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Total 911

THE **PORSCHE** MAGAZINE

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964 RENNSPORT**

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VERSUS

RIVALRY

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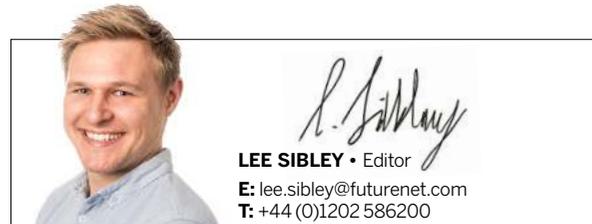
The 991.2 GT3 RS has finally been driven, with Kyle Fortune the lucky man to have pedalled the blistering new Rennsport on your behalf around the de-restricted roads of the Isle of Man (I wonder where Porsche GB got that idea from, considering our autumn road trip there in the 991.1 RS!). As ever, context and synergy is important, so on top of delivering the definitive first drive verdict on the 'green lizard', we've put the car back-to-back against the 996 and 997.2 GT3 RSs to see how the offering from each generation compares. As you'll discover from the epic feature beginning on page 20, all are different, save for those fundamentals that make each car a true 911 sports car.

On the subject of final RS cars from each generation, it's looking increasingly likely that we are indeed going to see a

special edition before the 991 finally bids us farewell. You may remember I called it right from the moment the 'green lizard' was revealed – the reason is that, regardless of how awesome the 991.2 GT3 RS is (and cutting 24 seconds from the 'Ring time of the 991.1 is pretty damned awesome), its spec just isn't special enough for a car which, in all likelihood, is going to be the last-ever generation of Rennsport using atmospheric engines.

Rumours abound we could see a rear mid-engined RSR in homage to the car used by Porsche Motorsport and customer teams in the WEC (pictured above), said to be very limited on a numbered production run. Annoyed you missed out on a 991.2 GT3 RS? Dust yourself down and get that letter of intent submitted to your Porsche Centre right now!

“We could see a rear mid-engined RSR in homage to the car used by Porsche motorsport”







911 Opening Shot

All the colours of the rainbow: a formidable line-up of water-cooled GT3 RSs sit alongside the godfather to Porsche's Rennsport traditions, the 1973 Carrera RS, their striking hues providing a marked contrast against the dark evening sky. Come morning, it'll be the 996, 997.2 and 991.2 rolling forward for a thrilling test on de-restricted roads in front of the Total 911 cameras.

Photograph by Porsche GB

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YOUR 911 HOME

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“It has so advanced the RS genre, it feels as if it’s years ahead”



20



64



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Update

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



New GT3 RS beats 918 'Ring time as deliveries are delayed

Cars with Weissach Package put back due to supply issues

Porsche's new 991.2 GT3 RS is officially faster than the 918 Spyder hypercar around the Nürburgring Nordschleife after driver Kévin Estre completed a lap of the 20.6km course in six minutes and 56.4 seconds. The result means the GT3 RS is the third production Porsche sports car to post a time under the seven-minute mark.

In ideal conditions of 18 degrees Celsius track temperature, Estre and development driver Lars Kern, who piloted the GT2 RS to its record-breaking time of six minutes and 47 seconds last autumn, took to the track in Weissach's naturally aspirated Rennsport. Though both drivers regularly posted times under seven minutes, it was Estre who pedalled the car to six minutes 56, slashing a whopping 24 seconds from the 991.1 GT3 RS's time. Much of this can be put down to new Michelin Pilot Sport Cup 2 R tyres, which Porsche says will soon be available for general order to GT2 RS and GT3 RS customers from their local Porsche centre.

However, the news comes as customers who have ordered the 'Ring-conquering 991.2 learned of further delays to its build time as the latest twist in an already convoluted affair surrounding the car's optional Weissach Pack. Unavailable for early builds due to an inability to have the Pack's magnesium wheels manufactured in time (which so far has ruled out Weissach Pack on any cars being delivered to the UK), now customers in other territories are facing further delays after Porsche put a stop order on the premium weight-saving option.

The latest twist comes as problems have emerged with the supply of the titanium roll cage from Porsche's outsourced Italian supplier. No date has currently been given for customers expecting GT3 RS's with Weissach Pack to be built. "On top of the earlier fiasco surrounding production of the magnesium wheels, it seems Porsche is selling products it can't seem to supply," one disgruntled customer told **Total 911**.



Early 911 Bosch headlights available

Essex-based Karmann Konnektion are now offering new Euro-spec Bosch headlights for 911 and 912s from 1964-68. The headlights feature a flat Bosch lens (non H1) and period-correct chrome ring, and come ready to fit. Available exclusively from Karmann Konnektion, the lights are priced at £749.00 per pair. Call +44 1702 340613 for more information.



Dunlop Sport Maxx Race 2 for GT3 RS

Dunlop has announced its new Sport Maxx Race 2 tyres have been approved by Porsche as N-rated for the 991.2 GT3 RS. Dunlop's Sport Maxx Race 2 tyres have already been approved for use on the 991.2 GT3 and 991 GT2 RS and, after testing on Porsche's proving ground in Nardò, Italy, the tyre was approved as OE fitment for the updated GT3 RS.





992 Turbo spotted testing at 'Ring

Prototype's first visit to Green Hell reveals new front PU and extended rear spoiler

Total 911's spies have captured the next-generation Porsche 992 Turbo testing at the Nürburgring Nordschleife for the first time. After various sightings of prototypes gracing the public road in recent months, a visit to the Green Hell shows Porsche is stepping up its testing efforts as the company

looks to introduce the car by the end of next year.

The pictures reveal key new details to the next-gen 911 Turbo's make-up, including a revision to its active aerodynamics. At the rear, the Turbo's wing, which was previously revealed to be much wider than the outgoing 991.2,

also appears to sit much higher on taller, extendable struts. Meanwhile, at the front of the car, a revised active lip sits below the mule's PU as Porsche looks to manage downforce and aerodynamics in its Turbo supercar, which is set to offer an engine with an output of 600hp-plus for the first time.

What's on in 2018

- Supercup round 1
11-13 May
Round one takes place in Barcelona
- Le Mans 24 Hours
16-17 June
The world's most famous 24-hour race takes place in France
- Goodwood Festival of Speed
12-15 July
Porsche will once again headline the world's largest motoring garden party
- Festival of Porsche
2 September
Porsche Club GB's national event returns for 2018
- Rennsport Reunion VI
27-30 September
The world's best Porsche show takes place at Laguna Seca



Porsche opens fourth OPC in Scotland

Porsche Centre Perth joins Aberdeen, Glasgow and Edinburgh

Porsche Cars Great Britain has opened its fourth new dealership in Scotland after Porsche Centre Perth opened for business in April. Ideally situated next to the A9, which leads enthusiasts north and directly to the start of the stunning North Coast 500 driving route, the Centre occupies a one-and-a-

half-acre site at Tweed Place and will be managed by Peter Vardy Group, which is also responsible for Porsche Centre Aberdeen.

Porsche Centre Perth features a large showroom capable of housing some 13 cars, while a workshop features an impressive eight ramps and two dialogue bays. E-hybrid charging points have also been installed on-site. "I am pleased to welcome Porsche Centre Perth to the brand's network in the UK and Ireland, and further expand representation to our Scottish enthusiasts," said Alexander Pollich, managing director, Porsche Cars GB.



Further investment for Porsche in AI

Israeli start-up to get funding from Porsche Digital

Porsche Digital has purchased a minority stake in Israeli start-up Anagog. The start-up specialises in developing artificial intelligence in the context of mobility, which will add to new features currently being rolled out at production plants in Zuffenhausen and Leipzig. Software programmed and patented by

Anagog allows companies to better understand and anticipate customer behaviour in certain situations. With this investment, Porsche says it is "continuing to drive digital transformation, and as a result can now develop and offer context-based and personalised services to its customers".

Motorsport

The latest news and results from racing series around the globe



Bad luck for factory RSRs at Long Beach

Leading works 911 retires early in shortest race of the season

After a dominant start to its IMSA SportsCar Championship campaign in the GTLM class, Porsche Motorsport North America had to contend with an early retirement after the #912 car of Earl Bamber and Laurens Vanthoor suffered a broken suspension. Bamber was leading the GTLM field when he parked the works RSR in the pits with just 22 minutes of the 100-minute street race remaining. The sister #911 car of Nick Tandy and Patrick Pilet took the chequered flag in sixth.

Starting from the front row of the grid for the first time this season, Laurens Vanthoor promptly

took the lead from lap one at Long Beach, defending the lead before handing over to Bamber during a safety-car period after 38 minutes. Taking to the field in second place behind the leading BMW, Bamber reeled the Munich car in and soon retook the lead for Porsche, promptly making headway between his mid-engined RSR and the rest of the field.

However, it was not to be Bamber's day, a broken suspension putting paid to what would have been an emphatic result. The New Zealander said after the race: "Our 911 RSR ran very well on



this track. The guys did one quick pit stop and we were holding a comfortable lead, but then something went wrong with the suspension and that was the end of our race. It's a shame for the team, but such things happen. Now we'll be back to attack in Mid-Ohio."



Tough start for GT3 R in Blancpain GT Series

Factory-supported Manthey-Racing team finish without points in Monza

The GT3 R's customer assault on various championships around the world got off to a troubled start for 2018 at round one of the Blancpain GT Series Endurance Cup at Monza. Manthey-Racing, with factory support from the three works drivers Romain Dumas, Frédéric Mackowiecki and Dirk Werner, crossed the finish line in Italy down in 45th position after a host

of problems, chief of which was a faulty gearbox sensor which cost the team a total of 23 laps for repairs during the three-hour race. The Blancpain GT Series Endurance Cup is reserved for race cars that comply with FIA GT3 regulations. Round two of the Blancpain GT Series Endurance Cup will take place on 20 May at Silverstone, Great Britain.

SPA-FRANCORCHAMPS
BELGIUM

Circuit
Spa-Francorchamps

00:00:0

LE MANS - BUGATTI
FRANCE

DUNLOP

NÜRBURGRING
GERMANY

DIJON PRENOIS
FRANCE

2018 EUROPEAN TRACKDAYS

PREMIUM TRACK EVENTS ON LEGENDARY CIRCUITS

NÜRBURGRING NORDSCHLEIFE GERMANY

- 3. August 2018 Friday

SPA-FRANCORCHAMPS BELGIUM

- 7. May 2018 Monday
- 8. May 2018 Tuesday
- 5. June 2018 Tuesday
- 26. June 2018 Tuesday
- 9. July 2018 Monday
- 6. August 2018 Monday
- 4. September 2018 Tuesday
- 18. September 2018 Tuesday
- 20. October 2018 Saturday
- 3. November 2018 Saturday

DIJON-PRENOIS FRANCE

- 16. October 2018 Tuesday
- 17. October 2018 Wednesday

LE MANS - BUGATTI FRANCE

- 30. October 2018 Tuesday

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Ben Barker

The FIA WEC driver shares all about his world championship campaign

- **2017-18:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up



© Jakob Ebrey/European Le Mans Serie

My first race in the 991 RSR

Ben finally gets his hands on the latest version of Porsche's mid-engined 911 RSR

As regular followers of this column will know, Gulf Racing has had to wait a full competition year to be able to run the new car, which was only available to GT-Pro class entries in 2017.

However, first impressions – from both pre-season testing and a one-off race in the European Le Mans Series – have been very positive.

Although the ELMS runs on different tyres to the FIA World Endurance Championship, which will be our focus this year, the appearance in round one at Paul Ricard was essentially made to allow the Gulf team to capitalise on the preceding WEC Prologue at the same venue and give both the driver line-up and pit crew additional time to get acquainted with the new car. What we found after a productive week in the south of France was a clear step forward from the car that Gulf had campaigned on the world stage in 2016 and 2017, and a machine that should be competitive in the WEC's hotly contested GT-Am division.

The improvement is most noticeable in high-speed sections where the increased aerodynamic grip really gets to strut its stuff. There's a lot more emphasis on aero here than on the old car, and that makes the new RSR a lot more stable at pace. With the new car being mid-engined, there is none of the old 911's traditional 'pendulum effect' when changing direction. The car is a lot more

predictable when the back does occasionally step out, and is a lot more agile at high speed. After years of campaigning the old rear-engined 911, the new characteristics take a little while to commit to but they engender far greater confidence.

If we take Ricard's famous right-hander at Signes as an example, the difference between the cars is clear. The corner comes at the end of the long Mistral straight and, in the car we used last season, I was braking at around the 70-metre mark, downshifting from sixth to fifth with 50 per cent brake pressure. The new RSR allows for a higher speed turn in, going in flat from the 50 metre board and not braking until 40 metres out. On top of that I only needed around 20 per cent pressure and was able to get back on the power a lot earlier. There was no wait to get back on the throttle, and going through there for the first time was definitely a rush.

The slower speed sections, meanwhile, were a lot closer to how they were in the old car, with emphasis on rotating the car for a good exit. There's still a lot of trail braking and focusing on getting the nose of the car turned in but, all in all, it's still a big step forward from what we've been used to.

While the driving technique remains much the same, the driving position doesn't. The mid-engined layout means that the cockpit confines

change slightly, which isn't good news when you're 6'5"! With a fixed seat and a pedal box that doesn't adjust a great distance, I reckon I've lost about three inches of legroom... Add in a new, more reclined seating position and there is a lot to get used to. I don't mind the laid-back perspective, which is more akin to a single-seater, as I quite like sitting lower in the car and getting more feeling through the chassis, but the slightly raised pedal box certainly makes for a slightly awkward posture.

The new layout also means the mechanics have to find new ways of working on the car, but they have already commented on the fact that the sections appear to go together like Lego and can be changed seamlessly. Underneath the skin it is more technical than its predecessor, with double wishbones and new suspension arms at the front, while the revised engine position means that getting to it is a little more tricky than before.

Unfortunately, the ELMS race did not give us the result that we had hoped for, with a fuel pressure problem forcing the #86 car out about 90 minutes into the four-hour event. However, it was encouraging to have taken the class lead about ten minutes before the gremlins struck, so the future looks bright. There's not long to wait until the opening WEC round at Spa and we're already gunning for Aston Martin and Ferrari...



GUEST COLUMN

The market insider



ABOVE Karl remembers the days when Porsche Centres struggled to sell GT cars – a far cry from the present

Car sales: have we been here before?

With nearly a decade of buying and selling reputable Porsche to his name, Karl Meyer offers his views on how the marketplace has changed, and what's in store in the months ahead

Let me encourage you to play a little game. Take ten people you know who love cars, and ask: "What do you think is going on with the premium car market today?" You may be surprised by the answers you receive. I certainly was.

The premiums GT cars command is a red-hot topic, and has been for some time. Everyone is talking about it, but what is the truth? What's fact and what's opinion? I found it sobering when I singled out individuals from the crowd to discuss the topic off the record, and their overwhelming and honest response was: "We really don't know." Whatever your opinion, there are some objective facts that can't be ignored. The data suggests we have three eras to consider: historic past, recent past and the present.

Historically you may be surprised to learn how different things were only 15 years ago in the OPC network. 911 sales made up less than one per cent of car sales in the UK, and for Porsche Centres to find homes for their 911 stock allocation was, at times, challenging. Most centres operated a funding model where they could keep the car in the showroom for a maximum of 180 days, and after that period the Centre had to pay for it in full. Worse still, they didn't have any means to tell the world about it, because Youtube hadn't been invented yet. How times have changed!

This is a far cry from today's problem, where Centre Principles fight their case to secure

as many GT and special-edition cars for their customers as they can. In the recent past, the vast majority of GT and RS product found its way into the hands of your archetypal crazy gentleman racer, serious track-day enthusiast, car collector or European rally-type playboy. These were people seeking lots of fun who were happy to lose lots of money in the process. These happy days take us all the way to and include the 997.2 GT3 and GT3 RS, before things started to change again.

After the RS 4.0, it would seem ironic that the car to get the world talking about buying a car at your local OPC and profiteering from the experience was not a GT car at all, but the Sport Classic. Prices slowly started to creep up due to its tiny production numbers. From then on all enthusiasts vowed never to be caught off guard again, adamant that anything produced in small numbers would fit the investment criteria.

Subsequently, everything 991 limited and GT sold out months in advance – customers couldn't get their deposits down fast enough. With the rise in the classic car market, likely due to disappearing interest rates, air-cooled prices started rising, too.

So what now? I believe we have a combination of the two foregone eras wrestling each other. What we are seeing is 991.1 GT3s below list price. Meanwhile, 991.1 GT3 RS cars are changing hands, in the trade at least, for pretty much list money, and the premiums commanded by the Gen2

cars are a fraction of what the Gen1 cars were at release. Porsche AG has installed measures to curtail the 'flippers' out there, too.

A glance at some of our competitor stables also paints a bleak picture for some speculators: cars with delivery mileage are advertised a year later for nearly £100k under list money. These were clearly bought to be sold on. That's a knock-out blow that will scare away a chunk of speculators from the marketplace, and is already changing the landscape.

As hot as the topic is, it's good to be reminded that this fight has played out many times before, and will again, and so I would feel remiss not to give a nod to the unsung hero in the saga who, regardless of era, is tirelessly working in the background: your OPC sales team. Whether there are too many RS cars or never enough, it is they who walk the tightrope of pleasing everyone – both customer and manufacturer. They are seldom told the secrets of allocations until it's too late, and it is they who must face the public's questions. So let's see what the next 911 brings. And, with the factory closure and 992 tooling upstarting, I think we could see 6 to 12 months of them all being a bit thin on the ground. So go and get one – any one... and simply love driving it!

Karl runs 2911, the smart new way to sell your Porsche. Uniquely linked to the OPC network and independent market, call +44 (0) 7779 100 069 with details of your modern, GT or classic Porsche.

Views

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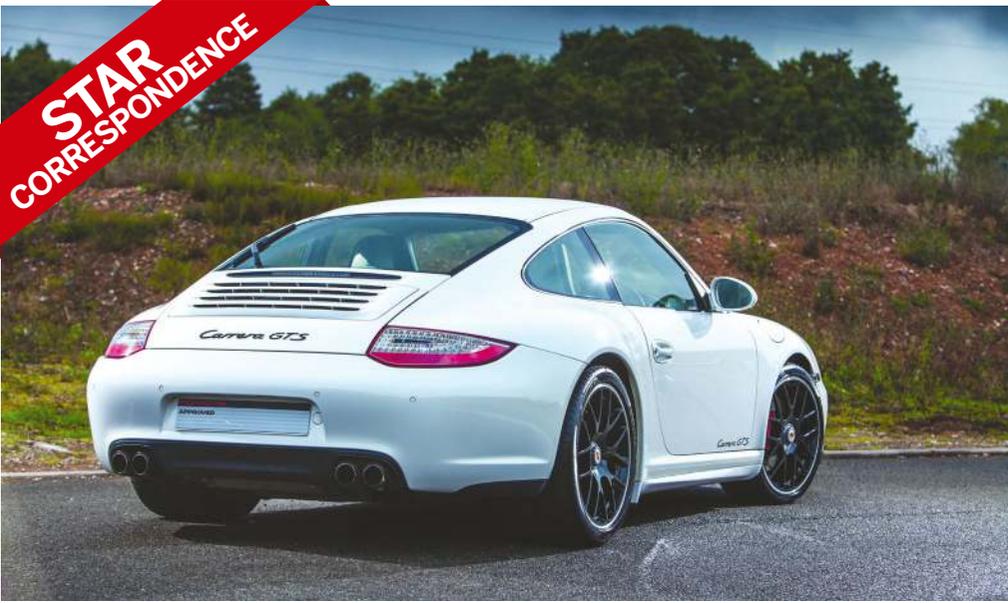


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997.2 C4S v GTS

Dear Sir,

Total 911 has been an educator, companion and friend to me for many years, yet I have never written in previously. However, I simply could not hold back kudos to your team with the superlative issue 164, which put together in one issue so many of my favourite Porsche chat topics.

I enjoyed your feature on Andreas Preuninger; I consider him a rockstar in the Porsche or, indeed, automotive world, and his YouTube discussions on the GT cars often compete with the missus for my attention when I am home. So it was with much amusement that I learned he was a “freak for rock music” and collects guitars...

But you also put side-by-side the feature on 30 years of 4WD and the 997 GTS dossier, and unwittingly re-kindled within me a conflict of desire that I had thought was long gone. Let me explain.

I live in Singapore and, swayed by rave reviews, I spent some years hunting down the perfect 997 GTS. There are only a few here and I was not able to find a specimen to my liking, but my journey was not wasted, as I was able to learn much on the beloved 997 both from chats with fellow enthusiasts and fantastic periodicals such as yours. I ended up with a 2010 C2S, and thereafter exchanged it for a 2009 C4S at my friendly neighbourhood Porsche dealer.

Soon after collecting it my neighbour, a passionate petrolhead who counts in his collection a Guards red 993 Carrera 2 tuned to produce

well in excess of 300hp, could not resist coming to me with a deep frown and a tone that barely masked his disapproval, to ask why I had chosen to abandon a ‘pure’ C2S for a C4S.

I was quite proud to distill the fruits of my hunt and my studies into three main reasons. I found the C4S to be no less involving, and its steering was obviously steadier with a splash more weight to my liking when compared with the C2S (a plus for a daily driver). I enjoyed being able to drive the C4S no differently in both the dry and the wet (compared with the UK average at around 36 per cent with total precipitation of 885mm, it rains on average some 60 per cent of the year on this tropical island with an annual rainfall of some 2,166mm). Lastly, that *je ne sais quoi* 44mm-wider rear, accentuated by the iconic red reflector uniting its two rear lamps, always made me walk around my car after parking just so I could look at it. My neighbour laughed and nodded his head with child-like glee and we went our separate ways – another 4WD 911 convert perhaps?

Reading your feature proved to be the perfect coda for my 997 journey, for it consolidated and enhanced my learning and love for the 4WD 911 which, notwithstanding the current perfection of the technology, continues to be dogged with ‘fake news’ about it being more sterile and less agile when compared with its 2WD sister.

Flipping thereafter to the buyer’s guide on the 997 GTS, I was reminded of the start of my journey

and, contented and happy as I am, it admittedly stirred up a what-if and a what-could-have been. It also leads to my questions, which have never been satisfactorily answered in many forums and sadly not in your guide: acknowledging the brilliance of the GTS, but putting aside the aesthetics (the black-themed exterior bits, the Alcantara interior and the ability to delete the rear seats) and its reduced noise insulation, is the GTS not simply just a C2S or C4S with all mechanical-enhancement options ticked? If my C4S already has the wide body and Sports Chrono Package Plus, would I be getting the full GTS experience if I retrofitted the powerkit? Is the GTS really an example of how a car can be greater than the sum of its options or is it just hype?

Shawn Chen

Thanks for the kind words, Shawn – I’m also glad to see our content in T911 continues to stir the emotions! In regards to C4S versus GTS, some aspects of the GTS’s specification can be replicated (you mention the Powerkit would boost your C4S to the 408hp of the GTS), but then there are some options which are exclusive to the GTS, for example the centre-locking RS Spyder wheels. You’ll also need to check if spring rates and damping settings are the same. For the money – and lengths – you’d go to for a full conversion, you’re better off simply buying a genuine GTS.

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 3rd Edition** bookazine, worth £9.99!



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911 R v GT3 Touring

Dear Sir,

Great to see this mentioned in your recent editorial page because there is much talk about these two cars and how they compare online. On paper it seems the R's unique specification of lightweight body (with magnesium roof) plus single-mass flywheel means it'll remain superior to the GT3 Touring, but come on: if the GT3 Touring is only 10 per cent inferior to an R yet costs less than half as much, surely it's the car to have?

David Norris

This looks set to be a debate that'll rage on for some time. In terms of value it's hard to compare the two: the R is a numbered-production car and a one-off special, the Touring isn't. In terms of how they drive, the R is superior, but only just. Really, both sets of owners should be grateful. The R retains its place at the top of the tree, while the Touring offers a similar experience for a more friendly price point. Nobody loses here!



In praise of the 997 GTS

Dear Sir,

Very happy to see the 997 GTS feature in the April 2018 issue. I own a Carrera 4 GTS, acquired in November 2017. I named her Helga. It's my first 911, and I am very glad I waited many years for it. I can't compare it to other 911s, but I did test drive a 991 C4S at Silverstone, which wasn't bad, but I prefer the 997 in terms of aesthetics. The 991's bum is rather large for me, but Helga is just perfect. Driving her is an absolute dream. Your comment about brake corrosion is spot on, especially around winter. I will be taking her to Wales and Scotland soon. She will love it!

I believe the 997 GTS will be a future classic. My dream car was a 964, but I am very happy with Helga. She won't be sold – at any cost.

Adebanji Alabi

I'm so pleased our 997 GTS feature resonated with you, Adebanji. The 997 GTS is an absolutely cracking car and a surefire future classic. Great to hear you're having fun driving the car, as we're sure we're seeing less 911s on the road day-to-day due to rising values. Do keep us posted on your Porsche story, particularly your Wales and Scotland trips!



Ask the expert

Got a question for our Porsche technician? Email us editorial@total911.com



Scott Gardner

Job Title
Gold Diagnostic Technician
Place of work
Porsche Centre Bournemouth, UK
Time at Porsche
12 years

I'm the owner of a 2002 996 Cabriolet with 95,000km on the clock. I bought it in Berlin in July 2008 and brought it back to Portugal. I'm very happy with the car.

The reason for my contact is because when I run over bad surfaces, I notice a noise at the very rear of the car. A strong 'clanking' sound; it seems something like steel against steel.

I have taken the car to my local Porsche centre, Centro Porsche Porto, to investigate, but no mechanical problems arose. The brakes, suspension, struts and nuts are all ok – they even checked rear brakes, mufflers, arms... Porsche said it could be some water pipes or tubes which are passing very near the body to make that strange noise.

I understand that you cannot make a diagnosis over email, but I wonder if you have any further comments to add which may help me. I'd love to be able to solve the problem of this irritable noise. I have a fear that something might have broken, and if we drive on a highway at high speeds it could be dangerous.

Francisco Guimarães

Scott's answer: This is very interesting. If you are experiencing a metal-on-metal rubbing noise only on rough surfaces or bumps it could be a number of things. I have seen a lot of issues with brake discs' backing plates rubbing against the brake discs intermittently, for example.

Alternatively, if the noise is more of a clonk or hollow knocking noise I would be inclined to look at the rear trailing arm bushes, perhaps remove them and check for play, which again is a common issue.

Lastly, I have seen a few issues of golf ball-sized stones that have flicked up and sit on top of the lower arms that again intermittently can cause clonking noises. Regardless, further investigation is clearly needed to solve the issue.



Rare colours quiz

Dear Sir,

In reference to your challenge to name the hues of the Porsche displayed in your 'Rare colours' article (Total 911 issue 163), please find my answers below. I'll be interested to hear the correct answers!

- Speedster – Pure blue
- Sport Classic – Sport Classic grey
- 997 GTS – Ipanema blue metallic
- 996 Turbo – a tricky one this, I'm torn between Ocean Jade metallic and Blue turquoise, but I'll go for Ocean Jade metallic

- Turbos S Exclusive – Saffron yellow
 - 911/50 – Geysir grey metallic
 - G Series – Magenta
 - 964 Turbo – Marine blue
- Paul Barlow**

Incredibly, Paul, you're spot on – I say incredibly as I was sure the lighting (or lack of it) in the Porsche press picture of the Ocean Jade metallic 996 Turbo would deter hopefuls from the correct answer. Your perseverance has paid off! A Porsche prize is in the post.

Missing Speedster copy

Dear Sir,

Thank you again for your good work on Total 911. Always a good read. I took particular interest in the question and answer on issue 164 page 15 under the 'Views' section, regarding a potential 991 Speedster, and no doubt a 'Sport Classic'. However, the answer seems incomplete. Have I missed something?

Nigel Jones

You have indeed missed something – as have we! Unfortunately the end of our reply was lopped off the page during a design tweak. We managed to rectify it for the digital edition, but unfortunately it was too late for the print version. Here's the rest of our response for you:

Rumours have long been doing the rounds regarding the possibility of a 991 Speedster (as you know, Total 911 first reported this back in 2016). As you'll see from our Update section this issue, Total 911 has been informed Porsche will celebrate 70 years of existence



by releasing a Speedster at July's Festival of Speed. Its 356 Speedster was a pillar of the brand in the early days and Porsche certainly knows how to fittingly mark such an occasion. 1,948 examples are set to be built. Apologies for the error, hopefully that won't happen again!



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SEVEN-MINUTE WONDER

The 991.2 GT3 RS has asserted its authority all over the Green Hell, now we pitch it against its predecessors around the de-restricted Isle of Man

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

“It won't be under seven minutes,” said GT director Andreas Preuninger when I asked him about a Nürburgring laptime at the 991.2 GT3 RS reveal in Finland earlier this year.

He was wrong: it is, and comfortably so, the Lizard green RS lapping the ‘Green Hell’ in 6 minutes 56.4 seconds in the hands of Porsche works racing driver Kévin Estre. That's 24 seconds faster than the outgoing GT3 RS, which is little short of incredible.

It underlines the changes to the second-generation car, revisions which, on paper at least, look relatively insignificant. The engine is now that of the current GT3, albeit featuring a differing intake and exhaust. Its power creeps up – not leaps up – to 520hp, it revving to the same, glorious 9,000rpm. The increase is just 20hp over the GT3 and the Gen1 GT3 RS, Preuninger suggesting in Finland that the extra power would only account for a second or so worth of improvement.

Aerodynamic revisions, the immediacy and intricate control of the engine, the electronic differential, rear-wheel steering and PDK transmission and, crucially, the suspension would play their part, too. The new car borrows heavily from its GT2 RS sibling, that means 991 Cup in Nürburgring specification-derived, solid-mounted suspension, with spring rates double that of the outgoing RS, but softer dampers and anti-roll bars. It's here that Preuninger suggests the biggest gains have been made, and on the road there's no denying they're revelatory.

If the 991.1 GT3 RS felt the most distinct departure from its mere GT3 relation previously, then the 991.2 shifts the RS genre into a different area again. The changes on the road are scarcely believable. Had you told me a 991.1 GT3 RS could be so comprehensively out-pointed I simply would not have believed you. The most familiar element is its ➔





engine, Porsche's naturally aspirated 4.0-litre unit a masterpiece, previous experience of it in the standard GT3 underlining that. In the RS it's sharper, even more immediate and sounds absolutely incredible. The GT department has worked extensively on the systems controlling it, indeed, the entire GT3 RS project defined by adding precision and accuracy to every single element of the car's controls.

You notice that as soon as you brush the accelerator, the enthusiasm to spin up to its redline even more apparent than with the GT3. The differing intakes, the titanium exhaust and the loss of some carpet and sound deadening give it a clearer, more evocative voice, too, the mechanical sound not raw, but cultured with edge. Peak power's at 8,250rpm, but just try and avoid chasing that redline at 9,000rpm. There is no let-up as you do, the reward not just the evocative notes the flat six creates, but the continued rush of acceleration across its entire rev-range.

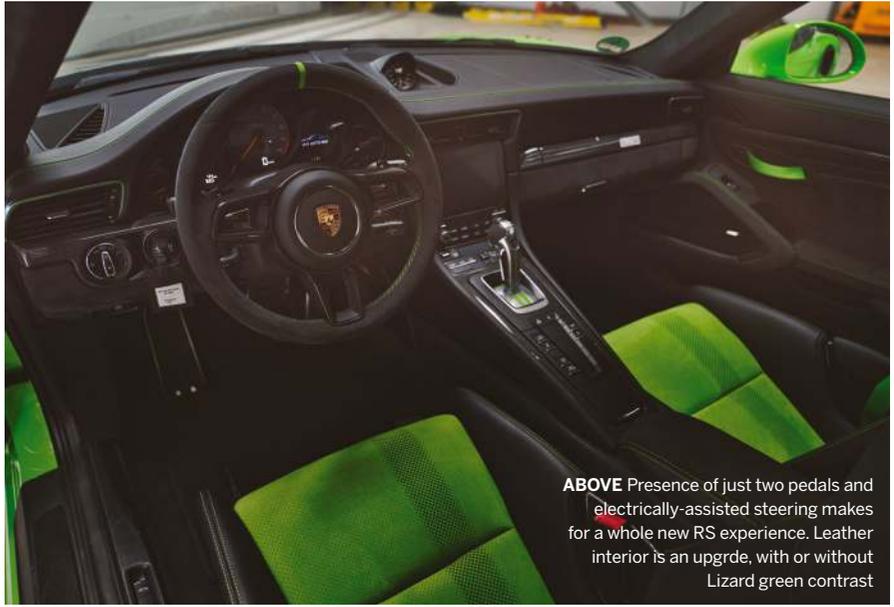
We've not got the Nürburgring at our disposal today to explore that, instead we'll make do with the de-restricted country roads around the Isle of Man. The RS can stretch its legs here, though it might not be able to do so were it not for the sophistication of the suspension. It's here, specifically, that the GT3 RS takes an evolutionary leap over its predecessor. The GT2 RS-derived set-up allows incredible control

and composure, despite tarmac that's about as far removed from a racing track as it could possibly be. Imperfections on the surface are the norm, smooth tarmac here evidently anomalous, which makes it even more incredible to think that the bike racers who call these roads home during the TT races carry so much speed down these same roads.

To say the RS's suspension filters those tough surfaces out would be disingenuous. Instead it's defined by its control, without any loss of communication, the suspension the greatest facilitator in the GT3 RS's increased speed. Driving down the same road in the 991.1 RS, the wheel is busy, the chassis running out of ideas before the engine's had a chance to do its thing. In the new car that's simply not the case; there are no clear limitations to the suspension's ability, it so apparent it feels like you're driving down a completely different stretch of road. The steering remains crisp, richly detailed and beautifully weighted, yet uncorrupted and resolute. What's clear is that there's no need for the constant corrections of the Gen1 car as the front wheels' trajectory is kicked off-line by the difficult surface rolling beneath the tyres, the new RS is authoritative and controlled, exceptionally so.

That in turn allows – demands, even – you to explore the engine's performance that bit more. ➔





ABOVE Presence of just two pedals and electrically-assisted steering makes for a whole new RS experience. Leather interior is an upgrade, with or without Lizard green contrast



ABOVE 12 o'clock steering wheel marker, door pull straps and smattering of alcantara show 997's motorsport intentions. Deleting PCM & aircon as here saves vital kilos



ABOVE Interior of 996 is most basic, with only six options available from new. There's no traction or stability controls to turn off here!

— WEISSACH PACK —

Pack or not? That's not a question UK buyers get, initially at least, the Weissach Pack's availability not really possible until the RHD UK-market cars are batch produced down the line. This also accounts for the lack of PTS, in case you wondered. Does the 27kg really make a difference? Undeniably, it does, it impossible to remove around 11.5kg of unsprung mass and for it not to make any difference. It's marginal though, not so significant to make it a must-have. The WP-equipped car rides with slightly more mesmerising ability on the loM roads, but nobody's going to feel short-changed by the standard car. Indeed, for me – and I know I'm not alone here – the Weissach Pack is too overt visually speaking. The wheels I'd want, but as Herr Preuninger himself admits, they'll be available in time from Porsche...



ABOVE 996 used narrow body from C2 counterpart, 997.2 and 991.2 switched to Turbo body for wider tyres and track width



Do that and the combined efforts of Preuninger's team are clear, the GT3 RS working cohesively as a package, the engine mated not just to a chassis that's enabling its performance, but a transmission, too. You barely have to tap the paddle on the steering wheel and the PDK gearbox has selected another ratio, and the engine's searing towards its redline all over again. Downshifts too are so instantaneous that there's no paucity in the response, it so quick in its shifting you'd swear it's predictive. It too facilitates the feeling that this RS takes the GT cars to another level, the Gen1 car's shifts feeling slovenly, relatively speaking here, in comparison.

RS models have, by definition, always been about incremental gain, a collection of small but significant improvements to create a greater whole. That's obvious here, though small as the changes might sound, the overall benefit is demonstratively greater than any same-series RS revision before it. The Gen2 car feels not like a development of the car that preceded it, but something far greater than that.

The aero changes – those NACA ducts, with their many benefits for air flow, weight saving and brake cooling up the front – don't bring any clear advantages driving on the road, but will surely have helped Estre achieve that outrageous lap time. What

is clear is that the greater wheel and body control are key in improving the front axle response. There's no slack in the steering either; add some lock and the nose goes exactly where you want it to, it so faithful, uncorrupted and sharp that you can lean on it with utter conviction, certain in its response. Thank the tyre's contact patch being better used and the suspension's more sophisticated control for allowing that.

Add too the detail changes to the steering's control systems, both on the front, as well as the rear-wheel steering elements, and the GT3 RS corners with a precision that's astonishing. There are masses of grip, mechanical as well as aero, though it's the former that's apparent at the sort of speeds that are possible even on the Isle of Man's speed-enlightened country roads. Throw moisture into the mix, our drive largely undertaken on wet roads,

“The combined efforts of Andreas Preuninger’s team are clear... this RS takes Porsche’s GT cars to another level”

and the GT3 RS's cornering forces are even more impressive. Traction too is mighty, though breach both it and grip and the RS's transition is so quickly communicated and caught as to make it feel like the most natural thing in the world.

It's that control, the cohesive whole that dominates the driving experience. There's an immersive quality to how it drives that's beyond anything that comes before it. That's all down to ➔



BELOW 997.2 still genuinely engaging on the public road, 991 however needs de-restricted roads or a track to really thrill



the detail, the infinitesimal changes made to the engine, gearbox, electronic differential, steering and suspension. It adds up to an RS that moves the game on hugely. That accounts for those 24 seconds in Germany. Significantly, though, those track gains aren't made at the expense of road ability, indeed they're because of it. The RS's magic remains in its extraordinary breadth of capabilities, being arguably greater than any sports car, whether it hails from Porsche's catalogue or not, and this new RS is demonstrative of that.

Yet here I am getting excited about stepping into a 996 GT3 RS. Call it nostalgia, my first RS experience being in the first modern-era, water-cooled 996. That was back when it was launched, borrowing the UK press car in winter and driving it virtually all night on greasy, difficult roads and enjoying enormously its purity, its dedicated take on the RS legend that went

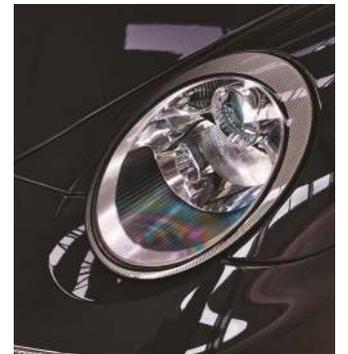
before it. That was 14 years ago, and yet the memory is still fresh.

Getting into the 996 GT3 RS today, in the company of all the cars that followed it – with the exception of its 997 4.0 RS relation – doesn't feel like such a huge step back in time. Visually it's so simple, the rear wing, considered outrageous when it was new, looks positively meek compared to the cars that followed it. The respectful nod to its legendary 2.7 RS predecessor via contrasting blue graphics on the flanks and the colour-coded wheels couldn't be more evocative. It's rare, too, with under 700 built. It's demonstrative of an era where modernity wasn't molycoddling; there's contemporary performance, crash structures, modern tyres and reliability, but neither is there traction or stability control.

I'm wondering today if that's wise, as the roads are somewhat damp. That it's demanding is part of

its enormous appeal. I'm more tentative with the 996 RS than the new car, building up to its limits slowly, re-learning its quirks and building a trust in it. The engine, a 3.6-litre with a quoted 381hp – though Preuninger admits none left the factory with less than 400hp – allowing a 4.4-second 0-62mph time, some 1.2 seconds adrift of the new car.

The engine, though not as trigger-sharp in its response, nor as indulgently greedy for revs, has plenty of heart, pulling strongly, the manual transmission that controls it as analogue as the rest of the driving experience. It's the steering that's the biggest difference, though. Turn the steering wheel and there's a yawning pause before anything happens. It is initially unsettling, though you learn that it will turn in, even if it does so by feeling like the rear-axle's doing the turning. I'm still sold on it, not least because its performance remains in the league of ➔



991 v 997 v 996

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ABOVE Preuninger climbs behind the wheel of his latest creation for a blast around Man's TT route





real-world useable, while still remaining demanding of you as a driver.

I've lost count of the times I've driven the grey car here. It's something of a legend in Porsche circles, even the GT department staff referring to RO10 HBY as 'Heebee'. A Gen2 997 RS, it's been on the UK Porsche press fleet since it left the production line in Germany, and I'm smitten. If the 996 GT3 RS represents a bridging point between the analogue old school and modernity, then this car can very much be considered its zenith. Key is the way the front axle responds. No, it's not as utterly faithful as the new RS, but compared to the 996 it's a revelation. There's feel at the wheel, the nose turning in neatly, the steering weight so finely judged and the messages coming from it beautifully crisp. The engine, too, is sensational, its 3.8-litre with its 450hp output is often shadowed by the limited-series 4.0 RS that was spun off it, but in no area is it lacking. Overall it's not as sharp or as outrageously fast as the new car, but with its manual transmission and the demands it places on you as a result I'm not sure it would be any better if it were.

"Which one?" I'm asked. If I had to take away the keys to one car I'd be massively conflicted. The new

RS is incredible, a car that's game changing, yet it achieves its extraordinary ability without detachment, it rich in feel, demanding and engaging and mind-blowingly, re-calibratingly rapid.

Even so, it's a toss up between the earlier cars for me. I think, ultimately, I'd be frustrated with the new RS, simply because the opportunities to really, really enjoy it would be limited – however genuinely engaging it proves at ordinary speeds. The 996 RS comes close, more so than it perhaps should, that nostalgia and the way it looks having a lot to do with that, but it's the Gen2 997 GT3 RS that is the one I'd take home. Just why comes down to a number of reasons: it's fast enough and it's modern, yet has enough character to appeal across a broader spectrum of driving situations. Yes, the manual transmission plays its part in that, but it's demonstrably not the clincher here.

All three are incredible cars for their own different reasons, and while it's indisputable that it's a case of good, better, best when placed in time order, all represent the RS perfectly in the period they existed. Maybe except the new car, as it's so advanced the RS-genre to feel as if it's years ahead, which it is... until the next one. **911**

— VERDICT —

991.2

T911 likes: Immense clarity, sensational control, absolute purpose on road and track
T911 dislikes: Limited WP availability and having to jump through hoops to get one

997.2

T911 likes: Blend of old and new worlds, manual transmission, driver engagement
T911 dislikes: Boredom of hearing the 4.0 is better; depreciation hasn't happened

996

T911 likes: Evocative looks; rarity; it's just you and the machine
T911 dislikes: The steering requires learning; 996 cabin; depreciation has already turned into appreciation



THE RAREST RENNSPORT

Every Porsche bearing an RS badge is special, but none for the road are rarer than this one. With Total 911 in the presence of true greatness, we explore the ultimate 964

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

If, like us, you've a keen eye on 911 values and auction results in particular, RM Sotheby's recent Amelia Island sale would have made for a fascinating watch. While many Porsche struggled to build on their lower estimates, lot 167 reached well into seven figures before its frantic end, the sale transporting us back – momentarily, at least – to the explosive heyday of the Porsche auctions of 2014 to 2015.

The car in question was a 964 RS that set a new record for the model by fetching an eye-watering \$1.65million. This wasn't any ordinary 964 RS though, but the rare, wide-bodied, 3.8-litre 964 RS. Achingly desirable having covered just 800km and looking stunning in Paint-To-Sample Ferrari yellow, the car is just one of 55 examples ever built by Porsche.

But what do we really know about Porsche's rarest road-going Rennsport? It's worth a reminder of the car that sired this very special Neunelfer, and that model was the 3.6-litre 964 RS. Appearing in 1991, it was born from Porsche's need to go racing in the Carrera Cup – a series that had been conceived by Roland Kussmaul and talented engineer, Helmut Flegl – and pared a mildly fettled flat six producing 260hp with an obsessive focus on weight saving. The result was a 911 that exhibited a purity of focus not really seen since the seminal 2.7RS. Naturally, Porsche felt the need to take things a step further, and it would again be motorsport that lay at the heart of their decision. More specifically, it was the desire to race an RSR variant in the bigger-engined GT-category, and the result was the car you see here. Constructed by the racing department at Weissach ➔



LEFT Wide body, fixed wing and Speedline wheels visually mark the 3.8-litre RS from the 3.6

and only available by special order from them, there has tended to be some dispute around the actual numbers made, although our information tells us that just 104 examples of the 3.8 RS were built and, of those, just the aforementioned 55 were for road use. The remainder were RSR racers, and of the total production all except two were left-hand drive.

But anyone thinking this was little more than a warmed-over 3.6 couldn't have been more wrong, and by the same token if Porsche had set a budget for this project, then it seemed the engineers had ignored it. For one thing it differed markedly in appearance, being based on the wider Turbo body shell and featuring a more extreme aerodynamic package that encompassed a deeper front spoiler and a biplane rear wing that was both adjustable and formed in one piece with the engine lid. The shell was also strengthened over the 3.6 and contained additional welds, while aluminium was used for the doors and luggage compartment lid. Along with lighter glass, and a cabin stripped of all extraneous trim and equipment, Porsche quoted a kerb weight of 1,210kg, made all the more impressionable given the larger brakes, body and wheels.

Whatever the actual numbers, it could still be considered extremely lithe compared to any other 964 variants (the 320hp Turbo was a positively porky

1,470kg), and then there's that engine. The M64/04 unit gained its extra capacity via an increase in stroke from 100mm to 102mm – the bore remained at 76.4mm – although that was just the beginning. Developing 300hp at 6,500rpm and 360Nm of torque at 5,250rpm – both notably higher crank speeds than required by the 3.6 – the new motor featured a raft of careful developments, including an increase in compression ratio (up from 11.3:1 to 11.6:1), a revised intake with individual throttle butterflies to sharpen the throttle response and tweaks to the engine-management system. Bigger inlet and exhaust valves were fitted, too, with sizes increased to 51.5mm and 43.5mm respectively, and gas flow improved with polished ports.

The result was a 964 that dipped below five seconds in the sprint to 62mph and would carry on to 170mph, both notable improvements over the 3.6 RS. Although the gear ratios in the G50/10 five-speed transmission were unchanged, it was fitted with steel synchromesh for greater strength, and power was delivered to the road via a limited-slip differential with a more aggressive 40 per cent locking factor. And the upgrades kept on coming, the 3.8 variant featuring uprated, cross-drilled brakes borrowed from the Turbo S, along with the fitment of split-rim Speedline wheels measuring 9x18-inches at the front

and a steamroller-sized 11x18-inches at the rear. Those brakes retained the ABS and high-pressure hydraulics found in other 964s, and the lowered, uprated suspension mirrored that of the 3.6 RS, although the power-assisted steering gubbins had been junked, both to save weight and to provide the driver with the ultimate in feedback.

As for price, you could hardly expect a car boasting this level of engineering and motorsport input to come cheap, and the RS didn't disappoint. Had you held the necessary sway with the racing department and been one of those lucky 55 then Weissach would have relieved you of DM225,000, which was just a little north of £90,000. And had you intended to go racing, DM270,000 would have secured an RSR that needed no further readiness before taking to the track. It's fair to say that the sum of all these parts added up to a devastatingly capable road weapon, but the thing that really mattered to Weissach, what had driven the project from the very beginning, was what the 3.8 RSR achieved on track, and here it was to prove its mettle straight away.

It was back in 1988 that Jürgen Barth had originally proposed the idea of a 964 RSR to competition director, Peter Falk, so it was fitting that Barth (along with co-drivers Dominique Dupuy and Joël Gouhier) was behind the wheel when the new model won its



Model **964 3.8 RS**

Year **1993-94**

Engine

Capacity 3,746cc

Compression ratio 11.6:1

Maximum power 300bhp @ 6,500rpm

Maximum torque 360Nm @ 5,250rpm

Gearbox Five-speed manual

Suspension

Front Independent; lower wishbones; MacPherson struts with coil springs; gas-filled double action shock absorbers; anti-roll bar

Rear Independent; MacPherson struts with coil springs; gas-filled double action shock absorbers; anti-roll bar

Wheels & tyres

Front 9x18-inch Speedlines; 235/40/18

Rear 11x18-inch Speedlines; 285/35/18

Dimensions

Length 4,275mm

Width 1,775mm

Weight 1,210kg

Performance

0-62mph 4.9 seconds

Top speed 169mph

Know your lightweight 964s

964 RS Touring

A more luxurious way to enjoy the RS, M002 spec included the likes of leather trim, electric windows, air-conditioning and a stereo. There was also additional sound deadening and a dual-mass flywheel, both of which boosted refinement. This resulted in a car that weighed around 70kg more than the Lightweight models.

NUMBER BUILT **APPROX. 76**

964 RS Lightweight

Known as the Sport in non-UK markets, this was essentially a Cup car for road use. All of the Touring's luxuries were removed, leaving just a thin carpet to provide some civility, and little or no underseal saved further weight. The latter meant just a three-year anti-corrosion warranty.

NUMBER BUILT **2,039**

964 RS N/GT

Badged as the 'Club Sport' for the UK and using the M003 build code, it was produced for European GT competition. The uncompromising race spec included a Kevlar-shelled Recaro seat, four-point Schroth harness and Matter roll cage, and it also benefitted from a racing clutch and lighter flywheel.

NUMBER BUILT **APPROX. 290**

964 C4 Lightweight

Something of an oddity and very rare, this was built at Weissach and cost a substantial DM285,000. It used plastic for the side windows and aluminium for the doors and front/rear lids, and was powered by the 260hp RS engine. The rally-spec four-wheel drive system differed from the one found in regular C4s.

NUMBER BUILT **22**

964 3.8 RS

Built to go racing in the GT category, the 3.8 was the rarest of the RS breed. Major engine revisions resulted in 300hp, while the remainder of the mechanicals were upgraded for the ultimate in driving purity and track performance. Scored a class win at Le Mans first time out.

NUMBER BUILT **55 (ROAD CARS)**





GT class first time out at the 1993 Le Mans 24 hours. And that was just the beginning; successes went on to include class victories at 24-hour races held at both Spa and the Nürburgring, proof, if any were needed, that Porsche had thoroughly nailed the 3.8 RS brief. But, having spent time exploring the beginnings of this magnificent Rennsport, it's now time to turn our attention to the example you see in the pictures.

Up close, the blend of compact 964 dimensions – even with that swollen Turbo body – and barely contained racing intent is really quite breathtaking, and knowing that it is one of so few built only adds to the sense of occasion. According to the factory records it was completed at Weissach on 27 October 1993, although its first owner, a P Gonsoir who was based in Altdorf, didn't take delivery until 5 April 1994. Leafing through the list of options reveals that this M004 model (the code that denoted a road-going 3.8 RS) benefitted from little that would have detracted from its focus as the ultimate in lightweight 911s. Codes M384 and M385 show that leather bucket seats were specified, while anti-theft locks for the wheels (M455) and the 92-litre fuel tank (M545) also featured. And in the spirit of keeping weight and complication to a minimum there were no air bags for driver or passenger.

You'd also like to think that Gonsoir intended to enjoy the delights of the RS in all weathers, as he also had a digital VDO outside temperature gauge installed in the centre console. That last item aside, this particular example is just as it left Weissach a quarter of a century ago. By the time the car was

sold in July 2005 to its present – and only second – Belgium-based owner it had covered just over 20,000km, and its use since has been sparing. A couple of longer trips included one to the home of Ruf but, more interestingly, it was driven for an article by none other than Gijs van Lennep, who came to the conclusion that the 3.8 RS was a better car to drive than the 3.6. Coming from someone that had twice won Le Mans at the wheel of a Porsche, that's high praise indeed. But with our time in the company of this amazing car almost up, all that's left is to ponder on what Porsche achieved.

There's no doubt that its status as the rarest Rennsport earns it a place among the pantheon of great Neunelfers, but it's more than just a production number that impresses. The 3.8 RS underlines Porsche's commitment to the pursuit of perfection when it comes to achieving motorsport success and, for a company built on the legend of racing victories, that makes this car special indeed.

They could have relaxed, congratulating themselves on a job well done with the 3.6 RS, only such an approach just isn't in their DNA. Instead, they took a car that seemed to represent the zenith of the 964 generation and then applied all of Weissach's engineering prowess to produce something of true excellence. Those victories at Le Mans, Spa and the 'Ring are testament to that, and if any reinforcement of the Rennsport ethos were needed, then you'd find it right here.

*Thanks to the JFD Collection for allowing us access to the 964 3.8 RS in our pictures. **911***

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PORSCHE INDEX

Written by **Chris Randall** Photography by **Neil Godwin**

996.1 GT3

Total 911 looks at the history and future of the first GT3, as well as the costs associated with buying an example right now



History and spec

The car you see here was introduced for just one reason: so Porsche could go racing in the GT3 endurance category. However, even as a road car it was a hugely tempting – not to mention rare – confection. And it's also unusual, it being the only GT3 model not to have a more focused RS variant sitting above it, further adding to the unique appeal.

At its heart was the 3.6-litre, M96/79 Mezger engine that pumped out 360hp at a tantalising 7,200rpm. Dry sumped and featuring a raft of lightweight parts that included titanium connecting rods, it was impressively rapid, with the 62mph and 100mph benchmarks dismissed in 4.8 and 10.2 seconds. Flat out

you'd have been knocking on the door of 190mph, and only the Turbo that arrived three years later offered anything of a similar pace. Power was sent to the rear wheels only via a six-speed manual gearbox that benefitted from a shorter throw linkage and ratios that could be replaced for track work.

The rest of the mechanical specification was just as tasty, the suspension a mix of MacPherson struts at the front and a multi-link arrangement aft, both of which were adjustable for height, camber and toe angle. Brakes were uprated for the new application, too, with four-piston mono-block aluminium calipers and 330mm discs. Externally the hunkered-down stance was bolstered by aerodynamic addenda that included an adjustable rear wing, and the look was finished off with a gorgeous set of multi-spoke rims.

At the car's UK launch in 1998 Porsche asked buyers to part with £76,500. Of the 1,858 built just over one hundred examples made it to these shores, with less than 30 of those in circuit-ready Clubsport trim. Opting for the latter bought a half roll cage, six-point harnesses, a fire extinguisher and battery cut-off switch and a single-mass flywheel for even quicker response. One thing that did surprise, though, was that Porsche didn't take the lightweight route with its new model, eschewing the likes of thinner panels and glass and equipping Comfort-spec cars with leather bucket seats and air conditioning among the luxuries. The GT3 actually weighed an additional 30kg compared to the Carrera 2. Production ended in 2000 and it would be another three years before the Gen2 model arrived. ➔





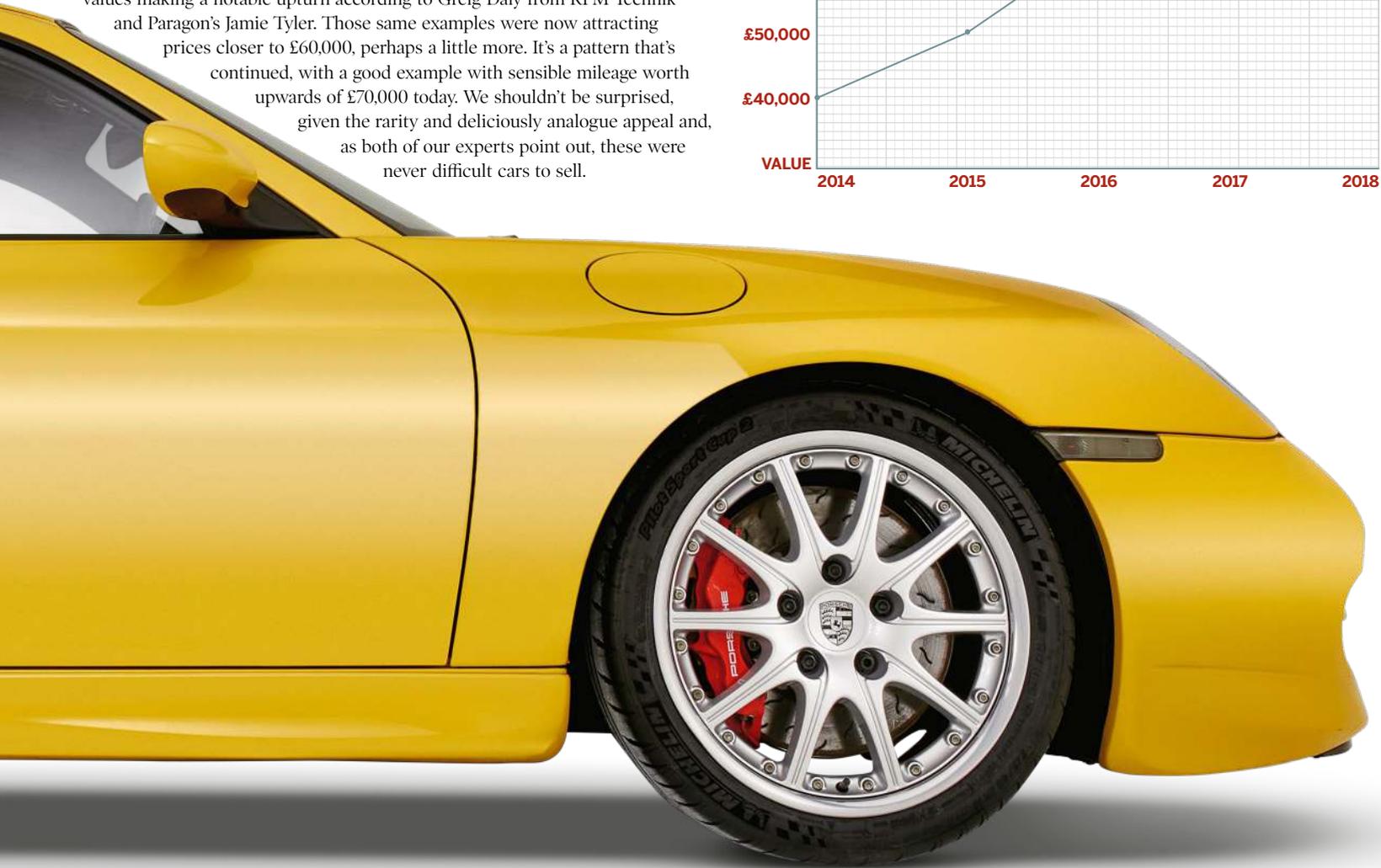
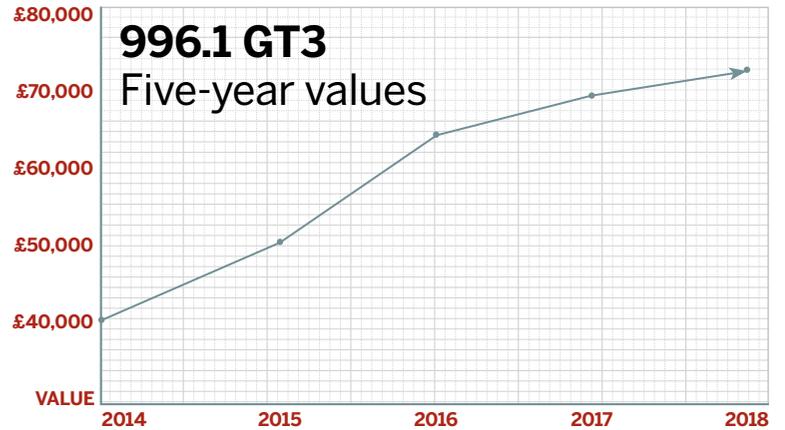
What's it like to drive?

That 3.6-litre motor is an absolute peach, combining a deliciously free-revving nature with the sort of aural drama that'll have every hair standing on end as you hone in on the 7,200rpm power peak. It certainly shifts but that's far from this Neunelfer's only talent. As various **Total 911** contributors have discovered there's a real delicacy to the way it drives, dishing up oodles of feedback that inspires real confidence as the limits are approached. At the heart of that is superb steering feel, but the GT3 also boasts a ride that belies its track-focused nature – along with the narrower dimensions of the 996 shell they make threading this car down a winding B-road an immensely rewarding experience, if you can forego a little comfort. This is the naturally aspirated 996 turned up to 9, only bettered by the GT3 RS. ↻



The values story

Despite their rarity and the reverence afforded to them when new, the GT3 wasn't immune from the normal effects of depreciation. Ten to fifteen years after the launch it was still possible to pick up a good example for somewhere in the region of £40-45k, and that would have represented cracking value given this was a nigh-on £80,000 car when new in 1998. By 2016, fortunes of the car began to dramatically change, however, with values making a notable upturn according to Greig Daly from RPM Technik and Paragon's Jamie Tyler. Those same examples were now attracting prices closer to £60,000, perhaps a little more. It's a pattern that's continued, with a good example with sensible mileage worth upwards of £70,000 today. We shouldn't be surprised, given the rarity and deliciously analogue appeal and, as both of our experts point out, these were never difficult cars to sell.



Market rivals

The sort of sum that bags a good GT3 is also enough for all manner of tempting Neunelfers. A wide range of air- and water-cooled models are within reach, but we think these are a very good way to spend £70k:



997 GT3 or Turbo

Both are richly equipped and properly rapid, and offer all-weather, everyday appeal. A difficult choice, but you certainly won't be disappointed with either. The GT3 would be our choice.



3.2 Carrera

That £70k budget will give you the pick of excellent 3.2s with change to spare. Brimming with classic appeal, it acts as an antidote to the tech-laden approach of modern 911s, with character aplenty.



912

If you're not wedded to the idea of six cylinders then the very best 912s are within scope here. The lightweight and more minimalist design will certainly delight the purists out there.



997 GT3

Both of our specialists agree that a Gen1 model is within reach. Assuming, that is, you're prepared to accept one that has covered a higher-than-average mileage and may be in need of fettling.

Before you buy

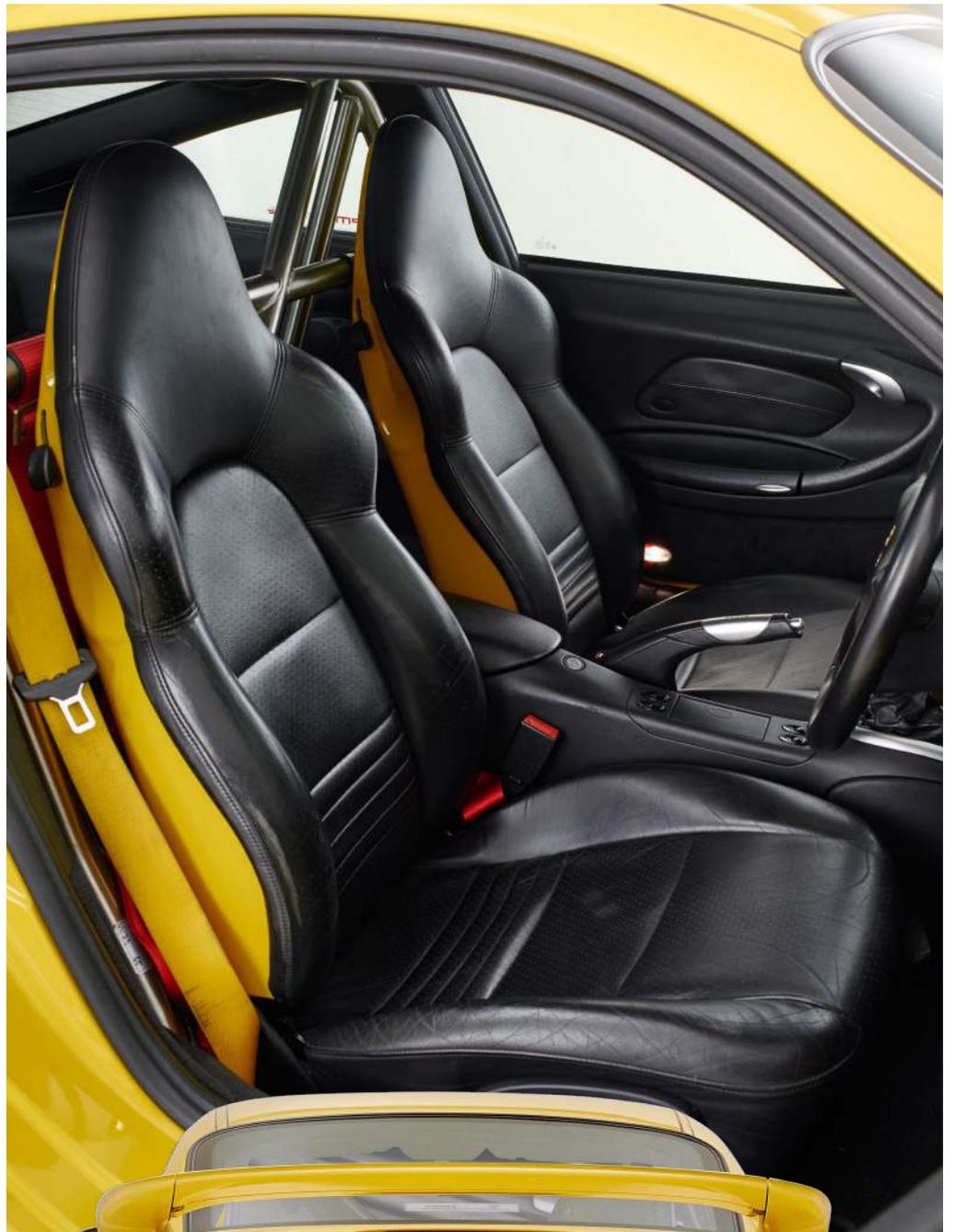
Some 911s are born for the track, and this is certainly one of them. It's supremely capable and engaging, but that also raises the spectre of previous damage, so a thorough check of the bodywork by someone who knows these cars is vital. Spotting evidence of repairs isn't always easy, and spending an early life hammering over circuit kerbs could have resulted in a tired and creaky body shell.

It goes without saying that GT3-specific body addenda is on the pricey side: replacing the adjustable rear wing will cost in excess of £5,000 before painting. Before parting with any money you'll certainly want to be sure that the history of the example you're looking at is exactly what it purports to be. The same applies to the engine, which specialists say is essentially bulletproof with scrupulous maintenance, certainly when it comes to cars that have spent their life amassing road miles rather than circuit laps. Minor oil leaks and some noise from the top end and timing chains are the key issues to watch for, but bear in mind that lap record heroics will have taken their toll.

With titanium connecting rods costing nigh-on £2,000 each, it's easy to see how major surgery can result in a substantial five-figure bill. Gearboxes are tough, though, and excessive wear or ham-fisted abuse will be belied by excessive noise and weak synchromesh. Budget £2,500 to £3,000 for a specialist rebuild depending on the extent of the work needed. It's worth checking that the clutch feels healthy, too – replacement is around £1,000, and you can add the same again if the dual-mass flywheel on a Comfort model is noisy or juddering. A noisy or ineffective limited-slip differential could be the result of hard track use, leading to worn friction plates and a £1,000+ bill to replace them. As for the rest of the running gear, it's a case of checking for the usual signs of wear and tear, or inadequate maintenance.

While the brakes don't give trouble in normal road use, some owners opted to upgrade to the six-piston calipers and bigger discs from the Gen2 GT3, so see if this has been done; parts are in the region of £3,000 if you fancy doing the job yourself. Unless it's been the subject of a recent refresh then the suspension could be ready for an overhaul, so budget accordingly. Ensure that front lower arms aren't showing any signs of cracks or fatigue – they're around £550 each – and check the integrity of coil springs and dampers, along with any evidence that the geometry has gone awry. Inexpert tinkering with the settings will ruin the way a GT3 drives, so spending a few hundred pounds on a specialist check and adjustment is money well spent. Lastly, the wheels are prone to corrosion, so budget up to £100 per corner for refurbishing.

Inside the cabin there's little to worry about if the previous owners have been the caring sort. Like all 996s the build and material quality were fairly decent, so a check that everything works and that trim and seats aren't damaged or scuffed will suffice for the interior. ➔





Desirable options

Given that the 996 GT3 is all about the driving experience, plus the fact that rarity limits the choice, it's fair to say this is less of an issue. As both of our specialists point out, the most important thing is finding an example that's been meticulously cared for, and one that boasts a cast-iron history. There are, however, a few things to consider:

Colour

Another area where both Greig Daly and Jamie Tyler are in agreement is the issue of colour. As always it's a matter of personal choice, but while more sober hues such as Arctic silver or Basalt black will always be popular, don't shy away from something more extrovert. Guards red and Speed yellow suit the GT3's lines and find favour with plenty of buyers.

Comfort or Clubsport?

Assuming you can find one for sale and are happy to pay the premium, then the latter's track-focused upgrades prove mighty tempting. Not that you'll be disappointed with Comfort spec, of course, and adding the half cage and Nomex-covered seats was an accepted modification.





“There’s a real delicacy to the way the GT3 drives”



Total 911 verdict



Being the first 911 to wear the GT3 badge ensures this car has a rather special place in Porsche's history: it represented a step change in the way Porsche approached its GT and blue chip cars. A 911 built for the track but equally engaging on the road, the GT3 boasts a precision and finesse

to its drive which enabled enthusiasts to start taking the 996 seriously. If you're used to more modern iterations where you need to dig beneath layers of driver assistance systems to unearth the real driving enjoyment, then the 996's analogue approach will be a revelation.



Investment potential & ownership experience

You'll hardly need us to point out that owning a 996 GT3 is going to prove a very special experience, one that delivers you back to a distinctly more analogue age. Of course, it's worth remembering these cars are almost 20 years old and most have been driven hard, so an element of caution is going to be required when it comes to buying one,

and getting the best out of ownership will mean caring for it properly.

As for investment potential, we've already noted the upswing in values a couple of years ago, and there's no reason to think that anything but a steady climb in years to come isn't on the cards. You should however be aware there are two GT3 markets, split

between well-used track cars and, for a considerably higher premium, low-mileage collector cars. However, as the 911 gets larger and more dependent on technology there will always be a ready market for something that demonstrates a purer approach to the business of driving. This is a Neunelfer that fits that particular brief better than most.



— TOTAL 911 INVESTIGATES —

A U C T I O N S

— V E R S U S —

D E A L E R S

In the second installment of our two-part investigation, Total 911 delves into the world of auction houses and specialist dealers to find out who's best when it comes to selling your Porsche

Written by **Chris Dearden** Photography by **Iris Dearden**

Like all retail therapy, buying a used Porsche 911 should get the blood pumping. It's a good kind of stress – excitement and perhaps a little nervous anxiety all rolled into one. However, it's unlikely the same can be said when the time comes to sell it again. The tyre-kickers, the no-shows, the joy-riders and the inevitable ridiculous offers can make selling your car a grim and frustrating experience. It's probably not surprising that so many of us enlist the help of others to do the job.

Specialist dealers and auction houses are two of the most commonly used methods. Having examined in the previous issue the pros and cons of buying 911s via each of these routes, today we're turning the spotlight on the sellers. We wanted to look at what you can gain, and what you can lose, by the choice

you make. Silverstone Auctions are again making the case for the auction houses, with the specialist dealers represented by Paragon Porsche in East Sussex, and Suffolk's Paul Stephens.

Visiting Silverstone's Race Retro auction for the day, we asked operations manager Harry Whale precisely what happens when someone contacts Silverstone with a 911 they might be interested in selling at auction: "We ask for photographs and full details, which are examined by our in-house valuation committee, and if we are confident at this point that we would be happy to sell the car we go back to the vendor to discuss a reserve," he says. "If they are happy with this we go to see the car to examine it and review its provenance. If we are still happy, we will hopefully sign an agreement with the vendor. Then we do the photography, and write

a script based on the research and the provenance, which is agreed with the vendor. Then the car goes on the website, which gets over a million hits per year. Four or five days before the auction the cars arrive on site and the auction hall is prepared.

"The reserve is made in consultation with the vendor. Guide prices and reserves need to be realistic and accurate, because people will not travel to see a car if the guide price is too high. If a car is valued at £100K on the specialist retail market, then our guide price might be £80k to £90K. After the explosion in prices of the last couple of years sellers' expectations are sky high, which is fair enough, but you have to start at a realistic level." Whale explains: "A perfect example was our 2015 Porsche Sale. We had the first UK-delivered Flatnose. It was estimated at £150K to £170K, which was too high, and it didn't sell. The ➔





ABOVE With an auction, the date of sale is guaranteed, but the financial outcome is not

owner put it up on the retail market for a year at £180K and it still didn't sell, so he brought it back to our Classic NEC Motor Show sale with an estimate of £100K to £120K, and it sold for £212K. That lower estimate was a 'come and get me' estimate, which attracted four or five serious collectors, and between them they decided it was worth over £200K."

So the question remains, why should an enthusiast looking to sell their 911 come to an auction house rather than a specialist dealer? Whale again offers us an explanation: "Selling at auction is a call to action. If you put your car with a dealer you have no idea how long it might take, but with an auction you know it is going to happen on a fixed date. You will be exposing your car to a worldwide audience – we sell a lot of cars to Europe, to the USA, to Australia – and we only charge a 5 per cent fee to the seller. We have built up relationships and a level of trust with sellers, who might sell their whole collections with us. We understand that the procedure might seem a bit daunting if you haven't done it before. We've got a car in this auction that has had one owner since 1995, and he has got really emotional about selling it, but we have tried to hold his hand through the whole process."

Of course, the vendor's perspective is only one dimension of the story. In the auction hall, owner Peter Penfold explained his reasons for choosing to sell his immaculate 1986 Carrera Supersport Targa in the day's auction. Giving the bodywork a final polish, he explained that having recently expanded his collection he had simply run out of space. Needing to make room quickly, the auction offered him the certainty of an outcome today. The car had a guide price of £47K to £52K, but the hammer

went down later at a surprisingly low £41,800 – above the reserve, but below the £50K Peter was hoping for. With the 15 per cent buyer's premium the buyer paid £48,070, and Peter received £39,710. Taken together, Peter's situation and the Flatnose mentioned by Harry seem to neatly sum up the pros and cons for the seller at auction: the time and place of the outcome can be virtually guaranteed, but the financial outcome cannot. It can be a disappointment, as in Peter's case, or a very pleasant surprise, as the Flatnose owner found out.

Meanwhile, there are two distinct routes to selling through a specialist dealer. The first appears to remove all uncertainty, involving a straight sale to the dealer who then ensures the car is up to their required standard before putting it into their showroom. It may take some time before a buyer is found, but that's the dealer's problem, as the seller gets their money as soon as a price is agreed. This approach, represented for our purposes by Paragon Porsche, seems very attractive for sellers. But dealers are in business to make money. They will know how much they hope they can sell a car for, so will only offer a figure that allows them to build in a suitable margin. The more they anticipate having to spend on getting a car up to sale standard, the lower the purchase price they can offer.

Readers of last issue's findings may remember that after examining pictures and details of Peter Penfold's Supersport, Paragon felt they would probably retail it at around £75,000. So how much would they have offered Peter for the car? With huge caveats about having to physically see the car, Mark Sumpter, owner of Paragon, suggests a figure of around £60,000. This is over £20,000 more than ➔



“Some people prefer a straight cash purchase, while others don't mind waiting and getting a larger return when their car sells”



BELOW Dealers can offer you a choice of how to sell your car, depending on whether you want a trade sale or are happy to wait for the right price





ABOVE Selling to a dealer on consignment (sometimes called 'Sale Or Return') can yield very good results for the seller, but you have to be prepared to play the waiting game

BELOW Selling at auction is considered more of a lottery, with potential wins or losses being large





Peter received from the auction, and I'm almost hoping he never reads this article. While it would be unrealistic to expect a similar scenario with every car bought by Paragon, Mark comments that owners are often surprised by how much Paragon are prepared to offer for really good cars. But Jason Shepherd, part of Paragon's sales team, tells me that they have to reject a significant percentage of cars offered to them because of the cost of renovating or restoring them. "Everybody always underestimates the cost of doing this properly," he laments.

I ask Jason why he feels a seller should come to Paragon first. "We are nice people, we understand the market for their type of car and we will be the best trade buyer of the best air-cooled 911s. We are straightforward and we like to do business in a transparent way. We will show them where we will spend money on their car and precisely how we get to our expert opinion of their car's value. Once agreed, all monies will be put straight into their account while they are here, and we will deal with all the ancillary admin for them."

The second route to selling through a dealer is known as a consignment sale, and involves arranging for a dealer to sell your car on your behalf. This removes the private sale frustrations mentioned earlier, but involves the dealer charging you a fee or a percentage for a successful sale. Realistically, the confidence inspired by buying from a dealer with a good reputation, and of course the warranty included, means that a higher price is likely to be achieved, which should lessen the pain of the dealer's percentage. Paul Stephens Porsche offers this service, though it is also happy to purchase your car for cash. I asked Paul which he and his clients prefer. "It depends on individual circumstances. Some people prefer a straight cash purchase as they get their money straight away, while others don't mind waiting – and probably getting a larger return when their car sells."

Paul charges £5,000 or 10 per cent of the sales price, whichever is higher. He points out that out of that he has to provide the same marketing and comprehensive warranty as he provides for cars he buys in. Paul is also willing to offer a combination of the two approaches, with some money paid to the seller up-front, and a further amount dependent on when the car sells and at what price. Paul stresses that he will always try to explore with a potential seller which approach will work best for them.



SELLING A 993 CARRERA – AUCTION	
Hammer price	£52,175
Buyer's fee	£6,521
VAT on buyer's fee	£1,304
Total buyer price	£60,000
Seller's fee	£2,608
VAT on seller's fee	£522
Total seller's costs	£3,130
Total return to seller (hammer price)	£52,175
Minus seller's costs	£3,130
Total seller's returns	£49,045

STRAIGHT SALE TO DEALER	
Total buyer price	£60,000
Dealer's margin (including VAT)	£10,000
Total seller's returns	£50,000

CONSIGNMENT SALE THROUGH DEALER	
Total buyer price	£60,000
Seller's fee (10 per cent)	£6,000
VAT on seller's fee	£1,200
Total seller's costs	£7,200
Total return to seller	£60,000
Minus seller's costs	£7,200
Total seller's returns	£52,800

So which sale route should you choose? An auction can guarantee the date you will sell, but not the amount received. A consignment sale possibly gets you a larger return, but no guarantees of when. And a straight sale to a dealer guarantees the amount and the date, but with probably smaller returns. If I were in the fortunate position of having a 993 to sell, which would I choose? My heart would love the romance and unpredictability of an auction, but I know how I'd feel if I ended up bidding farewell to a much-loved, much-polished Porsche for significantly below my idea of a fair price.

Based on the conversations I've had here, a straight dealer sale would have the greatest appeal, for me at least, for its fast and secure outcome. If a dealer couldn't offer as much as I had been hoping for, I would try a consignment sale, with the Plan B that if it didn't sell in three months I could always go back to a straight sale. In effect, I'd be looking to maximise the chance of the highest return while minimising uncertainty.

But that's just me. Take the time to talk with the people mentioned here. All are straightforward and approachable, all will be keen to help you decide the best route for you and all will ensure you avoid the dreaded tyre-kickers! **911**

Written by **Kieron Fennelly** Photography by **Ali Cusick**

2.7 CARRERA: AN RS IN DISGUISE

The 2.7 RS appeared for less than one model year, but the 911/83 engine lived on for two more...





When Hans Mezger made the first drawings for Porsche's flat six, the two-litre capacity was chosen, as this was considered to be the right size for Porsche buyers. However, sufficient margin was built into the design to accommodate later capacity increases: in 1969 it rose briefly to 2.2 litres before it reached 2.4 in 1971 and 2.7 (in standard production) in 1974. In fact, before the end of the decade it would reach 3.3 litres for the Turbo engine, and Ferry Porsche was prompted to remark that had he known in 1963 how much more capacity would be possible, he would have started off with a smaller, lighter unit in the first place: "Now I'm glad I didn't!" he told his biographer John Bentley.

Initial discussions in 1959 were on a possible pushrod flat six for the 356's successor, but when it was realised that this design potentially offered little more refinement than the 356's flat four, and even less margin for tuning in competition applications, it was abandoned in favour of the famous 901 engine: by 1963 standards this was a remarkably advanced design with overhead cams, seven main bearings and a dry sump. Hans Mezger describes in his autobiography how he and fellow 901 engineer Ferdinand Piëch had to fend off criticism within Porsche that their design was too expensive, pointing out that it had at least a ten-year life and was made so that camshafts, barrels and pistons could be changed readily, making tuning straightforward. Doubling as both a production and competition engine, it was a typical product of the Porsche philosophy.

Indeed it was competition needs that lay behind the first capacity increase to 2,195cc. By 1966 Ferdinand Piëch had graduated from development engineer to technical director, inheriting at the same time responsibility for motorsport. In his ambition to take over his uncle's role as managing director he

set about elevating Porsche motorsport to the top tier in sports-car racing, which would culminate in the famous domination of the 917s and the Le Mans victories of 1970-1. However, he also resolved the early 911's wayward handling: modifications to the front suspension and, above all, lengthening the wheel base to improve weight distribution removed much of the 911's tendency to untimely oversteer. Combined with mildly flared wings, the 911 was now able to accept six-inch rims and wider racing tyres, and was suddenly a better proposition for competition tuning. The problem was that Commission Sportive Internationale (CSI) rules at that point did not allow any boring out of the 1,991cc capacity, so Porsche upped this to 2,195cc, putting the 911 in the 2,001-2,500cc class. Homologation rules satisfied, it then built two racing engines – the 2.2 and 2.4 STs – which reliably delivered 230 and 250bhp with a 10.3:1 compression ratio. Racing pistons were used, but the crankshaft and bottom end of the engine remained standard. When the production 2.4 was introduced in 1971, its longer stroke enabled Porsche to expand the capacity of the racing equivalent to 2,500cc. For once, however, this was not a success: the two and a half litre was powerful, developing 275bhp at 7,900rpm (and its maximum torque at 6,200rpm), but was beset by crankshaft vibrations which routinely loosened the flywheel bolts. Paul Frère says that distortion of the magnesium crankcase combined with the weaker long-throw crankshaft meant that a different route would have to be found if the competition flat six was to be enlarged further.

Once again it was more the needs of motorsport than market requirements that drove the next development of the flat six. In 1972, with the imposition of its 3.0-litre limit effectively banishing the all-conquering 917s, the CSI had effectively drawn the curtains on Porsche's racing shop window. The

Model 911 Carrera 2.7

Year 1974-76

Engine

Capacity 2,687cc

Compression 8.5:1 ratio

Maximum power 210 bhp @ 6,300rpm

Maximum torque 255Nm @ 5,100rpm

Transmission Five-speed 915 gearbox

Suspension

Front Torsion bar; strut/damper; 20mm anti-roll bar

Rear Torsion bar; strut/damper; 20mm anti roll bar

Wheels & tyres

Front 6x15-inch; 185/70/15

Rear 7x15-inch; 215/60/15

Dimensions

Length 4,291mm

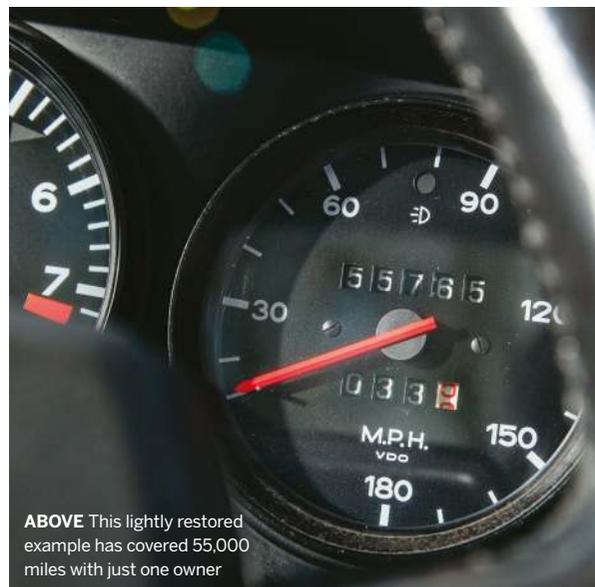
Width 1,610mm

Weight 1,075kg

Performance

0-62mph 5.5 seconds

Top speed 149mph



ABOVE This lightly restored example has covered 55,000 miles with just one owner



“The Carrera 2.7 MFI was long overlooked, when in reality it was almost an RS in disguise”



company had neither the time nor the resources after the massive expenditure of the 917 programme to design a new sports racer for Group 5. With its new limit the CSI had taken much of the shine off sports car racing. From Porsche's point of view the logical route seemed to be to develop the 911 to compete in the new European GT championship, but against four- and five-litre Ferraris and De Tommasos more power would be required. In any case, to field a car in the up to 3.0-litre class it would need to have a capacity over 2,500cc. This was the genesis of perhaps the most famous Porsche ever to leave Zuffenhausen: the Carrera RS 2.7. After the troubles with its two-and-a-half-litre competition engine, Porsche was able to create the 2.7 capacity very simply. By changing the cylinder material of the production 2.4S from Biral to Nikasil it was able to bore out to 90mm from the 2.4's 84mm. Nikasil cylinders had alloy bores and fins with an electronically desposited nickel-silicon carbide bore surface which distributed heat more effectively, and could thus be thinner than Biral, a ferrous compound. The stroke of the 2.4 remained unaltered at 70.4mm and the upshot was an increase from 190 to 210bhp with the same 8.5:1 compression ratio.

A systematic weight-reduction programme at which Porsche was already expert allowed the finished 911 in competition trim to weigh little more than 900kg, and the Carrera RS, as it came

to be called, was homologated at 975kg. After fierce internal arguments over whether the 500 road cars needed to achieve homologation would sell, Porsche suddenly discovered it had created a profoundly desirable sports car. The RS was the sensation of the 1972 Paris Salon and 1,590 were eventually built in response to demand, production ceasing only because the lines needed to be reconfigured for the 'impact bumper' G-series 911s for model year 1974. What gave the Carrera RS so much charisma was the combination of performance of 210bhp in a car weighing a mere 1,075kg (in road trim) and its strikingly purposeful appearance: it was the first car that German regulations permitted to have wider tyres at the rear than the front and Porsche took full aesthetic advantage, faring the rear arches and adding a rear spoiler – the ducktail – as well as a pronounced front lip. These were no decorations either, with its weight always biased to the rear, the 911's high speed and cornering stability both benefitted from what were properly developed aerodynamic features. In all respects, the Carrera RS was a highly fitting conclusion to the 911's first phase.

The G-series represented the first significant styling change in the ten-year history of the 911. The larger bumpers were forced upon all European manufacturers selling in the US market. Porsche took advantage to update the 911's cabin at the same time, with revised dash controls and new seating as well as

BELOW RS chassis provides a focussed ride. Evolutions in engineering means 2.7 Carrera weighs the same as 2.7 RS despite the addition of impact bumpers

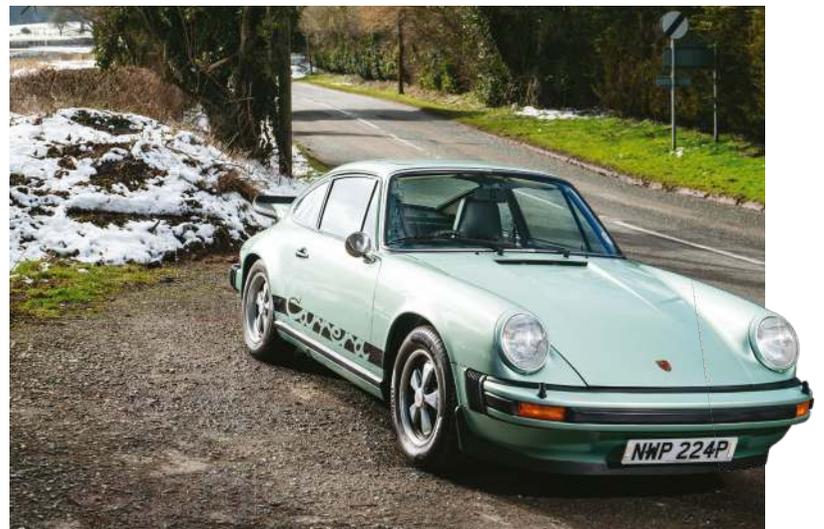


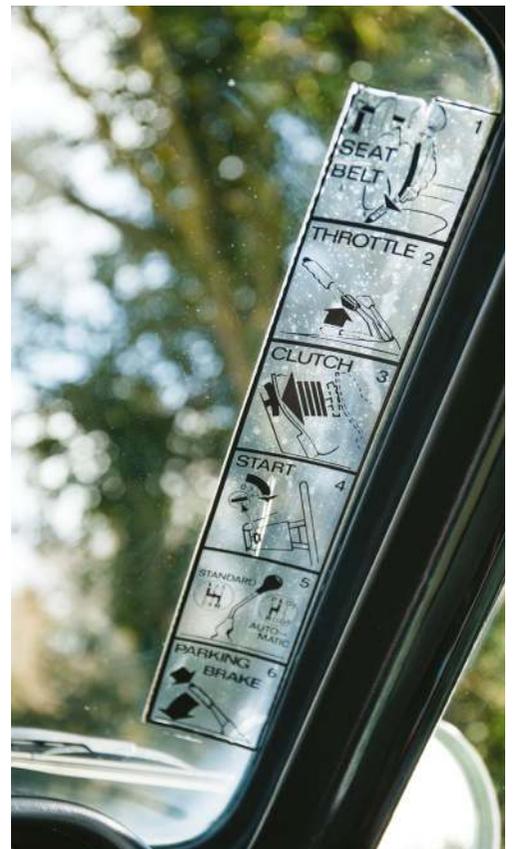
generally improving levels of equipment. Externally new and wider colour schemes were offered, and the skilful way in which Wolfgang Möbius had melded a new front and rear to the 911 was in stark contrast to the clumsy efforts of several other manufacturers. For the G-series 911s the factory once again standardised the power unit, and all models had the 2.7 capacity previously seen in the RS. As previously there were three levels of tune, but the nomenclature had changed. The base T became simply '911,' the middle ranking E became the 911S and the range was capped by the Carrera.

One of the production (rather than racing) reasons for the upping of cubic capacity was the need to carry out a certain 'detuning' to meet US emissions regulations. This was a gradual process: the move from 2.2 to 2.4 litres in 1971 had enabled the flat six to function with lower compression ratios and so run on ordinary benzine, thereby producing fewer hydrocarbons from its tail pipe. This went a stage further with the fitting of K-Jetronic fuel injection, a system Porsche and electronics giant Bosch had been working on since 1967. By the standards of the day this was a well-designed, reliable mechanism which obviated the need for belt or cogged drives. It was also reasonably immune to interference, an important consideration as more than half of 911 output went to America, where since the late 1960s 911s had to give up their triple →



LEFT 2.7 Carreras from 1974 had the RS's ducktail, while 1975-76 cars got the whale tail, as here





RIGHT Rare window sticker adds to the period charm of this particular Ice Green metallic car



carburetors for a mechanical fuel injection. As federal regulations tightened this too was proscribed. By monitoring air and fuel intake far more closely, K-Jetronic supplied a leaner mixture with positive effects on emissions and miles per gallon.

The fact that Porsche still managed to make a sports car which despite federal constraints lost almost none of its power or torque was deeply impressive. The same rules hobbled American muscle cars, and even Mercedes Benz's 3,500cc V8 SL saw its 'detoxed' US version fall from 220 to 150bhp. Nevertheless, the first electronic fuel injection was a compromise on high-revving engines like the flat six, and though the 911 and 911S produced 150 and 175bhp respectively, they lacked the zest of their previous MFI set up. Paul Frère's ex-R&D 2.4S began life as an MFI 190bhp car, but was converted experimentally by Porsche to run a 2.7 K-Jetronic unit. Frère observed that this reduced power to 175bhp and added that though in this guise the 911 had abundant torque, it would not rev anything like as freely as the mechanical injection car.

Almost unnoticed in 1974 was that the top-of-the-range Carrera retained the Bosch mechanical injection which had been fitted to the Carrera 2.7 RS. Indeed, the G- and H-series Carreras had exactly the same 911/83 engine and suspension as that 911. They weigh roughly the same too, as though the impact bumper shell was only 5kg more than the

F-series, lighter trailing arms and other evolutions saved weight elsewhere. That's why the Carrera 2.7 lost very little performance compared with the competition-oriented RS, one or two miles per hour off the top speed and just a few tenths of a second in the 0-60 dash.

At launch, Porsche did little to distinguish the Carrera visually from its lesser brethren, though there was a significant price difference. German regulations initially did not allow the cars to run with a ducktail, but when Wolfgang Möbius's Turbo whaletail appeared, this, together with a pronounced front lip, became standard fare for the Carrera; the 1975 edition certainly looked the part with its optional Carrera script across the doors. It also had Fuchs wheels where the 911 and the S were shod with 'cookie cutter' ATS alloys, and underneath it had 20mm anti-roll bars all round – the RS had 18mm up front – and Bilstein rather than Boge dampers (in the UK). The Carrera's cockpit was distinguished by a handsome 15-inch, three-spoke leather-trimmed wheel. Naturally the Carrera could not be sold with a 911/83 engine to the Americans. They had to make do with a federalised 175bhp K-Jetronic version, which Porsche nevertheless priced a daring \$1,700 above the 911S. Europe too was concerned about emissions, and Porsche realised the days of free-fueling MFI systems were over. For 1976 it rationalised the 911 range. Making its final appearance, the 2.7-litre engine

was confined to the base 165bhp 911, the Carrera took the 3.0 developed for the RS – with K-Jetronic this managed 200bhp – and the 260bhp Turbo became the new flagship.

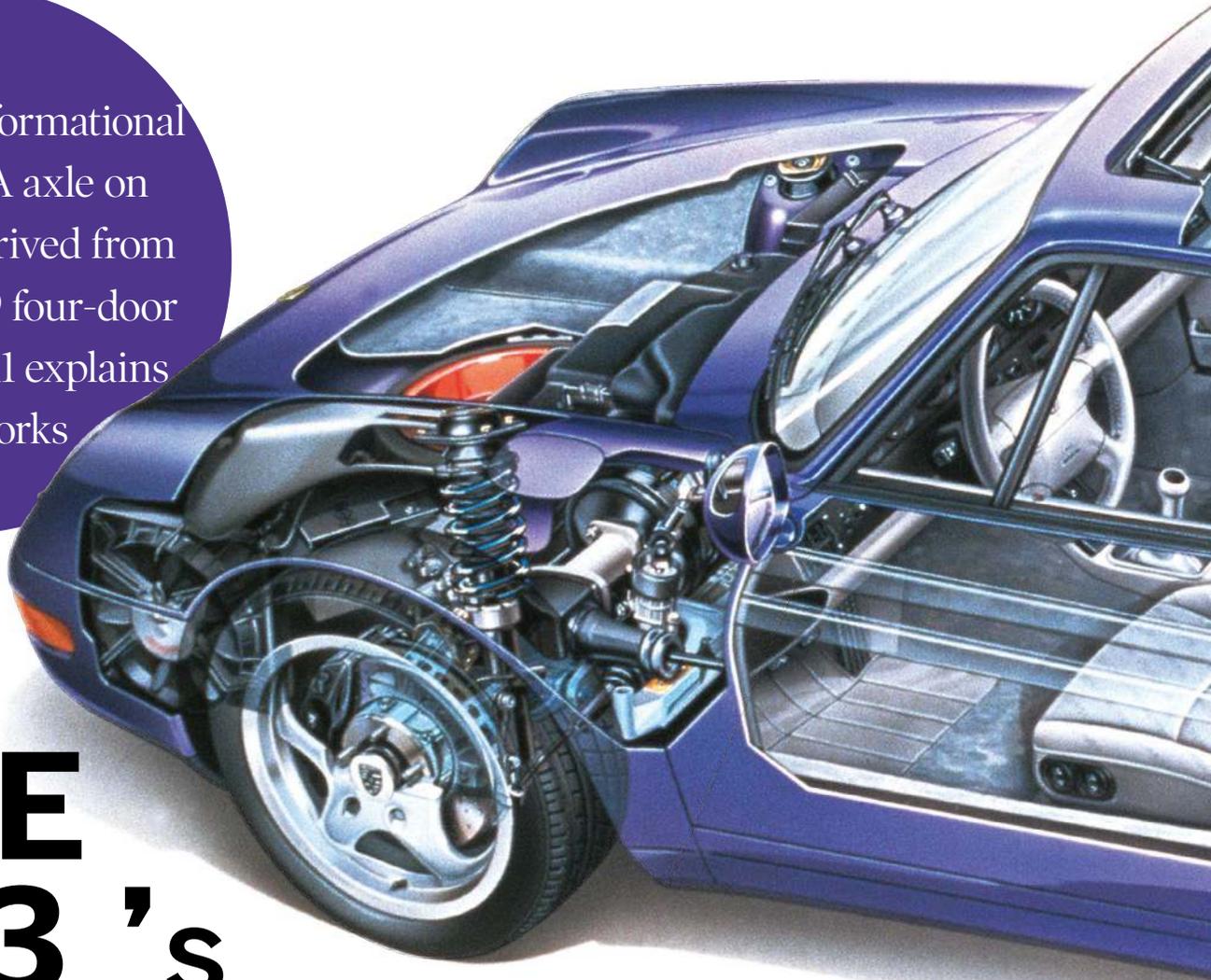
Perhaps because it was simply regarded as an early impact-bumper car, so less desirable than later, larger-engined and galvanised 911s, the 1974-5 Carrera 2.7 was long overlooked, when in reality it was almost an RS in disguise. Indeed it was after 2012, by which time Carrera 2.7 RSs were changing hands for over £250,000, that interest in the 'other' 2.7 began to develop. With it came the realisation that the free-revving Carrera 2.7 was the most accelerative of the impact-bumper cars, as quick even as the (100kg heavier) 231bhp Carrera 3.2, but rather more lithe through the corners. It was also a very rare car, with just 1,643 built, which has put on it the Porsche price spiral to the point where an exceptional example such as the one in our pictures is worth four-times a 3.2 in comparable condition.

A brilliant drive and a collector's gem, clearly today the 2.7 Carrera is a model almost as revered as the RS itself – though only connoisseurs such as you and I are thus far aware of it. **911**

Thanks

The car in our pictures is currently for sale at The Supercar Rooms. To arrange an inspection call Mark on +44 (0) 1299 666116 or visit thesupercarrooms.co.uk.

Porsche's transformational Weissach LSA axle on the 993 was derived from the shelved 989 four-door model. Total 911 explains how it works



THE 993'S WEISSACH EFFECT

Written by **Kyle Fortune**
Photography by **Porsche Archive**

“The 911 for the next 25 years,” is how Heinrich ‘Heinz’ Branitzki, interim CEO, described the 964 Carrera when it was first unveiled. That, ultimately, would prove not to be the case. A cautious man, Branitzki had seen how the 911 had slowly evolved in previous decades, and saw no reason for that to change.

The 964's run would be short-lived, underlining a change in the mindset within the company. While the 964 was arguably a relatively radical departure from the G model that preceded it, the 993 that replaced it would take that further. For all the 964's advances, the 993 moved Porsche's icon into another era.

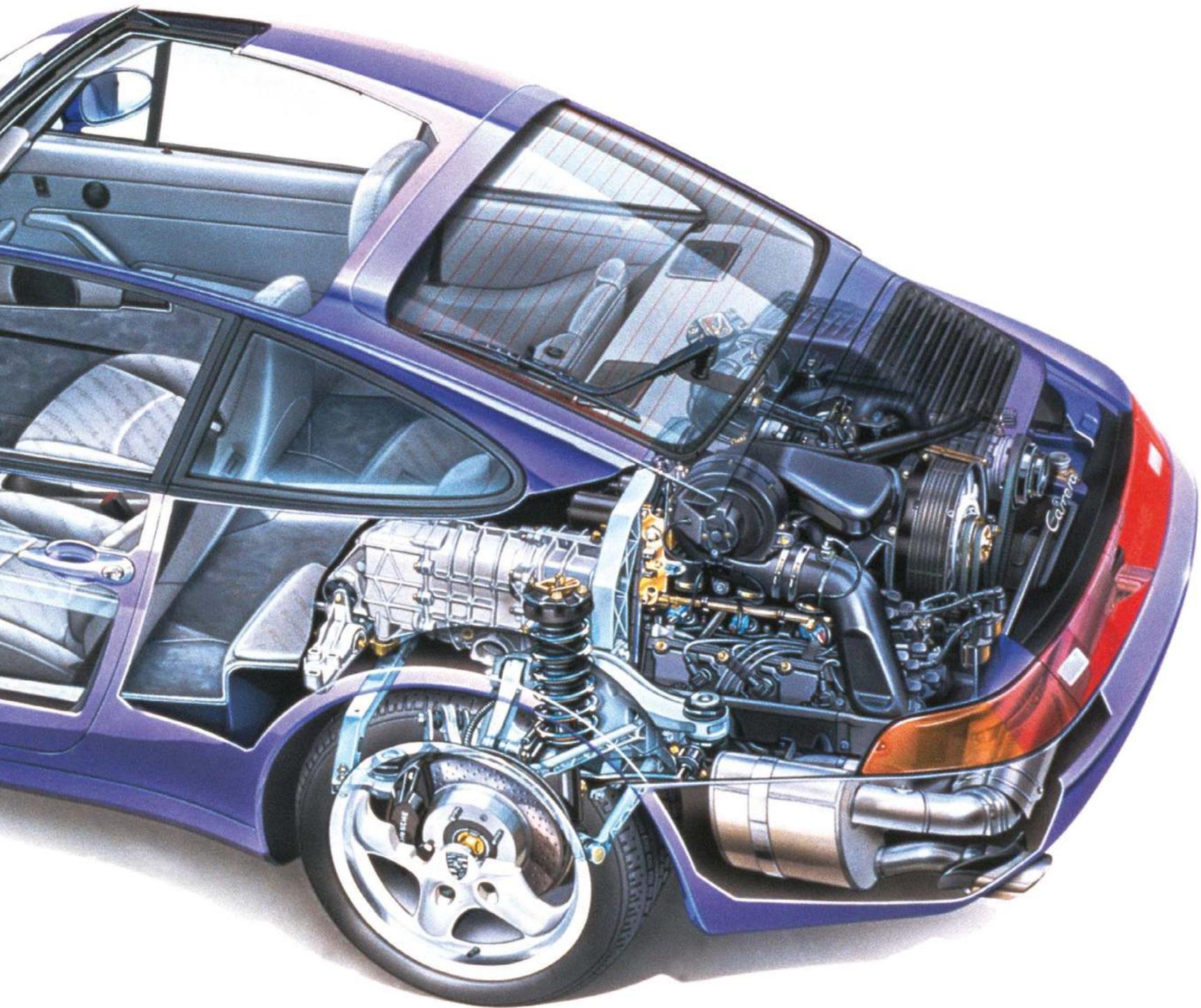
Harm Lagaay, head of styling, admitted they started work on it as soon as he arrived in 1989, with

Ulrich Bez heading up engineering on the new 911. The 993 had to be a car for the modern era, being less expensive to produce, as engaging to drive yet more economical. “I was absolutely convinced it had to change radically,” said Lagaay, and cost-saving axe-wielding with Porsche's internal projects would help the 993 do exactly that.

However unambiguous the title of this magazine might be, it's impossible to ignore the fact that Porsche's survival isn't down to its most famous product alone. The SUVs and saloons it now produces alongside the 911 and the 718 Boxster and Cayman sports cars fill the company's coffers enough to allow it its rear-engined indulgence. And not for the first time either, as among the

most radical changes to the last of the air-cooled 911s was its suspension, specifically on the rear axle, and it's largely attributable to a stillborn 989 project that would have been Porsche's first four-door model, preceding the 964.

In a time where the company was in a state of seemingly constant management upheaval, the 993's development was largely ignored by the executives, though it survived, while the 989 it borrowed from was shelved. The 993 would be introduced under Wendelin Wiedeking's tenure as CEO, the tenacious executive using Toyota's expertise to streamline production techniques, allowing the 993 to sell for substantially less than the 964, yet generate more profit at the same time.



Visually the 993 clearly differed, but under that radical new look was a car that was substantially different to its predecessor. The multi-link rear axle, LSA (Lightweight, Stable Agile), was key to that, though it might have been different. Initially Porsche was developing a rear-wheel steer axle for the 993, but two years before it reached production the idea was shelved. The solution would be that raid on that 989 development, the 993 team using its LSA – also referred to as the Weissach axle – the development costs for it having been swallowed up in the 150 million Deutschmarks Porsche reputedly spent developing its stillborn four-door.

Bez was unhappy with the road and suspension noises the 964 generated, and increased stability was

a development goal with its 993. Friedrich Bezner, project manager of 911, initially took the rear-wheel steer route before it was axed in favour of that LSA rear-axle geometry. That axle technology itself was borrowed from the 928 and developed further for the 989 before it was pressed into use on the 993.

The benefits of the LSA were improved stability at the rear, with less propensity to oversteer, and less rear-end lift on braking or squat under acceleration. The subframe was constructed of Vacural, a die-cast alloy that featured thin walls with a stiffening web structure. This was supplied in its entirety by outside suppliers, allowing it to be bolted on complete during assembly, helping with Porsche's production efficiencies.

Porsche's own archives describe the LSA as being 'instrumental in finally putting an end to the capriciousness of the rear-engine-powered 911'. That's quite an admission coming from its own archives, Porsche basically suggesting here that the 993's multi-link rear removed some of the 911's unpredictability. Certainly the 993's more sophisticated axle helped with Bez's goals of improved refinement and comfort, the subframe allowing for the separation of noise insulation and the suspension function. Bernd Kahnau would adapt the LSA for the 993, fitting the subframe to the body via four rubber supports which are flexible in longitudinal direction yet rigid in transverse direction.

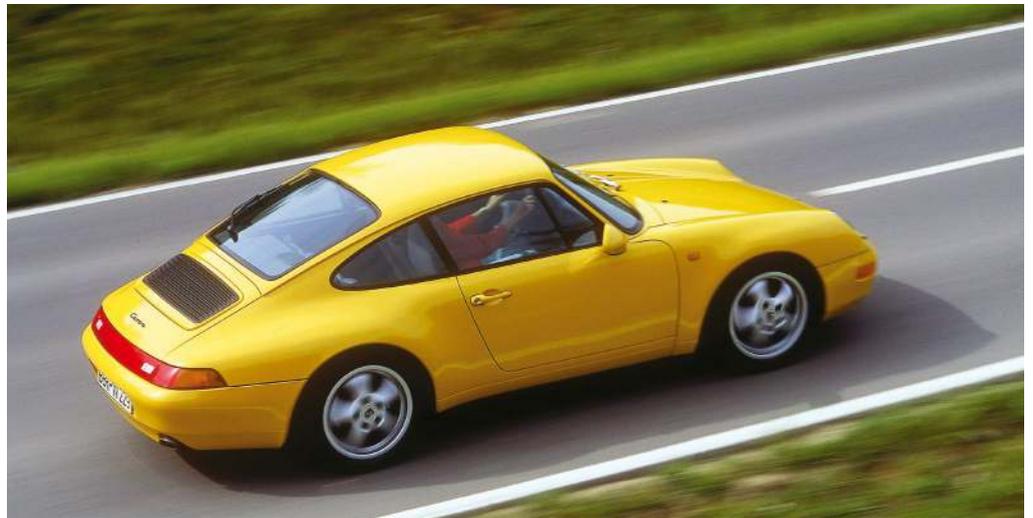
“Porsche’s own archives describe the LSA as being instrumental in ‘finally putting an end to the capriciousness of the rear engine-powered 911’”



That subframe would carry all the suspension, with only the lightweight spring coil struts over aluminium dampers attaching to the 993’s body via rubber mounts. Two upper links pivot on the subframe and join the wheel carrier to create what’s essentially a two-piece upper wishbone. The bottom is a more conventional wishbone mounted to the wheel carrier by a single mount. Fitted to that there’s a track control arm that pivots on the subframe, while an 18mm anti-roll bar is also fitted.

The geometry and mounting bush design is such that lateral forces on the wheel carrier compress the bushes, enabling that track control arm to create toe-in, the inverted forces on the opposite wheel helping to generate some passive rear steering. All that has benefits on the stability, both in normal cornering or during evasive manoeuvres. Both of these were key drivers in adopting a new rear axle. With the suspension isolated via the subframe the ride could be smoother, as well as quieter. The 993’s multi-link set-up also improved stability under braking where the weight shift to the front of the car creates toe-in at the rear axle, to the benefit of stability. Kahnau suggested such were the benefits to stability that the LSA largely negated the need for all-wheel drive 911s.

The LSA axle also removed the 964’s harsher ride on its semi-trailing arms, with the 993’s LSA allowing some fore and aft compliance to reduce interference from sharper bumps on the road surface, while increasing agility at the same time. The track was significantly wider at 1,444mm, compared to the 1,374mm of the 964, the front suspension too sitting on a wider track of 1,405mm, all covered in that familiar 993 body.



Everybody has their own opinion, and there’s arguably no right or wrong here, but my experience of both is exactly as described by Porsche’s goals for the 993 over the 964. The 964’s a car I love driving, but driving it alongside the newer car – relatively speaking here – reveals the 993’s greater sophistication, with it providing greater stability, the rear axle being more predictable and forgiving at higher speeds.

You could argue that it’s less demanding and easier as a result, and certainly you can afford to be a little bit less cautious in a 993, as you might be in a 964. What is clear is the greater ride comfort, the 993 not suffering over poor surfaces where a 964’s suspension might, though again a lot of that is down

to perception, a 964 rarely presenting any genuine compromises, particularly in the way they’ll be used today: that being sparingly, for enjoyment.

Back when the 993 replaced the 964 though, when these cars were being used as daily driving transport, the effects would have been more appreciable more of the time. Here the benefits the 993’s suspension brought unquestionably make it the superior car. However, like many debates in the 911 world, be it around manual or automatic transmissions, air- or water-cooled, rear- or four-wheel drive, hydraulic or EPAS steering and many more, that’s down to context and situation, and, as we all know, hard as the facts might be, opinions always differ. **911**



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Midnight blue with black leather,
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(1997) "4S" CAB 3.8 (07 - 2007)
Silver with black leather,
62k miles.....£34,000



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Atlas grey with black leather,
60k miles.....£33,000



(1997) "2S" 3.8 TIP (57 - 2007)
Silver with black leather,
53k miles.....£33,000



(1997) "2S" 3.8 TIP CAB (07 - 2007)
Basalt black with black leather,
62k miles.....£33,000



(1997) "2S" 3.8 TIP CAB (55 - 2005)
Atlas grey with black leather,
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(1997) "2S" 3.8 (06 - 2006)
Silver with black leather,
61k miles.....£30,000



(1997) "2S" 3.8 TIP (06 - 2006)
Seal grey with black leather,
57k miles.....£30,000



(1997) "2S" 3.8 CAB (06 - 2006)
Atlas grey with black/grey leather,
58k miles.....£30,000



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Written by
Wilhelm Lutjeharms
Photography by
Peet Mocke

Porsche's Cup cars
were built for the
track and to conquer
races. We head to
South Africa to
experience a prime
example on the road!

“Yes, it is road registered,” says the owner of this 1995 993 Cup in a surprisingly nonchalant way. “I always take it on a trailer to the track for race meetings, as a fellow competitor's car might need a trailer after the event, and that allows me to drive the 993 back home.” The owner is one of the most knowledgeable Porsche enthusiasts in South Africa. He even helped Porsche with the management of the race team in the 1986 Le Mans event.

But back to the 993. After the photography is done outside Johannesburg I am still trying to get used to seeing this Cup car on the road – what a sight it is!

After helping the photographer take pictures of the car around the city suburbs, it's time to jump behind the wheel. First there are the cross members of the roll cage to negotiate, and once you have pushed your legs into the footwell – complete with original wooden board fixed to the floor – and lowered yourself into the full Recaro race seat, you know you are in a very special 993. I pull the Sabelt straps across my shoulders, then the two over my legs and finally the one between my legs with the buckle that clips all of them together. Now I feel connected to this car in a way which no road car can offer.

As expected, everything falls to hand, especially the gear lever and the steering wheel. The pedals are a little off-set to the right, but I get used to it quickly. In front of me are the smooth lines of the luggage lid and fenders. Once the rattling sound from the drivetrain enters the cabin you are never in doubt that you are currently driving a full-on race car on the road, even at walking pace.

The gearshift has the same direct shift of other 993 gearboxes, meaning it is easy to get to grips. I take it relatively easy for the first mile or two, which leads me to appreciate how surprisingly tractable this engine is.

Speaking of the M64/70 engine, being an engineer and having decades of experience building 911 engines (both for road and race), the owner has also done his magic on this car. ➔



"I've done a lot to this 993 but, for the sake of the purists, I've kept everything so that it can be returned to factory specification if needed. I've manufactured a unique front spoiler that feeds more air to the brakes and provides additional downforce. A carbon-fibre designed rear wing has been fitted to the rear, while I've also fitted a passenger seat in the cabin.

"It is still 3.8-litres in size, but I've fitted more aggressive camshafts and I've done a lot of research on inlet manifolds. Instead of the standard single throttle body there are six throttle bodies with trumpets and ram-air tubes. The result is that the car is now running close to 400bhp," he says. Let's not forget that is significantly more than a standard 993 RSR produces, at 325bhp.

Opening the engine lid, the upgrades to the engine are immediately visible, with the custom

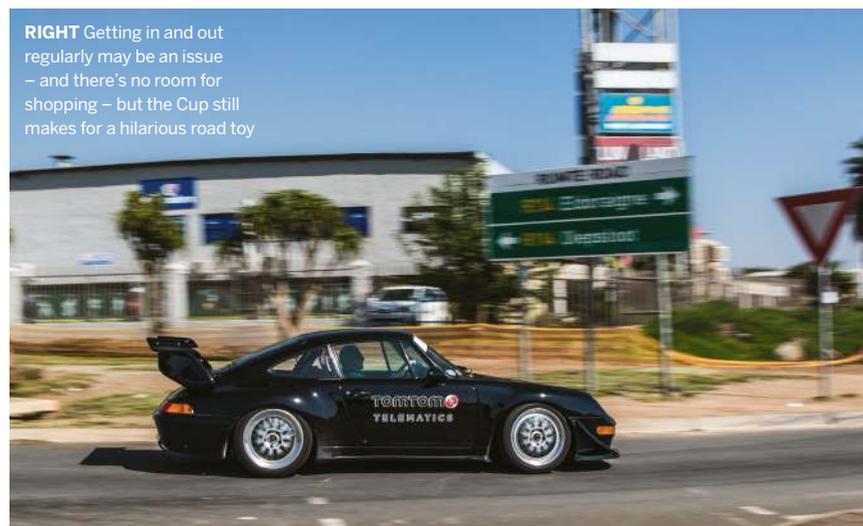
intake system and two huge air filters. Meanwhile, the position of the flat six is another reminder how low to the ground these engines are, especially compared to the more standard V-shaped engines from competitors of the time.

The current owner bought the car second-hand back in 1995, when it was less than a year old. "There were a number of reasons I wanted this car – one being the improved five-link suspension and another the six-speed transmission. I've had a 700bhp 930 Turbo, and it was great for quarter miles and top-speed runs, but it wasn't suited for track work. And yes, I adore the body shape. When new, the only way to purchase one of these cars in Europe was if you were going to race it for the season, or if you were a Porsche dealer. I watched the races to make sure I bought a second-hand car that wasn't in an accident."

The owner admits that he subsequently had an accident with the car on the track, but found a new, identical body to repair the car. This body actually already had adjustable Öhlins suspension parts fitted, which he decided to keep.

In his garage he has the original Speedline Cup alloy wheels, as he has three-piece forged and milled BBS rims currently fitted. The reason for this is that he has fitted wider tyres on the car for improved results on the track. These BBS wheels still look perfectly suited to this car, though.

Even though the car – chassis number WPOZZ99ZSS398065, one of around 50 produced that year – has only 25,400km (15,800 miles) on the odometer, it has seen a lot of action over the past 23 years. Not only has it been raced, used on track days and of course on the road, but it has also done



RIGHT Getting in and out regularly may be an issue – and there's no room for shopping – but the Cup still makes for a hilarious road toy

a sizeable road trip, which is barely believable for an uncompromising race car like this.

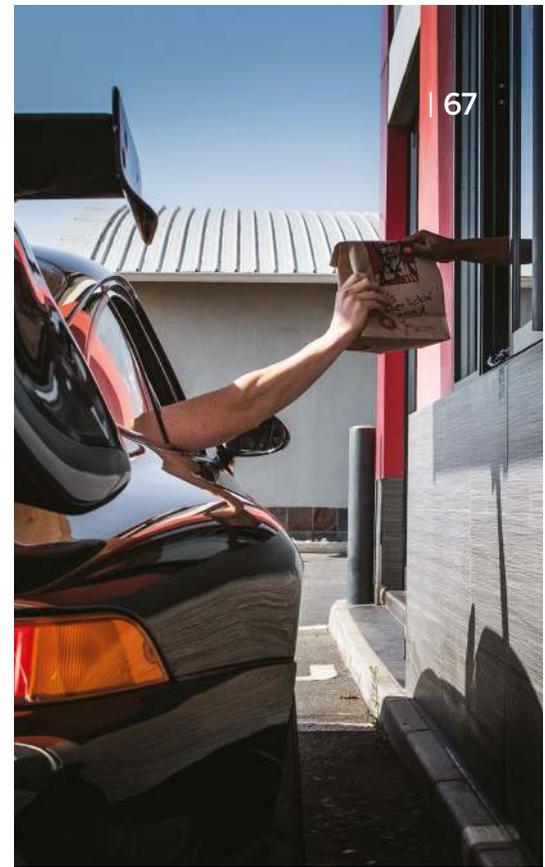
Its owner explains: "We called the event the 'Lap of the South'. We started with timed laps at the old WesBank circuit, then we hit Kyalami Grand Prix circuit in Midrand. Then we drove to Durban to Toyota's test track, before heading south to East London to do laps at the track. We drove further west and did laps at Aldo Scribante Circuit outside Port Elizabeth, followed by a drive to Cape Town and laps at Killarney International Raceway. This was a total of over 1,500 miles... and my wife came with!"

It is clear this car is no stranger to the public road. Even through traffic the car feels almost as easy to drive as any other 993, but there is not a moment that you are not aware of the rawness and racing heritage of these cars.

For starters you can hear the drivetrain rumbling and clattering behind you as well as every little bit of road debris being thrown into the wheel arches or the car's underbelly.

Look in the mirror and a small part of your view is dissected by the cross members of the roll cage. To be honest, I wouldn't have it any other way.

As the traffic clears, I flex my right foot, letting the engine run to around 5,000rpm before I change gear. There is a sense of inertia that no road-going 993 can replicate. I keep the throttle pinned and the rev needle zings around to the clock to 6,800rpm – maximum engine speed is 6,900rpm – and I feel how the lightweight car, it weighing just 1,100 kilograms, has little effect on the engine's performance. The engine pushes you down the road with a level of lightness, eagerness and linearity that only a race ➔



Model 993 Cup

Year 1995

Engine

Capacity 3,746cc

Compression 11.5:1
ratio

Maximum power 315bhp @ 6,200rpm

Maximum torque 370 Nm @ 5,500rpm

Transmission G50/30 six-speed manual

Suspension

Front MacPherson strut; coil springs; adjustable dampers; anti-roll bar

Rear Multi-link; double wishbone; coil springs; gas dampers; anti-roll bar

Wheels & tyres

Front 8.5x18-inch, 235/645

Rear 10x18-inch, 285/645

Dimensions

Length 4,245mm

Width 1,795mm

Weight 1,100kg

Performance

0-62mph 4.7 seconds

Top speed 175mph





964 Cup

In 1986 the Porsche Turbo Cup racing series began, featuring 40 944 Turbos. However, from 1990 the 944 was replaced with the 964 Carrera 2 as the base car and it was called the Carrera Cup, supporting larger racing events. These events were usually held in Germany; the cars were much lighter than the road cars and also had slightly more power (265bhp) than the road car. The dual-mass flywheel was deleted, while the catalytic converter and ABS brakes were retained. A roll cage was fitted as well as a quicker steering ratio. The suspension and brakes were updated and the car tipped the scales at only 1,120kg. 50 Carrera Cup cars were produced, of which 40 were sold to customers at DM123,000, only DM20,000 more than a standard Carrera 2. These cars were developed by Porsche's Weissach racing department.

In 1992, the Carrera Cup was based on the road-going Carrera RS models. The combination of 275bhp and 1,120kg lead to a small improvement in performance, with top speed at 173mph.

The Carrera Cup was renamed the Supercup in 1993. Apart from forming this single-make race series, these Cup cars were also successful in several endurance races. Roland Kussmaul, a project manager at Porsche, started developing the 993 Cup cars in May 1993 to be ready for the next year's season. It rode a full 70mm lower than the production cars.



RIGHT Wilhelm gets to grips with this one-time race car, albeit with a very different view out the windscreen



“There is a pureness in its delivery that some 911 enthusiasts will tell you only a naturally aspirated engine can provide”

car can provide. With such performance on tap, there isn't a moment to relax or switch off. Given it is not turbocharged and doesn't have the level of torque that you would get from a 993 GT2 or Turbo, there is a pureness in its delivery that some 911 enthusiasts will tell you only a naturally aspirated engine can provide. It is wonderful.

Then there's the steering feel. As well as providing copious amounts of feedback, the steering wheel feels alive in your hands. Owing to the race car suspension set-up and the camber of the front wheels, the wheel follows the contours of the road unlike any road car I've driven. The result is that you start to focus more on exactly where on the road, or in your lane, you need to place the car to minimise the effect the road will have on the steering system – an element which will obviously not be needed once you are on the track. Needless to say, it makes you focus even more on how the car is behaving and what the car is telling you through your hands and body.

Every time I turn the wheel the car dives into the corner and sticks to the road like a proper race car. I can barely believe it. The owner reveals he did soften the suspension ever so slightly, as it was too stiff for

the road and would sometimes move off-line when it hit a small bump in the middle of a corner. The result is that the ride is much more supple than I expected, although there remains an underlying solidity and firmness to the suspension and the car as a whole which you'll only find in a race car. The limited-slip differential further contributes to transmitting the torque of the rear wheels to the tarmac as efficiently as possible. It just glues to the surface!

What also impresses me is that the drivetrain is not too loud – to the level that you feel like you need to wear earplugs – another reason this car is fun and possible to drive on the road. Having driven a number of 911 race cars, I can confirm that this is not always the case.

Just for the fun of it, we head to a nearby Kentucky Fried Chicken drive-through to order some French fries. At the pay and collection station the staff can't help but laugh at this very unlikely, low-to-the-ground sports car being driven through a lane where customers are usually driving hatchbacks, SUVs and pick-ups.

As the morning progresses, we head for the final location in a nearby multistorey car park. Now, for the first time, I can really appreciate the strong, flat

six engine sound as it reverberates between the concrete walls.

Again I notice how otherworldly the 993 looks driving among sedans, crossovers and pick-ups. At the same time it looks so unique, and those smooth lines and rounded, wide arches remind me why I have loved and appreciated the 993 since my teenage years – its race derivatives even more.

After a varied morning with this car, climbing in and out, sitting in traffic, driving it hard when the opportunity presented itself, I realise again how exceptional these cars are, not only the 993, but Porsche's race cars as a whole.

Having already experienced a 993 GT2 Clubsport, RS, Turbo, Turbo S and the rare RSR, I can safely say this car ranks as one of the best 993s. It also makes me realise that I wish Porsche could design and develop its most focused road cars (RSs or a car like the Carrera T) to an even more uncompromising level. I'm not referring to power and grip as much, but being lightweight and even closer to the race cars than the road cars currently on offer.

This owner only has two Porsche in his garage, which might seem odd... but even if I only had a 993 Cup in the garage, I'd still be quite content. **911**



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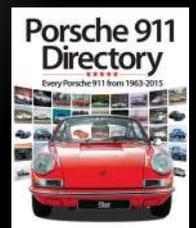
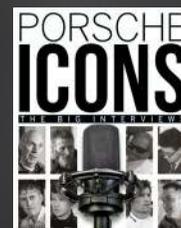
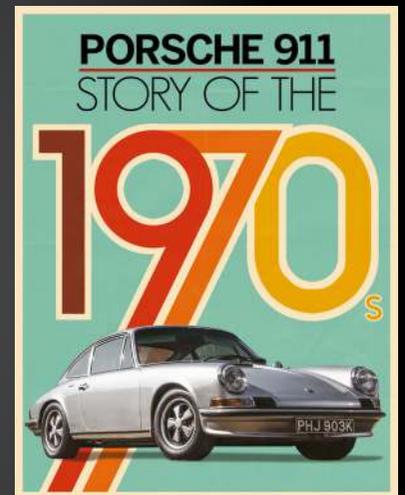
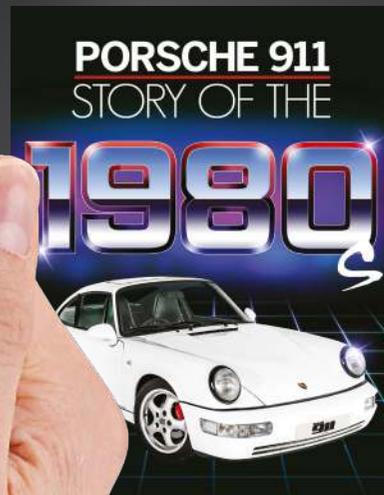
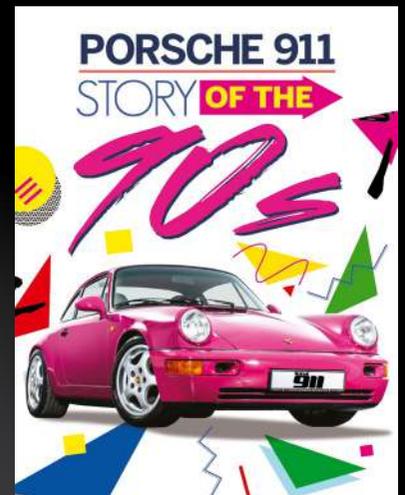
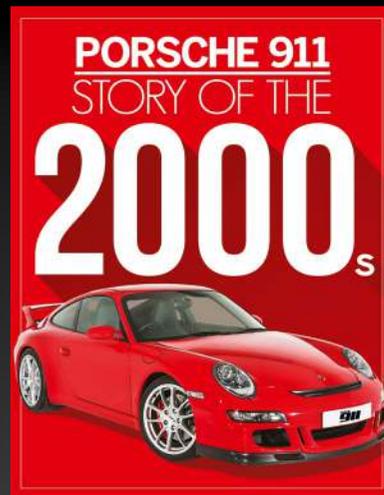
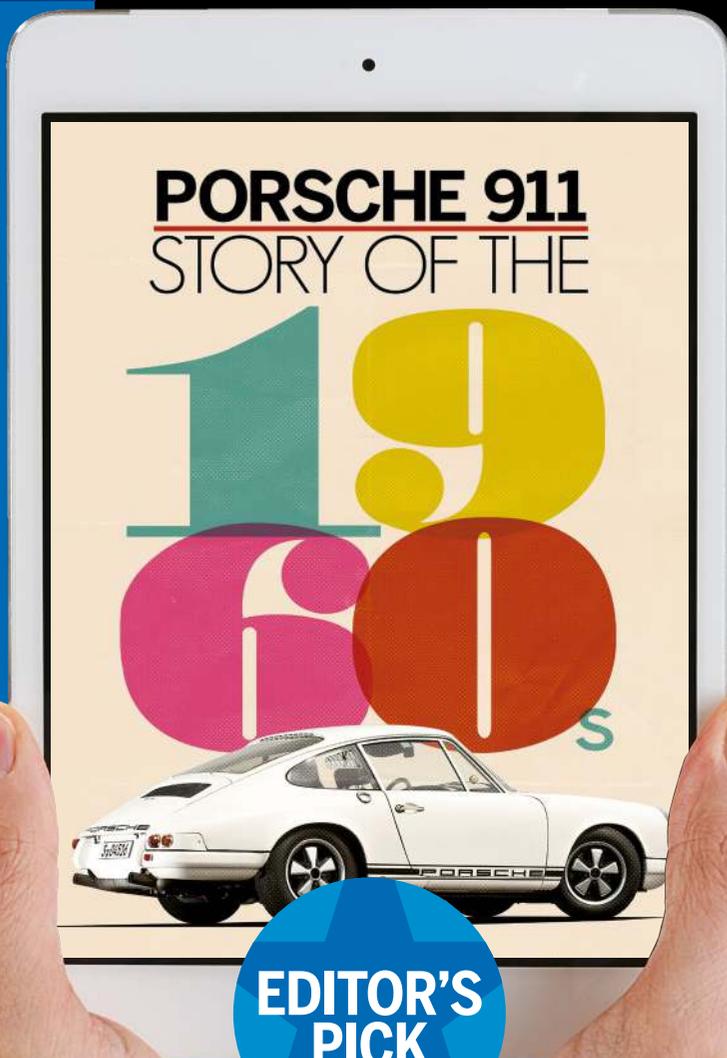
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Ben Przekop
Mercer Island, WA

Model **996 40th Anniversary**
Year **2004**
Acquired **2018**



I'm back! Long-time readers may remember me as a contributor to **T911** since issue 6; I took a bit of a sabbatical after issue 147 to

move back to my home in Seattle, and I was also Porscheless for a while so I had nothing to write about! But I do now, and this particular story starts 14 years ago...

It was love at first sight! The year was 2004, and sitting there in the Porsche showroom was a very special-looking 996 in GT Silver Metallic with GT3-style rocker panels, a Turbo front end and a very bespoke interior in dark grey natural leather. There was a simple 911 badge on the rear deck along with a discrete plaque reading '40 Jahre'. Glancing inside I saw a similar plaque on the centre

console which designated this car's build number out of 1,963 vehicles.

The sticker revealed that this Anniversary Edition package included desirable options such as Sport suspension, the X51 Powerkit which increased power to 345bhp and even four pieces of custom-fitted luggage. Then I saw the price... over \$90,000! Having just purchased a 996 C4S a few months before, which I loved, I decided to let practicality rule over sentiment and passed on that special car. But over the years, every time I saw one my heart skipped a beat and I felt a pang of regret.

You can understand my excitement when I saw a pristine 40th Anniversary 911 sitting on a dealer's forecourt a couple of weeks ago. I examined every inch minutely: original paint with minor road rash on front bumper, no apparent

dings or bodywork issues, no curb rash on any of the polished wheels and the full leather interior and grey carpeting in fantastic shape! A thorough test drive was shockingly eye-opening. My first thought was: 'this car feels more like my old 1988 air-cooled Carrera than my more recent 991.1.'

The car was so much more communicative with its more analogue approach that it inspired the immediate confidence that I could push it and know exactly what was going to happen. Thanks to the X51 engine upgrade and Sport suspension the car had truly impressive power and handling; I am not sure my 997.1 GT3 cornered any flatter!

Two days of intense research revealed that the car had 62,000 documented miles, no accidents, three owners all in Washington and a stack of records



showing regular service with no alarming problems. I also chatted with an enthusiastic 40th Anniversary registry group on Facebook and other owners on Rennlist who answered my many questions and heartily encouraged me to get this car. A PPI at a local independent Porsche specialist revealed only one significant problem, a leaky power steering line, and a confirmation that I would want to replace the as yet unaddressed and potentially problematic IMS bearing, along with clutch and flywheel as soon as possible.

Even adding those costs to the offer price this car was still fantastic value, and also one which might actually appreciate in the years to come. So, my heart and head were both screaming 'YES'; and I realised I might not get another chance to find one this perfect, so I bought it! And I am so very glad I did, because love fulfilled feels so much better than love lost.



Joe Croser
Northamptonshire, UK

 @jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



About 230 to 295cm² is all that connects each corner of our cars to the road, so it's critical that these pocket-diary-sized contact patches perform.

Since new my car has ridden on Bridgestone RE050A Potenza tyres, and they've done the job. They've never let me down in the dry or the wet, and they've endured a couple of track days – although they did look a bit worse for wear after the LTL Track Limits day (issue 153), but I just don't love them. The Bridgestone RE050A tyres are hard, noisy and they just don't communicate limpet-like grip like some tyres do, and that's not good enough for a 911 Turbo.

To be fair, they are N-Rated, which means that they have been tested by Porsche for use in my size, so they are a safe bet if I want to maintain my used-car warranty.

However, I want tyres that make my car better, grippier; tyres that give me confidence to access all of its prodigious power. And I want less road noise so that I can hear my engine above all else, making my Turbo a true grand tourer. Too much? Not so! I have options from Michelin.

Michelin offer two N-rated tyres in my sizes: the time-tested Pilot Sport 2 and the road-legal track monster Pilot Sport Cup 2 – standard fit on the GT3. Both will outperform the Bridgestone in some categories. Cup 2s provide unmatched dry grip alongside a very compliant and quiet ride, but their wet and cold weather performance really means it's not the ideal tyre for year-

round use. Meanwhile, the Sport 2s provide acceptable levels of comfort alongside strong ability in wet and dry conditions. They are an aging tyre now though, and I fear not being able to get a match should I need to replace a tyre or two – which could mean I need to buy four new tyres to deal with a puncture in just one.

So that leaves the new Michelin Pilot Sport 4S tyres... the darlings of tyre-review shootouts across various competitions. These tyres appear to blend the best of the best into a single tyre. They provide (almost) Cup 2-like grip in the dry, but savage the Cup 2s in the wet. They are supple enough and quiet enough to play second fiddle to the sonorous howl of my SharkWerks exhaust, and they offer an eye-watering lifespan with superb wear rates. What's not to like? Well, they are not N-rated in my sizes, but does that really matter? It might if I want to renew my extended warranty with Porsche. Park that thought – there are still options.

Michelin PS 4S tyres are N-rated for 20-inch wheels, so it's not like Porsche hasn't spent any time with Michelin making sure that their tyres are up to spec, and they are homologated by AMG and Ferrari for factory fit to certain models, so again these tyres have clearly been tested to satisfactory levels.

Decision made then. I selected Michelin Pilot Sport 4 S tyres and had them fitted at my local tyre specialist. I'll share my findings as the year unfolds, but early signs are great after a few hundred miles of rain, snow and cold dry roads. Oh, what will they be like on sticky summer tarmac?





Lee Sibley
Bournemouth, UK

@lee_sibs

Model 996 Carrera 4S
Year 2002
Acquired April 2017



Part of the 996 Carrera 4S's unique specification is its revised chassis taken directly from the 996 Turbo. This of course includes those 'Big

Red' brake calipers, housing four pistons and a set of brake pads which bite into 330mm drilled and ventilated discs all around the car.

Except on my C4S, those calipers had a less-than-iconic 'Big Pink' look, their original hue markedly faded due to savage lacquer peel. They'd been like that since I bought the car, and after a representative at Poole Accident Repair gave me a reasonable quote to get them refurbished at a recent cars & coffee, I decided it was about time those calipers looked as good as Zuffenhausen intended! Luckily for me (and in the interests of diligent journalism), Poole Accident Repair were also happy for me to shadow for the two days required to turn the brakes around.

After their breakdown and removal from the car, the factory calipers (originally made by Italian outfit, Brembo) were sprayed with acid then wiped down with a cloth before a jet wash to ensure all road detritus had been removed. It was at this point we discovered the calipers had been 'refurberd' before, albeit poorly, as evidence of shoddy masking was present, plus the lacquer lifting in certain areas suggests the calipers weren't properly clean last time out.

Master panel beater and paint extraordinaire, Ian, then got to work scotching the calipers' surface to give a key. This was done by hand with a mini DA and 1100 grit. Once done, the nipples and other gibbons on the caliper were comprehensively masked up before another clean. A very light layer of etch primer was then applied over the areas where the calipers' surface was showing,



With that exhaustive prep work complete, it was time for paint. The colour of my Carrera 4S's 'Big Red' calipers is of course given away by their name, the special paint applied being resistant to heat by up to 300 degrees. Their appearance was gloss at first, yet this soon changed to a matte effect as we left the calipers in the oven to bake for ten minutes at 68 degrees.

From here, the 'Porsche' script sticker is applied to the caliper's outer-facing surface – as Ian pointed out, even applying the sticker is a delicate job, as he needed to be careful each time not to leave any grease from his fingers on the surface which could compromise the lacquer later on.

Stickers expertly applied, Ian then applied a generous layer of lacquer, once again giving the calipers a brilliant shine. They were then placed in the oven for half an hour at 70 degrees before being left to cool down at room temperature for 20 minutes. Finally, they were ready to go back on the car.

Ultimately, the task of restoring Big Red calipers is a timely one, so it's not a cheap job, albeit something that can be done at home if you've clean facilities

and plenty of patience to properly prepare the calipers. As Ian explains: "95 per cent of any paint job is all about prep. Paint doesn't hide bad jobs, it exacerbates them, so it's crucial you spend good time getting that first and crucial part right."

The brake pads were then fitted back into their respective calipers (components from each hub were kept in their own boxes for straight-forward reassembly) and the calipers mounted back on the car. After a fit, bleed and road test, the car was good to go, 'Big Red' refurbishment complete.

I am so chuffed with the result. As I say, 'Big Red' brakes are an iconic element of Porsche design, and I'm relieved that's what I've finally got residing inside my C4S's rotors. I am delighted. Thanks to the team at Poole Accident Repair for a stellar job in refurbishing the calipers to a very high standard, and to Ian for letting me shadow him for the job. I've learned a lot! I've also realised I need new lug nuts, as the rust on the current set is now at odds with an otherwise immaculate wheel-and-tyre setup beneath the wide body of my beautiful 996 Carrera 4S.





Ron Lang
Ashland, Oregon

Model 2.4-litre 911S
Year 1972 Acquired 2018

Model 964 Carrera 4
Year 1989 Acquired 2015

Model 964 Carrera 2 reimagined by Singer
Year 1990 Acquiring 2018

Model 964 C4 Safari
Year 1991 Acquired 2018

Model 993 C4S
Year 1996 Acquired 2016

Model 993 Turbo
Year 1997 Acquired 2015

Model 997.2 GT3 RS
Year 2011 Acquired 2016

Model 991.2 Carrera 4S
Year 2017 Acquired 2016

Model 991.2 Turbo S
Year 2018 Acquired 2017



What 911 shapes most please you? One of my favourites is the organically shaped rear wing on the 993 Turbo. It looks like it was

heated in an oven to soften, allowing gravity to lay the sides of the wing down to mimic the form of the rear arches.

I'm also smitten by the rounded quarter panels enveloping the rear wheels, the subdued front wings, the classic 911 windshield close to your face, the white gauges... I could go on.

When I got this 993 Turbo, it had 30,000 miles on it from three previous owners. The prior owner had driven the car just under 1,000 miles over a five-year ownership. The PTS Polar silver paint looked great, the paint meter readouts suggesting untouched body panels from new. The Rubicon grey interior was immaculate, the car appeared unmolested and complete right down to the Becker radio code card. It drove as expected, with perhaps a bit of gear whine in fourth and fifth, but perhaps I should have been more thorough with a pre-purchase inspection?

It was subsequently apparent that rodents had made themselves at home while the car sat rarely driven. Hidden from view by the Turbo's full-width intercooler, the top of the engine cases and the air-conditioning evaporator were filled with rodent excrement and more – yuck! The fix included a new evaporator and related parts, and thorough cleaning of the front and rear compartments.

As a precaution, the gearbox was removed and sent to a specialist for inspection. The report was that it deserved a full rebuild due to some worn bearings, gears and shift forks. The limited-slip could be overcome by hand, so a new Guard LSD was added. Turns out the 'box had been modified before, with close ratio upper gears along with a light flywheel. Compared to stock, fourth and fifth were three per cent shorter, and sixth 12 per cent lower. The engine spins at 3,000rpm at 70mph in sixth. The rationale for the prior gearbox/flywheel mods remains unknown. Perhaps a former owner had enjoyed some track days and thus re-gear accordingly?

I'm a self-confessed stance-aholic: if it sits right, it drives right. The only mod I've done in addition to fresh paint-



protection film and a Rennline strut brace was a set of Bilstein PSS10 coilovers, with the car lowered about an inch all round.

It does indeed drive right, though it's relatively heavy – as currently set up I find the car very turbulent through a series of s-curves. The exhaust sound is muted by the turbos, so I both feel and hear the tires working, the four contact patches of the Michelin Pilot Sports communicating good information back to the seat, hands and ears.

I've enjoyed a few fun day trips with this car and hope to take it on a tour this year. At almost every stop during a journey, my first action is to hop out to view that rear wing... a hopeless but presumably harmless infatuation.



Gina Purcell
Oxford, UK

Model 911 SC
Year 1982
Acquired April 2014

Model 964 Carrera 4
Year 1989
Acquired September 2004



With Steffi the SC finished, fate conspired with the weather to spoil my dream drive home in my 'new' car. I did manage to briefly

drive her on my birthday, the official completion date, but snow, ice and salted roads set in for over a week. The quick shakedown drive revealed the need of some 'snagging' of the heating system, so I left the car at Riviera for a couple of weeks to await better conditions. It transpired that both blower motors had expired and there was a wait while they were sourced and fitted.

My husband's 3.2 Carrera was due to go to BS Motorsport for installation of the Classic Retrofit Electro Cooler A/C system, so his 3.2 got swapped out of storage with Wolfi the Carrera 4. I hadn't driven my 964 in five months, and had only managed the one quick drive mentioned above in the SC two weeks prior, so you can imagine my delight at being unleashed behind the wheel of a 911 once more!

One photo I'd been waiting to get for many years was one of the cars next to the gate guardian Photographic Reconnaissance (PR) Spitfire Mk XI replica at RAF Benson. It is a busy, active station, and in these times of heightened

security I always presumed any request by a civilian for something so trivial would be rejected. How wrong I was! I asked the RAF policeman at the gate if it was possible, and after a check with his superiors I was cleared for pictures. Wolfi garnered positive comments from many RAF personnel during the quick shoot, and I offer thanks to the RAF police for their willing cooperation. The Spitfire carries the markings of Flt Lt Duncan McCuaig, who lost his life during Operation Crossbow over Bremen.

I find it quite appropriate to pose together the icons of two differing periods in history and two countries that enjoy strong ties in lasting peace.





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

Model 991.1 GT3 RS
Year 2015 Acquired 2018



I'm delighted to announce the latest addition to the P911R clan, a 1988 Grand Prix white Carrera. For me, nothing sums up the late-

1980's style like *Miami Vice* and the white Fuchs on this car.

1980's Carreras are always in demand in the US due to the bulletproof G50 transmission and 3.2 flat six. Living in Texas, a feature I really appreciate is the inclusion of the extra lower dash vents.

I wasn't actively hunting for a 1980's Carrera, but sometimes you stumble upon a great car that's too good to pass up. A tip of the hat to my friends at RS-Werks in Newark, Delaware for the lead.

As usual, I had my local Porsche specialist Eurocar-Werk do a PPI (in my case this means a Post Purchase Inspection). Thankfully the 'to-do list' was short and the engine had outstanding leak-down numbers. My Grandpa always said: "It's better to be lucky than good".

1980's Carreras are solidly put together, offering a refined driving experience that appeals to those who prefer a more comfortable ride. This does

come at a cost, and the weight of the car is noticeable versus an SC or earlier car.

Speaking of weight, it's enlightening to drive this 1988 back-to-back with my 1988 Black Werks Turbo Look (WTL). The sought-after WTL includes the Turbo brakes, suspension, whaletail and flares, but with the naturally aspirated 3.2. The difference is profound; the white 'narrow body' is noticeably faster and agile than my 1988 Carrera with the M491 Turbo-

look package. This serves as a reminder why the factory so aggressively seeks weight reductions on their special-edition Rennsport models.

So far, I've really enjoyed the white 1988. It's served me well thus far as a daily driver, successfully executing the school run and errands all over town, but I'm not sure it fulfils all my requirements for spirited driving. I think I need some more time to decide if this is a keeper.



David Grover
London, UK

@propertypetrolheads

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



Last month I mentioned the now-annual trip to the south of France to attend an industry event in my world of property. With the

event attracting over 25,000 attendees, there are a variety of ways of getting there besides the plane or train. Your favourite car has to be up there, but motorcyclists go, and there is a even a group of cyclists who attend each year, peddling the whole way. Personally I prefer a roof, air-con, good music and the sound of a flat six or V8.

I set off with a work colleague in his beautiful 991.2 C4S, with its Aerokit making it, in my opinion, the best looking 4S I have ever seen. This was the car's first big trip, so eagerly awaited too. The car performed perfectly, as in fact did mine, despite the larger group being almost entirely made up of 911s whose owners doubted my ability to even get out of the Eurotunnel!

Our route was designed not to blast down in one long day, but to enjoy the open roads. We took in the Champagne region for the first night's stop, an off-motorway second day to the Burgundy region and arrived on the coast the third night for a chilled evening before the conference started.

There are a number of things I love about French roads. First, they are generally pretty empty – the scenery can be stunning, especially off the beaten track. The second is the road quality, which of course isn't perfect, but generally it's much better than the UK. Sports cars are a dream to drive there; with less rutting, potholes and poor repairs, you actually can concentrate on driving as opposed to steering around tyre- and alloy-destroying obstacles all the time.

This year we were faced with the most extreme weather imaginable for spring on such a route, and in fact the most challenging ever in the decades I have been doing that drive, mostly in my previous 911s. We had heavy, torrential rain where aqua planning was a genuine issue. A few times I changed lanes without trying because of standing water. Luckily the roads are so empty it's less of a problem if you just remain patient while the grip returns. We then had sleet, heavy hailstones that turned the motorway white, then clear blue sky, then snow and ice!

Our return journey included a stop at the Millau bridge north of Montpellier, which sits across a deep gorge and provides a superb piece of engineering eye candy. Note to enthusiasts here, the viewing car park heading south on the motorway provides a much better view than the one heading north, having done both.

Now back in the UK, spring has sprung, and that allowed another road trip out to the south coast with fellow Porsche enthusiasts, including a lovely 964 RS, spoiled only by the road quality and amount of traffic on the roads early on a Sunday.





Kyle Fortune
Warwickshire, UK

 @kylefortune205

 @Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



A month? It's been that long since I've opened the garage door, which is terrible, but so too has been the weather, with snow

still falling at times here in the UK, and little opportunity to go out in the 993. Not that I've not been immersed in all things 911, just not with my own one. The snow wasn't enough to stop me enjoying a 996 GT2 borrowed from Paragon for a feature drive on these very pages. We were lucky with the weather, Paragon's HQ seemingly situated in an oasis of sunshine while the rest of the country was bracing itself for the return of winter.

A flurry of the white stuff did make things a bit interesting, as, famously, the GT2 comes unadorned with such nannying equipment like traction control and suchlike. In all honesty I loved it for that. Elsewhere these past few weeks I've been off to see the new GT3 RS in Geneva – where I also drooled over the RUF SCR – and chatted to Porsche CEO Oliver Blume for a feature, too. Not long after I got to see the RS with Weissach Pack fitted at the New York



Show (I'm not convinced it looks good if I'm honest) and spotted one committed GT3 driver (NomiGT3 on Instagram) doing the daily commute in the New York traffic. It seems there are plenty of you out there more committed to the cause of using your 911s more regularly, and it's great to see more out on the roads despite the rise in values.

With that in mind the Carrera will be out in the next few days. It's off for a service soon and heading back up to my homeland of Scotland next month for a proper drive, too. There will be no more excuses here, and I'm sure after getting it out of the garage I'll, as ever, not really want to put it away again. Until next month, keep enjoying your cars.



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



The car's been due a refresh in the braking department for a while now, and I must admit that I've been a little slack at getting

around to sorting it out. Eventually I knew I shouldn't put it off any longer and I booked the car into my favourite specialists, Porschacare in Stevenage, for a complete braking overhaul. It's no good having 500bhp under your right foot if you can't stop the thing is there?

Disc-wise I opted for EBC's drilled OEM replacement set-up. I've always heard good things about EBCs and have run them on previous 911s; they offer a range of aftermarket OEM replacement discs which, when you factor in the comparative performance versus OE, look to be incredibly good value. The discs measure the same dimensions as the factory effort so there's no problem fitting, and as with all EBC products the quality is always first class.

Pads-wise I opted for EBC's well-regarded Yellow Stuff option. Designed to withstand more abuse than their other pads, EBC's Yellow Stuff pads offer high friction from cold and are resistant to heat fade, which will be useful should I hit any track days this summer.

I went for new pads and discs all round – not surprising as there were almost no pads left on any corner! Wear markers? You can forget those! I have literally worn those away too.

With all four corners fettled the car finally stops – and I mean a face-warping, I-may-go-through-the-windscreen kind of stopping. Even better is that there are no annoying squeaks when hot or cold. I had read with some intrigue that when produced, the 996 Turbo had the

largest brake set-up of any production car, but until this week I would have bet my house against that, from behind the pedal at least. Now I get it, and what is interesting is how much performance is affected even when you are within legal limits. There is no accurate science, but I would estimate the car now needs a third less road to stop, and that makes me far more confident when I'm pushing on a bit – and a little bit scared considering how long I have been driving the Turbo with a really abused set-up.

While the car was on the ramp at Porschacare the guys gave the rest of the 996's braking system a good check over and discovered a few bits and pieces that needed attention. The car needed a section of copper brake line replacing, a couple of new unions fitting and a flexi-hose on the rear axle, too. It also needed four new brake pad wear sensor wires which came in at just under a tenner each, so I certainly can't moan. The only other job the guys found was one of the threads on one of the rear calipers needed repairing, which caused them no bother at all. Big thanks goes to Porschacare for looking after me and taking such good care of the car. First-class service as usual.





James Samuel
Poole, UK

 @Jamessamuel4

Model 997.1 Turbo
Year 2008
Acquired April 2015

Model 996.1 GT3
Year 2000
Acquired January 2018



With all the snow from the Beast from the East and lots of working away, fun miles have been severely limited – although I did take

the Turbo to my head office a couple of times (a 400-mile round trip) just to have some fun for the day. It's amazing what a great all-rounder the 997.1 Turbo is: it eats the miles, covers ground as fast as you are willing to go, gets all my tools in and when I go out on the twisty sections it's still plenty of fun.

The reward at the end of one such long drive was to meet up with the local Porsche crew for curry night with a swift 25-minute drive to and from the restaurant. As always there was plenty of car chat and banter once we'd sat down to eat – one of the greatest things about Porsche really is the people you meet, after all.

This month I've otherwise been mainly spending out on other Porsche-related items: my Porsche Club GB membership was due, and with that paid I met up with another Porsche nutter and got some Club track days booked for 2018. I'll be doing Goodwood, Snetterton, Donnington and Castle Combe through PCGB and also have a double track day at Spa later in the year. Very exciting times.

Speaking of Goodwood, I also got offered full membership to Goodwood Road Race Club – it only took three-and-a-half years of being on the waiting list, but I finally made it! With Porsche being the centrepiece at this year's Festival of Speed and celebrating 70 years of the



marque, the complimentary tickets will be well received.

It was also time for the Turbo's insurance renewal. After having a great experience with ClassicLine when insuring the GT3 I phoned them up and they were by far the best price and most comprehensive cover, so now both 911s are with them. The complimentary track day cover was welcomed as I can split track duties between the two cars, if I wish, safe in the knowledge the cars are adequately covered.

With all the track days booked it was down to the serious business of prepping the GT3 to make sure all I have to worry about are my racing lines. My brother kindly donated a Momo Mod 07 steering wheel which I just fitted to the GT3. Initial impressions are great and it provides much needed clearance between my legs and hands during tight cornering. Nearly all the parts for the transmission upgrade have also arrived, consisting of Rennline engine mounts, Cantrell transmission mounts, Numeric Racing shift cables and a 997

GT3 RS shift mechanism (with metal bushes rather than plastic). Once fitted I am hoping all the notchiness will be gone and the GT3's gear shift will be as smooth – if not even smoother – than the Turbo.

One little modification/repair I did manage to execute this month was to sort out my GT3's wobbly throttle pedal. I noticed some side-to-side movement, and after a quick search found it is very common on the older 996 due to its design. I found a replacement billet aluminium hinge kit made by Rennline in the US, which was promptly ordered and fitted. It's removed all the play and, more importantly, removed the chance of being left stranded mid-drive.

With all the bad weather I have been cleaning the cars often, something I enjoy. I have recently discovered a company called Carbon Collective who do a great range of products. I went for the ultimate snow foam, lusso shampoo, react wheel cleaner and a selection of brushes and wash mitts. The stuff has been great so far and all the cars are left silky smooth and beading nicely. I am not a fan of ceramic coating as I prefer to wax the car regularly with a machine polish once or twice a year.

As I sign off for this month I have just dropped the GT3 back at RPM as a 'check engine' light came on. It seems to be a spark-related issue so I'm hoping it will be a coil pack, but luckily the car is still under warranty and the guys at RPM are experts and should have it fixed in no time.





Chris Wallbank
Leeds, UK

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Model 997.1 Carrera S
Year 2005
Acquired November 2012



Last month I had the pleasure of shooting a rather stunning left-hand-drive red 912 for **Total 911** owned by the lovely chaps over at CHC

in Chester which you may have seen featured in last month's issue. It was my third visit to their garage and my mind is still blown every time with the amount of amazing 911s they have there, both old and new!

Their collection of rare, new 911s is equally as exceptional as their old, and this time we were treated to a sneak peek of their brand-new, fresh-from-the-factory Exclusive Series 991 Turbo S – one of only 500 made! So I had to take



a few cheeky phone snaps to share with you **Total 911** readers.

The Golden Yellow metallic paint may not be to everyone's taste, but I personally loved it, and having such a unique colour makes this car that bit



more exclusive. I'm also a fan of the contrasting black wheels and other jaw-dropping carbon details like the carbon bonnet. Another limited-edition 911 that will undoubtedly will become another classic in many years to come!



Rob Clarke
Bristol, UK

Instagram: [@rob911_ltl](#)
Twitter: [@Rob996LTL](#)

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



As mentioned last month I was going to put a few hundred miles on the car and then check the coolant again. Much to my dismay the

level had dropped, so I parked the car up and hopefully this weekend it will have a pressure test. Hopefully there will be a puddle on the floor, which is an easy fix. If the pressure drops with no puddle this may spell disaster! I am hoping for a visible leak. I will keep you all posted!

This month was the launch of the new Cayenne so, not to miss an opportunity for a car launch, I went along to the Bristol OPC. The new Cayenne is a great

improvement over the last model; it has been made a bit more angular rather than rounded, a vast improvement. It was good to see the new head of Porsche UK, Alexander Pollich, in the dealership announcing the launch. For me the highlight wasn't the Cayenne, but the 919 replica in pride of place in the showroom. It is amazing how small these cars are, a lot smaller than the old Group Cs.

Also interesting is the shift in the move to electric and hybrid. Will we have the same passion for an electric or hybrid 911? The thing for me is the sound, I'm not sure the satisfaction of a flat six can be replaced by an electric car...

This month I have also booked myself on a track day, scheduled in about two

months' time, so as long as my car coolant issue is resolved I will be putting it on track. To date I have not driven this car on track; I have driven a few times at the Silverstone Experience Centre in one of the provided vehicles. I have raced a Corsa at Autocross (UK Autocross, different from American autocross), but I've not put my C4 into action on track so I am looking forward to it. Lastly, I have been looking at another 996 this month, not for me but helping a friend out who is thinking of buying. Sadly we walked away as there were too many issues. It is amazing what knowledge I have gained over the last few years, but at least I have put it to use for once. Fingers crossed the coolant issue isn't a head gasket!



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Data File

Full specs, ratings and market values of every 911 1963-2018 can be found beginning on page 86

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AVANTGARDE CLASSICS

You may not have heard of them, but Midlands-based Avantgarde Classics has a long-standing talent for sourcing some of the sharpest and rarest 911s around

Written & photographed by **Ali Cusick**

If you wanted to buy a 911, all over the UK there's a whole host of small, regional independent dealers that offer a great service and turn up some superb cars. One of these is Midlands-based Avantgarde Classics in Tamworth, Staffordshire. Though the name may not be front and centre to Porsche owners in the UK, this small, established dealer has a knack for regularly sourcing exquisite examples of Stuttgart's finest product.

The man behind it is Jonathan Aucott, who has been in the motor trade for almost 25 years – and almost all of that solo. Originally he started selling performance RS Fords and French hot hatches in the late 1990s, when they were almost uninsurable. Since then he's steadily grown, altering to solely deal in classic cars about 15 years ago, long before the recent vogue in older cars began. He settled on the German classics market, with BMW, Mercedes and Porsche. "15 years ago it was more Mercedes, but these days I'd say it is a mix of everything, with a strong leaning towards Mercedes and Porsche," says Jonathan. Today in the classic car market he is known for his Mercedes SL, BMW M cars and air-cooled 911s.

Every dealer needs an angle though, and his is on the details. More importantly, on getting them to be just right. "I like to think we do the bits others forget," says Jonathan. "You can find lots of cars with a nice exterior, but look into them and the other areas let them down." To avoid becoming a restorer instead

of a retailer, you have to start with a good car to begin with though, so how does he choose what to retail?

"A car's condition, for me, is everything," says Jonathan. He's known for owning the majority of his stock, which harks back to his early days. "When the business started people didn't lend you cars for sale or return, unlike today. If you wanted a car, you had to buy it yourself." That legacy stays, bar the very occasional car sold for a regular customer every now and then. "The fact I'm buying stock with my own money means every car has to be the right car," Jonathan tells us.

Dealing in other brands means he doesn't have to deal in a high volume of 911s, or have to compromise on condition to get a sales volume. "Cars do tend to find me nowadays," he says, "through either repeat custom, or through reputation." Being near the hallowed Midlands motorway triangle means he's in a great position for customers all over the UK, though ➔

Founder

Jonathan Aucott

First opened

1994

Location Tamworth, Staffs

Standout car

Buying his own 1973 RS

Interesting fact about the business

A number of sales cars have gone on to achieve awards on the show or concours circuit

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ABOVE 993 Turbo looks stunning in its Arena red launch colour



ABOVE Good, low-mileage classics will always be in demand, Jonathan says



Jonathan does admit most of his customers are within reach of the M25 or the home counties.

"A typical Avantgarde car would be something that is rarer, low mileage, with provenance but above all, be in absolutely superb condition," says Jonathan. "There's something magical about an air-cooled car," he admits, despite running a personal 991 Carrera T at the moment, but air-cooled cars are his mainstay for stock, the pinnacle of which is his own 1973 RS he's had for the last five years. "That car, for me, is the holy grail. I've wanted one since I was a boy, and managed to get one five years ago" he enthuses.

The stock on **Total 911's** visit reflects his knowledgeable, selective, air-cooled penchant: there's a fin-perfect 3.2 Carrera, an impeccable 964 RS, a brace of 930 Turbos – one fully restored in factory paint-to-sample Metallic green, the other an original 30k-mile car. If that wasn't enough he raises the bar higher and enthusiastically shows me his two 993 Turbos: the first an impeccable-historied Turbo in launch-colour Arena red, the other a super-rare RHD Turbo S – a one owner, factory-paint car, with an unbelievable (but correct) 22k miles. All cars are

indeed peerless examples of their breed, even before you compute the rarity of what the car is. As a 911 enthusiast, it is a joy to see such 'correct' examples of each model.

"We always start with a good car, and I then go on a detailing process, the intensity of which depends on what level the car is at," explains Jonathan. "Like the green 930 – as spotless underneath as on top, which needed nothing as it came from a regular collector client who had gone through the car." The detailing process isn't just a quick valet – by detailing Jonathan means regularly going to the extent of re-Zinc plating the engine bay and indeed any body fixings, the result of which is a car that makes you look right into it to appreciate the extent of that work. "I strive for a show-level prep. Indeed, plenty of our cars we've sold have gone straight on to get good results in concours over the years."

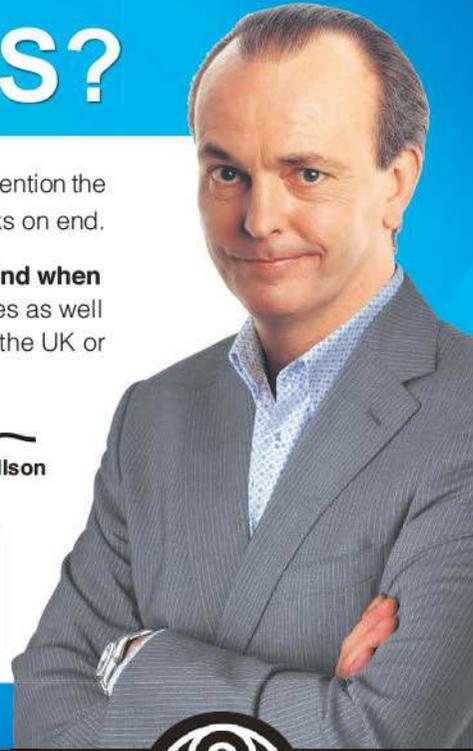
It is impossible to be at a dealership and not touch on the market, so I ask the obvious question. "I'd say the air-cooled end has definitely levelled at the moment. We're still seeing steady increases, but not having the scenario where cars are seeing

the unpredictable, rapid growth of three years ago," reveals Jonathan. "Cars are rising, but at a sustainable, steady rate. Good cars though are always hard to find, and those will always rise higher than an average-condition car. The water-cooled market offers some great value-for-money cars, but it just isn't where my heart is," smiles Jonathan. "For me, the air-cooled cars just have that raw experience I prefer." Which, of course, is the reasoning behind his stock choice.

"I don't think there are any undiscovered gems in the air-cooled market, every type of car has its fans now," he says. "I think they're all set to appreciate more than plain money in the bank, but we're out of the strange times of very rapid appreciation." When pushed, he says a good G50 3.2 Carrera still offers the best overall experience, but also thinks early 911 S, 2.7 RS and the 964 models haven't really appreciated in the recent years, so are possibly due a price rise.

Who knows what will happen, other than as a buyer, your biggest headache will always be in sourcing a good car. Thankfully, here's one Porsche enthusiast and dealer that can certainly help you with that. **911**

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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 Q3 will be July. The review for 2018 Q2 was April.



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



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	148
Engine capacity	1,991cc
Compression ratio	8.8:1
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



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



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	125hp @ 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



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: 166HR



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/VR15 R 9x15-inch: 235/60/VR15



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/VR16 R 8x16-inch: 225/50/VR16



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/VR15 R 7x15-inch: 215/60/VR15



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/VR16 R 8x16-inch: 225/50/VR16

● (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 @ 4,600rpm
0-62mph	8.4sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR

● (A & B series) ★★★★★

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	995kg
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	2,185cc
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 @ 4,000rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-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; 185HR R 6x15-inch; 185HR

● (F series) ★★★★★

911S 1973



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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
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 (165hp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 6x15-inch; 185VR 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 7x15-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/ZR17 R 9x17-inch; 255/40/ZR17

● ★★★★★

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



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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	1,335kg
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	5.3sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	6x16-inch, 205/55/VR16
R	7x16-inch, 225/55/VR16

★★★★★
964 Turbo S 1992-93



180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	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



(C & D series) ★★★★★
964 3.8 RS
1993

Identifiable by lightweight Turbo bodysell, 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 @ 5,200rpm
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 bodysell, 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	359Nm @ 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, 285/35/ZR18

★★★★★
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 8x16-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 8x16-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	3,290cc
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 updated, 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; 205/50/ZR17
R 9x17-inch; 255/40/ZR17

★★★★★
964 Turbo 3.6 1993-94



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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
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; 205/65/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 9x18-inch; 235/40/ZR18
R 11x18-inch; 285/35/ZR18

★★★★★
993 Turbo 1996-98



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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	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	5.4sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg

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

★★★★★
993 Turbo S 1998



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	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 7x16-inch; 205/55/ZR16
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 updated 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	1,770mm
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

★★★★★
996 Anniversary 03-04



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

Production numbers	1,963
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	345hp @ 6,800rpm
Maximum torque	370Nm @ 4,800rpm
0-62mph	4.9sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg

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

Sales debate

Should you buy a high-miles 996?



It's common knowledge that the only Porsche 911 you can buy for entry-level money is the 996. The 996 has been good news for a while now: at last the public is softening its stance on the generation's divisive looks, instead focusing their attentions on the amazing value for money a 996 can offer.

Prices of both Gen1 and Gen2s have risen by around 30 per cent over the last two years (though they are now levelling out, it seems), meaning that the days of a £10,000 Porsche 911 are long gone. However, if you're adamant in getting yourself into a Neunelfer with a budget not far into five figures, there may still be an answer in the form of a 996 Carrera, albeit with high miles.

As previously covered in *Total 911* magazine, Porsche owners of older Neunelfers haven't been afraid to wrack up the miles (our 'Carrera to the moon' with 680,000 kilometres on the clock from issue 159 certainly stands out) but, with the 996 seen as more of a daily driver, several examples can be found on the market with north of 150,000 miles displayed on their odometer. So would such a car make for a good buy?

"If you do your due diligence beforehand it can make for a good buy," says Darren Anderson of RPM Technik. "There's a danger that the engine will now need to have some good money spent on it to ensure you can start on a level playing field, particularly if you're going to modify it, so get a specialist to put it on the ramps and give it a thorough check-over so you know what bills you can expect in the future. If all checks out, you've a great-value 911 on your hands," he says.

Darren's sentiments are backed up by Anthony Pozner, proprietor of Hendon Way Motors, who says a high-mileage 996 may in fact negate the need to worry about some of the mechanical problems prevalent on the M96 motor. "We always tell customers to source a 996 with a few miles on the clock, purely because these cars need to be driven and, with a low-mileage car that's just sat around, you don't know what problems are yet to be uncovered. With a high-miles car it's already lived a lot of its life, and so any issues will likely already have arisen and been dealt with. It's not a rule, but something to bear in mind," he says.

So, it seems our specialists believe there are positives to be had from a purchase of a high-mileage Carrera, provided you've done your homework on the car beforehand.

Gen2 996 GT3 2003-05



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

Production numbers	2,313
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	F 8.5x18-inch; 235/40/R18 R 11x18-inch; 295/30/R18



996 GT3 RS 2004-05

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

Production numbers	682
Issue featured	161
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.4sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,360kg
Wheels & tyres	F 8.5x18-inch; 235/40/R18 R 11x18-inch; 295/30/R18

996 Turbo S 2004-2005



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, updated 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
0-60mph	4.500rpm
Top speed	4.2sec
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	3,996cc
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 8.5x18-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 8.5x18-inch; 235/35/R19 R 11x19-inch; 305/30/R19



997 Turbo 2005-08

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

Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	5.000rpm
Top speed	3.9sec
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	9.8:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200rpm
0-62mph	4.500rpm
Top speed	3.7sec
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



Gen2 997 C2 2008-12

Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DF1 unit, using fewer parts – with no problematic Intermediate Shaft.

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

Gen2 997 C2 S 2008-12



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

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

Gen2 997 Turbo 2009-13



Same as the original 997 Turbo but with new LED tail-lights and driver lights up front. Larger tailpipes and DF1 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	5.000rpm
Top speed	3.4sec
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 11x19-inch; 325/30/ZR19



997 Speedster 2010

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

Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	5.600rpm
Top speed	4.4sec
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

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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; 265/40/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; 295/35/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 bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers	1,106
Issue featured	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	8x19-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

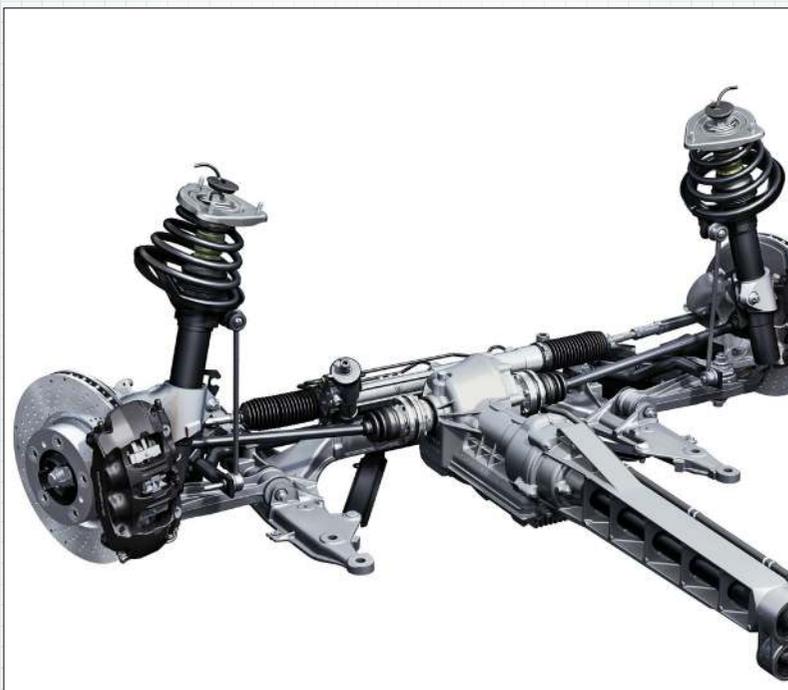
Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

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

010 PORSCHE TRACTION MANAGEMENT

Porsche's four-wheel drive system has become increasingly clever with its torque distribution. This is down to Porsche Traction Management...



Tyres aren't the only thing that determine traction. For 30 years, Porsche has been utilising four-wheel drive in the 911, with the Porsche Traction Management system increasing in complexity in recent years to optimise power transfer. The system operates using two differentials (one for each axle). With the transmission mounted in front of the engine, the front differential is powered by a perfectly straight propshaft from the rear differential. This ensures that power is distributed evenly.

Traction on the rear wheels is managed by PTV (Porsche Torque Vectoring). PTV is the reason Porsche no longer talks of limited-slip differentials. Torque vectoring not only transfers power from side-to-side, it also independently brakes the inside wheel to enable greater turn-in. PTV is mechanically operated unless the 'Plus' option is specified, in which case an infinitely variable electronically locking version is utilised.

With the rear wheels taken care of, the level of power distributed to the front axle is determined by a series of sensors measuring a range of parameters, from steering angle and throttle application to lateral and longitudinal acceleration.

This information is then used to operate the electronically controlled double-clutch system, located just behind the front differential. If the rear axle is struggling to apply all the power to the road, the electronically activated clutch is engaged more positively (taking a maximum of 100 milliseconds), transferring a greater amount of the engine's power to the front axle. Depending on throttle application, this system can preload, meaning that traction is always available, even before the driver needs it.



★★★★★

997 918 Edition 2010

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

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



★★★★★

997 GT2 RS 2010-11

GT2 went back to its roots with lightweight body and interior, plus extra power. Recognisable thanks to carbon fibre bonnet, air intake and mirrors.

Production numbers	500
Issue featured	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



★★★★★

991.1 Carrera 4 2012-15

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

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



★★★★★

991.1 Carrera 4S 2012-15

Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. PTV spread torque more evenly.

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR20 R 11x20-inch; 305/30/ZR20



★★★★★

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.

Production numbers	5,000
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; 235/35/ZR20 R 12.5x21-inch; 325/30/ZR21



★★★★★

991.2 Carrera 2015-

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

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



★★★★★

991 R 2016

991 GT3 RS engine mated to revised 6-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	991
Issue featured	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



★★★★★

991.2 Carrera GTS 2017-

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



★★★★★

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/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 @ 5,500rpm
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	188.5mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
	R 11x20-inch; 295/30/19



★★★★★
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	3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 12x20-inch; 305/30/19



★★★★★
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 8.5x20-inch; 245/35/19
	R 11x20-inch; 305/30/19



★★★★★
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 9x20-inch; 245/35/19
	R 11x20-inch; 305/30/19



★★★★★
991 Anniversary 2013-14

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

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
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; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
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; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
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; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
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; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
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; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
991.2 Turbo S 2016-

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

Production numbers	In production
Issue featured	145
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x21-inch; 305/30/19



★★★★★
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	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9x20-inch; 245/35/19
	R 12x20-inch; 305/30/19



★★★★★
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	1,800 (estimate)
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; 265/35/19
	R 12.5x21-inch; 325/30/19



★★★★★
991 Turbo S Exclusive Ed.

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; 245/35/19
	R 11.5x20-inch; 305/30/19



★★★★★
991 Carrera T

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

Production numbers	2,000 (estimate)
Issue featured	162
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; 245/40/19
	R 11.5x19-inch; 295/35/19



★★★★★
991.2 GT3 RS

Latest GT3 RS gets GT3 faclift but with NACA ducts and suspension from GT2 RS. 20hp increase over Gen1 with mainly aerodynamic and chassis revisions.

Production numbers	60 UK cars (estimate)
Issue featured	164
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	520hp
Maximum torque	480Nm @ 1,700-4,000rpm
0-62mph	3.2sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/19
	R 12.5x21-inch; 325/30/19



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PORSCHE 911 (997) CARRERA 2S CABRIOLET, 2010
26,100 miles. Manual transmission, cocoa leather interior, Bose sound system, park assist, heated seats and steering wheel, cruise control



PORSCHE 911 (996) TURBO CABRIOLET, 2004
36,200 miles. Tiptronic 'S' transmission, Bose sound system, hard top, CD autochanger, PCM-2 navigation, top tint windscreen



PORSCHE 911 (964) CARRERA 4 CABRIOLET, 1990
25,900 miles. Sports seats, linen piping seats, Blaupunkt Toronto stereo and amplifier; full OPC dealer history, original paint



PORSCHE 911 (997) TURBO S CABRIOLET, 2010
19,800 miles. PDK transmission, PCCB carbon ceramic brakes, sports chrono turbo package, Bose speakers, park assist, cruise control



PORSCHE 911 (997) CARRERA 2S CABRIOLET, 2010
15,500 miles. Manual transmission with short shifter, 19" Carrera sport wheels, Bose sound system, heated sports seats, wind deflector

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Polar Silver • Black Leather Sport Seats Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels 21,725 miles • 2003 (03)
£149,995



911 GT3RS (997)

Jet Black • Black Nomex Bucket Seats Manual Gearbox • Porsche Ceramic Composite Brakes • Rear Roll Cage 22,110 miles • 2008 (57)
£139,995



911 Turbo S (997)

Carrera White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 24,598 miles • 2011 (61)
£99,995



911 Carrera 4 (993)

Metallic Black • Marble Grey Leather Sport Seats • Manual Gearbox 18" Turbo Technology Wheels • Air Conditioning • 24,689 miles • 1997 (R)
£99,995



911 Turbo (997)

Basalt Black • Black Leather Sport Seats Tiptronic S Gearbox • Porsche Ceramic Composite Brakes • Factory Hardtop 40,396 miles • 2008 (08)
£69,995



911 Turbo (997 GEN 1.5)

Basalt Black • Black Leather Adaptive Sport Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 36,089 miles • 2008 (58)
£67,995



911 Carrera 2 (993)

Amethyst Metallic • Marble Grey Leather Seats • Manual Gearbox • 17" Alloy Wheels • Electric Sunroof • 77,087 miles 1996 (N)
£65,995



911 SC

Guards Red • Tan Pascha Seats • Manual Gearbox • 15" Fuchs Wheels • Porsche Certificate of Authenticity • Electric Sunroof • 69,879 miles • 1982 (X)
£64,995



911 Carrera

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Cruise Control • 89,869 miles 1988 (F)
£64,995



911 Carrera S (991)

Basalt Black • Black Leather Sport Seats PDK Gearbox • 20" Carrera S III Wheels Sports Exhaust • Sport Chrono Pack with Sport Plus • 55,178 miles • 2013 (13)
£62,995



911 Turbo (996)

Seal Grey • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation Extended Leather Package • 56,514 miles • 2004 (53)
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Porsche 993 Carrera 2S 3.6L
1997 Coupe, Tiptronic, LHD, Silver with Black leather interior.



Porsche 993 Carrera 4 1998
Cabrio, 6-speed Manual Gearbox, LHD, Black interior.



Porsche 911T 1972 Coupe 2.4L
Manual Gearbox, LHD, Slate Grey with Red leather interior.

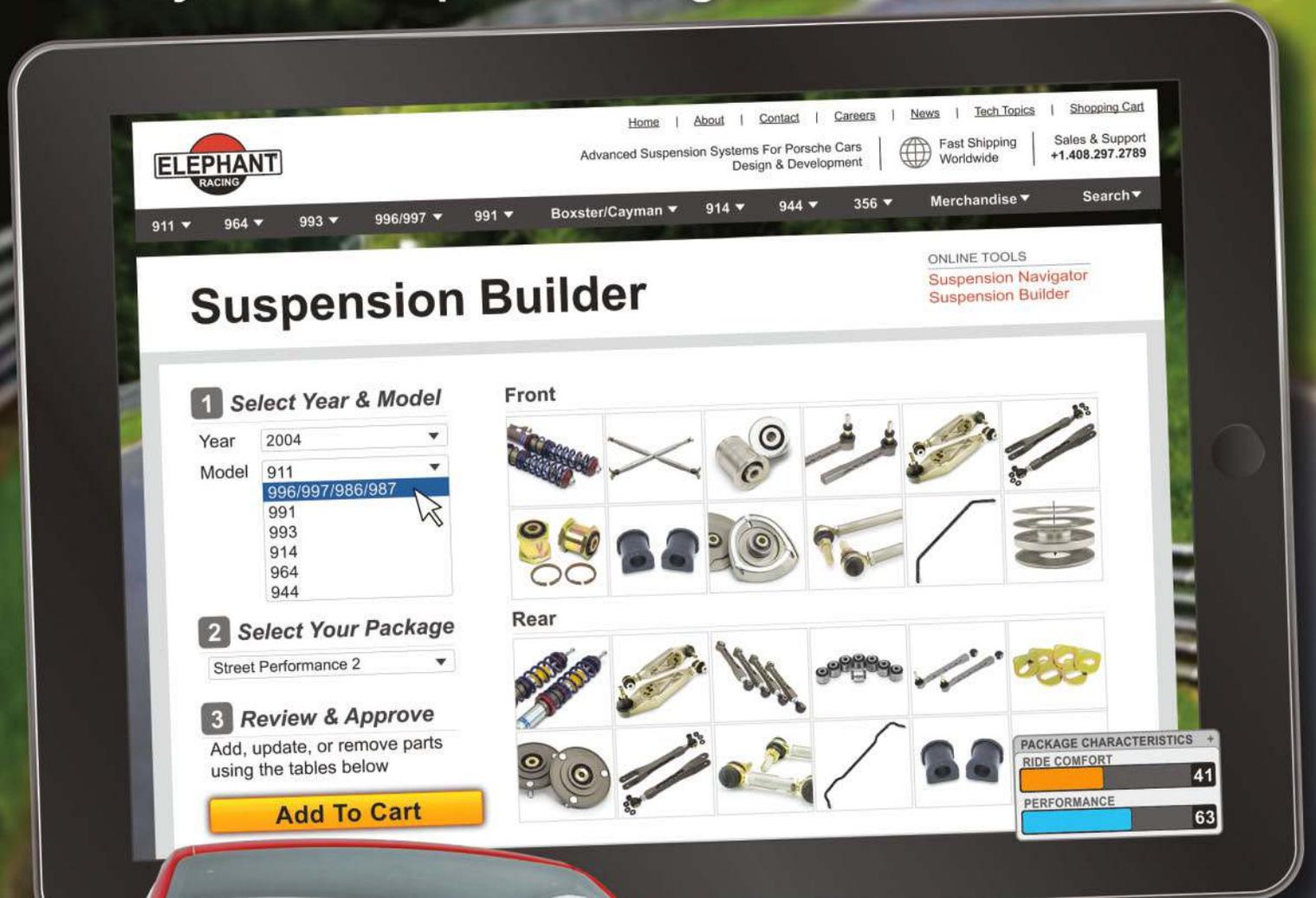


Porsche 911 Carrera 3.2L 1985
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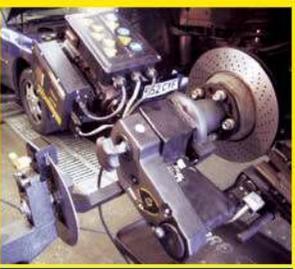
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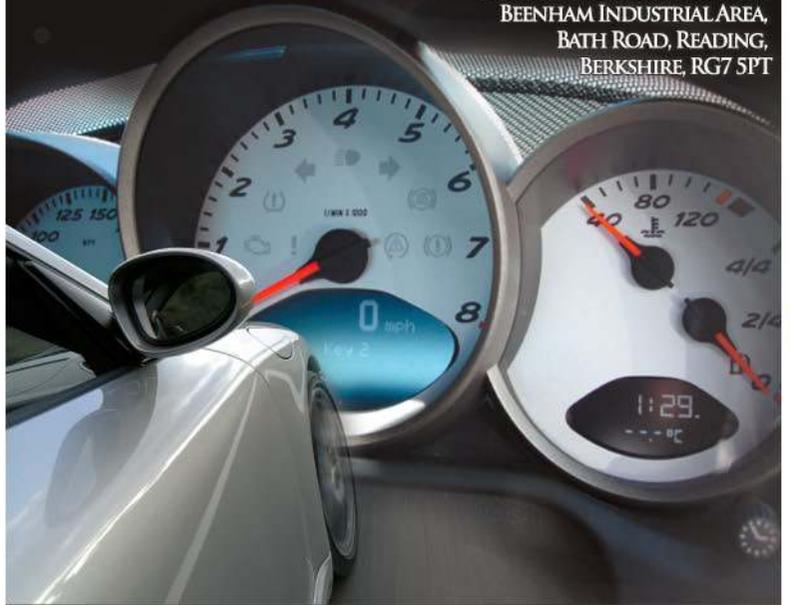
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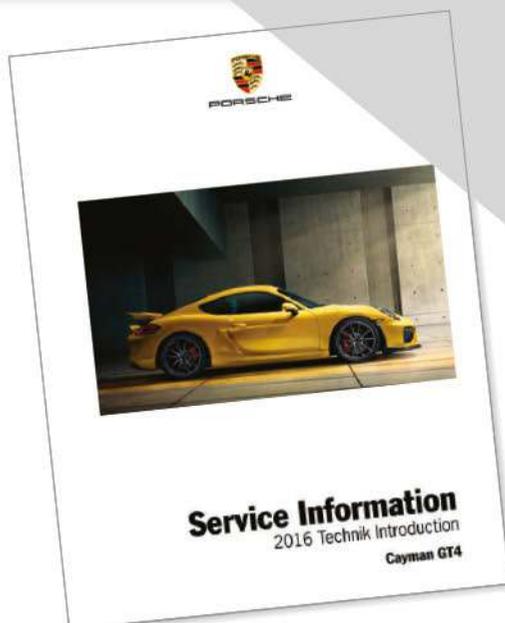
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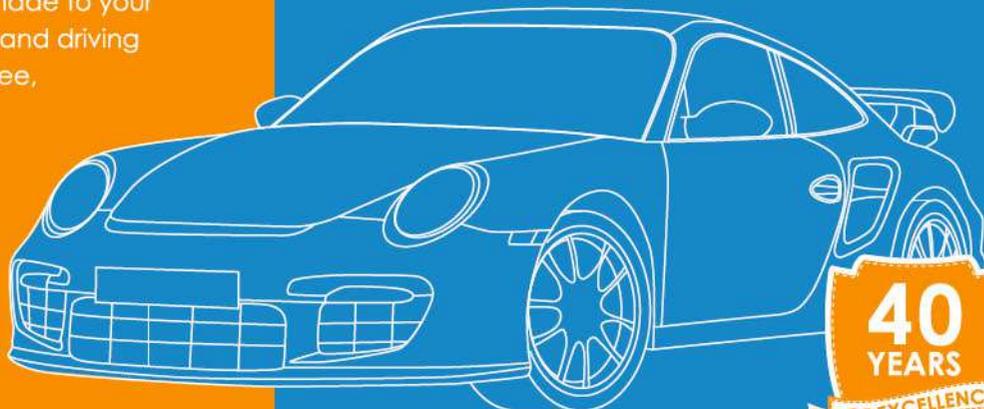
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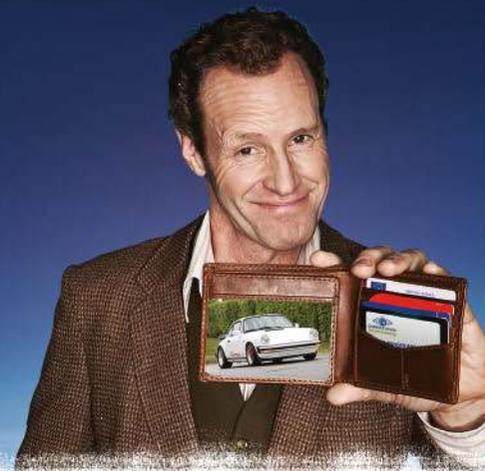
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Issue 167 in shops and available for download from 13 June



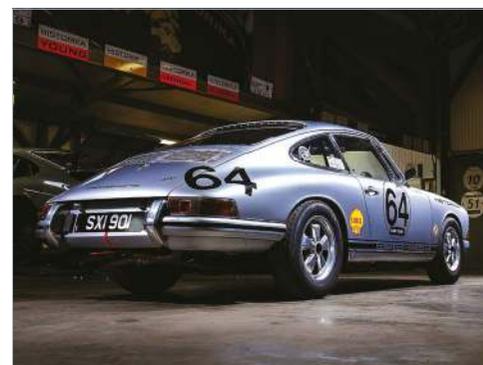
EVOLUTION OF THE 996

In-depth look at the first water-cooled 911s, with test drives & insider info



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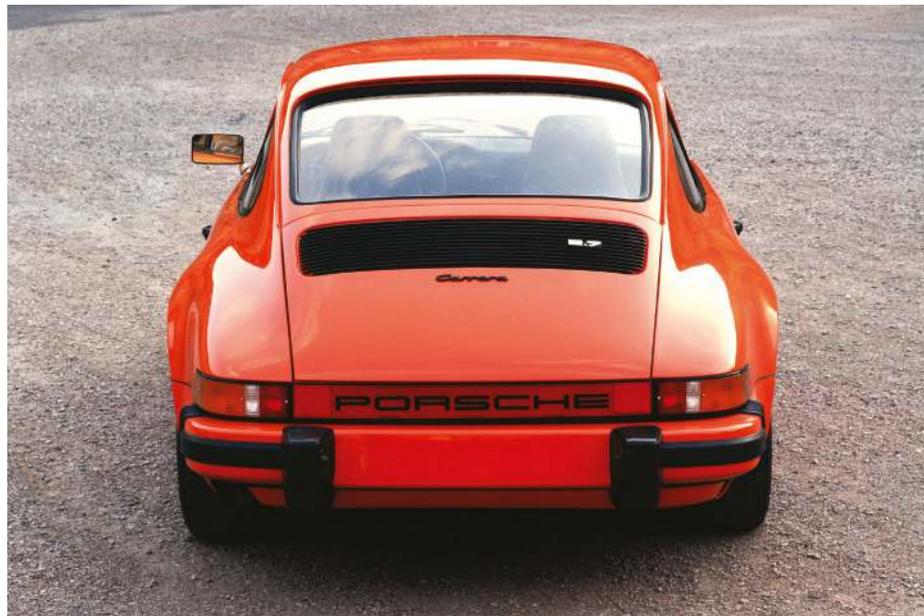


SWB 2.0-LITRE RACER UP CLOSE

What spec 911 will we see competing for the new Peter Auto 2.0L Cup?

911 DESIGN ICONS R E A R R E F L E C T O R P A N E L

A feature on the 911's rear for more than 40 years, the rear reflector panel truly is a design icon



Photographs by Porsche Archive

Porsche's overriding ethos has very much been one of function over form, and nowhere has that been more evident than on the 911. That's not to say that it didn't ignore the value of appealing aesthetics, which explains why the company decided to garnish the rear of the Neunelfer with a neatly styled reflector panel from 1974.

Linking the rear light units, it brought a more cohesive look to an otherwise unused area of metalwork, and embellished with that famous Porsche script it soon became a trademark element of the overall design. It would make its first appearance on the 2.7-litre G-series models, making the rear of the car allegedly more visible at night. However, it wouldn't be long before Porsche's desire for continuous development led the company to make the panel more functional. Just a few years into Carrera 3.2 production it had become the perfect location for the rear fog lamps, finally doing away with separate items hung rather untidily below the rear bumper, and the Porsche script was now red rather than the more contrasting black.

“An intrinsic part of the 911... it remains a focus of interest for enthusiasts”

With the 964 there was a chance to develop things further, this time seeing the reversing lamps moved from the main rear light cluster to the outer edges of the panel, blended in to the red reflector. Having been a feature for nigh-on two decades there was no need to mess with a successful recipe, the 993 maintaining the look, but

with its small, oblong reversing lamps now more prominent, although its successor would mark a significant departure by doing away with it altogether. Yes, the overall look was cleaner, but it was certainly missed, hence it's much-welcomed return on the wide-bodied 996 C4S, where it was attached to the engine lid rather than the bodywork beneath. After a brief hiatus with the 9971 generation, a slimmer reflector panel returned for the 9972 as a key design trait of 4WD Carrera models, before evolving into a full-blown running light on the 4WD 991-generation cars.

As an intrinsic part of the 911 for more than four decades, it remains a focus of interest for enthusiasts. In fact, it doesn't take long to find entire forum discussions devoted to it, which perhaps tells us all we need to know about this unique piece of Porsche design. **911**

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**1974 Porsche 911
-stock-09264**

The 1974 Porsche 911 shown here with 79,039 on the odometer is available in a gorgeous color combination of light blue metallic with a tan interior. It is equipped with a 5-speed manual transmission with a 2.7-liter engine, sunroof, cookie cutter wheels and includes the jack, spare tire and tool kit. A very presentable weekend driver which is mechanically sound.

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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.

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1970 Porsche 911T Coupe-stock-09426

This beautiful 1970 Porsche 911T Coupe featured here with matching numbers and the Certificate of Authenticity included, is available in this vibrant color combination of red with script and black interior. It comes equipped with a 5-speed manual transmission with a 2.2-liter engine, mechanical fuel injection, Fuchs wheels and includes the spare tire. A very presentable and excellent original California car which was previously owned by PCA member and is mechanically sound.

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1970 Porsche 911E Right Hand Drive-stock-09145

This rare Right-Hand-Drive 1970 Porsche 911E Coupe comes in its original color code#2323 Tangerine with black interior. It was built in Great Britain and still retains its U.K. license plates. It comes equipped with a model and period correct engine and transmission, driver's side sport seat and Fuchs wheels. A very rare opportunity to purchase this Porsche as early right-hand-drive long hoods for restoration are nearly impossible to find. An excellent example for light restoration.

For \$64,500



1971 Porsche 911T Coupe-stock-09488

The excellent original 1971 Porsche 911T Coupe shown here with matching numbers comes in its original color code#1111 Light Ivory with tan interior. It is equipped with a 5-speed manual transmission, air conditioning, cookie cutter wheels and includes the spare tire. The 911T was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

For \$49,500



1970 Porsche 911E Targa-stock-09446

This very collectible 1970 Porsche 911E Targa featured here with matching numbers is available in green with black interior. It comes equipped with a 5-speed manual transmission with a 2.2-liter engine, driver's side sport seat, Fuchs wheels, OEM radio, original owner's manual and includes the spare tire and original maintenance booklet. This is a very sought-after example which has had the same owner for many years and is mechanically sound.

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1972 Porsche 911T Sunroof Coupe-stock-09469

This very presentable 1972 Porsche 911T Sunroof Coupe shown here is available in champagne with brown interior. It is equipped with a 5-speed manual transmission with a 2.4-liter engine, extremely desirable driver and passenger side Recaro sport seats, Fuchs wheels, one year only external oil filler door, electric sunroof and includes the jack, spare tire and service records. An excellent limited production example which is mechanically sound.

For \$54,500



1973.5 Porsche 911T-stock-09372

This extremely original 1973.5 Porsche 911T Coupe presented here with matching numbers, and the Certificate of Authenticity included, is available in its original color code#0118 tangerine with black interior. A standing and extremely desirable color combination. It is equipped with a 5-speed manual transmission, driver's side Recaro sports seat, CBS injection, 5-speed manual transmission, forged alloy wheels and includes the original dealer bill of sale, window stickers, hand written maintenance log and over \$15,000 in service records with over \$7,500 being spent on this car in February 2018. An extremely collectible Porsche which is very clean and presentable and mechanically sound.

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1972 Porsche 911T Targa-stock-09493

The 1972 Porsche 911T Targa being offered for sale is available with matching numbers and comes in silver with a black interior. It is equipped with an upgraded 5-speed manual transmission, one year only external oil filler door, Fuchs wheels and includes the spare tire, owner's manual and service records. The Targa was previously owned by a Porsche Club of America owner. It's very presentable and is an excellent on-year only example.

For \$46,500



1982 Porsche 911SC-stock-09198

This 1982 Porsche 911SC shown here with matching numbers is available in a beautiful blue with a black interior color combination. It comes equipped with a manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire. A very presentable car which was previously owned by a Porsche Club of America member. An excellent original California car which is mechanically sound.

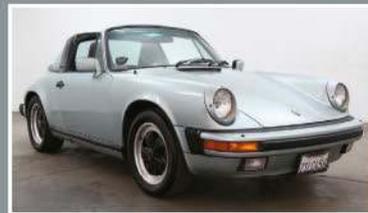
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1972 Porsche 911E Targa-stock-09574

This very presentable 1972 Porsche 911E Targa is available in red with black interior and comes with very desirable black sport seats. It is equipped with a 2.4 liter E engine with a manual transmission, Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which has had the same owner for many years and is mechanically sound.

For \$59,500



1985 Porsche Carrera Targa-stock-09347

The 1985 Porsche Carrera Targa featured here with matching numbers comes in its original color Crystal Green Metallic with olive interior. It comes with a clean CarFax and is equipped with a manual transmission with a 3.2-liter engine, air-conditioning, power windows, Fuchs wheels, original owner's manual and includes the jack, spare tire and tool kit. An excellent original California car which is mechanically sound.

For \$39,500



1977 Porsche Carrera Targa 3.0-stock-09219

This low production 1977 Porsche Carrera 3.0 Targa presented here is available in its original color code#443 copper brown metallic with tan interior. It is equipped with a 5-speed manual transmission with a 2.7-liter engine, power windows, Fuchs wheels and includes the jack, spare tire and tool kit. It has lots of potential and is priced just right. It has had the same owner for many years and has just come out of storage.

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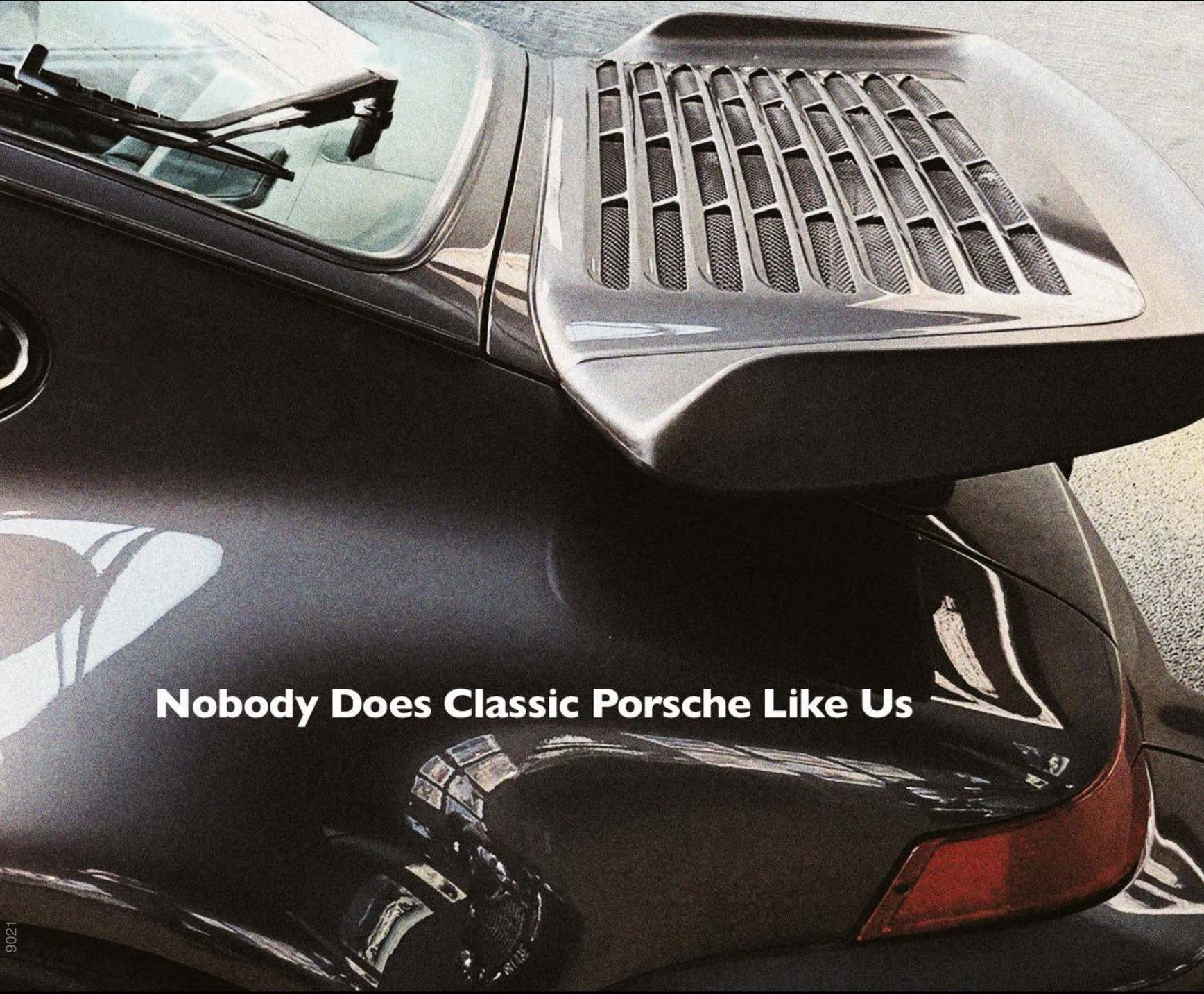
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