



ROAD TO RENNSPORT CALIFORNIA TRIP IN A '79 TURBO

Total 911

THE **PORSCHE** MAGAZINE

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GT3 TO THE ALPS

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- THE 935 & A CYCLING RECORD ATTEMPT
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64k miles.....£53,000



(997) TURBO 3.6 TIP (56 - 2006)
Basalt black with black leather,
52k miles.....£50,000



(997) "2S" 3.8 GEN2 PDK (59 - 2009)
Basalt black with black leather,
41k miles.....£46,000



(997) "4S" 3.8 GEN2 PDK (10 - 2010)
Basalt black with black leather,
47k miles.....£46,000



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Basalt black with black leather,
53k miles.....£45,000



(997) "2S" 3.8 "GEN 2" PDK (59 - 2009)
Basalt black with red leather,
33k miles.....£45,000



(997) "4S" 3.8 TIP (58 - 2008)
Silver with black leather,
46k miles.....£36,000



(997) "4S" TARGA3.8 TIP (08 - 2008)
Midnight blue with black leather,
67k miles.....£36,000



(997) "4S" 3.8 (57 - 2007)
Meteor grey with black leather,
47k miles.....£35,000



(997) "4S" 3.8 (07 - 2007)
Meteor grey with black leather,
50k miles.....£35,000



(997) "2S" 3.8 (08 - 2008)
Meteor grey with black leather,
49k miles.....£35,000



(997) "2S" 3.8 TIP (07 - 2007)
Meteor grey with black leather,
48k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
Basalt black with black leather,
45k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
Basalt black with stone grey leather,
53k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
GT Silver with stone grey leather,
56k miles.....£33,000



(997) "2S" 3.8 TIP (57 - 2007)
Meteor grey with black leather,
65k miles.....£33,000



(997) "2S" TIP (07 - 2007)
Meteor grey with black leather,
60k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
GT Silver with black leather,
62k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
Basalt black with black leather,
48k miles.....£33,000



(997) "2S" 3.8 (57 - 2008)
Silver with black leather,
59k miles.....£33,000



(997) "2S" 3.8 TIP (57 - 2007)
Silver with black leather,
53k miles.....£33,000



(997) "2S" 3.8 CAB (05 - 2005)
Silver with ocean blue leather,
36k miles.....£32,000



(997) "4S" 3.8 (06 - 2006)
Basalt black with black leather,
65k miles.....£32,000



(997) "4S" 3.8 TIP (56 - 2006)
Silver with ocean blue leather,
51k miles.....£31,000



(997) "4S" 3.8 (56 - 2006)
Basalt black with black leather,
63k miles.....£31,000



(997) "2S" 3.8 (06 - 2006)
Seal grey with black leather,
50k miles.....£30,000



(997) "4S" CAB TIP (56 - 2006)
Silver with black leather,
66k miles.....£30,000



(997) "2S" 3.8 (05 - 2005)
Silver with black leather,
36k miles.....£30,000



(996) TURBO 3.6 TIP (53 - 2003)
Silver with black leather,
51k miles.....£40,000



(996) "4S" 3.6 TIP (03 - 2003)
Basalt black with black leather,
54k miles.....£25,000



CAYENNE "GTS" 4.8 TIP (59 - 2009)
Lava grey with black leather,
62k miles.....£24,000



CAYENNE "GTS" 4.8 TIP (09 - 2009)
Silver with black leather,
63k miles.....£21,000

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PORSCHE WANTED (2003 TO 2014)



Welcome

Porsche's big reveal of a 'new' 935 was one of many highlights at a spectacular Rennsport Reunion VI. For starters it was a great way for Germany to demonstrate how seriously it takes this monster of a show, which has made its home for the last three occasions on the US West Coast. Revealing a car with such historical significance in a setting where it would be surrounded by fanatics who will remember the original with great fondness reminds us that despite Porsche's exponential growth as a VW-aligned corporate company, fans who made the brand in the first place are still fondly thought of. It is a shame the decision-makers didn't take this a step further and reveal the new Speedster at Laguna Seca also, enthusiasts having to make do with the concept car while the production version was wheeled out to 'suits' at the Paris Motor Show.

So what to make of the 'new' 935? At face value it's a brilliant, modern take on one of the most famous cars from Porsche's history. In the metal the car is simply stunning, I and others revisiting the 935 over the course of the weekend to pore over

every motorsport-inspired detail present. Its proportions, not to mention that Martini livery, gives it epic presence.

The price tag of £850,000 should deter flippers too – as only 77 will be made – but that does mean Porsche is valuing all that aero at £600,000, as underneath the 935 is a stripped-out and mechanically stock 991 GT2 RS. Some people see right through that. I asked Jürgen Barth, one-time tester of the original Moby Dick, what he thought of the new 935 at Rennsport Reunion. "It's a stupid car and I hope nobody buys it," came the reply, Barth sighting the fact it can't be entered into any proper racing series and is thus consigned to a life as a very expensive track day toy. It's an undeniable truth which, like Project Gold, ultimately shows the heavy influence of the marketing folk at Porsche, but it's great all the same that the company is still daring to make cars which it believes will appeal to enthusiasts of the marque.

"Fans who made the brand are still fondly thought of"



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1911 Opening Shot

The roll call reads like a who's who of the Stateside Porsche racing fraternity. Here all manner of historically significant racing cars which helped put Porsche on the map in the United States are gathered for a single photo to kick-start Rennsport Reunion VI. These historic racers then took to the track for more competitive action over a scintillating weekend at Laguna Seca.

Photograph courtesy of Porsche





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“What’s clear
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Update

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



Porsche rekindles 935 moniker with special new Motorsport car

77 units of Moby Dick-inspired 991 GT2 RS to be built next year

Porsche has turned back the clock by revealing a special edition 991 GT2 RS Clubsport evocative of its Moby Dick-inspired 935 of the 1970s. Built to mark 70 years of business for the Stuttgart manufacturer, the new 935 – complete with iconic flatnose – is a track-only car released by the Motorsport department.

Modelled on the famous 935/78 racer which fans of the time dubbed 'Moby Dick' thanks to its size and elongated appearance, the base engine and chassis has been lifted directly from Porsche's current 700hp Rennsport behemoth, with fundamental tweaks instead directed

at the car's aerodynamics. Vice president of Motorsport and GT cars, Dr Frank-Steffen Walliser, said at the car's release at Rennsport Reunion VI: "Because the car isn't homologated, engineers and designers didn't have to follow the usual rules and thus had freedom in the development [of the car]."

Although its silhouette and livery honours that famous Moby Dick racer, Porsche says the 1,380kg car comes with several design cues from throughout its rich racing heritage. The new 935's exposed titanium tailpipes are reminiscent of those found on

Porsche's early 908 race car, while inside, the PDK shifter is decorated in wood in homage to Porsche's first overall Le Mans winner in the 917. Thin LED light strips mounted on the trailing edge of the new 935's wing are, according to Porsche, a nod to its most recent racing icon in the decorated 919 e-hybrid, while the side mirrors hail from the Le Mans-winning 991 RSR.

Porsche will only build 77 examples of its new 935, each with a staggering price tag of €701,948 plus country-specific VAT. The new 935 will be delivered in the first half of 2019.

M96/7 short engines redress

In *Total 911* issue 170 we ran a small story advising M96/7 short engines were now available at a discounted rate of 50 per cent. Although the information was from Porsche, it appears short engines remain at their usual price. *Total 911* is investigating and apologises for any confusion.



Porsche increases start-up investment

Porsche has announced it is increasing its investment in technology-focused start-up businesses by 150 million Euros over the next five years. The company is focusing on investments in business models relating to customer experience, mobility and digital lifestyle, and future technologies such as artificial intelligence, blockchain and virtual reality.



991 Speedster finally makes production

Open-topped GT car has small deviances from concept unveiled earlier this year

The 991 Speedster has at last been confirmed as a full production car. Porsche made the announcement on the eve of the Paris Motor Show, just days after the concept car made its North American debut on display at Rennsport Reunion VI.

As has been reported in **Total 911** for months, Porsche also revealed a limited run of 1,948 units will be made in honour of the company's 70th anniversary celebrations, with production of the open-topped, two-seater 911 to begin in 2019. Although

the concept car's retro 'Talbot'-style mirrors and fuel tank cap – centrally positioned on the bonnet – remain, there are a number of key design changes on the final production version. This includes new cross-spoke 21-inch wheels and a black leather interior with red highlights.

The car will be offered with the new Heritage Design Packages. An accessory line by Porsche Exclusive, Porsche says this allows for an even higher degree of personalisation. The Speedster retains its 500hp, naturally

aspirated GT3 engine with a six-speed manual gearbox, as well as the shortened window frames with their lowered cowl top panels and smaller side windows. Porsche says the Guards red body colour is a reference to the 3.2 Carrera Speedster of 1988.



What's on in 2018/19

Classic Motor Show 2018
9-11 November
Porsche GB will reveal a series of 'new' classic cars built to commemorate 70 years of Porsche

6 Hours of Shanghai
18 November
The WEC super-season heads to China

LA Motor Show
30 November - 10 December
See the all-new 911 in the metal for the first time

Porsche Night of Champions
8 December
Annual gala dinner in Stuttgart to honour racing successes

24 hours of Daytona
26-27 January
America's most famous round-the-clock race returns



992 GT3 takes to the Nürburgring

Production body debut and nat-asp sound as next GT3 hits Nordschleife

Total 911's spies have captured the latest iterations of 992 GT3 prototypes in testing at the Nürburgring Nordschleife. Crucially, the car is seen sporting its production body for the first time, Porsche ditching the mules it has used for the car up to this point. The car is otherwise heavily disguised; the rear wing will not be a production version, and the front PU is largely masked from prying eyes. Our spies also detected a

naturally-aspirated engine note, which may begin to dispel rumours the 992 GT3 may follow in the footsteps of the Carrera and switch to turbocharging.



Autofarm to move home

Premier specialists will leave Weston-on-the-Green after 26-years

The independent specialists, Autofarm, highly notable for their maintenance and restoration of air-cooled Porsche Rennsports, has announced it is to move home. Formed in 1973 and run by Josh Sadler until his official retirement in 2016, Autofarm has called Oddington Garage in Oxfordshire its home for the past 26 years. However, owners Mikey Wastie and Steve Wood have made the decision to relocate the business "only a few

miles away" to a bespoke premises on a new automotive business park called 'Boxengasse'. Autofarm will make the move in 2019, although an official date has not been given.



Motorsport

The latest news and results from racing series around the globe



911 GT3 R finishes Blancpain season with podium

Herberth Motorsport takes second in Barcelona, Manthey tenth overall

Herberth Motorsport signed off from the highly competitive 2018 Blancpain GT Series Endurance Cup with a creditable second-place finish in the Am class at the Circuit de Catalunya, Barcelona.

The result, secured by the all-German trio of Jürgen Häring, Edward-Lewis Brauner and Wolfgang Triller in the #991 car, was the team's second podium of the season, having started from third on the grid. Meanwhile, in the Pro class, the Manthey Racing team, with works drivers Romain Dumas, Frédéric Makowiecki and Dirk Werner, finished in tenth overall after a frantic dash

through the 52-car field over the course of the three-hour race.

Their #911 car had to make do with a starting spot of 37th on the grid after several interruptions in qualifying hampered efforts to set a faster time. Sebastian Golz, 911 GT3 R project manager, said after the race: "Frédéric, Dirk and Romain were able to complete their stints at a consistently high level. Tenth place is commendable in such a strong field – especially considering the difficult qualifying. Second place for Herberth Motorsport in the Am class is an excellent conclusion."



Tio Ellinas takes Carrera Cup GB championship

Former Formula One test driver takes title by just two points

Cypriot racing driver Tio Ellinas is your new Carrera Cup GB champion after a pulsating finish to the 2018 season on the famous Brands Hatch GP circuit. A podium finish in each of the two races at the final weekend of the season was enough for Ellinas, of Slidesports Engineering, to take the crown from title rival Dino Zamparelli of Redline Racing.

Lewis Plato and Tom Wrigley of JTR, the outfit managed by current Porsche works driver and

former **Total 911** columnist Nick Tandy, took a victory which was good enough to secure JTR the title of Carrera Cup GB Team champions for 2018.

Wrigley had an outside chance at the Pro title going into the final weekend, but his mathematical chances of success were ruled out going into the final race, where Ellinas and Zamparelli were tied on points. Ellinas' third-place finish, with Zamparelli down in fifth, handed the Slidesports Engineering man his maiden title.



GUEST COLUMN

Hurley Haywood

PART OF A
SPECIAL
MINI-SERIES

Earlier this year, Porsche race legend Hurley Haywood's autobiography was released. Here, America's greatest ever endurance race driver shares some additional memoirs with Total 911's Tony McGuinness

“My friend, mentor, the owner and founder of the Brumos racing legacy, Peter Gregg, shot himself dead on 15 December, 1980.

I first met Peter in 1967 when I raced against him for the fastest time of the day at an Autocross event and beat him. I am not sure what made our personalities work as we were very different, yet we worked well together and had a friendship that lasted 13 years.

Many people thought we were related. We had a lot of similarities in appearance. Something that was a little freaky is we shared the same birthday! Our backgrounds were similar. We both had been educated at Ivy League schools, both had been in the military and, interestingly, we both had raced Corvettes. Meeting him changed my life. Because of Peter, I've had a successful racing career.

He got the name “Peter Perfect” from his perfection with doing things. He left nothing to chance. He thought of every possible scenario that could develop when racing and planned for those instances. If something went wrong, it wasn't a surprise and he was ready to deal with it.

Because of Peter I had been able to win Le Mans in 1977. It was his training that put me in a position where Porsche wanted to use me in that drive. From a teacher-pupil aspect he was happy and proud of what I had accomplished, but I think there was a professional jealousy that I was put into that position with Porsche before he was.

At Le Mans in 1980 he was on his way from the hotel to the race track in a 924 with Frank Stella and his girlfriend on board when a tractor pulled out from a side road. Peter swerved to miss it but ended up in a ditch upside down. Nobody was badly hurt, but Peter knocked his head on the steering wheel. It left a big mark and affected his vision. Porsche doctors would not let him race. That was the start of his downfall.

Peter was really upset, but I thought things would be okay. At the next race, which was at the Paul Revere Night Race at Daytona, he gave me the responsibility of setting the car up, which I did. I also put the car on pole position.

Even though this was a night race it was in the middle of July and incredibly hot. I had given us a



one-lap lead, but I had worn myself out and was dehydrated, so I called in over the radio and asked if Peter was ready to go. The crew chief said, “Yes! He is standing here with his helmet ready to go.”

I said, “I want to come in for the scheduled pit stop so we can make the change.” We had about 45 minutes left in the three-hour race. Peter got in the car and we finished 3rd. I was shocked that afterwards Peter blamed me for losing the race. He said I had done that on purpose to make him look bad. Yet I had built up the lead in the race and Peter had lost it.

After we got back from the next race, which was the 6 Hours of Watkins Glen, he came into my office and said he didn't want me there anymore. He basically threw me out of the dealership and said I was no longer welcome at Brumos.

Peter could be difficult, but he had an unimaginable tragedy occur on his tenth birthday. While out in New York celebrating with his mum she jumped in front of a train, killing herself as Peter watched. Every birthday he was reminded of what happened.

On 6 December, 1980, he got married to a girl named Deborah Marrs. I didn't get invited to the wedding, but on 14 December Peter called me and asked me to come down for lunch to talk. I hadn't spoken to him since he told me to leave Brumos.

I was shocked that I got the call, but I knew Peter well and knew these were moods he went through all the time.

I went down to see him and it was like nothing had ever happened. He gave me a big hug. We talked about the very first time we met all through the racing up to that point and what we were going to do in the future. He was going to field an Indy Car team and he wanted me to drive for him and be a team again. There were all kinds of things he was talking about.

I can't answer if he had planned to kill himself. If I had been trained in how to look for signs I would have had the red flags in the air. I think that he maybe wanted to clear the air and that if he did decide to do something he and I were good.

The next day Peter bought a gun, went for a walk along the beach and shot himself. It has been a long time since that terrible day. I still miss Peter. He will always be in my heart.

In the 1980s I was part of the Rothmans Porsche Team. That team really was the stuff of legend. In 1983 I was involved in one of the most exciting and dramatic finishes in the history of Le Mans. Along with Al Holbert and Vern Schuppan in a Rothmans Livery 956, we were leading the race. Jacky Ickx and Derek Bell's 956 was closing in on us. Then, on the last lap, something happened...

Views

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

997 Tiptronic to manual

Dear Sir,

I am a regular reader of **Total 911** and have been a Porsche fan for almost 30 years. I have recently converted a Porsche 997.1 from Tiptronic to manual and wanted to share this story.

Originally I am from Germany and owned most of my cars there, but several years back I relocated to Singapore. The only downside here is the speed limit and the fact that the car market is tiny. It's a fantastic place to live, but not really the best place for a car nut like me.

There are very few manual cars around. For the 'normal' 997.1 or 997.2 C2 or C4 we have only a handful of manual cars. As importing used cars of that age is prohibited, the only option is paying a significant premium to get a manual car, live with the automatic transmission or try out a conversion.

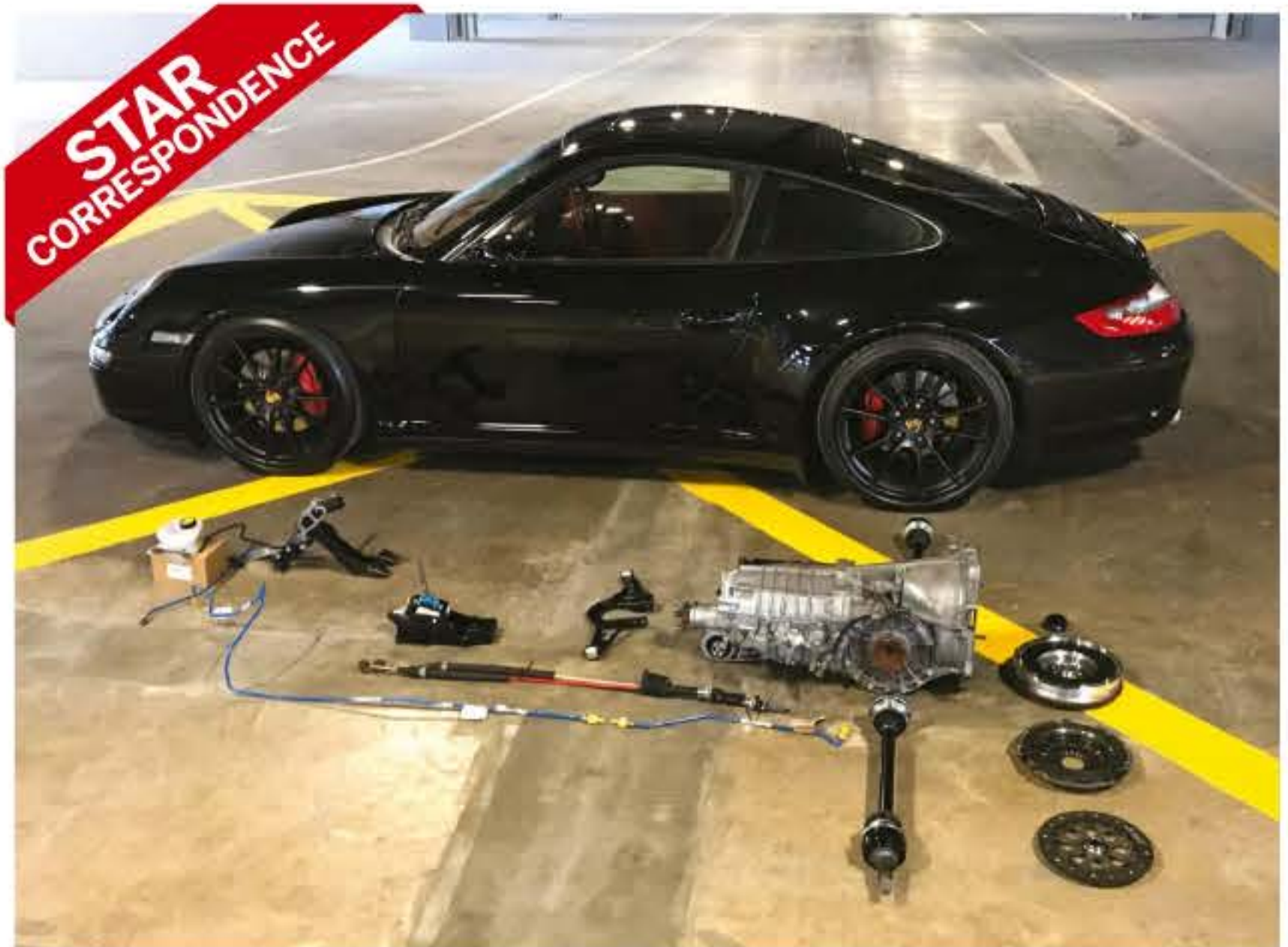
For me the last one was the option of choice. After a long search for a suitable 997 and on a budget, I ended up with a fairly low-mileage, unmolested 2006 997.1 C4S Tiptronic with a renewed COE. So I took the plunge to convert my Tiptronic to a manual transmission.

Several months and a lot of grey hair later, the car is converted and drives as it should! The long time it took was not because it takes so much effort; it can probably be done in a few days provided you have everything together and know what you are doing. All parts are pretty much plug and play thanks to the smart production planning by Porsche. There are no invasive procedures or alterations to the chassis or mounting points, so, if you want to do it, you can always convert it back for originality. The biggest effort went into research, study of wire diagrams, talking to experts and sourcing and importing all the necessary parts.

I am thankful to everyone who helped on the way. I can now fully enjoy my 997 as a daily driver and also during the spirited drives up north to Malaysia with fantastic B-roads through palm oil plantations or rainforest... or once in a while on the Sepang track.

Oliver Plogmann

Wow, this is some commitment to three pedals, Oliver! We admire the effort you've gone to here. Readers of Total 911 can expect to read all about the conversion in great detail in an upcoming issue, should others wish to do the same with their Tiptronic cars.



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!



Car insurance query

Dear Sir,

I am a subscriber to **T911** and look forward every month to your magazine hitting my postbox. I am the lucky owner of a GT3 Touring, bought from new from my local OPC with what I am told was the least ever customer history. I had only ever bought a second-hand 997 GTS from them – anyway, I digress.

When I bought the car I simply added it to my current insurance at the list value. It's now due for renewal. From looking online values seem to have increased. Are there insurers who deal with this unique situation, and if so can you put me in touch with one of them?

Lance Wimble

In our experience Locktons seem to be the best prestige insurers in the UK, offering good value and complimentary track day cover for Porsche Club GB-organised track days. Classic Line are also a popular insurer among Porsche enthusiasts, whom we believe offer a certain amount of track days per year with their cover.

Car insurance has generally increased in the last year due to changes to the Ogden Rate, which is the way personal injury claims are calculated. The payout from the insurer is now higher, and these costs have been passed on to the customer via increased renewal fees. Modern cars also carry far more tech which, in the event of an accident, means the specialist costs to repair are higher. We hope this helps!



911T performance

Dear Sir,

I read your magazine regularly and enjoyed the article on the history of the 911T in issue 169. On page 47 Chris Randall states the 1972 T "was a decently strong performer with the 0-62 sprint reeled off in 7.6 seconds and a 128mph top speed. Still notably inferior to the S, it's true, but eminently respectable." Earlier in the paragraph power output for the 1972 T is stated as 130hp.

I would add that the US T came with 140hp. Testing by *Car and Driver* found the 1972 US T "to have the same acceleration (15.1 sec/91.7 mph) in the quarter mile as the 1969 S three years before", and they noted "it was a lot less fussy about the way it's driven" (Feb. 1972). *Motor Trend* went further, calling the 1972 T the "best Porsche ever" due to its combination of performance and drivability after testing the T, E and S (May 1972).

The quarter-mile time of 15.1 seconds reported by *Car and Driver* for the 2.4T is quicker than the

15.9 seconds reported by *Motor Trend* for the 2.2E (May 1970). *Motor Trend* also tested the 2.4T (May 1972) and found its quarter-mile time to be 15.7 seconds, again quicker than the 2.2E. The increased torque of the 2.4 made quite a difference in performance.

Brian Berninger

There have always been fluctuations in performance from country to country owing to deviances in specifications. For example, the '72T came with 130bhp in the UK but 140bhp in the States as US cars were fuel-injected. Regarding the 1972 T being "the best Porsche ever," we'd have to disagree with those comments. While the 911T is a great 911, the E and S have better performance, specification and handling, and are no more difficult to drive. We all have different personal tastes, so we're glad you've found favour with the 1972 T.

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

How reliable is the 915 gearbox? I've heard the G50 is the more desirable gearbox for 3.2 Carreras, but surely the 915 isn't that bad? What should I look out for, and if it's in need of a rebuild what are the likely costs I can expect to have to pay? I await your wisdom on the matter...
Geoff Cheetham, Manchester

Well the good news is both gearboxes are great gearboxes. Both five-speed, reverse in the 915 is situated 'down and right' from neutral, the G50's backwards ratio found by shifting 'up and left'. In terms of tangible differences otherwise, the G50 has a hydraulic clutch which can be easier to live with for stop-and-go traffic, whereas a 915 gearbox is cable operated.

With regards to costs for rebuilding a 915, they can vary depending on where you have it rebuilt and the condition of the gearbox. If you are having a full overhaul on the 'box you can expect it to run into the thousands.

Personally I don't have much experience with either gearbox so it'd be unfair for me to pass personal judgement. The last gearbox I rebuilt was a G86.20 from a Boxster, but I have never stripped or rebuilt a classic G50 or 915.

Like anything, you can read many horror stories about them if you research enough. However, like you say, they can't be that bad. Do yourself a favour and buy a car with a good gearbox from the outset: check the transmission engages easily enough on your test drive, and be wary of any sloppiness in the shifter. We've said it many times on these pages before, but a bad 915 gearbox can totally detract from the experience of driving a classic 911 and, with enough good examples out there, there's no reason for you to buy a 911 with a knackered transmission.



997 v 991.1 GTS

Dear Sir,

Until recently my only experience of a Porsche was on a 911 track day, which didn't disappoint. After purchasing a Cayenne D for the daily routine I am now in a position to buy a 911 convertible, and I am looking into either a 997 GTS or a 991 Cabriolet. I like the look and feel of the 991, but after speaking to a friend who has had significant issues with reliability on two of his 991s I think the 997 may be the better choice. What are your thoughts on the 991 as I don't seem to see a lot of conversation about reliability for the newer model?

Chris Evans

Generally speaking the 991 is a reliable model, though typically it does have its foibles. There have been issues with faulty sensors which advise a visit to a dealer, though turning the car off and on again can often reset this. We've seen examples of faulty actuators for the active aerodynamics on 991 Turbos, and the water pump on Gen2 991s have been known to be replaced. At this stage we wouldn't say the 991 generation is any less reliable than the 997 generation – it certainly shouldn't affect your decision on which era to go for.



997 Sport Classic

Dear Sir,

I recall way back in issue 146 **Total 911** first broke the news that a 991 Speedster was on the way. Of course this turned out to be true, and I'm impressed by how accurate your render turned out to be – even the launch colour of Guards red was correct! In that article from issue 146, your sources also said we could expect to see a 991 Sport Classic. With the fact Porsche only ever made one generation of Sport Classics previously – only 250 were hand built by Porsche Exclusive – and the 991 generation is coming to a close, is this still the case?

Kris Leedham

Although the 992 generation has now been revealed, Porsche is still building certain 991-generation cars well into next year. This includes batch two 991.2 GT3 RSs, 991-generation Speedsters plus, of course, the 991 GT2 RS-based 935 car from the Motorsport department (more information on this in our Update section on page 10). Whispers of another special-edition 991-generation car remain, with this likely to be a 991 Sport Classic or GT3 Touring Cabriolet – or both! As ever, we'll keep our readers firmly in the know as and when developments occur.

**Total
911**
THE PORSCHE MAGAZINE

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18 | New 911 revealed



THE NEW 911 REVEALED



We ride along with Porsche's
engineering team as the next
911 is readied for launch

WEALED



We're in San Francisco, California, in an underground parking garage of a hotel in Fisherman's Wharf. It's busy outside, the countless tourists distracted by the Golden Gate Bridge, Alcatraz, and all the other amusements the City By The Bay offers. In the garage is a fleet of Porsche's new 992, along with the odd Cayman and Boxster. Porsche's engineers are in town, but they're seeking a different kind of amusement. I'll be with them for a day of testing, joining a convoy of four Carrera Ss undergoing some final checks prior to the board coming out for a final sign-off drive.

Porsche will launch the new 992 with the Carrera S and 4S Coupe in PDK form, with the Carrera and Carrera 4 following in 2019, its introduction also adding manual transmission to the entire line-up. The Cabriolet will join in 2019, while Porsche is also apace with its development of the GT and Turbo models. They're not discussing those today, the team doing its best to distract attention from the prototype Turbo that's lurking elsewhere here underground. As-yet-unconfirmed rumours suggest the Turbo S will deliver in excess of 650hp. The world's gone mad.

Back to reality, though, the Carrera S I'll be jumping in the passenger seat of will be heading out of the city to the mountain roads around San Francisco. This part of the US is used due to the sizeable elevation changes it offers, the predictable climate and, in Alex Ernst's words: "The aggressive local driving." That relates specifically to the abrupt stop-start traffic, the on-off-on the throttle nature of freeway driving and the terrible, combed concrete surfaces on those freeways. That Porsche sells a considerable number of its annual production in California is no bad thing, either.

Ernst is very familiar with all of it; being the team leader of testing he's been involved in every 911 since the 996. Joining his usual team of engineers today will be Matthias Hofstetter, director, powertrain product lines 911/718; Andreas Pröbstle, project manager, complete vehicle model lines 718/911, and 'Mr 911' himself, August Achleitner, vice president, product lines 911/718. And **Total 911**, of course.

It's no surprise that the 992 is instantly familiar, the disguise fooling nobody. Porsche isn't about to mess with the winning formula. The detailing is different, the camouflage doing little to mask the cool recessed structure of the rear lights, a red strip

spanning the entire rear of the Carrera. That'll be a feature on all, and it'll be the same width, Achleitner saying that all Carreras will feature a wide body. Dimensionally the new Carrera and Carrera S will be the same width as the outgoing 991 GTS. They'll be some 5mm higher, and 20mm longer at the front – the latter for styling purposes. The rear track will match the GTS, though Porsche has upped the front track by 40mm.

That change, says Achleitner, "allows us to transmit more loading forces without a stiffer stabiliser. It enables us to lower the stiffness of the roll bar on the rear axle to transmit higher forces for accelerating out of a curve." Filling the rear wheel arches in the Carrera S will be a 21-inch wheel with 305/30/ZR21 tyres, the front axle getting 20-inch alloys wearing 245/30 section rubber, the 992 being the first series Carrera to wear staggered wheel sizes. The body is lighter, too, Porsche using aluminium for the panel that begins at the A-pillar and runs over to the rear, it previously being steel, the doors and front wing being made of aluminium, too.

"Aluminium saves about 10 to 15kg overall, most of which is at the back, which is important to us. The car is pretty much the same overall weight. It ➡





“The 911 is still a driver’s car, and we want to keep this character in the future for as long as possible”





ABOVE Don't expect that rear running light to be broken up as on these thinly disguised prototypes

was a challenge to make the big part to manufacture, because of the curves," admits Achleitner. Saving or maintaining weight levels has been crucial to the 992's development, particularly as new regulations require the addition of weighty filters on the exhaust. Hofstetter admits that's been a big challenge, though says the 991's engine was an excellent starting point for his team to make the necessary revisions.

It remains a 3.0-litre turbocharged unit, the capacity being identical, though the solenoid injectors have been ditched in preference for more accurate Piezo injection. That benefits emissions, particularly at cool temperatures and part throttle loads, the more controlled mixture allowing a slight change in the compression ratio to 10.5:1. In addition to that the entire intake and exhaust system has been redesigned, the intake using lessons learnt with the GT2 RS. The new intake improves the pressure and behaviour in front of the turbines, the more direct path improving response.

The result: "Turbo lag isn't really present," says Hofstetter, adding that the intercoolers have also been moved from the side to above the engine. That shortens the flow path, allowing a bigger intercooler with obvious benefits in improving cooling. Cooler running is beneficial to power, says Hofstetter, adding: "A turbo engine lives from the intake manifold temperature, less is better." The result, even with the challenges of installing the exhaust filters, which will only feature on EU cars, is that the Carrera S will deliver 450hp and 530Nm of torque. The Carrera will be in the region of 380 to 385hp.

Pushed on the subject of naturally aspirated engines and the eventual GT models, Hofstetter won't be drawn, simply saying, "They're made in Flacht." What he can say is how the 3.0-litre turbocharged flat six is attached to the body differs, describing the new connection: "If you have a look at any 911 over history, you see the engine-mounting concept with the mount at the gearbox, at the front end of the gearbox. And two mounts at the rear end of the

engine, with the special 'sword' on the left- and right-hand side. We have removed this and engineered a different solution; there's now a connection between the cylinder heads on both sides, a little bit more to the front, and we go directly to the longitudinal beams of the body." The advantage of this is that it makes the whole system stiffer, feeling more rigid, Achleitner saying: "This is especially an advantage for convertibles for stiffness, you don't feel it so much with the Coupe, but it's a big step for the Cabriolet." As standard this new connection will be made with passive mounts, though the Sport Chrono Package will include active engine mounts, as with the 991.

What is attached to the 3.0-litre turbocharged engine is one of the biggest changes, the 992 bringing an eight-speed PDK transmission. It's derived from the Panamera's gearbox and adds 20kg over the old 'box, it needing re-engineering to a 911's rear-mounted situation. "This eight-speed gearbox not only has an extra ratio, so we have a better ratio between sixth and eighth, eighth is about the same as the seventh gear before, but there's a gear between, and this feels much more harmonious," says Achleitner.

That's useful, but the key reason the new eight-speed transmission has been adopted is its layout has all the shafts located at one end, leaving a gap at the end of the casing. "It's empty because we prepared this car for any hybrid solution in the future," says the 911 boss, adding: "not for this generation, but most likely for the second part. This empty space [145mm of it] is able to integrate an electric engine/motor for the electric solution. The whole car in its layout, its structure, is prepared for any hybrid solution in the future. We do not do it right now; we will not introduce it in the next years because we are not yet satisfied with the performance, especially of the batteries." As Hofstetter says: "We can't change the wind, but we can set our sails in the right direction. We've made the 911 ready for hybrid."


So there's space in the body for batteries, the future-proofing of the 992 by changing the



transmission and creating space for an electric motor, as well as batteries having been a contentious issue within the company. In addition to Achleitner's comments about performance, weight is also a key factor stopping the adoption of hybrid at launch – making the car hybrid could add as much as 450kg to the 911's kerbweight. A 48V system was considered, this too discounted as the additional circuit required was too heavy.

The manual remains a seven-speed, it featuring the same ratios as the 991, though coming with a differing final drive to account for the larger 21-inch rear wheels. It'll be lighter, Porsche retaining the manual transmission as there's still demand for it, with around 15 per cent of sales globally coming with three pedals. Some markets, like the US, will take a larger manual/PDK model mix where available. The US's importance as a market is arguably why the 992 will have its reveal at the LA Auto Show in late November, too.

Approaching the car, the 992 greets you by the door handles popping out automatically before resting flush with the bodywork ten seconds later. All will be keyless go, the 992 introducing a raft of new convenience and driver-assist technology to Porsche's sports car. There'll be the opportunity to specify Lane Keeping Assist and Lane Departure Warning and Night Vision. An inevitable creep to autonomy? Porsche's Achleitner says no: "The 911 is still a driver's car, and we want to keep this character in the future for as long as possible, so in my opinion autonomous driving maybe comes on a higher level from generation to generation, but as long as it's possible to switch it off then it's fine."

All gain a new driving program – Wet mode. This new setting will automatically recalibrate PSM and gearbox shift strategy to Normal, and heighten the angle of attack of the rear wing for greater downforce, should it detect a wet surface. It's achieved by Porsche fitting acoustic sensors in the front wheel wells, the driver able to select a full Wet mode via the drive-mode selector – the rest being the familiar Normal, Sport, Sport Plus and the configurable Individual. Wet mode is not linked to 



ABOVE Matthias Hofstetter, director of powertrains, puts the 450hp Carrera S through its paces in California

US and EU specs differ

EU models will come fitted with exhaust particulate filters and a rear wing sitting lower in eco mode.

9A2 engine retained

Porsche is sticking with the turbocharged 9A2 engine as found in the 991.2, albeit with revisions to intake and exhaust

993 Turbo-style intercoolers

Porsche has moved the intercoolers from the side of the engine to on top of it, replicating the setup of the first twin-intercooler Turbo in the 993.

Hybrid technology... but not yet

Eight-speed PDK gearbox has room for hybrid power unit. However, don't expect this to feature on Gen1 cars. Wider body leaves room for battery packs in future too.

Manual remains

The 991-generation's seven-speed 'box has been retained, and Porsche says it's been improved.

New wheel sizes

992 Carrera will get 20-inch front and 21-inch rear wheels, the same as the current GT3 RS and 918 Spyder, though they won't be as wide.



The 992: Key facts

Here's the main points to take away from the impending 992 ahead of its official launch at the La Auto Show in November

Iconic five dials banished

Those five dials, a staple of the 911 since 1963, have been replaced with two digital screens either side of the still centrally mounted, analogue tachometer.

Wet mode

New feature detects when the car is riding over a wet surface and changes gearbox, PSM and aero settings. It's automatic but also selectable on the Mode wheel.

Aluminium body panels

Most panels are now made of aluminium rather than steel including the roof, doors and front bonnet, in order to keep the car's weight to the same as the 991.2.



the wiper's action as there could be standing water after a shower, Achleitner saying it's been added because the 911 is "a light car on wide tyres".

There's no rain in San Francisco today, but Ernst admits on a previous test all four cars activated within 200m of running on a wet surface. We're heading out of the city, the convoy of 992s slipping out as discretely as four obviously disguised 911s can do. There's an attempt to hide the interior from not just the public's prying eyes but mine, but there's only so much the driver can do without revealing some details to the passenger alongside. The instruments ahead of Ernst are reminiscent of the Panamera, though there's a properly analogue rev-counter dead centre, Porsche retaining its classic 911 signature. Either side of that are configurable screens, while the centre console features an 11-inch screen with all the info and entertainment.

What's clear is the 992's refinement, like the 991 before it, is accomplished in the hubbub of town traffic, usability as always part of the 911's enduring appeal. It's why, Achleitner says, they do so much testing, adding that "everyday usability is very

important for us, hugely important. We are unique. We sell real cars, not computer games that are simulated." He continues, "To drive you have to feel it; that is essential with our cars." And while we're in the wrong seat today, it's evident that the 911 has retained all its traditional hallmarks – and removed a few less desirable ones. More specifically there's a notable improvement in road noise, the 992 better damping out the sound from its sizeable contact patches. The suspension too isolates the poor surfaces of the city streets, as well as the expansion joints on the highways.

A consummate GT, then, evidently, but it's the sports car element that's the 911's core appeal. The convoy heads into the canyons to assert this, Ernst, Achleitner, Hofstetter and Pröbstle obviously enjoying their day of work, the 992s tackling the tight, testing road with aplomb. The body control is exemplary; the braking as sensational as you'd expect, these test Carrera Ss having standard steel brakes as well as optional PSCB and PCCB discs. Being hard worked on these roads, there's no apparent let-up in their stopping power. It feels sensationally rapid,

too – with launch control it's as quick as a 997 Turbo, so 62mph should be possible in 3.5 seconds, the top speed likely to be 195mph plus. It's the response that drives that pace, the immediacy obvious even from the passenger seat both to throttle application and to the finger's pull for another gear.

There are slight differences between the US-specification cars and the EU ones. The US cars have a marginally more intoxicating exhaust note, thanks to the loss of that particulate filter. Removing it saves about 7.5kg of mass, too. The differing character is more notable on the overrun where the non-filtered 992s generate a few more rousing crackles when lifting off. What's not obvious is in a further bid for efficiency, EU 992s feature a slightly different setting for the rear wing, it sitting marginally lower in an 'eco' position to reduce drag and improve economy. In that position the 992's coefficient of drag is a slippery 0.29. All look great, the 992's wide rear accentuated by the neat red strip light spanning its entire width, the front lights having the four-points that's now a Porsche lighting signature.

After a day on the road Ernst and his team have several hours of debriefing to undertake. Many terabytes of data have been recorded during our drive around San Francisco, all to make sure the 992 is perfect when it reaches showrooms. We'll be getting in the correct seat in January to confirm our early ride impressions, while deliveries are expected early next year. On evidence of our day in the new 992, our first drive can't come soon enough. **911**



ABOVE Testing over, the 992 will be signed off by the board as T911 goes to print and readied for launch at the LA Auto Show

Total 911 verdict

More driver aids and sophistication through an inevitable technological creep, the 992 has to meet ever-tougher emissions and consumption regulations yet remains an authentic sports car. It seems Porsche relishes engineering around the hurdles contemporary legislation places upon it, future-proofing the 911 for the next generation. Our ride reveals the 992 is going to be very much a 911 for our times, as well as lap times...

LIKES

- Improved ride comfort and noise isolation, particularly from the front axle
- Widebody for all Carrera and S models
- It's retained the manual, though we'd prefer the GT3/R's six-speeder, even over the promise of an improved seven-speed

DISLIKES

- The idea of the eventual, and now confirmed hybrid 911
- Exhaust particulate filter dampens the exhaust note of EU-bound 992s
- Lane Keep Assist shouldn't be in a 911!

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THE ROAD TO RENNSPORT

Total 911 mixes air and water for a special journey to Rennsport Reunion
via Pacific Coast Highway in a 1979 Turbo

Written by **Lee Sibley** Photography by **Dan Pullen**





It's just before 3:30am in Escondido, a small city on the outskirts of San Diego, California. The streets are still shrouded in the darkness of the night sky, but the asphalt at Makellos Classics is illuminated by the headlights of five air-cooled Porsche, their flat sixes rumbling harmoniously as photographer Dan Pullen and I roll into the premises and hop out of our rental truck. There's plenty of activity going on around the cars as Makellos proprietor Matt Kenyon and his team load a weekend's worth of belongings into the front trunks and behind the front seats of the quintet of 911s set for today's seven-hour journey north. The destination is Laguna Seca, the storied race track just off the Monterey peninsula; the event in question is Rennsport Reunion VI, arguably the greatest Porsche event of its kind on Earth.

"Everybody set? It's time to go!" shouts Matt, his voice just about audible over the thrum of five air-cooled Porsche exhausts. I hurry my stuff into the lead car, a 1979 Turbo, its wide rear hips and tea tray wing wonderfully silhouetted against the dipped beam of the S/T replica behind. Belongings in place, I take my own position at the helm of the 930, sliding the seat forward on its runners and adjusting the car's electric exterior mirrors. Matt takes his seat up front with me and, with a 'clink' from his closing door, gives me the nod to leave. Road to Rennsport is go!

There's a crescendo of noise as the five Porsche increase their revs and file off the terra firma at Makellos, sloping onto the road one by one. We're in front, with Matt reading out directions to Monterey from his smartphone.

Pulling away in the Turbo is easy, its biting point nice and low, though my early morning brain hasn't quite computed the fact this car has a grand total of four forward gears to make use of, and I soon find myself reaching for the gear shifter and pulling

it through the gate and towards me into second. We're barely above 20mph. I look at Matt to see if my error's been registered, the grin on his face suggesting it has. "Only two more ratios to go and we're done!" I joke as we pull up to a set of traffic lights, their highlighted red signal allowing me a chance to bring the Turbo to a stop and reselect first.

That four-speed gearbox is a renowned if decisive quirk to Porsche's 930. Although the early Turbo benefitted from 14 years of continuous development, gaining an intercooler, bigger displacement and numerous chassis revisions (as we covered extensively in issue 170), it wasn't until the last of those years, 1989, when Zuffenhausen finally lavished the car with a five-speed gearbox. Those cars are thus the most desirable 930s now, the reputé of these four-speed cars from 1975 to 1988 boiling down to a matter of taste. I myself quite like the four-speed 930, having warmed to its quirkiness over the years and enjoyed the somewhat Jekyll-and-Hyde drive exacerbated by those longer gears – so long as it's not at 4am on the west coast of an entirely different continent, of course.

The traffic light changes to green and I turn left to enter a long slip road down to the freeway ahead. Squeezing the accelerator, I watch the needle rise up and round the tachometer with the sort of lethargy associated with a human at this time of the day. 'Hang on to it,' I tell myself, resisting the urge to change up at the point normally welcomed by a five-speed 915. My patience is rewarded: approaching 4,000rpm the VDO boost dial within the tachometer awakens, shifting right from its left-side resting position. We shoot forward as the 911 blasts vehemently for the freeway, a machine gun-like rasp emitting from the Turbo's tailpipes behind us. Enjoying the moment, I change up to second and

Model 930 Turbo

Year 1979

Engine

Capacity 3,299cc, Typ 930/63

Compression ratio 7.0:1

Maximum power 300hp @ 5,500rpm

Maximum torque 412Nm @ 4,000rpm

Transmission Four-speed 930/34 manual gearbox

Modifications K27 turbocharger; larger intercooler; SC cams; dual-exit Powerhaus exhaust

Suspension

Front Independent; MacPherson strut; longitudinal torsion bars; gas-filled double-action shock absorbers; anti-roll bar

Rear Independent; trailing arms; transverse torsion bars; gas-filled double-action shock absorbers; anti-roll bars

Wheels & tyres

Front 8x16-inch Fuchs; 225/55/VR16

Rear 9.5x16-inch Fuchs; 255/50/VR16

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,300kg

Performance

0-62mph 5.4 seconds

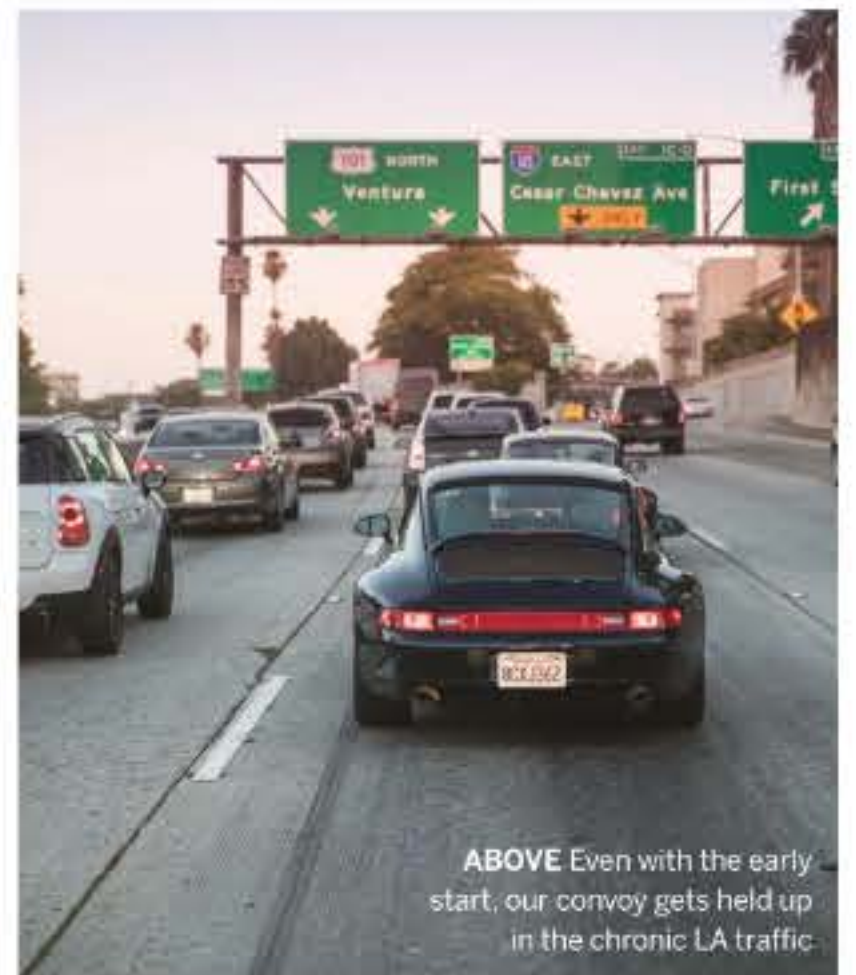
Top speed 160mph

BELOW The road to Rennsport Reunion VI starts early, this convoy of 911s leaving San Diego before 4am





BELOW One of two fuel stops the Turbo needed on the seven-hour drive



ABOVE Even with the early start, our convoy gets held up in the chronic LA traffic



“Driving the world-famous Pacific Coast Highway in an air-cooled 911 Turbo really is just about as good as it gets”





keep the throttle buried. The tacho needle returns briefly to 4,000rpm before beginning another clockwise assault, the car surging forward as the engine comes on boost. Joining the freeway, I lift off just before the redline, our Turbo already travelling faster than the majority of the early morning traffic. Changing up to third and short-shifting to fourth, we fall into line and make pace up the Interstate 5 towards Los Angeles, the road ahead embellished with a bright-white light courtesy of those innovative new 9Eleven headlights by dR design.

There are a few choice modifications on our steer up the coast to Rennsport Reunion. Mechanically it runs on SC cams and makes use of a bigger intercooler, K27 turbocharger and a dual Powerhaus exhaust, combining to give strong, linear punch in the top half of the rev range, with a throaty exhaust note to match. Matt and his team have also had some fun with the Turbo aesthetically speaking, too. Long-time admirers of the optional decals found on early 930 models, Makellos made up a custom blue and orange strip which mimics this, replacing the 'Turbo' script usually found aft of the rear arches with that of their own business. The Turbo sits on 52 Outlaw 001 wheels, the blue paint in between the lobes matching that decal running down the side of the car, and even those 9Eleven headlights have a blue ring to throw everything together. Needless to say, the car looks absolutely sensational, the lights, wheels and decals harmonising this 911 and giving it a fresh, modern twist while retaining its classic, factory appearance.

We reach LA for 5:30, but it's too late. Despite our early start to avoid it, there's plenty of traffic on the roads already, the City of Angels' chronic congestion doing its best to thwart our progress. The Britishness in me is content with joining the queuing traffic, but Matt is quick to display his inherent American appetite for not hanging around, reaching for his smartphone before the Turbo's UO52 wheels have even ground to a halt. Using Apple maps to monitor the live flow of traffic, he plots another route to limit the time we need to spend sitting in it, avoiding the scenario of our air-cooled car getting hot. "Turn off here," he says, pointing to an exit not 100 yards ahead

of us, and five lanes over to the right. "No problem," I laugh, manoeuvring the Turbo impatiently through the slow-moving traffic.

We have to reroute another two times as LA's early morning congestion swells almost exponentially with every passing minute. There are consequences, too: each diversion means we'll leave LA at different points of the city, altering our journey henceforth to Monterey. Our original plan to follow the coast road past Malibu and Santa Barbara is the first to be abandoned, and a plan 'B' where we'd head inland on the 5 to Blackwell's Corner, near Bakersfield where James Dean made his last stop at a gas station in his Porsche 550 Spyder, is also abandoned.

By sunrise the concrete metropolis of America's second-largest city is behind us, leaving what we hope will be a clear run up to Laguna Seca. A 45-minute stop for coffee and pancakes allows the group to refuel for the rest of the journey north.

Back on the road, we make our way back over towards the coast, catching our first sighting of the vast Pacific Ocean near San Luis Obispo. Gently lapping against the golden coastline, the majesty of the deep-blue sea to our left is mesmerising, contrasting splendidly against the mountainous topography filling the view to our right. The road ahead cuts neatly between the two, and a glance in my driver's side mirror shows our buddy Vince's 993 Carrera in convoy behind the inflamed yet elegant hips of our 930 Turbo. I sigh under the romance of it all: driving the world-famous Pacific Coast Highway in an air-cooled 911 Turbo really is just about as good as it gets.

The Turbo itself is making a fine job of whittling away the miles in nothing less than supreme comfort. Its ride is supple and forgiving, sailing over each slab of concrete making up America's sprawling highways as if it were on carpet. The Sports seats are comfortable and supportive, even if they lack the adjustability of today's cars, and though the three-spoke steering wheel is fixed, its positioning is perfect, giving enough clearance to my knees while not impeding on my view of the car's five dials or, indeed, the road ahead. It's cruising marvellously, ➔



ABOVE Makellos' orange and blue colours have been brilliantly reworked into the optional decals found on early 930 3.0s





ABOVE Sailing past 4,000rpm, the VDO's boost gauge needle awakens, surging up to 1.0-bar of boost

exactly as a Turbo was designed to do, and nearly 40 years after it was first assembled at Zuffenhausen, Makellos' example is still a glorious place to be.

My only gripe doesn't become apparent until late morning when the mercury begins to soar. There's no air conditioning fitted to this Turbo, keenly felt as the sun asserts itself in the clear, blue skies above us. Leaning forward, I can feel my back starting to sweat amid the sticky, ambient temperature. Really though, it's no problem: Matt and I simply drop the windows as we zip north, bringing in a cool flow of air and, most welcoming of all, the added thrum of the Turbo's exhaust note.

While cruising in the Turbo is no hard slog, it's fun to drop down to second with a clear bit of road ahead and open the car up, kicking the gas pedal for a blip shift as I do so. Second gear engaged, I bury the pedal once more and let the turbocharger spool up before delivering its punch of boost. Engaging third, the car is off once more, its maximum torque band impressive and prolonged providing you've the patience – and the road – to reach it. That's the thing with these air-cooled cars, even the 300hp Turbos: hitting just 80mph is a real event rather than a foregone conclusion, as per the sports cars of today. It all helps forge a real connection between car and driver: in a 1979 Turbo you feel the grip from the tyres – and in the Turbo, provided you're not coming on boost mid corner, there are masses of it – you feel the progressiveness of the brakes as they clamber to bring the 911's speed down, and you feel the weight transfer as you get back on the gas and the car leans back onto its hind axle. It's a wonderful, visceral driving experience, the rawness of which has undoubtedly been muted gradually with the generations that have followed.

Another quick pitstop for car and driver leaves us with a clear, 90-minute run to Laguna Seca circuit, these days titled as the WeatherTech Raceway. I kid myself I can almost hear the bellowing of a 917 on full chat down the home straight, taste the burnt fuel of the RSRs warming up in the pit lane, and see the tall, fixed wings on the back of the water-cooled GT3 Rs as they drop down through the Corkscrew. 'Not long to go now', I tell myself as we rejoin the freeway for the final time.

We've seen plenty of Porsche sharing the journey up so far, our warm smiles and appreciative nods met with enthusiastic waves from fellow enthusiasts ascending on Laguna Seca. However, nearing Monterey, Stuttgart's cars gradually take over, the roads soon resembling a bona fide Mecca for Porsche. A road-legal 904 drives past as we turn off at Salinas, then a PTS 918 Spyder. Then two 959s, one after the other. This is crazy!

We spot the huge 935 'Moby Dick' printed display on the hillside ahead before acknowledging the 'WeatherTech Raceway Laguna Seca' welcome sign right in front of us. Turning off the public road and into the sun-drenched grounds of what will be our home for the weekend, Matt and I exchange a high five, pleased with our swift progress up California's west coast. That 3:30am start seems like days ago, yet it was only nine hours; the 450 miles covered in that time, right by the ocean in a classic Turbo, really have been fun. Who knew, in Porsche circles at least, that air and water could work so well together? **911**

Thanks

The Turbo in our pictures is currently for sale. Interested parties should call Matt at Makellos Classics on +1 760-300-4037 or visit makellosclassics.com.

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THE BEST PORSCHE SHOW ON EARTH

Rennsport Reunion returned to Laguna Seca for a weekend of thrilling Porsche utopia

Written by **Lee Sibley** Photography by **Dan Pullen**

Held since 2001 on either the East or West Coast of the US, Rennsport Reunion has long captivated the imaginations of enthusiasts who flock to the event from all over the globe. Originally created by Brian Redman and Porsche Cars North America to celebrate Porsche's racing heritage, the sixth edition attracted some 81,000 people to the famous Laguna Seca racetrack in September, where guests were treated to fast laps from some 2,500 cars from throughout Porsche's 70 years of existence.

Memorable moments included Dr Wolfgang Porsche taking to the track in the first 356 registered for the road in 1948, before memorable races with a host of legendary machinery including 904s, 917s, 962s, RSRs, GT3 Rs and Cup cars which were organised into six classes racing hard over the entire four-day weekend. A dedicated tractor race also made for one of the more amusing on-track spectacles, and the 919 Evo made an appearance as it tried to beat the overall lap record.

Though the racing was a highlight in itself, Rennsport Reunion had plenty to offer the Porsche connoisseur elsewhere. Direct support from Porsche AG meant the event gave a world premier to the manufacturer's new '935' Clubsport race car and a US debut to the 991 Speedster concept. The Chopard Heritage display presented some of the finest race cars ever to have Stuttgart's prancing horse on its nose, while all manner of memorabilia could be had from a plethora of reputable vendors.

Fans also had ample opportunity to meet their racing heroes, with onstage interviews and autograph sessions on each of the four days of this glorious Californian extravaganza. Former racing greats such as Derek Bell then joined current works drivers including Patrick Long and Jorg Bergmeister in race cars out on the circuit throughout the weekend too, bringing the cars and the stars together for a truly unforgettable weekend of complete immersion in Porsche. Nothing will beat it until Rennsport Reunion VII, set to be held in 2021 or 2022. **911**



PROJECT GOLD UP CLOSE

The devil's in the detail. Total 911 examines Porsche Classic's one-off build and speaks to the creators behind it

It's a fascinating venture which has stirred up sizeable interest, partly because we never thought this could happen: we're in the year 2018 and Porsche has just built an air-cooled 911, some two decades after its last.

Okay, so it's a remake of the 993 Turbo rather than a brand-new model. Porsche giving Project Gold, as it's been dubbed, a chassis number following directly on from the last 993 Turbo rolling off the production line in 1998. Finished in Golden metallic, the car is modelled as an air-cooled version of the 991 Turbo S Exclusive Edition, this 993 built by Porsche Classic using its enviable itinerary of some 52,000 genuine Porsche Classic parts.

There is an air of cynicism surrounding this project, though. Porsche says the car was built from the last remaining 993 Turbo shell it had 'laying around'; emissions regulations mean it can't be registered and thus driven on public roads, and those same reasons are precisely why the car won't be present at its own auction lot at RM Sotheby's Porsche sale at PEC Atlanta – in fact, it won't be in the US at all. Then there's the spec: Porsche states the Turbo's flat six produces 450hp, which means it comes with the coveted Powerkit, standard on the Exclusive-built 993 Turbo S. The optional side air intakes are Turbo S-spec, as is the carbon dashboard.

In fact, Project Gold is a set of yellow calipers away from being a fully loaded 993 Turbo S rather than a mere Turbo. However, Porsche has opted against branding it as such, likely because that would have left the 345 owners worldwide of the 993 Turbo S extremely upset that their investment-grade collectible had lost a modicum of rarity. It certainly smacks of marketing fanfare, but is this fair? Uwe Makrutzki, manager at Porsche AG's Classic factory restoration team, and Philipp Salm, sales and marketing manager at Porsche Classic, have joined us at Rennsport Reunion to dispel the myths.

We ask first about that lone spare shell. "It's not unusual to have spare parts when you change from one generation to another. In the case of the 993 to 996 we had a spare 993 Turbo shell – only one – which was stored in an outdoor hall in a town called Möglingen," Uwe tells us matter-of-factly. "We'd known about the shell for years but didn't have the desire to do anything with it. Then we were asked to do something for the 70 years of Porsche celebrations. My colleagues from Porsche Exclusive showed us the prototype of the 991 Turbo S Exclusive Edition, and then we had the idea to mimic it with







LEFT Uwe Makrutski shows the Editor around Project Gold. While craftsmanship on the car is impressive overall, fitting of the boot carpet isn't on par with the efforts of Singer

an air-cooled project," he says, his passion for the car clear as he stands proudly next to it.

So why not call it a Turbo S, even if it is so in all but name? "We wanted to build a Turbo car but with upgrades. We discussed each point many times over and the Turbo versus Turbo S discussion was included in that," Uwe says, reflecting on what has been an arduous process involving over 2,500 hours of combined manual labour. He then hints at other ideas mooted during the planning stage: "We could have put GT2 parts on it, had 600hp easy, but then it wouldn't have been a 993 Turbo. We have many parts for the 993 Turbo via Porsche Classic available and so our technicians put in an order for the parts they needed, and not long after that we had them."

We still think it could – and should – have been labelled a Turbo S, but what can't be denied is the level of detail and craftsmanship that's gone into Project Gold. The Metallic gold paintwork might better suit the more aggressive lines of the 991 next to it, but the colour matches perfectly, as does the gold detailing on the 993 seats, dashboard and tacho. There's a better quality of leather used than what you'd find even in the original 993 Turbos, and the heavily tinted front and rear lights are a direct consequence of the car not being street legal, affording Porsche the room to deviate from legislative constraints.

And to the elephant in the room: Porsche knows it's built a car which can't really be driven, so what does it expect the winning bidder will do with Project Gold? "It depends on what country the car goes to," says Philipp. "We will deliver the car out of the factory at Zuffenhausen, so from there it will be up to the customer what he or she wants to do with it. We will have the car at the venue before the auction for interested parties to inspect the car, but we will then put it to the airport to the logistics company so that it's legally gone." An excited Uwe interjects: "If it were my car, I have two solutions which would allow me to drive this everyday as my daily driver in Germany, but we at Porsche AG can't offer it."

The car will be sold at RM Sotheby's Porsche sale by the time you read this, but here at Rennsport there is much speculation as to what the car will be sold for. "The estimate is \$174,564.40, which translates to 307,300 Deutsche Marks – this was the price of a Turbo S in 1998," quips Philipp, another reply which suggests even Porsche thinks of this as a Turbo S in all but name. The reality is we can expect the car to achieve a seven-figure sum, with the proceeds going to the Ferry Porsche foundation. It's a noble gesture and a fitting way for Porsche to celebrate 70 years of existence, undertaking a new project which very much looks back on its rich history. Crucial elements may still feel a little awry in terms of the project's genuine integrity, but whether a mere marketing ploy or not, it really is 2018, and Porsche really has built another air-cooled 911. **911**



"We'd known about the shell for years but didn't have the desire to do anything with it. Then we were asked to do something for the 70 years of Porsche celebrations"

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CABRIOLET

THE

ALFRESCO

911





The 911 Cabriolet brings the open air into the cockpit. We investigate whether it adds or detracts from the 911 experience

Written by **Neill Watson**

Photography by **Ali Cusick**

Yorkshire dry-stone walls have a very useful application that was never intended by the original builders several centuries ago. In addition to providing the unique signature style that is the Yorkshire landscape while also containing livestock over the centuries, they also make a superb surface to echo back the bark of an air-cooled 911 engine. Combine that with the final days of a long, hot summer and a trio of Cabriolet 911s – all with the hoods folded as they truly should be – and we have the perfect recipe for a great day's driving and a chance to investigate the appeal of the open-top 911 experience. Will we enjoy a day in the sunshine, or will the bumpy Yorkshire lanes highlight the compromise of 911 body stiffness?

Heading out of the market town of Malton, I'm at the rear of the convoy in the 993 Cabriolet. The air is filled with the bass burble of air-cooled exhaust tones at low RPM, the whiff of that unique 911 aroma of hot oil and burned hydrocarbons from the two cars ahead spilling over into the interior, the sun providing a warmth on my face that is still pleasant so late in the summer. Good times.

Turning left down some of our favourite B-roads, the sunshine dapples the tree-lined road ahead... it's time to increase the pace. We're staying away from the vast, open moorland of the North Yorkshire Moors today, instead staying on the lower ground of the Vale of York and the twisting, turning B-roads that keep hands and feet busy as the road snakes between those ancient dry-stone walls.

The three cars span an eight-year period of 911 evolution, from the torsion bars and impact bumpers of 1989, through the transformation of 1990 with power assistance and coil springs, to the final development of the air-cooled Porsche 911 in the 993.

Without a doubt everyone will have a personal favourite. Indeed, as we gather the cars together





for photographs, the debate commences even before photographer Alistair has rigged his first flash head. The most visually arresting is the 1989 Super Sport in Guards red. For me this car is the epitome of that period of Porsche sales. The hedonistic period when excess was encouraged and every businessman and city trader in the City of London had to have a giant Motorola brick phone, expensive Italian shoes and matching briefcase, plus a Guards red Porsche 911. For the full-on effect it had to be the Turbo body, Fuchs alloys and the whaletail spoiler. And if you really wished to be publicly on display through the city streets, then the Cabriolet ensured that you shared your cellphone conversation with everyone around you as you discussed the day's share trading at the traffic lights.

So how does the drive compare almost 30 years later? We hand over the keys to the 993 that we arrived in and swap to the cream seats of the Super Sport. Instantly I'm missing the powered steering as we shuffle back and forth to leave the photo location, the non-standard steering wheel not helping with its smaller diameter, though once rolling along the country lanes it's much less of an issue. The road is initially bumpy, and several things become apparent. Firstly there is indeed that flex and shake from around the windscreen area that I recall from previous drives. Secondly, despite there only being a few years between the registration dates, the 1989 car does feel as though it's from a much older generation of Porsche.

That's not to say it's a bad car – far from it. And as the road smooths out and widens we're able to enjoy the bark of the 3.2 engine and use the echo board of Yorkshire's dry-stone walls to enjoy some rather delightful pops and crackles on the downshifts. Through the avenue of trees we return to our location, and I swap into the black 964.

For many people the 964 is the definitive air-cooled Porsche 911, those headlights, still giving the classic Porsche look, visible from the driver's seat. The dashboard is, of course, carried over from the G-Series cars, but with updates such as a ventilation

system that doesn't require telepathy to understand, and a switchgear that's gradually becoming more coherent, too. This car is a Carrera 4 with that old-school differential lock rotary switch sitting alongside the 'active' rear spoiler control just ahead of the gearshift. Rumour at the time was that Porsche added the control for the rear wing when they realised that its activation speed of 50mph could be quite incriminating in some areas.

Whatever the truth of that, there's no doubt the 964 shape is far smoother and more understated than the Super Sport, the rear spoiler actually quite discrete, the bumpers looking like far less of an afterthought. Turning the key, I'm instantly reminded of one of the things I love so much about the 964... its exhaust note. There's something distinctive about the 964 engine, a combination of bark, hollow rasp and very sharp throttle response that always makes me smile. Let's go and find somewhere to listen properly.

Accelerating down the Yorkshire lanes, the bumps that were apparent in the red car are much more subdued in the 964. And while some may say that the addition of powered steering was the beginning of the end for the 'pure' 911, I always find the weighting of the steering and feedback of the 964 to be just about perfect. There's less flex and shake from the car too, the coil sprung suspension working together with the additional stiffening Porsche added to create a more rigid drive.

That sharpness of throttle response really becomes apparent through the tight and twisty Yorkshire lanes, and the improved short-throw gearshift really encourages you to press on. We're enjoying some majestic, self-indulgent heel-toe downshifts before accelerating away to return to Alistair, who's patiently waiting with camera to hand. "You sounded like you were enjoying that." Indeed I was.

It's 993 time. I've already driven the car on the way to our location, though I wanted to drop back into it after the 964 to complete the mental picture of the evolution in my head. It has a more subdued exhaust tone than the 964, though the throttle is

BELOW Widebody of 3.2 SSE arguably suits the 911 Cabriolet profile best





Model 3.2 Super Sport Cabriolet

Year 1989

Engine

Capacity 3,164cc

Compression ratio 10.3:1

Maximum power 231bhp @ 5,900rpm

Maximum torque 284Nm @ 4,800rpm

Transmission Five-speed gearbox

Suspension

Front Twin longitudinal torsion bar springs; anti-roll bar; Boge dampers

Rear Semi trailing arms; torsion bar springs; anti-roll bar; dampers

Wheels & tyres

Front 7x16-inch Fuchs; 195/65/VR16

Rear 8x16-inch Fuchs; 215/60/VR16

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,300kg

Performance

0-62mph 6.0 seconds

Top speed 148mph



964 Carrera 4 Cabriolet

1990

Engine

Capacity 3,600cc

Compression ratio 11.3:1

Maximum power 250 bhp @ 6,100rpm

Maximum torque 310Nm @ 4,800rpm

Transmission Five-speed gearbox

Suspension

Lower wishbones; MacPherson strut; combined coil springs and dampers; anti-roll bar

Semi trailing arms; combined coil springs and dampers; anti-roll bar

Wheels & tyres

6x16-inch D90s; 205/55/VR16

8x16-inch D90s; 225/50/VR16

Dimensions

Length 4,250mm

Width 1,652mm

Weight 1,450kg

Performance

5.8 seconds

162mph



993 Carrera 2 Cabriolet

1997

Engine

Capacity 3,600cc

Compression ratio 11.3:1

Maximum power 285 bhp @ 6,000rpm

Maximum torque 340Nm @ 5,000rpm

Transmission Six-speed gearbox

Suspension

Lower wishbones; MacPherson strut; combined coil springs and dampers; anti-roll bar

Multi-link with parallel wishbones; combined coil springs and dampers; anti-roll bar

Wheels & tyres

7x16-inch; 205/55/ZR16

9x16-inch; 245/45/ZR16

Dimensions

Length 4,245mm

Width 1,735 mm

Weight 1,420kg

Performance

5.6 seconds

168mph



Cabriolet desirability

For every person who loves a 911 Cabriolet there's another who is less enthusiastic, so opinions are still divided on their desirability. John Hawkins of Specialist Cars of Malton feels that the audience is 50/50, "especially as the cars are driven less frequently these days. If you're only going to use the car on sunny days the Cabriolet makes sense to many."

Porsche specialist Peter Richardson of RPR626 says otherwise. "Hard top for me, every time. I don't like wind noise on cars; I find it annoying so they're never going to work for me. Plus I prefer the stiffness of the original Coupe shell. Narrow body, two wheel drive. Coupe every time. Not even a sunroof!"



ABOVE That classic 911 silhouette is lost, and the tonneau cover is fussy to fit – but there are many advantages to the Cabriolet



“With the final days of a long, hot summer and a trio of Cabriolet 911s – all with the hoods folded as they truly should be – we have the perfect recipe for a great day’s driving”



every bit as snappy in response. And as soon as the wheels begin to turn, the difference is evident. That VarioRam engine's mid-range power gives it a feeling of a larger capacity, yet as the road opens out and the revs rise, it changes to the 911 howl we love so much. Through the Yorkshire lanes the other improvements in the 993's design are apparent right away in this rare chance of a back-to-back comparison. The third, fourth and fifth ratios of the six-speed gearbox are absolutely perfectly spaced, encouraging you to keep accelerating and give it the next gear. The ratios, added to the strong mid-range powerband, give a rate of progress that truly belies the age of the design.

Add in the stiffest bodyshell of the three, which allows that multi-link rear suspension to work properly, and you have a very rapid car by any standards. I've often heard that people miss the iconic headlights that were lost in Tony Hatter's styling overhaul, and indeed photographer Alistair, as a previous 964 owner, simply points to the black car each time. For me, the style of the 993 is something that I love, Porsche gently moving away from a design that they knew had come to the end of its life towards a newer, aerodynamically researched shape.

And this, of course, brings us to perhaps a controversial discussion of 911 Cabriolets. The look. Today's convertible cars from all manufacturers have a hood mechanism that is far more integrated into the overall car design than these older 911s. Indeed,

the basic hood construction is the same for all three, showing that while 911 evolution had continued, the hood development didn't. The overall assembly doesn't retract completely from view on any of the cars, and while they are all simple to operate with a single push and hold of a button, they all leave a rather pram-like reminder on show once dropped down, unless you take the time to fit the tonneau cover with its pop studs. From the inside with the hood erected, frames are in view, and there's a distinct loss of vision compared to a Coupe 911.

And from the outside the sweeping roofline of the classic 911 Coupe shape is lost forever. Of course, whether that's important to you is, to a degree, whether you're inside or outside the car. While standing outside, the look may not be perfect. However, when you're seated inside, driving a 911 Cabriolet with the hood down along your favourite twisting road in the sunshine, exhaust note coming into the cabin with greater melody than you'd ever get from the Coupe, it is without doubt a tactile and enjoyable place to be. With the warmth of the sunshine on your face, certain roads I've driven in southern Europe would be truly intoxicating in a 911 Cabriolet.

So would I buy any of these three 911 Cabriolets? Yes and no. I love open-top motoring... on the right day, the right road and occasion. I'm of the belief that convertible cars should have the hood lowered at every opportunity, and I always scowl disapprovingly

when I see a hood erected on a sunny day. Not everyone is happy being on show in a convertible, and many drivers will always prefer a Coupe. Others, like me, can see the sense and appeal of both. Which, I imagine, is why Porsche kept the Targa.

So which would I choose? That depends also. To look at, the Super Sport. It is so dramatically over the top and there's no doubt that Guards red is the definitive colour for the Porsche 911, even to this day.

To listen to, the 964. The distinctive bark of the 964 engine to me can always be picked out in any crowd of 911s. It's that combination of motorsport-type gruffness and throttle response added to a musical note right through the entire rev range that makes it such a loved engine.

However, to drive it would be the 993, for certain. Dynamically it bounces the other two cars in every area, with less body flex and wind noise. Add in that wonderful combination of six-speed gearbox, the mid-range performance of the VarioRam engine and multi-link rear end, and it's a great driver's car.

For some, the British climate may well have deterred the purchase of a Cabriolet. However, as these cars become more collectable and are sadly used less frequently, the case for owning a convertible, air-cooled Porsche 911 on UK roads is actually stronger now than it was in their day. If you're to use your collectable 911 less frequently then surely enjoying the sunshine to the maximum would seem the obvious way to do it. **911**

Kévin Estre

Total 911 grabs some time with the French works driver to discuss his recent Le Mans class win and *that* lap round the 'Ring in the 991.2 GT3 RS

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



Total 911: Kévin, it's been a spectacular year for you so far, hasn't it?

Estre: It has! To be part of it all is incredible. As a Frenchman, to start at Le Mans in the car wearing the famous [Pink Pig] livery, alongside the others with the old-school look, it was very, very special. We had a lot of attention. Everyone was looking at us, particularly with the LMP programme stopping; a lot of people were concentrating on GT a lot more and we were, I think, the favourite with our colours. It's funny because it reminds people who were old enough to remember the car in 1971. It's pretty cool.

It's a lovely story for the company's legacy and its rich racing history. For a driver it must be a real privilege to race for Porsche because it has that history.

Yes, it is. I started with single seaters, then started my GT career in the Carrera Cup, so I entered the Porsche world early; I was 19 I think, and from that moment on I started not to hope about F1 or whatever – I thought this is the brand I have to stay with to get a contract. When you start to think about endurance and GT racing there's only one brand that stands out, and it's Porsche. They've been at Le Mans since 1951... they've never missed a year. Driving in a Le Mans with Porsche in a factory car is quite a pressure. On the 70th year, you know that you have a car that

should be able to win. You know that you should drive fast and make no mistakes...

What was your strategy, the team strategy?
To be honest, it was flat out from the beginning.

From the very first corner?

Yes, actually, especially the way Le Mans is with the three safety cars. We've seen it in the past, and we've seen it this year. That's one of the reasons why we won with such a big gap, because after four hours the safety car came out, and it came out right behind us, so we caught the safety car which was 1.5km or 3km ahead, and then we had a gap of one minute ten because we were leading, and that's where we wanted to be. In the end we pushed for that, because we knew we'd be in with a chance of having a safety car that would split the group. We wanted to be ahead, so that's what we did. You have to take it as an endurance race: you have to survive and finish, but you also have to push at the same time.

You were using all of the kerbing...

Yeah, pretty much. When you look at the onboard we're really on it for 24 hours. After four hours during the night we started to take care a little bit on the kerbs – not using as much as before on the Ford Chicane as it's the hardest one, and the baguettes at the exit of Karting because also one of our sister cars got a suspension problem at the rear right, so we were not sure from where ➡



BELOW Estre and Preuninger celebrate in the aftermath of the Frenchman's blistering lap at the Nürburgring in the GT3 RS



it was coming – but normally you just push hard the whole time. The Rothmans car, the #91 car, they had pressure and they pushed for the whole 24 hours and nothing broke. It shows that Porsche do a good job on the development and reliability of the car.

Your win demonstrates you're fast around Le Mans, but you're also now famous for another lap. Tell us about that.

Ah, yes, the Nürburgring; that was a really cool experience. It was the first proper laps I've done in a street car – a fast street car on the Nordschleife. The street car is quite a lot different from my race car. We did two days of testing the week before, but it was raining for half of the second day. Then we were testing tyres, so I think I had about ten laps before, which was enough to feel good, but still not a crazy amount of laps.

Only ten?

Yeah, only ten. We had one hour of booked track time alone, and then we did two laps. Lars Kern did two and we were really close. All our four laps

were within three seconds, I think. The slowest was a 6:59, the first lap from Lars, and my fastest was the 6:56.4, so it was all quite close. The car was very good to drive. It was fantastic, but it was proper adrenaline doing two laps in a row with this car. I did one, I pulled up, changed tyres and went again. Doing so is as demanding as much as a stint on the Nordschleife in a race, or even a double stint. It's crazy. Mentally it's really trying and tiring – physically less so, but mentally it's really tough.

It's a crazy track in a road car. How does the 991.2 GT3 RS compare to your racer?

Where it's difficult, especially with this car, is that the aero is really good; you start to really feel aero on a street car. In the fast corners we are not far from a GT3 car – at Schwedenkreuz, the first left after Flugplatz, the minimum speed on the GPS was 233km/h with the GT3 RS, and with the GT3 R it's like 25km above, so in terms of percentage it's not crazy. Then in slow corners there you feel that the slicks are missing. The mechanical grip, there you are further apart than a GT3 race car.

The point is that it's difficult to find the difference between fast corners and slow corners where you have to adapt yourself for the extra grip expectation. There, for me, it was difficult, because I'm not used to driving street cars so much. When you combine the lap times from Lars, he was better than me for slow corners and me better in the fast corners.

So there's a faster perfect lap?

It would have been, I think, 1.5 seconds faster, because in my lap I had some mistakes – one or two. At Adenauer Forst I came in completely sideways and was close to the grass, and also the jump at Pflanzgarten; the jump then the double right I came in too quick and I almost dropped a wheel in the gravel. I was committed.

So yes, it was not perfect, but then to have a perfect lap on the Nordschleife is not possible. You also have your strengths. The track is so difficult that you have, every time, even in a race car, you have one corner where you will stand out as a driver because you feel good there, and on another one it will be your teammate. So





ABOVE Estre in conversation with Total 911's Kyle Fortune while, top, competing in the 2018 ADAC GT Masters



ABOVE In conversation with Motorsports supremo Frank Steffen Walliser, Estre is part of a strong driver roster at Porsche



it's pretty much the same, but in the GT3 RS it's just crazy. This lap time with this amount of horsepower is amazing.

How did you have the electronic stability and traction systems set?

To be honest to do it again I'd disconnect everything, but on the lap I disconnected everything apart from the traction control. There was some cut that I didn't really want, because the wheel was not in contact with the asphalt because of the elevation change and bumps, and there was some cut where I thought it would have been better without.

When I tested it I drove with it on, then one lap off, but I was used to it on so when it was off I exited the corners and got some big slides, so I put it on. From the wheelspin exiting the corners the system is fine, but on the Nordschliefe on the bumps and the kerbs there are some points when it cuts where I really didn't want it to. I just went for it. When you're alone on this track, heated tyres and just fuel for one lap and you now that you have no traffic, no oil, no leaves or whatever, no water, it also brings you on another level.

With your Le Mans success and that record-breaking lap you'll now inspire many young racers. Who was your inspiration when you were younger?

When I was a kid it was Ayrton Senna who all my family were big fans of. Although there was a Prost/Senna thing everyone was Senna, but otherwise I don't have idols. I respect a lot of drivers; for Porsche I think Romain Dumas and Timo Bernhard are really good examples coming from the Carrera cup, with Timo from Junior and winning Le Mans overall with Audi, and with Porsche being a factory driver for so long... I think this is a very good example. I'm driving with him this year in ADAC Masters and I'm learning a lot from what he's doing and how he manages things.

Racers don't usually get too excited about road cars. What do you drive away from the track?

As a factory driver we have a company car; we are allowed to choose. I have a 911 Turbo S. It's quite fast. I can have a GT3 or a GT3 RS, but I drive quite far. The S is perfect. It's 354kph top speed.

How do you know that?

Erm... I did it on the autobahn. I live close to Germany so I drive on them a lot.

Anything older?

Not yet, but I want to buy some, well, one to start, but I'm waiting. I want an old 3.0 and I like old Targas, also the 964. I like a lot of cars, though an old 911 would be great.

Not a GT3 RS in the Le Mans Pink Pig livery?

Haha, there are some; I get sent lots of pictures. It's lovely to be part of all that history. **911**

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THE MAN WHO SHAPED THE 911

After designing his iconic 911, Butzi's subsequent career at Porsche was surprisingly modest

Written by **Kieron Fennelly**

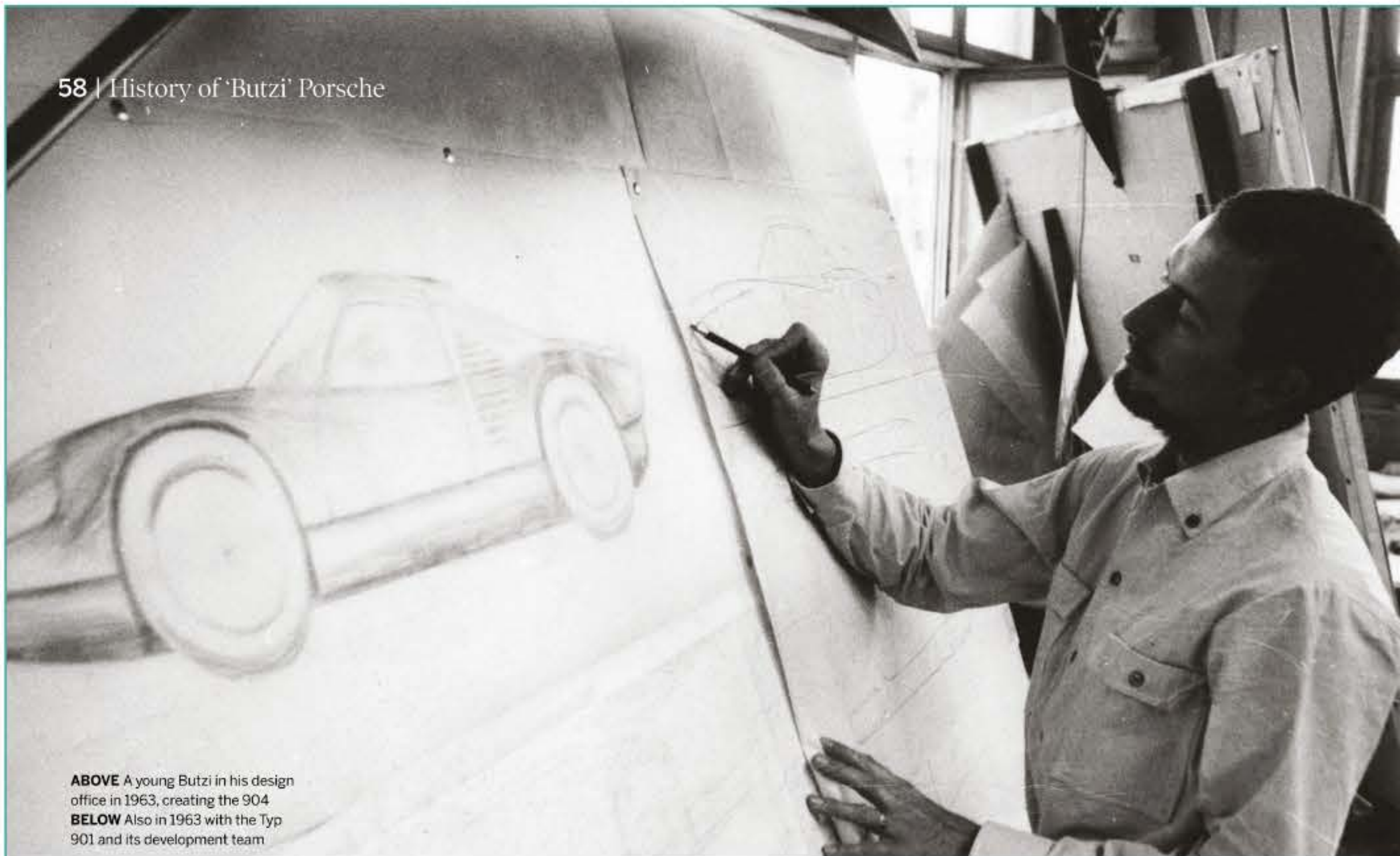
Known to his family as Butzi, which was also how writers would later refer to him to distinguish him from his father and grandfather, Ferdinand Alexander III was the first of Dorothea and Ferry Porsche's four sons. Schooled in Austria and Germany, he went to Bosch in Stuttgart on a three-year apprenticeship and studied for two terms at the Ulm Institute of Design before joining the family firm in 1957. Initially working under engineering director Karl Rabe, Butzi soon graduated from technical drawings to modelling and design.

This was a fertile time at Porsche. The 356 needed a successor and Ferry, an admirer of Albrecht von Goertz's BMW 507, had approached the designer for his ideas for the new Porsche. However, Von Goertz's proposal disappointed Ferry intensely, being far more angular than the specification he had requested, and he realised that the new Porsche would have to be conceived in-house. All available talent was directed towards this end, and it was soon apparent to Ferry that those two terms at art college had not been wasted on his son.

Hitherto, body engineering had been in the hands of Erwin Komenda, a Porsche stalwart who designed the Beetle and the Porsche 356 Speedster. The old-school Komenda ran his department autocratically: the question of style did not enter the argument and engineering requirements took precedence over design. For Butzi, design was paramount: it bestowed everything – looks, interior space, handling, the very essence of the car. Engineering should be subordinate to design. Neither party quite recognised it at the time, but Butzi's generation was the first to incorporate styling as a concept.

Ferry Porsche could see this, though, and began to realise that his son's ideas interpreted the future in a way his old colleague's did not. Komenda thought that the market was in danger of being saturated by two-seater cars and that Porsche should move towards a four seater. This was not at all how Butzi saw it, and Ferry had to arbitrate, coming down in favour of his son and overruling his colleague of 30 years. Father and son also disagreed: Ferry wanted a wheelbase of at least 2.4 metres to give predictable handling; this was much too long for Butzi, ➔





ABOVE A young Butzi in his design office in 1963, creating the 904
BELOW Also in 1963 with the Typ 901 and its development team





BELOW Ferry Alexander posing with a Typ 964 in 1992, a time when he headed the Supervisory Board

upsetting the roofline he planned, but he acquiesced and the prototype was built – project 695 or Type 7 – with the same 2.4-metre wheelbase as the Beetle.

As photographs show, the front of the future 911 as far as the A pillar was already apparent. The long-wheelbase design allowed for the 2+2 cabin, but the tail was more Citroën DS than 356 and the shape was an unhappy halfway house between true coupe and saloon. Ferry drove this car for a few months in 1960, but reportedly never liked it. Numerous further sketches would emerge from Butzi's department, now called the design studio, until at last a shape was agreed in late 1961 and the design frozen. Ferry had given in to Butzi as the wheelbase was a mere 2.221mm. The 911 as we now know it was in gestation. Butzi's drawings also produced the slim 804 Formula One car which Porsche campaigned in 1962, as well as the fared nose of the RS 60 and subsequent racers, a design feature which distinguished his remarkable 904, a model with which Ferdinand Alexander is as much associated with as the 911.

Erwin Komenda died in 1966 and Butzi was promoted to styling director, making official what had long been de facto. But Butzi's influence was beginning to wane: he had already turned down the chance to fashion the only other new Porsche of the 1960s, the 914, delegating its design to modeller Heinrich Klie. Now Butzi had serious competition

from his ambitious cousin Ferdinand Piëch, who in three short years at Porsche had become technical director and was by 1967 promoting the energetic racing programme which would result in victories at Le Mans and the incredible 917. Piëch also took the 911 in hand and resolved its unpredictable handling, partly by lengthening the wheelbase by 57mm. It was increasingly the intense Ferdinand Piëch and not the far easier going Butzi who began to look like the heir apparent to the Porsche empire, a rivalry ended when the family withdrew from the business in 1971,

“The 911 has balance. It is also small. There is a modesty about the car which makes it notable”

which meant Piëchs and Porsches could no longer be employees by right.

Remaining a Porsche shareholder, Butzi took his talents back to Austria where he established Porsche Design as an haute couture brand, putting the family name on any number of cleverly styled sunglasses, pens and watches and making it a watchword for stylised personal accessories. In one of his last full interviews, speaking in March 1997 to *Autocar's* Peter Robinson, a seasoned Porsche writer, Butzi expressed regret that he was no longer designing Porsche, but accepted that the family had to stand

back from the business for it to develop. As a board member he still had responsibilities at Zuffenhausen, and from 1990 to 1993 he headed the supervisory board, taking over from the 81-year-old Ferry. He was never at ease in this role: soon-to-be-ousted CEO Arno Bohn later remarked, “Butzi was a nice guy, possibly too nice. I thought he couldn't keep up in his role as chairman.”

In more recent years Butzi Porsche appeared less and less often in public, in 2005 ceding his board position to his son Oliver. That year too in a rare public outing and on his 70th birthday, he drove in his 993 Speedster up Grossglockner, Austria's highest mountain pass, for a small gathering of open-topped 911 owners. Smiling sportingly for the camera, he looked frail, and subsequent rumours

emerged that he was suffering from a debilitating nervous disease. In his last years he became housebound, and sadly passed away in April 2012.

When Robinson had asked him why the 911 had survived so long, he said, “It was my father's idea that a car should not be so ostentatious, or so aggressive; the shape should be harmonious yet also have presence. The 911 has balance. It is also small. There is a modesty about the car which makes it notable. Good design is where you don't force things into success or recognition. Catch a glimpse of the silhouette and you know it is a 911.” **911**



HAIRPIN DOPING

The 996.1 GT3 started the heritage of what is perceived by many as one of the most revered 911 models. We head to the Swiss Alps to spend 24 hours with a prime example

Written by **Wilhelm Lutjeharms** Photography by **Charles Russell**



BELOW Away from the race track, the Alps is a great hunting ground to get to grips with the GT3's intensity



Deep inside a dilapidated storage facility in Lausanne, Switzerland, a number of Porsche are parked. In the centre is a Zanzibar red 996.1 GT3 – our transport for the next 24 hours!

After some effort getting it started, which turned out to be the cut-out switch, we ease the GT3 out of its parking bay and into the sunshine, placing our luggage in the front compartment. The car is covered in a light layer of dust, but that is of little concern as we will be treating it to a wash quite soon to really bring out that gorgeous paintwork against the backdrop of the Swiss Alps.

I have a special connection to these cars. The year after I finished school I met an owner who had two of them over the course of a couple of years. We became friends, but understandably he never allowed me to drive his car. Fast-forward nearly two decades and it is finally my chance to get behind the wheel and immerse myself in the experience and detail the GenI has to offer.

Our first port of call is Sion, a 60-mile drive southeast of Lausanne. Here the plan is to wash the car before heading up the mountain to the small town of Ovronnaz for one night's stay.

As we head towards the highway I am immediately impressed with the GT3 on several

levels. The Clubsport seats are supportive yet comfortable. The gearshift action is short and direct, the small footprint of the GT3 – or any 996 for that matter – being another highlight. With the ever-growing dimensions of 911s, if you don't drive older versions often you sometimes forget how compact they used to be.

This compact size, the 996's slippery shape and the fact that I take it easy on the highway – Switzerland's authorities are, after all, notoriously strict regarding speed limits on the highway – result in a near-unbelievable average consumption figure of only eight litres per 100km (35 mpg), if the on-board computer is to be believed. That figure is sure to change soon though.

We pull into a garage and I quickly wash the car. The soft curves of this 911 might not appear as motorsport-inspired as the modern versions, but surely that molten-look, double-deck rear wing is one of the prettiest in the business.

While washing the car it becomes clear it's in a very good condition, expected as it has covered only 35,800 miles. I am also reminded of how wheel diameter and size have increased over the years, the GenI making do with relatively small 18-inchers front and rear. However, I'm grateful for this fact, it meaning the car should be more playful

and perhaps more forgiving when compared to modern GT3 machinery.

As the sun is still high late in the day – normally the case during a European summer – we decide to first head up the spaghetti-like mountain road to our hotel, check-in and then head out for a bite to eat.

It is during this first climb that I really start exploring the GT3. I revel in giving it small bursts of power, the acceleration being especially intoxicating higher up the rev range. With the redline starting at 7,600 revs a minute, you can keep it in second gear and watch as the rev needle runs quickly around the central dial.

However, I don't want to upset the locals, and so I take it easy for the rest of the drive. Soon the view becomes all-encompassing, and I have to admit that at times the car plays second fiddle to our overall experience – the visual delight provided by our surroundings is simply on another level.

Parked outside our hotel and once checked and settled in, I'm glad that the GT3 is visible from my room... an admittedly small delight, but one worth mentioning, nonetheless.

However, we are here to drive; hopping back in the car, we head to the nearest shop for the necessary groceries – testament to the everyday use and reliability of the 911. Shopping in hand, I



Model 996.1 GT3

Year 1999

Engine

Capacity 3,600cc

Compression ratio 11.7:1

Maximum power 360bhp @ 7,200rpm

Maximum torque 370Nm @ 5,000rpm

Transmission Six-speed manual

Modifications Larger barrels and pistons; twin-plug cylinder heads; larger valves and ports; high-lift camshafts; titanium conrods

Suspension

Front MacPherson struts; gas dampers; track-control arms; longitudinal arms

Rear Multi-link with five track-control arms; coil springs; co-axial gas dampers

Wheels & tyres

Front 8x18-inch; 225/40/ZR18

Rear 10x18-inch; 285/30/ZR18

Dimensions

Length 4,430mm

Width 1,765mm

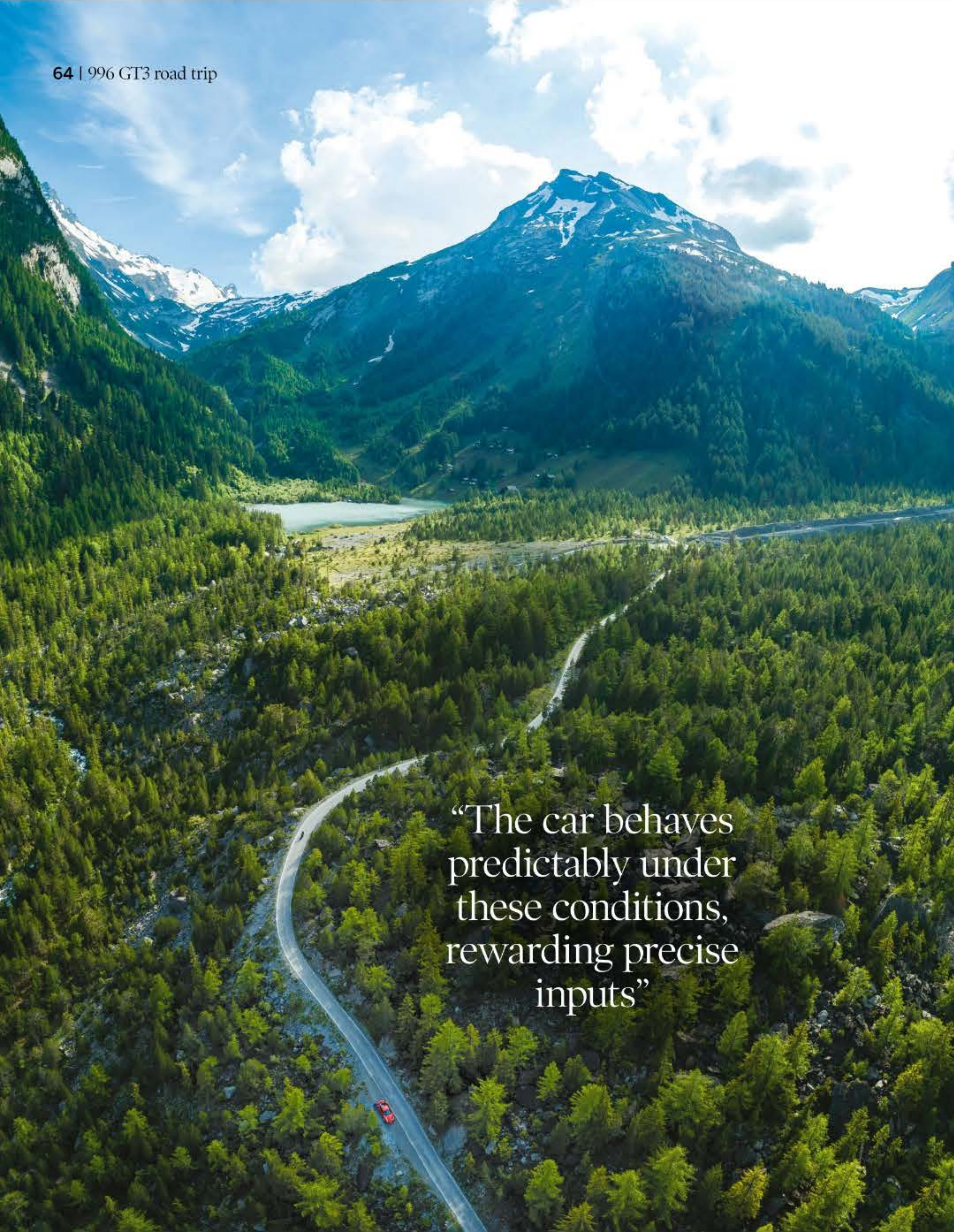
Weight 1,350kg

Performance

0-62mph 4.8 seconds

Top speed 188mph



An aerial photograph of a winding asphalt road that curves through a dense, green forest. In the distance, a large, rugged mountain with patches of snow rises against a blue sky with scattered white clouds. A small red sports car is visible on the road in the lower foreground. A small lake is nestled in the valley to the left of the road.

“The car behaves
predictably under
these conditions,
rewarding precise
inputs”

do feel slightly chuffed walking past all the other mundane cars in the parking lot and opening the door to such a modern classic! Considering photographer Charles has bought enough Swiss chocolate to keep him going until his next Switzerland visit, the practical side of the 996 again comes to the fore as all of our grocery bags neatly fit in the front luggage compartment.



While waiting for the sun to approach the horizon, we scour Google Maps with a simple goal in mind: find the twistiest ribbon of tarmac in the vicinity. We decide on a wonderfully winding road named Route de Derborence in a nearby valley.

Every time I settle back into the GT3 I'm again reminded at how low this car is and how close you sit to the ground. This is not only due to the bucket seats, but also to the fact that the GT3 is already lower to the ground than a run-of-the-mill 996 Carrera. This is also evident when you look at the minimal space between the tyres and the wheel arches. Furthermore, sitting this low helps you feel like an integral part of the car.

Once behind the steering wheel, my view through the lower part of the windscreen provides an outline of the bodywork – fairly flat and suave, running down towards the nose of the car. The fenders protrude slightly at the sides, perfectly indicating the position of the front wheels.

During our short drive down the mountain and on to the Route de Derborence, I quickly realise we

chose a very narrow piece of tarmac. Although the quality of the road is not ideal, it does allow for short bursts from the 3.6-litre Mezger engine. The rough surface also showcases another positive element of the GT3 – its ride quality. Being so low to the ground and offering such a high watermark in terms of handling, I'm surprised at how it can ride these rough surfaces with such aplomb.

As the road gets even narrower we need to be careful of oncoming traffic, but fortunately the Swiss and the tourists are as conscientious as we are – blind bends here being taken with special care.

Soon the road leads us through a few short tunnels carved into the mountain. Each has a number of 'windows' which allow you to briefly appreciate a framed view of the valley as you drive past. A number of times I blip the throttle, downshift and accelerate hard, my only aim being to listen to that characteristic metallic sound only a Mezger flat six can treat you to, this particular one being based on that of the Le Mans-winning, turbocharged Porsche GT1. It's a delightful experience. 🚗





BELOW Wilhelm reflects on a mesmerising 24 hours with Porsche's first GT3 masterpiece

The specialist viewpoint

Gareth Crossley of motoring investment specialists Crossley & Webb in Cape Town, South Africa, shared his thoughts with us regarding the Gen1, a car he has traded in the recent past.

"Compared to the more modern GT3s, the 996 really is usable. It is still very analogue and not over refined. The 991 with the PDK is too refined in my opinion. With the 996 Gen1 you can enjoy it at lower speeds and more often. The body is narrow, the car is nimble and it has a great mechanical feel to it. At this price bracket I would also consider a 997 GTS." However, the GTS's chassis lacks the sharpness of the GT3 and its engine lacks the GT3's intensity, so you'd need to consider what you'd use the car for.



As we get to the end of the road the mountains encircle us, and we send the camera up to capture this exquisitely focused 911, unquestionably one of the most important models to be released by Porsche in the last 20 years, in its natural environment. The Zanzibar red GT3 stands out proudly among the grey rocks, green forests and the dark-blue fresh water of the nearby lake.

On the way back to the hotel we tackle the Pont Crittin road. Not only is the surface better, the road is blessed with a number of hairpins – one of the reasons we petrolheads love the Alps.

Progressively, I start to press the throttle pedal earlier and earlier as I exit these hairpins. Quite soon the rear starts to become light and small corrective inputs through the steering wheel, which brims with feedback, are needed. The car behaves predictably under these conditions, rewarding precise inputs. Adding to the subliminal experience, you sense how the limited-slip differential is working to put the power down. It is soon very apparent that the level of concentration and the talent you will need to push a modern GT3 to these levels of adhesion will be much higher, and will undoubtedly take longer to learn.

Before heading back, we stop a final time at a lookout point. There are vineyards below, the greenery drawing our gaze towards the hills further

away and leading our eyes higher up towards the mountains. Switzerland is undoubtedly one of the most visually stimulating countries in the world, and for 911 enthusiasts like us you can't help but look up at these mountains and revel at the possibilities on these roads. These are roads that beg to be enjoyed with one of the best sports cars available. The 996 GT3 is one of them.

After allowing my excitement to subside a little, a good night's rest awaits. The next morning as we climb into the cabin and start the engine, the computer asks for an oil top-up.

We head down the mountain, and shortly after joining the highway we stop at a fuel station. As well as adding 500ml of oil to the car, we need to fill up as well. However, as is often the case in Europe, there are a variety of fuels to choose from. I decide to pay the premium and opt for 102 octane – after all, we are talking here of a pure race-bred engine that will only be too happy swallowing high-octane fuel. I see it as a bit of an indulgence for the car, but to be honest, also for myself.

As our time with the GT3 is running out, any opportunity that presents itself I rev it around the clock. The minimal amount of inertia you experience as the engine revs – thanks in part to the titanium connecting rods – is intoxicating, and testament to

why so many of us adore naturally aspirated 911s. I purposefully slow down just to be able to rev the engine out in a lower gear. It is within those last couple of thousand revs as you approach eight grand that the engine performs at its best.

As traffic increases, I realise we are nearing the end of what has been a very special 24 hours. Yes, there are faster 996s, and there are also more affordable 996s, but while I haven't driven the entire 996 range, I will go out on a limb and say that I think this is the most enjoyable 996, especially if you are a naturally aspirated-engine aficionado.

As with most 911s, the GT3 is practical, relatively comfortable and accommodating on an extended road trip. Recently the owner of this Zanzibar red example took it across Europe to Spain – an endeavour I could easily imagine myself tackling. The GT3 has an advantage in that it can be used on track and then driven home straight afterwards. It is light and nimble and, more importantly, you can experience its grip boundaries quicker and more safely than more modern machinery, an element often not apparent with every new generation of 911.

Perhaps I'm too nostalgic following my first stint as a passenger in these cars 17 years ago, but this is a fantastic car. It simply does everything right, no matter the mood you're in. **911**



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VIVE LA SARTHE

This ACO-sanctioned special from Paul Stephens has been built to celebrate Le Mans Classic. Is it worthy of the name?

Written by **Kyle Fortune** Photography by **Ali Cusick**





If you only go to one race in your life, make it Le Mans. La Sarthe's battle of man, machine and time is something everyone should experience at least once. It's a race that's inextricably linked to Porsche, many of the company's most famous victories taken over two complete loops of the clock's face. Paul Stephens for one is a fan. He's been going as long as he remembers, to the main event and the Classic, which in 2020 will be celebrating its tenth running. Stephens came back from his last visit with the seed of an idea... a limited-run 911 wearing the Le Mans Classic badge. Usefully, Stephens has the means to create just that.

No solo homage either, over months of negotiation and some creative input from both sides of the English Channel, Stephens built a celebration of Le Mans with the backing of the organisers of the Le Mans Classic race. The result is the Le Mans Classic Clubsport, which can be had in either M471 Lightweight or M472 Touring versions. Stephens admits the majority of interest has been in the Touring, the Lightweight perhaps a touch too extreme for most in being pared back in the extreme, doing without underseal, a passenger-side sunvisor, glovebox lid, lightweight carpets, Lexan rear windows, manual winders and the loss of some sound deadening.

Choose that and you'll save 100kg over the Touring, though at 1,070kg it's not exactly portly, its specification best described as covering the essentials. That's part of its appeal and, indeed, true to the Classic badge it wears. Stephens is quick to point out that it's not a backdate in the conventional sense. Yes, it looks inevitably and deliberately evoke vintage 911s, but the detailing adds some neat nods to modernity, not least the fit and finish inside.

Its base is a 3.2 Carrera, specifically a 1987 to 1989 car with a G50 five-speed transmission. The goal with the engine is to make it rev-hungry, requiring its driver to get the best from it, as with Porsche's

lower-capacity units. To achieve that Stephens added Mahle barrels and pistons with machined RS-spec camshafts, a lightened and balanced crank and con-rods. It's dry sumped with a front-mounted oil cooler, while there's electronic ignition and machined individual throttle bodies with a GT3 plenum. The exhaust is a full, equal-length system with individual heat exchangers.

The result of all of that is 300hp, that peak right up near the 7,900rpm rev limit, torque too peaking fairly high up the rev range. On firing the 3.4-litre, Stephen's ambition for a racy engine is clear, it flaring with intent before settling into a purposeful idle. Even in the Touring there's clearly not a great deal of sound deadening, while the luggage box in the rear seems to work as a resonance chamber, amplifying the evocative sounds from the 3.4-litre flat six.

All that sound isn't enough to detract from the attention to detail obvious in the interior. Stephens' team of builders has spent countless hours prototyping new interior trim parts, building new dash structures and designing their own door cards, centre console and kick plates to create an interior that's exacting in its detail but subtle in its execution. The seats, fixed back with Houndstooth cloth, grip you perfectly; the instruments are painted green behind a dished Momo 360mm steering wheel; the 24-hour clock an amusing nod to the race that the Clubsport celebrates. The door kicks and the centre console are finished in black leather, the millimetre-perfect stitching in contrasting green beautiful, so too are the green seatbelts. The footplates around the pedals underline the attention to detail, Stephens determined with this Le Mans Classic Clubsport that he'd do things a bit differently, creating unique trim rather than replacing, recovering or restoring.

The panel fit inside is exemplary as a result, feeling like the new build it is rather than a restoration. Stephens admits there's still some finishing to do with this early prototype, production cars gaining later 964 windcreens with their

Paul Stephens Model Le Mans Classic Clubsport

Year 2019

Engine

Capacity 3,400cc

Compression 10.7:1 ratio

Maximum power 300hp @ 7,000rpm

Maximum torque 308Nm @ 6,000rpm

Transmission G50 five-speed manual

Suspension

Front Torsion bars with 22mm anti-roll bar and KW Variant 3 adjustable dampers

Rear Torsion bar with 21mm anti-roll bar and KW Variant 3 dampers

Wheels & tyres

Front 7x16-inch Outlaw 001 wheels; 205/55/R16 Yokohama AD08R

Rear 8x16-inch Outlaw 001 wheels; 225/50/R16 Yokohama AD08R

Dimensions

Length 4,200mm

Width 1,652mm

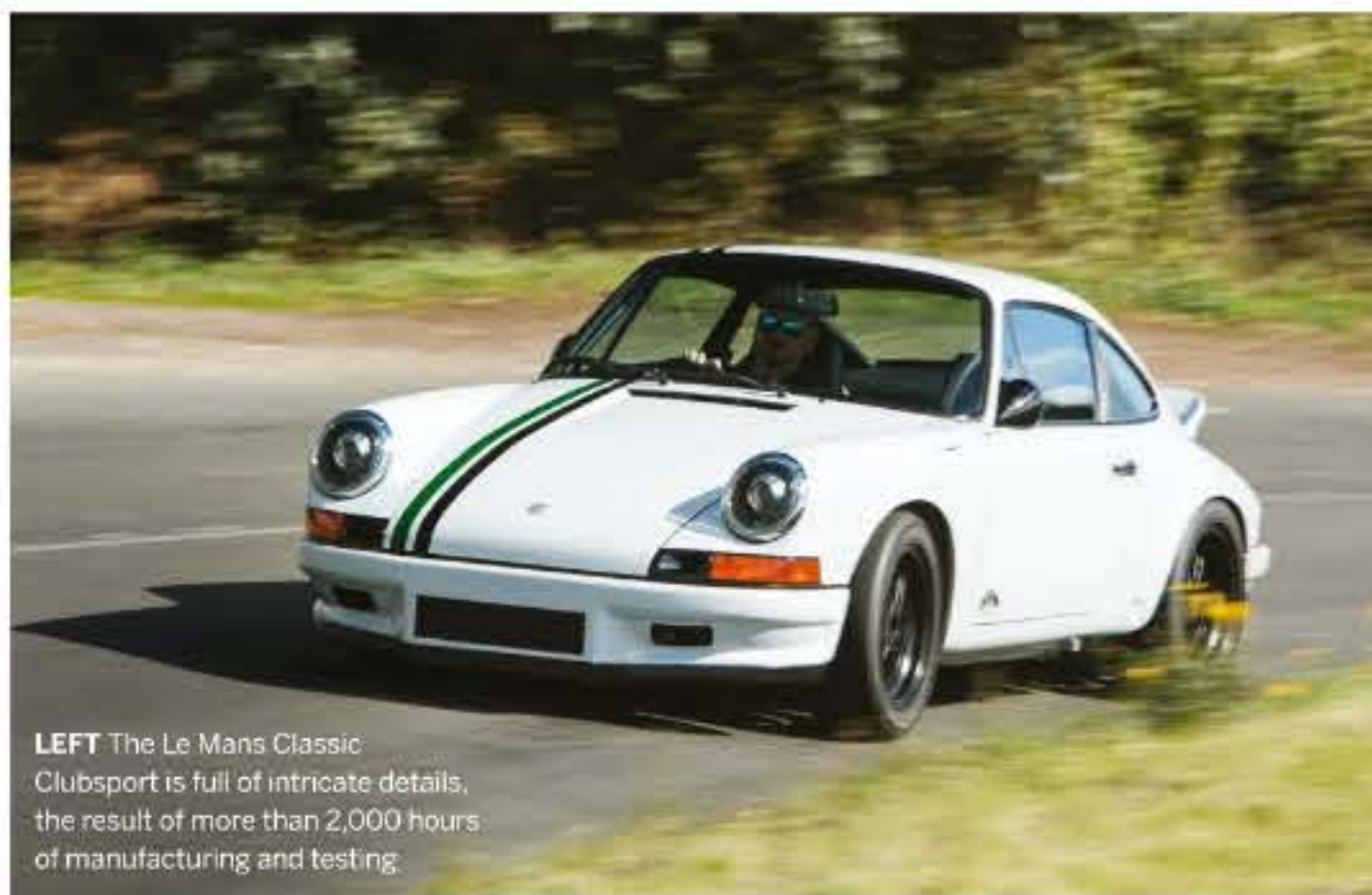
Weight 1,070kg (Touring, Lightweight is 970kg)

Performance

0-62mph 4.4 seconds

Top speed 170mph





LEFT The Le Mans Classic Clubsport is full of intricate details, the result of more than 2,000 hours of manufacturing and testing.

BELOW Green painted Brembo callipers sit behind U052 Outlaw 001 wheels





flusher rubber fitting which will help with the aero look that's generated by the de-guttering and tiny – but useful – aero door mirrors on the outside. The Carrara white is a modern hue, the black and green stripes that run from the bonnet to the back bumper being painted, that not an insignificant task for even the most talented of painters.

There are studded 16-inch Fifteen52 001 wheels finished in classic satin, behind which are vented discs grasped by four-piston Brembo calipers finished in Le Mans Classic green. It looks purposeful, yet there's restraint, only the modernity of the headlights jarring a touch against the otherwise classical hot-rodded 911 lines. They'd undoubtedly light up the road convincingly, but as we'd be unlikely to be doing full-speed runs down Mulsanne in the small hours, a different light set-up might look better. Being French, perhaps some yellow lenses...

Enough of the details. There are some cracking and familiar roads around Stephen's Essex showrooms and workshops, and Cusick's done shooting the static shots so I can finally drive it. Despite Stephen's assertions that it's tuned for intensity, it's reasonably tractable at low revs. The aggressive cams do mean there's a slight flat spot at about 2,600rpm, but it's entirely manageable – and forgivable – particularly once you're past it. Get the needle swinging around that green tacho and the Clubsport flies. Thank the significantly lighter flywheel fitted, it creating a wonderfully crisp response, the revs rising eagerly, the lighter internals helping with the lack of inertia from the engine. It sounds great at high revs. The cabin fills with the rasping blare of the engine, every heel-and-toe downshift something to be savoured,

the brake pedal's height and initial travel creating the perfect platform with which to roll your foot over to blip the throttle, the G50 'box shifting with ease whether you're standing on the brake and dropping a cog, or chasing the road and adding another to the mix. The braking performance is never in question, the Brembos having no trouble washing off the pace.

Just over a tonne isn't much for 300hp to be shifting, the Clubsport feeling wonderfully light and devilishly rapid. It's exploitable, too, thanks to the compact, narrow dimensions, the Le Mans Classic Clubsport making the most of the tight, quick roads. The steering's weight is nicely judged. It's light and quick on the move, heavier at slower speeds, but not so much that it's a chore. There's real detail at the steering wheel, the rim rich in information about the surface rolling beneath, the grip available, the turn-in sharp, the rear handing on doggedly, the limited-slip differential helping the Le Mans exploit its performance in the bends with mighty traction.

While the cabin is filled with rich notes at high engine speeds, there's a trade-off at more sedate pace with some blare from the exhaust. Stephens is aware of it on this prototype, and has a quieter solution for the production cars – of which there'll be ten built.

Grip levels from the Yokohamas is never in question, the Clubsport able to carry huge speed with real confidence, it certain to be an absolute blast if you took it to a track. If anything it grips a bit too hard. It'll move around underneath you, but you need to have some pretty big numbers on the speedometer to do so. The combination of those relatively tall sidewall profiles and nicely judged suspension brings assured control with compliance that means the

Clubsport's not kicked off-line by the many road imperfections that make up a typically British road.

It's a car that rewards the driver, a car that's engaging and involving, demanding and endearing, in the best tradition of classic driver's cars. A fine and fitting tribute to a classic race, just make sure if you order one you take up the opportunity to have it delivered on the start line of Le Mans Classic in 2020 and give it everything down the Mulsanne. It really does deserve it. **911**

Total 911 verdict

Smart move from Paul Stephens as he spots an opportunity for an evocative tie-up with the Le Mans Classic event. With a build run of just ten and official sanctioning from the Le Mans Classic organisation, the Le Mans Classic Clubsport is a convincing, appealing series from the Porsche builder.

LIKES

- De-guttered, aero-mirrored look
- 3.4-litre engine thrives on revs
- Interior is beautifully finished

DISLIKES

- Exhaust blare at ordinary speeds – but there's a fix
- Headlights a bit out of keeping with otherwise classic lines
- We'd paint out the jacking point and put a Porsche badge on the bonnet



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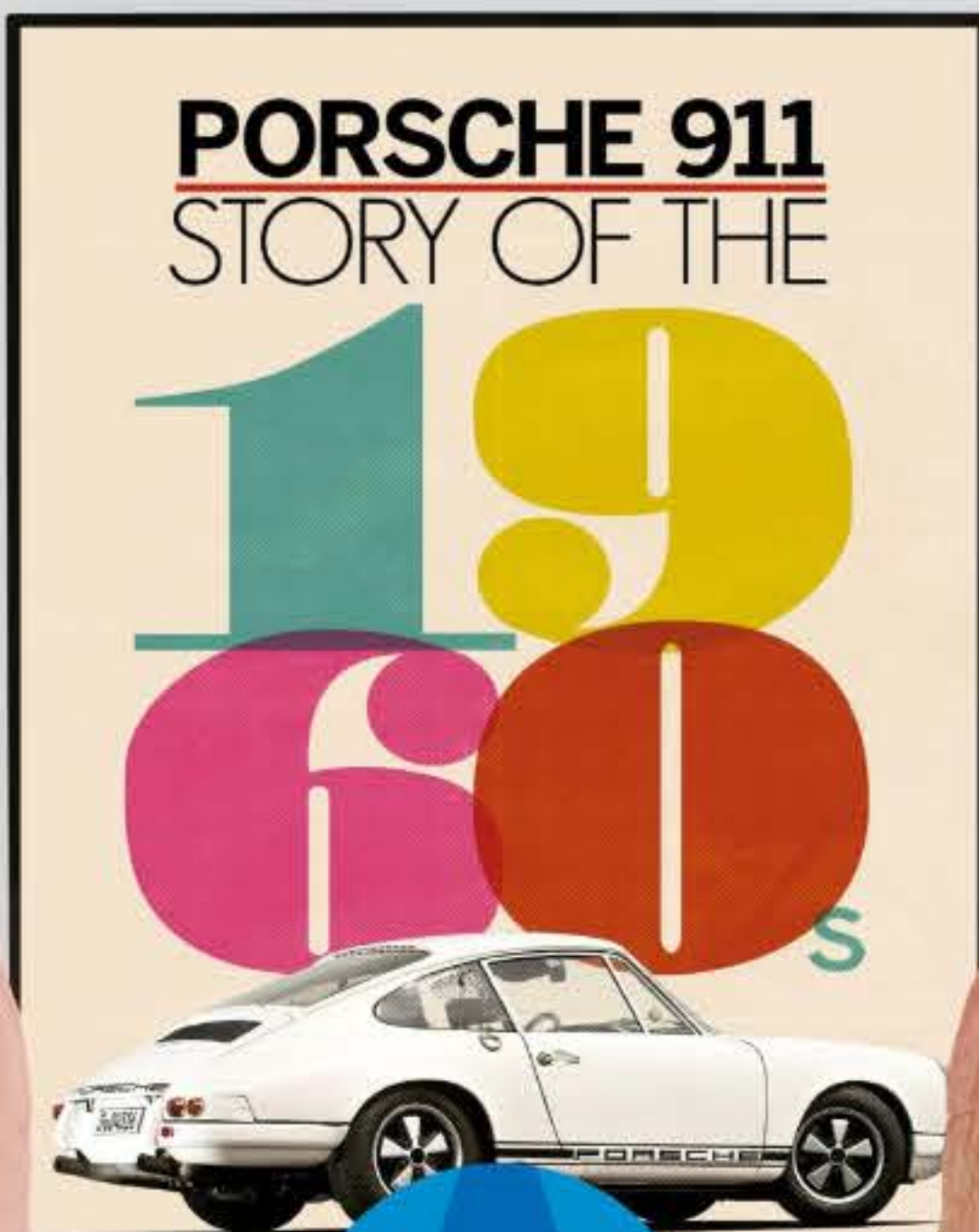


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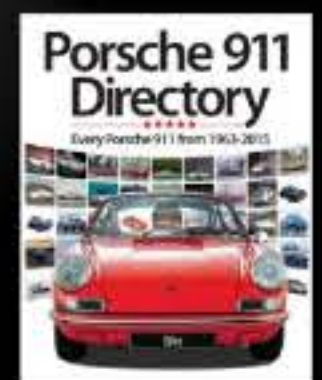
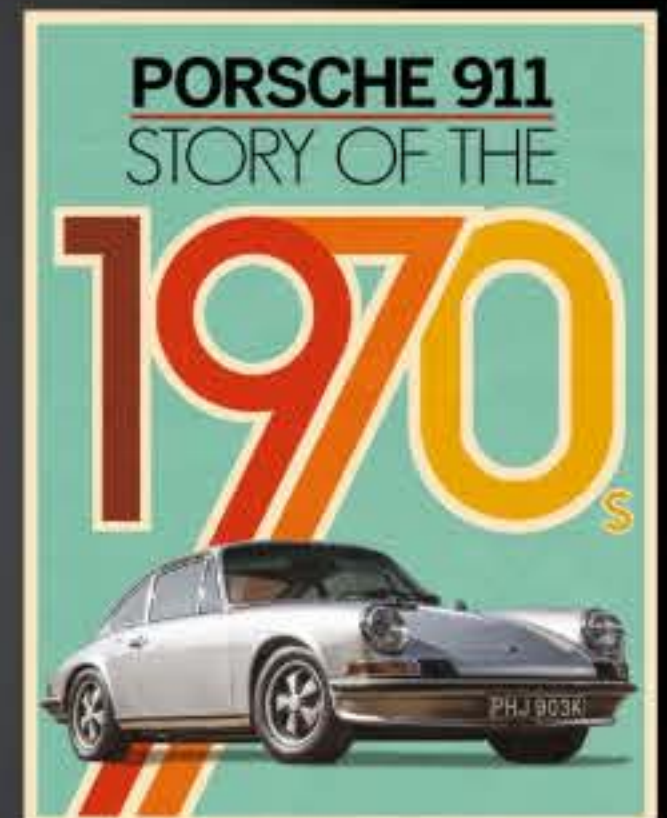
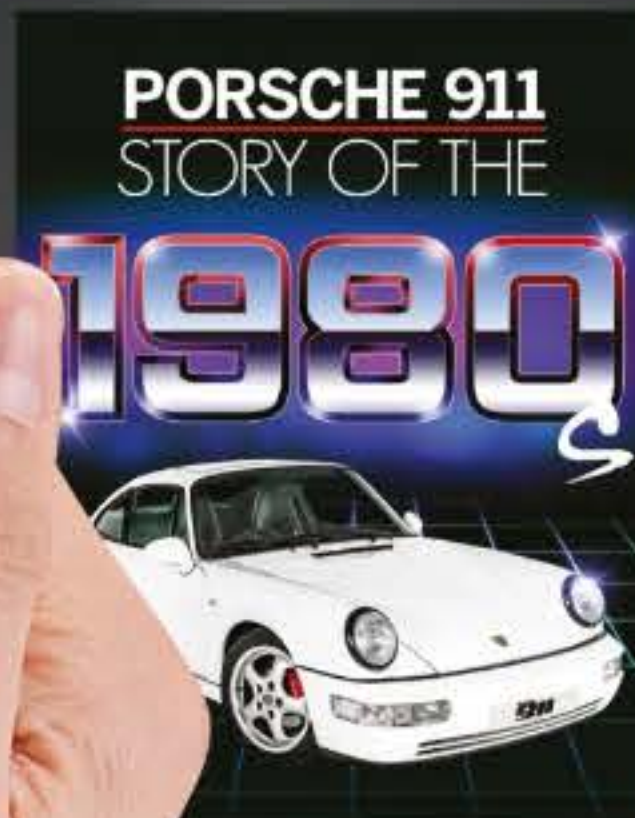
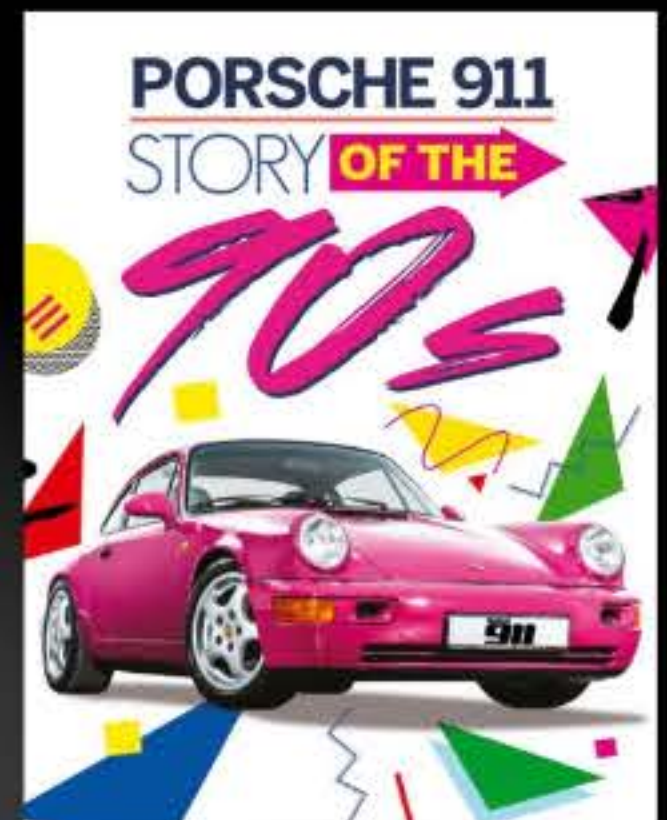
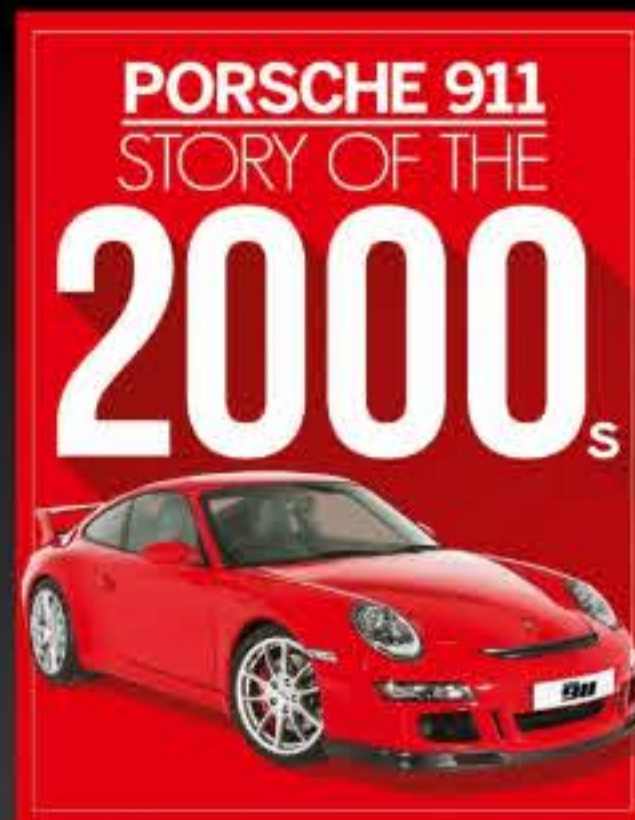


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Living the Legend

Our contributing enthusiasts from around the world share their real-life experiences with their Porsche 911s



Sean Parr
Harpenden, UK

Model 996 C4S
Year 2002
Acquired March 2018



"Welcome back, Sean." Lee sent me the text and I was thrilled. It's been half a year since I last wrote an LTL piece... I sold my beloved

912 and replaced it with a 996 C4S.

The problem was that Lee had done such a good job selling the C4S to me that we now had two in the LTL ranks – one too many! I have since written about my new car in my article for **T911** on moving from air to water, an article which got some attention in the letters section. I haven't changed my mind. The 911 is a better car than the 912 by every measure. I'm even getting to the point that I think it looks better (nearly!).

So, some background. I am a patient in the 'Love of 911' ward of Stuttgart General Hospital. The black C4S is now my fifth Porsche, all in 911 flavour – yes the 912 is a 911 – and they have all, with the exception of a misjudged pest of a red SC that I wrote about for years in this magazine, been great cars. I have loved them all, and all have been written about on these pages.

However, after four air-cooled cars I was sick of worrying about climbing values, spiralling costs and a constant concern over rust or breakdowns, so I stopped driving the 912. I wanted a car that I could drive every day, take away for the weekend, drive to see my daughters in Glasgow and Bristol and be able to walk when I got there. Well, I have

got that in spades. In the six months I've had the C4S I have driven it more than 6,000 miles – more than the last two 911s combined in nearly four years!

The purchase was easy and smooth. I found it in a local performance car sales company; not a Porsche specialist, but good and honest. They were selling it on behalf of a QC who happened to live around the corner from me, opposite my favourite cafe in my hometown of Harpenden. I sold the 912 in Harpenden too... it's a small world.

I have driven the car all over the country, including a memorable trip to Yorkshire with some of the Living The Legend boys, which was just incredible. The roads up there are brilliant and, although I was born and bred in



Gina Purcell
Oxford, UK

@ginapurcell1

Model 911 SC
Year 1982
Acquired April 2014



Do you recall the famous but now defunct Husborne Crawley Autojumbles? At their height they were a real

treasure trove of Porsche and VW spare parts, and have long been missed by petrolheads ever since.

In a quest to revive that spirit once more, my favourite Porsche specialist, BS Motorsport, had their inaugural Autojumble and open day on 18 August. Their brand-new service bay and reception area was launched to the world, together with new staff members in the engine build and service/restoration teams on hand to chat with customers.

The genesis of this event began when BSM's Neil Bainbridge recently purchased an articulated truck full of rare Porsche spare parts from a collector in France. Among the gems were 2.7 RS engines, many assorted air-cooled motors from 2.4 to 3.6 litres, a Porsche V8 engine, rare and spare 911 race and road car



body panels, electrics, gearboxes, wheels, suspension, trim and interior components and even a brand-new and unused 1974 RSR motor!

Apparently it took quite a while to go through and produce an inventory of this mountain of Porsche goodness, with the parts racks loaded from floor to ceiling. Several other Porsche specialists were invited along to pitch their wares for sale outside as well, including Classic Retrofit with their range of upgrade products, and the crowds were fed and watered by a wide variety of mobile caterers.

Parking was plentiful at the Westcott Venture Park location, and some Porsche owners who have their high-value cars stored at BSM kindly allowed their pride and joy to go on display, creating a scene that was reminiscent of a miniature Luftgekühlt UK, but without the rain that blighted that event!

Our three modest 911s were invited to join the display cars, which was gratifying as we rarely have the chance to gather them together. The event was deemed successful enough for it to be repeated next year, so keep an eye out for details... the BS Motorsport Autojumble could grow into something big.



Australia, I am a Yorkshireman at heart, my mother hailing from there. The C4S was faultless except for a failing ABS sensor and a very close call due to this, where I almost introduced the front of my car to the back of Joe's 997 Turbo. It was very close, with huge plumes of tyre smoke.

So, in short, I am back and I couldn't be happier. I have some great stories already from my time with this beautiful car, and I can't wait to share them all with you. Lee has been incredibly kind to me allowing me to write my air to water story and inviting me to do an article on the incredible Luft GB, which was in last month's issue. Much more still to come. Lee will be missed on these pages, but fortunately we get him everywhere else in the magazine and on YouTube as well!





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 2016 Acquired 2018



One of the most enjoyable aspects of my obsession is sharing it with my family, especially my kids. I've always said those two small

rear seats in the 911 are one of the best marketing tools in Porsche's arsenal, guaranteeing lots of future enthusiasts.

I've recently had the opportunity to step up the brainwashing with a father-son trip from Los Angeles to San Francisco via Rennsport Reunion. The prospect of driving some of California's finest roads is exciting, but even more so with the addition of my ten-year-old son as a navigator. I would have loved to do the road trip in one of my cherished air-cooled 911s, but after some negotiations with my wife I had to 'settle' for the 991 GT3 RS and its modern safety features. To mark the occasion we decided to update the livery of the Viper green RS, complete with driver names and flags.

Our trip began with a flight to Los Angeles. The RS was shipped out ahead of us to save time; we had a limited time as we pulled my son out of school for the Rennsport road trip. Shipping was delayed, however, so we killed some time with a visit to Universal Studios.

After picking up our Viper green RS, using our best *Tetris* skills we loaded up our luggage and headed for the meeting point for the LA to Rennsport Rally, organised by Momo. We checked in, got our maps and itinerary and hit the road with a bevy of Porsche of all ages.

The drivers formed up in groups of five to eight cars and we continued to our first stop. The route was well chosen,

utilising a diverse selection of twisty roads through canyons and mountain ranges and cumulating in a stretch through the desert.

The first stretch was not without incident... after a particularly windy and undulating section my navigator had to make an unscheduled stop to regurgitate his breakfast. Thankfully we had completed most of the bendy roads and the rest of the trip was incident free. My navigator's role was more than an honorary position; he ensured we made all the turns. At one point our group missed a turn and carried on unawares, but my navigator made sure we made the turn and continued the correct route.

After a stop for lunch we arrived at the holy grail of vintage Porsche race car events... Rennsport Reunion. The scope of the event was massive; everything Porsche new and old was on display. What a wonderful opportunity for my son to see some extraordinarily rare and special cars up-close. It was also an opportunity to redirect my son's obsession with Ford's Mustang to something far more sensible, like the Porsche 911. Undeterred by being surrounded by all things Porsche my son persuaded one of the vendors, selling Hot Wheels toy cars, to go digging in his reserve supply, locating him four Ford Mustang Hot Wheels. He's determined!

After a couple of wonderful days at Rennsport Reunion, catching up with friends old and new, our road trip resumed. The final stage was from Monterey to San Francisco. We opted for the world-famous Pacific Coast Highway for the balance of the trip. While not as intense as the first part, the scenery is

beyond spectacular, with a drive over the iconic Golden Gate bridge as the grand finale. We dropped the car off in San Francisco to be shipped back to Houston and spent the day sightseeing.

Looking back on the trip, one of the standout findings was the wonderful way the Porsche 911, even in its GT3 RS guise, combines performance and practicality. We had room for all our luggage (and three stuffed minions!), and it was all done in relative comfort. The combination of the air conditioning, Bluetooth, PDK, front suspension lift and the lightweight bucket seats made for a surprisingly comfortable trip.

This was a trip of a lifetime with father-son moments I will treasure for life, and hopefully instrumental in my continued efforts in brainwashing my child that everything Porsche is great! Who knows, maybe my son might complete the same trip with one of his kids in the future, even in the same car!





Chris Wallbank
Leeds, UK

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Twitter: [@chrisjwallbank](#)

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



This month has been split between shooting at the Nürburgring and in Malta. I was over at the Nürburgring with Litchfield Motors

for eight days shooting their latest development vehicles being tested – the Carrera T, which now has a host of new modifications, their Alpine A110 and Track Edition Nissan GTR.

Since I last drove their GT silver 991.2 Carrera T it has been lowered with KW suspension, had the full Akrapovic exhaust treatment and also a custom tune to increase power. The results are impressive, and combined with the standard lightweight spec, creates a very fast and precise drive!

It sticks to the road like glue and even with 20mm lowering maintains a very comfortable ride. You wouldn't even realise it had been lowered from inside the cabin. Over the course of the week I had some great opportunities to capture some lovely tracking shots of the Carrera T sweeping through the tree-lined, super-smooth German Roads. Just



why can't the UK have roads like these? You can see more of these Carrera T shots on my Instagram.

While we were out at the 'Ring I had the chance to spend a lot of time at various corners, including Brunnchen and the infamous Karussell. What quickly became apparent is how the 'Ring is almost solely dominated by either Porsche GT or BMW M cars – with the exception of a few Renaults! At one point three green 991.2 GT3 RSs went

around the Karussell within the space of 30 seconds on a public session.

An amazing week, I even managed to grab a passenger lap with Porsche and 24 Hours of Nürburgring pro-racing driver Moritz Kranz for a circa 7:20.00 lap! That was an experience I will not forget any time soon.

As I type this I'm currently in Malta looking at the possibility of buying a classic 911 to bring home... watch this space.



Ben Przekop
Mercer Island, WA

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



I am literally flying down the road as I test drive my 996 with the newly installed Fister mufflers, and I can't stop laughing

with surprised delight. The sound is great, but what I am finding totally amazing and frankly a bit surprising is the very noticeable improvement in the responsiveness and power of the engine. I almost can't believe it's the same car!

Now I do not have any empirical evidence such as before-and-after

dynamometer tests to prove that these new mufflers have brought a measurable gain in BHP or torque, but believe me when I tell you that I can definitely feel a significant difference in throttle response and acceleration, which is why I actually feel like I am flying down the road!

My 40 AE 911 with the X51 Powerkit has never exactly felt slow, just the opposite, and thanks to its lightweight and typical 911 rear-weight balance this car has always impressed me with that feeling of agility which makes these 996 cars so sublimely smooth and pleasing to drive. But now it feels like all of those sensations that were eight out of ten have been dialed up to a full ten!

This noticeable, appreciable difference in drivability is a pleasant and very welcome bonus, but how do I feel about the sound, which is why I got the Fister mufflers in the first place?

To be perfectly honest, when I first started up the car at Chris's German Car Service it didn't sound much different at all, and just sitting there at idle it was downright quiet. I was a bit worried! But then I blipped the throttle and immediately noticed that the classic Porsche flat six growl was now much louder – I'd say about 30 to 40 per cent – and also deeper, with



more characterful burbles and pops. To my ears it isn't irritating or obnoxious in any way, just a well-behaved, gentlemanly Porsche flat six roar that is as loud as it should be.

At highway cruising speeds around 70mph the car is only minimally louder, which is a good thing because the downside of many sport exhausts is a 'drone' or resonance at higher sustained speeds that can actually give one a headache! I may know this from previous experience... So, for me, the Fister mufflers are simply perfect, and I absolutely love them, especially in parking garages, tunnels and tree-lined country roads that are tailor-made for low-flying Porsche.





Rob Clarke
Bristol, UK

Instagram @rob911_ItI

Twitter @Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



This month has not seen much 911 driving action. The most significant event for my 911 was trying to wake it up from its three-week

slumber without much success. The usual process of trying to wake up the central locking failed, and the next result was the alarm firing and resonating in the garage – boy is that thing loud!

I am in a dilemma with respect to my car. A few months back I was adamant this car was going. I used a trip to Silverstone Classic as a browsing exercise to work out what I want to replace my car with. A shortlist has been firmed and several 911 variants

are on there. But then I use the car and think what great value it represents for performance, handling, road presence and lifestyle. It does let itself down on comfort, but when I drive it I wonder if a move to a newer 911 is going to represent good value?

I have high expectations, but my recent commuter car was a Mercedes which cost more than my 996 is worth, but I was massively disappointed with it. It was not the premium drive I was expecting, which emphasises my thoughts above: is spending more money a benefit? This is subjective, but with a 996 you get incredible value for money, which makes it hard to move on to an alternative model.

The only upside of upgrading and going for a higher value 911 is that at least it will maintain its value; I would be able to enjoy a change knowing it is not depreciating like a rock... but still, do I want to spend four-times what my car is worth to get a newer version? Tough decision!

But enough about my dilemma; on to the Festival of Porsche – what an event! I will be honest, this was the first PCGB-organised event I have been to, and what an event it was. Kerb-to-kerb Porsche, old, new, rare and most of all *fast*! The 919 EVO lapping the track in the hands of Nick Tandy was epic.



Brands Hatch is probably the circuit I have visited the most, as I used to live near the circuit as a teenager (my parents would take me to events). I even did a bit of marshalling as a junior marshall, which meant as well as getting to watch racing for free I could go anywhere, even the timekeepers gantry that has long since gone.

As soon as I was mobile I would often go to events, so when I walked through the gates all these great memories came flooding back, especially the time I drove the circuit on a damp day in a Formula First back in 1992 (see above!). Great memories.

Fast-forward and walking around the circuit and the paddock area looking at all the fine machinery and watching the 919 attempt to break the lap record – unfortunately they didn't quite make it – just adds to my memories of Brands Hatch. What a great place it is.



Joe Croser
Northamptonshire, UK

Instagram @jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



I just bought new stereo knob covers for the PCM 3 in my 997.2 Turbo. These little 0.5-gram beauties cost me twice their weight in

gold at £60 for the pair, or \$78.

Daylight robbery or 'Porsche tax'? You decide. But while foolish folk like me will fork out silly sums to fix a tiny problem, Porsche will no doubt continue to lick their finger before holding it in the

wind while setting parts prices. Smarter people than I may even choose to live with their ageing interior as it degrades, but I am just too fussy for that.

It all started in early summer when I noticed one edge of my volume knob cover appeared to be peeling away. On closer inspection I realised that it wasn't peeling away; a small section of it had snapped clean off. I don't remember catching it with anything but it was no longer whole... no longer perfect. I left it a day or three and then noticed the right-hand knob had also lost a section.

I live almost centrally between three OPCs, which means I am about an hour away from one. Too far to simply drop in, when buying parts I almost always pick up the phone and speak to the parts guys. They are invariably helpful and generous with their time and they always successfully translate my limited vocabulary and creative descriptions into actual parts numbers and prices.

I called Porsche Kendal as I knew I'd be asking for the parts to be posted. They are a small family-run operation and have been so very helpful in the past

when I was tracing the history of my car – which turned its first taxed wheels in their showroom – so I wanted to give a little back.

I placed the call and steadied myself for a taxing £15 to £20 price tag. £60 was a shock, but I couldn't deal with the cracked discs. Other than the cost, the process was painless; five minutes on the phone, two days of patiently waiting and my little gems arrived in their bubble-wrapped packaging.

As it happens you can't buy the covers by themselves, so I received two whole replacement knobs. As mine were in great shape I took the easy-fitting route and replaced only the discs, which was an easy pry-out and press-in task taking no more than a couple of minutes. The results are worth it. The PCM 3 is again perfect, resplendent in Satin black.

If my whole car cost \$80 per gram it would be worth a whopping \$127 million. More importantly it would never be mine. Thank goodness the important and heavy stuff like the engine and the astonishing chassis with its AWD system are cheap, relatively speaking of course.





Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



Having had the Turbo recently repainted, I knew that once the paint had hardened I should seek help and have her detailed and machine polished.

ValetPRO was kind enough to allow me to use its detailing bay at its new head office in Newhaven, which also gave me an opportunity to have a good nose around. When I did so I came across a room with two chemists using pipettes to test some new formulas on a range of body panels. Most detailing firms simply buy in product, but here at ValetPRO they make it all in house.

Back to the car; it was first subjected to a thorough degrease, a covering of snow foam, a further jet wash and a hand wash. The wheels were sprayed with 'Dragon's Breath', a product that changes colour as it dissolves the baked-on brake dust and contaminants.

Elliott, ValetPRO's detailer, then clay barred my paint; a process where you rub a little lump of what looks like Play-Doh over the wet surface, picking up and collecting the particles that have bonded to your car's clear coat – stuff even the most laborious wash cannot shift.



Paint correction was next and the most major part of the detail. I hope it does the work justice as this service alone is worth the price of admission. By using ultra-fine abrasives, a professional can polish the scuffed and swirled surface of your car's clear coat safely. Panel by panel I watched the swirls disappear and the Jet black paint transform, gaining depth and taking on a much richer colour.

My window surround and wing mirror trims are also back to as-new condition thanks to a product called 'Black To The

Future' that you just wipe on and buff. One application protects your plastic and keeps that sheen for six months!

With the paint polished we locked in the finish. You have to wax the car, so Elliott used a soft wax from ValetPRO called 'Beading Marvellous', which sounds the part, looked simple to apply and offers three months of protection.

After six hours we were done. Is that not one of the cleanest looking Turbos you've ever seen? I may be a proud dad but, you can't argue, she looks better than new.



Joe Williams
Weymouth, UK

Model 912
Year 1967
Acquired April 2017



With the weather on the turn I've started chasing round some little jobs. Being over 50 years old, the 912 requires some maintenance!

The swing arm bushes were looking pretty tired so I entrusted the old girl to Matt at ZRS Engineering who's been looking after a few local cars for some time now, and has built quite a reputation for being the secret specialist. Matt has a sort of obsession with technical information

and researches model-specific parts like no one else. This resulted in chasing a few more bushes while it was on the ramp. The end count was over 20, which included the rear trailing arms and a complete rebuild of the front end too.

The other little job I asked Matt to have a look at was to fabricate some custom steel 1970s RS-style rear exhaust pipes. The 912 has a very odd and oversized corner bumper exit pipe that just looks a bit wrong. As with most things at ZRS these got more attention than I had expected – beautifully TIG-welded stainless items which were then hand polished just enough to match the chrome of the rear bumper and perfectly balanced, utilising the Dansk original outlets. These pipes look very OEM; a custom yet subtle addition.

The big question was if all this effort replacing bush after bush was really worth it. After Matt did some final fettling and set up the suspension so the car sat perfectly level, I picked her up for that first drive. It was incredible, like a brand-new car. The 912 had always been a pleasant surprise and a great drive, but this had transformed it into what Porsche had intended over 50 years ago. It's now sharp, focused and much more



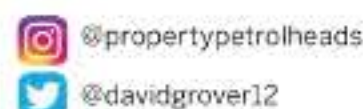
responsive. The body roll you come to expect and live with on classic cars was all but gone. It certainly opens the discussion for how advanced and ahead of their time Porsche really was. The entry-level, poor-mans 911 of the 1960s was probably the best handling and best-value sports car of its time.

Sporting her new pipes and handling like she should I took her up to Canford Classics for their yearly Saturday morning pull in. Asked to hold back as I arrived, we were given a prime front-row space. I would guess 100-plus classic Porsche arrived for coffee and a breakfast roll, with some amazing examples of stunning cars that are actually driven. And when you get talking you realise that the passion still runs deep... this is where it all started and when the magic was created.





David Grover
London, UK



Model 997 Cup
Year 2014
Acquired December 2016

Model 991.2 GT3 RS
Year 2018
Acquired May 2018



The RS is a whole different car in Europe for two basic reasons. Neither are to do with the car itself or anything that Weissach

has done in terms of its design or engineering. My love for it though has escalated hugely as a result.

The first is that the roads in northern France are empty. The sheer joy of being able to drive and enjoy the car, any car actually, but so much more the RS, with so little traffic around is awesome. This is fast becoming a rarity in the UK and especially the southeast, so it's something to really savour.

The second is the sheer quality of the road surfaces we drove on. The route to the Tunnel in the UK is mostly concrete,

and so noisy in the RS you almost need ear defenders for tyre noise. Motorways in France, by comparison, are mostly super flat and quiet, so little tyre noise. The main roads and many D roads are pretty amazing too. Where road surfaces are more like home, the sheer emptiness and rolling country views make up for all of that. Add that to a refreshing ability to use a touch of speed and to explore the 'box, and the RS was in perfect territory.

My conclusion though, sadly, is that the RS is pretty pointless in London and the southeast. With the car now knocking on the door of 2,000 miles, the engine has settled in and the oil service, seat belt and extinguisher fitting can all now be done together, perfect timing to remove the road trip debris on the car via the OPC when it goes in next week.

The seats, once you are settled in, are perfect for spirited driving, and the only specification mistake I made in hindsight is probably to have gone for the split-carbon versions rather than fixed, as posting luggage through the roll cage is a true art. Mind you, the front compartment has plenty of space for touring, really.

The gearbox is what I am most impressed with. They're great in all 991s, but the ability to flat shift with almost no loss of revs is palpable, giving me

a closer experience to being in a Cup car rather than road variant. It makes it near-impossible to drive in anything other than manual using the paddles.

All the technology worked perfectly, with Apple Car Play being the most useful interface in joining up all technology systems via my phone. Seriously, do not order a car without it if you use an iPhone.

On the road is where it is truly meant to be. The engine revs and revs, although it's very difficult to get anywhere near the rev limiter at speeds below 100mph. The sound, well it's epic on full chat. Our group consisted of four cars, none of which were quiet, but the RS was on a different spectrum, especially in those lovely moments when you pull away up to the redline from the toll booths.

There's a pre-winter drive due this coming weekend with over a dozen friends, so we are just sorting out our route around Herts and Oxfordshire. This group will include old air-cooled 911s and a new 991 GT2 RS. Following that the car will return to have its clear film checked over carefully, and after that the car will get tucked up under a blanket until the new year. This allows plenty of time to plan new events, the NC500 being one I simply have to try, and this is surely the right vehicle for that.



James Samuel
Poole, UK



Model 997.1 Turbo
Year 2008
Acquired April 2015

Model 996.1 GT3
Year 2000
Acquired January 2018



Well, it's certainly been a busy month in the Samuel household. Living between houses then finally getting the new place has meant

the cars have been scattered about a bit, but fortunately it does mean I have been driving one or the other pretty much daily, so I cannot complain.

Surprisingly, for long-distance touring the GT3 isn't actually that bad, although commuting across Bournemouth and Poole the heavy clutch and lightweight flywheel can get a bit tiresome.

I was lucky enough to get a hospitality ticket for the 70th year of Porsche festival at Brands Hatch. The weather was amazing and some stunning vehicles turned up both on track and on the various stands. Even the car park looked very special! I loved seeing the race cars of new and old hammering round the Indy circuit and watching the final round of the PCGB championship.

As I write this I am just getting ready for the final track day of the year, but

what a way to finish – two whole days at Spa, a track I have been desperate to drive since I can remember. With that in mind my new backboxes have arrived. The original ones have just started going at the seams so I decided to replace them with some lighter and more track friendly ones from FVD. Full report once they are on.

I also mentioned the other month I have been using a HANS or FHR device. With this in mind I picked up a bargain on eBay for a brand-new set of OEM harnesses which are FHR specific. I just need to get them fitted before I head off.

The Turbo has taken most of the daily duties and has been amazing. I love clocking up miles in it; it's so fast, so capable and I just love looking at it when I have cleaned it... the only trouble is it just makes me want to jump in it and go for a blast.

I did do a quick test fit at the new house and found it fits snug in the current garage, so big thumbs up there.

This month I was also lucky enough to be invited on a driving day with OPC Guildford. As part of the day we were



able to drive a whole selection of cars from the Porsche line-up. My personal highlight was the 991.2 GTS 4. Such a great all-rounder, plenty fast enough for every situation and the ride was simply amazing. I would like to try one of the manual versions, but for everyday use the PDK system is just so good.

Right, time to get tinkering on the GT3. Roll on Spa...



Kyle Fortune

Warwickshire, UK

@kylefortune205

@Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



As a motoring journalist I spend a fair amount of time driving around in cars that aren't mine. I'm always hugely grateful to

the people who trust me enough to drive what's very often their pride and joy. Indeed, cars like Max's 997 Carrera and Louis' Carrera 4S from the previous issue. Without people like them, dealers and, of course, Porsche itself, producing this magazine would be pretty tricky. Actually, it'd be impossible.

Occasionally it's me lending out a car, which was the case this month when a friend, Colin Goodwin, called asking if he could use my Carrera for a feature in *Autocar* magazine. I was only too happy to help, as I know how difficult it can be to source cars, and it'd make

for an interesting day in the company of some colleagues and friends in some cars the same age as the Carrera. Specifically mid-1990s cars, the 993 joining a Ferrari F355, 968 Clubsport and TVR Griffith among some others, the premise of the article being that the 1990s was 'peak car'.

I'll admit that it's a line I'm partial to; don't get me wrong, the modern cars I drive on a regular basis are all good, but it's perhaps just a bit too good at times. Not least because of technological creep, even fairly ordinary cars these days come loaded with tech, most of which I could do without. Whenever I jump in the 993 I find it refreshingly free of buttons, buzzers, flashing lights and suchlike, its simplicity being part of its appeal.

There's some safety kit, but it amounts to ABS and a couple of air bags. There are no sports buttons, ESP stability or traction control, switchable drive modes or active safety aids like lane-keeping assist or collision avoidance. It's all the better for it, being devoid of distractions and the interference such modern systems bring to the mix. Add the fact that the circa 300hp is quick enough, it's a manual so it's engaging and, thanks to the recent Classic Nav fitment, it's got a degree of modernity in relation to connectivity and route-planning that's useful, rather than dominating and distracting.



That it was so well received by the younger roadtesters on *Autocar*'s staff when they tried it only underlines Goodwin's, and, indeed, my, assertion that the 1990s were a high point in cars, at least if you're an enthusiast. And given you're reading this I'm guessing it's safe to presume you are. The drive to and from the photo location was hugely enjoyable. Seeing the fun others had driving it was enjoyable too, though I did spot that one of the taillight bulbs has gone – one benefit of letting someone else drive the 993 for a change. That'll need sorting as it's MOT time soon.



Tony McGuinness

San Diego, USA

@tonygt3rs

@tonymcguinnessgt3rs

Model 997.2 GT3 RS
Year 2011
Acquired February 2011

Model 991.1 GT3
Year 2015
Acquired December 2014



Rennsport Reunion... the world's largest gathering of vintage and recent Porsche race cars. There have only been six of these remarkable

events, with the first one being held in 2001 at Lime Rock Park, the historic motorsport venue in Connecticut.

Hosted by Porsche Cars North America (PCNA), this incredible gathering not only brought together the widest variety of historic Porsche racing cars in the company's 70-year history, it also featured those who designed, engineered and drove them to victory!

Rennsport Reunion VI was again held on the beautiful Monterey Peninsula at the storied Laguna Seca race track. In fact, the past three Rennsports have been held at Laguna Seca, and I have had the fortune of attending all three since 2011.

This Rennsport was spectacular, and even bigger than ever as they expanded

the former three-day event to four days. In 2015 over 60,000 people attended. This year, according to Laguna Seca officials, over 81,000 turned out.

One can't understate how big and incredible this Porsche event is. During Rennsport I had the pleasure to see our Editor, Lee, and meet fellow LTL contributor, Michael, from Houston.

There are so many highlights of Rennsport Reunion VI. Too many to list them all here, but on day one when Porsche unveiled the new 935 Moby Dick I found myself surrounded by my personal Porsche race driver heroes, including Hurley Haywood, Brian Redman and Vic Elford to name a few!

After the 935 unveiling I was fortunate to meet and chat with Andreas Preuninger or, as he is also known, Mr. GT3. He was kind enough to pose with me for a photo and sign my new **Total 911: The Porsche 911 RS Book**. By the way, if you haven't bought the RS book, or downloaded it, I highly recommend you do so!



The most wonderful experience for me at Rennsport was meeting and getting a photo with one of the most amazing men in Porsche's history. One of the best engineers the world has ever known. He was the principal contributor to all 16 of Porsche's victories at the famed 24 Hours of Le Mans before the 919 existed and was the man who led the design of the six-cylinder 911 engine. His name... Hans Mezger. It was an honour I will treasure and never forget.



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Data File

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



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Data file

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



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

General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2019 Q1 will be January. The review for 2018 Q4 was October.



Ratings

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



(O series) ★★★★★
911 2.0-litre 1964-67
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3sec
Top speed	131mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F	4.5x15-inch: 165/80/R15
R	4.5x15-inch: 165/80/R15



(O & A series) ★★★★★
911S 1967-68
Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40IDS carburetors.

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
0-62mph	8.0sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Wheels & tyres	
F	4.5x15-inch: 165/80/R15
R	4.5x15-inch: 165/80/R15



(C & D series) ★★★★★
911S 1969-71
An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

Production numbers	4,670
Issue featured	120
Engine capacity	2,136cc
Compression ratio	9.8:1
Maximum power	180hp @ 6,500rpm
Maximum torque	194Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	145mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	
F	6x15-inch: 185HR
R	6x15-inch: 185HR



(C & D series) ★★★★★
911T 1969-71
Like the E, the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	129hp @ 5,800rpm
Maximum torque	189Nm @ 4,200rpm
0-62mph	7.0sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,000kg
Wheels & tyres	
F	5.5x15-inch: 165HR
R	5.5x15-inch: 165HR



(C & D series) ★★★★★
911T 1973
US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

Production numbers	16,933
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5.5x15-inch: 165HR
R	5.5x15-inch: 165HR



(G, H, L, J series) ★★★★★
Carrera 3.0 RS 1974
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	230hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	
F	6x15-inch: 225/60/VR15
R	6x15-inch: 235/60/VR15



★★★★★
930 3.3 1978-83
Larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'beetray' Brakes were upgraded from 917 racer.

Production numbers	5,807 (plus 78 '79 Cab Gies)
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



★★★★★
911 SC 1978-83
From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

Production numbers	60,240
Issue featured	156
Engine capacity	2,974cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204hp @ 5,500rpm
Maximum torque	265/265/267Nm @ 4,000rpm
0-62mph	6.5sec
Top speed	141/148mph
Length	4,291mm
Width	1,652mm
Weight	1,160kg (1,979)
Wheels & tyres	
F	6x15-inch: 185/70/VR15
R	7x15-inch: 225/60/VR15



★★★★★
SC RS 1984
True homologation special built so that Porsche could go Group B rallying. Six Rothmans cars used fibreglass front wings and ftd. Tuned 3.0-litre engine had its base in 930's crankcase.

Production numbers	21
Issue featured	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	250hp @ 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 @ 6,300rpm
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 Bial aluminium/iron items, which gave more efficient cooling and carbs instead of fuel injection.

Production numbers	6,338
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	110hp @ 5,800rpm
Maximum torque	159Nm @ 4,200rpm
0-62mph	8.8sec (est)
Top speed	125mph
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	2,926
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	1,070kg
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	2,105
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	965kg
Wheels & tyres	F 6x15-inch: 185/70/R15 R 6x15-inch: 185/70/R15



(C & D series) ★ ★ ★ ★ ★

911E 1969-71

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

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	190Nm @ 4,500rpm
0-62mph	7.0sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 6x15-inch: 185HR R 6x15-inch: 185HR

(E series) ★ ★ ★ ★ ★

911E 1972

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

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch: 185HR R 6x15-inch: 185HR

(E series) ★ ★ ★ ★ ★

911T 1972

A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers	35,693
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 6x15-inch: 185HR R 5.5x15-inch: 185HR

(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	1,593
Issue featured	140
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	256Nm @ 5,100rpm
0-62mph	5.9sec
Top speed	152mph
Length	4,163mm
Width	1,652mm
Weight	975kg (Sport)
Wheels & tyres	F 6x15-inch: 185/70/R15 R 7x15-inch: 215/90/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, L, J series) ★ ★ ★ ★ ★

911 1974-77

911 was now the entry level. Bumpers were added to conform to US regs. From 1975, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers	9,320
Issue featured	127
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	150hp @ 5,700rpm (165bhp from '76)
Maximum torque	233Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F&R 6x15-inch: 185VR

(G, H, L, 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	12,124
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

**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	202hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3sec
Top speed	148mph
Length	4,291mm
Width	1,652mm
Weight	1,079kg
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	3,667
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: 215/90/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	6.3:1
Maximum power	200hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,340kg
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	1,310kg (1,335kg from '86)
Wheels & tyres	F 7x15-inch: 205/55/VR16 R 8x16-inch: 225/50/VR16

(K series) ★ ★ ★ ★ ★

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	2,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,500rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	6.6sec
Top speed	152mph
Length	4,291mm
Width	1,662mm
Weight	1,200kg
Wheels & tyres	F 7x15-inch: 195/55/VR15 R 8x15-inch: 215/60/VR15 (16" for '89)

(L series) ★ ★ ★ ★ ★

930 SE 1986-89

Slimlined 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	10.1:1
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 7x15-inch: 205/55/VR16 R 9x15-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 @ 5,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,650kg
Wheels & tyres	F 8x17-inch: 235/45/VR17 R 9x17-inch: 235/40/VR17

(M series) ★ ★ ★ ★ ★

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 7x15-inch: 205/55/VR16 R 8x16-inch: 245/60/VR16

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930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,296cc
Compression ratio	10.1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	175mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16-inch, 205/55/VR16	
R 8x16-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	233hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	5.1sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F 7x16-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	308
Engine capacity	3,296cc
Compression ratio	10.1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,293kg
Wheels & tyres	
F 8x18-inch, 225/40/2R18	
R 10x18-inch, 265/35/2R18	



964 3.8 RS 1993

Identifiable by light weight 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	56
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	369Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F 8x18-inch, 235/40/2R18	
R 11x18-inch, 285/35/2R18	



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	139
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	287hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.1sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,520kg
Wheels & tyres	
F 8x18-inch, 225/40/2R18	
R 10x18-inch, 285/30/2R18	

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	369Nm @ 5,400rpm
0-62mph	5.0sec
Top speed	172mph
Length	4,245mm
Width	1,736mm
Weight	1,279kg
Wheels & tyres	
F 8x18-inch, 225/40/2R18	
R 10x18-inch, 265/35/2R18	

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	11.7:1
Maximum power	300hp @ 5,800rpm
Maximum torque	350Nm @ 4,800rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F 7x17-inch, 206/50/VR17	
R 8x17-inch, 255/40/VR17	

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/VR18	
R 10x18-inch, 265/30/VR18	

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	10.4:1
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700rpm
0-62mph	4.2sec
Top speed	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F 8x18-inch, 225/40/VR18	
R 11x18-inch, 295/30/VR18	

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	1,470kg
Wheels & tyres	
F	6x16-inch, 205/55/ZR16
R	8x16-inch, 255/50/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	19,494
Issue featured	119
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,350kg
Wheels & tyres	
F	6x16-inch, 205/55/ZR16
R	8x16-inch, 255/50/ZR16



964 Turbo 1991-92

This used the revised 964 bodysheet, 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	3,299cc
Compression ratio	7.0:1
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 Lightweight made use of surplus parts from 963 Paris-Dakar project. Highlights include four-way adjustable differential, short-ratio gearbox and stripped interior.

Production numbers	22
Issue featured	136
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	1,000kg
Wheels & tyres	
F	7x15-inch, 205/55/ZR15
R	9x15-inch, 245/55/ZR15



964 RS 1991-92

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

Production numbers	2,405
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	260hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.4sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,230kg (Spec'd)
Wheels & tyres	
F	7x17-inch, 205/50/ZR17
R	9x17-inch, 255/40/ZR17

964 C2 Speedster 93-94



Combined the 964 bodysheet 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	996
Issue featured	129
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	163mph
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	1,637
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
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	703
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	8x17-inch, 255/40/ZR17

993 Carrera 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VaroRam 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	310Nm @ 5,000rpm
0-62mph	5.6sec
Top speed	164mph
Length	4,245mm
Width	1,735mm
Weight	1,370kg
Wheels & tyres	
F	7x16-inch, 205/55/ZR16
R	9x16-inch, 245/45/ZR16

993 Carrera 4 1994-97



As per the 993 model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give a more rear-drive feel.

Production numbers	2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F	7x16-inch, 205/55/ZR16
R	9x16-inch, 245/45/ZR16

993 GT2 1995-96



911 Turbo, but with reduced equipment. Also included rear-wheel-drive, making it a better track car. Fitted with huge front and rear wings and bolt-on arch extensions.

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	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	8.0:1
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	3,724
Issue featured	138
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	4.4sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch, 225/40/ZR18
R	10x18-inch, 285/30/ZR18

993 Turbo S 1998



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1sec
Top speed	185mph
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	18,733
Issue featured	150
Engine capacity	3,396cc
Compression ratio	11.3:1
Maximum power	200hp @ 6,800rpm
Maximum torque	350Nm @ 4,800rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F	7x16-inch, 205/50/ZR16
R	9x16-inch, 255/40/ZR16



996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodysheet, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers	23,065
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	1,496kg
Wheels & tyres	
F	8x18-inch, 225/40/ZR18
R	11x18-inch, 295/30/ZR18

996 GT2 2001-03



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

Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	452hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Wheels & tyres	
F	8x18-inch, 235/40/ZR18
R	12x18-inch, 315/30/ZR18

Gen2 996 C2 2002-04



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

Production numbers	29,389
Issue featured	136
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	7x17-inch, 205/50/ZR17
R	9x17-inch, 255/40/ZR17



Gen2 996 C4 2002-04

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

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,430kg
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. Power kit, 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	179mph
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

Does a new 911 release raise used values?



The 992 is here. The arrival of Porsche's eighth generation of its iconic 911 sports car has been a secret poorly kept, with all manner of spy shots and other leaked material documenting the evolution of its prototype testing. Timing of the launch also falls neatly in synch with what is now an established eight-year production cycle for each generation of 911, with mid-life engine and facelift adaptations taking place at the end of year four.

So, with the 992 now officially in the public domain, what will that do for values of older generations of 911 Carrera, including the now-defunct 991?

Karl Meyer, formerly a business manager within the Official Porsche Centre network and later a proprietor at Porsche trade-in specialists 2911, is well placed to offer an insight, having witnessed many new generations of 911 come and go in his time in the marketplace. His reply, therefore, came as something of a surprise when we put our latest sales debate question to him: "Quite simply, values of older 911s don't change at all!" he says. "Porsche is the definitive masterclass when releasing a new car with little or no impact on the outgoing model. One side of it is that changes with each new model are only small in comparison to other manufacturers, but Porsche is also adept at running out the previous model in very low numbers. 911s in particular are still one of the few 'volume cars' built to order. The new model will only release in tiny numbers initially too, so if there is a flurry of new-generation interest, your only option may be a nearly new approved one – and there's no such thing as a bad 911, so why wouldn't you?"

Paul Stephens of Paul Stephens Porsche believes the arrival of a new 911 piques the interest of the wider market, but it's not enough to change used prices. "We may see a little more interest in terms of website traffic or interest in our stock, but the prices don't change. The 911 market is quite settled in terms of the structure of values of old versus new models and anyway, there can often be very different buyers interested in them," he says.

It seems Porsche is as well-drilled in controlling the market for its products as it is in continually developing its 911. Which generation you go for will therefore be an emotional decision, and not a financially oriented one.



Gen2 996 GT3 2003-05

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

Production numbers	2,333
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	365Nm @ 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 Turbo S 2004-2005

A 911 Turbo with the previously optional 300hp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers	1,963
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 1,500-4,500rpm
0-60mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F 8x18-inch: 225/40/R18	
R 11x18-inch: 295/30/R18	

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	365Nm @ 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	



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 8x18-inch: 235/40/R18	
R 11x18-inch: 295/35/R18	



997 Carrera 4S 2005-08

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

Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	356hp @ 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 8x18-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 @ 1,950-5,000rpm
0-62mph	3.9sec
Top speed	203mph
Length	4,490mm
Width	1,852mm
Weight	1,589kg
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	3,996cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
0-62mph	3.7sec
Top speed	204mph
Length	4,459mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	
F 8.5x19-inch: 235/35/ZR19	
R 12x19-inch: 325/30/ZR19	



Gen2 997 C2 2008-12
Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

Production numbers	31,500
Issue featured	144
Engine capacity	3,694cc
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 8.5x18-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	380hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.2sec
Top speed	187mph
Length	4,435mm
Width	1,808mm
Weight	1,425kg
Wheels & tyres	
F 8.5x19-inch: 235/35/ZR19	
R 11x19-inch: 295/30/ZR19	



Gen2 997 Turbo 2009-13

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

Production numbers	3,800
Issue featured	252
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	503hp @ 6,000rpm
Maximum torque	650Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	194mph
Length	4,459mm
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	452hp @ 7,300rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0sec
Top speed	190mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x19-inch: 245/35/ZR19	
R 12x19-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	126
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400-5,600rpm
0-62mph	4.4sec
Top speed	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	
F 8.5x19-inch: 235/35/ZR19	
R 11x19-inch: 305/30/ZR19	



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

Production numbers	25,768
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	1,828mm
Weight	1,395kg
Wheels & tyres	
F 8x18-inch 235/40/R18	
R 10x18-inch 265/40/R18	



★★★★★
997 Carrera S 2004-08

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

Production numbers	41,059
Issue featured	117
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	1,830mm
Weight	1,420kg
Wheels & tyres	
F 8x19-inch 235/35/R19	
R 10x19-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	190mph
Length	4,445mm
Width	1,809mm
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 bodysheet of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers	1,506
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	1,809mm
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 (Coupé)
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	180mph
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	2,203
Issue featured	117
Engine capacity	3,796cc
Compression ratio	12.2:1
Maximum power	435hp @ 7,500rpm
Maximum torque	430Nm @ 5,250rpm
0-62mph	4.1sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,365kg
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 @ 4,200rpm
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	463Nm @ 5,250rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F 9x19-inch 245/35/ZR19	
R 12x19-inch 325/30/ZR19	



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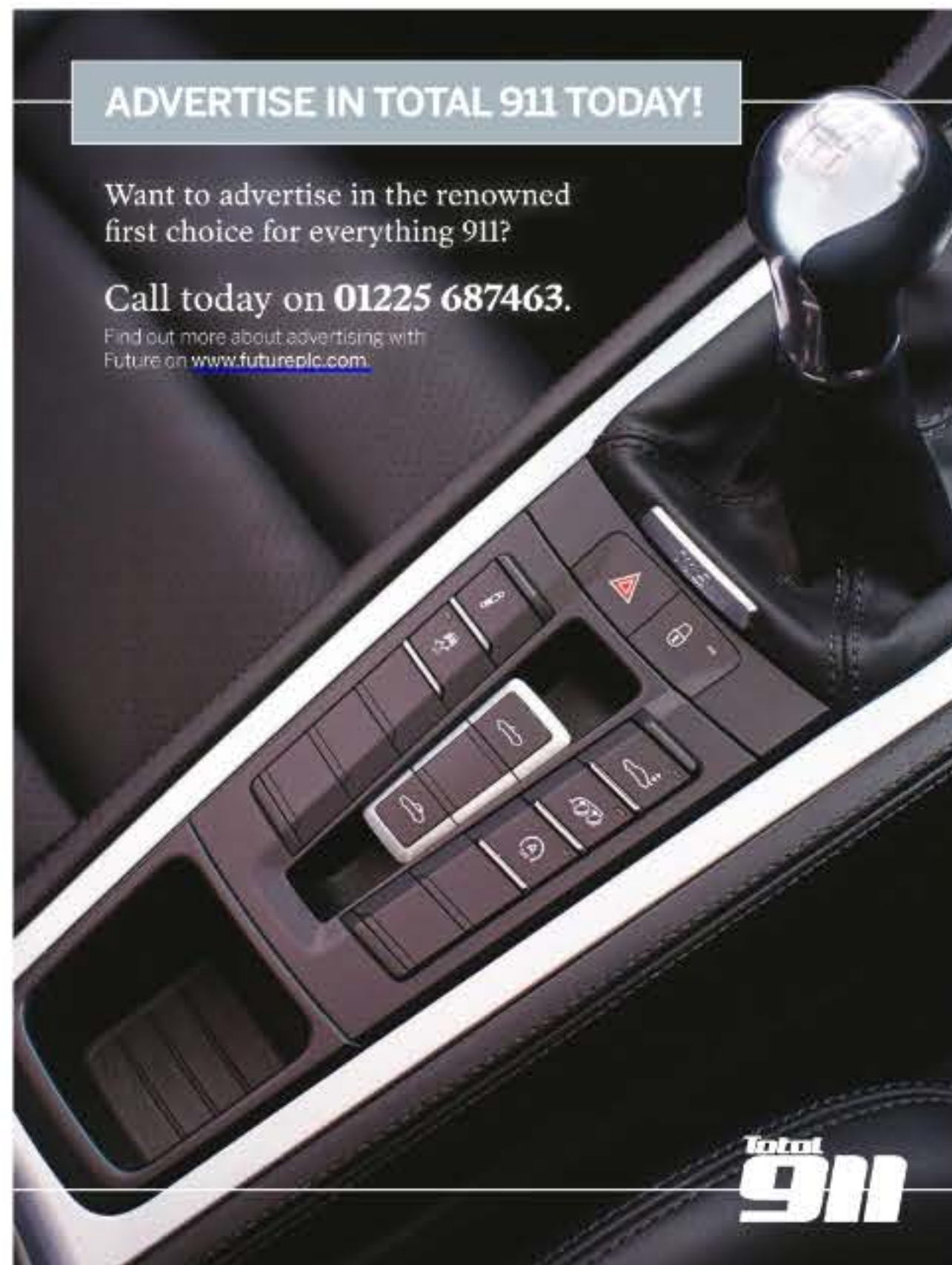


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**Total
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Technology explained

016 PDK GEARBOX

With Porsche Doppelkupplung now the only option on new 911 Turbo and GT3s, **Total 911** goes behind the casing to explain how this slick shifter works



Starting at the bell housing end (on the far left of our picture above), the PDK gearbox uses two concentrically mounted wet clutches connected to two separate input shafts. The 202mm outer clutch is attached to the solid inner shaft, with the 153mm inner clutch connected to the hollow outer shaft. This effectively splits the gearbox in two, with the solid inner input shaft used to drive the odd-numbered ratios (centre) and the even-numbered gears connected to the outer shaft (far right). When accelerating in first gear the outer clutch is fully engaged, while the electro-hydraulically actuated selector forks preselect second gear in the other half of the gearbox.

When the ECU determines that it is time to shift, an electronic signal is sent to the clutch actuators, disengaging the outer clutch and engaging the inner unit. The same process happens under braking, for example, from fourth gear, where the gearbox would preselect third in readiness for the engagement of the outer clutch.

The ECU measures all of the car's vital dynamics, including throttle and brake travel, acceleration and deceleration, in order to determine the next suitable gear to select. In automatic mode the mode selected (Normal, Sport, Sport Plus) determines how long the PDK gearbox holds on to each gear. A manual override allows the driver to take control (via buttons or paddles) and determine the gear shifting.

PDK's ability to shift in less than 100 milliseconds, coupled with the wet clutch system's small degree of slip, means that normal driving changes are smooth and efficient, reducing CO₂ emissions and improving fuel efficiency as well as performance.



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	34
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	205mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch 235/35/ZR19 R 12x19-inch 305/30/ZR19



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	3,800cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	2.5sec
Top speed	202mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 8x19-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	4,493mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x20-inch 245/35/ZR20 R 11x20-inch 305/30/ZR20



991 GT3 RS 2015-

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 265/35/ZR20 R 12.5x21-inch 325/30/ZR21



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	4.7sec
Top speed	183mph
Length	4,499mm
Width	1,898mm
Weight	1,430kg
Wheels & tyres	F 8.5x19-inch 235/40/ZR19 R 11.5x19-inch 255/35/ZR19

991 R 2016

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

Production numbers	961
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	1,480kg
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 PTV 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	3.9sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,519kg
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; 235/35/2R19
R	11x19-inch; 305/30/2R19



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 @ 2,300-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	
F	8.5x19-inch; 235/35/2R19
R	11x19-inch; 305/30/2R19

991.1 Carrera 2011-15



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

Production numbers	Unknown
Issue featured	137
Engine capacity	3,437cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8sec
Top speed	179.5mph
Length	4,600mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	
F	8.5x19-inch; 235/40/2R19
R	11x19-inch; 285/35/2R19



991.1 Carrera S 2011-15

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188.9mph
Length	4,600mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8.5x20-inch; 245/35/2R20
R	11x20-inch; 295/30/2R20

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	3,600 (est.)
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	195mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	12x20-inch; 305/30/2R20

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	309
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000rpm
Maximum torque	650Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,505mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	
F	8.5x20-inch; 245/35/2R20
R	11x20-inch; 305/30/2R20

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 @ 6,500rpm
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; 245/35/2R20
R	11x20-inch; 305/30/2R20



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	1,953
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	4,600mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20

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	4,600mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20

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	4,600mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20

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	470hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.9sec
Top speed	191mph
Length	4,499mm
Width	1,809mm
Weight	1,440kg
Wheels & tyres	
F	8.5x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20



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	153
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; 235/35/2R19
R	11.5x19-inch; 295/35/2R19

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	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	
F	8.5x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20

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	700Nm @ 2,250-4,000rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,500mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20



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; 245/35/2R20
R	11.5x20-inch; 305/30/2R20

991.2 GT3 2017-



New 4.0-litre engine from 991.2 Cup car. Retains 9,000rpm redline; six-speed manual Sport transmission now an optional. 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	3.3sec (manual)
Top speed	199mph
Length	4,552mm
Width	1,852mm
Weight	1,413kg
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	12x20-inch; 305/30/2R20

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 @ 2,250-4,500rpm
0-62mph	2.8sec
Top speed	213mph
Length	4,549mm
Width	1,890mm
Weight	1,470kg
Wheels & tyres	
F	9.5x20-inch; 265/35/2R20
R	12.5x21-inch; 325/30/2R21

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	170
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	3.2sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	
F	9x20-inch; 245/35/2R20
R	11.5x20-inch; 305/30/2R20



991 Carrera T

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

Production numbers	2,000 (estimate)
Issue featured	152
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	1,809mm
Weight	1,410kg
Wheels & tyres	
F	8.5x19-inch; 245/40/2R19
R	11.5x19-inch; 295/35/2R19



991.2 GT3 RS

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

Production numbers	50 UK cars (estimate)
Issue featured	154
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	580hp
Maximum torque	480Nm
0-62mph	3.2sec
Top speed	233mph
Length	4,549mm
Width	1,890mm
Weight	1,420kg
Wheels & tyres	
F	9.5x20-inch; 265/35/2R20
R	12.5x21-inch; 325/30/2R21



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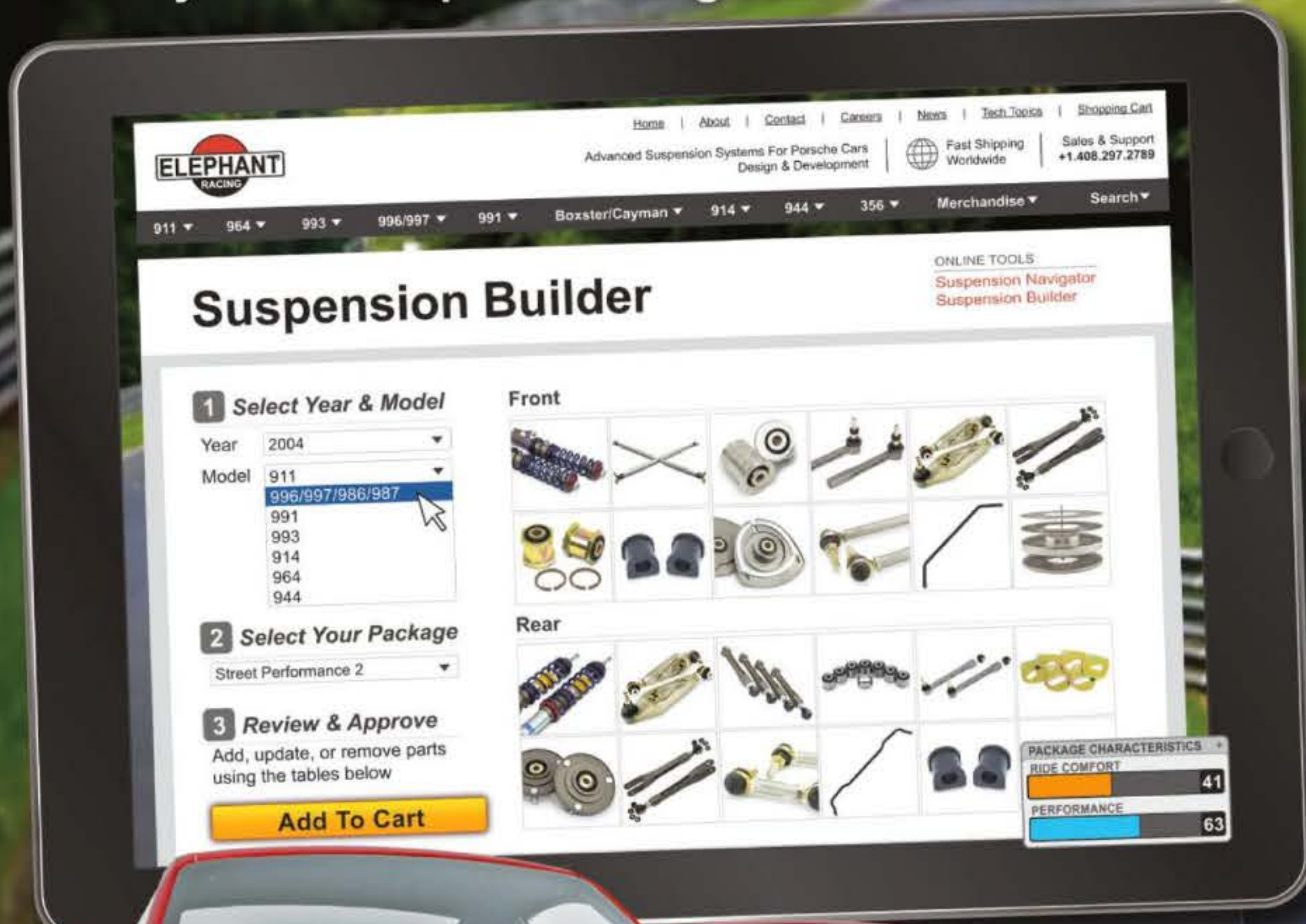
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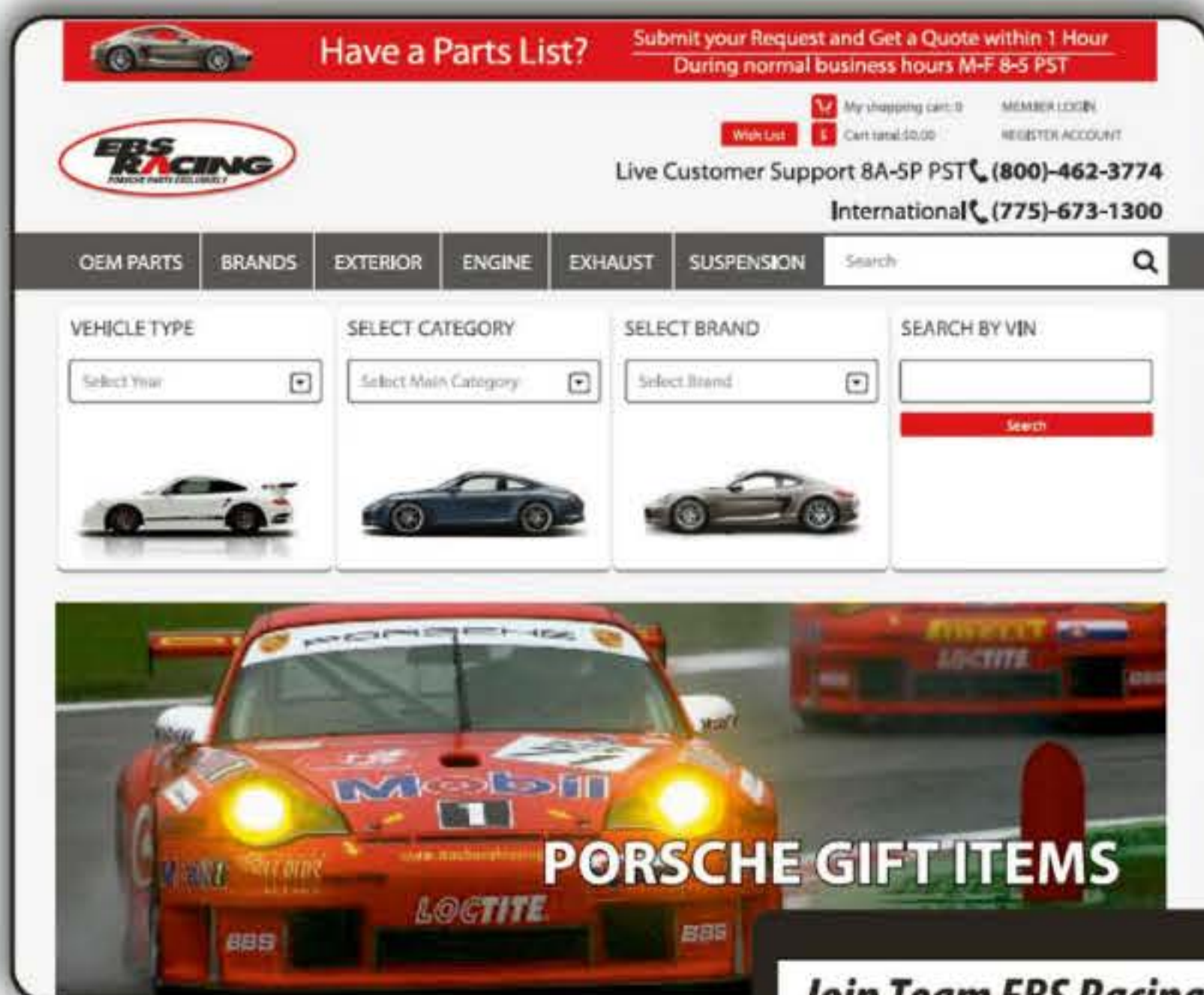
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Issue 173 in shops and available for download from 28 November



FUTURE OF THE 911 TURBO

As the 911 prepares to accept hybrid technology, what's the future of Porsche's original supercar?



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THE FIRST 911

Relive the genesis of Porsche 911 as we get up close to a 1965 example

Contents may be subject to change



HISTORICAL SNAPSHOT

P O R S C H E ' S R O L E I N A R E C O R D A T T E M P T

Achieving legendary status thanks to its track exploits, the Porsche 935 has also been involved in stranger activities...

Written by **Chris Randall** Photography by **Porsche Archive**

Thanks to his illustrious career in the top echelons of motorsport, Henri Pescarolo is a name you are probably familiar with. Having competed in Formula One during the 1970s, he went on to huge success in sports car racing, starting the Le Mans 24 Hours a record 33 times. However, you might be less familiar with the name Jean-Claude Rude. The two are linked thanks to an unusual record attempt that took place some 40 years ago involving a Porsche 935.

Back then paced cycling speed records – where the rider follows a vehicle adapted to protect them from headwinds and provide a slipstream – weren't a new phenomenon. In August 1973 an American doctor by the name of Allan Abbott had reached 139mph on the Bonneville Salt Flats, but five years later Rude, then aged just 23, decided to raise that to the magical 150mph mark. This is where Pescarolo and the Porsche 935 enter the story.

Already a multiple Le Mans winner by this time, the legendary driver was more than a little doubtful about the plan, although the enthusiasm of Rude managed to convince him. As for a suitable car, the duo settled on a Porsche 935 that was borrowed from the Martini Racing Team. The first step was to adapt the 935, adding a lightweight structure over the rear deck that would minimise the wind resistance experienced by the rider. Also added was a roller that attached to the rear valance via struts, the purpose of which was twofold: firstly, it provided a contact point for Rude, helping him to 'stick' to the rear of the Porsche. Secondly, the design meant any unintended contact with the car wouldn't cause instability of the bike. The modifications were completed with an air dam at the rear of the race car to limit the effects of airflow beneath it.

The attempt took place on 23 August 1978 on Volkswagen's test track at Ehra-Lessien near Wolfsburg. According to reports at the time the pair were followed by Jürgen Barth and a cameraman in a 911 Targa to capture the record attempt for posterity.

Ultimately, the escapade would be a failure. As Rude approached around 110mph the rear tyre of his bike burst and left the rim, becoming entangled with the wheel and the frame, and only a miracle allowed him to come to a halt without injury. Sadly he would be killed in an accident a year or so later, so this very special 935 was never called into action again. Despite efforts to trace the car involved, few details exist – even within Porsche's own archives – and there appears to be no record of what happened to it afterwards. The 911 and its 935 racing cousin may have set plenty of records, but it seems that this was never destined to be one of them. **911**



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1965 Porsche 911-stock-04983

This stunning and very early 300 Series 1965 Porsche 911 featured here with matching numbers, and the Certificate Of Authenticity included, was built on April 15, 1965. This is a factory color code#6412 Bali Blue example with a black interior and Pepita cloth inserts. This is definitely an impressive and luxurious color scheme. It is equipped with a manual transmission, wood dash, wood steering wheel, and alloy wheels. An extremely clean and presentable example which is highly sought after. This has excellent investment potential due to the early 300 Series examples have seen a dramatic rise in value. A great car to drive as is, or a prime specimen to take to the next level. Do not miss this opportunity to own an exceptional original California car which is mechanically sound.

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1967 Porsche 911 Coupe-stock-09836

This beautiful 1967 Porsche 911 Coupe featured here with matching numbers, includes the Porsche Production Specification Certificate and is available in red with a black interior. It comes equipped with a manual transmission, Weber carburetors, sunroof and with Fuchs wheels. A highly collectible and sought-after example which is remarkably clean and presentable and an excellent original west coast car which is mechanically sound.

For \$89,500



1968 Porsche 911 T Soft Window Targa-stock-10106

This stunning 1968 Porsche 911 T Soft Window Targa is believed to be one of 121 examples built in 1968. Shown here in the U.S. in its original color code#805 Bahama Yellow with a black interior. A gorgeous and highly desirable color combination. It comes equipped with a 2.2 liter with a manual transmission, Fuchs wheels and includes the jack and spare tire. An excellent original California car which has the same owner for many years and is mechanically sound.

For \$79,500



1970 Porsche 911 E Targa-stock-10082

The 1970 Porsche 911 E Targa shown here with matching numbers is available in this beautiful color combination of blue with a black interior. It comes equipped with a Sportomatic transmission, OEM radio, Fuchs wheels and includes the original owner's manual and spare tire. The Targa was in single ownership for many years and is a very presentable and highly collectible example.

For \$57,500



1971 Porsche 911 T-stock-09488

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

For \$46,500



1972 Porsche 911 S Targa-stock-09877

This stunning 1972 Porsche 911 S Targa with matching numbers, with the Certificate of Authenticity included, is available in a beautiful color combination of black with a tan interior. It comes equipped with a manual transmission, air conditioning, OEM radio and with Fuchs wheels. Originally owned by the Audi family owners of Bonanza. An extremely collectible and mechanically sound vehicle which is an excellent addition to any classic car collection.

For \$149,500



1973 Porsche 911 RS Clone-stock-09614

This stunning 1973 Porsche 911 RS Clone comes in a gorgeous viper green with a black Carrera script and black Recaro racing seats. It is equipped with a 2.4 liter engine with a manual transmission, MOMO steering wheel, MSD ignition, roll cage and Fuchs wheels. A very presentable and great car for vintage racing which is mechanically sound.

For \$39,950



1973 Porsche 911 E Targa-stock-10144

This very desirable 1973 Porsche 911 E Targa with matching numbers is featured here in its original and very desirable color code#018 tangerine with a black interior. It comes equipped with a manual transmission, rally lights, air conditioning MOMO steering wheel, Fuchs wheels and includes the original owner's manual and spare tire. This very sharp 911 E Targa is an excellent weekend driver which is mechanically sound.

For \$46,500



1978 Porsche 930 Sunroof Turbo Carrera-stock-A1143

The 1978 Porsche 930 Sunroof Turbo Carrera shown here has beautiful Calmar beige, Code#D1 exterior over a dark brown leather interior comes equipped with matching numbers 3.0 engine and a 4-speed manual transmission. This one-of-a-kind two-owner coupe is available with an electric window, European exhaust, original spare tire, tire air compressor and more. The odometer shows a total of 18,888 miles which is believed to be original. This original live plate California car comes with a Certificate of Authenticity and is an early production number car as well as being mechanically sound.

For \$139,500



1983 Porsche 911 SC-stock-09458

The 1983 Porsche 911 SC Coupe featured here with matching numbers comes in white with a navy blue interior. It's equipped with a manual transmission, wide body kit, air conditioning, power windows, sunroof and Fuchs wheels and includes the spare tire. A very clean and presentable car which is mechanically sound.

For \$29,950



1985 Porsche 930-stock-09881

This one-owner 1985 Porsche 930 with matching numbers and a very low 38,987 miles on the odometer is available in its original color code#700 Mack with a black interior. It comes with a clean CarFax and has mostly original paint. It is equipped with a 4-speed manual transmission, power windows, TRW seat belts, Fuchs wheels, sunroof and includes the spare tire and jack. An extremely clean and presentable vehicle which is mechanically sound.

For \$89,500



1997 Porsche 993 4S-stock-09834

This very sharp 1997 Porsche 993 4S is available in its original color code#92U Arctic Silver Metallic with a blue interior. It comes with a clean CarFax and is equipped with a 5-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM Porsche stereo sunroof, Porsche alloy wheels, drilled rotors and includes the spare tire, jack and air compressor. A very clean and presentable example and one of the last of the air-cooled 911's which is mechanically sound.

For \$64,500



1997 Porsche 993 Coupe-stock-10040

This very sharp 1997 Porsche 993 Coupe is available in its original color code#998 Grand Prix White with a tan interior. It comes with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, cruise control, dual airbags, power windows, power steering, sunroof, Porsche alloy wheels, drilled rotors and includes the spare tire, jack, tool kit and air compressor. An excellent weekend driver which is mechanically sound.

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