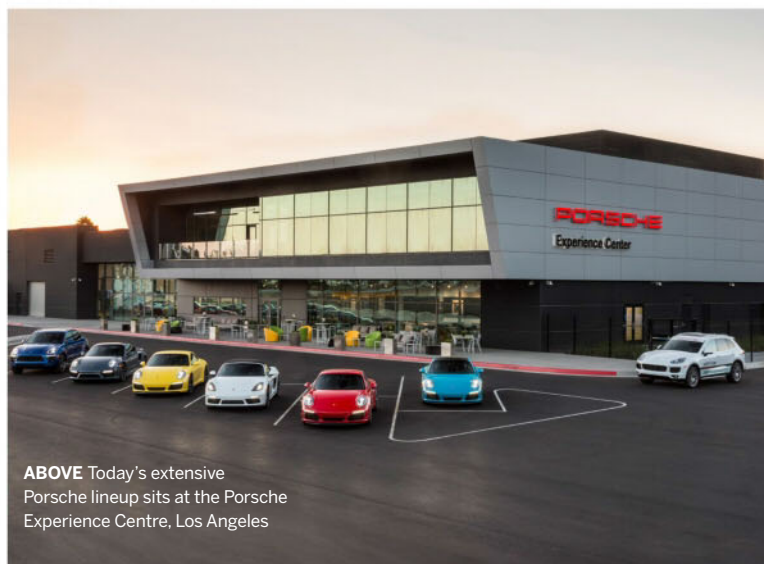
Roger Penske

The quintessential all-American racing hero, Penske was a decent driver in his own right. His career behind the wheel had begun back in 1958, but he's best known for his exploits as a team owner, the story of Penske Racing inextricably linked with Porsche's motorsport successes in the US. The 1960s saw Penske team up with legendary driver Mark Donohue, and the pair would go on to help Porsche with development of the fearsome 917 Can-Am car. When Weissach wanted to return to racing in 2005 it was to Penske they turned, his experienced team entering the RS Spyder in the LMP2 class of the American Le Mans Series. It's no surprise that victories quickly followed, with wins at Petit Le Mans and Sebring, and the team would secure ALMS LMP2 titles in 2006, 2007, and 2008.





ABOVE US regulations stipulated the need for the 911 to adopt 'impact bumpers' for 1974 onwards, a move which drastically changed the 911's slender appearance
TOP RIGHT Ferry accompanies his father on a visit to the USA from Germany



ABOVE Today's extensive Porsche lineup sits at the Porsche Experience Centre, Los Angeles





grounds. This concern led to the development of the Targa, which is still with us half a century later. Come 1974 and the launch of the G-Series, 911 buyers also had to contend with a new design feature – the impact bumper. They'd come about because of a requirement that cars survive a 5mph (8km/h) impact without suffering bodywork damage, and they'd remain a feature of the 911 right up until 1990 and the launch of the 964. And, as Porsche would discover, those weren't the only challenges they faced when it came to selling the Neunelfer in such an important market.

While European enthusiasts were able to get their hands on the very best that Zuffenhausen and Weissach could produce, US buyers would be denied some of the finest 911s ever built. Notably more stringent emissions legislation was often to blame, meaning that many Rennsport models never made the journey Stateside, and the 2.7 RS was the first casualty. The mechanical fuel injection dispensed fuel with too much abandon for catalytic converters, so the American 2.7 engine got Bosch K-Jetronic injection, milder cams and cast, rather than forged, pistons – it lost 35bhp and a wedge of torque in the process. The 993 RS and 996 RS didn't make it across the pond either, with both emissions and crash regulations playing a part, but at least a version of the 964 RS did go on sale. Known as the RS America, it wasn't as focused as the

RoW model but was still stripped out, featuring the M030 suspension and coming with a much cheaper price tag than the Carrera 2. The 930 Turbo didn't escape the ire of legislators either: it was withdrawn in 1975 as tighter emissions rules began to bite, and then returning in 1985 armed with LE-Jetronic injection and a catalytic converter. And, as we detailed in Issue 158, the awesome 959 would prove another problem child. Reputedly Porsche knew from the outset that it wouldn't be allowed, but tried to circumvent the rules by declaring them to be race cars, although neither the ruse nor the luxury specification fooled US

officials, and the eight cars that did arrive (the original deal was for 30) were promptly despatched back to Europe.

It's also worth rewinding to 1975 and the 912E, a four-cylinder model boasting a modest 86hp that was sold only in the US for just a year, a stopgap between the outgoing 914 and the soon-to-arrive 924. Indeed, the 914 – a joint venture with Volkswagen – had seen Porsche form a successful link with Volkswagen of America (VoA), but come 1984 that situation was about to change. With the need to maintain quality within the organisation paramount, particularly when it came to marketing, where there were concerns that the VoA network would be distracted by the volume needs of VW, the decision was taken to form Porsche Cars North America (PCNA).

Locating its new HQ in Reno, Nevada, that's where it would stay until 1998, when another move took the business to Atlanta, Georgia. The company

was entering a period of massive growth, buoyed by the introduction of the Boxster and hugely-profitable Cayenne SUV, but by 2010 itchy feet led PCNA to start looking for a new HQ – one which reflected their ambitions for the US operation – and it would lead them to One Porsche Drive. Located at the 'Aerotropolis Atlanta' site in the southern metropolitan district, work on the new HQ began in November 2012, and it opened three years later to great acclaim (for the construction geeks among us, the main building's frame contained 27,000 cubic

yards of concrete and some 500 tons of steel).

The result of a 100 million dollar investment, the opening ceremony was attended by luminaries including then-CEO Matthias Müller and Dr Wolfgang Porsche, and the complex was a stunning testament to Porsche's status in North America. No mere office building, it would include the first Porsche Experience Centre in the US alongside a driving simulator lab, 'Classic Centre', gallery and fine dining restaurants. Along with a new Porsche Experience Centre in Carson, Los Angeles and the Porsche Sport Driving School in Alabama that had been set up in 1999, the German marque's presence in the US had been thoroughly cemented. More than six decades have passed since the 'funny little sports car' had arrived to take on America's sports car industry, and the country had shaped the 911 in ways that endure to this day, but it's a story that deserves to be remembered. Who knows what the future holds for the automobile, but we can be pretty sure that Porsche's US operation will be supporting its loyal customers for decades to come. **911**

LEFT GMC truck delivers new batch of Porsche imports
BELOW 964 RS never made it Stateside, customers instead offered this 964 RS America



991 TARGA V CABRIOLET

DROP-TOP RIVALS

For over 30 years the 911 has offered two distinct forms of open-top motoring. With the 991, the differences have narrowed, so which is best?

Written by **Kieron Fennelly** Photography by **Matt Dear & Rich Pearce**







Open versions of the 911 have been around for so long it is hard to imagine that for its first few years the 911 existed only in Coupe form. Although convertible 356s proved popular, especially in America, planning for the 356's replacement simply didn't take into account the idea of a rag top: demand for convertible 356s had declined to below 20 per cent by 1960, and against heated debates about the shape of the new Porsche between chief body engineer Erwin Komenda and Butzi Porsche, the convertible was overlooked. In any case, the additional cost of tooling for an open car would have been hard to justify when all resources were committed to the new Coupe.

Pressure from the sales department soon led to experiments with 911s, but the results lacked structural rigidity: the roof sagged in the middle, and reinforcing the body appeared less than straightforward. This route was soon abandoned, but

recognising the strong demand for an open-top car, especially for the US market, Porsche's designers and engineers came up with the removable panel idea and the trademark 'roll-over' hoop, which Porsche christened 'Targa.' It has been said that the Targa idea was a response to proposed US safety legislation which would purportedly ban convertibles. Indeed, it did seem that with the Targa's distinctive brushed metal hoop, Porsche appeared to be anticipating federal road safety laws. There may have been an element of this, but the reality is slightly less visionary: Zuffenhausen badly needed an open 911.

The Targa managed this while retaining acceptable structural strength. Despite the reservations of the conservative Porsche management, production went ahead. The Targa top proved a great success, and within a year of its 1966 launch output had increased from seven to seventy cars per week. It became a popular option, amounting on occasion to 40 per cent of 911 sales during the 1970s.

It took the arrival of Peter Schutz in the CEO's chair at Zuffenhausen to make the convertible 911 a reality. Technically this was entirely feasible, thanks to more sophisticated construction techniques, a solution, in fact, that Porsche could have implemented years before. What was needed was the impetus of the new CEO and his enthusiasm to promote, rather than terminate, the 911.

The Cabriolet soon took over as the more popular version of the open 911, though Porsche kept the Targa in production. However, in 1993, the last year of the 964, a mere 267 Targas were made. It was hardly surprising that when the 993 was announced there was no Targa version, but Porsche had no intention of dropping such a distinct and established model. When the VarioRam 993 appeared in 1995, a Targa emerged as well, and it had a brand new design: gone was the notchback look, replaced by a roofline very similar to the Coupe's, yet having far slimmer 'C' pillars.





991.1 Cabriolet GTS
2015

Engine
3,800cc
12.5:1

430hp @ 7,500rpm
440Nm @ 5,750rpm
Seven-speed PDK

Suspension
Independent; MacPherson
strut; PASM
Independent; multi-link; PASM

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

Dimensions
4,491mm
1,852mm
1,540kg

Performance
4.2 seconds
187mph
13 seconds

30mph

0.30Cd

Model
Year

Capacity
Compression
ratio

Maximum power
Maximum torque
Transmission

Front

Rear

Front

Rear

Length

Width

Weight

991.2 Targa GTS
2017

Engine
2,981cc
10.0:1

450hp @ 6,500rpm
550Nm @ 2,150-5,000rpm
Seven-speed PDK

Suspension
Independent; MacPherson
strut; PASM
Independent; multi-link; PASM

Wheels & tyres
9x20-inch centrelocks;
245/35/ZR20
12x20-inch centrelocks;
305/30/ZR20

Dimensions
4,528mm
1,852mm
1,605kg

Performance
3.7 seconds
190mph
19 seconds

Time to stow roof
Maximum
permitted speed
when stowing
roof

Drag coefficient

0mph

0.32Cd

LEFT Only minor, Gen2-led updates separate these Targa and Cabriolet interiors. Targa offers better all-round vision than Cabriolet with roof up

Reprising a design originally intended for the 924, Porsche produced a model with a striking glass roof. This retracted inside the rear window to create an aperture equivalent to removing the old Targa's roof panel, but all achieved at the touch of a button instead of having to stop the car, lift out the roof panel and then stow it. To offset the effect of the sun through the glass, the new system also incorporated an electrically operated blind. This elegant reincarnation of the Targa was a success, and in two years over 7,000 993 Targas rolled off the Zuffenhausen assembly line.

The advent of the completely rebodied 996 allowed Porsche to incorporate such components as air conditioning and hood mechanisms, which had never been considered when the original 911 was designed. It meant that the hood of the 996 Carrera Cabriolet was able to fold away neatly, instead of sitting obtrusively on top of the rear body. At the same time, a change in the manufacturing process



ENGINEERING ART JANE SWEETING



Jane Sweeting, owner of the 991.1 GTS in our pictures, appreciates the engineering of Porsche's 911 more than most. A serial owner of Porsche cars, Jane has fused her love of Zuffenhausen's darling

sports car with her own passion for creating detailed watercolour paintings.

The result is spectacular, usually depicting a specific section of the 911's bodywork or wheel design that holds particular personal interest. Jane relishes the challenge of producing what she says is 'the most realistic and technically accurate picture' possible. "My ambition, if you like, is to convey the beauty and essence of the car in question, and something new," Jane tells *Total 911*.

For more information visit jcsarts.co.uk or sotegallery.biz/jane-coventry-sweeting.html.



“Porsche had recreated the Targa body style, which was now completely distinct from both Coupe and Cabriolet... it also meant well-heeled open 911 fans now had a more difficult choice”

enabled the Targa mechanism to be inserted through the windscreen aperture and lifted into place.

Because the effect of speed is to create suction above the car, this would pull the Targa panel upward, thereby enhancing the efficiency of its seals when the car was underway. Grafted on to the roof of the 993, the major criticism of the first sliding-glass Targa was wind noise at speed. The 996 Targa was more refined, and, despite an 80kg weight penalty, performance was barely affected. The Targa's damping was 10 per cent stiffer than the Coupe's to accommodate the greater mass and integrity, and the leak-proof nature of the structure finally allowed Porsche to introduce a feature Ferry had always wanted on the 911 – an opening rear window. The 997 range continued the Cabrio-Targa duo, the only significant change being the Targa, which Porsche deftly moved upmarket by making it available only with the Turbo wide body and four-wheel drive; the Gen2 997 Targa received a

full-width rear reflector, further demarcating it from lower specification 911s.

The complete redesign which the 2011 991 represented allowed Porsche to introduce a far greater degree of technical commonality between its two convertible models. Essentially they use the same mechanism: an electro-hydraulic system using four individual cylinders, two operating the roof and two the rear deck. The beauty of this became apparent with the launch of the 991 Targa in 2014 when it reverted to the original Targa-top design, but with an entirely mechanised operation. At a stroke, Porsche had recreated the third 911 body style, now completely distinct from both Coupe and Cabriolet. It also meant well-heeled open 911 fans had a more difficult choice.

Dynamically, there is little to choose between them. PASM and adaptive dampers are now standard across the 991 range, and these completely overcome





LEFT Kinetics behind the Targa's roof mechanism is impressive to watch, which is just as well – the roof can only be stowed/returned when the 911 is stationary



any comprises earlier open 911s might have exhibited in trading handling precision against ride quality. On the latest open models the die-hard Coupe enthusiast might notice a slight shimmy occasionally in the Cabriolet, and a faintly discernable heaviness, but steering response, turn-in and grip achieve the same high standards of the Coupe, while the ride in the PASM's softer settings is firm yet comfortable.

Because of its 4x4 transmission, wider body and more elaborate roof, the Targa adds a further 70kg to the Cabriolet's 1,585kg, yet once again Porsche successfully disguises this. Some traditionalists might even prefer the Targa's handling, its traits to roll more than the Coupe and squat harder on its rear wheels key driving characteristics of a traditional 911.

For most Targa owners, both potential and actual, this information probably falls into the 'good-to-know' category, rather than something which is likely to influence their buying decision. On the other hand,

ultimate refinement will be of interest: both Cabriolet and Targa 991s are prone to greater wind noise at high speeds – any folding roof, however sophisticated, will inevitably create more wind noise. The Cabriolet is marginally quieter than the Targa, owing much to the standard-specification wind deflector that deploys over the Cabriolet's rear seats. In terms of practicality of its roof application, the Cabriolet again comes up top, its roof electronically stowed or returned in just 13 seconds – crucially, at speeds of up to 30mph. The Targa, however, takes 19 seconds for its kinetics to remove its roof and, owing to the fact the glass rear screen slides back over the car's rear clusters, this can only be done when stationary.

Since the 993, the Targa has regularly accounted for 10 per cent of 911s built, despite having shorter production runs (it's usually introduced a couple of years after the presentation of the latest version of the 911 Coupe). Its 2014 relaunch with the retro Targa

look enhanced its exclusivity and reputation as the easier going, more relaxed 911, despite its astonishing performance and handling. Certainly the Targa's half-way open roof makes it a more versatile grand tourer than the open-or-closed ragtop.

Interestingly, Porsche chooses to price both Targa and Carrera Cabriolet with comparable four-wheel drive at the same level (£91,718 in the UK). One of the few minor criticisms made of Porsche's open 911 duo concerns not the cars, but Porsche's marketing: given the acknowledged exclusivity of the Targa, it should be differentiated from the Cabriolet by not just its profile, but by a dedicated interior. For most, what surely matters is how they go, and as it is, nothing differentiates the essential dynamic zest of both models. For the fortunate punter however, choosing between 991 Cabriolet or 991 Targa boils down to whether you prefer classic convertible or stylish exclusiveness. A nice dilemma, some might say. **911**





...GHOST... OUTLAW

It's credited with reviving the Outlaw movement on UK shores, but what do we really know about this mystical 3.2 Carrera? Total 911 uncovers its spiritual journey from stock to stanced

Written by **Lee Sibley** Photography by **Ali Cusick**





Model 3.2 Carrera
'Ghost Outlaw'

Year 1984

Engine

Capacity 3,164cc

Compression 10.3:1
ratio

Maximum power 231hp @ 5,900rpm

Maximum torque 284Nm @ 4,800rpm

Transmission Five-speed 915 gearbox

Suspension

Front Torsion bar; strut/damper

Rear Torsion bar; strut/damper

Wheels & tyres

Front 8x16-inch Fuchs; 205/55/VR16

Rear 9x16-inch Fuchs; 225/50/VR16

Dimensions

Length 4,291mm

Width 1,652mm

Weight 1,195kg

Performance

0-62mph 5.6sec

Top speed 152mph



For as long as the 911 has been in existence, people have sought to modify it. It is the reason Porsche's Exclusiv department was created, it being an official approach in tending to the bespoke requests of customers. Away from Stuttgart, a Porsche tuning scene has always thrived, most notably in California, where the 'Outlaw' style has long been prevalent.

There are many reasons for this. While other factions of style from within the Porsche tuning fraternity, such as backdating, forward-dating or even the Singer-inspired cars are fairly rigid by definition of their appearance, an Outlaw car can take on many forms, for each build is distinctly personal to its owner. Each has its own unique story to tell.

It's more than that, though. In our contemporary Porsche world where matching numbers and absolute originality are coveted by collectors, causing many owners of classics to adhere as closely to stock spec as possible, the Outlaw cars are perhaps more 'Outlaw' than ever, palpably going against the grain in a crusade for individualism. That message arguably rings louder than ever, too: as more and more reverse their tuned car back to stock spec to protect its value, Outlaw cars appear to be shrinking in number. They've become 'one percenters' of their culture, to coin a phrase borrowed from our two-wheeled Outlaw cousins. Owners of Outlaw cars are proud of that; they aren't remotely concerned about the value of their classic 911s, electing to modify, drive and enjoy their experience from behind the wheel rather than park the car and cultivate retirement plans.

Of course, the Outlaw scene has had numerous dignitaries keeping its metaphorical crank spinning over the years, including members of the R Gruppe or, more recently, one Magnus Walker. The Urban Outlaw himself has hand-crafted a sizeable collection

of Outlaw Porsches over the years, ranging from an early short-wheelbase 911 (dubbed the '67R and later sold to Prodigy frontman, Liam Howlett), right up to a water-cooled 996 GT3. However, Magnus' favourite Outlaw Porsche of the moment wasn't built by himself, nor was it ever resident in California for that matter. No, the Urban Outlaw's current most admired 911 lurks in the shadows of dense moorland around the UK's Shropshire borders.

Dubbed the 'Ghost Outlaw', in part a reference to ██████'s wish for the car to remain nebulous among wider Porsche culture, it has already achieved notoriety online, in part thanks to that high appraisal from Magnus. Not so much a phantom car any longer, but nevertheless a 911 with plenty of soul, the Ghost Outlaw name aptly depicts the spiritual journey encountered by ██████ right from the day of purchase. Here is the car's tale.

Originally a period-correct 3.2 Carrera Sport from MY 1984, the car came replete with whale tail rear wing (wide-bodied cars got the tea tray), front chin spoiler and wider Fuchs wheels borrowed from the 930 Turbo. ██████ purchased the car from the north of the UK and, though it was a solid 911 example, it was always destined for the dark side by way of an Outlaw build.

"I took my time in finding a specialist to create the car with me," the car's recondite owner says. "There are many Porsche specialists out there that can build you anything for a price, but I wanted to find someone I could properly connect with – for me that's all part of the journey. They had to be as interested in the build as I was."

That specialist turned out to be Halesowen-based Club Autosport, themselves dedicated to Porsche since 1971. "They saw I wanted to instil a bit of myself into this car, and believed in the project as much as I





●●●●●

“In a world where matching numbers and absolute originality is coveted by collectors, Outlaw cars are perhaps more ‘Outlaw’ than ever”

●●●●●

I did. It was genuinely a pleasure to work with them,” [redacted] says.

Ditching the G-series impact bumpers with rubber bellows, the Ghost Outlaw’s most distinctive visual feature is its change to one-piece bumpers utilised on Porsche’s earlier IROC cars. And as for their contrasting hue? “The red is a match for an old Porsche bumper found in the store rooms at Club Autosport and it took a lot of experimentation to get the colour and understated satin finish I wanted just right” says [redacted]. Those IROC bumpers (with custom fibreglass front splitter) shave weight as part of a paring-back programme estimated to have removed around 15kg from the 3.2 Carrera’s stock mass. Likewise, the car’s original whale tail spoiler has been removed in favour of a flat-back fibreglass decklid, while the 911’s outer sills have been removed, those exposed oil pipes screaming pure RSR. Louvred rear quarter lights add a racing edge, complementing an aggressive stance which has seen the original rear Fuchs moved to the front, with new, wider Fuchs sitting at the rear (this switch made possible thanks to the use of Turbo arms and rolling of all arches). “I was very particular about the stance, it’s such a crucial element of an Outlaw car’s personality, and fortunately they knew how to get that exactly spot on,” the car’s mystery owner tells us.

But there’s far more to the Ghost Outlaw’s repertoire than a racy look. In true Outlaw style, this 911 is decorated with a host of far more personal embellishments which make it unique to its current

custodian. As such, there’s a definitive punk-rock edge to the Ghost Outlaw, a reflection of musical taste from [redacted], who’s grown up listening to the melodies of Prodigy as well as the Grebo scene of the nearby West Midlands town of Stourbridge. You should therefore take note of the circular cut-away motifs on the decklid and front bumper, or the presence of various badges and logos adorning the car. The 4/44 badge on the Ghost Outlaw’s decklid, however, carries much greater significance than any musical influence. “That’s from a Wolseley 4/44 that my late and much missed father spent years restoring when I was a kid,” says [redacted]. “He had very little money, so it was often a case of ‘earn enough one month for a spare part, put it on the car one piece at a time.’ The original nose badge is now on my keyring.” Erring back on the quirky side, those with a keen eye will spot the full chassis number of the Millennium Falcon on the Carrera’s offside front quarter, as well as the logo of Skywalker’s Rebellion on the windshield.

Inside, the Ghost’s simplicity is reminiscent of a proper Outlaw build. Sparco bucket seats have been fitted up front to provide better lateral grip through corners, though we notice the driver’s seat says ‘Harco’ on its headrest. Cue another heartwarming anecdote: “My late father ran a small engineering unit called Harco, so the driver’s bucket seat headrest logo has been re-stitched with that company name, by way of a tribute to him,” [redacted] says. The 911’s rear seats have been retrimmed to match the



LEFT Outlaw MOMO steering wheel has been given a personal touch by the Urban Outlaw himself



3.2 CARRERA RESTORE VS MODIFY

With over 70,000 examples built between 1984 and 1989, Porsche's 3.2 Carrera is the most populous classic 911 on the planet. Such generous numbers ensures there's plenty of choice available to a buyer looking to step into a car, with prices fluctuating dramatically according to condition. A project car in need of work can be yours for as little as £25,000, for example, while a concours-ready Carrera can be had for up to £90,000.

Of course, these cars are now between 25-30 years old, and a body refresh and mechanical overhaul will likely be in order. That begs the question over which is a better option for a 3.2 Carrera owner: should they spend their money restoring the car, which could be to the detriment of driving it so frequently, or modify it, knowing it could impact on value?

"It's a great conundrum," says Paul at Porsche specialists Paul Stephens. "It'll all depend on what the owner wants as an end result: a car they've ultimately enjoyed, or a car they've made a bit of money on?"

The answer, it seems, could lie somewhere in the middle of our two proposed outcomes. "Whether you're restoring or modifying a car, it has to be done using a good base, so money needs to have been spent somewhere before you choose which path to tread down. From there, those who want to enjoy the 911 while it's in their custody and protect its future value at the same time may want to only execute modifications that are easily reversible. This will ensure you get the best of both worlds."



BELOW Black and red detailing gives this Outlaw the image of a punk-rock superstar for the road



ABOVE The Ghost Outlaw unleashes its flat six spirit on the Shropshire hills





Thanks

The Ghost Outlaw would like to thank Club Autosport of Halesowen, Vision Upholstery of Shropshire and Waterman Graphics of Bicester.

buckets too. There are racing foot plates, while the driver's physical connectivity to those front Fuchs is administered via an Urban Outlaw Momo wheel.

Make no mistake, this is a very personal build, but does it drive any differently to a stock 3.2 Carrera? Admittedly, any modifications in the performance stakes have been kept light, [REDACTED] arguing that the standard 3.2 is a terrific 911 to drive right out of the box. Its dual-mass flywheel has been given a lighter feel through the pedal, ensuring it remains palatable for everyday use, and a Dansk exhaust has been fitted to better broadcast that thumping beat of a flat six in operation, but otherwise any work has been remedial. Braided brake lines feature, the callipers have been rebuilt, and new bushes are in place all round. So, how often is it used?

"Well it regularly gets licked by sheep on the path, if that's what you mean," [REDACTED] jokes, in reference to its usual surroundings. "I don't worry if the car gets muddy or battered by Shropshire weather, and I enjoy driving it all the time, to any location." There's proof of that today, the weather less than amicable by the turn of the afternoon (perhaps the work of dark forces around us?), and

the 911 quickly gets mud whipped down its sides from those chunky Fuchs wheels.

Reborn in its new guise, this revenant 3.2 Carrera blends rather acrimoniously into the misty moorland encompassing much of the Shire's topography today. However, snapper Ali, positioned at the roadside for some moving shots, is given due warning of the car's imminent arrival thanks to a guttural burble supplied by that Dansk exhaust system. Its drive is otherwise typical 3.2 Carrera but perhaps a little sharper, a little more raw. The 915 gearbox appears slick in its operation, aiding a smooth delivery of power from the 230hp flat six out back.

However, the point here isn't to judge the drive of this lovely little car, but to understand its significance – its connection – with [REDACTED], as we investigate what makes an Outlaw so appealing. As we've seen, too many 911 owners today are frightened to modify their car for fear of negatively impacting on its value. This car counters that rather splendidly: not overdone, these series of minor, personal tweaks combine to deviate positively from the norm. This is the very ideology behind what makes a Porsche 911 so special in the first place. We can, therefore, assume

BELOW Cutaways in IROC-style front bumper are one of many discreet modifications installed on this Outlawed 3.2 Carrera



with some conviction that one Ferry 'Butzi' Porsche would be as proud of an Outlaw car as the one which he created himself some 54 years ago.

I ask if the Ghost Outlaw is a finished project or if its legend is still being written. "I love it the way it is now," comes the response, though a pondering over new external mirrors half an hour later suggests, like any build conceived from home, that minor tweaks may be a perpetual occurrence.

The Ghost Outlaw is a special 911, not for what its spec has or even hasn't got, but for the journey encountered by both man and machine to get to this point. Its very concept is why Outlaw cars are **Total 911's** preferred modified project. The Ghost Outlaw represents the last vestige of a classic 911 that dares to be different, where the journey is as important as the result.

In a world where too many people are too scared to tinker, or frightened to add miles to the clock, we need more owners like that of this deviant 3.2 Carrera. Let's hope the Ghost Outlaw isn't a mere apparition, more like the springboard to inspire others to get out and drive, as Magnus himself might say. **911**

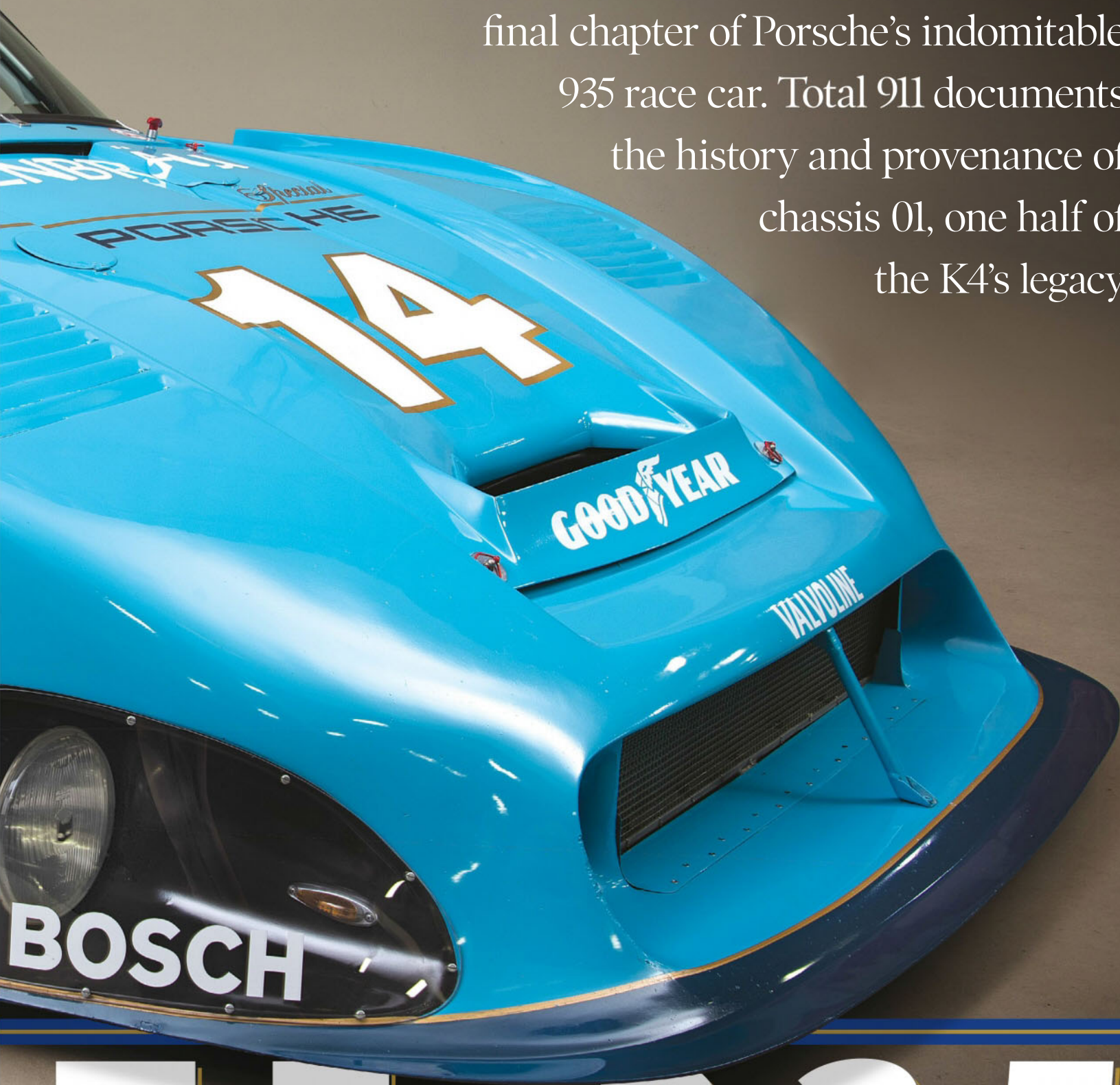


Written and photographed by Rich Pearce

K R E M E R K 4

U L T I M A

The Kremer brothers' K4 represents the final chapter of Porsche's indomitable 935 race car. Total 911 documents the history and provenance of chassis 01, one half of the K4's legacy



THE 935



It was the 2.7 Carrera RS of 1973 that Porsche first homologated to go racing. Its mightier RSR sibling went on to record notable achievements at the 24-Hours of Daytona, 12-Hours of Sebring, Targa Florio and six of nine rounds in the 1973 European GT Championship. However, Porsche had unveiled its 911 Turbo road car by 1974, its motorsport division at Werk I realising forced induction unlocked another quantum of performance that its naturally aspirated RSRs simply couldn't reach.

In racing terms, it was the 934 that reared its head as the first turbocharged Porsche production race car in 1976. The 934, though, was a mere precursor to the 935, developed by the legendary Norbert Singer as a liberal interpretation of FIA Group 5 rules, intended for special cars based on homologated production vehicles. As such, Singer's efforts resulted in a car retaining elements of the 911's make up, but otherwise deviated significantly from that homologated road car.

And so an era of dominance ensued, the 935 being the car to have if you had serious racing ambitions in the late 1970s. Works and customer teams brought home considerable success for the 935, which enjoyed unprecedented success on both sides of the Atlantic at Le Mans, the Nürburgring, Daytona and Sebring.

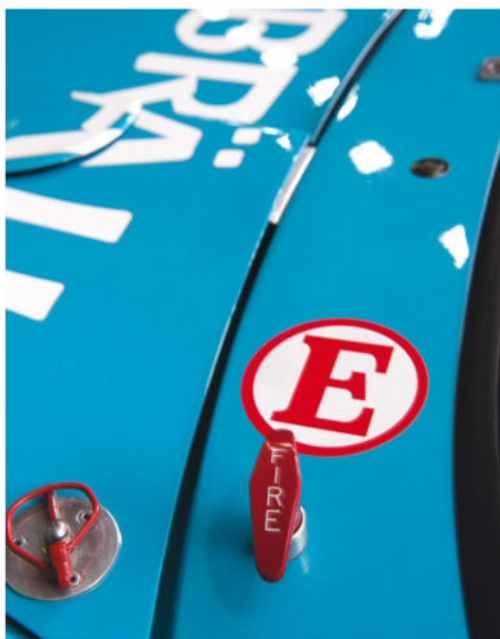
“Only the roof and windshield on Kremer's K4 is supplied by the Porsche factory”

While the 935 was sweeping aside all before it on the racetrack, Singer was already moving on to bigger and better things deep inside Porsche's test and research facility at Weissach. Development of the 936 prototype, itself a precursor for the unrivalled 956 and 962 prototypes that would decimate all before it at Le Mans and other major events, meant Porsche ceased

production of its 935 race car in 1979. However, there was still demand among customer teams for this indomitable 911-derived racer, and so the 935 would continue to compete, thanks largely to privateer teams whom Porsche had sold key 935 componentry to in the preceeding years.

One such concern was Kremer, the eponymously named company formed in 1970 by brothers Erwin and Manfred. Their close relationship with Porsche meant the Kremers were given blessing to independently develop the 935, building their first variant, the K1, in 1976, and a K2 version in 1977. However, it is

Kremer's K3 which will forever remain written in the history books. Its 1979 Le Mans triumph – finishing ahead of a Porsche factory-backed effort from Dick Barbour Racing – was the final outright Le Mans winner to be based on a mass production car. Incidentally, Kremer's other K3 placed third, ensuring 935s locked out the entire Le Mans podium. ➔



BELOW BBS Turbofans force cool air directly into the brakes; complete redesign of the 935 concept sees tubular frame implemented, as bespoke dashboard houses the K4's gauges and switches



Model **Kremer 935 K4**

Year 1981

Engine

Capacity 3,162cc

Compression 7.2:1

ratio

Maximum power 800hp @ 7,500rpm

Maximum torque 726Nm @ 6,100rpm

Transmission G50 Five-speed manual

Modifications Twin-turbo flat six with aluminium block and head; dry sump lubrication; dual ignition; Kugelfischer fuel injection; Carillo connecting rods; Mahle forged pistons

Suspension

Front MacPherson Struts with Bilstein Dampers; adjustable anti-roll bar

Rear Double Wishbones with Bilstein Dampers; adjustable anti-roll bar

Wheels

Front 10.5x16-inch

Rear 15x19-inch

Dimensions

Length 4,681mm

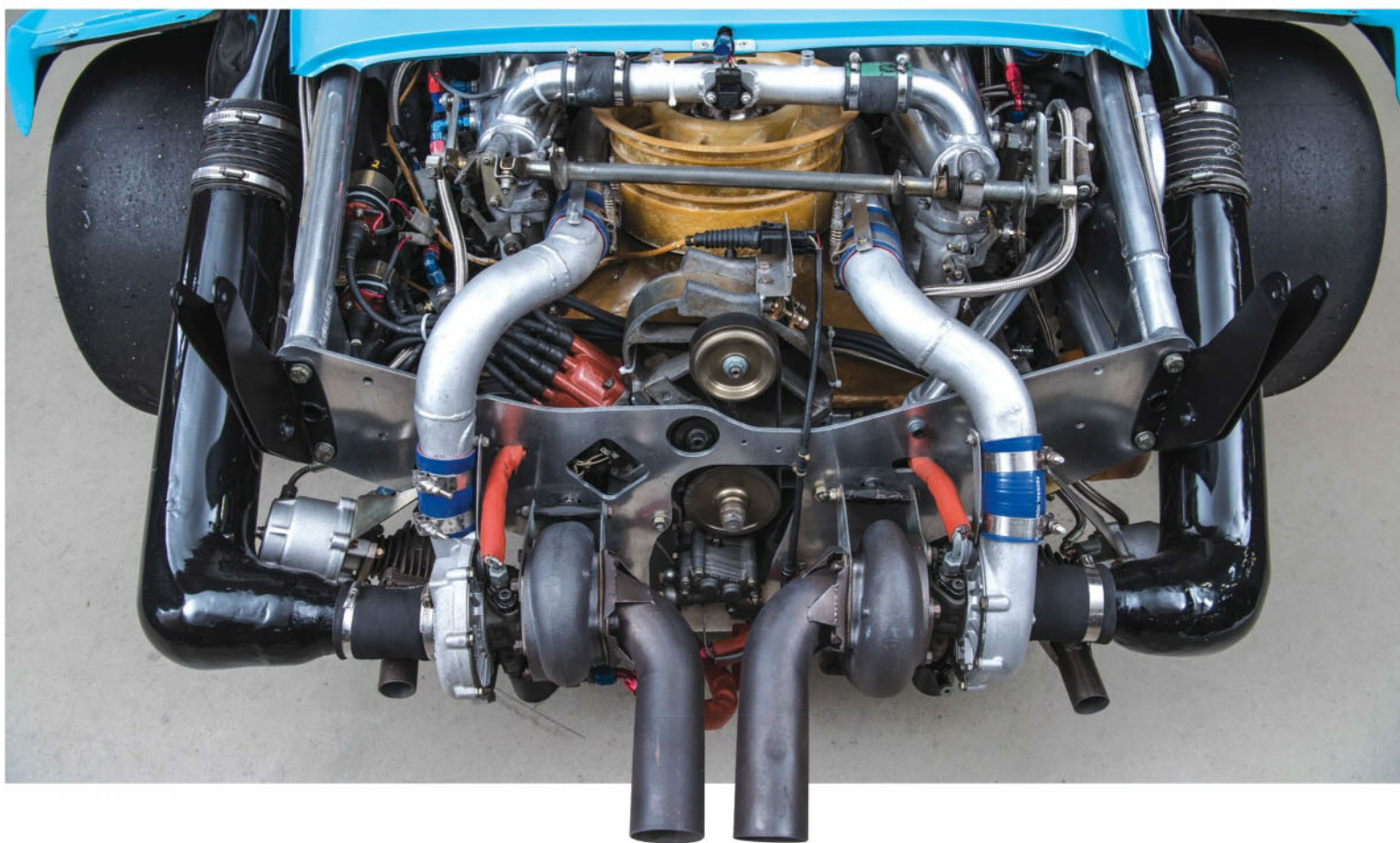
Width 1,971mm

Weight 1,011kg

Performance

0-62mph unknown

Top speed 220mph





HISTORY OF KREMER

Based in Cologne, Germany, and founded in 1964, the Kremer brothers actually ran a Porsche dealership, with Erwin initially racing Porsche cars prepared by Manfred in his spare time. By 1977, the Kremer's side operation had grown substantially, and Manfred became uniquely capable of modifying the already formidable 935 built by Porsche.

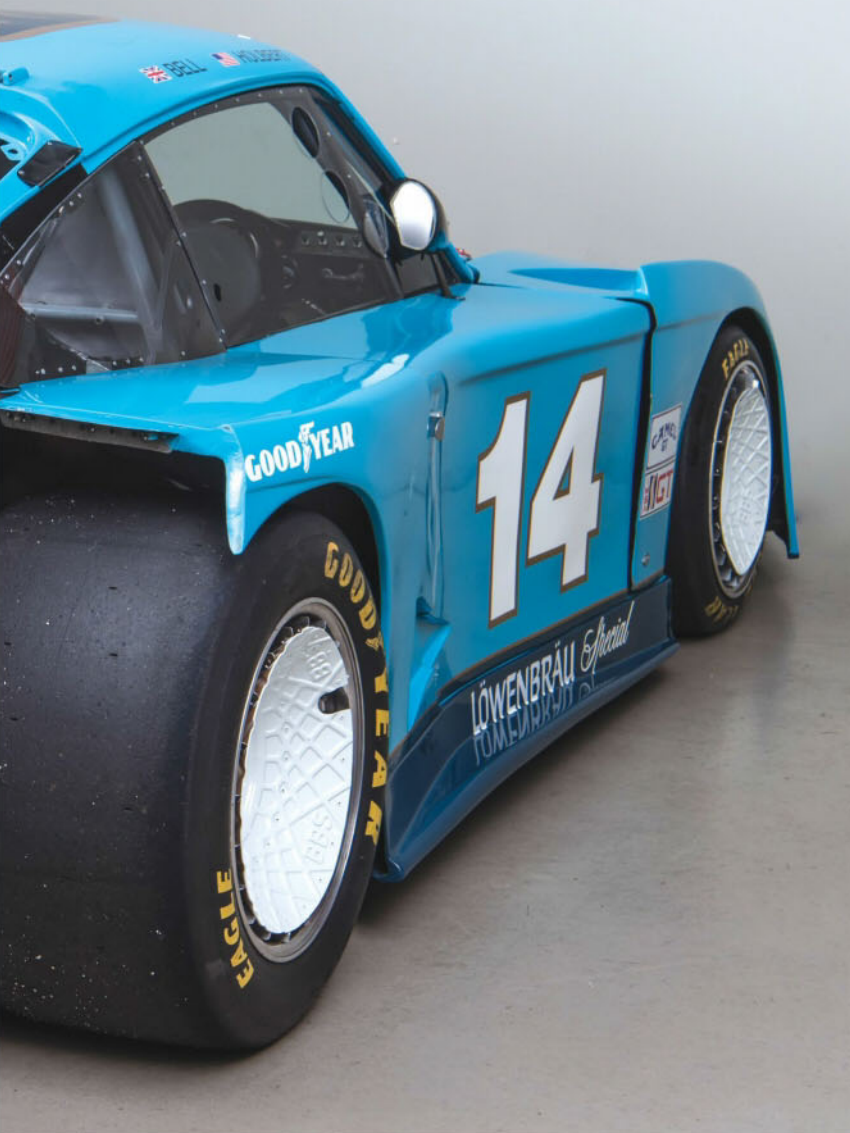
A good relationship with the company ensured access to plenty of factory Porsche parts, and so the Kremers quickly began developing their own race cars derived from – but vastly different to – Porsche's 935.

The Kremer's cars were lighter, the bodywork was revised and engine componentry tuned. According to various sources, Manfred once told acclaimed Porsche journalist, the late Paul Frère, that their car had over 100 changes from that of Porsche's 935, which made their car around 1 per cent more efficient. Over the course of a long-distance race, that 1 per cent advantage can of course prove pivotal, and the changes were worth it. Kremer's K3 of 1979 is perhaps their crowning achievement. Piloted by Klaus Ludwig, plus brothers Bill and Don Whittington, the car won outright at Le Mans and is the only winner to be based on a fully production-based car since the war, with the exception of McLaren's F1 of 1995. Kremer Racing also won outright in Daytona in 1995 in a K8 Spyder piloted by Jürgen Lässig, Christophe Bouchut, Giovanni Lavaggi and Marco Werner.

The business is still operating out of Cologne today, having been racing worldwide for over 50 years, and even enjoying factory backing for its squads. No longer owned by the Kremers (older brother Erwin passed away in 2006), Kremer Racing claims to be a 'normal' motor vehicle workshop, promising to do anything from change your windscreen wiper to the turbocharger on your 935. But the reality is to say Kremer are 'normal' is a disservice to their achievements. Kremer Racing is of the most celebrated and decorated privateer racing outfits ever to tune a Porsche.



ABOVE Louvres in bodywork above front wheels are a downforce trait seen on 991 GT2 and GT3 RSs today. Note chassis plate integrated into cross brace



LEFT Cross-section of the K4's door shows notable body extension for channeling air affixed to original 930-esque panel



The Kremers developed their K4 in 1981, building two iterations of it. Chassis 02 was built for US-based Interscope Racing, though due to overheating issues in testing the car was never officially campaigned, while car 01 today resides in the Canepa collection at Scotts Valley, CA. "The K4 was inspired by Porsche's own Moby Dick 935 of 1978," says Canepa historian John Ficarra. "In fact, the Porsche factory gave the Kremers drawings, parts and even the Moby Dick car itself on commission to build this new K4 car."

As you can see, after four generations, chassis 935-K4-01 is vastly removed from the production-based 935s that rolled out of Porsche. Even compared to the Le Mans-winning K3 (incidentally another car to pass through the hands of Bruce Canepa) Kremer's K4 car is noticeably different: now tubular framed and with an engine capable of up to 900hp depending on boost, only the roof and windshield on Kremer's K4 is supplied by the Porsche factory.

935-K4-01 was campaigned by Kremer Racing in Europe in 1981, Bob Wollek being the first of an enviable roll call of drivers to triumph in the car. His two wins and six podium finishes enabled him to win the coveted Porsche Cup in December 1981, awarded to the most successful privateer Porsche racing driver for that year.

John Fitzpatrick would acquire the car from Kremer for the 1982 IMSA season, the decorated Englishman campaigning the car across the Atlantic for the first time – but not before an extensive modifying programme of his own. His team of Max Crawford and Glen Blakely fabricated a new body with in-door air ducts for the intercoolers, redesigning the car's rear suspension and belly pans. This additional work paid off: Fitzpatrick and his team enjoyed no less than five wins in 1982, the then 800hp car enjoying at least a 50hp increase over factory 935s thanks largely to its switch to enhanced air-to-air intercoolers (Porsche 935s still had to rely on air-to-water). Chassis 01 was only campaigned twice in the 1983 season, before being loaned to Al Holbert for three races, which gained the car the teal 'Löwenbräu' livery still adorning its body today.

Fitzpatrick eventually sold the K4 in 1986, though it has stayed Stateside since, with one Nicholas Cage a notable owner from 1999 through 2002. Mechanically analysed and ratified, and boasting 150 hours of concours work at Canepa, chassis 01 is ready for another lucky new custodian. I don't ask Canepa direct for the price (if you have to ask, you can't afford it, which just about rings true here) though it's rumoured to be \$2.85 million for this fascinating, unprecedented piece of automotive history.

Walking around the K4 at Canepa is positively mesmerising. Admiring its jutting aerodynamics, investigating every inlet and outlet and marvelling at the entire mechanical setup of the car, intrinsically crafted down to the smallest detail to make this the best 935 in history, serves up a priceless lesson in engineering. John Ficarra, joining my detailed perusal, seems equally impressed, waxing lyrical about the car's history and provenance: "Just recite the number of distinguished drivers who've sat in that seat: Bob Wollek, John Fitzpatrick, David Hobbs, Derek Bell, Al Holbert, Preston Henn. Kremer's K4 represents the end of one of the greatest eras of GT racing."

Of course, Ficarra's absolutely right. GT racing in 2017, both in the WEC and WeatherTech Sports Car Championship, has arguably been the most exciting in years, but nothing will ever match the sight and sound of an 800hp, rear-wheel-drive Porsche 935 charging down the Mulan or powering out of the Corkscrew. The 935 is simply one of the most iconic racing cars of all time, and Kremer's K4 is the best of them all. **911**

Thanks

Interested parties in the Kremer K4 in our pictures should call Canepa on +1 831 430 9940 or visit the website canepa.com.



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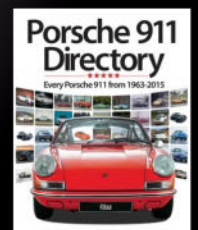
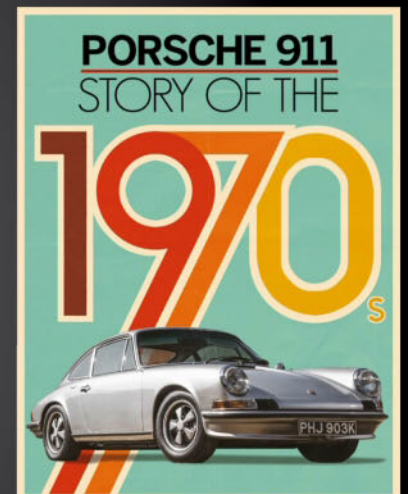
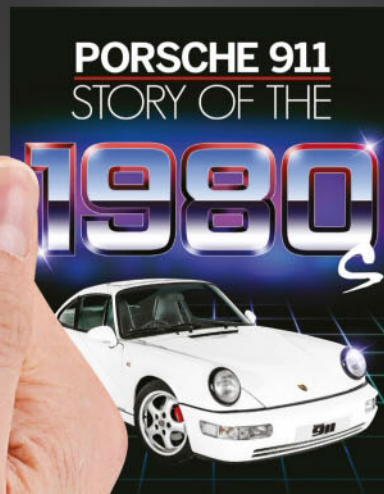
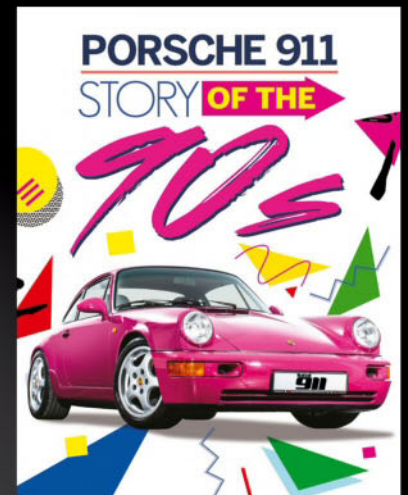
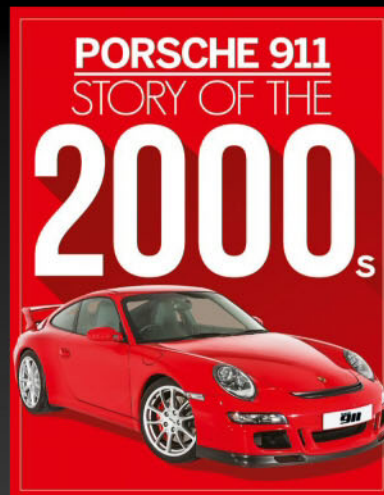
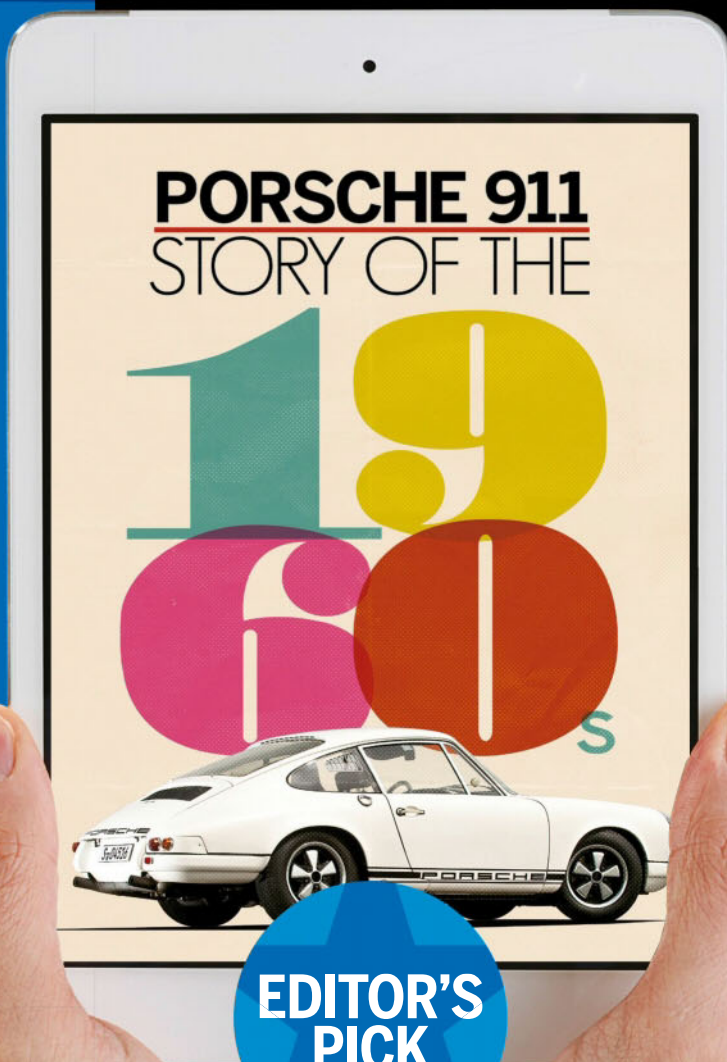


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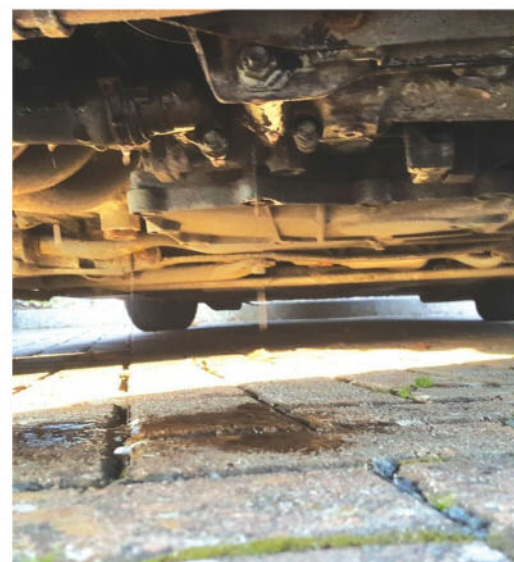
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Living^{the} Legend

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



Rob Clarke
Bristol, UK

 @rob911_itl

 @Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



This month started really well. I was enjoying the car again, and running on the 17-inch rims was so much better, but... a different noise

started from the engine, which sounded like a bearing. My thoughts were of the water pump or alternator, but I kept these thoughts to myself.

Fast forward a week and a warning light starts flashing on the dash by the temp gauge. I was cruising on the M5, so backed off and did an instrument check. Temperature was okay, oil pressure good. The engine seemed okay, so I pushed onto my destination (albeit at a slower speed). As I pulled off the motorway and stopped at the lights, I looked in my mirror and spotted clouds of smoke,

which I soon realised was steam (it had that odd fishy smell that you get with hot coolant). I immediately thought that it was a head gasket (and many ££££s flashed before my eyes), so, figuring that my engine was already knackered, I crawled the last mile to park at work.

The last mile my car was more of a steam engine than an internal combustion, but I turned the heater up and opened the windows to try and keep the engine as cool as possible, and I made it. I jumped out on arrival to check the pipes to see which bank was having the failure: no vapour out the pipes, just from the engine bay, so it wasn't a head gasket! I shut down the engine and opened the engine cover, steam billowing out, and I looked underneath to see coolant draining out. At this point I thought recovery was the most likely

scenario, but decided to leave the car cooling and go into work.

Early afternoon I called Classic Line Rescue (which comes with my insurance from Classic Line). I phoned the call centre, who were helpful and efficient, and they dispatched a local recovery company. A roadside technician arrived from Highfield Recovery (local to where I was in Exeter), who confirmed it was the water pump and the car would require recovery. After a short wait a recovery truck arrived; since the car had been topped up with fluid it was much easier to drive it onto the loader.

Since my local motorsport mechanic is only based a few miles from me, the rescue company had agreed they could take it there. After an uneventful trip on the M5, the car was unloaded, and a long stressful day ended. The next day I got



confirmation from AVM that it was a water pump issue. They had ordered a new unit which would arrive early the following week, and they would try and fit it in.

I also asked for an oil change, too. If the engine had heat cycled, changing the oil/filter would be a sensible move, and the oil could be checked. It was cheaper for me to order the Mobil 1 from Euro Car Parts with one of their discount codes than it was for AVM to get it (owning a Porsche doesn't need to be any more expensive than an everyday car – you just need to shop around). So, oil out, all good (apparently it still looked new), so hopefully this means my engine is nice and healthy.

I have driven about 180 miles since and all seems good, so all I can say is thanks to Classic Line rescue and the guys from Highfield who got me home! Hopefully I won't be needing their services again!



Greg James
Mercer Island, Washington

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



As summer turns to winter, we Seattleites know that it's not long before the Cascade passes east of the city transform themselves. Smooth highways that wind lazily up to the Snoqualmie and Stevens pass summits become significantly more hazardous in December. While winters here aren't as cold as those found in the interior states, The Cascade Mountains, 40 miles east of Seattle, hold the world record for annual snowfall (1,200 inches at Mt. Baker).

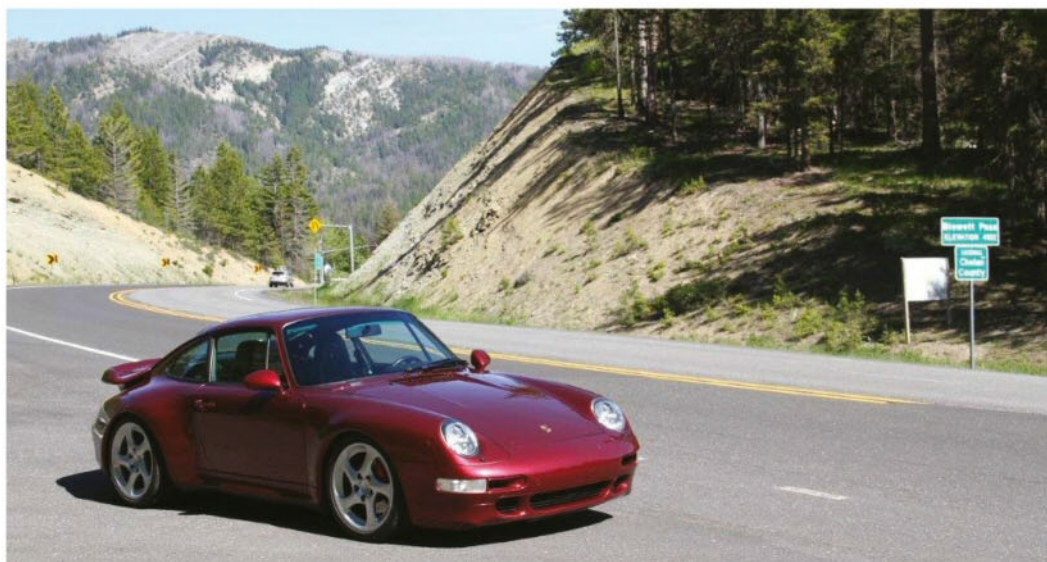
I like to get a few last twisty mountain road drives in before the inevitable winter mix of snow, sleet and rain. Last weekend, my girlfriend Lisa and I decided to drive Interstate 90 (I-90) over the Snoqualmie and Blewett passes to the small mountain town of Cashmere for lunch. The weather was magnificent: the sun was out, and the drive through the Cascades was made all the more beautiful by lower-elevation Larch and Aspens undergoing their annual colour change from green to yellow-orange (Larch being one of the only evergreens that changes colour with the seasons).

For me, the best part of that drive is the return trip. The east-to-west section of Highway 97 leading up to Blewett Pass from Cashmere is a modern curvy road with two lanes on the return route for most of the 30 miles to the summit. It's a stretch of smooth blacktop with perfectly proportioned wide sweeping curves that can be safely navigated at

80mph, and straights where triple-digit speeds are as easy as depressing the gas pedal.

On the drive last weekend, I was scooting along in the 993 Turbo at a brisk clip, and enjoying the wonderful grip the Turbo demonstrates through the curves. Passing vehicles who were sticking to the right lane was a breeze. Within about ten miles of the summit, headlights appeared in the rear view mirror, and I could see a Ford Mustang coming up behind me at a high rate of speed. Not one to miss the opportunity for a little dicing, I started to push the TT, giving the 3.6 a healthy shot of 92 octane and forced air. The Porsche responded like a champ, taking off like a scalded cougar. And, while the Mustang driver was obviously doing his best to keep up, the 993 Turbo, with its superior grip and forced air, managed to keep the challenger solidly in the rear-view mirror. As we neared the summit, Lisa reminded me that I'd not had a ticket for several years, so I eased off and let the pony car shoot by.

We pulled off and stopped briefly for a couple of photos at the pass. We then got underway, but at a decidedly less rapid pace. As we drove west and downhill toward the I-90 interchange and the small town of Cle Elum, I saw flashing red and blue lights in the distance. When I got closer, I could see the Mustang had been pulled over by a state trooper – no doubt for speeding. Sometimes it pays to stop, take some photos and slow down. Or, as they say in mountaineering: getting to the summit is only half the job, it's getting down safely that counts!



78 | Living the Legend – 911 owner reports



Chris Wallbank

Leeds, UK

 chris_wallbank

 @chrisjwallbank

Model 997.1 Carrera S
Year 2005
Acquired November 2012



This month it's my fifth anniversary of 911 ownership. In those five years I've covered just over 15,000 miles in both summer and winter

months, and I have to say I've been very happy with the car's reliability. I haven't had one major issue or breakdown. All I've had is cost of servicing, brakes and tires and a front fan failure, which is a very good testament to the overall build quality of the car.

I recently visited an independent Porsche specialist with a friend: Birstall-based Revolution. It was the first time I'd

come across them, and I was impressed with level of care and detail that had gone into the work they did on my friend's 993 C4S. While I was there I booked in for a complimentary 111-point health check the next day.

I was interested to see their findings on the car, as I was sure that some parts would need replacing. I was greeted by a technician called Joe, and was impressed with his knowledge as he went through certain points with me underneath the car in great detail. There were a few items that he picked up on that could do with replacing in the near future: excessive corrosion on the tandem pump, corrosion on exhaust/manifold fittings and very

slight play on front-right inner steering arm, to name but a few. He told me these are common items on a 997 of this age, but other than these minor points the car was in a very healthy state, which was a relief to hear!

Revolution also followed up the health check with a detailed video underneath the car going through all the points, which I thought was a nice touch. So, the plan over the winter months is to get the tandem pump replaced and all exhaust fixings/gaskets replaced with stainless steel items. I highly recommend **revolution-porsche.co.uk** for their expert knowledge and friendly service. I can't fault their complimentary health check.



Sean Parr

Harpenden, UK

 @inveloveritas

Model 912
Year 1967
Acquired November 2014



Driving my 912... remember that? I didn't, but I certainly do now! What a blast. You may remember that it had been back to Fenn Lane where

I asked Chris and Jeff to just sort it, sort everything that had been annoying me since I got it and everything that just wasn't working.

So they did... and then some. The car is *brilliant* now. So, it was time to take it out. I have recently started in a new job, my first for ten years having run my own firm all that time. I have joined Appear Here, an exciting new start up in London, and we were having an off-site at a stunning house in the West Cotswolds, near Gloucester, so out the 912 came. I was so excited about the drive and the off-site that I was already awake at four in the morning. By the time I was scheduled to leave at six, I was fed and watered and an hour into the drive!

I had put the key in the ignition and twisted it to the right all the way, and the car started immediately. Fenn Lane had put in a new ignition switch so I no longer



needed the stupid button under the dash. On top of that, the new generator and voltage regulator provided enough oomph to get over the compression and fire the car with some vim and vigour, as opposed to the gutless, endless whirring that had been the previous situation.

The car drove beautifully all the way to Gloucester to the most amazing house, back to Soho Farmhouse near Oxford and then all the way to Cardiff to watch Australia thrash the Welsh at the Millennium Stadium. Parked up on the side

of the road overnight outside a friend's house (not as nice as the one in the Cotswolds) the Porsche added a definite improvement to the look of the footpath! All the way home on Sunday the 912 performed beautifully. I was utterly delighted; it's been a long while since the car has felt, sounded and run so well. It's a great little car and I am back in love.

However, I was feeling a little less delighted when a letter in Welsh fell on the mat when I got home. A love letter from Gwent Police. Bugger.



Tony McGuinness
San Diego, USA

@tonygt3rs

@tonymcguinnessgt3rs

Model 997.2 GT3 RS
Year 2011
Acquired February 2011

Model 991 GT3
Year 2015
Acquired December 2014



Rennsport Reunion: no other event gets Porsche enthusiasts around the world so excited. For those not familiar with this extraordinary

Porsche event, Rennsport Reunion is the world's largest gathering of significant and vintage Porsche race cars. The first Rennsport took place at Lime Rock Park Raceway in 2001. The next two Rennsports took place in 2004 and 2007 at Daytona International Speedway. Because the western US is such a huge market for Porsche, Rennsport Reunion IV was moved to Laguna Seca in 2011, on the beautiful Monterey Peninsula.

In 2011, I drove the GT3 RS along the California coast from San Diego to Laguna Seca to attend. It was a fantastic drive to the most amazing Porsche family gathering in the world in my very own Rennsport! I didn't know quite what to expect back then, as I had not been to anything like it before, but it exceeded all my expectations. There were countless legendary Porsche race cars in attendance with all sorts of events taking place in Monterey.

Along with the race cars, former winning drivers such as Brian Redman, Vic Elford, Richard Attwood, Derek Bell and many others who have made Porsche the most successful marque in history mingled with fans and signed



autographs. These legends of Porsche, along with current factory drivers, added to an extraordinary atmosphere. Being in attendance, you could sense the historic significance of the gathering. The cars are not only on display, but many are raced by the drivers who won so many times in them. If you are old enough to have seen some of them race in person, the sounds and smell of these race cars will take you back in time.

In 2011 I was able to get up close to all the race cars, which included 917s, the RS Spyder, the Porsche 935 legend 'Moby Dick' (above) and a 918 RSR. Rennsport IV also provided the debut of the 991. Rennsport Reunion feels like a family gathering, which, in essence, is exactly

what it is. In 2015, the 1970 917 Le Mans winner, as well as the 2015 919 Hybrid Le Mans winner were on display together. I also had the opportunity at Rennsport V to hang out with our very own Editor Lee, which made it even more fun.

Luckily for us on the West Coast, it was recently announced that Porsche Cars North America will once again host Rennsport Reunion at Laguna Seca raceway in September 2018. This will be the third time this very special Porsche reunion will be held at Laguna Seca. For 2018 they have added one additional day to the gathering. Porsche will be celebrating its 70th anniversary in 2018, too, so Rennsport Reunion VI will undoubtedly be very special indeed.



Gina Purcell
Oxford, UK

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



The annual debate about winter usage of 911s has begun.

I've both used and stored my cars over winter before.

I used my first 911 3.2 hard, doing 50,000 miles in five years. I did lay it up for the first winter I owned it, but quickly became irritated that it wasn't at my disposal at all times. The next 911, a then-15-year-old SC,

was already rusty and wound up as my only car, with unremitting use across all seasons and conditions forging a deep bond between us, even after some light renovation. The next 911, a Carrera 3.2 G50, only lasted one winter in my ownership. Then came the 964 C4, which really sucked up a ton of road salt in the first decade of driving and inclement weather fun. Bodywork repair cost a five-figure sum and was covered in **Total 911** four years ago. As was my husband's Carrera 3.2 three years ago, at similar cost, and now my current SC is about to undergo a deeper restoration still.

We can't plead poverty but neither are we wealthy folk; these eye-watering costs were, and shall be, borne out of love for the cars, and are an investment in longevity. I've seen inside the bodies of two old 911s now, and know the damage road salt can do. Modern-Porsche folk forget how old a design the air-cooled cars are, with their exposed seams and ledges; perfect traps awaiting corrosive salt and wet mud to lie hidden in for

decades. Dual 911 ownership only works for me by having one or the other in storage, as there's not enough garaging at home. If Wolfi comes home for the duration of Steffi's restoration, I'll lose my storage facility space.

Work has just started on Steffi the SC at Riviera Autobody, so there'll be news on that soon. Wolfi sits in storage for now, but has had a handful of small problems rectified. During the recent Irish trip the driver's electric window was getting perilously sticky and the handbrake mechanism required attention, as did the rear handbrake shoes and brake pads.

While driving in France last year, the bottom of the front bumper got pranged on an outsized kerbstone, distorting the lower aero slot. I can't stand to see a 964's 'face' looking like it's biting its bottom lip pensively! Ireland's more rural single-track roads had recently heaped more pain on my bumper woes, but Wolfi now has his aero slot 'smile' back, and, thankfully, so do I.



80 | Living the Legend – 911 owner reports



Lee Sibley
Bournemouth, UK

@lee_sibs

Model 996 Carrera 4S
Year 2002
Acquired April 2017



I've always been a huge fan of those wide hips, five-spoke 'Twist' wheels and, of course, that full-width red reflector strip between the rear

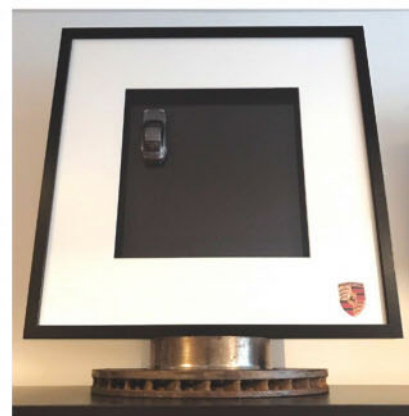
lights of my 911. Lately I've been eyeing these distinguishing features from an altogether different angle, because this month I've been admiring my 996 C4S in 1:43 scale as part of a stunning creation from a small but growing enterprise immortalising miniature Porsche cars.

The story began months back when I met with Steve Feakin, also known as @littleporkas on Instagram. Steve's eye for detail sees him create beautiful displays of diecast Porsche models, each presented in an original way that's personal to the owner. It all started for Steve when, inspired by his grandad as a child, he'd collect model Porsche cars. The collection grew quite serious, so Steve decided to start putting the models in a frame to ensure they're presented in a unique way. Friends began asking for their cars to be immortalised, and thus Littleporkas was born.



Steve kindly offered to create a display for me and, being well acquainted with the spec of my car, set to work. As you can see, the 'little Porka' is an exact 1:43 scale die-cast model of the real thing sitting on my driveway, replete with Seal grey coachwork. I'd previously tipped the internet upside down looking for a model of my car in my colour to no avail, so I've no idea where Steve sourced the car from!

It's mounted on a carbon fibre plate within its glass covered 50x50cm frame, which of course holds special resonance



as it's evocative of the rare carbon fibre interior pack my car was specced with from the factory.

I'm so chuffed with the finished product – I've never seen anything else like it – and am looking forward to getting the piece mounted on a wall in our home (even Mrs K. Sibley approves!). Steve's creativity is expanding into desk-oriented Porsche sculptures, too, so if you're into bespoke Porsche artwork then I fully recommend keeping an eye on him. Steve can be contacted via @littleporkas on Instagram.



Joe Croser
Northamptonshire, UK

@jcx911

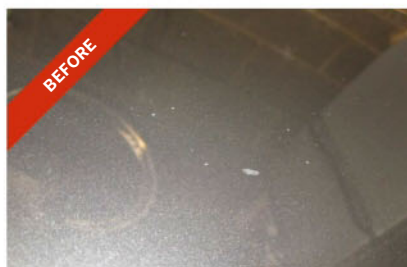
Model 997.2 Turbo
Year 2010
Acquired December 2015



I drive a fine line with my car. I love to see it sparkle – but I don't much like cleaning it. Oh, the paradox. I love to drive it, and drive it hard – but I

don't like the road rash that stone chips can inevitably leave. Of course, there are ways to mitigate this: don't tailgate, moderate your speed on poor surfaces, apply PPF to the car or add a 'bra' as they do in the States.

Or, you can get out and drive, and deal with the consequences later. I like to think I do more of the latter, but it isn't entirely without concern or issue. My bonnet was starting to show the signs



of some fabulous fun on the roads, and although it wasn't bad, and the Meteor grey paintwork really does do a good job of blending the chips with the metallic fleck in the paint, I decided to have a go at fixing it.

I ordered a Chipex kit and waited for it to arrive a day or two later. The process is really easy: go to chipex.co.uk and tap in your registration number. The website will find your car and your paint code and they'll mix up your paint with a guaranteed match. Then you just select the right size kit and pay.

I had my car washed and waiting for the kit to arrive so I could go straight to it. The kit is nicely packaged, but that's kind of irrelevant. Its performance and quality of the finish is all that mattered to me. Following the instructions, I first cleansed the area to remove all wax and polish. Then, after shaking the paint for what seemed like an eternity, I applied



the smallest of dabs to my chips, working my way around five to ten chips in a small area.

After a few minutes the paint was touch dry, so I was able to move on to step two by gently wiping over the chips with the blending solution to remove any excess paint. This removes some of the paint added in the previous step, so I opted to repeat the paint and blending process a few more times to really fill the chips. Then, to finish, you gently polish the area with the supplied Chipex polish, and you're all done.

So, how was it? Not bad I have to say. I made a better first of it than I have done on previous occasions using touch-up paint from Porsche. If my before and after pics are anything to go by, the Chipex really did improve the finish of my bonnet. It's no substitute for a respray, but that sledgehammer was more than I needed for these little nuts.





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



I had recently attended the largest Cars and Coffee event ever held in the State of New Jersey. The event was held at Paramus

Park, which is one of the largest malls in the state. It was also held on a Sunday when, interestingly, the mall is closed for business. I knew with all the pre-event hype and perfect weather that it was going to be big, but had no idea how big!

The entire parking lot all the way around the mall was filled with cars. The organisers did a great job of separating them by marque. Porsche had by far the most cars, with two entire lots filled. BMW was a distant 2nd, and Ferrari was probably 3rd. Around the back of the mall they also had lots for various JDM makes (good place for them) and US muscle cars (lots and lots of Corvettes).

Among the Porsche was no less than five Carrera GTs, most were silver, but one was very striking in a shade of Tiffany blue. There were also several 918s, including one in Viper green, and a red 959. Both 997 and 991 generations of GT3 RS and a couple of GT2 RS were represented as well. It was wonderful to see such a range of Porsche and chat to other owners and fanatics.

I should also mention that in attendance were at least 2 P1s, several LaFerraris, a GT40 Gulf edition, 2 SLR McLarens and literally hundreds of Gallardos, Murciélagos, F430s, 599s, Huracán, 458s, Aventadors, Wraiths, 570s and 650s... the list goes on and on. Someone had estimated there was over \$1 billion worth of cars at the mall that day.

Beyond these 'stars' there was about every type of 911 you could think of (old and new). I personally drove my 930 Targa to the show (just before

dropping it off at Protosport for the worked discussed last issue), and I was followed in by a modified 930 Cabriolet with a menacing growl in a darker shade of blue.

I was a bit surprised how much attention the 930 Targa received, including among some younger people, which, given all the exotic hardware on display, was even more significant. It was quite an event, and the exhaust sounds, revs and popping overruns when cars exited was spectacular.

So far, no specific word back on the repairs to my 930 Targa, which you may recall included a full tune-up, replacing the third gear synchro, new clutch and addressing some minor issues. Mainly relieved that at least as of writing... no broken head studs have been reported! Other than that, I'm continuing to drive the 991 C2S deep into the winter season – it's such a pleasure!



Kyle Fortune
Warwickshire, UK

@kylefortune205
 @Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



MOT passed. The annual need to get a ticket for the Carrera throwing up the usual challenges of where, when and more besides, not

to mention the worry of it not passing. It should, and did, but the 'where' and 'when' bit was the next of my concerns. Now, I'm sure you've all got firm opinions on this, but I simply took it to my local Kwik Fit. Yes, it's a big, mainstream outlet, but a car's a car, and, in all honesty, I was swung by price and convenience.

As they're only checking it over, rather than doing any actual work on it, there's less need to be so precious, and the whole process was painless. It only cost me £30, was easily booked

in online and paid for in advance. No surprises when I came to pay then – one independent garage stung me £85 for an MOT a few years back, which seems a bit steep. I won't fall for that again.

Anyway, it's all legal, which means the Carrera can be pressed back into occasional service when the mood or need takes me. Interestingly, I'll be running a new 911 for a couple of months alongside it, a fairly standard Carrera off the UK press fleet.

It'll be interesting to genuinely back-to-back the cars, and see where over 20 years of progress has brought us... So there'll be an interloper on these back pages for a couple of months, though that shouldn't mean my green 993's stuck in the garage. After all, now it's got its new MOT I've no excuse, really.



82 | Living the Legend – 911 owner reports



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



Old Porsche, and old cars in general, degrade over time. Wear and tear is a simple concept, which is why it's odd that every

time I suffer its fateful hand I feel so begrudged! This month, far from driving the Turbo in the crisp morning air, I have been glued to WhatsApp, awaiting news on just how big a bill I'm in for.

Over the past few months I have alluded to a noise from the car's gearbox: a hum that seems to get louder at speed. This was initially rather worrying, as on my drive home from purchasing the car, now over two years ago, second gear would just pop out when selected. It was a horrible feeling, and involved some serious words with the specialist I purchased the car from. They said it was just bad luck until they found out I wrote this column! In the end they agreed a full first and second gear rebuild, so this of course started to worry me.

From my own research, I had learned that the 4x4 systems in the 996 Turbo and C4S can, after many miles, make a low, murmuring, drone-type sound. I was also told it's nothing to worry about and is one of those things most just live with. So, for the last few months, I have dealt with it, and embarrassingly even mentioned the noise to passengers. "It's all part of the experience", I would say as I floored the throttle and launched them



back in their seat. I think that's the sort of bravado one only displays when they are worried about a big bill. A few days back I took the car into Porschacare, my Stevenage based garage. 15 seconds in the car and the specialist stared at me, where I soon felt both relived and stupid. "That sounds like a total wheel bearing failure to me. The noise is horrendous. That's nothing to do with the 'box.'"

And so, after writing about cars for over 18 years, and in that time suffering an encyclopaedia of failures, I still have absolutely no idea what I'm talking about. It was a couple of hours to fix, and I'm told the noise has gone!


With the noise dealt with, the car was checked for boost leaks. Recently I have felt the car just wasn't as rapid as

I remember, but there were none, and so attention turned elsewhere. The car's MAF sensor was seemingly draining 0.5 of an amp and potentially robbing power. I decided to change it while the car was on the ramps. I also had the secondary air pump I purchased from eBay for under £20 fitted, as the former one was screaming like a banshee. The part does some sort of voodoo magic with the cars emissions on start up, and now replaced works perfectly and is silent. That saved me near enough £1,000, as it's the same part as found on a Boxster!

So the car is now back with me after near enough two weeks, a price I was willing to pay for a clued up mechanic. Lets hope next month I can do some proper driving!



David Grover
Harpenden, UK

 @propertypetrolheads

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



With winter now settling in and the year coming to a close, it's preparation time again for the 2018 race season.

First stop was a trip to GT Marques to see how they were getting along repairing the panel post the little 'off' at Snetterton. As we thought, it was only panel damage, but to make sure the car is 100 per cent straight it's been necessary to strip the car back to its shell in parts just to make sure.

New radiators and a new steering rack, which bent after touching the tyre wall, are also about to be fitted, then it's time to rebuild the car ready for the season ahead. Then we need to re-decal the car to make it look the part. If anyone is looking for a race car, they have a couple of nice 991 Cups for sale if anyone is interested. One I raced at Brands GP earlier in the year, and I know is an excellent car.

Next was time with the sponsors to see who might be interested in supporting the championship next year. Initial feedback is proving positive, so we are preparing a full pack to explain the choices businesses have, and what level of involvement they can expect in 2018 if they back the GT Cup again. The aim is to secure enough support to sign up for eight to ten races by the time the Autosports Show comes around at the NEC in Birmingham in January.

This coming weekend is a planned trip to Palmersports near Bedford as a treat

to my son who has just turned 25. If you haven't been, I still believe it's the best track-day experience you can have in the UK until you upgrade to personal track and test days in your own race car. I will give a full report next month, as some of the cars are new since I was last there. It's certainly not a cheap day out, but compared to the experience days for a couple of hundred quid, the extra money is 100 per cent worth it. A famous quote (from one Steve McQueen) says "Racing is life and everything else is waiting." It certainly feels like that at the moment.





Richard Klevenhusen

Rio de Janeiro, Brazil

Model 930 3.3
Year 1979
Acquired May 2012

@richardkle



As I wrote recently, Porsche finally opened its own office in Brazil. The shops will be run by the former representative,

Stuttgart Sportcar. We can already feel a big difference in service delivery. I recently received an invitation to a free check-up and was very pleased. Excellent service and diagnosis of my 930. I even discovered that the exhaust of my car was not original and was damaged. I have already asked for a quote and I hope to change the exhaust as soon as possible. I am very optimistic about the future of Porsche in Brazil. I believe that from now on there will be a strong investment in the brand, and we will have many interesting events in the future. Porsche, I officially welcome you to Brazil.



Michael Meldrum

Houston, Texas

@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 3.2 Carrera
Year 1986 Acquired 2015

Model 993 C4S
Year 1996 Acquired 2016

Model 964 Carrera 4
Year 1994 Acquired 2016

Model 997.1 GT3
Year 2007 Acquired 2017



On 18 November, Spring Street Studios in Houston was the venue for Tejas Treffpunkt. The event highlighted local art in combination with air- and water-cooled Porsche.

They really stepped it up this year, having over 1,500 attendees, and provided additional entertainment in the form of Lucha Libre Mexican wrestlers, a nod to the strong Mexican-Texas culture and history.

Billed as a laid-back art and Porsche event, it did not disappoint. Kids delighted in trying their hand at bouncing off the ropes in the wrestling ring, while the adults enjoyed cold beverages and array of booths, all while enjoying the amazing Porsche on display.

Once again it was wonderful to see southern Texas come out in force and support worthwhile causes. H-town certainly could do with some extra-special love after Harvey devastated the city, and love and support is what the Porsche community has provided through attendance at this years event.

Here's to many more successful years for Tejas Treffpunkt and their continued support for worthwhile charitable causes.



Richard Higgins

Salisbury, UK

Model 996.1 Carrera 2
Year 1999
Acquired November 2015



The 2017 motor-racing season has ended for me, which begs the question: how has it been? When you go racing there are disappointments, but that simply highlights the good.

The biggest disappointment was not getting a podium, which had been my goal for the season. However, I could see the driving improvements from race to race. What made this year so enjoyable was the closeness of the racing in the Porsche Club GB Championship. The front eight cars were so evenly matched it meant every race was open. The thrill of racing side-by-side and inches apart is why I race.

I would like to say a massive thank you to my coach, Callum Macleod, he is both an exceptional driver and has a great ability to coach, a rare quality indeed. Because of Callum my own driving has improved far more than I could ever have hoped, which has resulted in a fantastic year of great competition.

Going forward I am unsure whether I can race next year, as the costs are escalating and the sponsorship is not. If I am back next year, I found sponsorship, if not, it's a big thank you to Lee for letting me share my year with you!





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Tech specs for every 911, including the 1973 and 1974 Rennsports, can be found in our Data File beginning on page 86.

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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2018 Q1 will be January. The review for 2017 Q3 was September.



Ratings

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



▲ (O series) ★★★★★

911 2.0-litre 1964-67

The 911 that started it all 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	130hp @ 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

● (O & A series) ★★★★★

911S 1967-68



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

Production numbers	4,015
Issue featured	145
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 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	180hp @ 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	129hp @ 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	130hp @ 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	230hp @ 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/R15 R 9x15 inch; 235/50/R15



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	300hp @ 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/R16 R 8x16 inch; 225/50/R16



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	156
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204hp @ 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/R15 R 7x15 inch; 215/60/R15



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	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 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/R16 R 8x16 inch; 225/50/R16

(A series) ★★★★★

911L 1967-68

In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,200rpm
Maximum torque	173Nm @ 4,500rpm
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) ★★★★★

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	110hp @ 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	140hp @ 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) ★★★★★

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	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	999kg
Wheels & tyres	F 6x15 inch; 185/70/R15 R 6x15 inch; 185/70/R15



(C & D series) ★★★★★

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	155hp @ 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	165hp @ 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) ★★★★★

911T 1972

A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburetors 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	130hp @ 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) ★★★★★

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	190hp @ 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	210hp @ 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	165hp @ 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; 185/70/R15 R 6x15 inch; 185/70/R15

(F series) ★★★★★

911S 1973

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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
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) ★★★★★

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	239Nm @ 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) ★★★★★

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	173hp @ 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	210hp @ 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	197hp @ 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/R15 R 7x15 inch; 215/60/R15



★★★★★

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	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 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 6x15 inch; 185/70/R15 R 8x15 inch; 215/60/R15



★★★★★

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	300hp @ 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	231hp @ 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)

★★★★★

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	330hp @ 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	450hp @ 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; 235/45/2R17 R 9x17 inch; 255/40/2R17

★★★★★

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

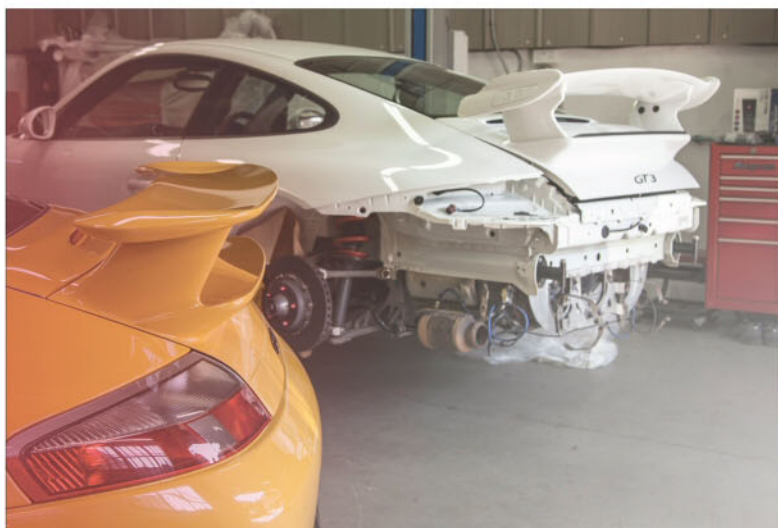


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★★★★★

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	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,339kg
Wheels & tyres	
F	7x16-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16



★★★★★

3.2 Clubsport 1987-89

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

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	8x16-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	70:1
Maximum power	381hp @ 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



★★★★★

964 3.8 RS 1993

Identifiable by lightweight Turbo bodysheet, 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	300hp @ 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	8x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18



★★★★★

993 Carrera 4S 1995-96

The 4S was effectively a Carrera 4 with a Turbo wide bodysheet, 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	285hp @ 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	300hp @ 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; 225/40/ZR18
R	10x18-inch; 285/35ZR18




★★★★★

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	300hp @ 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	360hp @ 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	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	420hp @ 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

★★★★★ 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	250hp @ 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	250hp @ 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



★★★★★ 964 Turbo 1991-92

This used the revised 964 bodysell, 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	160
Engine capacity	3,295cc
Compression ratio	70:1
Maximum power	320hp @ 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	265hp @ 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



★★★★★ 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	260hp @ 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	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★ 964 C2 Speedster 93-94



Combined the 964 bodysell 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	250hp @ 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; 205/55/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 callipers. Suspension lowered by 20mm.

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	360hp @ 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	250hp @ 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/ZR17
R	9x17-inch; 255/40/ZR17



★★★★★ 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	157
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 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	9x17-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	160
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 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	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.5sec
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	80:1
Maximum power	430hp @ 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	8x18-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	80:1
Maximum power	408hp @ 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.

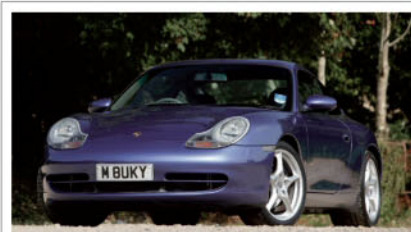
Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	4.1sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18

★★★★★ 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	80:1
Maximum power	450hp @ 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/ZR18
R	10x18-inch; 285/30/ZR18



★★★★★ 996 Carrera 1998-2001

An all-new 911 with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

Production numbers	56,733
Issue featured	160
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 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; 205/55/ZR17
R	9x17-inch; 255/40/ZR17



★★★★★ 996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodysell, 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	155
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 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/ZR18
R	11x18-inch; 295/30/ZR18

★★★★★ 996 GT2 2001-03



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

Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	94:1
Maximum power	462hp @ 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/ZR18
R	12x18-inch; 315/30/ZR18

★★★★★ 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	320hp @ 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/ZR17
R	9x17-inch; 255/40/ZR17



★★★★★ Gen2 996 C4 2002-04

Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-drive 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	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0s
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	

Sales debate

Which is the best 997 to buy right now?



Momentum is fast growing for the 997 generation of Porsche 911, enthusiasts the world over appreciating the 997's great mix of classic lines in a modern package. Far more petit in appearance than the more bloated 991s, the 997 also has its engine properly slung out past its rear axle, while in performance stakes, the car remains competitive to its younger brethren.

It's debatable, of course, but there's a school of thought that the 997 represents the last bastion of the proper 911 – something we at **Total 911** agree with. Values of the 997 generally remain very strong, so there's much positivity around the generation right now. But which is the right 997 to buy?

Jamie Tyler, sales executive at renowned UK specialists, Paragon GB, highlights the GTS models as far more than the pick of the Carreras, but of the 997 full stop. "We think a GTS is going to be a cracking buy for the future. They're the last of the exciting cars, with good, old-fashioned hydraulic steering. They make a lovely noise and feel just the right size for our modern roads. It's also a halfway

house between a GT3 and the normal road cars, so we'd watch for them," he tells **Total 911**.

Paul Stephens, of the eponymous Porsche specialists in Essex, agrees with the merits of a GTS, but points to the capabilities of a Carrera or Carrera S. "They are all the 911 you need," he

says. "You can get a lovely example for £50,000, they're solid in terms of build quality and plenty fast enough. As 996 and then 997.1 values rise, the Gen2 cars are looking like great value."

Anthony Posner, proprietor at London-based independent dealers Hendon Way Motors, finds favour with a forced induction 997. "If you look at the Turbo, it's still a phenomenal supercar by way of performance, blisteringly quick, yet very, very comfortable. There are fewer second-generation cars in existence than first generation, possibly a result of the aftermath of the last global financial crisis, and manual versions are very rare indeed. Find a manual 997.2 Turbo and you've got a superb modern 911," he says.

So, the 997 appears to be very good news right now, and it seems there's a lot of variety out there for those wanting to get themselves an example of the last truly classic-styled Neunelfer. Buyers: what are you waiting for?

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	381hp @ 7,400rpm
Maximum torque	389Nm @ 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



Production numbers	682
Issue featured	161
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	389Nm @ 5,000rpm
0-62mph	4.4sec
Top speed	191mph
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 300hp 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	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-62mph	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	325hp @ 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	11x18-inch; 295/30/R18

997 Carrera 4S 2005-08



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

Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19



Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
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

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	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200rpm
0-62mph	4.500rpm
Top speed	3.7sec
Length	204mph
Width	4,469mm
Weight	1,852mm
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	12x19-inch; 325/30/ZR19



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; 305/30/ZR19

Gen2 997 Turbo 2009-13



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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950rpm
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



Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	5.600rpm
Top speed	4.4sec
Length	190mph
Width	4,440mm
Weight	1,852mm
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

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.

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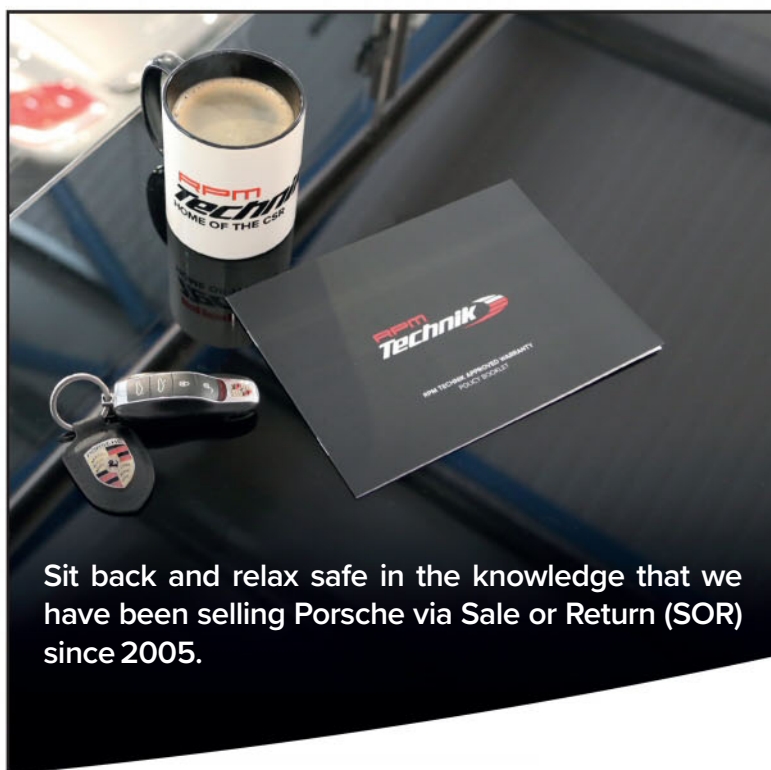


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★★★★★
997 Carrera
2004-08
 Fully revised Porsche 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 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	



★★★★★
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	355hp @ 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	



★★★★★
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	415hp @ 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	



★★★★★
997 GT3 RS
2006-07

Similar to GT3, with wider rear bodysell 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	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 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 8.5x19-inch; 235/35/ZR19	
R 11x19-inch; 305/30/ZR19	



★★★★★
Gen2 997 GT3 2009-12

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

Production numbers	2,200
Issue featured	117
Engine capacity	3,797cc
Compression ratio	12.2:1
Maximum power	435hp @ 7,900rpm
Maximum torque	430Nm @ 6,250rpm
0-62mph	4.1sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,395kg
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	

Technology explained

005 THE WEISSACH EFFECT AXLE

Active rear steering may be the 991's party trick, but Porsche has been trying to control rear toe for decades. **Total 911** finds out how...



While the 991 Turbo and GT3 may be the first Porsches to feature active rear wheel steering, neither model is the first to try and control the direction of the rear axle under load.

Throughout the 1960s, 1970s and 1980s, most of the cars rolling off the Zuffenhausen production line featured semi-trailing arm rear suspension, whereby the two arms connected to each upright are mounted to the chassis via rubber bushes (to reduce vibration and road noise).

While the design is a cost-effective alternative to double wishbones, during any deceleration the car's body tries to pull away from the rear suspension. This causes the semi-trailing arm to deflect thanks to the elasticity in the rubber bushes, pushing the heavily loaded outer-rear wheels into toe-out.

If this deceleration is caused by a mid-corner throttle lift, the ensuing toe-out helps to destabilise the car, causing a rapid snap into oversteer. To overcome this, Porsche developed and patented the Weissach axle, a passive rear-wheel steering system that was fitted to the front-engined 928 grand tourer.

Compared to a standard semi-trailing arm, the innermost mount was moved further towards the rear, with a third, pivoted linkage sitting between the foremost mount and the upright. This pivot reversed the direction of the wheels' travel under deceleration, causing toe-in that helped to promote understeer.

While the Weissach axle was never implemented in a 911, the 964 featured a semi-trailing arm setup whereby the rear-most arm featured a more flexible connection than the forward arm. This made use of the lateral loads under cornering to induce 928-like toe-in.

This 'Weissach effect' was also created within the 993's multi-link rear suspension setup with the inclusion of a particularly elastic fifth link, although plans to include an electro-mechanical active steering system were tested before being scrapped due to their complexity.



★★★★★	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

997 918 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.



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	155
	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

★★★★★	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



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

★★★★★	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



991.1 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	120 (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

991 GT3 RS 2015-

Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Features modified 4.0-litre DFI version of 991.1 GT3 engine; PDK-only.



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; 245/35/ZR19 R 11x19-inch; 295/30/ZR19

★★★★★	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



★★★★★	Production numbers	991
	Issue featured	153
	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

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.



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

★★★★★	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



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	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
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; 235/35/19 R 11x19-inch; 305/30/19



997 Turbo S 2011-13

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

Production numbers	2,000
Issue featured	123
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/19 R 11x19-inch; 305/30/19



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; 235/40/19 R 11x19-inch; 285/35/19



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; 245/35/20 R 11x20-inch; 295/30/20



991.1 GT3 2013-2015

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	4,454mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/20 R 12x20-inch; 305/30/20



991.1 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 8.5x19-inch; 235/35/20 R 11x20-inch; 305/30/20



991.1 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 @ 2,100-4,250rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 8.5x19-inch; 245/35/20 R 11x20-inch; 305/30/20



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	197mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/20 R 11.5x20-inch; 305/30/20



991.1 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	157
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; 245/35/20 R 11.5x20-inch; 305/30/20



991.1 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; 245/35/20 R 11.5x20-inch; 305/30/20



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; 245/35/20 R 11.5x20-inch; 305/30/20



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; 235/40/19 R 11.5x19-inch; 295/35/19



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	154
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	188mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/20 R 11.5x20-inch; 305/30/20



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; 245/35/20 R 11.5x20-inch; 305/30/20



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 @ 6,500rpm
Maximum torque	750Nm @ 1,700-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/20 R 11.5x20-inch; 305/30/20



991.2 Carrera 4 GTS 2017-

As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Red connecting strip on rear.

Production numbers	In production
Issue featured	151
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	3.8sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 9x20-inch; 245/35/20 R 12x20-inch; 305/30/20



991.2 GT3 2017-

New 4.0-litre engine from 991.2 Cup car. Retains 9,000rpm redline; six-speed manual Sport transmission now a no-cost option. Revised airflow to front and rear.

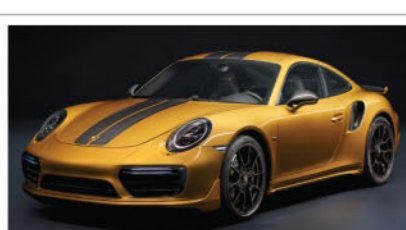
Production numbers	222 (UK, est)
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9sec (manual)
Top speed	193mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9x20-inch; 245/35/20 R 12x20-inch; 305/30/20



991 GT2 RS 2017-

Fastest factory 911 of all time. Highly modified Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New inlets on bonnet feeds air to brakes.

Production numbers	Not specified
Issue featured	161
Engine capacity	3,800cc
Compression ratio	9.0:1
Maximum power	700hp @ 7,000rpm
Maximum torque	750Nm @ 2,500-4,500rpm
0-62mph	2.8sec
Top speed	211mph
Length	4,549mm
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/20 R 12.5x21-inch; 325/30/21



991 Turbo S Exclusive Edition

The work of Porsche's Exclusive department, with extensive use of carbon on the bonnet, roof and side skirts. Power is hiked to 607hp. Turbo Aerokit standard.

Production numbers	500
Issue featured	155
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9x20-inch; 245/35/20 R 11.5x20-inch; 305/30/20



991 Carrera T

Purist take on the 991.2 Carrera with 20kg of weight saved and regearing of 7-speed manual gearbox. Same 370hp engine as Carrera, PDK gearbox optional.

Production numbers	limited
Issue featured	160
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	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	F 8.5x19-inch; 235/40/19 R 11.5x19-inch; 295/35/19



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Porsche 993 Carrera 4 Cabrio
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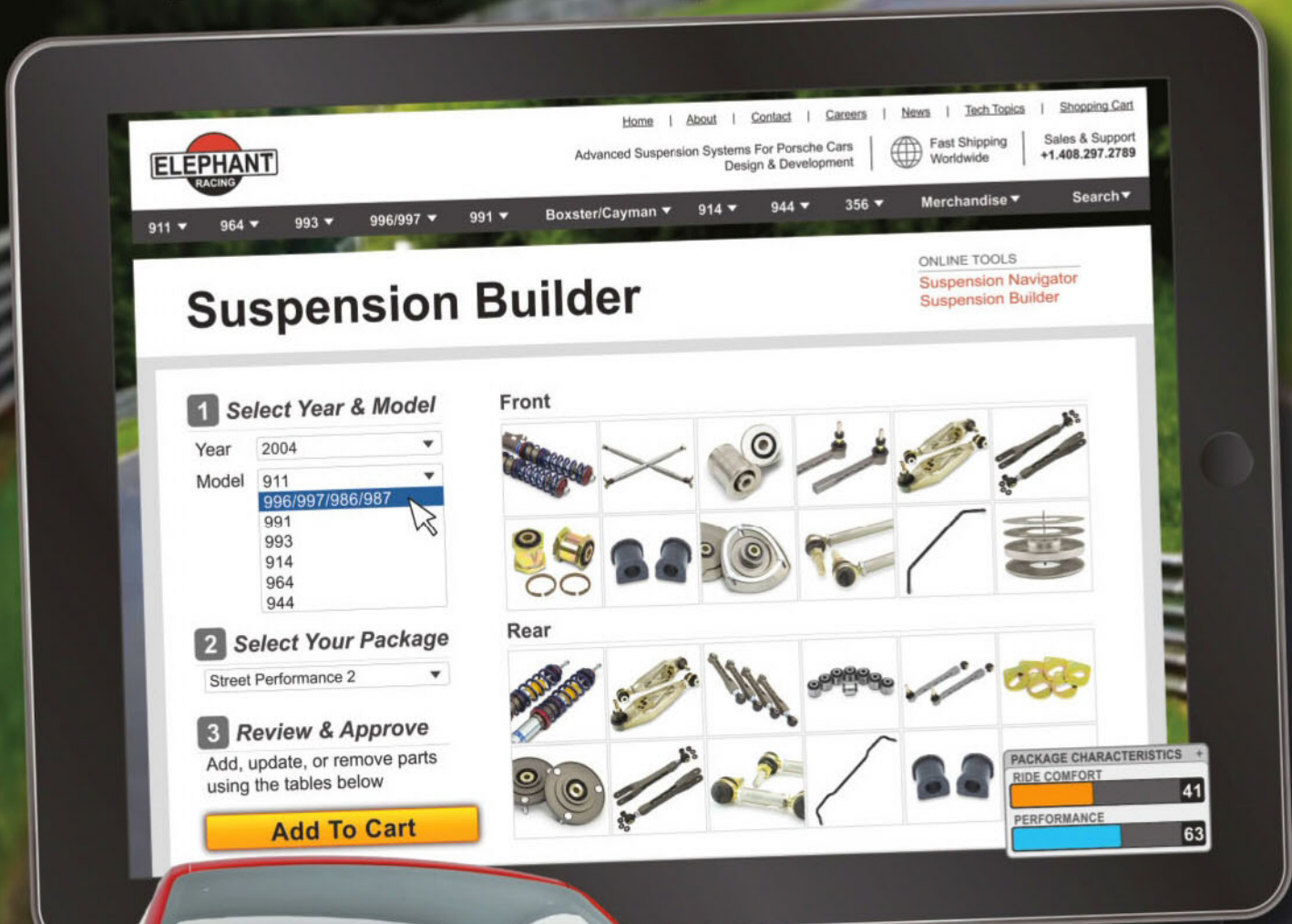
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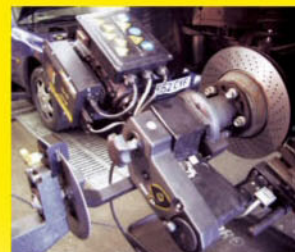
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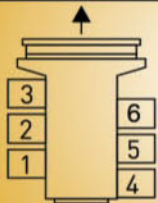
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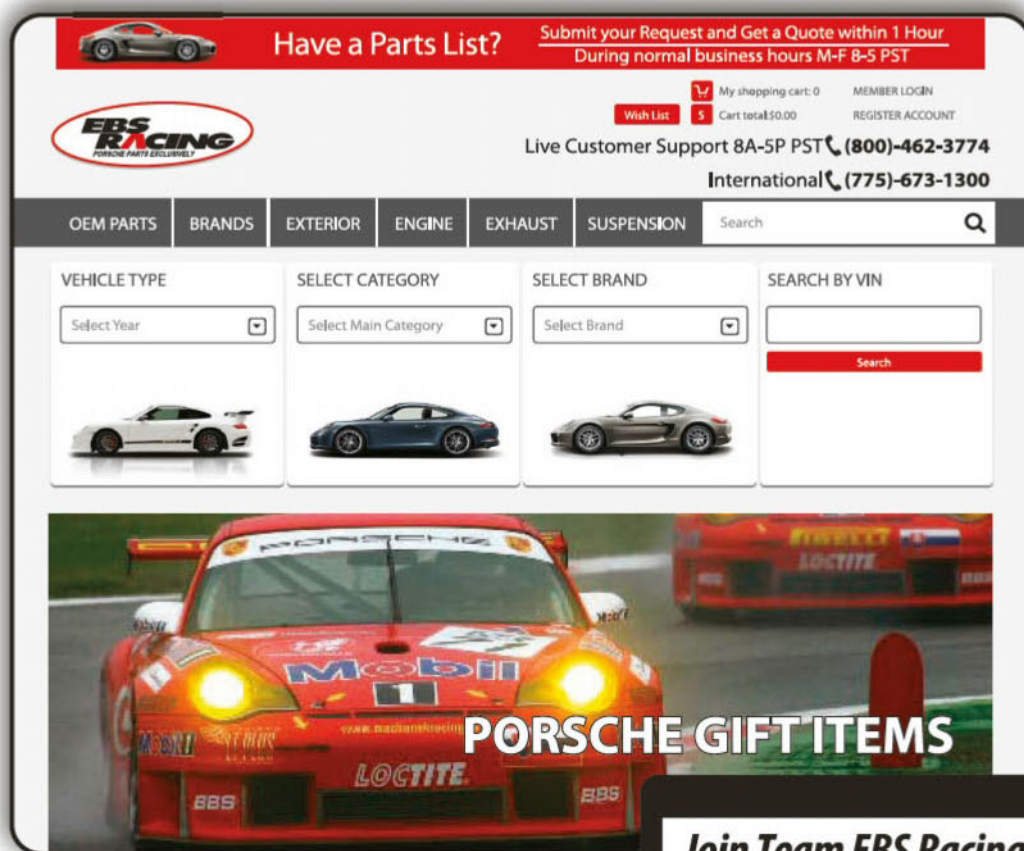
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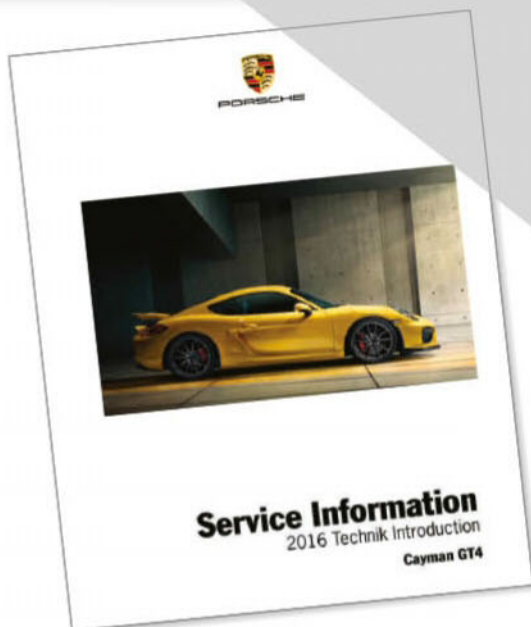
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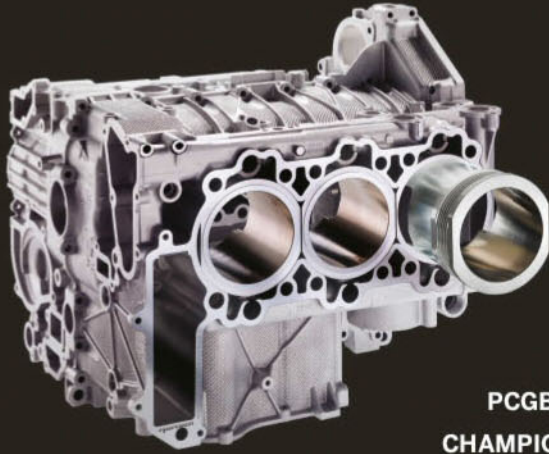
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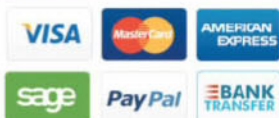


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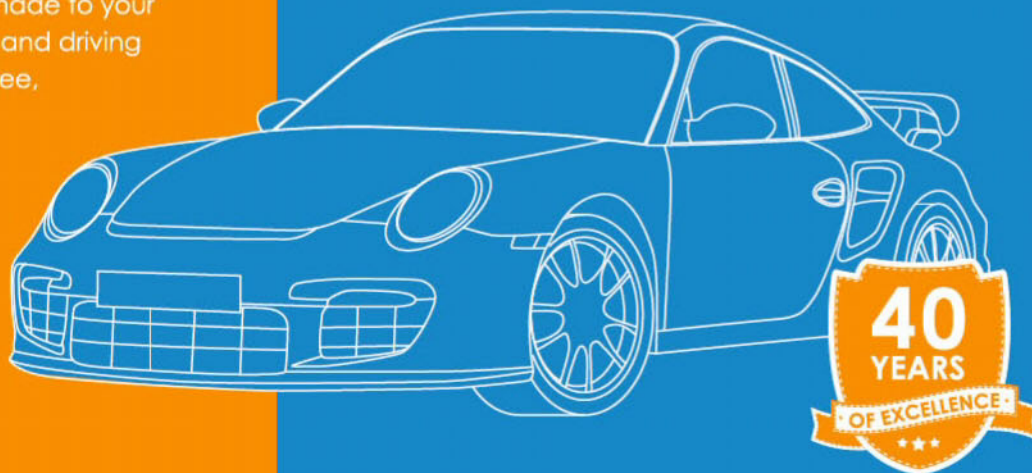
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NEXT ISSUE

Issue 162 in shops and available for download from **24 January**



GUNTHER WERKS 993 DRIVEN

The re-imagined 993-generation 911s are here. Total 911 is the first in the world to drive Gunther Werks' 500hp, 4.0-litre air-cooled monster



EVOLUTION OF THE 911 TURBO

Your most comprehensive chart of the 911 Turbo's 42-year development



RARE 997S

The 997 generation boasted a plethora of special editions – we take a look at them all



WALTER RÖHRL INTERVIEW

Total 911 spends an afternoon with the German driving extraordinaire

911 DESIGN ICONS IMPACT BUMPERS

They may get little thought, but head back more than forty years and you'll discover that bumpers defined the look of the 911 for a generation

The American car market has influenced the 911 in many ways. A 1971 requirement that cars must survive a 5mph (8km/h) impact without further damage to bodywork, for many manufacturers, meant adopting huge and notably ugly bumpers, but Porsche had a better idea. Instead of afterthoughts that resembled bridge girders, Wolfgang Möbius skilfully blended them into the Neunelfer's bodywork: the 'impact bumper' had arrived.

It's fair to say that not everyone found the chunky new look appealing. Painting them in body colour certainly helped with their integration, however, and Porsche's approach to the problem was typically thorough. Forming them from aluminium of around 5mm thickness kept weight down, but the clever part, from a styling perspective, was the use of short rubber/polyurethane bellows at each end that allowed for their movement in a low-speed knock while neatly covering the gap between bumper and bodywork.

On vehicles headed Stateside the bumpers were attached to hydraulic dampers that absorbed any impact and allowed the bumper

to return to its original position, while RoW cars used cheaper and lighter crushable steel tubes that would be replaced following any collision. While the new bumpers might have looked simple, an impressive number of sections and fittings were used in their construction, further evidence of Porsche's engineering integrity.

The look was kept deliberately clean and unfussy on the outside, though, with just the addition of black rubbing strips in the centre to protect against minor parking mishaps, and a pair of neat overrides at the rear, located either side of the number plate (and incorporating the number plate lighting). At the front, indicator lenses

were incorporated at each end, along with headlamp washer jets where necessary, but that was it in terms of embellishment.

It was a look that lasted right through until 1989, when the 3.2 Carrera bowed out to be replaced with the 964, which adopted an altogether smoother design. Impact bumpers have provided enthusiasts with an easy point of reference when it comes to 911 generations, and it's surely only Porsche that could have turned a regulatory defeat into a design victory. **911**

“Wolfgang Möbius skilfully blended the bumpers into the Neunelfer's bodywork”



Photographs by Porsche Archive

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1967 Porsche 911-stock-08824

The 1967 Porsche 911 featured here is available in red with a black interior. It is equipped and upgraded with a 911T engine with a manual transmission, dual Weber carburetors and comes with Fuchs wheels. This is a very presentable car with endless possibilities. Don't miss this opportunity to climb into an early 911 ownership at a great price.

For \$39,500



1969 Porsche 911E Sunroof-stock-08494

The featured 1969 Porsche 911E Karmann Sunroof Coupe in red with tan interior comes equipped with a 5-speed manual transmission, factory sunroof, air conditioning and Fuchs wheels. An excellent original car which is very presentable.

For \$54,500



1970 Porsche 911E Coupe-stock-08936

The 1970 Porsche 911E Coupe shown here with matching numbers is available in white with black interior. It is equipped with a 2.2 liter engine, air conditioning, Fuchs wheels, OEM radio and includes the spare tire and toolkit. An excellent original car and a very presentable example which is mechanically sound. This is a highly collectible Coupe.

For \$59,500



1980 Porsche 911SC-stock-08843

The 1980 Porsche 911SC featured here in beige with grey interior comes equipped with a 2.7 liter with a manual transmission, power windows, Fuchs wheels, sunroof and includes the spare tire. The Porsche has lots of potential and could use some light cosmetics. It has had the same owner since 1993.

For \$19,950



1986 Porsche Carrera Targa-stock-08996

The 1986 Porsche Carrera Targa shown here with 68,405 on the odometer is available in grey metallic with black interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats and includes the jack, tool kit and spare tire. It is a very clean and presentable weekend driver which is mechanically sound.

For \$42,500



1987 Porsche Carrera-stock-09022

This sleek 1987 Porsche Carrera sunroof coupe with matching numbers (Certificate of Authenticity included) is shown in its original color silver metallic with a grey interior. It's equipped with a G50 transmission, air conditioning, power windows, power seats, sunroof, forged alloy wheels, and tool kit. Don't miss your opportunity to own a clean and presentable weekend driver that is mechanically sound.

For \$39,500



1989 Porsche Carrera Coupe-stock-08055

The featured 1989 Porsche Carrera Coupe with matching numbers is available in its original special order color code#37B Baltic blue metallic with tan interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. Excellent original car in a desirable color combination. Mechanically sound.

For \$32,500



1989 Porsche Carrera Targa-stock-08318

The featured 1989 Porsche Carrera Targa shown here with matching numbers and 87,658 on the odometer is available in a grey metallic with light grey interior color combination. It has had lots of upgrades and comes equipped with a 5 speed G50 transmission, 3LZ supercharger, new intercooler, cold air intake, high pressure fuel pump, high performance fuel lines, 2 piece upgraded turbo rims, air conditioning, power windows, momo steering wheel and 930 exhaust. It also includes \$13,000 in recent service records which have been completed within the last year. This is an extremely presentable car and incredible value. Mechanically sound.

For \$39,500



1989 Porsche 964-stock-08957

The 1989 Porsche 964 shown here with 81,159 on the odometer shown here is available in Guards Red with black interior. It is equipped with a manual transmission, air conditioning, power windows, power steering, solid wheels, sunroof and includes the jack, air compressor, tool kit and spare tire. This is a timeless example which is mechanically sound.

For \$42,500



1989 Porsche Carrera M491 Widebody Targa-stock-09035

This very appealing 1989 Porsche Carrera M491 Widebody Targa shown here with matching numbers comes in its original color code#017 Guards Red with black interior. It comes with a Certificate of Authenticity and a clean CarFax. It is equipped with a manual transmission, air conditioning, power windows, Fuchs wheels and includes the jack, spare tire and over \$20,000 in service records from February 2017 and as recent as September for mechanical work. An excellent original car and highly collectible due to such limited production numbers. This is certainly an opportunity not to be missed. The Carrera is also mechanically sound.

For \$57,500



1991 Porsche 964 Cabriolet-stock-08890

This 1991 Porsche 964 Cabriolet is shown here in Grand Prix White with black interior. It comes with a Clean CarFax and is equipped with a manual transmission with a 3.6-liter engine, air conditioning, power windows, power steering, solid wheels, soft top and includes the jack, spare tire and air compressor. A very presentable weekend driver which is mechanically sound.

For \$34,750



1995 Porsche 993 Cabriolet-stock-08994

This very low mileage 1995 Porsche 993 Cabriolet with 17,115 on the odometer is available in black with grey interior. It comes with its original paint in a very desirable color combination. It is being offered for sale with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, OEM stereo, power windows, power steering, power seats, solid wheels, soft top and includes the jack, spare tire, air compressor and tool kit. An extremely presentable low mileage example which is mechanically sound.

For \$59,500



1989 Porsche 930 Turbo-stock-09041

This iconic 1989 Porsche 930 Turbo shown here with matching numbers and a very low 34,321 mileage on the odometer is 1 of 639 U.S. coupes produced in 1989 and comes in its original color code#700 black with black interior. An extremely sought-after color combination and comes with a Certificate of Authenticity. It comes equipped with a G50 5 speed manual transmission, air conditioning, power windows, sunroof, 16" Fuchs wheels with Dunlop tires and includes the jack, spare tire, owner's manual and service records. It is also mechanically sound. This is truly an investment grade 930 that will make a strong addition to any classic car collection.

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