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# Total 911

THE PORSCHE MAGAZINE

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**993 CARRERA S  
VS TURBO S**



V



## VIC ELFORD

Guest columnist 'Quick Vic' relives his remarkable Porsche racing career




- 911 ICON: RICO STEINEMANN
- MAKELLOS CLASSICS PROFILED
- IS THE 997.2 CARRERA A GOOD BUY?
- 'SONDERWUNSCH MAN' INTERVIEW



ISSUE 175





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7.0°C

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07:18

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# Welcome

**P**orsche's decision to put on a 992 workshop for selected media was a wise one, chiefly because the upstep in technology is so great. I'm not just talking about engine and chassis gadgetry on the 992, either. With new apps and online services dedicated to road trips, restaurant ratings and even your environmental impact, this isn't just a new car anymore, it's a whole new lifestyle for the Porsche 911 driver.

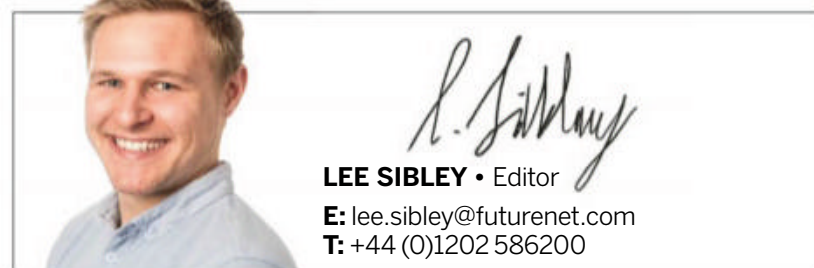
First we visited the production line at Zuffenhausen to see how the 992 is made, with a notable emphasis on quality and sustainability. Quality has always been important to Porsche, but a £700 million investment in Zuffenhausen with a new paint shop, new engine shop, and a doubling in size of its trim shop for the 992 shows how seriously the company is taking it going forwards. This thirst for quality is matched by sustainability, which is all part of Porsche's push towards smart

manufacturing with 'Production 4.0', the ultimate aim of which is to be a carbon neutral factory lead by humans and assisted by robots. Porsche says a complete overhaul in infrastructure at Zuffenhausen has been necessary to comply with its wider environmental commitment, especially as it plans to up its build quota of 250 cars per day currently to 440 per day by 2020.

Then it was off to the track at Hockenheimring where we could get our first glimpse of the car in action, and better understand the componentry behind it. We'll be dissecting every aspect of the 992 at great length in coming issues.

It's going to be an exciting year ahead, and we've upped our own quality too – subscribers will now get each issue of Total 911 delivered with an exclusive cover, ensuring a clean and classy addition to your coffee table.

**“The aim is to be a carbon neutral factory lead by humans, assisted by robots”**



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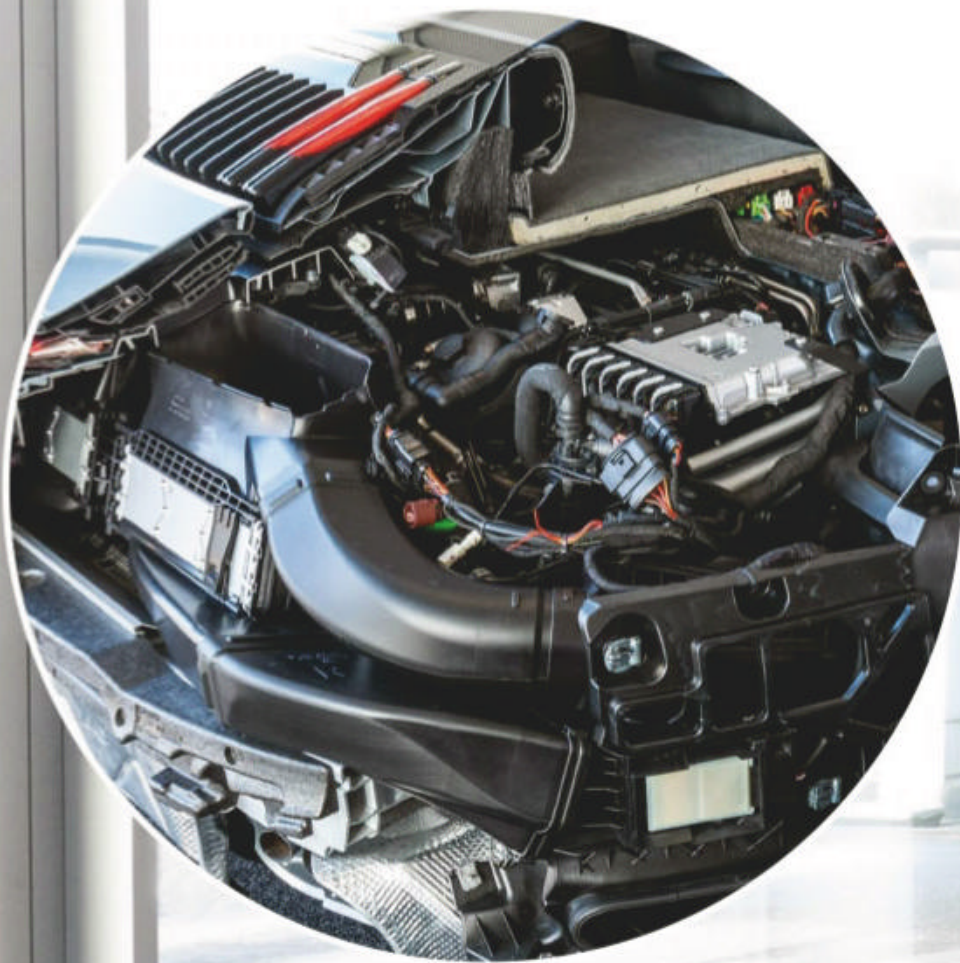
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PORSCHE





# Technology Workshop 911 CARRERA

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## 1911 Opening Shot

Total 911 takes a look under the skin of the 992 at a Porsche technology workshop for the new 911. Here you can see the return of the twin intercoolers to above the flat six (see aft of decklid, inset), as first used on the 993 Turbo. The air box has been moved out into the wings in their place.

Photograph by **Porsche AG**



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## YOUR 911 HOME

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“The familiar 911 traits of adjustability thanks to its rear-mounted engine are clear”

18



64



50



# Update

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



## New dealer tracking system set for classic models

Porsche Classic Vehicle Tracking System protects your assets

Porsche Classic has unveiled an innovative vehicle tracking system specifically to protect its classic cars from the threat of thieves. Porsche Classic Vehicle Tracking System can be fitted at an official Porsche Dealer and features a hidden sensor package which communicates with a European-wide security network. The system is available for all cars under the Porsche Classic scheme, catering for 911s from 1964 right up to the 996.

Alexander Fabig, head of Porsche Classic, says the system is intended to stop the

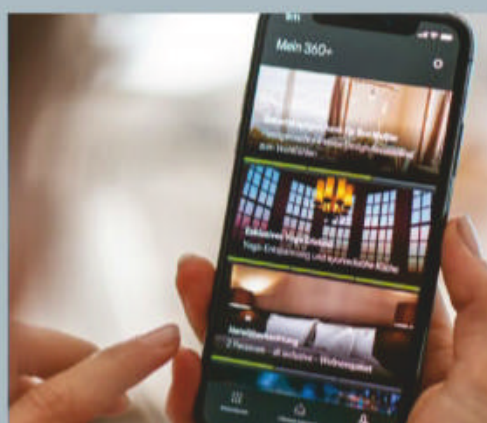
company's increasingly valuable classic cars from disappearing. "The new tracking system will allow us to offer our customers anti-theft functionality that will trigger an alarm for tracking the vehicle if someone tries to steal it." The system's hardware is neatly concealed in each vehicle and features its own battery, making the system autonomous from the car's own electrical system. If the alarm is triggered, a notification is sent to the owner via an app and, should the owner give confirmation the car's movement is unauthorised, its movement

is tracked via GPS, the details of which are sent to the international security centre. Porsche says installation of the system takes between one and four hours and costs €1,000 plus a €20 service charge each month.

A shift lever lock is also available for the 996 and 997-generation modern classics courtesy of Porsche's partnership with Bear-Lock. The shift lock blocks the gear shift from reverse in a manual car and in park for a Tiptronic car. The shift lock requires a lock to be fitted to the centre console of the vehicle and costs €250.

### Porsche 360+ lifestyle assistant launched

911 users can take advantage of a new Porsche lifestyle service aimed at making life easier for customers and opening up access to exclusive experiences. Porsche says its personal assistants deal with your requests, and are available to you 24/7. Available for download for iOS from the Apple App Store, Porsche 360+ costs €99 per month.



### iRacing esports championship starts

Qualification for Porsche's inaugural iRacing World Championship Series is now under way, with 40 participants competing online in a 911 GT3 Cup for prize money totalling \$100,000. Competitors will connect via the iRacing online service, a leading provider of realistic online racing simulations. You can watch the races on YouTube.







## Dr Wolfgang Porsche joins Petersen Museum board

Honorary board member role for grandson of Ferdinand Porsche

The Los Angeles-based Petersen Automotive Museum has revealed Dr Wolfgang Porsche has accepted an offer to become its first honorary board member. The museum, now entering what it says is its '25th anniversary as a world leader in automotive thought', announced the grandson of Ferdinand Porsche had accepted a unanimous invitation to serve alongside Petersen's founding chairman Bruce Meyer, chairman Peter Mullin, vice chairman

David Sydorick and other industry dignitaries. Dr Porsche will continue in his roles as chairman of the Porsche Supervisory Board and of Porsche Automobil Holding SE, which he has held since 2007.

"The relationship between the Petersen [Museum] and Dr Porsche began almost two years ago, when the Porsche Supervisory Board held a meeting at the museum," says Petersen's executive director Terry L

Karges. "After a chance encounter with Bruce Meyer, together they envisioned the 70th anniversary Porsche tribute known as 'The Porsche Effect'. The relationship has blossomed into a wonderful friendship resulting in the first ever honorary leadership role on our cherished board of directors."

Dr Porsche's new objective on the Petersen board will be to offer advice and foster discussions about future plans for the museum.

### What's on in 2019

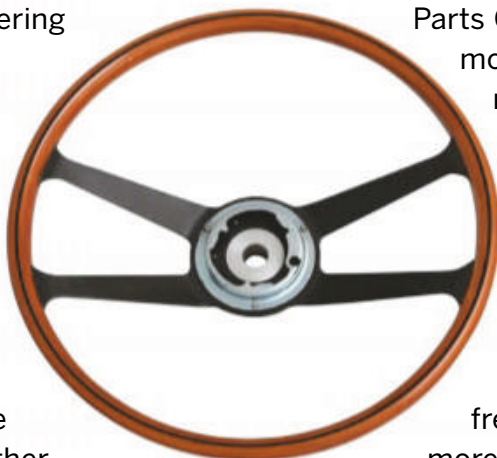
- Amelia Island Concours  
**7-10 March**  
World famous Concours d'Elegance in Florida also features auctions from Sotheby's and Gooding
- Geneva Motor Show  
**7-17 March**  
The first motor show of the year on European soil will open its doors in Switzerland
- Sebring 1,000 miles  
**15 March 2019**  
An historic joint IMSA/WEC weekend held on Florida's second track
- Tour of Scotland  
**31 March - 5 April**  
Petrolhead Tours takes on Scotland for a five-day trip in your own Porsche
- Taste of Tuscany  
**6-19 May**  
Autobahn Adventures' luxury driving tour from the cockpit of a new 911 Carrera

## OE style steering wheels available for early 911/912

Mahogany and black leather finishes available for your classic

The Porsche parts suppliers, Heritage Parts Centre, has announced the availability of new OE-style steering wheels for your classic Porsche.

Described as faithful reproductions of the original 911, 912 and 914 steering wheels from the factory, these are finished in either mahogany or black leather as per period specification.



Available for both the small puck-type and large, original Porsche horn push, Heritage Parts Centre says a mounting boss is not necessary, leaving you to simply pick the size and finish you require for a direct replacement. They are priced from £319.95 with free UK postage. For more information please visit the website [vwheritage.com/porsche](http://vwheritage.com/porsche) or call +44 (0) 1273 444000.

## History of Monte Carlo book published

Porsche Museum read looks back at Monte rallying escapades



As we showed you in issue 174, Porsche has a unique history with rallying to rival its many successes on the race course. It all started for the 911 with the 1965 Monte Carlo rally, its first success coming in 1968 and, to mark the passing of more than half a century since that first win, the Porsche Museum has

commissioned a book celebrating the Porsche sports cars which have taken part in the world's most famous rally.

Presented via two volumes (1952-67 and 1968-82) contained within a presentation case, the books are available in three languages (English, French or German) and features glorious, in-depth detail of the manufacturer's exploits on the Monte over a combined 912 pages with some 900 photographs. Priced at €175 plus shipping, more information on the book can be found by visiting [dingwort-verlag.de](http://dingwort-verlag.de) or by going to the Porsche Museum.



# Motorsport

The latest news and results from racing series around the globe



## Neel Jani revealed as first Porsche Formula E driver

Works former LMP1 driver to begin testing early this year ahead of Weissach's Formula E debut in December

The long-time Porsche works driver, Neel Jani, has been unveiled by Weissach as the first official driver for its forthcoming debut campaign in Formula E. The Swiss will spearhead Porsche's testing of its Formula E race car in the early part of this year as the manufacturer prepares to enter official competition of the fledgling all-electric motorsport discipline from December 2019.

A 2016 Le Mans winner and World Endurance Champion, Jani has been a mainstay in the official works roster since 2013, and is looked on favourably by Fritz Enzinger, head of Porsche

Motorsport. Jani's announcement will be followed by others throughout the year as Porsche whittles down its works driver lineup from the previous LMP1 effort ready for its attack on Formula E, which requires just one driver per car.

"I'm very much looking forward to the new task," said Jani, who began his racing career in single seaters, rising up to the position of Formula One test driver. "Being part of an entirely new Porsche Motorsport programme for the second time, right from the beginning, means a lot to me. The technical and driving challenges are huge and our strong Formula E opponents

have a significant advantage in experience. There is a lot of work ahead of us and I can't wait for the roll-out."

Porsche says it is eagerly awaiting the arrival of the first standardised Formula E chassis to install its in-house-developed drivetrain, which has already been on the test benches.

The timing of Porsche's introduction to Formula E coincides with the release of its first all-electric sports car, the Taycan, as well as the transition to 'Production 4.0' at its Zuffenhausen factory, which is aiming to be friendlier to the environment and to be carbon neutral.



## Lars Kern to race in IMSA for 2019

Official Porsche test driver to make US pro racing debut

Lars Kern, Porsche's official test driver for new models and undisputed 'King of the Ring', has announced he is to race in long-distance IMSA competition for 2019. Kern will race for Toronto-based outfit Pfaff Motorsports in the 2019-spec Porsche GT3 R, the first official outing of which was the Roar Before the 24 at the beginning of January. The German, who made the 991 GT2 RS's record-breaking time of 6:47 around the

Nürburgring, has earned notoriety at the Green Hell, considered to be the most difficult track on Earth, culminating in a spot on the Porsche-supported Manthey Racing roster last year.

Kern will now enter the field of competition for his Stateside venture this year. "Thanks to everybody who made this happen," Kern wrote on Instagram. "Daytona isn't the Nürburgring so I hope I'll find my way around the tracks in the US."



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GUEST COLUMN

# Vic Elford

FIRST IN  
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MINI-SERIES

2018 marked the 50th anniversary of Vic Elford's 1968 Monte Carlo Rally victory in a 911. A sensational moment in the Neunelfer's history, Tony McGuinness begins a series of sit-down interviews with the legendary Porsche Driver nicknamed "Quick Vic"

I was born in London on 10 June 1935. My mum had actually been born in Hamburg, Germany. Her dad had brought the family to Britain when she was four. Her mother had died when my mum was only 12 so she took the role of looking after the family at a very young age.

My mother was an incredible woman. She worked all the way through the war in our family café and insisted on working at my brother's hotel until right up until she was 90. She loved to keep herself busy. She had a fantastic life and passed away peacefully at 94.

My dad was a racing fan all his life. He had been a bicycle racer before World War II. He was very good and held several records. My mum and dad were Speedway racing fans before the war and I became a big Speedway fan too. In fact, my parents loved Speedway racing so much I was named after Vic Huxley, a famous Speedway rider.

Once motor racing came back after the war that ultimately had a big impact on my life because my dad bought tickets for us to go watch the very first ever British Grand Prix in 1949 at Silverstone. It wasn't a world championship event as that happened the following year, but it was the first ever Formula One Grand Prix after the war.

I remember seeing and hearing those fabulous machines coming through Abbey Curve, on to the Hanger Straight and down toward Stowe corner. I said then to my dad, "That's what I'm going to do!" It stayed not just as a dream for me but an intention as I ultimately got there and became a race driver.

I have some particularly vivid memories of growing up as a little boy during World War II. As the German air raids over London became heavier, my brother and I were evacuated to the countryside in Cambridgeshire with a nurse and a nanny who were like family.

My dad was in the British Army right from the start of the war in 1939. He fought in North Africa and then Italy. Dad wrote to us as often as possible, so we always looked forward to hearing



from him. I can't remember which birthday, but we received a package from him when he was in Italy which contained oranges. It might not seem a big deal now but during the war it was fantastic because food was rationed, and oranges were difficult to get.

As I reached further down into the package, I felt something right at the bottom. It was a lovely Swiss Zodiac watch, a birthday present from my dad! It was absolutely beautiful and meant so much to me and is something I will never forget.

During the war my mum ran our family café in London, and about once a month she would get enough petrol coupons that allowed her to drive down to see us in her 1934 two-seater Morris Eight. On one occasion during one of her visits my brother and I were playing out in the grass when I cut my knee on a broken bottle. It was sliced wide open and very deep. I was bleeding all over the place. The neighbour had to drive to get a doctor as there wasn't a phone.

Without any anaesthetic, the doctor had a few people literally hold me down while he sewed it up. They sent my mum and my brother out of the house and I remember screaming as he worked on my knee. I still have a huge scar to this day.

In 1945 when I was 11 years old, I was helping dad as he put in a new kitchen stove when I accidentally dropped some rubble from the old one on my foot. It smashed my big toe. I got osteomyelitis which is when a bone gets crushed and that poisons the marrow inside the bone.

I became very ill and came close to dying on Christmas Eve. Thankfully, this was during the

early days of penicillin, so the doctors gave me monster injections of the antibiotic. It stopped the progress of poison and I was fortunate to survive.

It did cause some complications because the big toe was bent upward, and I couldn't bend my toe to wear shoes properly. About five years later I had the toe amputated, but it has never been a problem for me.

My first driving experience was with one of the many lorry drivers who frequented my mum and dad's café. One driver named George would come in for breakfast at the café and if I happened to be around, he would ask if I wanted to go on the trip to the dump sites.

Once we got through the gates of the site, he would let me stand on the floor or sit on the edge of the seat and let me steer his three tonne Bedford truck. I was absolutely in my element.

As a teenager my love for motorsport grew. I read the book *Car Driving As An Art*. I wanted to learn all the car control techniques including the heel-and-toe method of gear shifting.

After I passed my driving test my dad would, on occasion, let me take his 1939 Hillman Minx to work. The road leading to my workplace was full of cobblestones which were very slippery when wet and terrific fun! It offered me the perfect opportunity to learn car control. However, those cars were not built to take the sort of stress I put on the car and there was an incident.

Next month I will share what happened and how it actually helped me in my racing career. My life was about to radically change, and I would enter the highly competitive world of motorsport.



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# Views

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## The very best of your Porsche opinions



## Porsche 993 obsessed

Dear Sir,

I've been a Porsche enthusiast since 1995 when I bought my first 911, a 1984 915 3.2 Carrera that I stupidly decided to forward date to a 964-look with cheap fibreglass parts. That 3.2 was followed by other 911s in the following years as I began to chase the newer models, moving through every generation up to the 997 and finally culminating in a 997.1 GT3 RS.

Through it all a 993 always stayed with me, with a C4S having now been in the garage coming on 15 years. To me it was always the perfect mix of old school air-cooled with the ability to be a true modern daily driver. Air con that worked enough for hot summer days, power steering for daily grinds, not too fast to get me in trouble but rather a car with far more accessible limits that always screamed involvement. And small enough to still feel old school and mobile.

While the market has seen the 993 lose ground to the previously scorned 964 with the backdate movement and the outlaw scene coming to the front along with what I call the 'Singer effect', I don't see the 993 staying in the shadow of the 964 in the long term. The 993 is the true single bridge between the air-cooled brigade and the water-cooled cars. A true daily driver, one car has all solutions from the air-cooled era of Porsche.

Today I still own three 993s: a C4S, a C2S and a C2 that is my little hot-rod mod car. I won't ever sell them, but rather keep them for the kids when they grow up.

I also have a pretty rare 964 widebody Cabriolet and was as a result quite excited to see your discussion on the America Roadster in issue 173. Mine is one of just four manual TBL Cabriolets in the country and one of just 14 TBL Cabs to ever come to Australia. My love of all things 993 and 964 resulted in me also finally getting back into another passion of mine – photography – and I recently created an Instagram account (@drivenbytaste) to celebrate the cars that I have been lucky enough to own or still hold.

I would also love to hear your thoughts around the current values of the 993 and where you see them long term if and when the backdate movement finally dies off.

**Harold Gan, Australia**

**Great to read of your penchant for the last of the air-cooled models, Harold. As you will have seen by issue 174, we've a particular soft spot for the excellent 993 C2S, so we hope you enjoy yours. In terms of values, every specialist we chat to always speaks very highly of the 993 and its long-term prospects. Simply put, it's the last of the air-cooled era, considered something of a golden generation among the wider 911 enthusiast fraternity. For this reason alone, not to mention the fact they represent the last truly hand-built cars and most are in great condition due to never being cheap to buy, you have a pretty vivid picture painted as to the 993's values going forward.**



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## Targa to the Arctic

Dear Sir,

I've just finished reading the second part of Targa to the Arctic, an enjoyable read. Now a colleague and I are planning to do something very similar in 2019, and I think I've plotted the route you drove back from the Arctic Circle Centre and am working on the outward. I wonder if you are able to share the 'from' and 'to' Calais route so I can make sure I don't miss the places you went, as some of the roads and views sound sublime. It's noted Trollstigen is best done outside tourist times.

I also appreciate you probably have better things to do, but I don't suppose you'd have the hotels you stayed in once in Europe? Finally, what month did you go in? Thanks in advance; I loved the article and the beautiful extra photos in the app gave real inspiration for a special road trip.

Paul Downton

**Fantastic to read our adventure to the Arctic Circle has inspired you to take on a similar journey, Paul! I highly recommend it. Please find my route enclosed. I went up through Sweden and back down through Norway. Coming back down through Norway you'll stick to the E6 from the Arctic Circle right down to Kristiansund, though you can detour off and take in some of the beautiful, quieter roads hugging Norway's east coast. Please note though these roads do require ferries to hop through the fjords, so this will take**

**significantly longer. You're right to avoid Trollstigen during the day if you want a 'proper' drive of it, though the near 24 hours of daylight in the months of June and July mean this won't be a problem. Many of the ferries in the area which transport you between fjords stop operating at around 10:30pm, though – you will need a ferry to get from Trollstigen to Geiranger.**

**As for hotels, we used [booking.com](http://booking.com) and found most to be pleasant enough. We highly recommend staying in the Geiranger hotel, which was excellent, with spectacular views. We couldn't find anywhere particularly nice to stay in Kristiansund so you might like to stay out of town when you go. We went from 30 June to 10 July 2018. Please let me know how you get on!**



## 996 Millennium Edition

Dear Sir,

My son-in-law saw somewhere that an article from a back issue of **Total 911** was being reprinted either itself or the complete magazine for re-release. The article related to the Millennium Edition of the 996.



Can you tell me if this is the case and if so where I can get a copy of it? I am particularly interested in the article as I drive one of the very scarce Millennium 996's in the UK. I reckon there might be five.

James Milne

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## Ask the expert

Got a question for our Porsche technician? Email us [editorial@total911.com](mailto:editorial@total911.com)



**Scott Gardner**

**Job title**

Workshop Manager

**Place of work**

Porsche Centre  
Bournemouth, UK

**Time at Porsche**

13 years

**I bought a 997.1 Carrera 4S Cabriolet about six years ago. I bought from a reputable dealer, had the car inspected and all was rock solid. For years it was amazing, but mechanical woes started around two years ago. First the clutch went. Then the front suspension started knocking and I had it replaced. Then one morning it started puffing blue smoke on cold start.**

**A quick boroscope confirmed the worst – scoring. I've since had the cylinders lined and had the IMS bearing replaced, but still the blue smoke persisted. My garage thought it might be to do with cooling, so the front radiators were replaced. Thousands of pounds later, the blue smoke on cold start-up still persists, but I'm told "this is normal". She drives fantastically, but does tend to run hotter than before.**

- **Is the occasional blue smoke on start-up normal for these cars?**
- **Does running a slightly higher temperature represent another problem?**
- **My garage has suggested replacing the tappers on the pistons (brass liners?). Do you think this will be the last big, unanticipated expense?**

Gareth, Horsham

Blue smoke isn't that common during start-up. How long does it smoke for? Check if it's from both exhausts or on just one of the banks. Does the car burn much oil? It might be something to monitor.

It sounds like you've had a lot of work done, however, this should not cause the engine to run hot. Following bore scoring, most people install low-temperature thermostats to help things out. It's certainly a more desirable car to sell if all of the common issues have been addressed and can really increase the value.

I'm not too sure what you mean as to brass tappers? You have hydraulic tappets as part of the valve train, however these would not affect running hot or blue smoke.





# 992

## FIRST DRIVE

Total 911 is one of the first to get behind the wheel of the new 992 with a Carrera S vs 4S track test

Written by **Kyle Fortune** Photography by **Richard Pardon**







**W**e've been here before, right? A new 911, which among our fraternity will forever be known as the 992. In Porsche's model line there's nothing more significant, even if today 911 sales are a mere support act to the SUV bottom line. Simply put, the 911 remains the company's icon, the car that defines the firm. The 911 represents success on road and track, a million-selling sports car that's instantly recognisable; unique in the automotive world.

Which is why replacing it is about as difficult a task as Porsche has. Time doesn't stand still though, and the 911 has to evolve to work in the world it finds itself in. That evolution has unquestionably allowed it to endure and succeed, but the transitional points in its lifecycle will always be significant and debated ad-infinitum among drivers and the likes of me in titles like this.

The 911 matters to people then, more so than any other car. It doesn't actually seem like that long ago I was reviewing the then new 991, or indeed 991.2; in the time since they've gone on to become the 911, after the usual difficult transition period where everyone is looking dewy-eyed about the outgoing model. I'll do that now, the Carrera T manual that I'd borrowed off the UK press fleet in anticipation of driving the new 992 feeling pretty much perfect to me. That 991 should be good though, it being at the end of its development cycle.

Everything learned from that and more has been adopted here with the 992. There are two of them here today, a Carrera S and Carrera 4S. They are, as all will be until the standard Carrera arrives later this year, PDK, and pulling the right paddle shifter here can now be done eight times. "They're the same," is the reply when I request that both cars feature in the same shot.

Visually, that's true; the Carrera S and Carrera 4S are identical, even more so when they're painted the same Racing yellow. The only clue to the 4S's additional drive is the badge on its backside. Choose the model delete option, or better still the simple 911 numbering, and you'd not know it's a four, Porsche's decision to make all Carreras widebody removing that go-to identifier of drive. It's big, this new 911, as

wide as the outgoing GTS and GT3, a bit longer and taller, as well as heavier. We'll get to that later.

The dynamics engineers certainly weren't complaining when the decision to go widebody was made. You might think that it was the chassis engineers that dictated it, but the 992's a widebody for different reasons, key among them being the cooling. The 992's 3.0-litre twin turbo flat-six has to pass ever-tighter laws for economy and emissions, and an efficient turbo engine is a cool one. That defines not just the physicality of the 911's shape, but the large cooling intakes fed by active vanes at the 992's nose. Here, now, in natural light and in the pitlane of the Hockenheimring, I have to say it looks good. It's unmistakably 911, as it should be, design boss Mauer's team having dipped into the 911's past to bring it forward. From the cut-out recess on the bonnet to the SC-aping font for the rear 911 badging, via the large headlights sitting upright (cut exclusively out of the wings rather than puncturing the bumper), there's no mistaking its lineage.

That expansive rear is spanned by an LED strip light across its entire width, the slightly recessed lighting and three-dimensional Porsche badge across the back leaving you in no doubt that you're following a 911. The pop-up rear wing that aids stability now also acts as an airbrake when stopping from speed. It's better integrated than that on the 991, but is still arguably an inelegant if undeniably effective solution to the 911's aerodynamic Achilles heel. It's the other pop-out element to the new 911 that's causing the most debate here today; the door handles. They look neat, but their operation isn't perfect, feeling insubstantial and not always popping out to greet you. That you have to lift and pull rather than simply grab counts against them too. A small thing, perhaps, but they feel like the answer to a question nobody asked, particularly in comparison to those on a 991.

Once inside, this is clearly a 911 for a new era. The quality takes a leap, the build feeling substantial, the materials, too. It's an attractive cabin, the centre dash coming with a near 11-inch screen containing all the info and entertainment functions. It's a touchscreen, adding connectivity and configurability to your nav and entertainment that you probably never knew ➔

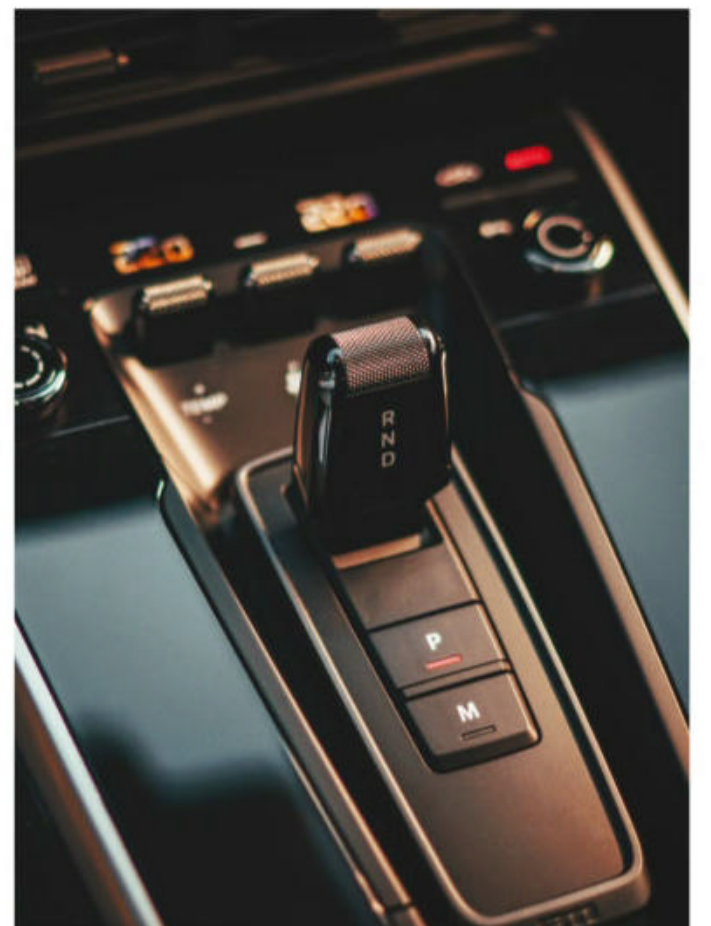
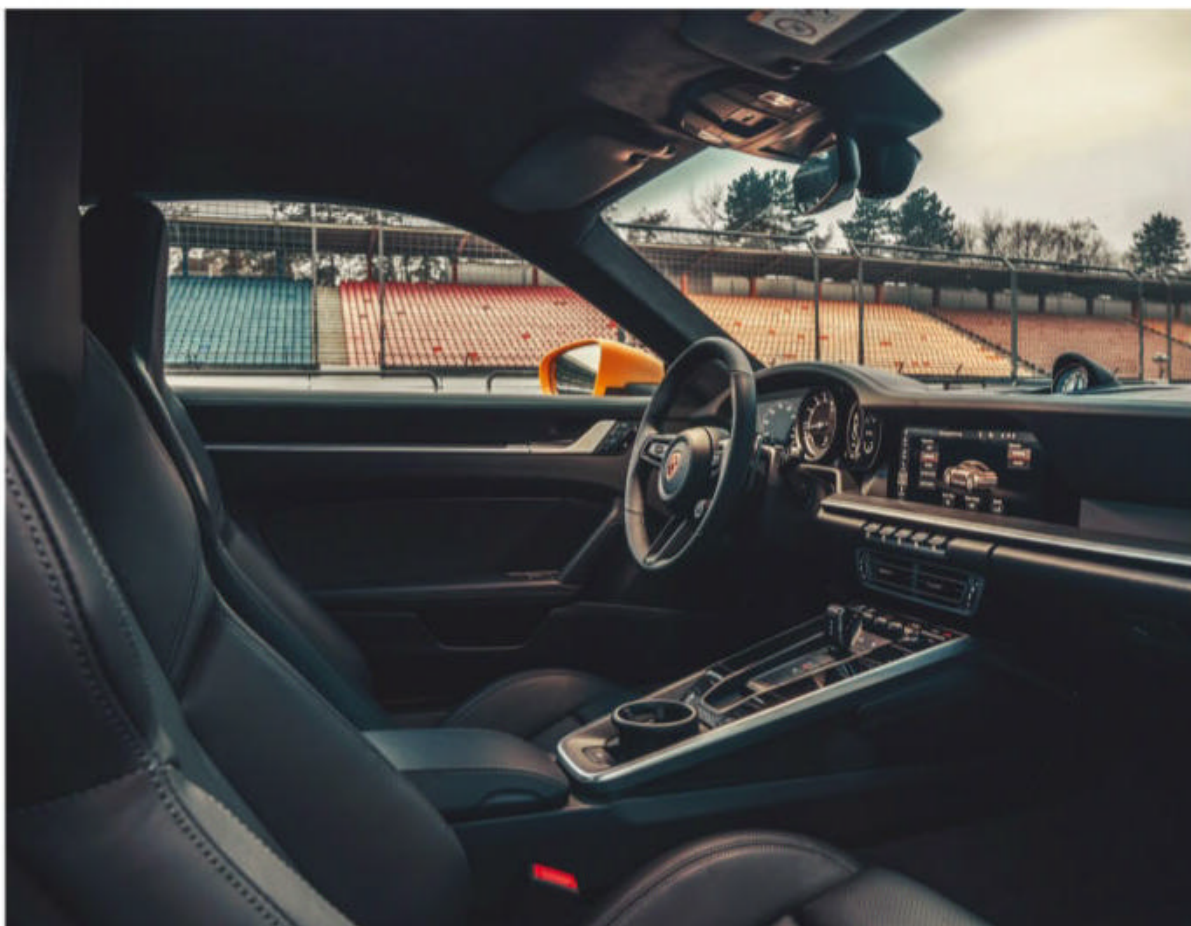
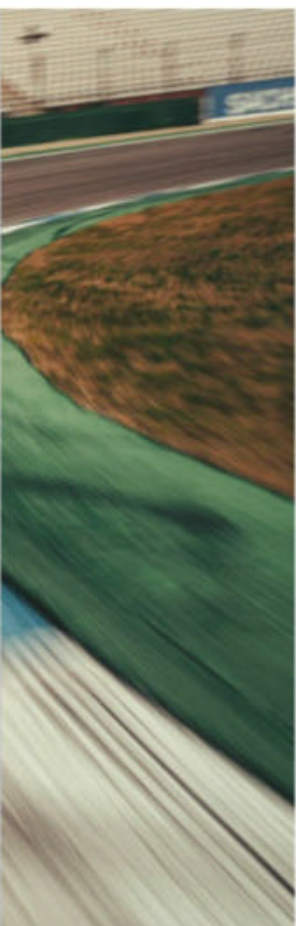


**ABOVE** Twin oval exhaust pipes signify Sports exhaust, a must-have option if you wish to enjoy the aural delights of the turbo'd flat six



**ABOVE AND LEFT** 992 has clear styling cues from previous 911 generations, though the pop-out door handles are an unconvincing creep towards automation









Model **992 Carrera S**  
(and 4S)  
Year **2019**

**Engine**  
**Capacity** 2,981cc  
**Compression ratio** 10.5:1  
**Maximum power** 450hp @ 6,500rpm  
**Maximum torque** 530Nm @ 2,300-5,000rpm  
**Transmission** Eight-speed PDK

**Suspension**  
**Front** Spring-strut suspension; wheels independently suspended on wishbones with trailing links and struts (McPherson type, Porsche-optimized); dynamic anti-roll bar  
**Rear** Lightweight multi-link suspension with wheels independently guided on five suspension arms; dynamic anti-roll bar

**Wheels & tyres**  
**Front** 8.5x20-inch; 245/35ZR20  
**Rear** 11.5x21-inch; 305/30ZR21

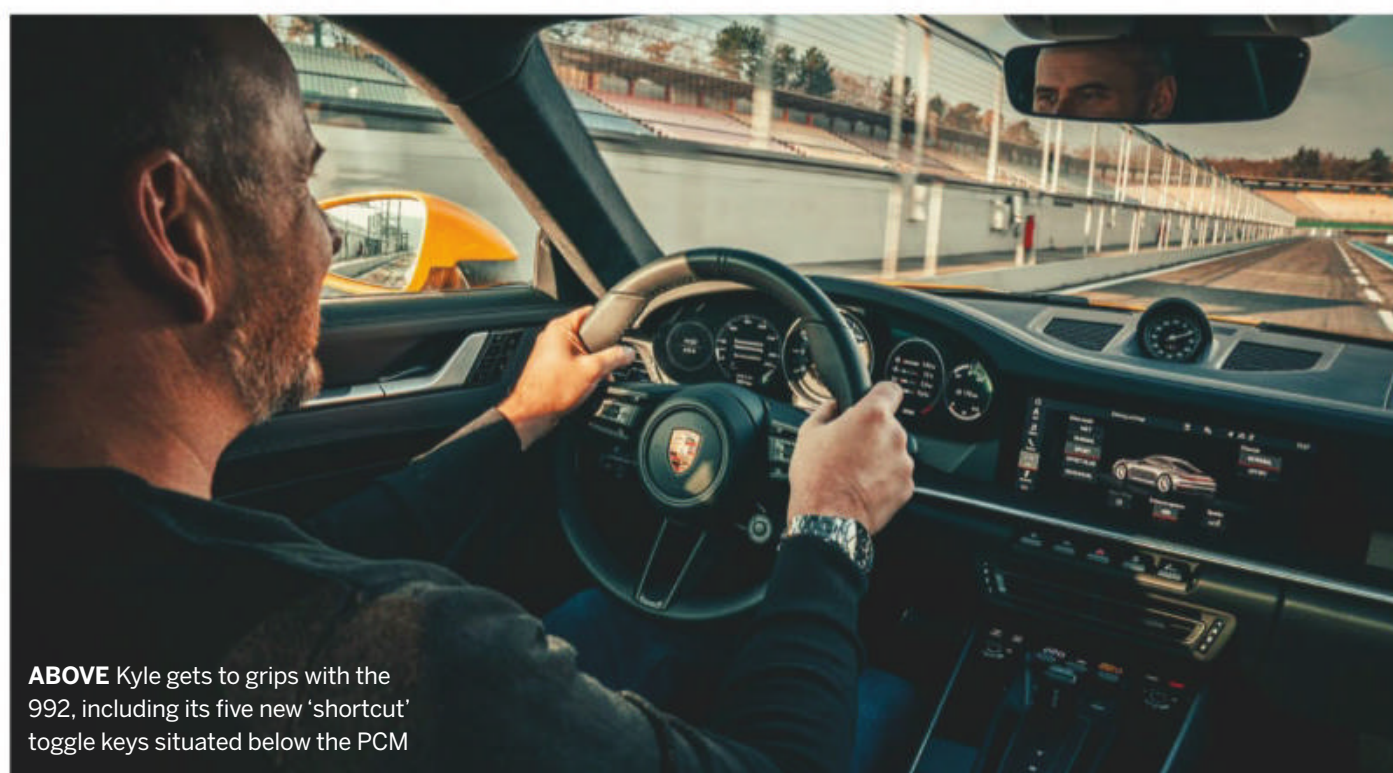
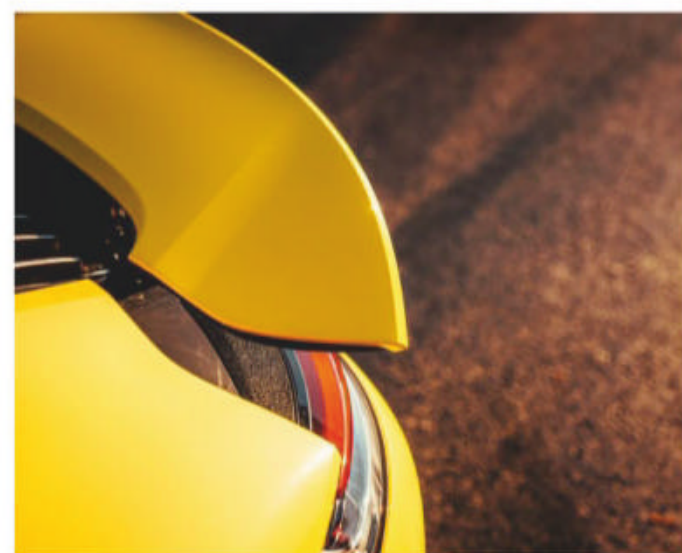
**Dimensions**  
**Length** 4,548mm  
**Width** 1,852mm  
**Weight** 1,515kg (1,565kg 4S)

**Performance**  
**0-62mph** 3.5secs (3.4 secs 4S)  
**Top speed** 191 (190mph 4S)



**ABOVE** Even on track, you'd be hard pressed to tell the difference between the rear-drive and all-wheel drive 992





**ABOVE** Kyle gets to grips with the 992, including its five new 'shortcut' toggle keys situated below the PCM

you wanted or, arguably, needed. Choose the Sport Chrono and you'll be able to select the driving modes via the Mode switch on the steering wheel, that alone worth the option price. Underneath the PCM sit five toggle switches. The first two are programmable here (or being Wet or Sport modes if you've not optioned Sport Chrono) the remaining three being the hazards, PSM and, in this car, PDCC.

There's a dominant analogue rev counter ahead of you, as it should be, its redline at 7,400rpm. Either side of it are screens, configurable again, aping the layout of the 991, with either conventional-style dials or various choices of nav, entertainment or drive mode display. They're bright and clear, if slightly obscured from view by the optional GT Sport version of the steering wheel. That option adds not just some sizeable contouring over the standard steering, but some fussy detailing. The standard steering wheel loses none of the functionality of the GT Sport one, looks neater, and affords a better view of those instruments.

Attached to the wheel are the paddle-shifters, which is the only means of manually shifting the PDK. The small gear selector on the neat centre console only offers Park, Neutral and Drive, denying those drivers who like to use the PDK stick to go up and down the 'box the opportunity to do so. It's not an issue for me, but I know of a number of drivers who still like to do so, Andreas Preuninger

being among them. Keyless operation means there's no need to take the key from your pocket, Porsche retaining the ignition on the opposite side to the shifter, it requiring a twist like a key, retaining some semblance of mechanical connection that's infinitely preferable to a push-button.

Doing so fires the same capacity 3.0-litre flat-six of its predecessor. It's dubbed the 9A2 evo, having being significantly revised to improve economy. There's a 200 bar Piezo injector system, new turbochargers, optimised fuelling, a new cast manifold, reduced internal friction, a higher compression ratio and reduced consumers scavenging power. The result of that is 450hp and 530Nm, the peak torque arriving a little bit later in the rev range than the 991's. That's a by-product of the fitment of a petrol exhaust fitment, something that US-specification cars do without for now, it having no other negative effect on the performance or indeed sound, according to Porsche.

Having heard both back-to-back on the pre-drive in San Francisco, the particulate filter does impact on the engine's sound, muting it a bit, making the Sports Exhaust a must-tick option if you want to hear the 911's flat six sounding its best. In isolation it's fine, but the knowledge that it could sound better still rankles a touch. Emissions necessity trumps aural pleasure, then, but there's little else to complain about, the bulk of the work on the engine also having benefits to how it reacts.

If there's any lag it's infinitesimal, the 9A2 evo unit building on the already strong performance of the 9A1 unit of the 991. The ample low-rev torque delivers huge flexibility, yet with peak power arriving at 6,500rpm there's incentive to rev it out, the reward being a linear shove that's more super than sports car, the 911's performance now such it's moved on a league. In the Carrera S that means a 0-62mph time of 3.7 seconds, 0-100mph in 8.1 seconds and a 191mph top speed, that 0-62mph time dropping to 3.5 seconds if you opt for Sport Chrono and 0-100mph time to 7.8 seconds. Do the same in the 4S and the additional traction gains it 0.1 seconds for a 0-62mph time of 3.6 seconds or 3.4 seconds with Sport Plus in Launch Control. In both you'll need sixth gear if you're planning on reaching the maximum speed, seventh and eighth being geared for cruising economy.

Seventh and eighth are redundant today then, with the Hockenheimring to drive it's all about assessing the nuances between the Carrera S and its 4S alternative. The temptation to hammer around the track fully lit is sizeable, but a couple of sighting laps in both reveal that, badges aside, you genuinely would be hard pushed to tell there's any drive being apportioned to the front axle in the 4S. Both cars are equipped with PCCB brakes for when the speed does inevitably rise around here, which given not just the speeds possible, but the increased weight of the 992, is no bad thing. ➡





**ABOVE** It's bigger and laden with more tech than ever, but crucially the 992 still drives like a proper Porsche 911

The weight will be argued about for years, but the 992 does gain a bit of mass over its predecessor. Blame the future-proofing, that potential for hybrid drive and the eight-speed PDK gearbox as a result of that. You can point the finger too at those exhaust filters, and bigger wheels, though Porsche has upped the use of aluminium in the body extensively to offset the gains, which could have been a lot worse than they are. The S now weighs 1,515kg, the 4S being 1,565kg unladen, that a gain of around 40-50kg over the outgoing GTS, when it too features the particulate exhaust filter. If the weight gain is something counting against it, you'd be hard pushed to notice it on the track, the performance never anything less than spectacular. The gearbox shifts with the same speed as the seven-ratio PDK before it.

What is noticeable is the sophistication of the wheel control, assisted here by the reduced unsprung mass that those PCCB brakes bring over the standard steel items. On this smooth track the body control is sublime, aided here by the fitment of PDCC that manages the 992's mass very effectively. Its fitment requires the addition of rear-axle steering, which is to the benefit of the 911's turn-in accuracy, effectively shortening the wheelbase for a quicker response at the front axle.

That the 992 feels so familiar to drive around here is testament to its unique mechanical configuration. While there's more grip, huge traction and sensational braking power, assisted by an all-new pedal design, the familiar 911 traits of adjustability thanks to its rear-mounted engine are clear. That engine is attached in a new way, being more rigidly located, the entire structure being more rigid, not just benefitting the chassis control and response, but refinement, too. That's most notable around the nose, the 911's usual road noise from the front wheels far less obvious in the 992, to the benefit of its long-distance comfort.

Upping the speed around the Hockenheimring does start to reveal the slight differences in the Carrera S and 4S. It's damp in places and cool, which plays to the 4S's strengths, it feeling a little bit quicker to turn-in than the S. It's only marginal, but the S feels a bit lighter at its nose, pushing into understeer a little bit earlier than in the 4S. There's still that adjustability, a judicious lift enough to tuck the nose in with both, and if desired have the rear swing out to easily controlled power oversteer, if you've switched off the stability systems. That underlines the inherent balance in the chassis and its easily read limits, the 992 delivering fine feel through its controls.

The steering feels a touch lighter in the S, infinitesimally more natural than the 4S, but it's so nuanced that you really do need the expanse and huge potential speeds of the track to feel the differences. You can take slightly larger liberties exiting a corner with the 4S, with the assurance that it'll proportion drive to the front axle to assist you, without robbing the 911 of any of its appeal. Usually I'd champion the rear-wheel drive model, but the 4S makes a hugely compelling argument, particularly as an everyday machine.

Which is exactly what the new 992 represents, its greater breadth of performance and capability such that it moves the 911 game forward, while still retaining the inherently 911 character that makes it such an enduring, appealing and hugely capable sports car. That's a significant achievement, even more impressive when it's been done while making the 911 relevant for an uncertain future.

As we spend more time with it in the coming months on UK roads, with differing specifications as the model range proliferates, the entire picture will be revealed. However, on early evidence the 911 remains at its core an engaging, thrilling sports car, which is exactly as we expected. **911**





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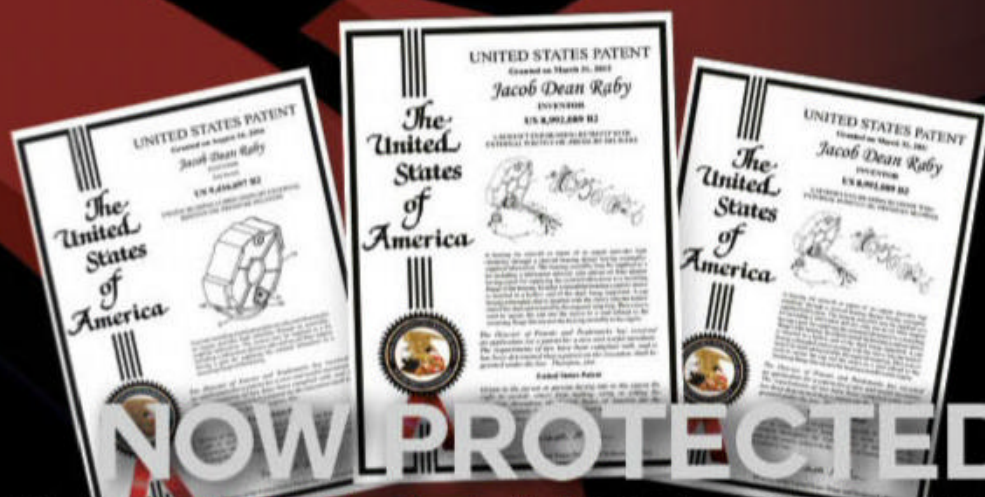
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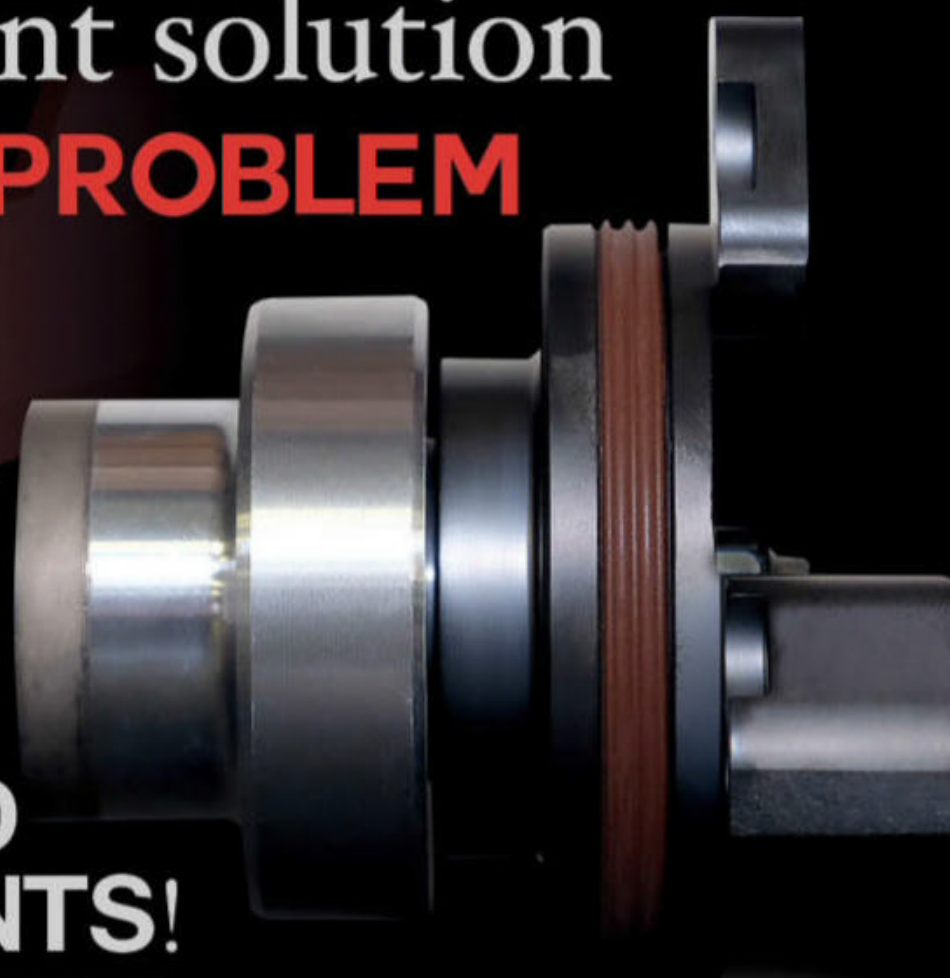


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Written by **Neill Watson** Photography by **Alisdair Cusick**

Nat-asp versus  
forced induction,  
rear drive versus  
all-wheel drive:  
which is the best  
widebody 993?

**CARRERA S vs TURBO S**

**WIDE**





# BODY

SE3





**ABOVE** It may do without the Turbo chassis of its C4S brother but the 993 C2S still offers a better drive

After all these years it shouldn't smell like a new car inside. And yet it does. The gleaming Guards red paintwork of this 993 C2S is shining in the winter sun. As I slide down into the black leather seat the actual aroma of new Porsche meets me. Gripping the steering wheel, there's absolutely no sign whatsoever of wear and tear. It's crisp and fresh.

The tread plates on the doors are similarly unmarked, none of the signs of feet climbing in and out, and the sides of the seat bolsters are also immaculate. The odometer says 9,400 miles. It could just as easily say 94.

It's as if someone had transported a 993 C2S from a dealer's forecourt in 1997 through time and dropped it into 2018. 9,400 miles. Truly remarkable. Twisting the key, another surprise. This car has the factory-option sports exhaust, springing to life with a motorsport-flavoured bark before settling into a deep rumble. The hairs on my arms stir as I look in the mirror and see the Arctic silver 993 Turbo S behind me. It's going to be a special day.

Into first, no sight of any play in that lovely, slick gearshift, a blip on the throttle, then a second purely self-indulgent one simply to hear that exhaust as we head out into the Yorkshire countryside.

I glance into the driver's door mirror as the low winter sun picks up on the curvaceous, wide Guards Red rear wheel arches, the top of the curve visible in the lower edge of the mirror. The silver Turbo S is sitting a short distance behind. Low, ever so wide, gleaming as its nose nods gently over the Yorkshire B-road undulations. Damn, these widebody 993s are handsome.

I have an admission to make. I love widebody Porsche. Not in the extreme, cartoon-like RAUH style of grotesque body extensions. More that I love the factory treatment of the 911 shape that is always achieved when Porsche sets its mind to it. And I love the 993. It's probably my definitive Porsche 911, capturing the charisma of the air-cooled flat six while mixing in modern elements that still make the 993 a perfectly viable daily driver even today. Coilover suspension, six-speed gearbox, yet still with dimensions, even in widebody form, that make the car compact and agile in ways that, with the best will in the world, a 992 doesn't achieve. So, a widebody 993? My perfect Porsche.

Given that I love the widebody 993 and have a choice of two ultimate versions to choose from today, which one would I choose should I find myself adequately funded? The silver 993 Turbo S with twin turbochargers, four-wheel drive, beautiful rear wing,

plush leather and carbon interior, or the two-wheel drive C2S? Guards red, still six-speed and wide bodied, though with rear drive only and a normally aspirated engine? It's a tough question.

We continue our journey to the photo location, the narrowing Yorkshire lanes markedly serving to remind me of one of the minor drawbacks of the widebody – that the rear of the car is wider than the front by a significant amount. Just because the front of the car is going to fit through that gap between you and the oncoming farm machinery it doesn't mean that the rest of the car will. It's actually only 63mm, though it feels and looks so much more.

It's the time of year when agricultural machinery is particularly active. The oncoming tractors these days seem to get bigger each year, and the accompanying gleaming steel of the plough blades swinging pendulously from side to side behind them certainly focuses the attention. I never normally consider the value of the cars I am fortunate enough to be trusted with. For me that's a recipe for lapsed concentration; I simply drive it. It's just a car. However, that plough blade does look close, and for a moment the combined value of these two machines does enter my head. I watch the huge wheels pass by, checking the mirror for that wide wheel arch clearance. Breathe out. ➡



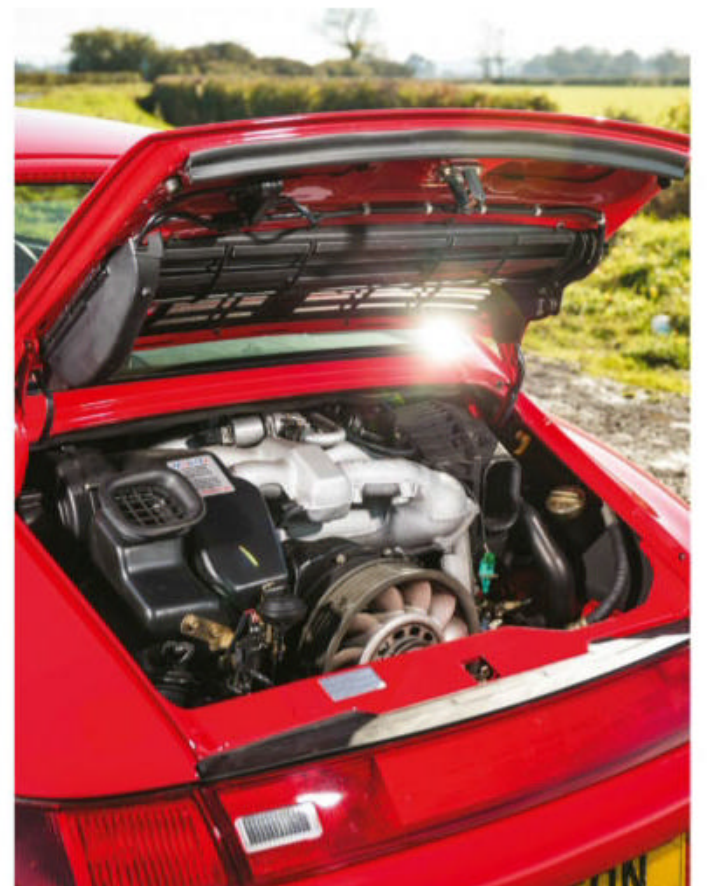


**BELOW RIGHT** Carrera S engine bay lacks the twin intercoolers of 993 Turbo S, affording a better view of the flat six's induction

## What about the 993 C4S?

It's a fine car, every bit as good looking as the two cars here. However, the combination of a normally aspirated engine, those large tyres and the additional grip of four-wheel drive conspires to make the C4S one of the less-than-stellar widebody 911s. Add in the additional weight of the four-wheel drive system and you have a car whose performance is a little blunted. If you're not an enthusiastic driver and simply wish to own a wide body 993, then the C4S will be fine. If you're coming from a background of lightweight, nimble 911s, then take a test drive before deciding.

“The flick-knife throttle response and purity of handling make it a more real-world driver's car”







I press on down some of our favourite country roads, ever aware that the combination of sunshine, agricultural machinery and Britain's current fascination with cycling and Lycra outfits means that I'm wary to commit with these wider arches. Even so, the C2S feels super crisp in handling. Tight as a drum, its stiffer suspension would probably be more at home on a smoother A-road. These wide arches may have to be considered, and yet there's no denying that this is a really great drive. The sports exhaust encourages the most flamboyant of downshifts, the firm brake pedal the perfect pivot point, enticing rapid shifts down the gear: four, three, two in quick succession make a beautiful aural experience, the odd pop on the overrun adding to the mix.

Arriving at our chosen location, the second consideration of widebody 911 ownership is apparent. Those lovely rear arches are particularly vulnerable to road dirt, constantly sitting out in the airstream, taking the brunt of road dirt even on a crisp dry day like today. We break out the detailer as Cusick sets up his photography magic.

As soon as he permits in the photography schedule, I slide into the carbon-backed seat of the 993 Turbo S.

The Turbo S is almost disappointing to start after the C2S. No, that's not fair at all. How can I call a 993 Turbo S a disappointment? That's the wrong word. Subdued, maybe. The twin turbos do a good job of muting the exhaust note, the car springing to life in a simple, demure tick-over that hides the reserves of power just a wriggle of the right toes away. Into first, the satin-finish alloys, chosen by the Porsche Exclusive department responsible for the Turbo S,

crunch on the gravel before the tyres grip into the road and we accelerate away.

Unlike an early 930 where first gear lasts a long time, in this 993 Turbo S the boost comes in way down low to whip around the tachometer, meaning we're only in first for mere moments. Thankfully the slick shift quality means that second is instantly there. Man, this is quick. There's none of the linear progression of the normally aspirated C2S; the surge forward is surfing on a wave of turbine boost. Strong, mid-range power like a giant hand between the shoulder blades means I'm quickly reminded that you drive these high-output 911 Turbos on boost as much as on RPM.

The Turbo S was the creation of Porsche Exclusive, and this is one of only 26 right-hand-drive cars that arrived in the UK. The visual differences are obvious. The factory Aero Kit adds a biplane rear wing to enclose that huge intercooler, while at the front a scarily low front spoiler reminds me that this car is probably most at home on the vast, smooth, wide Autobahns, péages and Autostrade of mainland Europe. The other external visual cues are the yellow brake callipers and the four peashooter-style exhaust outlets under the tail.

Inside there's a feast of carbon and alloy everywhere. Silver alloy instruments are surprisingly practical, while carbon trim seems to adorn every surface you may consider. If you're looking for a conservative interior this isn't it, yet there are shades of Hugo Boss about the whole treatment.

Mechanically, the horsepower improvement over a Turbo is taken care of via larger K24 turbochargers and revised Motronic engine management. The

“The surge forward is surfing on a wave of turbine boost”



**BELOW** Standard-spec side air vents were unique to the Turbo S







**ABOVE** Yellow brake callipers were another Exclusive design hallmark for the 993 Turbo S, though it used steel and not ceramic discs





993 Turbo S  
1997

Engine  
3,600cc  
8.0:1

450bhp @ 5,750rpm  
585Nm @ 4,500rpm  
Six-speed manual

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

8x18-inch Turbo Twists;  
225/40/ZR18  
10x18-inch Turbo Twists;  
285/30/ZR18

Dimensions

4,245mm  
1,795mm  
1,583kg

Performance

4.1 seconds  
186mph

Model  
Year

Capacity  
Compression  
ratio

Maximum power  
Maximum torque  
Transmission

Front

Rear

Front

Rear

Length  
Width  
Weight

0-62mph  
Top speed

993 Carrera S  
1997

Engine  
3,600cc  
11.3:1

285bhp @ 6,100rpm  
340Nm @ 5,250rpm  
Six-speed manual

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

8x18-inch Turbo Twists;  
225/40/ZR18  
10x18-inch Turbo Twists;  
285/30/ZR18

Dimensions

4,245mm  
1,795mm  
1,450kg

Performance

5.4 seconds  
168mph







**ABOVE** Turbo S sits lower to the floor than the 993 C2S (accentuated further by deep chin spoiler)



**ABOVE** Twist wheels on the 993 C2S are solid-spoked, whereas 993 Turbo has hollow spokes



**THANKS** Both cars are for sale at Specialist Cars of Malton. For more information visit [specialistcarsltd.co.uk](http://specialistcarsltd.co.uk) or call +44 (0) 1653 697722

figure increases by 42bhp to 450bhp, though it feels more like 460 to 470 from where I'm sitting.

The stiff springing that seems fine on the C2S seems to be having a harder time coming with the mid-range of the Turbo S. It's a winter's day, the roads are cold and the tyres not much warmer. Accelerating out of a second-gear corner you suspect that four-wheel drive isn't going to be the catch-all solution, and the rears are giving that feeling through the seat that we could be on the grip limit. Keep the shoulders relaxed; now is not the time to tense up...

Yes, this thing could get out of shape very quickly indeed. And with none of the protection of PSM, which as we all know stands for Please Save Me, I'm aware that it's down to me if I drop it. Today is not the day to be exploring the outer limits of the collectable 993 Turbo S's handling.

And both of these cars are indeed very collectable. The Porsche 911 market has been a strange one in recent years. At one point, it seemed as if the only

mistake you could make in 911 ownership was not owning one. Today the market seems to be returning to a degree of normality. Some car owners will need to become more realistic. However, the true collectable 911s – those of limited numbers, pristine condition and ultra-low mileage – will always find buyers. These two certainly qualify.

So which one? The colours reflect the charisma of the two cars. The conservative silver of the business suit that is the 993 Turbo S, a car that you can climb aboard as you enter the Euro Tunnel, then drive from Calais to Provence in one hit, contrasted by the Guards red C2S, its operatic sports exhaust adding to the flick-knife throttle response and purity of handling to make it a more real-world driver's car.

Much as I am on record as loving 911 Turbos of all genres, in this case the deep shine of the Guards red and that exhaust wins the day. It's the type of 911 that makes you set the alarm early on a Sunday morning, head out on a 100-mile quest for a bacon sandwich

then return home before the rest of the household has come to life. Were I buying in as an investor, however, the Turbo S would probably be my choice. It will always be a rare car, whereas the C2S will only be truly remarkable and rare as long as you maintain that incredibly low mileage and utterly pristine condition. I could never manage to do that.

Widebody 911s will always be that little bit special. The suggestion of the extra muscle that the body shape has developed to enclose the wider tyres gives the idea that there's something there that lies above your standard Porsche 911 experience. For sure, some are indeed body-only models, with no additional performance to back up the muscular form. Even so, I still love them.

A certain Porsche 911 specialist I know, who shall remain nameless, once admitted in print that he found there to be something mildly sensual about running a chamois leather over the rear flanks of a widebody Porsche 911. He has a point. **911**



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# WORKS TURBO LOOK

Porsche revived its hallowed M491 option code for the last year of 964 production. Total 911 tells the story of the Works Turbo Look

Photography by **Daniel Pullen**











**BELOW** There are only very subtle differences between US and RoW models of the 964 WTL, including air-con and green top-tinted windshield



**I**t's fascinating, the changing fortunes of the 964 generation. For years it was the unloved 911 (before the arrival of the 996), lambasted at the time for its nanny driver technologies including power steering, ABS and, most prominently, all-wheel drive.

Porsche launched the all-wheel-drive Carrera 4 first in 1988, the traditional rear-driven Carrera 2 not arriving in 964 form until a year later in 1989. As we know, the C4 used a rendition of the 959's complicated drivetrain, which maintained the 911's rear-drive bias despite the introduction of power to all four wheels. 69 per cent of drive was therefore still sent to the rear, with 31 per cent being fed to the front. Chief engineer Helmuth Bott said at the time the goal of the 964 Carrera 4 was "to provide customers with handling characteristics that felt familiar to them and which were similar to rear-drive 911s, but with the benefit of additional traction in poor conditions."

The idea of an AWD 964 was preposterous to many enthusiasts at the time, yet the company would go on to sell nearly 30,000 964 Carrera derivatives, 13,353 of which were the all-wheel drive (yet narrow-

bodied) Carrera 4. The 964's considerable rise in popularity in years since is well documented, and the generation today is far from the least favoured – in fact, it is arguably the most highly thought of. That the C4 911 still exists today, alongside an all-wheel-drive 911 Turbo, tells its own story of success – the 964 Carrera 4 was a pivotal and ultimately successful milestone in the 911's history.

Though the rear-drive C2 remains the most popular choice of 964, there is a highly desirable AWD 964 lurking in the model line-up, too. For the last years of 964 Carrera production in 1993 and 1994, Porsche revived its famed M491 'Turbo-Look' option code to create the 964 C4 Works Turbo Look, or 964 Widebody in the US. It is said that the reason for this introduction of C4 Works Turbo Look cars with their wide body was due to Porsche having a surplus of Turbo bodies which, frankly, it needed to get rid of. This was 1993, don't forget, when the company was in questionable financial health, CEO Wendelin Wiedeking having to adopt a combative rationale to the company's fiscal prudence. Cars simply needed to be sold, and this imaginative exercise was to the delight of enthusiasts.

However, the story is not without confusion: some wrongly assume that the WTL and Anniversary 964s are the same (they are not, as the latter was rear-driven and had a numbered production run, see boxout overleaf), though it has to be said that their specs are broadly similar, save for the various plaques on the parcel shelf and dashboard of the Anniversary model. If in doubt, check the options list for the vehicle: M096 depicts a genuine Anniversary car, its omission signifying it to be a C4 WTL.

The C4 Works Turbo Look is not to be dismissed, however, as it's still an incredibly rare 911 indeed. Official figures are extremely hard to come by, and other articles in years gone by have confused the 964 C4 WTL with that aforementioned Anniversary. According to the Turbo-Look Registry ([turbo-look.com](http://turbo-look.com)), however, there are just 191 examples of the 964 WTL built for RoW markets, with a further 267 made for the US market in 1994. These, as mentioned, are officially branded differently. It should also be noted that Porsche also made a Cabriolet version of the 964 WTL, called the America Roadster for the United States, and rather unimaginatively named 964 Turbo-look Cabriolet for RoW markets. ➡



Model **964 Carrera 4 WTL**

Year **1993-94**

**Engine**

**Capacity** 3,600cc M64/01 flat six

**Compression** 11.3:1  
ratio

**Maximum power** 250hp @ 6,100rpm

**Maximum torque** 310Nm @ 4,800rpm

**Transmission** G50 Five-speed manual

**Suspension**

**Front** Independent; lower wishbones;  
McPherson struts; anti-roll bar

**Rear** Independent; McPherson struts;  
semi-trailing arms; anti-roll bar

**Wheels & tyres**

**Front** 7x17-inch; 205/50/ZR17

**Rear** 9x17-inch; 255/40/ZR17

**Dimensions**

**Length** 4,250mm

**Width** 1,775mm

**Weight** 1,524kg

**Performance**

**0-62mph** 5.5 secs

**Top speed** 158mph





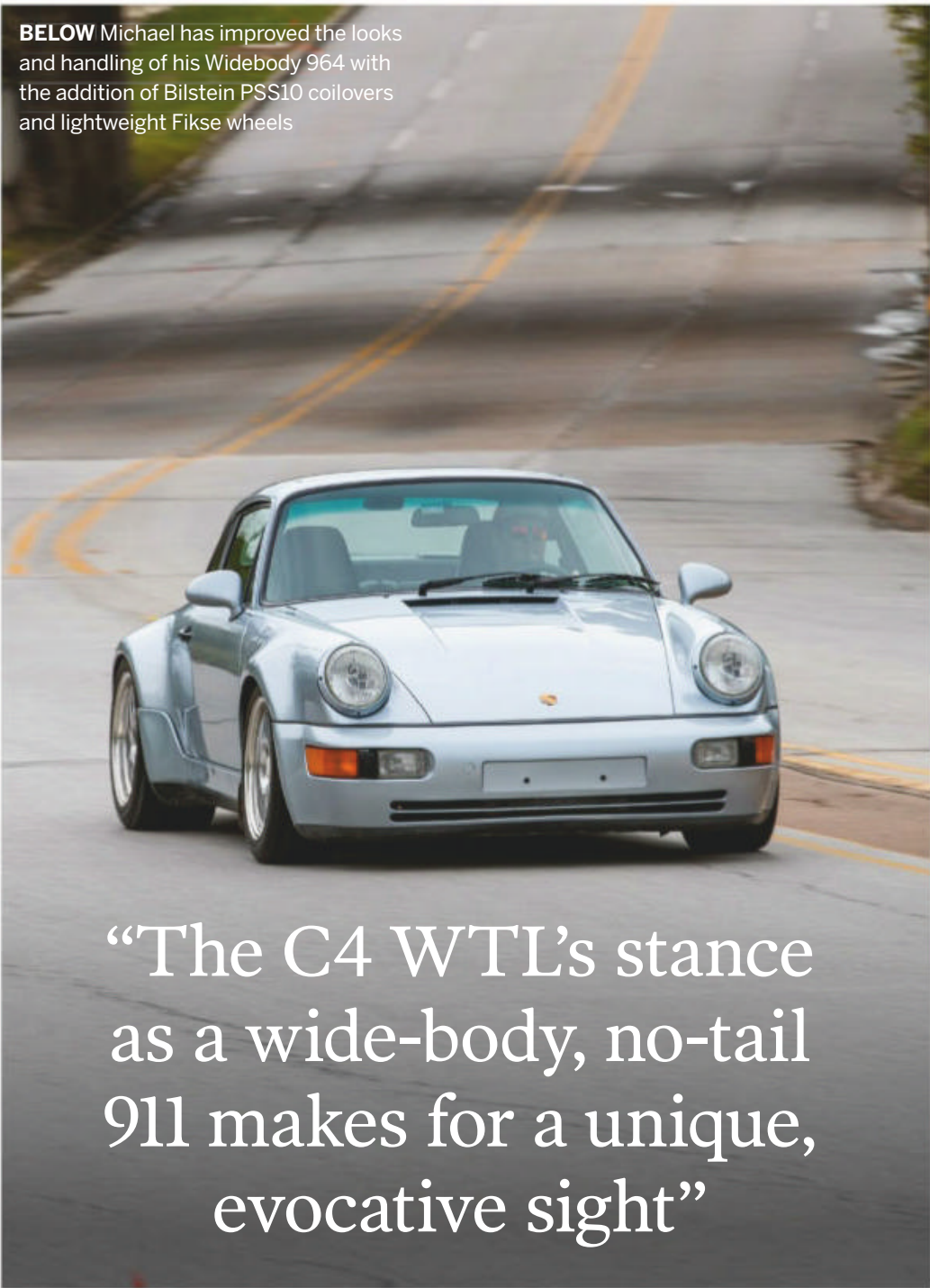


### 964 '30 Jahre' edition

As mentioned in the main body text, the '30 Jahre' 964 from 1993 is not to be confused with the 964 Works Turbo Look from the last year of 964 production in 1994. Also known as a 964 Anniversary, the '30 Jahre' car was built to celebrate three decades of 911 production, with just 911 variants produced for worldwide markets. Its spec essentially fused the 3.6-litre flat six and six-speed manual gearbox from the 964 Carrera 2 to the body and chassis of the 964 Turbo, albeit with a decklid featuring the Carrera's active rear wing instead of the Turbo's fixed spoiler. The 964 Anniversary was available in three colours: Viola, Amethyst, or Polar silver, with Rubicon leather. It's also the rarest of the three Anniversary models: the 964 Anniversary was followed by the 996 '40 Jahre' Anniversary in 2003 and the 991 '50 Jahre' Anniversary model in 2013. Though 1,963 examples were made of the latter Anniversary models, all are highly sought after among collectors today.



**BELOW** Michael has improved the looks and handling of his Widebody 964 with the addition of Bilstein PSS10 coilovers and lightweight Fikse wheels



“The C4 WTL’s stance as a wide-body, no-tail 911 makes for a unique, evocative sight”







**ABOVE** 267 examples of Turbo-look 964 C4s were sold for the US and Canadian markets, with just 33 finished in Polar silver as here

Why was the car badged differently in the US? Again, we have an imaginative US PR department to thank, the same concern who managed to conceive the idea of a 964 RS America which was, to all intents and purposes, a whale-tailed 964 Carrera 2 with just four options. This time the team latched on to the fact that 1994 marked 30 years since the first delivery of the 911 and, as the US was robbed of the official Anniversary model, decided to call the car 'a C4 Widebody 30 Years of Excellence'. However, the weakness of the dollar in 1994 meant Porsche found it hard to sell cars, so just 267 examples of the 964 C4 Widebody were sold. While at face value this looks like the model flopped, the greater context that Porsche only sold a further 395 Carreras Coupes that year means we can look more favourably at the Wide-bodied C4 in the region.

In terms of spec, the 964 C4 WTL or Widebody's brilliance was found in its basic pairing of a 964 Carrera 4's engine and drivetrain to the body of the 964 Turbo, which of course was still rear-wheel drive. The 964 C4 therefore differs significantly from the M491-optioned G-series cars before it, which came fitted with Turbo brakes and chassis as well as the Turbo-wide body. The C4 WTL did however come with Turbo-spec anti-roll bars, measuring 21mm thick up front and 22mm at the rear. The C4 Widebodies

produced for the US market generally boasted a more generous specification, equipped with automatic air conditioning, cruise control, a Blaupunkt hi-fi system and an electric sunroof. The 964 C4 WTL sold for DM145,900, some way short of the DM207,880 964 Turbo model that shared its wide body – a fair reflection of the difference in performance between the two 911 sports cars.

However, much like the Turbo-look G-series cars before it, outright performance isn't high on the agenda of the 964 C4 WTL. Its portly weight of 1,520kg, while still powered by the Carrera's 250hp, naturally aspirated M64/01 flat six sees to that. Moreover, the appeal of this special car is an aesthetical one: the C4 WTL's stance as a wide-body, no-tail 911 makes for a unique, evocative sight. Sure-footed handling from the wider track and thicker anti-roll bars adds meat to the bones of the 964 C4 WTL's cause, but make no mistake; the C4 WTL is a 911 whose specialty is ultimately its looks and rarity. It is a pleasure, therefore, to be admiring a stunning Polar silver example owned by serial Porsche collector Michael Meldrum. "It might not be one of the most invigorating cars to drive, but it's certainly one of the most striking to look at," he says as our photographer prepares some pictures in front of Houston's dramatic cityscape. Michael has bolstered the appearance and performance of his 964

C4 WTL too, upgrading to Bilstein PSS10 coilover suspension and swapping out the factory Cup 1 wheels for Fikse FM10s. The way those delicate wide hips drape over the rear of the car is simply stunning, its silhouette an imposing one when we follow Michael from behind on the freeway after our static shots. It's rare to see a classic car assert itself so convincingly on contemporary roads, which are commonly littered with two-ton metal behemoths.

In terms of legacy, the 964 C4 WTL's is huge. This was the very first Carrera 4 to adopt the famous Porsche widebody, a practise that would become mandatory in the years to come at Zuffenhausen and still exists today. It's also a model that bridges the gap from previous M491-optioned cars, which were designed to intrinsically mimic the Turbo cars they were based on, to the genuine special edition AWD 911s such as the 993 and 996 C4S, both of which are also highly thought of among enthusiasts today. The 964 C4 WTL is a quirky but worthwhile addendum to Porsche's history of Turbo-look cars, its mark on the overall range being as imposing as its own presence on the road today. **911**

## Thanks

Thanks to Michael Meldrum for putting his wide-bodied 964 in front of the **Total 911** cameras.





# 997.1 TURBO

Few 911s blend all-round usability, appeal and modernity quite like the 997, and the Turbo takes that mantra further. Total 911 assesses the credentials of the Mezger-engined Gen1

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





## HISTORY AND SPEC

Ever since the advent of the 930 way back in the middle of the 1970s, Porsche has become synonymous with turbocharged road cars, and the genre seemed to have reached something of a zenith with the launch of the 996 Turbo 26 years later. Improving on that car's combination of mammoth power and brutal performance would take something special, so could the arrival of the first-generation 997 Turbo in 2006 move the game on? We'd have been more than a little surprised if it hadn't, and Porsche duly delivered, improving the recipe in every way that mattered. While essentially a development of the 996's

Mezger (dry sumped) engine, the revised unit benefitted from a pair of Variable Turbine Geometry (VTG) blowers that upped power to 480hp

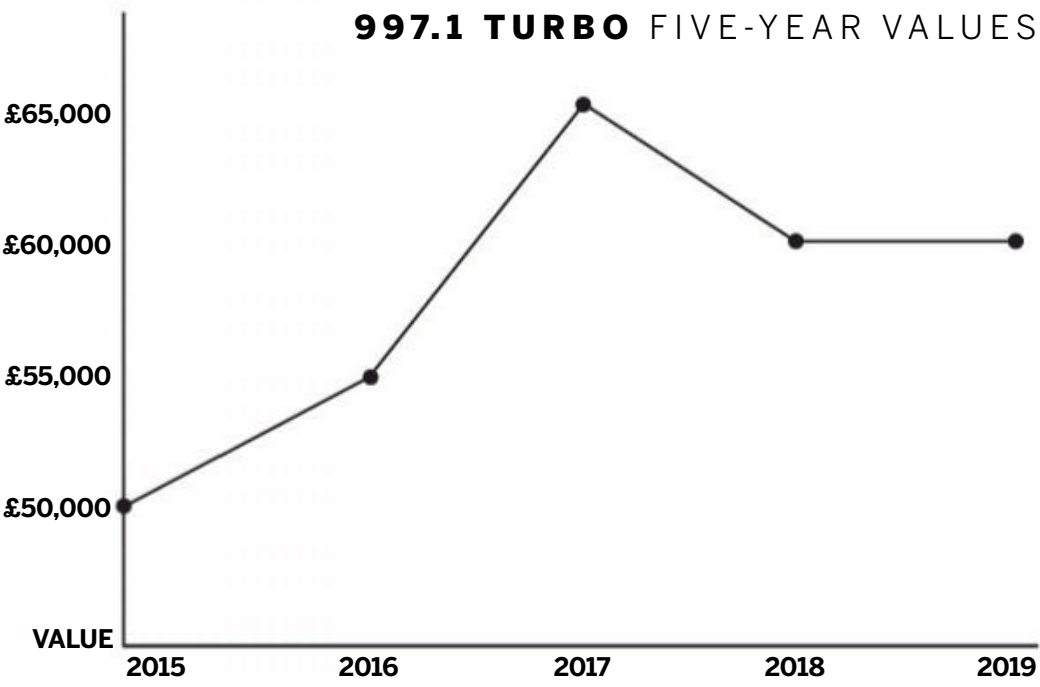
and torque to 620Nm. Improvements of 60hp and 60Nm respectively, a manual car would break the 0-62mph tape in 3.9 seconds – it was 0.3 seconds quicker still in Tiptronic form – and top out at 193mph. All that shove was deployed to the Tarmac via a six-speed manual transmission or an optional five-speed Tiptronic automatic with steering-wheel-mounted shift buttons and an electronic brain that altered the shift patterns depending on driving style and available grip. The internals were ripe for big power, too, and many went down the modified route as the 997.1 proved a sturdy base for four-figure power outputs.

The four-wheel-drive system had also come in for notable upgrades compared to the 996's system, the viscous coupling making way for an electronically controlled multi-plate clutch for quicker responses. With PASM fitted as standard and supported by electronic-assistance systems

including PTM and PSM, it ensured that the new model was devastatingly effective when it came to covering ground. Naturally, the 997 Turbo looked the part thanks to the wider-hipped body shell from the C4S and the addition of an intake-festooned front air dam and two-piece rear spoiler with an electrically operated upper section. And it was a pretty classy affair inside, too, the superb blend of peerless ergonomics and bank-vault build quality proving a real step up compared to its predecessor. Clad in top-quality leather and lavishly equipped, the cabin truly was befitting of the Turbo's range-topping status. Oh yes, and you could combine all of this with fresh-air thrills by opting for the Cabriolet that debuted in 2007, assuming you had the necessary £106,000, of course. It would be a further two years before the Gen2 Turbo appeared, but it's no surprise that almost 20,000 customers would be wowed by what's on offer here. ➤

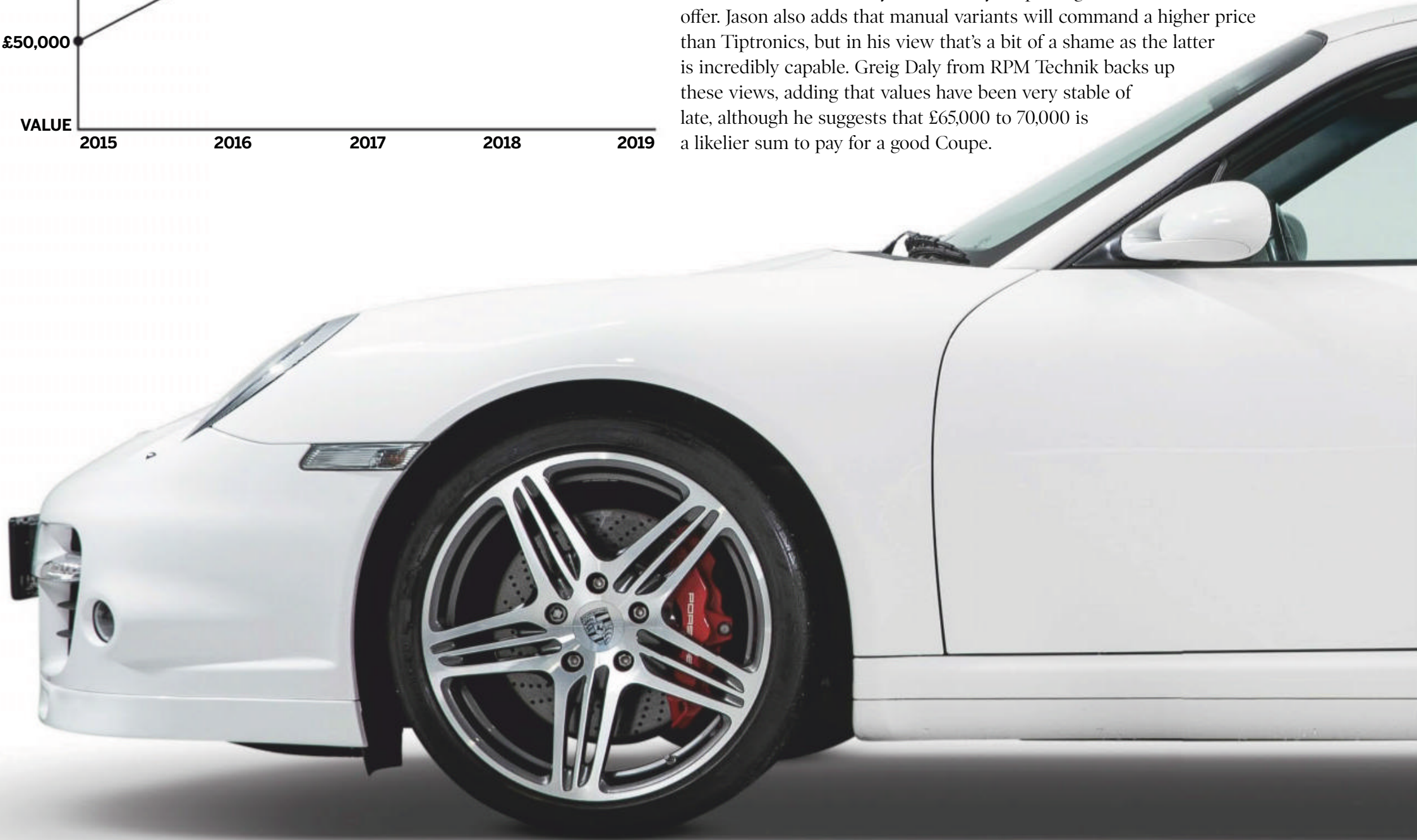






THE VALUES STORY

Unlike the situation with the 996 Turbo, which nigh-on doubled in value over a five-year period, the blown 997 has always remained a relatively stable proposition. Today, says Paragon's Jason Shepherd, you can expect to pay £55,000 to 60,000 for a top-notch Coupe, figures that are only slightly below those being fetched during the Porsche heyday a couple of years ago. As he points out, values have softened slightly in that period since, but the 997.1 hasn't experienced any major dips and prices are still holding up very well. That shouldn't really come as any surprise, given the blend of abilities on offer. Jason also adds that manual variants will command a higher price than Tiptronic, but in his view that's a bit of a shame as the latter is incredibly capable. Greig Daly from RPM Technik backs up these views, adding that values have been very stable of late, although he suggests that £65,000 to 70,000 is a likelier sum to pay for a good Coupe.



MARKET RIVALS

While current values for the Gen1 997 Turbo make a purchase tempting, it's also the sort of money that would bag a number of equally enticing alternatives. Whether it's a modern 911 you fancy or something a little more traditional, the possibilities might just give you pause for thought.

997 GTS

There are plenty of reasons why we admire the GTS so much, not least the additional punch offered over the Carrera thanks to the power-kitted motor. Teamed with a generous specification out of the box, the GTS is a 911 which also handles superbly and is backed with real comfort and quality.

3.0 SC or 3.2 Carrera

The simple engineering of an air-cooled 911 can never be underestimated, and while buying unwisely brings the threat of hefty restoration bills a good one will prove an absolute joy. They're still dynamically adept and brimming with character.

991.1 Carrera/S

Not everyone was a fan of the ever-larger dimensions and more luxury-oriented approach, but you certainly won't be disappointed by the performance and dynamics on offer. The seven-speed manual 'box wasn't the best, though, so PDK might be the better option.

996.1 GT3

You'd need to buy carefully at this price point, as sorting a neglected one will prove expensive, but finding a nice one is possible. You'll revel in its analogue, track-focused nature and the thrills provided by the Mezger engine. However, it's a different ownership proposition to the Turbo daily driver.







**BELOW** Interior represents a quantum leap in quality over the 996, though some buttons can fade easily

## WHAT'S IT LIKE TO DRIVE?

The debate rages on as to whether the 996 or 997.1 Turbo provides the better drive for the money, but there's no question in terms of handling the 997.1 moved the game on substantially. Its suspension offers a far superior ride, and doesn't understeer as willingly as a 996 Turbo. Meanwhile, it retained all of the Turbo's ferocious performance – and then some – but wrapped it in a package that boasted levels of civility that were hard to believe. That it was the last use of a Mezger engine in a 911 Turbo was just extra spice in an already intoxicating mix. Just as impressive was that whatever the state of the road or weather conditions the 997 remained composed, with a superb blend of handling adjustability and ride comfort. It's a favourite for us and many others. ➡





## BEFORE YOU BUY

While plenty ended up in the hands of owners who maintained them religiously, it's worth bearing in mind that the earliest examples are now approaching 15 years old. That means age and mileage will have begun to take their toll, so this is no time for cutting corners. As our specialists make abundantly clear, condition and history are everything, and settling for a car that's less than perfect is a financial risk that's not worth taking, especially bearing in mind that thousands can be spent bringing what looks to be a good one up to the standard that **Total 911** readers might expect.

With that advice ringing in our ears, let's start with the exterior. Corrosion shouldn't be an issue unless poorly repaired accident damage lurks in the car's past, but don't be surprised to discover that the front end has been repainted at some point; stone chips are a common problem and repairs are of no concern if done well. It's worth a thorough check underneath, though, as rust could be affecting brake and suspension components, along with the casing of the tandem oil/brake pump, which costs more than £1,000 to replace. And, while we're on the subject, you'll certainly want to be sure that neither brakes nor suspension are showing signs of neglect or track-day abuse – a major overhaul of either system can be a wallet-wilting experience. Budget around £1,500 for a specialist to refresh the pads and discs all round, while a replacement PASM damper comes in at £430, so the potential for major expense is clear. Spending a couple of hundred pounds on an expert geometry check is money well spent, too.

Engine-wise, the twin-turbo flat six doesn't pose any major threat to bank balance or sanity as long as it boasts an unimpeachable service history. Any hint of smoke should ring the loudest of alarm bells, and we'd certainly advise carrying out a bore-scope inspection and an over-rev check to put your mind at rest. Keep an eye on the cooling radiators and air-con condensers, though, as both are prone to corrosion. Tired synchromesh is the likeliest problem on hard-worked manual cars, and make sure that the clutch isn't on the verge of replacement, as adding the cost of a new dual-mass flywheel will see the bill approach £3k.

The Tiptronic transmission is considered bulletproof unless abused, but ensure the steering wheel switches work as they should. The four-wheel-drive system benefits from regular changes of differential oil to extend its life but should otherwise be trouble-free. Head inside and it's mainly a case of checking that all the electrics work as they should, especially the PCM functions, and scrutinising the trim for wear. The rubber coating on switches can peel away, which looks unsightly, while any good trimmer can sort worn seat bolsters. Ultimately, the key to happy ownership is finding one that's been cared for, but we certainly wouldn't part with any money without the all-clear from a reputable specialist. ➡







**BELOW** 997.1's flat six is the last of the Mezger Turbos but the first in a petrol road car to utilise VTG, providing characteristics of both small and large turbochargers

## DESIRABLE OPTIONS

When you were spending the sort of money that this car commanded when new you'd have expected plenty of equipment, and Porsche didn't disappoint. Unsurprisingly, it's condition that matters most today, but that's not to say there aren't a few things to consider before you take the plunge. So how would our experts spend their own cash?

### Colour and trim

A matter of personal preference as always, but both of our experts agree that darker hues suit the Turbo's muscular lines – and you'll have no trouble come resale time. Pair a sober shade with a black leather interior and you'll have a fine-looking example.

### Tiptronic?

Manual gearbox cars will always command a higher price, but once again both specialists are in agreement over the appeal of the self-shifter. Jason Shepherd is a particular advocate of the Tiptronic's abilities, reckoning it can really add to the experience; try both before taking the plunge.

### Gen 1.5

A sweet spot in the 997 Turbo range, these rare cars were built in 2007 and mark the crossover between Gen1 and Gen2 997 Turbos. They retain the body and Mezger engine of the Gen1 car, but benefit from the updated PCM of the Gen2 cars, as seen in the example in our pictures.







**THANKS** The Gen 1.5 example in our pictures is available from RPM Technik. For more information visit [rpmtechnik.co.uk](http://rpmtechnik.co.uk) or call +44 (0) 1296 663824.





## INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE



According to our specialists the current stability in values is likely to continue for some time yet – certainly for the next 12 to 18 months – so this is a 911 that you should buy to enjoy now rather than worrying about adding miles. And there’s more good news: the future desirability of the Gen1 Turbo means that if you keep it for a few years and adhere to a scrupulous maintenance regime you will always find a ready buyer. So, with worries over investment put to one

side, what’s this car like to own and run? Well, the good news continues – you’ll have a Neunelfer that’s modern enough to use as an everyday driver, and one where the outstanding performance will never fail to entertain. Make no mistake, you’ll certainly enjoy learning how to get the best from it. The one caveat is the need to maintain it properly if hefty bills are to be avoided but, given the pool of specialist expertise that surrounds these cars, that’s no real hardship. **911**

“This is a 911 that you should buy to enjoy now rather than worrying about adding miles”

### TOTAL 911 VERDICT

The solid four-star rating that we’ve awarded this car tells you all you need to know about the esteem in which we hold it. That the specialists we spoke to were equally fulsome in their praise only reinforces the view that this particular 997 variant is special indeed, and it won’t take many miles in one to discover exactly why it’s so well regarded. From outright performance to comfort and quality, it’s a hugely capable package that’s as useful on the school run as it is thrilling on your favourite road.







Written by **Joe Williams & Lee Sibley** Photography by **Daniel Pullen**

**INSIDE THE WORLD'S**

# **BEST PORSCHE COLLECTION**

It's the most astonishing Porsche ensemble in the world – and until very recently, nobody had ever even heard of it. Total 911 gets access to The White Collection...







It's just after midday and we find ourselves waiting outside a plain, nondescript building, its featureless, external monotony a brilliant contrast to the magic of what resides inside. That's because within these walls you'll find what is very likely the most astonishing, most unbelievable Porsche collection on the planet which, until very recently, has been kept a complete secret to everybody. You should prepare to be amazed.

It's a complicated process to get inside the building but, after sharing introductions with the rather secretive owner, we're lead inside. Greeted by a maze of stairways and corridors at first, our eyes take a little time to adjust to the bleached-out haze of white floors, walls and ceilings, illuminated by brilliantly white lights. The connotations here are almost surgical – for a minute you'd forgive us for thinking we're about to take a look around a top-secret new hospital that's soon to open.

Eventually we reach a wide set of windowless double doors, bright light from the other side visible through a minute gap where they meet. Pulling on each handle, the owner swings the doors open and steps back, imploring the three of us in our party to venture inside.

Staggering into the room, three sets of jaws hit the floor as our brains attempt to compute the information we think our eyes are relaying. There are no less than 54 Porsche sports cars impeccably laid out in this huge room which, like the corridors leading to it, is a complete whitewash from floor to ceiling. The cars within this hall, rather predictably, are all finished in varying shades of factory 'weiß'. Welcome to The White Collection.

What started with a single Matchbox 911 Turbo has grown into what is the most awe-inspiring stockpiling of Porsche on the planet. It's not just because of the unique colour either. The cars in this room are, almost exclusively, extremely rare and collectible models, and all boast low mileages. Don't let the colourless hues fool you: each Porsche is extensively, bountifully specced, with most of the modern cars simply dripping in bespoke CXX options – but we'll come to that later.

The collection is vast and immaculately presented. Walking towards the middle of the room, a row of 911 GT2s from 1993 right up to 1997 RS sit to our left – the 1991 is in transit – all organised in chronological order. To our right there's a row of air-cooled Porsche Rennsports ordered from first to last, including both M471 Lightweight and M472 Touring versions of the original 2.7 Carrera RS. The water-cooled Rennsports line up opposite, with the holy trinity of Porsche supercars in the 959, Carrera GT and 918 presented, in white, in the middle.

Flanking each end of the Rennsport displays you'll find an extensive Turbo and Turbo S line-up, plus a long line of rare flatbacks which culminates in a 1991 R. There's a row of Cabriolets in the distance, plus every Porsche Speedster, and some choice Targas. All are meticulously placed in stringently straight lines.

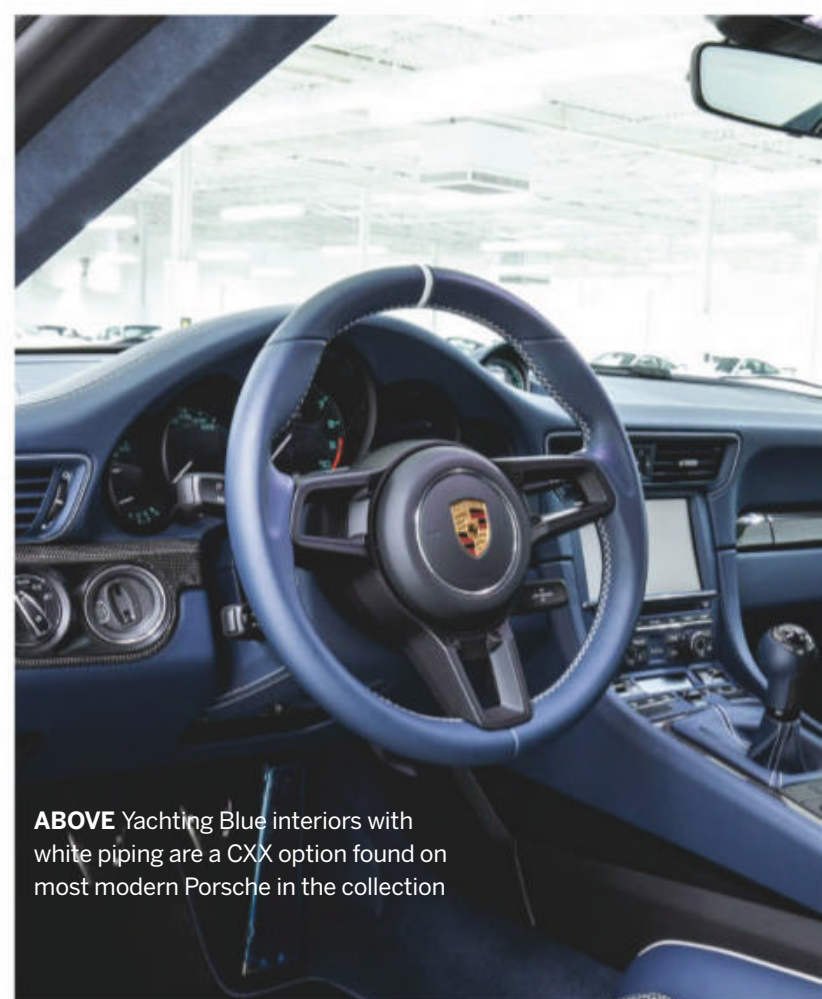
Back to that white Matchbox Turbo. "I was given the car when I was a child and was mesmerised by its flowing lines, and so I cherished it. More than a

car, I found art in its design. It continued to inspire me as I grew up," says the Collection's bashful owner, who wishes to remain anonymous. His first Porsche was a 993, though not in white. They came later, amassed over a period of years, though there's an admission that "the collecting only became quite aggressive in the last six years or so. The aim, as you can see, was to have one of everything, in white, in the lowest mileage possible."

Boasting what is likely the best independent Porsche collection in the world, the owner of The White Collection might also be one of the Exclusive Department's best contemporary customers. The 918 has north of \$100,000 in CXX options, and the R, GT3 RS and GTS Targa aren't far behind. The total amount of CXX options in the room could be near to \$1 million. Even cars such as the 991 Turbo S Exclusive Edition, which came with bespoke Gold metallic paint, was optioned in Carrera White Metallic and, popping the front bonnet, the entire boot is lined in luxury leather with contrast gold stitching, courtesy of the Exclusive Department. Most 991 interiors are resplendent in CXX Yachting blue leather with white contrast stitching and seat piping, this specification a clear favourite of the meticulous owner. The inspiration for this lies on the far side of the room, among the flank of flatbacks, where a 3.2 Carrera resides with a factory Yachting Blue interior. "I just fell in love with the colour combination when I bought that particular car," the owner says. "It works so well and complements the white exterior, so from that moment on I decided all the new cars should be finished this way." That 3.2 Carrera's legacy now includes a 991 R, 991 GT3 RS and 918, all with Yachting Blue interiors.

All cars are absolutely original, to a painstaking degree. Their mileage, sometimes only being delivery – and not just the new cars: there's a one-of-two 964 RSR Straßenversion in the collection with just 69 kilometres on the clock, and a 1-of-39 964 Turbo S Flachbau with 38 miles – sees to that, but our owner has even sourced original tyres for all the cars, at great expense as you can imagine. As for the new cars, they're very carefully handled from the moment they leave Zuffenhausen to ensure their absolute originality is maintained. "We don't even let Porsche unwrap the cars. We get them delivered here and we do all that. We keep absolutely everything which comes with the car," the owner says. These are neat examples of the fastidious dedication that's gone into creating this unrivalled automotive nirvana.

With such a collection comes responsibility which, aside from the generous application of white paint and building materials, the owner has typically taken to the next level too. There's an indoor car wash so the vehicles don't have to go outside, complete with drains and vents to extract liquid and take moisture away. The water used to wash the cars is carefully monitored too. The cars are each started once a month and a vacuum takes the fumes away, again ensuring the cars don't have to ever venture outside. The air around the cars is also monitored and purified, an industrial generator appointed its own room with bespoke intake and extraction vents. ➔



**ABOVE** Yachting Blue interiors with white piping are a CXX option found on most modern Porsche in the collection





**RIGHT** one-of-two 964 RSR  
Straßenversion from the  
Sonderwunsch department boasts  
just 69 kilometres from new



**BELOW** Water pressure  
regulators form an extensive  
care programme







**ABOVE** The Porsche 'holy trinity' of 959, Carrera GT and 918 are flanked on one side by air-cooled Rennsports, including Touring and Lightweight versions of the 2.7 RS, with their water-cooled counterparts opposite









**BELOW** The White Collection features every GT2 variant, as well as every Speedster, Targa and Cabriolet generation



**BELOW** 959 and, left, the once-elusive cassette tape, now safely in the collection





There are numerous couches (white, of course) dotted all over the room, though our favourite is a Porsche Design Yachting Blue set made by Kusch + Co, using leather from Porsche's supply chain to match the 918 residing nearby. Alas, we elect to sit on a white couch about halfway down one side of the room, looking inwards. Sitting down, it quickly becomes clear their individual placing is deliberate, offering an opportunity to appreciate these elaborate ornaments flowing in tandem with the lines of the building. It's a most humbling experience; in a world where vibrant PTS colours are now the norm, this graceful all-white display is refreshing in its simplicity. Similar to how you could stand in an art gallery and admire the works for hours, so you could sit here and wind the day away enjoying the automotive artistry encapsulating your eyesight.

Unbelievably, the cars do not form the pièce de résistance of the collection. Led upstairs, we're presented with a long room stretching far back, organised into rows upon rows of open storage cupboards forming a series of aisles, each with their own illuminated desk top in the centre. There are mini displays running down the main gangway too, showcasing, for example, every first generation (1990s) Porsche bicycle made, comprehensive assortments of full Porsche luggage sets (organised into years, our favourite is the tartan set from the 1956 to 1982 display), to official kids toys, to champagne, to leather Porsche Design jackets.

Before those open cupboards, though, we find three large cabinets to our right, looking like oversized bottom drawers of a snap-on toolchest. The thin, wide drawers in each unit are marked according to year. We open '1973'. Inside, in a large Mylar pouch, we find a 30x40-inch advertising poster for the 24 Hours of Daytona. Written in German, we soon see that other posters have identical, original copies in English, Spanish and French. "We don't have every advertising poster ever made, but we are trying to get there," the owner says proudly. Based on the evidence we've seen so far, we don't believe it'll be too long for that part of the collection is deemed complete. We later find out the runners on the cabinets have been modified to take the additional strain the weight of this comprehensive poster collection was causing them. It's another meticulous detail which surmises the care and affection which has gone into maintaining the incredible assets hidden within this secretive building.

The open cupboards are organised by products first, but then by year, with separate aisles dedicated to owners manuals, keys, radios, model cars, brochures and books. This unending library of Porsche material is simply astounding, its exhaustive, asset-rich catalogue something even the Porsche

Museum and Archive in Zuffenhausen can only dream about.

Within the library you'll find everything relating to every individual car downstairs, such as the original owners manuals, plus lots which aren't. None of this is for sale, either: the idea is that this is an unequivocal resource to establish information on anything to do with Porsche, year to year, country to country. Even better, it is fastidiously organised within this hyper-meticulous and clinically presented facility. A case in point: the owner explains how he went to great length to source a cassette tape for the 959, which originally came with the car to help explain how to use its factory cassette player. Three days of exhaustive searching later, he found a tape for sale in Germany for a princely sum of €5,000.

"I'll show you it," he says, and we follow him past aisle after aisle of memorabilia, the owner using the descriptive signs at the end of each to navigate his way. Eventually he turns down an aisle, navigates

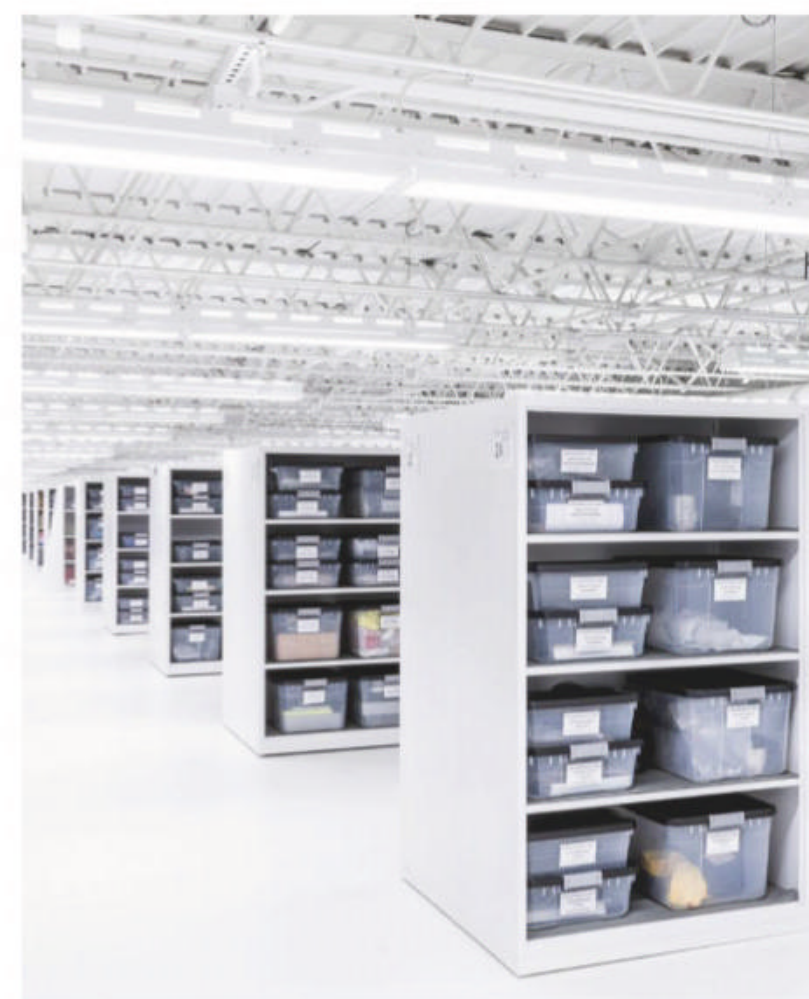
about half-way down and stops at one of the hundreds of clear plastic boxes everything is sorted into. "This should be it," he says, lifting the box off the shelf and on to the desk behind him. Pulling out the contents of the box, we find the tape in question, admiring it under the daylight-spec strip above us. There are tens, if not hundreds, of thousands of products up here, yet we've managed to efficiently

source a tiny cassette tape in less than a minute.

Again, running such an operation takes considerable resources: two truck loads of steel storage cupboards were ordered to help curate the items, and five figures worth of archival Mylar sleeves has been used too. We find we spend more time upstairs, fascinated by the degree of obsession exerted to pull this collection together. Upstairs is arguably more impressive, too: anybody can collect cars if they wish, but the associated Porsche components and memorabilia that goes with it? That's an entirely new level of fascination and emotional investment.

And with that, we're back outside and into the sunshine, our eyes taking a few minutes to adjust to the natural daylight after what has been hours mentally dazed in bright-white wonderment. It's difficult to comprehend the scale and the degree of meticulousness of The White Collection. Not only is it one of the most outrageous Porsche amassments in the world, incredibly it's been kept a complete secret from us all – until now, that is. We still can't quite believe what we've witnessed: does it *really* exist?

Taken to the most obsessive and brilliant of extremes, The White Collection is a stellar expression of affinity with Porsche in a way we've never seen before, and will never likely see again. It is a pleasure to share it on our pages. **911**





# Rolf Sprenger

A versatile engineer whose Porsche career was founded almost entirely on customer service, **Total 911** meets the ‘Sonderwunsch man’

Written by **Kieron Fennelly** Photography courtesy **Porsche Archive**

“If I want a trailer [caravan] with a swimming pool, Herr Sprenger will build it for me...” so said Peter Schutz to a potential client while Sprenger, looking on, would groan inwardly: yet another customer whose expectations had been over-excited and would have to be brought down to earth. But although he was the man who devised the highly successful Sonderwunsch scheme and ran it for many years, there is far more than the special wish department to Rolf Sprenger's career. “You know I was a mechanical engineering apprentice at Bosch Apprentice,” he says, “and then Bosch sent me to Sims & Gray in London, a Lucas subsidiary developing fuel injection for diesels.”

With the advent of the first emissions controls fuel injection was the next step for premium car makers, and with his background Sprenger could have gone to Mercedes Benz. Instead he worked briefly at NSU on the Ro 80's injection before joining Porsche in July 1967. He was made assistant to Hans Klauser, a senior engineer and Konstruktionsbüro stalwart from the pre-war years. Within 18 months, and at the age of 28, he was promoted to be manager of the

Reparaturwerkstatt, one of the main duties of which was technical modification of customer cars. The Reparaturwerkstatt was on the floor below Ferry Porsche's office, and Sprenger recalls how after he had been appointed Ferry called him in to explain what he expected: “He said ‘I want all Porsche customers to come here and you to give them outstanding service. Make our reputation with that.’”

Sprenger would indeed do just that, but in 1969 he was simply stunned to be before the company's founder and to have such a mission confided in him. “It was a wonderful start; I can still feel a frisson of emotion when I think about it today 50 years later. Imagine – the boss confiding in a beginner like me! Porsche was truly a family company then, and even with the AG [when family members withdrew from management positions in 1972] there was no change in a practical sense – older people knew Ernst Fuhrmann from his previous time at Porsche and Helmuth Bott [promoted to technical director] was a familiar figure. But I did miss reporting to Ferry and his visits to the workshop.” ➔







Porsche's first managing director Ernst Fuhrmann is often seen as a controversial figure, but Rolf Sprenger remains positive about him. "For me he was very approachable; an engineer's engineer. You could talk to him and he would give you responsibility for a project. He was also realistic: he knew the air-cooled engine couldn't last forever. But on the other hand the 928 was too futuristic, too big. We employees learned that because of the 928 the family had to get rid of him. But he did a lot for Porsche and that V8 was one of the great engines. I liked Fuhrmann. He was always supportive of what we were doing in the Werkstatt; I'm sure working with him on an engineering level was easier than on a business level."

The Werkstatt also encompassed the customer racing service. Sprenger continues: "In the days of Edgar Barth it was based at Kornthal – young Jürgen even worked there until Huschke von Hanstein took him under his wing in the press department. In 1969 the racing service was merged with the Reparaturwerkstatt, so as well as fitting tuning kits to 911s we built client competition cars too."

This included the famous RSRs, both the 2.8 and 3.0 versions. These were taken off the Zuffenhausen production line as standard RS 2.7s and 3.0s and sent across Schwieberdinger Straße to Werk 1 for conversion to RSRs.

Not all work involved out-and-out racers, however. In 1979 Porsche designed a tuning kit for disgruntled SC owners who complained the new 911 had 20hp less than the previous 3.0 Carrera. The object was to match the 210hp of the mechanically fuel injected 2.7 but, not wishing to advertise the fact, the kit, which involved installing larger bores and a higher compression ratio, was advertised only through the grapevine: fitting had to be carried out at Sprenger's Werkstatt, not by the dealers. There was also an element of countering aftermarket tuning kits from Max Moritz and, in particular, Alois Ruf. "It was not an especially successful exercise," says Sprenger today. "It was expensive, adding 20 per cent to the price of the SC, and I don't think we did more than a few hundred. Once Porsche uprated the SC to 204hp we didn't fit many more."

Much more exciting was work transforming the 930 Turbo into the formidable Group 4 934. By the time this was superseded by the 935 preparation of these racers was becoming quite an operation, by then involving aerodynamics specialist Norbert Singer and chassis engineers like Roland Kussmaul. "We used to see team managers or owners like Georg Loos and Vasek Polak regularly, and the drivers too; I remember Toine Hezemans, Herbert Müller, Rolf Stommelen and John Fitzpatrick. I got on particularly well with him."

In 1981 customer racing moved off to Weissach, coinciding with Peter Falk's appointment as director of motorsport, a rationalisation which was logical. Under new CEO Peter Schutz the

role of motorsport was being expanded and the Werkstatt was busier than ever with customer upgrades, which were often for additional equipment rather than engine and suspension work. What had occasioned this development was the 930 Turbo, launched in 1975.

Originally conceived for racing and to promote the 911 until a new model, the 928, was ready, the production 930 was intended simply to reach sufficient volumes to meet homologation norms. However, reaction to the turbocharged 911 exceeded all expectations: Porsche's target of 1,000 units in the first year of production was reached with six months. The Turbo had found a new and rich clientele for the 911. Despite being a fully equipped model with air conditioning, leather upholstery and top-quality stereo, Sprenger found that these new Turbo owners were increasingly turning to Porsche to customise their already-exclusive Porsches. And there seemed almost no limit to the money some of these clients were ready to spend. "I began to see a pattern," says Sprenger. "I realised that if we started to stock certain parts we would get them cheaper – buying 20 rather than in ones or twos always gets a better deal, and we could offer faster service."

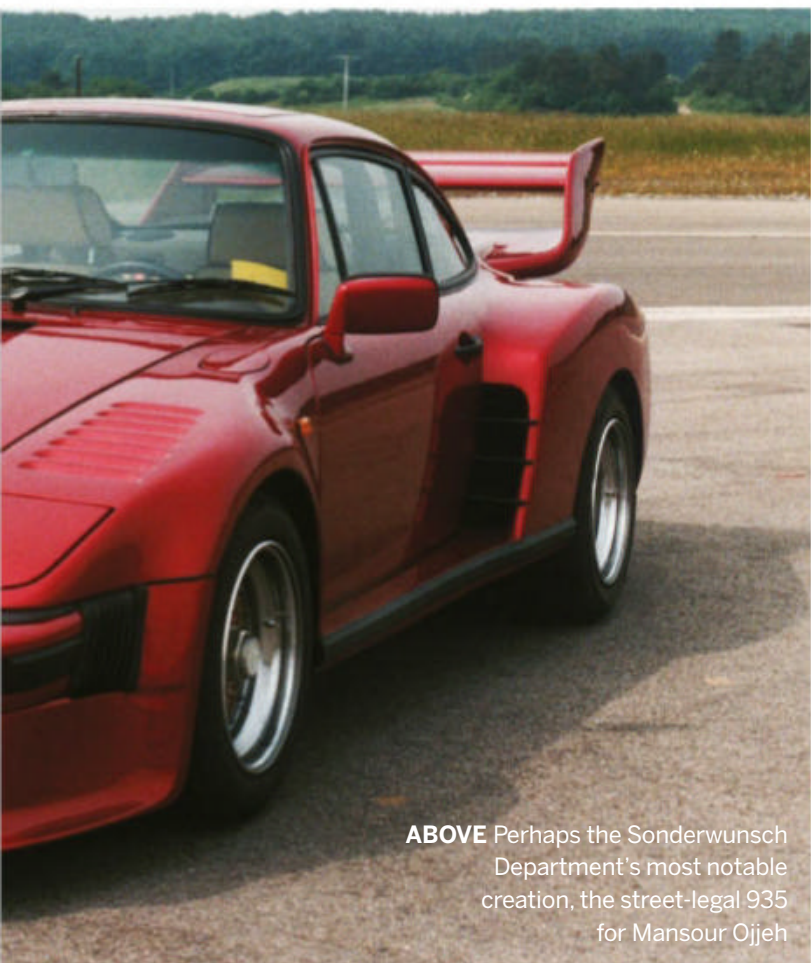
Ernst Fuhrmann had always been very responsive to customer requests – in the 1970s it was often a question of engineering, of which perhaps the most extreme example was the Turbo based on a 2.7 RS shell built for Herbert von Karajan. Under Peter Schutz though, the whole operation moved up a gear. Schutz, very much more focused on the US market, saw lucrative possibilities which coincided with other ideas he had about Porsche's North American image, such as getting into private aviation. "To deal with clients who wanted to upgrade their Porsche we created a special department, the Sonderwunsch, which was fairly open-ended about how far clients could customise their Porsche."

Money was still in short supply in Porsche, and it was 1984 before the first comprehensive catalogues and literature could be drawn up. The basic upgrades besides paint schemes would consist of wooden- or leather-faced dashboards and door panels or building in of car phones, then bulky, cumbersome devices. Neat drawers for cassettes or, later, compact discs would be incorporated in the doors or in the fascia above the gear lever, filling the irritating gap which was a feature of the standard 911 cabin until the 996. The final run of 928s had the more integrated front and rear bumpers, a styling improvement that originated from a customer special order.

A special order on Turbos was the Dampfbrat, a control wheel which turned up the boost and was situated on the console beside the gear lever. This iconic knob was effectively the nearest you could get on a production car to an ejector seat switch and symbolised everything that was excessive about the 911 Turbo. Sometimes







**ABOVE** Perhaps the Sonderwunsch Department's most notable creation, the street-legal 935 for Mansour Ojeh



**ABOVE** In conversation with then Managing Director Ernst Fuhrmann in 1977





ABOVE Seen as manager (far left) of the Reparaturwerkstatt, or repair shop



“I put it to Schutz that we could take a 930, build into it as much of a 935 as we could, then obtain single-vehicle homologation”

absolute luxury was no object. One Middle Eastern potentate ordered a solid-gold gearknob costing DM25,000 (£8,000) as the pièce de résistance in a cabin that was almost a parody of opulence. Sprenger recalls that he decided that gearknob could not possibly be fitted to the car for delivery. It would have to travel, if not in the diplomatic bag, by other highly secure separate means. “Otherwise it would have disappeared for certain on the way,” he laughs.

Many of the Sonderwunsch ideas became part of Porsche production. The stitching which is a feature of current cars has its origins in the special-order cars of the 1980s; the hardtops for Cabrios began as special orders from customers who wanted to be able to use their convertibles in winter. Sprenger explains how he and colleagues would sit down with customers and work out a specification, and he laughs as he remembers just how much extra kit they were able to sell to some enthusiasts. He also recalls meeting a veritable who’s who of the great and famous as they came to place orders with the Sonderwunsch department. Sir Anthony Bamford of JCB had a number of cars, including a Flachbau, the flatnose. “We started those”, Rolf says proudly.

Indeed, 2,000 flatnoses were built altogether over ten years. Something of a curiosity today, the flatnose look came from the all-conquering Porsche 935, the most successful racing car of the 1970s – and perhaps one of the two or three of all time – and which underpinned the reputation of the 911 Turbo. The 935 would also lead to difficult requests like von Karajan’s lightweight Turbo, another car that Porsche really didn’t want to build.

Mansour Ojeh, a Saudi national, asked Zuffenhausen to build him a road-going 935. However, Ojeh, as owner of Techniques d’Avant Garde (TAG) and Porsche’s partner in the very successful F1 engine programme with McLaren, was no ordinary customer. It was left to Sprenger to resolve this complicated design. “I put it to Schutz that we could take a 930, build into it as much of a 935 as we could, then obtain single-vehicle homologation. That, at least, was the theory. In practice it worked; we got it licenced and Ojeh was able to drive back to Paris in it.”

Ironically, after all the effort, the Ojeh 935 would cover very few miles, spending most of its early life shuttling occasionally between the Ojeh residences in Paris and Monaco. “I remember, I once had to rescue that 935 in the underground car park of a ski resort,” smiles Sprenger. “It had hydraulically adjustable suspension and in the extreme cold it wouldn’t go back up, so Ojeh couldn’t get up the ramps out of the garage.” The Sonderwunsch manager’s life was punctuated with such customer emergencies.

“Much of the Sonderwunsch work went to the US,” he continues. “At first PCNA disliked Sonderwunsch intervention because it held up deliveries, but then they saw the light and realised there was money to be made. When the dollar was

worth three Deutschmarks, both we and they were making great profits.”

In some respects Sonderwunsch was in competition with the tuners, not just Ruf but exponents like Gemballa, Techart and the Swiss Sportec. “The trouble was,” says Sprenger, “they would up the horsepower without improving the brakes and do things with aerodynamics that were potentially very dangerous, as none of them had wind tunnel testing facilities. We could do it at Porsche because if we upgraded the Turbo we would uprate brakes and aerodynamics at the same time. If, for example, the enhancement programme turned out 500hp 959s, and it did, you could be certain that all the dynamics involved had been similarly enhanced. Norbert Singer used to say of some of the wilder tuner offerings that the designs would take off at 250kph. Porsche obliged Ruf to remove the Porsche crest, and Wiedeking waged a long campaign against Techart. The tuners are more careful now, but we still don’t like them.”

From 1989 Sonderwunsch was renamed ‘Exclusive’ as it was felt a more internationally understood term would help marketing, and in any case the operation had to adapt. The winds of change were beginning to blow, and special-wish requests were becoming harder to fit into production schedules. “It was already difficult with the 964, and by the 993 [where there was almost no let up in production before the 996] we were struggling to get space in manufacturing,” explains Sprenger.

Nevertheless, two great cars from this period, the Turbo S Leichtbau of 1992 and the Turbo S of 1998, both began as Exclusive projects. The 964 car in particular was the first Porsche to wear Speed yellow, a shade devised by Sprenger and design chief Harm Lagaay. Perhaps the last significant special order to be squeezed out of Zuffenhausen was a narrow-bodied 993 Turbo Cabriolet, of which 14 were made for another character, Fritz Haberl, the Munich car dealer. ‘Exclusive’ would become the purveyor of individual colour schemes, special wheels and cabin fittings it is today. “It’s still a very lucrative business,” confides its creator.

Sprenger retired from Porsche in 2006. Since then he has established himself as a specialist in used Porsche: “I do inspections for clients and advise on restoration costs and which companies to use. For some clients I manage their entire restoration project. Occasionally I handle a Mercedes 300 SL or an old BMW, but it’s mostly Porsche, of course,” he adds.

Friendly with Wolfgang Porsche for many years, Sprenger also has the rather enviable job of looking after Wolfi’s private collection, housed at the family’s Austrian home at Zell am See. If that’s not enough for a man nearing his ninth decade he will also arrange FIA passes so that you can compete with your historic Porsche in ADAC events. He can do most things, but he wouldn’t offer to put a swimming pool in your caravan. **911**



# REVOLUTION THEORY

It's the £140,000 964 enhanced for fast road and track driving, but is it worth the money? Total 911 assesses the merits of RPM Technik's most comprehensive air-cooled build yet

Written by **Kyle Fortune** Photography by **Ali Cusick & Dan Pullen**

A road car. A race car. An engineer's car. The 911, more than any other car, is a product of continual automotive evolution. Porsche's enhancements have kept it relevant for the road, competitive on the track and have cemented its reputation as the enthusiast's car of choice. That evolution isn't just limited to Porsche itself; an entire industry out there takes 911s backwards and forwards in time, improving, re-imagining, personalising. The 911 is an eminently adaptable basis upon which owners can build the car they want from it.

With this 964, that's exactly what RPM Technik has done for its owner Ian Humphris. The idea was for a fast road car that could be track driven, adding contemporary performance while being respectful to

the classic feel and engagement a 964 brings. Using a Carrera 2 as its basis, the build process has been meticulous, seeking improvements in every area, this now a 964 that can run with its more recent GT department relations, yet offers a driving bandwidth that enables it to be enjoyed on the road, too.

Of all the many branches of 911 evolution and sub-species, this visceral, exciting 964 arguably represents the most appealing opportunity for perfecting and personalising, taking a tired Carrera and reviving it as a car that can be enjoyed. Its performance absolutely eclipses a 964 RS that you'd be too scared to drive. What RPM and Humphris have created is the perfect riposte to a zeitgeist where vehicular value takes president over the value of driving itself. 🏁









**PART 1: ON TRACK**

It's a sunny day at Bedford Autodrome, our track time exclusively reserved for RPM Technik's 964 3.8. Owner Humphris likes his cars too: there's a 997 GT3 RS in his garage, alongside some other special machinery, but it's the 964 he's animated about.

It's obviously not standard, but to the uninformed could just be a neat, small, red Porsche 911. Its lowered stance could be missed, its split-rim BBS alloys less so. Humphris admits that they're his road wheels, having a set of Cup 17-inch wheels with some cut slicks for serious track work. There are subtle hints to its revisions visually then, the black-rimmed headlight surrounds an RSR nod, the small lip splitter a neat addition under the front bumper.

There's no surprises seeing the brake intakes on the front bumper, though they're framed by darker indicator lenses. These, like those headlight surrounds, contrast perfectly with the red bodywork. Around the back the build follows the same understated enhancement route, this 964 retaining a single exhaust pipe, though the engine cover suggests that single pipe is attached to something a little bit different from the norm. The sticker, not badge, says 3.8 R, a model that's entirely of its owner's making, and justifiably so. Specification or naming purists be damned, this is a car that defines purity, a car built for an individual, with their – and only their – ambition and goals for it driving the entire project.

That's what's so special: a car that's personal in concept and execution. Sure, Humphris isn't alone in wanting a fast road and track car. Indeed, RPM is making a business out of making exactly that with its 996 CSR, such cars creating an undeniably interesting pool of ownership expectations and use. Let's refrain from calling it market, because this 964 is the antithesis of that. It's not been built with an eye on potential monetary value, it's not a commodity, its worth being in the ownership, build process and enjoyment when you get in and actually drive it.

There's a track out there, and Humphris chucks us the keys and says to go and give it everything. We're not about to argue. Getting in, it's apparent the

level of detail and considered enhancements outside have been echoed in the interior. It's beautifully finished, Alcantara covering most surfaces to give it a competition feel, but fitted more precisely than it would ever be if it were a car built solely for chasing the chequered flag and podium places.

Pole Position Recaro bucket seats, the go-to and, frankly, unsurpassed MOMO Porsche Motorsport three-spoke steering wheel with a yellow top marker stitched into the Alcantara rim, Schroth Racing six-point harnesses hung off a half cage, RS-style door cards with red door pulls and a fire extinguisher underline the focussed, track vibe. There's Porsche Classic Nav for the drives that don't involve painted curbs, one-way traffic and those cut slicks. Likewise, Humphris points to the cupholder, where the cassettes would once have been stowed, as useful, particularly as the engine build necessitated the deletion of the air-conditioning.

That engine! RPM's Ollie Preston talks us through its build, retaining the same block as the base Carrera, but the internals have been revised. The bottom end has been lightened and balanced with custom rods, while forged Mahle 3.8-litre pistons and cylinders, a big valve flowed head and 964 RSR-style inlet with throttle bodies and a magnesium plenum chamber now form the spec. Carbon fibre ducting, a serpentine belt conversion, coil packs, a custom RPM Technik loom and Motec engine management system also feature. The net result? 351hp and 381Nm of torque, that peak power delivered at 7000rpm, peak torque fairly high up the rev range, but not to the detriment of drivability. Both Preston and Humphris say they could have put on a more aggressive cam, but that would have detracted from the engine's flexibility, making it too hardcore and compromised for use away from the track.

The suspension uses KW Variant 3 dampers. Preston admits that they work beautifully here, offer real longevity too, and provide the right balance for the mixed use that this 964 was built for. The shell should be stiffer, thanks to the fitment of that cage, and the re-skinning of the roof with a carbon fibre

panel when RPM took out the sunroof during the strip back to bare metal. There's no power steering, but this is no hardship with so little mass, and with more of it at the rear than the nose, the steering's no effort even at slow speeds. It's alive, that Alcantara rim conveying all the detail of the surface, available grip and the sharpness of the turn-in.

The front end on this 964 is more accurate than any other I've driven, RSs included, the faithfulness of its response, the weighting and communication from the steering one being one of the biggest draws. It's offered up whether you're turning it into a fast third or fourth gear corner, or negotiating the slow entry into a first gear hairpin. That alone would be interesting enough with stock levels of output, but the 3.8 R offers so much more.

Retaining the traits of any well-sorted 964, only elevated and enhanced further, the traction on offer is fantastic, which when allied to the ample power and torque on offer makes this a wickedly quick car. Its compact dimensions only increase that feeling, the cabin filling with a gloriously evocative flat-six sound, liberated by its freer-breathing M&M exhaust, the thinner RS carpeting and the lack of back seats.

Humphris says he loves that it's so alive, that it wriggles when you push it and that as a driver you can make a bigger difference than in his more modern cars. He's not wrong: the 964 rewards ➡



**ABOVE** RPM Technik's 3.8 R boasts more explosive performance than a 964 RS and, without carrying the value of the RS here, you're more obliged to explore it







ABOVE 3.8 R has 298.80bhp per tonne compared to a 964 RS's 247.93



**964 Restomod**

**Model** Built by RPM Technik to 3.8 R customer specification  
**Year** 1990

**Engine**  
**Capacity** 3.8-litres  
**Compression ratio** unknown  
**Maximum power** 351hp @ 6,950rpm  
**Maximum torque** 381Nm @ 6,300rpm  
**Transmission** five-speed manual

**Suspension**  
**Front** KW Coilovers  
**Rear** KW Coilovers

**Wheels & tyres**  
**Front** 8x18-inch; 225/40 ZR18  
**Rear** 10x18-inch; 265/35 ZR 18

**Dimensions**  
**Length** 4,250mm  
**Width** 1,650mm  
**Weight** 1,170kg

**Performance**  
**0-62mph** 4.8 seconds (est)  
**Top speed** 174mph (est)





ABOVE Le Mans winner Attwood gets to grips with the 964 3.8 ahead of his test drive for Total 911

smoothness, revelling in being well driven, each input getting a corresponding, unfiltered output, its faithfulness to your inputs meaning even if you get it wrong there's the opportunity to sort it out.

Fast enough too, that you don't need to go any quicker to have more fun, the reward here being in exploiting what you've got. This engages and demands in equal measure, which is an enormous part of its appeal. A car you learn, each lap being exploratory, revealing each time where you can make gains, that part of the input to reward ratio that's skewed in more modern machinery, but so perfectly balanced here. It's little wonder that in the 3,500 or so miles it's covered since it was built a good number have been on the track, but the brief demanded more, so we're off for a drive on the road, and we've got some stellar company to help us.

## PART 2: ON THE ROAD

As driving companions go, we'll happily take Porsche's first Le Mans winner, Richard Attwood. That's a decent pay-off for the change in seasons, August morphing into December since I last drove

the 3.8 R, with a corresponding shift in temperature and conditions with it. If we were already slightly concerned that the 3.8 R might prove a little bit compromised on the road in the summer, the cold, damp roads around RPM Technik's HQ make for a tough challenge for any car, let alone one that's got track driving in its expansive brief.

Attwood's visiting RPM, and his curiosity in the 964 3.8 R build gets the better of him. He'll join us, and given that Le Mans win was in a 917, a 351hp 964 should be a cinch. He's inextricably linked with Porsche since his Le Mans success, having worked with Porsche customers for over 40 years. Not many drivers with CVs like Attwood still take the time to work with drivers, but between classic races and suchlike Attwood can be found at the Porsche Experience Centre, Silverstone, sat alongside customers on driving experience days.

Attwood admits it's about being "swift and smooth," that being evident when he gets into the 3.8 R. Despite his preference for automatics, he's a big advocate of heel and toe shifting, regaling a tale as we drive for pictures of being surprised by a customer at

Silverstone who did exactly that. Curious as to why, Attwood asked, only to be told he'd suggested it to him a few years earlier. With Porsches and various other road and race cars at his disposal, Attwood's preferred road wheels are depreciation-hit motors, winding galactic miles onto cars and running them forever. His current Audi A8 is as far removed from the 3.8 R, then, but he admits to liking it: "I think this'll be more fun on the road than the track."

Attwood's got a point. Even if on track the 3.8 R was hugely entertaining, here the 964 feels even more rapid. Part of the 964's appeal, and those 911s before it, is its width. Its narrow, 1,650mm width is tiny in comparison to modern 911s, and is 200mm narrower than Humphris' 997.2 GT3 RS. The 964 might be 100hp shy of its newer relation, but it's got so much more road to play with, and shifting around 150kg less bulk doesn't hurt, either. Those KW Variant 3 coilovers prove their worth, demonstrating that the taut control they allowed on track doesn't come with big compromises on the road.

That's not to say it's perfect, but any car would struggle to manage on the bucking, underfunded







surfaces that pass for roads around RPM's base. That the 3.8 R is able to use its power here is testament to the sophistication of the wheel and body control that suspension brings, but the nastiest crests do see the Pilot Sport Michelins relinquish their traction as the rear lightens under acceleration exiting a dip. That it's so easily collected reveals that the car's limits aren't to be feared – respected, yes, given the lack of any electronic stability or traction aids, but only as might be prudent given the slick, undulating tarmac and a 3.8-litre flat-six developing 351hp.

If the steering and the front axle's response was the defining factor on the track, it's the engine that dominates more on the road. Yes, there's delicacy to the steering here, delivering the same fine weighting, quick faithful turn-in and rich feel, but without the expansive openness of a track the engine's performance feels so much more impressive. There's more opportunity to explore the wider spread of its performance, using lower revs, being lazy with the shift in traffic and having it lug from in a high gear, the linear urge that it delivers surprising given the rather racer-like specification its build sheet suggests.

There's real tractability, it giving ample urge at low revs, building strongly through and above 3,000-5,000rpm before offering a crescendo to the top end that's as rich in its voice as it is forceful in its urgency. It's a special engine, with appeal at every point in its rev range, the gearbox the means by which to pick your point and enjoy it. The shift's good – better, as Attwood favours, when applied with some fancy footwork and blipping for downshifts. Rolling off the brake is no issue either: they're 964 RS items, with an additional 12 volt pump in the engine to help the servo assistance under more extreme track work.

That it's so good on the road comes as a surprise – I had expected greater compromises, particularly as it was so capable when pushed hard on track. That's a difficult balance to achieve, but one that's been done masterfully. This or a 964 RS? I'd have this car hands down, not least because by being built to a personal specification it's not considered a treasure. If that's not what the 911 is all about then I don't know what is. It's a shame that the opportunity to undertake such builds is diminishing, as it's to the detriment of why we all love these cars in the first place. **911**

## Total 911 verdict

**Track:** Its USP is found in a masterly chassis that's communicative and dependable, allowing the driver to fully explore the limits of the car.

**Road:** An extremely capable 911 that isn't overly compromised for road use like some track-focussed sports cars tend to be. Flat six engine is brilliantly exploitative on the road, a rare commodity for a sports car boasting more than 350hp.

### LIKES

- Faithful front end, engine's strong delivery, understated looks

### DISLIKES

- We'd want a subtler road wheel set; A/C would be good for the summer; fewer opportunities for people to do builds like this





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STORY OF THE

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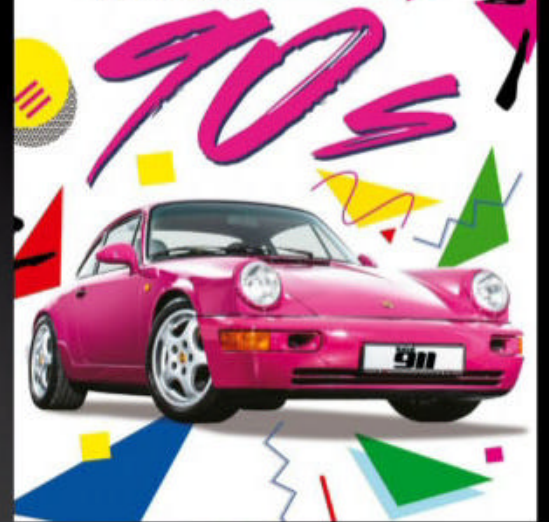


**EDITOR'S  
PICK**

**PORSCHE 911**  
STORY OF THE  
**2000s**



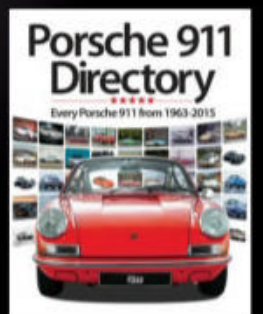
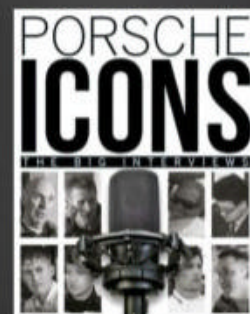
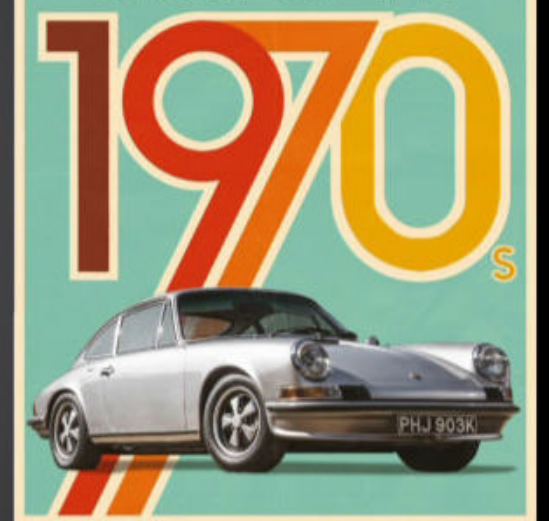
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**PORSCHE 911**  
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# Living<sup>the</sup> Legend

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



**Joel Newman**  
London, UK

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



Well ladies and gentleman, it looks like that may be that. Yesterday I had an offer on my Turbo, and I accepted it. It actually came from

my mechanic, who knows the car very well, and which says a lot about the confidence in his work too.

Pleased last night, today I have been checking my phone, hopeful that the chap pulls out of the deal!

It is strange, but today for the first time I started to have a look at what my next car could be. I had never wanted

to really do that until I knew it was time, but today I spent a couple of hours on Auto Trader, and do you know what? For, let's say, £30,000, there is really nothing, and I mean nothing, that comes close in terms of performance, looks, cool factor and future value – in my opinion, of course.

It feels like it's only when you sell a car that you realise how utterly superb it is and how you can't live without it. I've never owned a car that was so insanely fast and so easy to drive. Things have broken or work out as they do on 19-year-old cars, but it's never left me stranded (well, once when I ran out

of fuel!). At any point, at any speed, if you drop a cog and pin it you will be scared and amazed, even if you have a history with fast cars. The 996 Turbo gets the mixture of raw performance and GT bruiser just right, the 997 Turbo following it being far more refined, and the 993 Turbo before it a wild beast! It's a car that has performed incredibly well, but in all honesty is not a car I have fallen in love with. It was just too composed at the speeds I drive at to make it feel like you are driving something special.

So what do you get in the Porsche world for £30,000? Funnily enough,





not a 996 Turbo, which seems to start at £34,000! Mine however, listed at less than this, failed to raise any interest whatsoever, so I do wonder how many of these Turbo owners' phones are actually ringing.


The irony, however, is that I could not replace my Turbo for the price I am selling it for. Does that mean I am making a terrible deal? I am quite sure it does, but what options do I have? Continue to drive the car in the hope that it will be worth more next year, or just get on with it and take an offer a couple of thousand away from the listed price, even if that listed price was cheap?

In my price range, as a replacement you are realistically looking at a 997 3.8 Carrera S or 4S. Is that a better car than my Turbo? Do I really sell a modified and focused 500bhp 996 Turbo and replace it with an all-too similar 997.1 C4S? I don't think it is if I'm honest. That makes this a very hard decision, and one that may take me away from Porsche for the time being.

Next month, I will confirm if my cold feet got the better of me, and if the car has gone and what has replaced it, so it will either be goodbye or hello to something shiny and new.



**Gina Purcell**  
Oxford, UK

 @ginapurcell1

**Model 911 SC**  
**Year 1982**  
**Acquired April 2014**



Steffi hasn't turned a wheel in a while. At the time of writing this, I can report that 911 ownership has become

largely theoretical for me, a bit like having a 1:1 scale 911 SC-shaped statue in the garage instead of the real thing.

While the weather hasn't helped, neither has the passing of my mother-in-law, which has hit us both hard and put many things into perspective, and takes so much time to sort out and process. I had plans to fit air conditioning to the SC early in 2019, but my Audi put paid to that by gobbling up all the funds due to failed catalytic converters and four porous alloy wheels.

It's not all bad news, though. My husband's thoughts and plans for Wolfi the 964 are slowly coalescing, and again, while theoretical right now, he's firmly in the Öhlins camp for

the suspension, Braid 17-inch Fuchs replica wheels, lightweight flywheel, LSD, lightweight interior, a 'go faster' stripe over the frunk, roof and engine lid for that extra speed, and it's neck and neck between AT Power throttle bodies or a 3.8 conversion. He'd hoped to find a pair of 964 RS Pole Position seats, but the last pair that came up for sale were priced at £14,500! Suddenly, the existing Sports seats looked more appealing.

There's so much to look forward to in 2019. Whatever the weather, there are regular events at Bicester Heritage, the monthly Porsche Enthusiasts Club meets, and the exciting prospect of meetings at the nearby Boxengasse project, the Porsche-focused business park brainchild of 911 collector and entrepreneur Frank Cassidy, which you'll have read about in **Total 911** recently, as it's also the new home of the world-famous Autofarm concern. There are better days ahead for Steffi and me, that's for sure.





**Joe Croser**

Northamptonshire, UK



**Model 997.2 Turbo**  
**Year 2010**  
**Acquired December 2015**



We 'Legends' live life in the fast lane. We're always scanning the horizon for apexes, and when writing we're always thinking two months ahead

as publication dates trail our submission deadlines by a similar margin.

So with the new year on the horizon as I write this column, it's time to share some of my 2019 aspirations: for a while now, I have been thinking about refreshing my car, and I want to complete at least two road trips: one in the UK and one on the continent.

I spent much of summer 2018 toying with the idea of repainting my wheels, and while I parked that idea, I wanted to share the research I completed. I started

by Photoshopping a snap I took to darken the Turbo II wheels to Platinum grey, then went a step further to explore a Satin black finish. I thought both looked great, but my friends were less convinced. So I asked two Porsche sales specialists and one wheel refurb guru for their opinion: Greig at RPM Technik, Joji at 911 Virgin, and Chris at Excel Wheels. My question: How important is it to keep the wheels stock for resale?

On the whole they agreed: "Use a standard Porsche wheel colour and you can't go far wrong. But change the wheels for a less desirable wheel and you may harm the value of the car. Don't change centre-locks on a 997.2 GTS or Turbo S to a non-centre-lock design."

Chris Weaver took a firmer stance and advised against losing the diamond

cut spokes. "Those wheels are designed to be seen when moving. They are stunning on the move, don't change a thing!" My problem has always been that I only see my car when parked. I am the only one to drive it and I almost never see another on the road – well, until I attended the Porsche Festival at Brands Hatch as a passenger in my pal Sunny Hoyle's 997 C2S. We did a few laps alongside a stunning 997.2 Turbo in Atlas grey with a martini stripe. The Turbo II wheels looked stunning, and I instantly dropped my plans to change mine.

I really fancy the west coast of Scotland, and northern Spain is calling my name! Please message me @jcx911 on Instagram to share your favourite roads and suggest any trusted re-trimmers of leather seats.



**Ben Przekop**

Mercer Island, WA

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



Winter may bring more frequent showers and shorter daylight hours to the Seattle area, but we don't let that dampen our

enthusiasm for all things Porsche!

Our Pacific Northwest Region of the PCA does a fantastic job of packing the calendar with tours, car control clinics, social events and workshops. This past month, our TechEd chair John Mueller outdid himself with two incredible events, either one of which would have been a highlight for an entire year.

The first session featured Porsche legend Derek Bell, who spoke for over three hours about his racing career while he walked around a locally owned Gulf 917 that he had raced in that period. My friend Jay Gillotti, who has just published his book *Gulf 917* (daltonwatson.com), was on stage with Derek to lead the discussion, and his knowledge of Derek's career enabled him to do a stellar job of keeping the presentation focused on the topics of most interest to the 300-plus club members in attendance.

Derek autographed copies of his latest book, *All My Racing Porsches* (I had to get two copies for myself and son Geoff), as well as any other memorabilia



folks had brought. Chris Powell, the owner of Chris' German Auto Service, hosted the event in his workshop – the perfect setting for the occasion, the iconic 917 at home amid other Zuffenhausen machinery. It is our club's tradition that all attendees autograph two copies of a large event poster, with one given to the guest celebrity and the other to the host, so I can now say that Derek has my autograph as well!

The second event, also organised by the tireless Mueller, featured Andrew Lennon, who since January 2015 has been the product manager for Sports

Cars at Porsche North America. Andrew speaks all over the world at Porsche launches, so to get him to fly to Seattle was a real coup. Bellevue Porsche hosted this sold-out event, and the 350 attendees were treated to an in-depth technical presentation on cars such as the 918, the GT3 and GT2 RS.

As you might expect, some of the audience's more forward-looking questions were answered with pregnant pauses and the occasional, "Uh, I can't talk about that", which of course only serves to keep the fires of curiosity burning during these winter months.





### Chris Wallbank

Leeds, UK

chris\_wallbank

@chrisjwallbank

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



As I patiently wait and look forward to the arrival of my Bilstein B6 replacement suspension, I've turned my attention

to a different part of my Carrera 997 C2S. That area being the audio system.

In my late teens and 20s I was a keen DJ playing in many clubs and bars in my home city of Leeds, so good music has always played a big part in my life, alongside photography and cars.

The 2006 2.7 Boxster that I had before my 997 had the upgraded Bose sound system, which was amazing for both clarity and bass, having an amplifier sub woofer behind the seats.



I was never disappointed with this system, but unfortunately this was one of the only options my 997 didn't have – I wish it still did! The standard 997 system is good, but it could be a lot better.

Another issue that has always annoyed me is a distinct loud vibration/rattle coming from both cards in my 997 when the volume is at higher levels. To solve this would involve taking the door cards off, so I thought this would be a great opportunity while they are off to look at replacing the door speakers

and tweeters for some high-end replacement units and should be a fairly straightforward swap and fit right where the original units are currently.

After a bit of research and having used a lot of Pioneer equipment both DJing and in my old project Volkswagen Golfs, I've decided to go for Pioneer's premium Z series 6.5-inch two-way components. This will be the first step, and definitely give a big improvement in clarity, tone and top end. The car is booked in for the fitment in two weeks time.



### Kyle Fortune

Warwickshire, UK

@kylefortune205

@Kyle\_Fortune

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



Big thanks to RPM Technik this month, who saved me after the 993 threw its alternator belt on the way to visit them for a story

you'll be reading on these pages. Yes, the car had just been serviced, but these things happen, and Autofarm was decent enough to cover the bill for RPM replacing the belt as it had been overlooked while it was with them.

Bittersweet times with the 993 then, as every drive I have in it is closer to my last. As I write this I'm about an hour away from jumping in it and driving to Sports Purpose at Bicester Heritage. There, James Turner and his team will be handling the sale. It'll be parked up alongside some rare and beautiful machinery, though I don't think it'll look out of place, especially once it has been given a detailing by Perfection Valet's Richard Tipper. He performs automotive alchemy, with a knack of making cars look like they've just been driven off the production line.

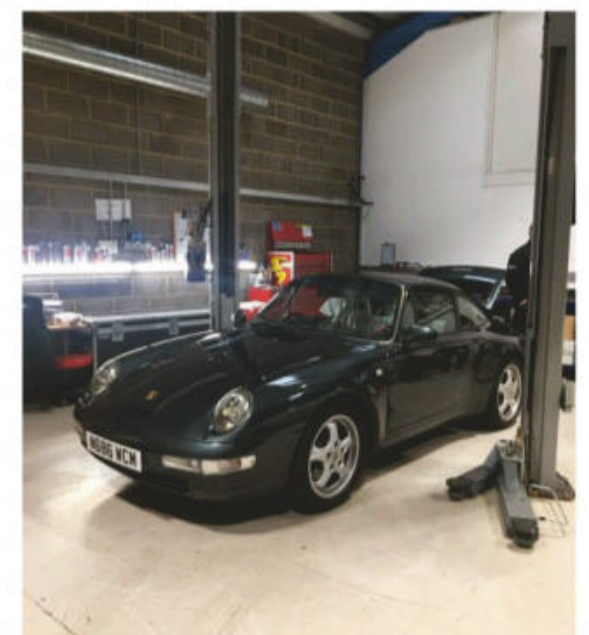
I'm so interested in the process that I'll be popping down to watch him at work, so there'll be another report or two on the car in the coming months.



That, and I've still a couple of jobs that'll be undertaking early in the new year to make sure it's absolutely perfect for its next owner.

Either way, the 993 will be homed at Sports Purpose for a while yet, so if you happen to be at the Sunday Scramble at Bicester on 6 January then go take a look – make a bid if you're interested. I guarantee you'll not find a nicer one. Indeed, my worry is that with it being perfect throughout I'll end up changing my mind and want to keep it.

Reality bites though, as with a new addition to the Fortune household due



in February, the 993's sale will mean we can do the work to the house we'd always planned, but have never gotten around to. I've long described it as the 'extension in waiting', and while I'll inevitably miss it when it sells, I'm lucky enough to get to drive other people's 911s as my day job. For a while now I'll be re-commissioning my trusty old Peugeot 205 GTI, which has been rather neglected since the 993 arrived four years ago, so I'll still get my Nineties car thrills, though I'd never rule out buying another 911. If I'm being honest with myself, I reckon it's a certainty.





**Sean Parr**  
Harpenden, UK

**Model 996 C4S**  
**Year 2002**  
**Acquired March 2018**



Studland Bay on the Isle of Purbeck is one of my favourite places, and Julia and I have been going down there for years. This time, she, I and Bill the dog went in the 911.

We stayed in the Knoll House Hotel, where Julia came as a child for the Easter break, where Enid Blyton came to write most of her books, and where you are only allowed to stay in the main body of the beautiful 1920s hotel when you have braved the elements at least once and stayed in the bungalows – basically Nissan Huts out the back! That's how it used to be anyway – the hotel has recently been taken over by less dogmatic owners! But I was there once when a Ferrari owner walked in, all pompous and arrogant, was told that his room was in the bungalows. He walked straight out and drove away.

The drive was amazing. We left Hertfordshire early at lunch on Friday and headed down through Dorset before arriving at Sandbanks – where the ferry wasn't working. We had the extra-long drive around past Corfe Castle to get to the hotel, and what a great road. Twisty and fast with great sightlines. Not miles and miles of great road, but one of those sections where the 911



comes into its own. The car just inspires confidence in what it can do, I've seen pics of people with a 'dab of oppo' in C4Ss, but goodness knows how much hamfistedness you need to utilise to really get the pendulum swinging in these cars. And as the guys from LTL I travelled to Yorkshire earlier with in the year learned, it isn't for a want of trying!


We had a great weekend in Studland. It won't be the last trip, but it might be the last in the 911. My wife and I are having a complete life-change – I'm retraining, have left my big job, and

we are planning a couple of years of itinerant living, electricianing in the Outer Hebrides, a gap year in our campervan across Europe, and maybe a trip home to Australia. As a result, we need to be Porsche-less, and my beautiful 911 C4S is for sale.

It's 50,000 miles, with full Porsche OPC history. Recent IMS, RMS and Clutch. Brakes all round, discs and pads, Michelin Pilot Sport tyres all round, full service and Miller oils in gearbox and engine. Please contact Lee if you might be interested.



**Joe Williams**  
Weymouth, UK

 @joewilliams85

**Model 912**  
**Year 1967**  
**Acquired April 2017**



So what's the biggest news in the Porsche world this month? It has to be the brand new version of the 911! Most things 'new' in the

Porsche world seem to come with lots of resistance and push-back from purists, but history tells us that actually Porsche gets it right most of the time. Where would we be without water-cooling, electric steering and drive-by-wire?

I really, really like the new 992: it has great lines, is well proportioned and boasts an amazing package out the box. Porsche has done away with the non-S

option for now, leaving the Carrera S as the basic model. Amazingly, the entry-level car now comes with 450hp. That's only 50hp less than the last generation GT3. Certainly in a road car, would you ever need any more?

Styling options have also been taken up a notch. There's updates on wheel designs and an assortment of wheel finishes including a gold option, which I'm sure will raise an eyebrow or two! Subtle options include a new black caliper finish on both steel and ceramic, and for the brave there's only one new colour option needed – Viper green!

Then there's the new rear light. Historically saved for only the 4S,

they've incorporated the full-width brake light into the whole range. In my opinion it's such a great look. I think there are so many little touches and nods to generations of Porsche styling all brought into a whole new era of the 911. Progress and technology keep pushing the boundaries of what always seems like the furthest they could possibly take the platform, but again I feel we've been spoilt with a whole new level of supercar-competing genius starting at under £100,000. My ideal spec is below.


So in summary, I'm a massive fan of the new model – on paper it's got some big expectations to meet, and I can't wait to drive one.







**Tony McGuinness**  
San Diego, USA

 @tonymcguinessgt3rs

**Model 997.2 GT3 RS**  
**Year 2011**  
**Acquired February 2011**  
**Model 991.1 GT3**  
**Year 2015**  
**Acquired December 2014**



In issue 167, I described a couple of issues I've had with my 2015 991.1 GT3. If you recall, these issues included huge plumes of smoke

on start-up and misfires on cylinders. As I mentioned back then, what can be considered one of the charms of GT3 ownership is the car will occasionally blow a small puff of smoke on start-up, and that is normal. I emphasise a *small* puff of smoke is normal; not a large plume of smoke!

When I took the GT3 to Hoehn Porsche dealership here in Carlsbad, California, they replaced two spark plugs. They also noted that there was oil in cylinder two but that it was an acceptable amount. Rather than repeat every detail of what I wrote, I can state this past December the big plumes of smoke on start-up has happened again.

The first time I reported the problem to the dealer, Porsche stated they



could not get the GT3 to replicate the smoke issue. So I decided to have someone take a video of the GT3 on start-up to see if the smoke could be captured. As you can see by the photo, we did indeed capture the large plumes of smoke. The actual video itself is a lot more dramatic!

Fortunately, Porsche has extended the warranty of the 991.1 GT3 engine to ten years or 120,000 miles, so whatever is wrong will be covered by Porsche. Therefore it is back to the dealer with two videos of the GT3 belching massive plumes of smoke on start-up. As I mentioned back in issue 167, I will keep everyone updated.



**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



I love my gulf blue 1978 RSR backdate. It's completely period incorrect, but has lots of details I love, like the painted dash, and 15-inch

wheels with sticky Michelin TB15s that make me smile.

It has developed quite the collection of stone chips, so it's a great car to enjoy without worrying about the consequence of a mark here or there, but I might have been a tad overzealous at the last Hill Country Rallye, so I've sent it back to its creator, RS-Werks, for an engine rebuild.

RS-Werks pulled the engine and disassembled to assess the condition. There were signs of contact between the pistons and valve, most likely due to overrevving on my part. As a result, the engine would no longer be able to maintain the integrity of the rod bearing, so we decided to tear the engine all the way down to the crankshaft.

The good news is that the crankshaft was still within tolerances. However, now we had started down the rabbit hole and the engine all the way down to the crank, we agreed it would be the perfect time for an upgrade. It would be rude not to!

Phase one: increase the displacement by lengthening the stroke, requiring a custom crankshaft and connecting

rods. Phase two: twin-plug the heads to allow the compression to be increased to 11.5:1. RS-Werks expects the new displacement will be around 3.55L or 3,550cc with a healthy gain in power from the 258 WHP the 3.4 with 46mm PMO's produced prior to the rebuild (with a conservative tune).

The most important statistic will be the increased smiles per mile it will yield for me!







**Rob Clarke**  
Bristol, UK

 @rob911\_ltl

 @Rob996LTL

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



So this is one of those months where nothing has happened of any note. The car has got me to work and back, and nothing

has broken. Okay, famous last words!

There were no scheduled updates or repairs, so it had been a really dull month. I don't think I drove more than four miles on a single journey! On the plus side, I have not spent much on fuel. On the down side, it takes the car about four miles to get warm, which is no fun. This issue of the car hardly warming up is causing me some issues, as it is not warming through enough to clear all the condensation, so I had one day where the condensation was frozen on the inside, and had to dry the windows with a microfibre cloth as there was so much moisture. I now have a reusable moisture absorber thing in there to try and keep this in check.

The only other minor irritation this month is that my driver's side wiper



blade just will not stay in the arm. This is the second time it has popped out, so I have pushed it back on, but I'm wondering if there is some corrosion on the arm causing it to not fit properly, if there is a manufacturing fault on the

Bosch blade, or if the car just does not like me, as it is not being driven enough! Hopefully next month I will have something more exciting than condensation and a temperamental wiper blade!



**James Samuel**  
Poole, UK

 @jamesamuel4

**Model 997.1 Turbo**  
**Year 2008**  
**Acquired April 2015**

**Model 996.1 GT3**  
**Year 2000**  
**Acquired January 2018**



Here we are, at the start of another year of Porsche ownership. What a year. Lots of miles with lots of smiles whizzing across the

roads of Europe either chasing friends around mountain passes or at some of the most iconic race tracks. For me, it was a year of what petrolheads should be doing, and we'll have more of the same this year.

As I mentioned last month, the Turbo is coming on a work trip to Italy in January. After hours scouring eBay and forums, I picked up a set of nearly new OZ in black and 18 inches, which will be a first on the 997 for me. I fitted some Nokian winter tyres – I use them on my other cars, and they have been faultless.

Typically, the weather has warmed up since then, although with the amount of rain we had, the extra dispersion has been appreciated. The ride is much nicer on the 18s and quieter too, but that could be down to the softer compound.


Lastly, I have collected some CSR lower arms from the lads at RPM Technik, so will get them on at ZRS and give you a review soon. One of the first things I have noticed is how easy it is to swap the ball joint out, so these arms could be the last ones I need to buy, as the ball joints are so cheap to replace!







**Lee Sibley**  
Bournemouth, UK

 @lee\_sibs

**Model 996.1 Carrera**  
**Year 1998**  
**Acquired January 2019**



I'm back! And, seeing as a lot of columnists in our 'Living the Legend' section are selling theirs, I'm very pleased indeed to get myself back

into a Porsche 911. Regular readers will know I had to sell my 996 Carrera 4S back in the autumn as I needed the money for a house deposit. Mrs K. Sibley and I are now on the property ladder and all settled in, so I didn't want to waste any more time being without a 911!

As previously mentioned in my editorial, it's very much a buyer's market right now. Lots of cars are up for sale and, in the UK at least, nobody is buying them. You've plenty of choice and plenty of time to make your choices! The slow-down in the market means I've managed to get myself a lot of car for not a lot of money. As you can see, it's a non-sunroof, 1998MY 996.1 Carrera, meaning it's the last of the cable-throttle cars before the switch to



e-gas and drive-by-wire for the following model year. It was only these early 996s that had the amber lenses too, so it represents a unique year of Porsche 911 history!

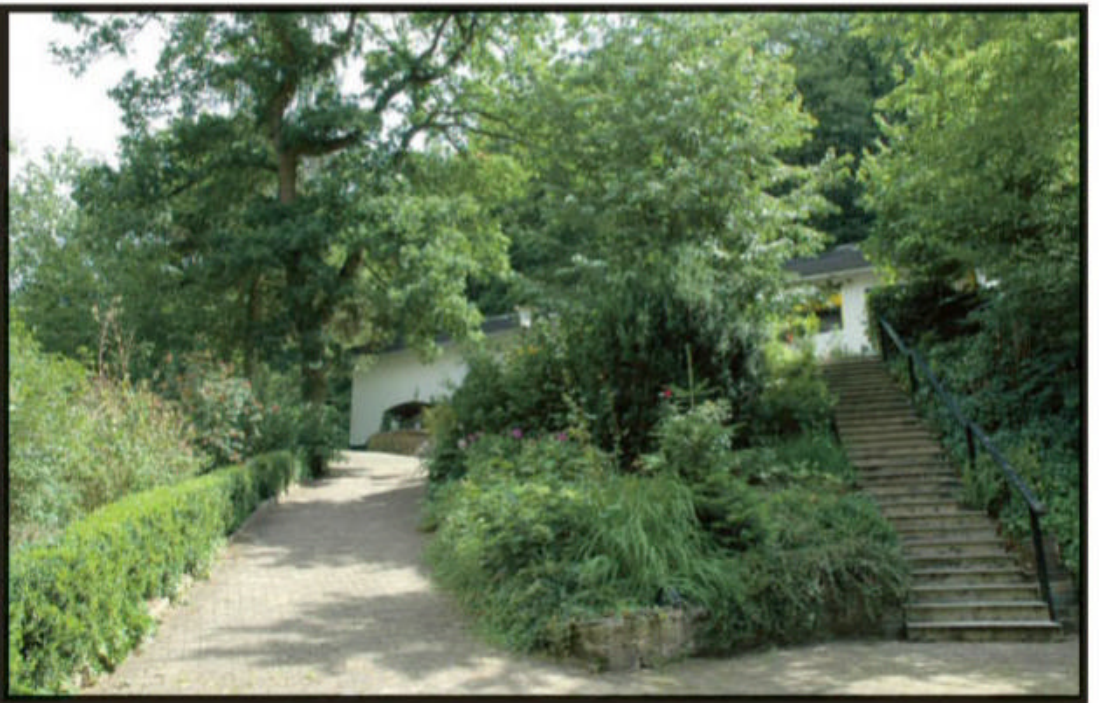
I bought the car off my good friend Alex at Apsley Cars, which made for quite the pleasant experience – think a quick chat over the phone followed by a test drive after a Sunday lunch cooked by his lovely partner, Lisa. Alex has a number of low-mileage 996s in stock in both Gen1 and Gen2 form, and can be very proud of the business he's created. I'm delighted to support him and thankful it's given me such an awesome 911. Check him out at [Apsleycars.co.uk](http://Apsleycars.co.uk).

Even better, it's a glorious driver's spec out the box, including manual transmission and an LSD. It has just 80,000 miles on the clock and has had all the work I'd like to see done on this model with this mileage: new IMS, RMS, air/oil separator, rads, and water pump. It also has a short-shift kit and lightweight flywheel, recently fitted by RPM Technik, so it's absolutely begging to be driven, and driven hard!

Although this is my third 911, after the house purchase I fully appreciate I'm starting again from the bottom step of the 911 ladder, but I've grand plans for this car. All will be revealed very soon, so stay tuned!







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# PREMIER PORSCHE

## Everything you need for your 911

### Data File

Full specs, ratings and market values of every 911, from the first model to the last, can be found on page 86

### Plus

#### Showroom

Looking for a new 911? The classifieds from our independent specialist partners are the first place you should start your search

#### Servicing & tuning

Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

#### Porsche lifestyle

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COMPANY FOCUS

# MAKELLOS CLASSICS

One of the youngest and brightest stars in the Porsche specialist stratosphere, *Total 911* shows you around Makellos Classics

Written by **Joe Williams** Photography by **Daniel Pullen**

**T**he name 'Makellos Classics' should not be alien to regular readers of this magazine. A few of the company's cars have featured prominently in *Total 911* over the past year, including a one-owner 1969T, a low-miles 993 Carrera S and, of course, the excellent SC safari cover star from issue 174. But away from the feature 911s, what else do we know about this SoCal specialist in Porsche?

We'll start with the name itself. "Makellos is a German word which simply means 'flawless,'" owner Matt Kenyon says with a smile as he shows us around the company's expansive workshops in Escondido, a small city outside of San Diego. A high standard is clearly ingrained within the company ethos, this evident in the quality of cars we've featured in recent months. Being a classic Porsche specialist there are all manner of air-cooled 911s frequently found at Makellos, but the dominant era is the long-bonnet cars. The showroom today is a case in point: a stunning 1973.5 T Targa in vibrant Chartreuse green sits next to that aforementioned 1969T in Polo red, with a 1972 'oil flapper' T in Tangerine also close by. A 1973 'RS tribute' hot rod underlines the dexterity of the company's stock. The impressive colourways, plus the remarkable condition of each car, makes the place feel like a time warp right back to the late 1960s and

early 1970s. This is because each of the company's restoration project cars are completely disassembled and pieced back together bolt by bolt in what Matt describes as 'a perfectly immaculate revival'. "These high-end beauties are luxurious, timeless and our personal masterpieces," he says.

The finish on each Porsche is quite simply sublime, and opening their doors reveals a 'new car' smell inside. Most impressively, aside from the hot-rod cars, all are bang on for original factory specification. Now this is the sort of specialist we like to associate ourselves with.

So how did the Makellos story start? "Really, my dad is to blame," laughs Matt. "I'd just finished school and it's fair to say my natural path was to join the family business. However, my dad has always collected low-mileage classic cars, the majority of them being Porsche, and he asked me to help sell some of them. We did that, but then he started buying more classic Porsche, so I said 'Dad, we need to do something here!'. I applied for my dealer's licence and before we knew it Makellos was up and running."

That was back in 2012 and the company has enjoyed almost exponential expansion since, both in terms of business and the personnel associated with it. "We added some renowned staff to our







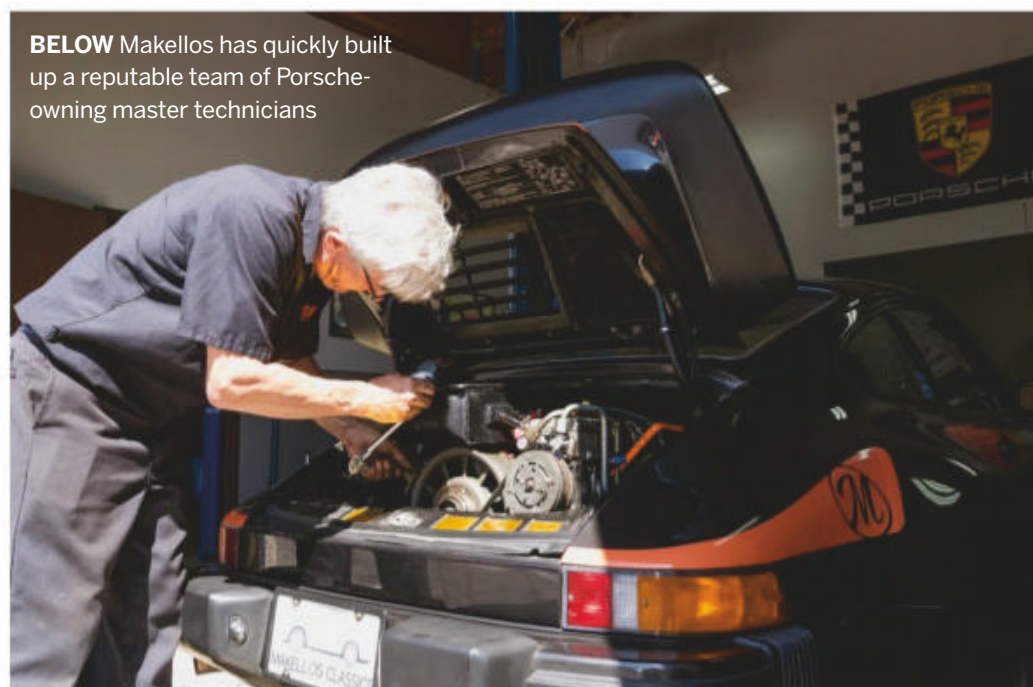
### MAKELLOS CLASSICS QUICK FACTS

- **Established in** 2012
- **Based in** Escondido, CA
- **Specialists in** Tuning, restoration and maintenance of classic Porsche
- **Craziest 911 build** The safari SC as featured in issue 174!
- **Interesting fact about the business** All of our sales cars are owned by us – none are sale or return
- **Contact** makellosclassics.com  
+1 760-300-4037



**ABOVE** Makellos' restorations are completely revived from the ground up, transporting you back in time to the day they rolled off the factory floor





**BELOW** Makellos has quickly built up a reputable team of Porsche-owning master technicians

personnel who had built up good reputations within the local Porsche community, and it meant we could expand our own business by developing a service and then a restoration arm on top of the sales side of things,” Matt says as we promptly enter the Makellos workshops. There are no less than four ramps in use, all with a delectable classic lifted high into the sky, from a freshly painted 964 Targa having a completely new suspension installed to a hot-rod 930 Turbo undergoing some gearbox checks, all by a team of factory-trained master technicians whose passion for the brand is clear.

It’s a substantial operation, made all the more impressive when you realise the business is just six years old. This is still a young enterprise, much like Matt himself, who’s just 30 years of age. So how does it feel running a classic Porsche dealership when most of the cars are, in fact, older than he is? “It’s something I get asked a lot,” says the charismatic young entrepreneur, clearly amused at the question. “The thing is I’ve always taken an interest in the older cars, again thanks to my dad, and I’ve learned a hell of a lot since going into business,

either through my own research or thanks to the knowledge of my staff.”

This investment in a renowned workforce means Makellos has quickly established itself as the go-to business for classic Porsche sales, service and restoration in the wider SoCal region,

**“These high-end beauties are luxurious, timeless and our personal masterpieces”**

providing a full service for all manner of owners from those championing daily drivers to parties interested in collector-grade 911s. Matt also says more and more cars are coming in for personalised work, which is something the business enjoys facilitating: “Many of the guys who work here have a Porsche themselves, so we know these are not just cars – they’re a way of life. That’s helped with passing on our knowledge and expertise in regards to upgrades and modifications to customers, and we’ve

hand built cars to reflect their own personal taste as a result.”

This greater emphasis on high-end personalisation projects has brought stellar results, most notable of which is the safari car from issue 174, which claimed the prize of ‘best car’ for the popular MOMO Road to Rennsport Reunion last year. “It’s been fun to build the personalised cars but as a business we’ve had a clear goal, and we just want to open our customers’ eyes as to what’s possible. So long as it can be done to our usual high standards we’re absolutely the guys to do it, whether it be restoration or personalisation.”

What’s the plan for the future? “We simply want to be the best,” says Matt, reminding us of both the name and nature of his enterprise. We leave Makellos supremely impressed by what we’ve seen. Clearly run by enthusiasts and built on core values of trust and transparency, the place has the feel of a business that’s been going for years. That it’s just six years old is remarkable but, much like Porsche itself, such class and dedication to the task is what makes Makellos truly stand out from the rest. **911**





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# Data file

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



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



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2019 Q2 will be April. The review for 2019 Q1 was January.



## Ratings

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



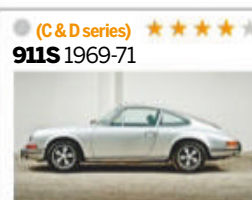
**(O series)** ★★★★★  
**911 2.0-litre**  
**1964-67**  
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

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	8.3 sec
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 carburettors.

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	8.0 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Wheels & tyres	
F	4.5x15 inch; 165/80/R15
R	4.5x15 inch; 165/80/R15



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

Production numbers	4,691
Issue featured	120
Engine capacity	2,195cc
Compression ratio	9.8:1
Maximum power	180hp @ 6,500rpm
Maximum torque	199Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	145mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	6x15 inch; 185HR
R	6x15 inch; 185HR



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

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	125hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.0 sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	5.5x15 inch; 165HR
R	5.5x15 inch; 165HR



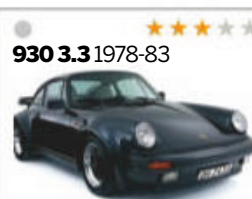
**(C & D series)** ★★★★★  
**911T 1973**  
US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

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



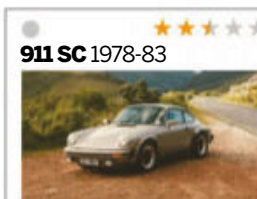
**(G, H, I, J series)** ★★★★★  
**Carrera 3.0 RS 1974**  
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	230hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3 sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	
F	8x15 inch; 215/60/VR15
R	9x15 inch; 235/60/VR15



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

Production numbers	5,807 (plus '78 to '79 Cali cars)
Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4 sec
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	60,740
Issue featured	156
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204hp @ 5,500rpm
Maximum torque	265/265/267Nm
0-62mph	6.5 sec
Top speed	141/146mph
Length	4,291mm
Width	1,652mm
Weight	1,160kg (1978)
Wheels & tyres	
F	7x16 inch; 185/70/VR15
R	7x16 inch; 215/60/VR15



**SC RS 1984**  
True homologation special built so that Porsche could go Group B rallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase.

Production numbers	21
Issue featured	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
0-62mph	4.9 sec
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 @ 6,100rpm
Maximum torque	173Nm @ 4,600rpm
0-62mph	8.4 sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	
F	5.5x15 inch; 185HR
R	5.5x15 inch; 185HR

● (A & B series) ★★★★★

### 911T 1967-69



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

Production numbers	6,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	110hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8 sec (est)
Top speed	124mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	5.5x15 inch; 185HR
R	5.5x15 inch; 185HR



● (B series) ★★★★★

## 911E 1968-69

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

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	140hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6 sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	5.5x15 inch; 185HR
R	5.5x15 inch; 185HR

● (B series) ★★★★★

### 911S 1968-69



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

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0 sec (est)
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	995kg
Wheels & tyres	
F	6x15 inch; 185/70/R15
R	6x15 inch; 185/70/R15



● (C & D series) ★★★★★

## 911E 1969-71

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

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	196Nm @ 4,500rpm
0-62mph	7.0 sec
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	7.5 sec
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 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6 sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5.5x15 inch; 165HR
R	5.5x15 inch; 165HR

● (E series) ★★★★★

### 911S 1972



A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5.5x15 inch; 185/70/R15
R	6x15 inch; 185/70/R15



● (F series) ★★★★★

## Carrera 2.7 RS 1973

The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail. Sport and Touring available.

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	5.8 sec
Top speed	152mph
Length	4,163mm
Width	1,652mm
Weight	975kg (Sport)
Wheels & tyres	
F	6x15 inch; 185/70/R15
R	7x15 inch; 215/60/R15

● (F series) ★★★★★

### 911E 1973



After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	6x15 inch ATS; 185HR
R	6x15 inch ATS; 185HR

● (F series) ★★★★★

### 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	6.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F	6x15 inch; 185/70/R15
R	6x15 inch; 185/70/R15

● (G, H, I, J series) ★★★★★

### 911 1974-77



'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers	9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm (165bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5 sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F&R 6x15 inch; 185VR

● (G, H, I, J series) ★★★★★

### 911S 1974-77



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

Production numbers	17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	173hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0 sec
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	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3 sec
Top speed	148mph
Length	4,291mm
Width	1,652mm
Weight	1,075kg
Wheels & tyres	
F	6x15 inch; 185VR
R	7x15 inch; 205VR

● (I & J series) ★★★★★

### 911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	197hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3 sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Wheels & tyres	
F	6x15 inch; 185/70/VR15
R	7x15 inch; 215/60/VR15



## 930 3.0 1975-77

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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5 sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,140kg
Wheels & tyres	
F	7x15 inch; 185/70/VR15
R	8x15 inch; 215/60/VR15



## 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	70:1
Maximum power	300hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	161mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	8x16 inch; 225/50/VR16

● ★★★★★

### Carrera 3.2 1984-89



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	
F	7x15 inch; 195/65/VR15
R	8x15 inch; 215/60/VR15 (16" for '89)

● ★★★★★

### 930 SE 1986-89



Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	9x16 inch; 245/45/VR16



## 959 1986-1988

Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Maximum power	450hp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9 sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Wheels & tyres	
F	8x17 inch; 235/45/ZR17
R	9x17 inch; 255/40/ZR17

● ★★★★★

### Speedster 1989



Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent watertight.

Production numbers	2,274 (for both wide and narrow bodied)
Issue featured	128
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	235hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	6.0 sec
Top speed	148mph
Length	4,291mm
Width	1,775mm
Weight	1,220kg
Wheels & tyres	
F	6x16 inch; 205/45/VR16
R	8x16 inch; 245/60/VR16



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### 930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16 inch; 205/55/VR16	
R 9x16 inch; 245/45/VR16	

### 3.2 Clubsport 1987-89



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

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	5.1 sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F 6x16 inch; 205/55/VR16	
R 7x16 inch; 225/55/VR16	

### 964 Turbo S 1992-93



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

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6 sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F 8x18 inch; 225/40/ZR18	
R 10x18 inch; 265/35/ZR18	



### 964 3.8 RS 1993

Identifiable by lightweight Turbo bodysell, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9 sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F 9x18 inch; 235/40/ZR18	
R 11x18 inch; 285/35/ZR18	



### 993 Carrera 4S 1995-96

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

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.3 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,520kg
Wheels & tyres	
F 8x18 inch; 225/40/ZR18	
R 10x18 inch; 285/30/ZR18	

### 993 Carrera RS 1995-96



Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	355Nm @ 5,400rpm
0-62mph	5.0 sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	
F 8x18 inch; 225/40/ZR18	
R 10x18 inch; 265/35/ZR18	

### 996 Carrera 4 1998-2001



Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F 7x17 inch; 205/50/R17	
R 9x17 inch; 255/40/R17	

### 996 GT3 1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were uprated.

Production numbers	1,858
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8 sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F 8x18 inch; 225/40/R18	
R 10x18 inch; 285/30/R18	

### 996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 3.6-litre 996 unit.

Production numbers	20,499
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700
0-62mph	4.600rpm
Top speed	4.2 sec
Length	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F 8x18 inch; 225/40/R18	
R 11x18 inch; 295/30/R18	



★★★★★  
**964 Carrera 4** 1989-93



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

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

★★★★★  
**964 Carrera 2** 1990-93



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

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



★★★★★  
**964 Turbo** 1991-92

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

<b>Production numbers</b>	3,660
<b>Issue featured</b>	160
<b>Engine capacity</b>	3,299cc
<b>Compression ratio</b>	70:1
<b>Maximum power</b>	320hp @ 5,750rpm
<b>Maximum torque</b>	450Nm @ 4,500rpm
<b>0-62mph</b>	5.4 sec
<b>Top speed</b>	168mph
<b>Length</b>	4,250mm
<b>Width</b>	1,775mm
<b>Weight</b>	1,470kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/50/ZR17
<b>R</b>	9x17-inch; 255/40/ZR17

★★★★★  
**964 C4 Lightweight** 1991



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

<b>Production numbers</b>	22
<b>Issue featured</b>	131
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	265hp @ 6,720rpm
<b>Maximum torque</b>	304Nm @ 6,720rpm
<b>0-62mph</b>	4.5 sec
<b>Top speed</b>	125mph
<b>Length</b>	4,275mm
<b>Width</b>	1,652mm
<b>Weight</b>	1,100kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x16 inch; 205/55/ZR16
<b>R</b>	9x16 inch; 245/55/ZR16



★★★★★  
**964 RS** 1991-92

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

<b>Production numbers</b>	2,405
<b>Issue featured</b>	131
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	260hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.4 sec
<b>Top speed</b>	162mph
<b>Length</b>	4,250mm
<b>Width</b>	1,650mm
<b>Weight</b>	1,230kg (Sport)
<b>Wheels &amp; tyres</b>	
<b>F</b>	7.5x17-inch; 205/50/ZR17
<b>R</b>	9x17-inch; 255/40/ZR17

★★★★★  
**964 C2 Speedster** 93-94



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

<b>Production numbers</b>	936
<b>Issue featured</b>	128
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	161mph
<b>Length</b>	4,250mm
<b>Width</b>	1,652mm
<b>Weight</b>	1,340kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/50/ZR17
<b>R</b>	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.

<b>Production numbers</b>	1,437
<b>Issue featured</b>	120
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	75:1
<b>Maximum power</b>	360hp @ 5,500rpm
<b>Maximum torque</b>	520Nm @ 4,200rpm
<b>0-62mph</b>	4.8 sec
<b>Top speed</b>	174mph
<b>Length</b>	4,250mm
<b>Width</b>	1,775mm
<b>Weight</b>	1,470kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18-inch; 225/40/ZR18
<b>R</b>	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.

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



★★★★★  
**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.

<b>Production numbers</b>	701
<b>Issue featured</b>	157
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	164mph
<b>Length</b>	4,250mm
<b>Width</b>	1,650mm
<b>Weight</b>	1,340kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/55/ZR17
<b>R</b>	8x17-inch; 255/40/ZR17

★★★★★  
**993 Carrera** 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VarioRam available from 1996.

<b>Production numbers</b>	38,626
<b>Issue featured</b>	160
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	272hp @ 6,000rpm
<b>Maximum torque</b>	330Nm @ 5,000rpm
<b>0-62mph</b>	5.6 sec
<b>Top speed</b>	168mph
<b>Length</b>	4,245mm
<b>Width</b>	1,735mm
<b>Weight</b>	1,370kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x16 inch; 205/55/ZR16
<b>R</b>	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.

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

<b>Production numbers</b>	173
<b>Issue featured</b>	131
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	8.0:1
<b>Maximum power</b>	430hp @ 5,750rpm
<b>Maximum torque</b>	540Nm @ 4,500rpm
<b>0-62mph</b>	3.9 sec
<b>Top speed</b>	189mph
<b>Length</b>	4,245mm
<b>Width</b>	1,855mm
<b>Weight</b>	1,290kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	9x18-inch; 235/40/ZR18
<b>R</b>	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'.

<b>Production numbers</b>	5,937
<b>Issue featured</b>	147
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	8.0:1
<b>Maximum power</b>	408hp @ 5,750rpm
<b>Maximum torque</b>	540Nm @ 4,500rpm
<b>0-62mph</b>	4.3 sec
<b>Top speed</b>	180mph
<b>Length</b>	4,245mm
<b>Width</b>	1,795mm
<b>Weight</b>	1,500kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18-inch; 225/40/ZR18
<b>R</b>	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.

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

<b>Production numbers</b>	345
<b>Issue featured</b>	115
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	8.0:1
<b>Maximum power</b>	450hp @ 5,750rpm
<b>Maximum torque</b>	585Nm @ 4,500rpm
<b>0-62mph</b>	4.1 sec
<b>Top speed</b>	186mph
<b>Length</b>	4,245mm
<b>Width</b>	1,795mm
<b>Weight</b>	1,583kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18 inch; 225/40/18
<b>R</b>	10x18 inch; 285/30/18



★★★★★  
**996 Carrera** 1998-2001

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

<b>Production numbers</b>	56,733
<b>Issue featured</b>	160
<b>Engine capacity</b>	3,387cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	300hp @ 6,800rpm
<b>Maximum torque</b>	350Nm @ 4,600rpm
<b>0-62mph</b>	5.2 sec
<b>Top speed</b>	174mph
<b>Length</b>	4,430mm
<b>Width</b>	1,765mm
<b>Weight</b>	1,320kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/50/R17
<b>R</b>	9x17-inch; 255/40/R17



★★★★★  
**996 Carrera 4S** 2001-05

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

<b>Production numbers</b>	23,055
<b>Issue featured</b>	155
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.1 sec
<b>Top speed</b>	174mph
<b>Length</b>	4,435mm
<b>Width</b>	1,830mm
<b>Weight</b>	1,495kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18-inch; 225/40/R18
<b>R</b>	11x18-inch; 295/30/R18

★★★★★  
**996 GT2** 2001-03



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

<b>Production numbers</b>	1,287
<b>Issue featured</b>	127
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	9.4:1
<b>Maximum power</b>	462hp @ 5,700rpm
<b>Maximum torque</b>	620Nm @ 3,500-4,500rpm
<b>0-62mph</b>	4.1 sec
<b>Top speed</b>	196mph
<b>Length</b>	4,450mm
<b>Width</b>	1,830mm
<b>Weight</b>	1,440kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18-inch; 235/40/R18
<b>R</b>	12x18-inch; 315/30/R18

★★★★★  
**Gen2 996 C2** 2002-04



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

<b>Production numbers</b>	29,389
<b>Issue featured</b>	136
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.0 sec
<b>Top speed</b>	177mph
<b>Length</b>	4,430mm
<b>Width</b>	1,770mm
<b>Weight</b>	1,370kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/50/R17
<b>R</b>	9x17-inch; 255/40/R17



★★★★★  
**Gen2 996 C4** 2002-04

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

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	177mph
Length	4.430m
Width	1.770m
Weight	1,430kg
Wheels & tyres	
F 7x17-inch; 205/50/R17	
R 9x17-inch; 255/40/R17	



# Sales debate

## What's the future of the 997.2 Carrera?



It's no secret we're huge fans of the 997.2 Carrera generation here at **Total 911** – we view it as something of a sweet spot in terms of relatively modern performance and technology in a quintessentially classic 911 shell. Even better, as values of the 991.1-generation Carrera after it have depreciated, that's pushed prices of the 997.2 down too, and you can now pick up an entry-level Carrera for £35k, with a Carrera S starting at £40k. We think that's incredible value given the GTS, at the top of the 997.2 Carrera range, is still commanding a price tag of £60,000. But what do our experts think? Does the entry-level 997.2 Carrera represent a good buy right now, or is there better value out there for a semi-modern, daily driver 911?

Jamie Tyler, sales consultant at renowned specialists Paragon Porsche, says the company shares **Total 911's** passion for the 997.2. "I think the 997.2 is a great buy. In my view they are the last of the right size, exciting-feeling 911s and I think they [Porsche] got the styling and shape just perfect. Personally I can always see them being a collectible 911 with good residuals," he comments.

Karl Meyer, proprietor at fellow UK Porsche sales specialists 2911, also thinks the 997.2 is a wise buy at present. "The market data is doing all the talking on this one: 996s remain the entry-level 911 and prices have remained rock solid in that £13-20k bracket despite the economic unrest in the UK, so it's a car finding its true value. Contrast that with the 997 GTS which has continued to rise, and a market that continues to hail the mechanical, smaller 911s of days gone by... all conditions are in place for a great couple of years for 997 sales and prices to nudge up. Here at 2911 we buy all Porsche for a number of Porsche Centres and specialists, and we have consistently been told by these guys the demand for good-quality 997s has strongly increased."

So it seems there's a lot of love floating around the industry for the 997.2 Carrera at present, both for its ownership experience and for its favourable position in the marketplace currently. The only problem is that you won't find too many floating around: the 997.2 was in production during the last global financial meltdown, and so the generation unquestionably took a hit in terms of build numbers as a result. If you can find one, you'd be urged to buy it...

★★★★★

**Gen2 996 GT3 2003-05**

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

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

★★★★★

**996 GT3 RS 2004-05**

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

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

★★★★★

**996 Turbo S 2004-2005**

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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-60mph	4.2 sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F	8x18 inch; 225/40/R18
R	11x18 inch; 295/30/R18

★★★★★

**997 Carrera 4 2005-08**

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

Production numbers	8,533
Issue featured	3
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1 sec
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	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19

★★★★★

**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	3.9 sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19

★★★★★

**997 GT2 2007-09**

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

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
0-62mph	3.7 sec
Top speed	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	12x19-inch; 325/30/ZR19

★★★★★

**Gen2 997 C2 2008-12**

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

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

★★★★★

**Gen2 997 C2 S 2008-12**

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

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

★★★★★

**Gen2 997 Turbo 2009-13**

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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950-5,000rpm
0-62mph	3.4 sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

★★★★★

**Gen2 997 GT3 RS 09-12**

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

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

★★★★★

**997 Speedster 2010**

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

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





### 997 Carrera 2004-08

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

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	10x18-inch; 265/40/R18

### 997 Carrera S 2004-08



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

Production numbers	41,059
Issue featured	107
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 295/30/R19

### 997 GT3 2006-07



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

Production numbers	2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3 sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



### 997 GT3 RS 2006-07

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

Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2 sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



### Gen2 997 C4S 2008-12

Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

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

### Gen2 997 GT3 2009-12



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

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

### 997 Sport Classic 2010



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

Production numbers	250
Issue featured	146
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200rpm
0-62mph	5.600rpm
Top speed	4.6 sec
Length	187mph
Width	4,435mm
Weight	1,852mm
Wheels & tyres	1,425kg
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



### 997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
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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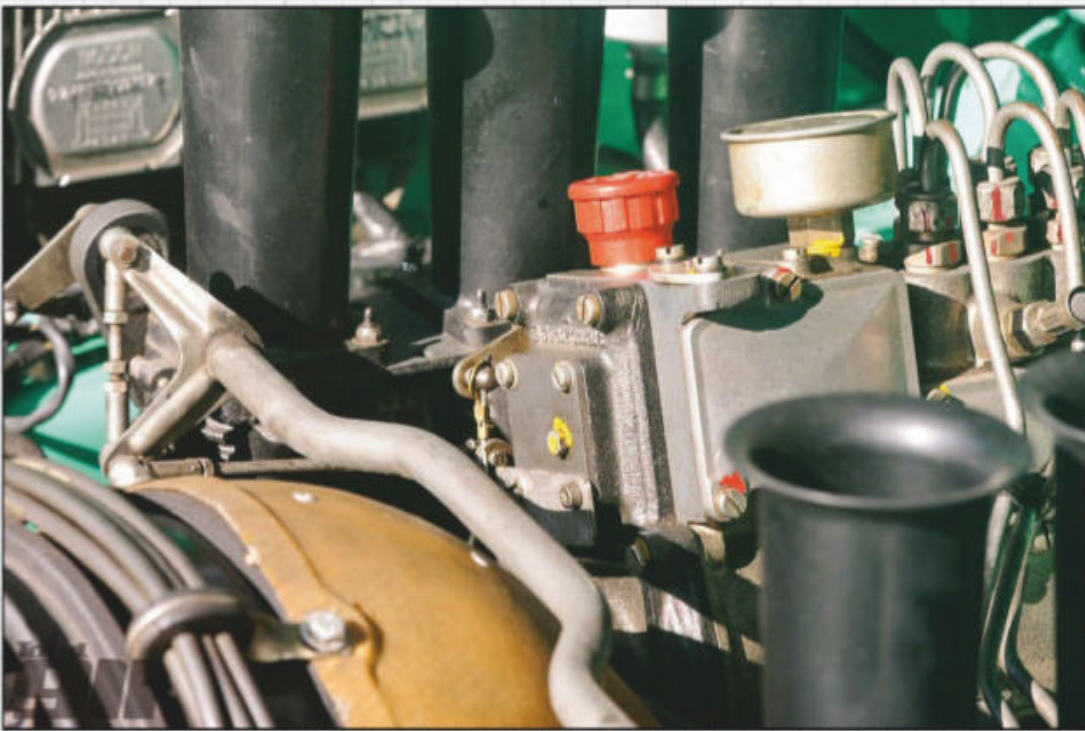
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# Technology explained

## 019 MECHANICAL FUEL INJECTION

As complex as the finest Swiss watches, we take a look at the inner workings of Porsche’s original mechanical fuel injection system



While early Porsche 911s used carburettors to regulate the air/fuel mixture, changing emissions regulations at the end of the 1960s and the quest for greater power soon saw Zuffenhausen turn to mechanical fuel injection on its iconic rear-engined sports car.

Originally introduced on the 906 sports racer, the MFI fuel pump, developed by Kugelfischer and later built by Bosch, was fitted to the 911R before making its road-going debut on the 2.0-litre Porsche 911S of 1969.

Built in an age before electronic sensors and regulators, the MFI pump uses a series of mechanical ‘sensors’ to create an ever-changing fuel map based on throttle position, engine speed and barometric pressure. The bottom half of the Kugelfischer pump features a camshaft, phased to match the engine’s firing order, while in the top half, six plungers – one for each cylinder – sit in their own individual barrels.

As the pump’s camshaft spins it acts on tappets that in turn operate the plungers via pushrods. As each plunger drops it exposes a suction valve, where fuel is drawn through towards the injectors. A return spring keeps the plunger in position when closed. Injected at a pressure of between 225 to 250psi, the increased injection pressure of the MFI unit (compared to a carburettor) creates greater atomisation of the fuel. The result of this is a more even flame front during ignition, producing more efficient combustion.

To regulate the amount of fuel depending on the throttle position a pull rod on the throttle linkage adjusts a 3D ‘space cam’ housed in the bottom of the pump. The irregular profile of this cam was shaped to match Porsche’s desired fuel map for each 911 and differs on ‘E’, ‘S’ and ‘RS’ variants.

Via a rack-and-pinion gear, the space cam rotates the plungers on a corkscrew-like trajectory, providing more or less fuel during their movement within the barrels. On top of this a centrifugal governor connected to the camshaft helped to regulate the overall fuel flow through the pump depending on the engine speed, while a solenoid valve provides automatic cold-start enrichment, doing away with the need for a manual choke.



★★★★★

**997 918 Edition 2010**

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

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



★★★★★

**997 GT2 RS 2010-11**

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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x19 inch; 245/35/ZR19 R 12x19 inch; 325/30/ZR19



★★★★★

**991.1 Carrera 4 2012-15**

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

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.9 sec
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	4.5 sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



★★★★★

**991 GT3 RS 2015-2017**

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	3.3 sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



★★★★★

**991.2 Carrera 2015-2018**

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

Production numbers	Unknown
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	4.2 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	F 8.5x19 inch; 235/40/ZR19 R 11.5x19 inch; 295/35/ZR19



★★★★★

**991.2 Carrera S 2015-18**

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

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



★★★★★

**991.2 GT3 2017-**

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

Production numbers	222 (UK, est)
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9 sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9x20 inch; 245/35/ZR20 R 12x20 inch; 305/30/ZR20



★★★★★

**991 GT2 RS 2017-**

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

Production numbers	1,800 (estimate)
Issue featured	161
Engine capacity	3,800cc
Compression ratio	9.0:1
Maximum power	700hp @ 7,000rpm
Maximum torque	750Nm @ 2,500-4,500rpm
0-62mph	2.8 sec
Top speed	211mph
Length	4,549
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



★★★★★

**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	2.9 sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20



997 C2 GTS 2010-12



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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-60mph	4.6 sec
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	4.6 sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



997 Turbo S 2011-13

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

Production numbers	2,000
Issue featured	123
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3 sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

991.1 Carrera 2011-15



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

Production numbers	Unknown
Issue featured	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8 sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 285/35/ZR19



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	4.5 sec
Top speed	188.9mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 295/30/ZR20

991.1 GT3 2013-2015



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

Production numbers	3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5 sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

991.1 Turbo 2013-15



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

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp@6,000-6,500rpm
Maximum torque	660Nm@1,950-5,000rpm
0-62mph	3.4 sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

991.1 Turbo S 2013-15



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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp@6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250
0-62mph	3.1 sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



991 Anniversary 2013-14

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

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991.2 Carrera 4 2016-18



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	Unknown
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11.5x19-inch; 295/35/ZR19

991.2 Carrera 4S 2016-18



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	Unknown
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	3.8 sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991.2 Turbo 2016-2018



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	Unknown
Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
0-62mph	3.1 sec
Top speed	199mph
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991.2 Turbo S 2016-2018



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

Production numbers	Unknown
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	2.9 sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991 R 2016



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

Production numbers	991
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	2.9 sec
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 C2 GTS 2017-18



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	Unknown
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	4.1 sec
Top speed	194mph
Length	4,528mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

991.2 C4 GTS 2017-18



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

Production numbers	Unknown
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	3.8 sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

991 Carrera T 2018



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

Production numbers	2,000 (estimate)
Issue featured	162
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	F 8.5x19-inch; 245/40/ZR19 R 11.5x19-inch; 295/35/ZR19



991.2 GT3 RS 2018-

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	80 UK cars (estimate)
Issue featured	164
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	520hp
Maximum torque	480Nm
0-62mph	3.2 sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21

991 Speedster 2019



Limited-edition special from Flachtt to mark 70 years of Porsche. Engine taken directly from 991.2 GT3 with its six-speed manual compulsory.

Production numbers	1,948
Issue featured	172
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9 sec
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	unknown
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x12-inch; 305/30/ZR20

992 Carrera S 2019-



All-new eighth generation of 911 carries over 9A2 engine from 991.2, though all cars are now widebodied with subtle visual tweaks.

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2-5,000rpm
0-62mph	3.5 sec
Top speed	191mph
Length	4,548mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21



992 Carrera 4S 2019-

As with the 992 Carrera S, but with active all-wheel drive providing variable torque to the front axle. Identifiable by silver decklid slats (C2S has black).

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2-5,000rpm
0-62mph	3.4 sec
Top speed	190mph
Length	4,548mm
Width	1,852mm
Weight	1,565kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21





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1995 993 Turbo	Arena Red / Black Leather	2,200	£184,995
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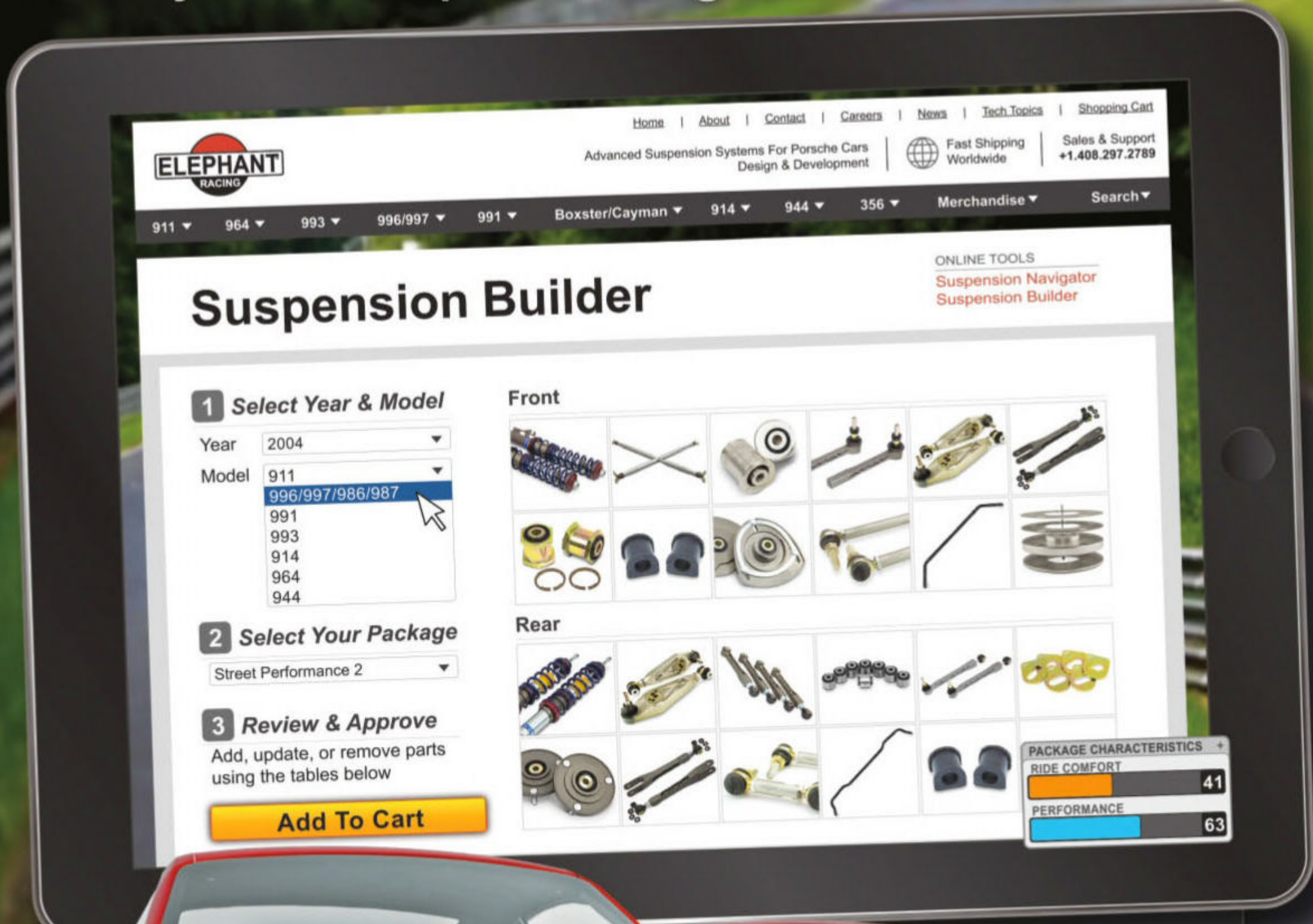
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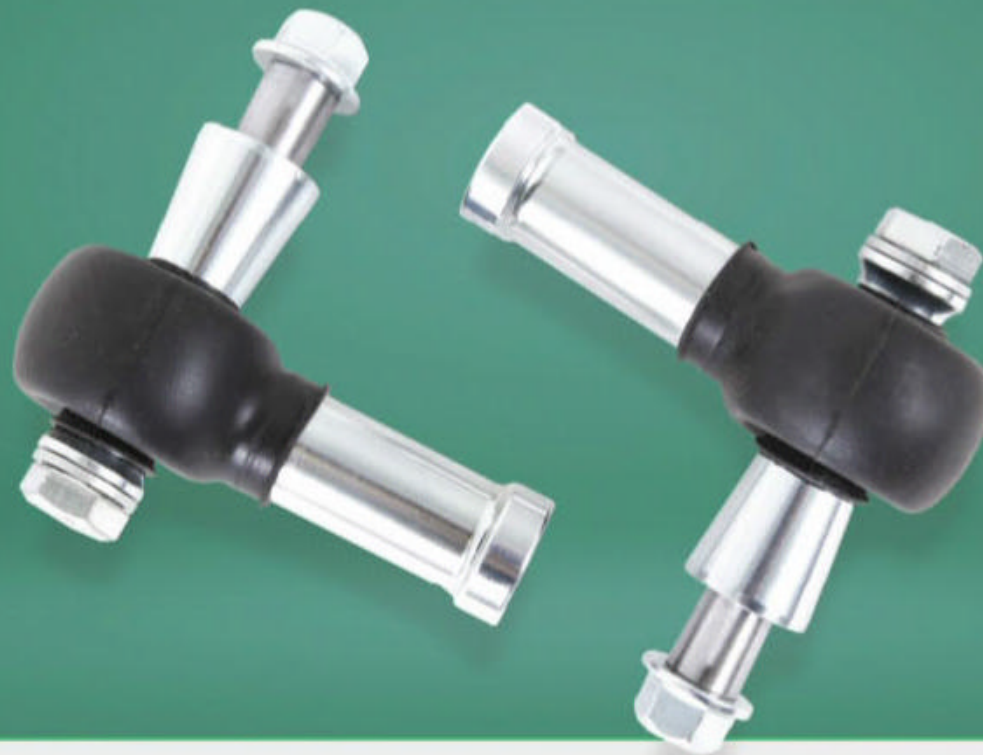
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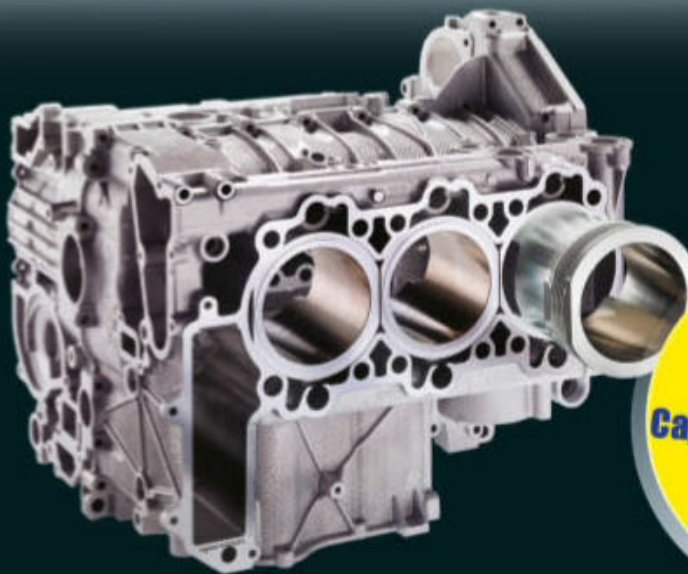


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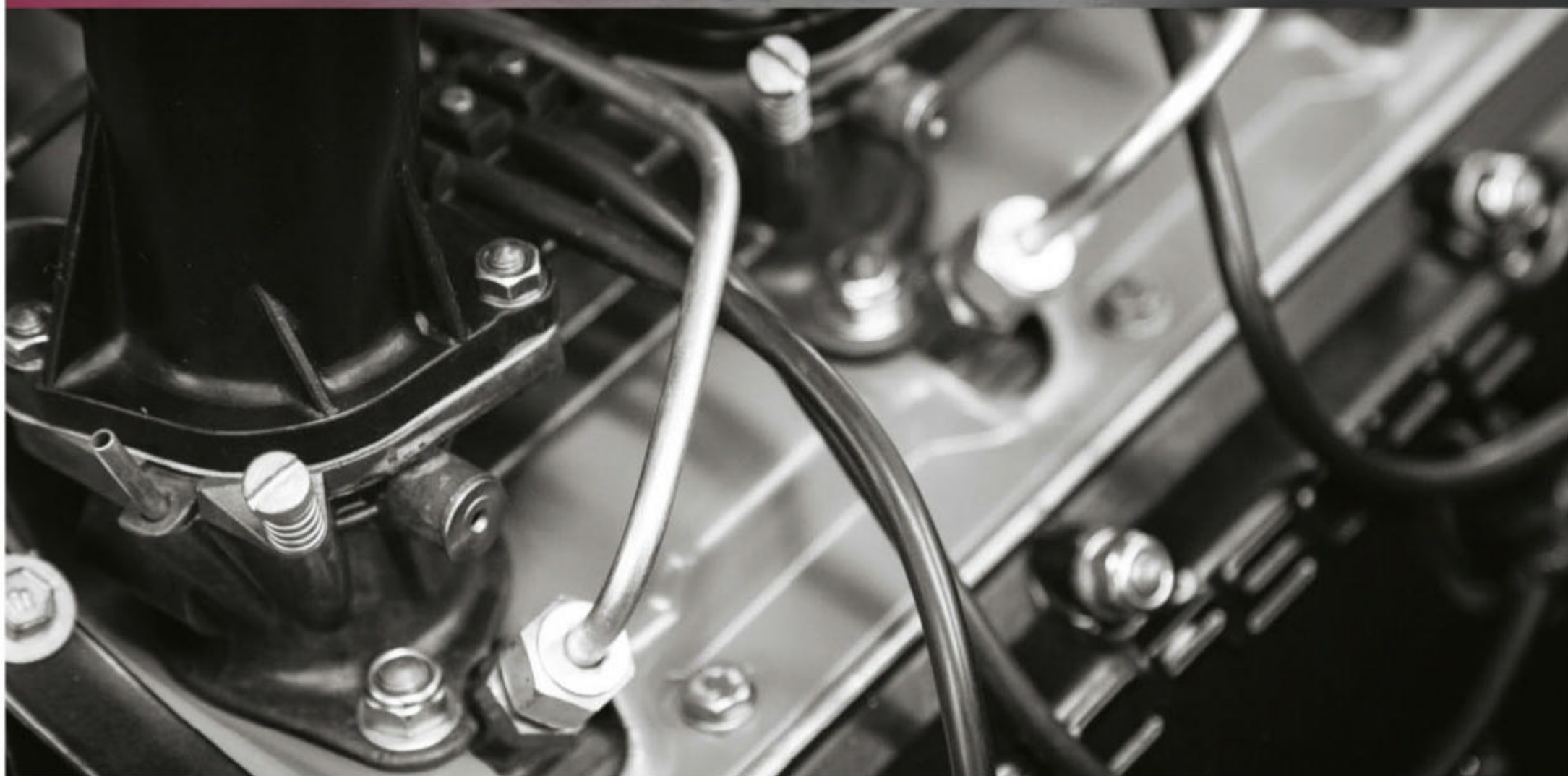






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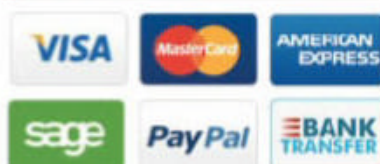


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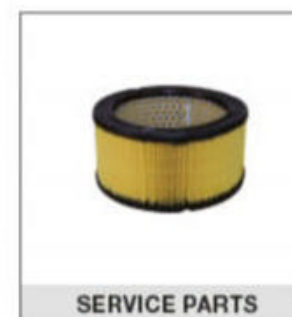
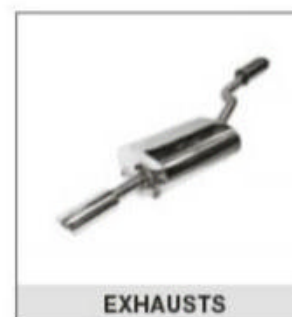
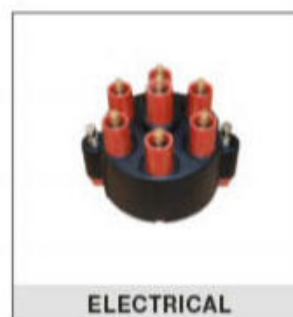
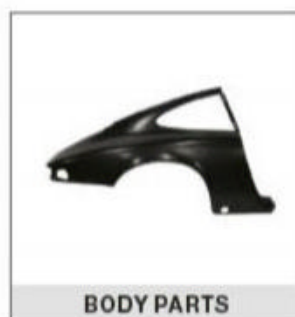
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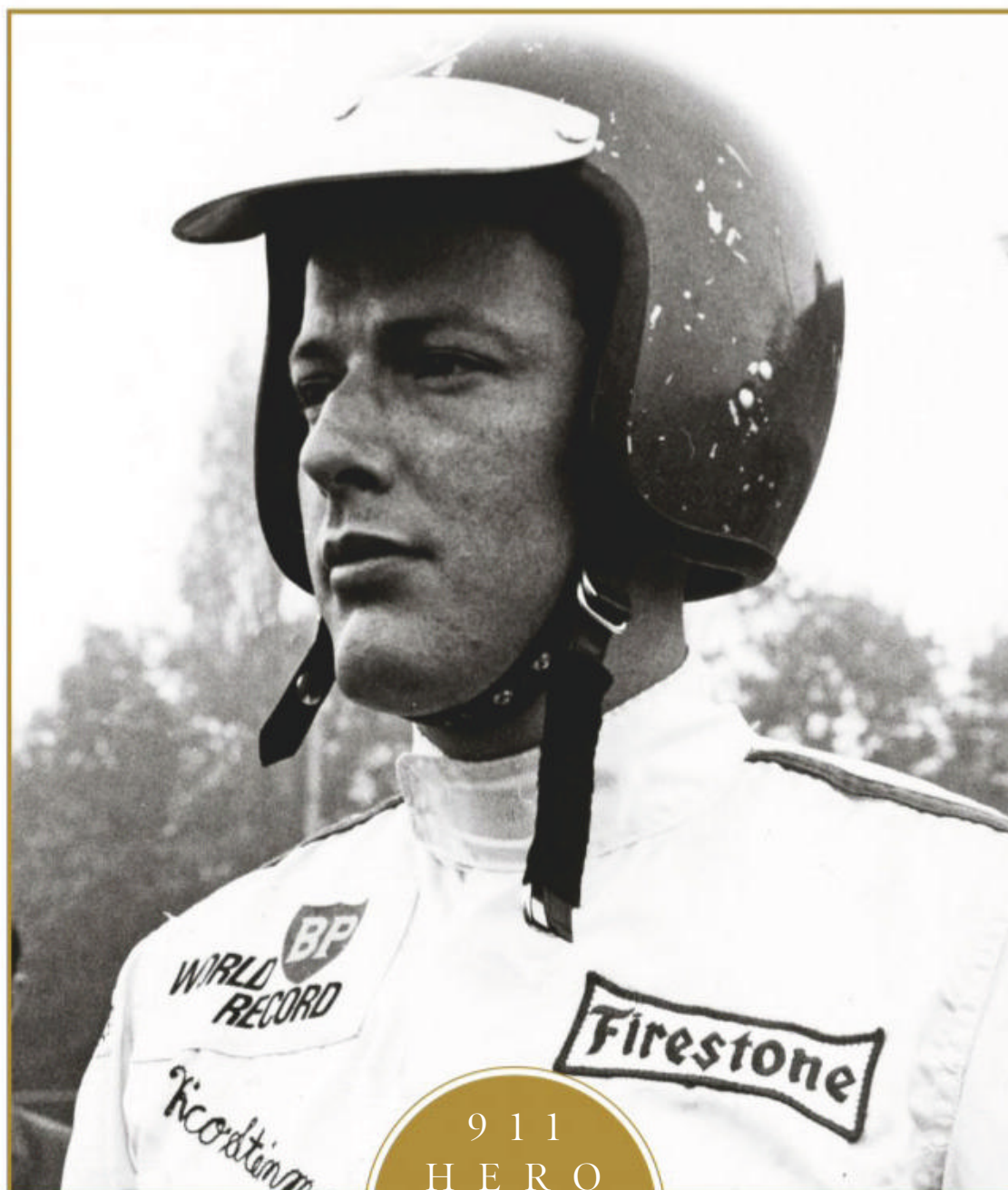


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## — R I C O S T E I N E M A N N —

Porsche's motorsport successes are the stuff of legend, and this Swiss driver was to play a key part. Total 911 remembers Rico Steinemann

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

The name of Hans-Heinrich 'Rico' Steinemann isn't one that you hear as often as you should in Porsche circles, which is frankly a little surprising given the impact he had on its racing activities. Born in Zurich in 1939, he started his working life as a journalist, though his first foray into publishing with his magazine, *Powerslide*, wasn't a roaring success, and the publication would last just a few years. Thankfully he had plenty of other talents, and they would soon be tested as 1969 saw the affable Rico become Porsche's Motorsport team manager, succeeding Huschke von Hanstein. And, as if that responsibility wasn't enough, he would also find time to play a leading role in the company's press department, not that his journalistic skills went to waste in later years as he was editor of the Porsche customer magazine, *Christophorus*, between 1974 and 1979.

But it's the 911 we are interested in here, of course, and Steinemann would be one of the four drivers that took to the Monza track in October 1967 in search of endurance records. Driving a hastily prepared 911R they would battle poor weather and a distinctly challenging track surface to take five world records and 14 international class records. It was a stunning

achievement that both cemented the reputation of the Neunelfer's performance prowess and reflected the driving talents of Steinemann and his teammates. In fact, his skill behind the wheel of a racing car was never really in doubt, as two years previously he had finished 2nd overall at Le Mans driving the Squadra Tartauga Porsche 907 he shared with fellow Swiss racer, Dieter Spoerry.



And that certainly wasn't the end of his involvement in Le Mans. In 1969 Steinemann in his role as team manager had paired a young Gérard Larrousse with the vastly more experienced Hans Hermann, a decision that resulted in 2nd place overall with their Porsche 908 'long tail'. And a year later would come the moment that Porsche had been working so hard towards. In 1970 they would taste the first of many outright victories in the legendary endurance event, Steinemann overseeing the win by Richard Attwood and Hermann in a 'short tail' 917.

While his time at the helm of Porsche's racing activities had been a relatively short one, it was under his leadership that the dominance of Le Mans had begun, and that is surely an achievement that deserves celebrating. Steinemann passed away in 2003, but his is a motorsport legacy that deserves to endure. **911**



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This stunning 1972 Porsche 911S Targa shown here with matching numbers and 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 Fuchs wheels. It was originally owned by the Aoki family owners of Benihana. An extremely collectible and mechanically sound vehicle which is an excellent addition to any classic car collection.

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The excellent original 1971 Porsche 911T 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, cookie cutter wheels and includes the spare tire. The 911T was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

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### 1972 Porsche 911T Targa Stock 10242

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The 1978 Porsche 911SC Targa presented here with matching numbers comes in silver with a black interior. It comes equipped with a manual transmission, rear window wiper, air conditioning and cookie cutter wheels. It had the same owner for many years and is an excellent original car which could use some light cosmetics.

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This very presentable 1979 Porsche 911SC Sunroof Coupe with matching numbers is available in yellow with a black interior. It comes equipped with a 5-speed manual transmission, power windows, sunroof and includes the spare tire. An excellent weekend driver which is mechanically sound.

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### 1982 Porsche 911SC Targa Stock 10297

This very sharp 1982 Porsche 911SC Targa shown here is available in black with a black interior. This 911SC Targa comes with a clean CarFax and is equipped with a manual transmission, air conditioning, power windows and with Fuchs wheels. The original owner's manual is also included as well as the spare tire, tool kit, and jack. This excellent weekend driver just came out of the dry desert state of Arizona and is mechanically sound.

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### 1982 Porsche 911SC Targa Stock 10334

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