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2010 997 C2S Manual Cabriolet	Meteor Grey / Black Leather	15,500	£54,995
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1989 911 Carrera Sport Cabriolet	Grand Prix White / Blue Leather piped White	50,300	£58,995
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2011 997 GTS Manual Coupe	Carrara White / Black Leather / Alcantara	26,400	£69,995
2011 997 GTS Manual Cabriolet	Carrera White / Black Leather / Alcantara	15,500	£69,995
2011 997 GTS PDK Coupe	Meteor Grey / Red Leather	9,700	£74,995
2011 997 GTS Manual Coupe	Basalt Black / Black Alcantara	14,300	£75,995
1994 993 Carrera 2 Manual Coupe	Speed Yellow / Black Leather	24,600	£79,995
2012 997 Turbo S PDK Coupe	Carrara White / Black Leather	17,300	£89,995
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2.5 ST RESTO

Reviving an icon with Jürgen Barth, Michael Keyser & Porsche Classic



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- E-911: SHOULD WE BE EXCITED?
- NEW WLTP EMISSIONS EXPLAINED
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ISSUE 176

Digital Edition



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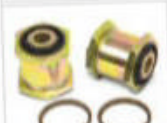





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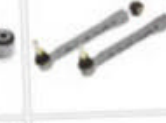
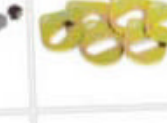





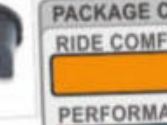
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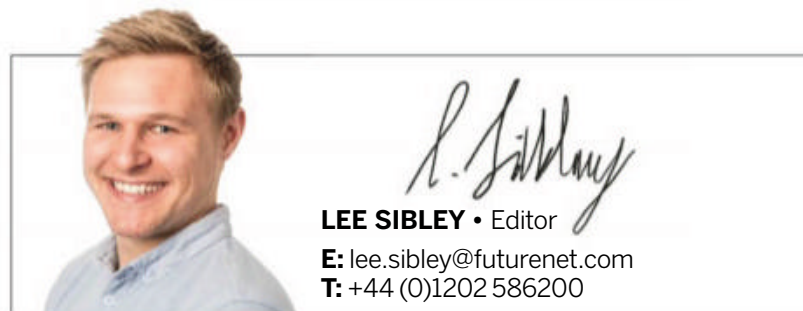
Eyebrows raised as the hammer fell for Lot 215 during RM Sotheby's Arizona sale. A 997 Sport Classic had sold for \$654,000, setting a new record for the model. Was this a welcome change in the wind for prestige Porsche sales? The result deserves a little scrutiny and speculation as to its potential permutations.

On the face of it, the news is positive. Values of prestige 911s have generally fallen over the last two years, perhaps illustrated most vividly by the fortunes of the 991 R, which has pretty well halved in value. 2018 was also a weak year for the 997 GT3 RS 4.0 and 997 GT2 RS, despite the fact just 600 and 500 models were produced respectively. After the boom of 2014 and 2015, we've entered a prolonged period of flatlining in the market. What Arizona and other sales so far this year have shown is that collectors are still willing to pay significant premiums for very rare Porsche, but a look at the details shows a need for caution.

It's clear collectors are now only interested in super-rare Porsche; that is, vehicles with a production run of sub-500 units. Buyers are becoming more fussy, and that means if you're squirrelling away a 911 that isn't exceptionally rare, not only are you missing the point in not driving it, your efforts are likely to be in vain unless you're prepared to play a very long game.

As that mantra filters down through the entire market it's a good time for us all to remember a period not so long ago when people bought Porsche not for investment, but as exquisite driving machines, where most fun was had behind the wheel and not at the point of sale. We're approaching that time again, and those who realise this sooner rather than later are far smarter than those still attempting to hedge their bets – and wallets – on guessing the next big hitter in the marketplace.

“People bought Porsche not for investment, but as exquisite driving machines”



1911 Opening Shot

Porsche's 911 reaches new heights as the new 992 Carrera S is transported via helicopter through the Alps to Areitalm, 1,408 metres above sea level. The stunt took place before the start of Zell am See's 'GP Ice Race', reviving an historic event first held between 1937 and 1974. This year featured numerous past and present Porsche models driven by legends including Walter Röhrl and Hans Stuck.



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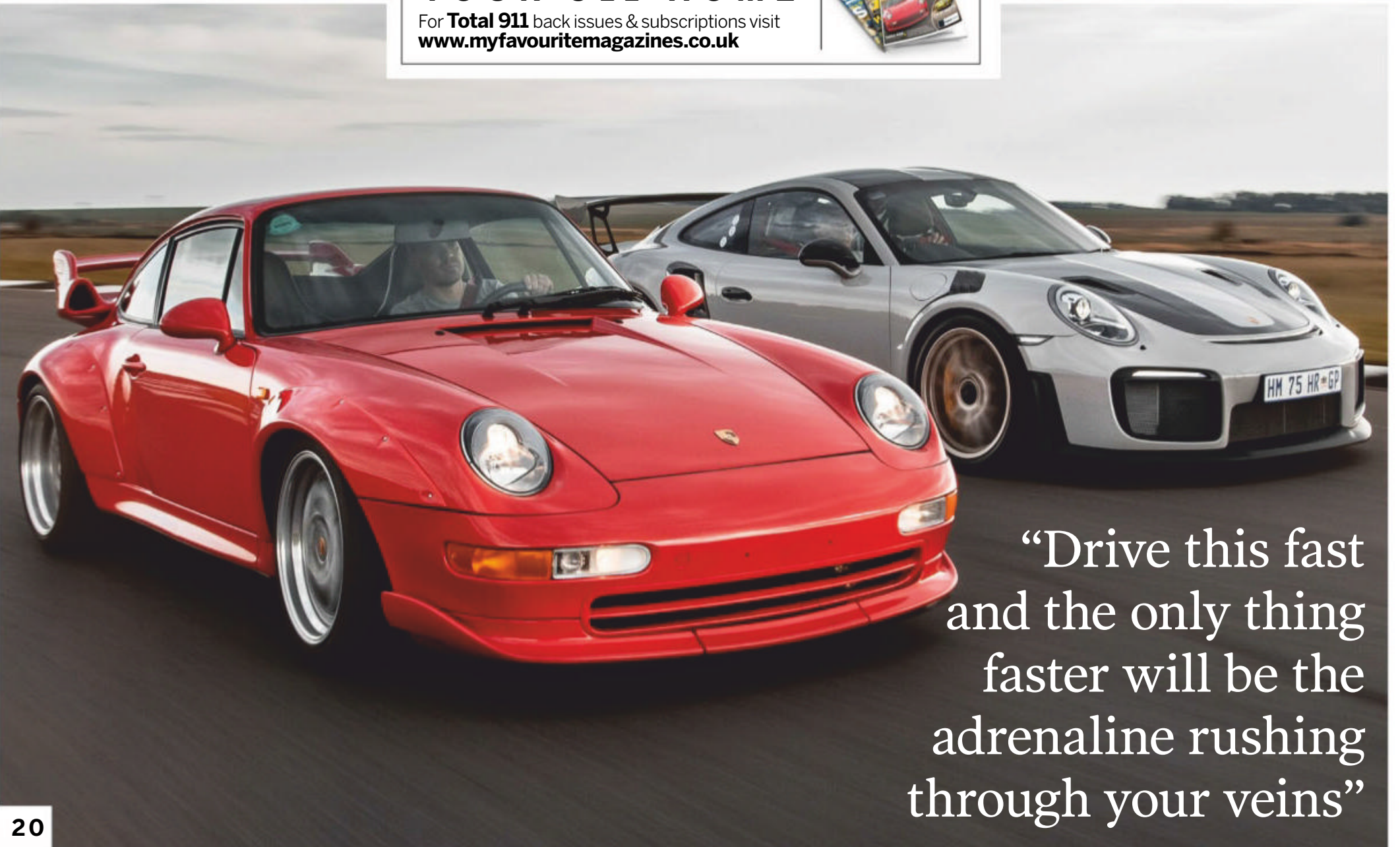


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20



68



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Update

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



Exclusive 911s get 2019 auction season off to a flyer

Sport Classic fetches half a million at RM Sotheby's Arizona sale; Speedster sells for \$423,000

A barely used 997 Sport Classic stole the headlines at RM Sotheby's Arizona sale as the first auction of the year reignited the prestige Porsche marketplace.

No.2 of the 250 produced as part of a limited run by the Porsche Exclusive department, the Sport Classic had just 150 miles on the clock. The hammer price of \$634,000 – some way past its estimate of \$400,000 to \$500,000 – comfortably set a new record for the model.

Lauded by enthusiasts for its extraordinary levels of hand-made craftsmanship, the 997 Sport Classic has long been considered one of

the most desirable 911s to acquire despite it not featuring a Motorsport engine as in other low-number 997s such as the GT2 RS and RS 4.0, which have historically commanded greater premiums. The Arizona result puts the Sport Classic above those rare Rennsports, both of which witnessed a downturn in fortunes in 2018. Originally made for the European market, RM's 997 Sport Classic found its way to the USA via a 'show and display' exemption.

The positive result of Lot 215 set the tone for an upturn in fortunes for rare Porsche at auction. Lot 234, another rare Porsche Exclusive

car, delivered further good news: a PTS Metallic black 997 Speedster with just 12 miles on the clock, it sold for \$423,000, up from its estimate of \$350,000 to 375,000.

Another Porsche Exclusive model in the 991 Turbo S Exclusive Edition with just 50 recorded miles sold for \$445,000, hitting the upper limit of its estimate. There were less favourable results at Gooding's Scottsdale sale however, Lot 54's 997 GT2 RS failing to sell at a \$425,000 lower estimate, and a 997 GT2 and 991 R both selling for below their lower estimates of \$300,000.

A Flat 6 Love Affair Vol 4 released

The fourth instalment of Bart Kuykens' photobook has been released. With an array of individuals captured with their Porsche in candid black-and-white shots, this version features Walter Röhrl and Hans-Peter Porsche, with a foreword by Jeff Zwart. The book, which is 336 pages long and limited to 911 copies, is available for €150 via bartkuykens.com.



First 992 products from Exclusive revealed

Porsche has revealed the first options readily available for the 992 from its Exclusive Manufactur department. A lightweight carbon fibre roof, LED headlights and Porsche-embossed headrests are already available via the 992's online configurator, with leaked images on social media showing a forthcoming GT3-style fixed rear wing.





992 touted as most dynamic open-topped 911 yet

Cabriolet to benefit most from 992's new rigid chassis

The 992 generation of 911 has already had its first expansion of the model line-up after Porsche released the Carrera 2S and 4S Cabriolets.

Ahead of the delivery of 2S and 4S Carrera Coupe cars into dealerships by the end of March, Porsche has made Cabriolet versions available for those who covet open-air 911 motoring.

The roof structure of the 992 Cabriolet features magnesium bows, and new hydraulics mean the roof can automatically open or lower in 12 seconds – the quickest ever for a Cabriolet – though a maximum operable speed of 30mph it to work is carried over from the 991.

Porsche says the change in position of the engine mounts for the 992 mean the Cabriolet in particular will have noticeably more torsional rigidity than the 991 before it. This allows Sport PASM to be optioned for the first time on a 911 Cabriolet, comprising shorter and stiffer springs and tougher anti-roll bars, along with a drop in ride height of 10mm. With both sharing the same engine specifications, customers will pay a £10,000 premium for a Cabriolet over the Coupe model.



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 & Co.
- 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
13-16 March
A 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 911 Carrera

2.4-litre 911T becomes 'live art' car at exhibition

Scale models to be released this year after artists paint onto 1973 T



A unique 1973 911T is to be turned into a commemorative scale model after the real thing was used to create an automotive art mural during a live exhibition.

Originally a US R Gruppe car now residing in the JFD Collection, the 1973 T's Metallic beige paintwork was wrapped in a

matte-white film, considered to be the canvas upon which the artists Cathy Gagalys Vega and Clarisse Seghers could create their artwork. The artists then got to work, creating their piece in front of a live audience throughout the 70 years of Porsche exhibition at Autoworld Brussels.

This extraordinary piece of automotive art is now set to be turned into a model as part of the 'JFD Collection in small'. Following the Monza 911 R display released last year, 100 examples of the 'live art' 911T will be available from the summer. Interested parties should contact johan.dirickx@telenet.be.

Porsche invests in leading roadside assistance start-up

Urgent.ly uses artificial intelligence to help customers at the roadside



Porsche has joined BMW and Jaguar Land Rover in investing in Urgent.ly, seen as the leading platform for roadside assistance services in North America, Europe and Asia. The US start-up uses artificial intelligence and geo-location to connect drivers, service providers and manufactures in real

time, co-ordinating swift assistance in the event of a breakdown.

"Urgent.ly is an innovative platform solution which impresses with its speed and transparency. It is also internationally scalable. We are convinced that it can help increase customer satisfaction levels in critical situations," said Porsche's director of Aftersales Region and Market Development, Killian Sauerwald (pictured). The investment was made by Porsche Ventures, which seeks investments in young, growing businesses relating to customer experience, mobility and digital lifestyle.



WLTP: what is it?

With stricter testing for economy and emissions now in force, **Total 911** explains the meaning of WLTP and how it affects the iconic Neunelfer

Illustration by **Martin Bowyer**

Air quality and vehicle emissions are under scrutiny like never before and, as legislation becomes ever tougher, car makers are under pressure to meet strict new testing standards.

That includes Porsche, and a look at the economy and CO₂ emissions of the 992 models announced so far reveal some notable differences. The last iteration of the 991 Carrera S Coupe equipped with a PDK gearbox claimed official figures of 36.7mpg and 174g/km; those same numbers for the 992 are 31.7mpg and 205g/km. And things are much the same for the Carrera 4S, changing from 35.8mpg and 180g/km to 31.4mpg and 206g/km respectively.

So what's responsible for these revised numbers? First, it's worth pointing out that the figures between generations aren't actually comparable – new testing regime aside, those 992s are more powerful than before, with 450hp instead of 420hp, and feature an eight-speed PDK transmission and new tech such as a

gasoline particulate filter. And while we are used to seeing economy and emissions improving as new iterations are launched, neither has it really worsened compared to before. Instead what we are seeing are figures that are simply more representative of what the car achieves, and that's down to the much stricter Worldwide Harmonised Light Vehicle Test Procedure, or WLTP.

Prior to September 2017 when the new test began to roll out, cars were assessed using the New European Driving Cycle (NEDC), a laboratory-based test that was increasingly seen as irrelevant and no longer fit for purpose. Limited in scope and too easy for manufacturers to optimise their cars for the specific nature of the test, wholesale changes were needed – the result was WLTP.

Applicable to all new models launched from September 2017, and to all new cars from September 2018, it meant a huge programme of retesting and certification for car makers, with a number of models disappearing altogether as re-engineering costs became too onerous.

In essence, WLTP has introduced a much tougher assessment with a longer test time and distance – from 6.8 to 14.5 miles – and higher speeds, as well as incorporating a greater number of more detailed test cycles. It also assesses the impact of different models within a range, including those fitted with optional equipment.

And there's a further aspect to the new regime: RDE. The Real Driving Emissions test sees the car fitted with portable measuring equipment to monitor CO₂ and NO_x (oxides of Nitrogen) and then driven over a varied route incorporating different altitudes and speeds. Implemented from September 2019, the further phases due in January 2020 and 2021 will be tougher.

The simple and easily manipulated NEDC lab test has been replaced by something that should give us a more realistic idea of how much fuel Neunelfers are using and what they are emitting from their tailpipes, and that's a good thing. Things will only get tougher, but we're confident Porsche's engineering will be up to the challenge.



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Brumos-liveried RSR secures podium at Daytona

2019 IMSA season up and running after challenging conditions in Florida

Mother Nature did her best to thwart Porsche's IMSA team from dominating the 2019 season curtain-raiser at the 24 Hours of Daytona, with harsh weather pushing the factory RSRs back to a finish of 3rd and 5th.

Former **Total 911** columnist Nick Tandy set the pace in qualifying, comfortably putting his #911 RSR with Frenchmen Patrick Pilet and Frédéric Makowiecki on pole. The #912 sister car of Earl Bamber, Laurens Vanthoor and Mathieu Jaminet started from 5th on the grid.

Tandy, Pilet and Mackowiecki ensured their 510hp RSR, decked in the iconic Brumos Racing livery in honour of the Jacksonville concern's unprecedented racing success with Porsche over five decades, extended their qualifying dominance well into the race, leading the field

into the night. However, darkness gave rise to what was arguably the most challenging weather conditions in the history of Florida's famous twice-round-the-clock race, with extremely heavy rain thwarting the #911's progress. With deep water on the track, tactics for the entire grid gave way to lady luck from there on in, a series of weather-related incidents, cautions and even a 105-minute red flag dampening the #911's charge, which eventually crossed the line in 5th place.

Daytona also brought up many incidents for the #912 sister car. An unscheduled pit stop early on to fix its defective front splitter mounting put Bamber, Vanthoor and Jaminet four laps behind, but flawless driving and a perfect strategy soon had the RSR back in contention for

a podium by nightfall. Amid the ensuing chaos the #912 crossed the line in 4th, but was later promoted to 3rd after a penalty was awarded to a podium finisher.

Steffen Höllwarth, program manager for the IMSA SportsCar Championship, surmised the fortunes of his team at Daytona: "That was a gripping race from which we're very happy to take home a podium result. We led the field over long stretches, we coped impressively with a setback for our #912 car and we regained lost time. There were many highs and lows. We were very fast in the dry with a set-up designed for high top speeds on the straights, but unfortunately not quite so well in the wet. To achieve a podium result under such difficult conditions is a great effort."



New GT3 R finishes 8th on competitive debut

Customer 911 race car suffers mixed fortunes in GTD class at Daytona

Porsche's new-for-2019 GT3 R, designed for customer teams, endured a baptism of fire to the IMSA season with mixed results in the GTD class.

The weekend got off to a good start, with Porsche factory test driver Lars Kern securing the highest spot of 8th for the 500hp 911 of Pfaff Motorsports. Pfaff and fellow GT3 R customer team Black Swan Racing showed good pace in the opening exchanges as they vied for a podium

spot. However, the carnage thrown up by the adverse weather brought about accidents which forced both cars into retirement. After an early withdrawal for NGT Motorsport, that left Park Place Motorsports to fly the flag for the GT3 R at Daytona, works driver Patrick Long and Porsche Young Professional Matt Campbell helping Patrick Lindsey and Nicholas Boulle to finish in a credible 8th position in class.



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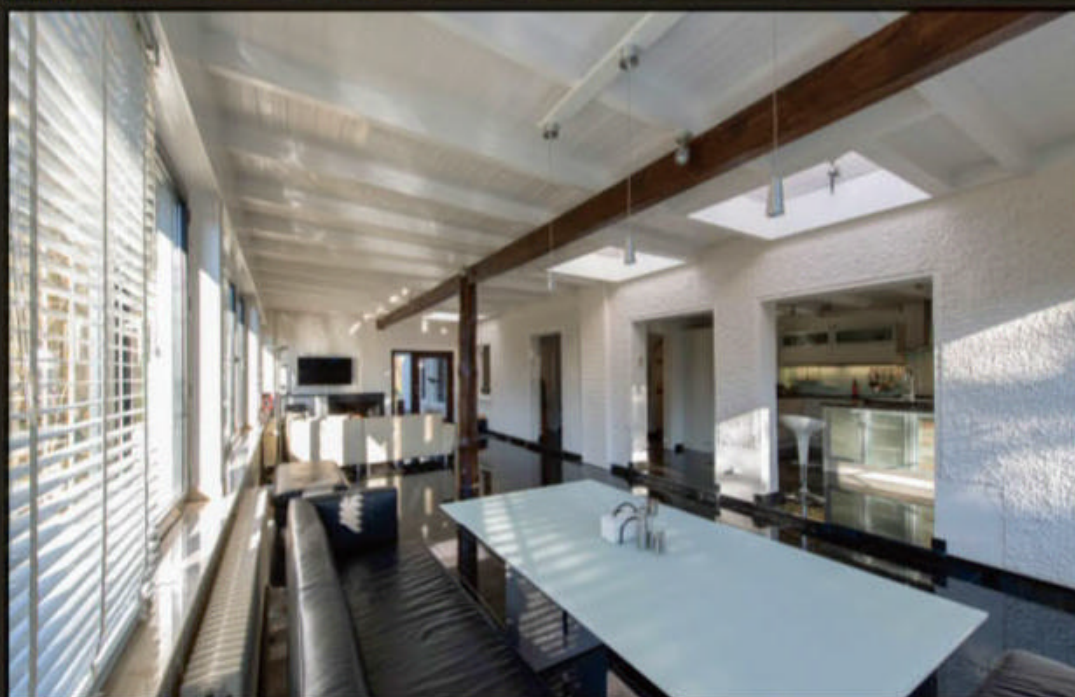


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GUEST COLUMN

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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 continues a series of sit-down interviews with the legendary Porsche Driver nicknamed "Quick Vic"

Last issue I mentioned that, on occasion, my dad would let me take his 1939 Hillman Minx to work. Unfortunately, while practicing car control on the slippery cobblestones one day, the drive shaft broke under the strain. Needless to say my dad wasn't happy, and he told me to fix it.

The most important lesson for me was discovering I could do whatever was necessary to accomplish the task at hand under even the most adverse circumstances. In fact, it helped me years later when, as a member of Ford's factory rally team, I was forced to replace the cylinder head gasket on top of a mountain in the French Alps with virtually no outside help.

I've always wanted to be the best at whatever I attempted. This mindset helped me tremendously in my racing career. I did very well at school, especially mathematics and physics. I excelled in sports, particularly sprinting and football. I was passionate about football and loved playing centre forward. To this day I enjoy watching my favourite team, Liverpool FC.

My success with mathematics led me to Westminster Technical College to focus on a career in engineering. During that time I also worked four days a week. College gave me theoretical knowledge while work allowed me practical experience in a variety of areas.

One day there was an accident that could have completely altered the course of my career: while working on a welding project with my instructor, I nearly lost an eye. The instructor made a mistake and I was rushed to hospital. I was blind in that eye for about two weeks. I was very fortunate the eye healed, and I've had no problems since.

A couple of standout occasions in the 1950s helped me on towards my goal of motorsport. The family of my college friend, Alec Rhodes, won the Irish Sweepstakes national lottery. That meant an instant car for Alec. He bought a new MG TF, an open-topped two-seater, and before we knew it we were heading to our first rally. This was the start



of my association with motorsport and would eventually take me to the top of a profession I had longed for since that day in 1949 when my dad took me to see the British Grand Prix.

We competed in several rallies with me as Alec's navigator and both joined the Sevenoaks and District Motor Club. However, Alec did not stay in rallying long. He gave up rallying to get married. Around the same time period I met David Seigle-Morris. He was one of those rare individuals who could afford to go rallying.

Then two 'events' happened in 1957 that were to have a lasting effect on my career. On the way to a Sevenoaks Club meeting in my dad's fast Woolsey 6/80 car, it was raining heavily when I came through a fast corner. Suddenly the car was spinning. I went off the other side of the road and crashed – the car somersaulted through the air several times before it landed on its wheels.

Of course, there were no seat belts in those days. I ended up laying on the back seat across the transmission tunnel. Worried the car might catch fire, I managed to get a door open and crawl out away from the car and collapsed in the mud. Fortunately, a passer-by found me and called the police and an ambulance.

Next morning the police came to visit me in hospital. I thought they were going to arrest me, but they told me they had examined the car and found I had a front tyre burst. Tyres did burst in those days as they were not like the high-tech ones of today.

The doctors told me I had fractured three lower vertebrae in my back. I was very lucky I

wasn't paralysed. I was in hospital for about a week, laying on a flat board. When I left I had to wear a steel corset for three months while my back healed.

The second life-altering experience came a few weeks after I had gotten out of the corset. Another Sevenoaks friend, Stan Coldham, invited me to be his co-driver at the Scottish Rally. Stan was a very good driver and had recently bought an AC Aceca-Bristol, the predecessor to the Shelby Cobra. It is one of the most beautiful cars I have ever seen. We left London, heading to Glasgow in pouring rain. There were no motorways then – even the A1 was a two-lane road. I remember we got to Hatfield when Stan pulled over and said, "Okay, now you drive the rest of the way. It will be good for you! Wake me up when we get to Scotland."

I was not just apprehensive about driving in the rain after my accident, I was terrified. But he was right, it was good for me. I started off quite nervously, but gradually my confidence grew. By the time we arrived in Glasgow I felt the way I do now about driving in the rain – I love it!

There aren't many of us drivers around that love driving in the rain. In fact, I would say there are three types of drivers: those that didn't like driving in the rain, like Denny Hulme. He couldn't stand it – he would just park it. Then there's the masses in the middle that didn't really like it but would put up with it, and then a few drivers such as myself, Jacky Ickx, and Hans Stuck (pictured above) just loved it. I used to pray for rain as I could do stuff in the rain that others couldn't, as you'll find out next issue...

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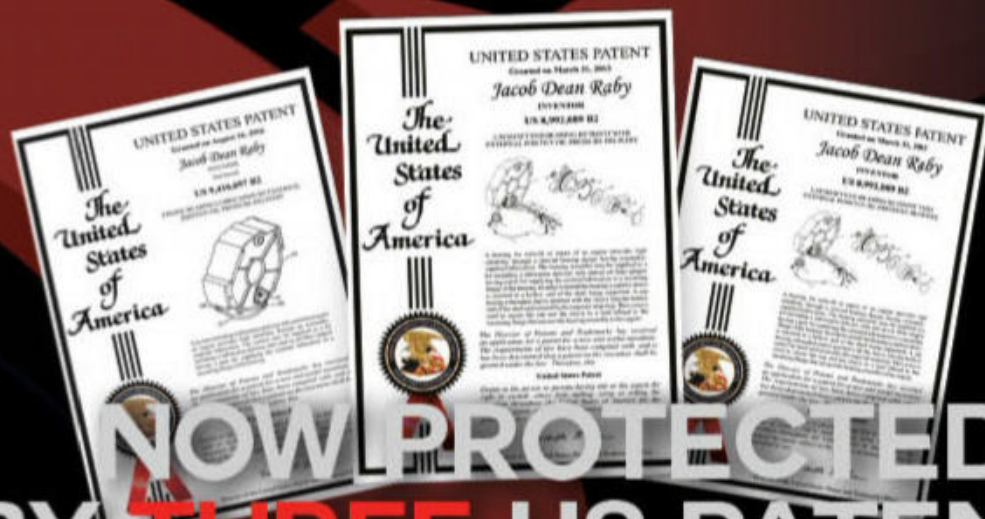
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The very best of your Porsche opinions



Porsche performance stats – are they correct?

Dear Sir,

I enjoy your magazine, and reviewed the specs for Porsche in the back of your issue. I felt the need to pull away some of the illusion being created by Porsche marketing. As a marketing executive, I feel that I can do this. What initially caught my eye was the grossly understated times for the 2017 911 Carrera GTS PDK. I received one of two allocations in my region, and took delivery in October. The new GTS is a 3.0-second-flat 0-60mph sports car with an achievable top speed of 200mph. Everyday Driver has a YouTube video of the car achieving top speed.

The performance times claimed by Porsche are always understated for most 911s and overstated for its GT3. I understand the sales and branding objectives, but instrumentation testing is the proof in the pudding. *Car and Driver* is considered the source for such information. As you'll see in their stats, the GT3 and its naturally aspirated engine may be the rage for some owners, but the new twin turbo, especially the one in my new 911 GTS, is a real screamer, and it devours the

corners as it's equipped with rear-wheel steering and PDCC.

Mike Persiano

Performance times and stats are a topic of constant debate in the automotive world. Porsche as a company is well known for understating its performance figures, in keeping with a historical trend long implemented at Zuffenhausen. This includes the GT3.

It is therefore no wonder that you or others have found the 991.2 GTS stats to be somewhat understated. For example, we've no doubt that the 991.2 GTS Coupe is in fact a 200mph car, considering we achieved 308kph in the heavier Targa 4 GTS last year, with more to give. At Total 911 we stick to the manufacturer's stats in our Data File section as the most consistent form of stats available, with readers fully in the knowledge that those figures are likely to be, as is customary, underplayed by Porsche officials.

Email us with your Porsche opinions and the star correspondence will receive a complimentary pair of high-performance driving socks from Striipe Design. Inspired by motorsport, get yours at striipedesign.com – enter 'T911' for a 20% discount



Response to 991 reliability, issue 174

Dear Sir,

I purchased a 991.1 C2S (July 2012 model) in July 2014 from a Porsche Centre with just 9,400 miles on the clock. It is a daily driver, and I love it to bits! Following on from recent responses from other readers regarding the reliability of 991-generation cars, I thought I'd share my experiences.

I've had many niggles after purchase over a period of two years, as follows. These should not happen on a car of this quality:

- **Horn failed, replaced**
- **Wing mirror motor failed, replaced**
- **Window rubber failed and split, replaced**
- **Plastic lining in trunk detached from bodywork, replaced**
- **Plastic hinge cover on passenger seat cracked and then fell off, replaced**
- **Carpet stud detached from floor, replaced**
- **Rear wiper leaked into car, failed washer, replaced**
- **Heater stopped heating, replaced**
- **Actuator failed on cylinder bank two, only firing on four cylinders, actuator replaced**
- **High-pressure fuel pump failed, replaced**
- **Windscreen washer tubes in trunk perished and cracked, replaced**

These were all warranty jobs, but entailed many days off the road for repair. Additionally, the Sports exhaust failed. Its internal valves had 'corroded' and jammed open. The back box was replaced at my expense, as the car was by now out of warranty.



However, the last 18 months has been enjoyable, trouble-free motoring. I still love my car to bits and drive it every day. I hope I haven't spoken too soon!

I also forgot to mention the ongoing problem of my passenger door window, which doesn't always close when the door is slammed shut. It's a pesky, intermittent fault which nobody wants to address. It happens quite often in winter, less so in summer, and is remedied by pulling the closure switch. Again, irritating! I hope this is useful.

Paul Helps

Wow! I'm sorry to read of the troubles you've had with your 991.1 C2S ownership experience. As you say, this should not happen to a car of such quality as a 911, and may explain why the company has invested heavily in this aspect for the new 992. Regards the intermittent passenger door window, we'll put your query to our in-house Porsche technical expert, Scott Gardner, and come back to you.

991 Speedster updates

Dear Sir,

I've put my name down for a 991 Speedster – I'm based in the UK, own a GT car but missed out on a 991.2 GT3 RS. The dealer principle said he wouldn't accept deposits, and just required letters of intent. I've met him many times since and haven't been able to glean any more information



from him: when we can expect the car, how many are coming to the UK and, most importantly, if I've got one! I appreciate you can't answer that last question, but what about the first two?

Anonymous

We're expecting to see the 991 Speedster at the Geneva Motor Show, with deliveries due for the middle of this year. Of the 1,948 to be built, we've previously disclosed we expect around 350 to come to the UK. We've received no information since to make us report otherwise. Indeed, Porsche Centres shouldn't be taking deposits now as a matter of company policy. Instead, dealerships should be looking at the locale of customers, how often they use the Centre for sales and servicing, and what their intentions with the car are. Good luck!

Ask the expert

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



Scott Gardner

Job title

Workshop Manager

Place of work

Porsche Centre
Bournemouth, UK

Time at Porsche

13 years

As everybody knows, the 992 is now here, but I'm sure some insight from those 'inside' the Porsche circle would be fascinating. When does a technician know about the car – before the general public, I take it? What do the technicians have to do to prepare for a new generation of 911, as they have to fix it if things go wrong from the moment the first car leaves the showroom. Is it a major retrain?

Connor Balaam

The process for preparing for the new model will usually be as follows: we officially hear about the car the same time as the general public, and will internally study the facts and figures as well as the technical differences of the new car as supplied by Porsche. We will then have a dealership launch of the new car, which again gives us a chance to have a look around prior to the first new cars arriving. Porsche technical training will also then launch a training course for the new model, which will document the changes and new technical features in-depth.

Typically a few senior technicians from each dealership will go on this course and then cascade the information to the rest of the technicians as a debrief. This technical course is usually before the dealership launch so we are as prepared as possible by the time that first car shows up.

If there's any special tooling required for the new car Porsche will automatically issue the tools to us, so it can be a little while before we know exactly what the common tooling will be to work on the car, in this case the 992. Then, in the future, the new technical highlights will be added into existing courses: for example, on a chassis systems course, they will now include the new chassis of the 992. That's how we'll get to know the eighth generation of 911!



Written by **Wilhelm Lutjeharms** Photography by **Peet Mocke**

WILD 911S

They are the bookends of Porsche's craziest lineage of 911, but how does the very first offering differ from the latest? We head to South Africa to compare the iconic 993 GT2 and 991 GT2 RS on track



The year 1994 offered something of a step change for Porsche Motorsport. After multiple notable racing successes with naturally aspirated 911s such as the Carrera RSR and RS 3.8, the company once again turned its attention to turbocharging for elite GT racing. A new car was born out of the 993 generation, wider and wilder than ever before. The name given to this new high-performance 911 was simply the racing class it was to participate in: let us say hello once again to the now-legendary 993 GT2.

However, these cars were badged 'GT' – as can be seen below its huge rear wing. To compete in this class Porsche had to manufacture and homologate a street version, which became available as early as April of 1995. Little did Porsche and 911 enthusiasts know at the time, but it would become an absolute icon of a car, and one of the most sought-after today.

Unlike the car it was based on – the new 993 Turbo – the GT2 offered 22bhp more and offered a host of upgrades to the drivetrain, body, suspension and equipment, to name but a few. The big news was that the GT2 would be rear-wheel drive only, the 200kg weight loss over a Turbo mainly being attributed to this change. With the GT2 Porsche had made it perfectly clear it was not about to relinquish

the ominous widowmaker moniker too easily. Rear-wheel-drive 911 Turbos were until then aimed at the more experienced driver, but the change to four-wheel drive left a gap at the very top of the 911 range, one that was to be filled by the motorsport-inspired GT2 street car.

Fast forward more than 20 years and until recently customers had to look to the naturally aspirated GT3 RS model to have race-inspired thrills. However, as a final swansong to the 991 range, Andreas Preuninger and his GT team developed and manufactured the most powerful production 911 to date. One can ramble on about the finer details of this machine, which you would have read in previous issues of *Total 911*, but there is no better way to sum it up than the 6:47.25 time the 991 GT2 RS set around the infamous Nürburgring Nordschleife.

In South Africa where the owner of both these exquisite cars opens the garage door, I find myself subconsciously drifting towards the 993 GT2 first. The door feels light in my hand as I pull its handle. I lower myself into the Recaro bucket seat and shut the door, the thud reminiscent of a whole era of air-cooled Porsche. The seat offers side support from your hips all the way up to your shoulders – the goosebumps on my forearms already demonstrate this is an exceptional place to be!

The cabin is basic, but not Clubsport or race car basic; after all, this is the more comfortable 'Strasse' specification. However, there are no rear seats, only carpets with the neat 'GT' inscription, as is the case on the back of the car below the rear wing. The cabin is compact – you sit close to the dashboard and windscreen in classic 911 guise. I hold the leather-trimmed, three-spoke steering wheel, impressed by the fact there is not a button in sight.

I've been privileged enough to have driven a few 993 GT2s before, and every time it is a particularly memorable occasion. Today is no different. A quick peek in the side mirror gets me all excited again as those monstrous, tacked-on wheel arches fill the view. These were added to enable the GT2's enormous 11-inch-wide wheels to fit under its arches.

I turn the key and the engine catches immediately, emitting a rough, metallic sound. Something tells me the 991 GT2 RS won't be able to match it. I short shift and enjoy the directness of the gearbox as we begin our journey. Although not quite as direct as Porsche's modern-day six-speed GT unit, it's not far off either. Changes below 3,000rpm reveal the engine is almost docile on the roads. It certainly doesn't scare or impress. However, we are soon to arrive at Red Star Raceway near Johannesburg, where the opportunity presents itself to fully exploit the 993's performance. ➔



BELOW Separated by air, water and more than two decades of engineering, these are two of the wildest 911s ever created



ABOVE Creator Jürgen Barth said the GT2 was a crossover between the Carrera RS and Turbo. Here, lightweight doorcards, Recaro buckets and Sport wheel are all influences of the RS...



BELOW ...while a modified version of the 3.6-litre Turbo flat six can be found under the decklid, producing 430hp in Street form



BELOW Carbon rear wing is tallest of any 911, its angle multi-adjustable to alter downforce settings



Once strapped in the bonnet in front of you is short, dipping down and away towards the low nose. As the overall design dates back to the 1960s, the bottom of the windscreen and instruments are both close up. While the relatively steep windscreen may not do the car's aerodynamics any favours, its profile provides you with a sense of engagement modern sports cars simply cannot match. Today the track is still damp in places and, combined with tyres that are a few years old, grip levels are relatively low, but that simply leads to a higher level of concentration and laugh-out-loud moments when the rear moves around for a fraction of a second. It's fun, enlightening and engaging. Throttle application needs to be keenly measured to avoid an infamous 'widowmaker' scenario.

With the longest of the three straights in front of me, in second gear, wheels straight, I keep the throttle pinned. As I pass 3,000rpm the boost kicks in, and the character of the 993 changes significantly: that earlier docile rumble is now a more urgent howl, with what feels like all the punch arriving at around 4,000rpm. In an instant the rev needle swishes through the final 2,500rpm, the highlight of the rev range. Kicking the clutch pedal, I change gear and the rev needle drops back perfectly in the middle of what I call 'the performance zone'. There is a small

delay from my pressing down on the throttle until the turbos properly spool up again, but it is notably less than what I would have expected.

The steering is light, but still offers such a high level of useful feedback. The twisting nature of this track means I'm rather busy behind the wheel too, but the car's chassis is taut and focused, aiding its quick directional changes. While I'm certainly no expert, my basic heel-and-toe technique is complimented by the perfectly positioned pedals, the brake pedal neatly in line with the throttle for when the former is called upon to quickly scrub off speed.

While the brakes feel strong, you need to bear in mind that they only need to bring 1,290kg under control. This lack of weight, paired with the car's compact size, means it really does feel like the car is an extension of your limbs. You have to be on your toes though: boost is relentless when it kicks in, and there are no driver aids to help you out. Drive this fast and the only thing faster will be the adrenaline rushing through your veins.

I park the 993 next to the 991. Comparing the two, the 993 looks dainty, petite even, with the 991's sheer height and width at the rear barely portraying the look of a streetable sports car. But that comparatively bulky rear end has to house those massive 21-inch wheels and that wide 1,557mm rear track,

contributing with rear-wheel steer, torque vectoring and active Sport damping to fulfil the car's immense acceleration and proven track times.

Versus the basic, clean design of the 993 GT2, its legendary riveted wheelarches and outrageous wing being the exceptions, there are numerous extra details to the 991. There are plenty of air ducts and channels, lots of carbon fibre and a serious attention to aerodynamics, as you'd expect from only the second GT2 to adopt that famous Rennsport name.

Move around the car and you notice the large intakes at the front for cooling the radiators, the air outlets on the front arches behind the wheels plus those NACA ducts on the bonnet that feed air to the front brakes – all hallmarks of modern engineering precision. Just looking at the car when stationary, you can still safely assume this is beyond doubt the fastest production 911 ever made.

The cabin is roomier and significantly larger than the 993, and it's more luxurious and more comfortable too – a crazy observation considering its leap in performance. The 918 Spyder seats are among the best in the business, not only looking the part with a combination of leather, Alcantara and carbon fibre, but also perfectly supporting your entire body. Furthermore, you sit low to the floor, exactly as you would in a race car. Perfection. ➡



ABOVE Standard red Alcantara trim adds visual flair to a rear-drive 911 capable of hitting 200kph from standstill in just 8.3 seconds

Timeline of the 911 GT2

993 GT2

YEARS ON SALE: 1995 – 1998

MAXIMUM HORSEPOWER: 430BHP – 450BHP

WEIGHT (KG): 1,290KG (STREET VERSION)

The iconic GT2 that laid the foundation for this now two-and-a-half-decade-long heritage. Renowned for offering only rear-wheel drive and remembered for those massive pop-riveted wheel arches which gave it more presence than any other production 911 at the time.

996 GT2

YEARS ON SALE: 2001 – 2005

MAXIMUM HORSEPOWER: 462BHP – 483BHP

WEIGHT (KG): 1,420KG

As with the current GT2 RS, this was the most powerful production 911 at the time. Again using parts from the Turbo, the GT2 was capable of 198mph. A Clubsport option was also available. For 2004, the engine (now called Type M96/70SL) was updated to 483bhp and 640Nm.

997 GT2

YEARS ON SALE: 2007 – 2009

MAXIMUM HORSEPOWER: 530BHP

WEIGHT (KG): 1,440KG

The 997 iteration offered a 0-62mph time of 3.7 seconds and a top speed of 204mph, the first time a road 911 had surpassed the double ton mark. Using the body of the 997 Turbo and its engine along with the chassis of the GT3, modifications throughout the car resulted in a focused, rear-wheel-drive machine.

997 GT2 RS

YEARS ON SALE: 2010 – 2011

MAXIMUM HORSEPOWER: 620BHP

WEIGHT (KG): 1,370KG

Although there were lightweight GT2s before, the 997 GT2 RS was the first GT2 to wear the hallowed RS moniker. It was lighter than the 997 GT2, using carbon-fibre parts, and offered more power and torque. It lapped the 'Ring in 7 minutes 18 seconds, faster than Porsche's Carrera GT supercar.

991.2 GT2 RS

YEARS ON SALE: 2017-2019

MAXIMUM HORSEPOWER: 700BHP

WEIGHT (KG): 1,470KG

The latest incarnation of the GT2 and Porsche's most powerful 911 to date. The power figures were backed up by an astonishing 'Ring lap time of 6:47.25, beating the time set by Porsche's 918 Spyder hypercar of 6:57. Available with optional Weissach Pack to reduce another 30kg in weight from the car thanks to carbon-fibre and magnesium parts.

993 GT2 Street 1995 – 1998

Engine
3,600cc
8.0:1

430bhp @ 5,750rpm
540Nm @ 4,500rpm
G64/51, six-speed manual

Suspension

Independent; light-alloy lower wishbones; MacPherson struts with coil springs; gas-filled double-action shock absorbers; anti-roll bar
Independent; light-alloy multi-link; progressive coil springs; gas-filled double-action shock absorbers; anti-roll bar

Wheels & tyres

9x18-inch; 235/40/ZR18
11x18-inch; 285/35/ZR18

Dimensions

4,245mm
1,855mm
1,290kg

Performance

3.9 seconds
189mph

Model
Year

Capacity
Compression ratio

Maximum power
Maximum torque
Transmission

Front

Rear

Front
Rear

Length
Width
Weight

0-62mph
Top speed

991.2 GT2 RS 2017 – 2019

Engine
3,800cc
9.0:1

700bhp @ 7,000rpm
750Nm @ 2,500-4,500rpm
Seven-speed PDK

Suspension

Independent; MacPherson front axle with lightweight springs (including helper springs); anti-roll bar; all suspension mountings ball-jointed
Independent; Multi-link rear axle with lightweight springs (including helper springs); anti-roll bar; all suspension mountings ball-jointed

Wheels & tyres

9.5x20-inch; ET 50; 265/35/ZR20
12.5x21-inch; ET 48; 325/30/ZR21

Dimensions

4,549mm
1,880mm
1,470kg

Performance

2.8 seconds
211mph





BELOW It may be slower and less capable than the 991, but Porsche's 993 GT2 is still the ultimate 911



Encouragingly – and as expected – the cabin has less equipment than a 911 Turbo, or most modern 911s for that matter. The owner specced his car lightly, which means there is no five-point harness – not that it keeps him from enjoying his car on track. After all, look in the rear-view mirror and parts of the beautifully welded roll cage and one of the largest wings ever fitted to a 911 greet you and leave you with no doubt of what you can expect from this machine.

I twist the key and the engine fires up immediately with a softer, more subdued tone than that of the 993. Shifting the PDK lever to Drive, the 991 moves off with civility. Comparisons are quickly drawn between the RS and the current 911 Turbo S. Immediately obvious is the edgier, more focused and visceral nature of the RS. Apart from the engine, closing my eyes it may just as well be a 991.2 GT3 RS. The way the car turns in quickly and precisely, the brilliant compliance of that Cup car-spec, rose-jointed suspension on the track – these are all familiar characteristics of the current GT3 RS.

However, when you press the throttle the accompanying hissing and whistling noises – not always as loud and obvious as those in the 993 – and the torque the engine already offers in the first third of the rev range highlight this is an entirely different proposition. Uncannily, there is what appears to be no turbo lag worthy of the name. The sensation is not

quite as immediate as that of a GT3 RS, but you can perfectly calculate your throttle inputs and know the engine will react virtually immediately. This is in stark difference to the 993 where you have to manage the timing of your throttle inputs and inevitable lag with a lot more consideration.

As I start to gain confidence I exit the bends faster by pressing the throttle pedal earlier, quickly gaining trust with the abilities of those enormous 325/30 section rear Michelin Cup 2 tyres. They just grip, and as you put your foot down the combination of torque and power propels you out of the corner with the rev needle quickly flicking to 7,000rpm with, believe it or not, little fanfare as it goes through three gears, the car exiting corners as if it is following a path in the road. What a feat of modern engineering: it's outrageously accomplished for a 911 packing 700hp.

This is where more than 20 years of development makes its mark. Try this with the 993 GT2 and you will either need to apply opposite lock or it will spit you off the track entirely! The GT2 RS is faster and easier to drive, but it's not as lithe through the wheel as the 993, which benefits from its 180kg lighter mass.

I'm astonished at the unrelenting acceleration of the 991 though – even past 120mph it feels as if it can simply continue at this intense rate of pace. Aurally the PCCB brakes complain a little, but physically they instil immense confidence, solidly swinging the

speedo anti-clockwise when applied. While the turn-in is crisp and the feel provides assurance, you can be less attentive of the car's possible loss of traction as there are several systems to assist you – as long as you leave them switched on, that is. The RS is smooth in its operation, brutal in its acceleration and mature in its engine and exhaust harmonics.

We shouldn't complain about the increase in size and weight of these cars. To be safer, faster, more comfortable and capable, they simply have to gain weight. The result is, and will remain, truly astonishing. Although grip levels and the envelope of performance are so much higher compared to the 993, you will have to spend time behind the wheel on a track to learn and deeply delve into the GT2 RS's capabilities. The same could be said of the 993, but its grip levels are noticeably lower, it is lighter and, ultimately, I am able to enjoy myself sooner than in the 991.

If I had to choose just one of these beasts for a wild drive, I wouldn't have it any other way than spending time in the 993. The legendary status of the car, its racing heritage, its design and, most importantly, the fact that it keeps you on your toes are all too alluring to pass up on. These aren't offered in any modern car, characteristics some of us dearly miss. The 993 GT2 is an absolute hellraiser of a 911, and it's this which charms me most. **911**

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

COMING OF AGE

A generational milestone created the most appealing 996 not to wear a GT badge, as Total 911 discovers...

Forty: one of the big ones, passing into the fourth decade tends to be a significant generational marker. To celebrate or commiserate, though? Porsche obviously decided to do the former – after all, producing a sports car for 40 years is an undeniably notable achievement.

It was a while ago now, too. It's incredible to think that with the 992 we'll see the 911 tick over to 60. That's in just four years time, so it's been nearly two whole decades since this Anniversary model was introduced.

Back then the 911 was the 996. Old enough to be in its second generation, Porsche's awkward transitional 911 benefitting from the revised headlights that were introduced with the Turbo. As we all know, the 996 brought water-cooling to the 911, it igniting a debate that still resonates to this day, the 996 arguably the most divisive 911 in our favourite sports car's now 56 years. Time heals, or at least softens resolve, and the 996 has found favour in its advancing years, the Turbo, GT3, GT3 RS and 4S all generating justifiable praise.

The Anniversary should be included among them as, unlike Porsche's ill-considered Millennium Edition of 2000, the '40 Jahre' car's specification verges on perfection. Visually it is a demonstration of dignified restraint, perhaps with the exception of the shot-blasted and polished 18-inch Carrera II lightweight wheels. With the finish of those wheels prone to damage, many Anniversary cars have had their ➡







alloys refurbished with a more conventional painted finish. That might rob them of their originality, but does arguably improve the looks.

Elsewhere the Anniversary follows a proven Porsche formula that defines a special model. It does so without dropping any weight; as any 40-year old will testify, shifting bulk is tricky. The 996 is fairly light as standard though: the Anniversary's kerb weight of 1,370kg matches that of the standard Gen2 Carrera. Instead of losing mass, Porsche focused on other facets to improve the offering with the Anniversary, particularly relating to how it drives.

Key to the Anniversary's spec is the addition of an X51 Powerkit. It's an option that would have added around £9,000 to a standard Carrera should you have asked for it back in the early 2000s. The X51 sees the power rise to 345bhp. Admittedly it's not a significant gain over the 320bhp Carrera, but writing off the X51's revisions on the modest bhp gain alone is to do the not-insubstantial revisions it brings a serious disservice.

The Powerkit adds cast-aluminium intake manifolds with a modified cross section, the exhaust ducts too benefiting by being larger in their width and being flow optimised thanks to machining and polishing. The valvetrain differs too: the valves and their springs, caps, guides and seats are changed over

the standard car, allowing increased movement to benefit the X51 camshaft's greater inlet valve stroke and modified inlet and exhaust timing.

The lubrication system is improved with a different dual-chamber suction pump for cylinder bank four to six, new oil lines and the oil pan coming with bulkhead baffles to help prevent high g-force oil surge. The changes via the X51 are anecdotally said to improve the durability of the 3.6-litre flat six because it counters the under-lubrication of cylinder six, with the benefit of helping prevent overheating and premature wear.

Controlling all that is a modified engine map which, like all the X51 Powerkit's development, was apparently the work of the Motorsport department. That arguably makes X51-equipped cars 'under-the-counter' GT machines, and worth seeking out.

The quoted gain in output the Anniversary's modified M96/03S engine brings is, as is typical with Porsche, said to be somewhat pessimistic. The reality is likely to be usefully healthier, but officially the numbers attributed to it were 345bhp at 6,800rpm, while the torque of 370Nm at 4,800rpm that Porsche claimed is identical to the standard Carrera.

The reasoning behind that modesty is fairly obvious, as any more and the X51's changes would

take the Carrera's output into GT3 territory. Factory figures for the performance were quoted at 4.9 seconds for the 0-62mph sprint, with the top speed listed as 180mph, a marginal 0.1 seconds and 3mph improvement over the Gen2 Carrera.

The revisions to the 3.6-litre flat six engine are complimented by Porsche's adoption of the M030 sports chassis with its 10mm drop in ride height and sports-focused tuning of the springs and dampers. A mechanical, multi-plate, limited-slip locking differential delivers 22 per cent locking under power and 27 per cent on the overrun, the Anniversary also coming with PSM (Porsche Stability Management) as standard.

Finished externally in GT Silver, a colour reserved at the time for the Carrera GT, the narrow-bodied Anniversary highlights Pinky Lai's clever evolution of the 911's form. The flat flanks evoke those of the original 911s that arrived some 40 years earlier, the deepness of the GT Silver's finish only adding to the draw that the Anniversary brings. There's an aluminium 911 badge on the engine cover, it needing a close look to see the '40 Jahre' raised on the underline beneath that simple numbering. After all, the Anniversary doesn't need to shout too loudly.

An aero wing on the rear would be wrong, so there isn't one, the Anniversary's rump faithfully



ABOVE One of the best 996s? T911 is a big fan of the limited-edition Anniversary model



Model 996 Anniversary
Year 2003

Engine
Capacity 3,596cc
Compression 11.3:1
ratio
Maximum power 345bhp @ 6,800rpm
Maximum torque 370Nm @ 4,800rpm
Transmission Six-speed manual

Suspension

Front MacPherson strut with M030 sports suspension
Rear Multi-link rear axle (LSA); M030 sports suspension

Wheels & tyres

Front 8x18-inch; 225/40/ZR18
Rear 10x18-inch; 285/30/ZR18

Dimensions

Length 4,430mm
Width 1,770mm
Weight 1,370kg

Performance

0-62mph 4.9 seconds
Top speed 180mph



aping the iconic form that defines Porsche's rear-engined sports car. Along the flanks there are the sills from the Carrera's optional Aerokit, but the most significant visual differentiator with the Anniversary is the unique, Turbo-derived front bumper. It gives the Anniversary a different style, the large intakes beneath the Gen2 headlights coming with body coloured grilles, while the central intake is left black, as are the lower splitter elements that sit proud at the bottom of that Anniversary-identifying front bumper.

Slipping in over the neat 911-numbered kick plates and into the GT Silver-painted, hard-backed Sports seats covered in soft, natural, grey leather is a reminder of how big modern 911s have become. The seats' leather is supple and tactile, more than any 911 I've ever driven before, and comes equipped with dual-controlled heating. Elsewhere the 996's cabin has, rightly or wrongly, been criticised as something of a low point in Porsche's interiors. The material quality undoubtedly improved with the Gen2 cars and, if you've ever been in an air-cooled 911, the clarity of the controls' operation is something of a revelation.

The dials are in the familiar 996 layout, the piggybacking instrumentation defining the five-dial look, the Anniversary's gaining some aluminium



ABOVE 996 Anniversary interior benefits from supple leather. Build number is inscribed into bottom of centre console



ABOVE Turbo front bumper melded to a Carrera's narrow body is a unique sight



finishing to their rings. Other interior changes include trim strips in the dashboard, the transmission tunnel and handbrake lever cover being painted in the same GT Silver as the exterior and those seat backs. If all that's not enough to highlight the specialness of the Anniversary's specification then the 911 badge and number, here 794, demarks the car's build slot among the mere 1,963 '40 Jahre' Anniversaries Porsche built.

A limited number does wonders to a 911's desirability, but the real specialness of the Anniversary is apparent when you drive it. This car, borrowed from Raby Porsche in Chichester before it finds a new home, has covered just shy of 70,000 miles. Its interior does little to betray that mileage, except for the odd, usual 996 trim sounds as it's jostled on the move. The greater focus of the suspension is obvious, but while it's more sporting than a regular Carrera, it isn't at the expense of ride comfort.

The Carrera is often the sweet spot in the 911 range, and one enhanced with consideration is even more so. There's a hint of 996 GT3 to the engine's character, as well as the chassis sophistication, the Anniversary also feeling like a forerunner to the outgoing, and underrated, 991 Carrera T. Specification is king in a 911, and the Anniversary's is as finely judged as it

could be. There's the Carrera's usual civility and ease of use, the Anniversary a car you could daily drive, yet behind that usefulness is a keener edge, a feeling that once the roads get more interesting there's more yet to come.

Searching the roads around East Sussex for Ali to point his camera at it, the Anniversary reveals exactly that. The steering feels keener than any non-GT 996 I've ever driven, it seemingly more resistant to understeer, lacking the occasional lightness at speed typical of other 996s yet retaining all the fine detail and crisp feel that's such an appealing facet of the first water-cooled generation.

The nose might turn in with even greater precision if this car were equipped with the standard four-piece luggage kit under its bonnet, these being part of the Anniversary's original specification. When new, each Anniversary came with a key pouch, large wallet and a pair of fitted cases all finished in the same leather as the interior. Most of these have been fully or partially separated from the cars through time as previous owners held onto them. If you've a full set anywhere, there'll be a very willing buyer for them among the enthusiastic Anniversary owners.

The standard limited-slip differential undoubtedly plays a role in the Anniversary's fine turn-in, the

“Specification is king in a 911,
and the Anniversary’s is as finely
judged as it could be”



traction benefitting too, it working beautifully in unison with that nicely judged suspension. In a GT3 you'd be bracing yourself for knocks through the car's structure; in the Anniversary it takes the harder edges off, lacking the sometimes brittleness that its track relation can bring. The Carrera T analogy feels strong on the road, the Anniversary's engine growing in urgency in the lower and mid-rev ranges, the greater flexibility being useful, yet not coming with a corresponding decrease in high-rev enthusiasm.

The engine's response is beautifully crisp, the gearshift as easy and light as any 996, the narrow body a serious facilitator in allowing you to exploit the Anniversary's under-quoted performance. There's no way this car only produces the additional 25bhp Porsche quotes – the horses here are evidently of the rather healthy Stuttgart variety. While there's an appreciable increase in the performance, you'd need to drive this X51-equipped car back-to-back with a regular Carrera to notice any difference in the harmonics. For all its greater urge, the engine is apparently no more vocal for its healthy output, the exhaust changes visual rather than aural, the tips finished with polished metal under the rear bumper.

That's all part of the glorious subterfuge, the 996 Anniversary feeling as special as it looks understated.

As a 40-year celebration it's brilliant: a clever interpretation of all that came before it in terms of the 911's usability, ease, pace, poise and feel, yet it feels modern, sophisticated and utterly contemporary. A real high point in the 996 series, it's like the GTS bridge between the standard Carrera and GT models that's now so familiar, but with the narrow-bodied nimbleness, lightness and understatedness of line that's exemplified in the outgoing Carrera T.

It surprised my expectation that it'd be little more than an interesting footnote in the 911's timeline, and that of the 996 in particular. Instead it's gotten under my skin. I'll admit the 996 Carrera has always been a favourite, but the Anniversary elevates it to another level. Indeed, it takes it to a place that's close to the GT models, but comes with understatement and the trappings and usability of a regular Carrera, the bonus of a low-number status and the assured value that comes with it. It's the perfect 996 Carrera, and perhaps even the best of the entire 996 series. 40 proved to be a very good year for the 911 indeed. **911**

Thanks

The car in our pictures was supplied by Philip Raby Porsche specialists. For the latest stock list visit philipraby.co.uk or call +44 (0) 1243 780389.

Total 911 verdict

A sub-GT 996 that flies, yet has all the civility and usability of a regular Carrera. The 996 Anniversary really feels like a forerunner to cars like the nimble, engaging, narrow-bodied Carrera T, but with GTS-like equipment and the bonus of low-number build. A very special 911 indeed...

LIKES

- **Transformational X51 Powerkit and limited-slip differential make the Anniversary a GT-lite in understated, well-equipped Carrera guise**
- **Low-number build appeals and assures future values**
- **Narrow bodied, quick and fun**

DISLIKES

- **It could use a slightly more evocative exhaust and engine sound**
- **Most now come without the original luggage sets**
- **They'll start to be put away in collections as prices rise**

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TARGA WARWICKSHIRE

Winter shouldn't stop you enjoying your 911, so we borrow a modified 911 Targa and head off for a big loop of Britain's Cotswolds

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

“Go for a drive,” said the Editor, not that I needed any encouragement to take a tour of the beautiful Cotswolds. It’s late January though, where darkness shrouds the early morning and returns again by the afternoon, the roads are filthy and, depending if there’s snow or ice expected, salty. It might not seem like the most sensible of ideas on paper, but since when has sensible been fun?

I might be a Scotsman, but home’s Stratford-upon-Avon. Colloquially known as Shakespeare’s town, it’s slap bang in the middle of the country and, somewhat usefully for someone who tests cars and calls it work, rather well located for some fine driving roads. Equally useful is the location of the builders of bespoke-spec 911s, 911 Rennsport, situated just 18 miles from home. It’s close enough that last time I borrowed a car from them for these pages I cycled down. There’s no two-wheeled nonsense today though: it’s a bit too damp and cold, even if, it being January, there are a few turkey dinners that need shifting.

If you happen to be up near Moreton-in-Marsh then pop into 911 Rennsport. Located in a smart industrial area on the outskirts of this pretty Cotswolds market town, Rennsport is owned and run by Paul and Keith Cockell. You can’t miss it on the estate, their smart premises teasing with its second-floor window, within which you’ll spot all manner of interesting Porsche. Not just 911s either. There’s a Porsche tractor and a few transaxle cars, mixing it up with the other interesting exotic, as well as the Audi Cabriolet that was once owned by a certain Princess Diana no less.

The Cockells are a welcoming bunch, their workshops visible from the upstairs viewing area where you can see all manner of builds and restorations being undertaken. One of their cars is outside, and Paul is kind enough to give us the keys. It’s just been built for a customer and is based on a

late galvanised shell, running a 3.2 Carrera engine and G50 transmission. To that there are wider steel arches, the running gear a Rennsport-derived set-up that uses a fully uprated 930 torsion bar set up with anti-roll bars, with short anti-squat RSR aluminium rear trailing arms and 930 brakes.

It’s finished in Fashion grey, the colour working well with the contrasting graphics and the chrome trim, as well as the brushed-metal finish on the Targa’s roll-over hoop. Paul’s insistent that we take the roof off and, as we’ve packed hats, who are we to argue? After all, Britain is evidently benefitting from a rather mild start to 2019. Being local I know the roads around here rather well, Cusick having to tune out the drone from my mutterings about passing where I take my kids swimming, or pointing out where the in-laws live. There’s the rushing of the wind passing by to help here, the rather pleasing sound from the stainless-steel exhaust another distraction, the Targa proving to be rather well suited to this winter drive.

We’ve a few destinations in mind, key among them being the A422 linking Stratford-upon-Avon with Banbury, it running all the way to Silverstone and beyond. We’ll not be going as far as that today, but it’s a bit of a hidden gem. Just a short hop off the M40 if you’re coming from the north or south, it’s punctuated by pretty villages. We’re heading straight there from Moreton, the drive up taking some of the Fosse Way, which is essentially the Roman’s idea of a motorway. It’s a fast road, but the interesting ones are those off it, it spearing across the A422 just outside Ettington before continuing north.

We take a right through Pillerton Priors, the next section of road after the village being a chassis engineer’s dream... or nightmare. I know this because it’s part of Jaguar Land Rover and Aston Martin’s chassis development route. Drive here and more often than not you’ll see a partially disguised car or mule out doing testing, the thought being if the



RIGHT Kyle explores his own 'Targa Warwickshire' loop in the steel-arched RSR Targa backdate



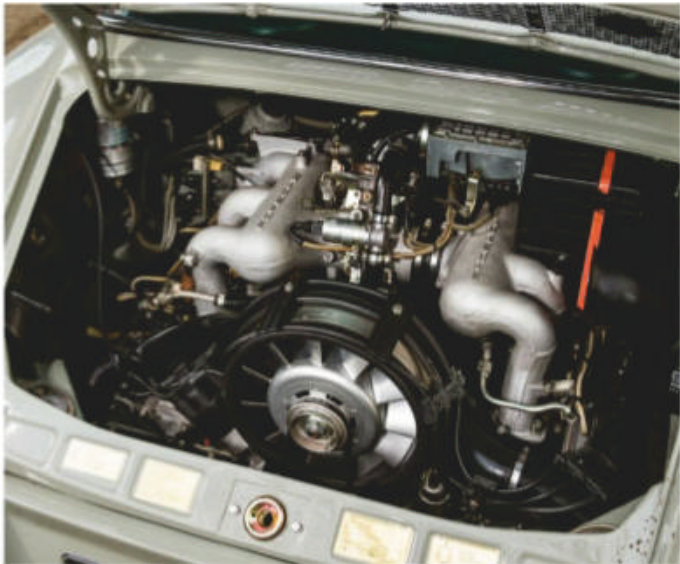
ABOVE 911 Rennsport's Targa RSR makes use of 930-spec suspension, a popular choice among G-series cars







ABOVE The 911 Targa got its name from Porsche's exploits on Sicily's Targa Florio. A classic edition of the race takes place every October





Rennsport Evolution Targa RSR

The Targa is a divisive model among the 911 fraternity – you either admire them, or you don't. However, the Rennsport Evolution Targa RSR here managed to weave its way into our affections during our drive through the Cotswolds. Paul Cockell explains that it's built from a fully galvanised, late-G50 shell, into which a 3.2-litre Carrera engine and G50 five-speed transmission are fitted. It's the suspension that's most interesting though, it largely 930 Turbo based, housed under steel-formed widened arches.

The brakes, too, are borrowed from the 930. The effect of that is noticeable: the brakes are strong, the handling sure-footed and traction excellent, even with 225/50/R16 Pirelli P7s having to deal with roads greasy with cold winter grime. The steering is similarly reassuring, turning in quickly, though I'd change the steering wheel – not least because the wood and metal finish is cold to the touch with the roof open in January. It'll be with its new owner after it's been washed, and so a big thanks to them for letting us enjoy it as it should be on some hugely enjoyable roads.



ABOVE Long bonnet, brushed roll bar and chrome brightwork add to the Targa RSR's backdate flavour

“The open top allows us to better enjoy the passing scenery”



great opportunity to admire the Targa, looking good through the window as we enjoy our pitstop before heading off to explore some more.

We head back towards Moreton-in-Marsh via a non-prescribed route, taking spurs off when the mood takes us, heading through familiar tourist draws like Chipping Norton, Broadway and Stow-on-the-Wold, each busier than the next, denying Cusick his desired clean Cotswold image with the typical yellow-stone buildings in the background.

We hit pay dirt for that in one of the many small villages we pass through on our photographic meandering. The buildings here are picture postcard pretty, thatch and hedges trimmed to perfection, the Rennsport Targa looking just right in such a setting, its open top allowing us to better enjoy the passing scenery at the same time.

While it's warm for January there's still a fair bit of filth on the road, the decision to leave the Targa dirty for the photographs one as much described by convenience and authenticity as it is to prevent our digits perishing by having to undertake icy roadside washes before Cusick gets his lighting rigs out. Even with the roof off it's warm enough inside, though the temptation to increase the pace a bit is quickly dampened when it's apparent doing so pulls all the

heater's efforts out into the Cotswolds rather than warming us.

With the weather closing and no roof we call it a day, the light fading too, and we'd rather keep the neat hand-woven lamb's leather seats from getting wet. Cockell's decent enough to let us off with returning the Targa with a layer of winter grime on it, leaving cleaning it to someone with a decent pressure washer and a detailing bay.

We're left wanting more as well as less. More time, more light, more heat and less winter grime. Even so, we're satisfied after an enjoyable drive in an engaging, interesting, wide-bodied Targa that turned heads and performed well on some interesting, sometimes fast, often narrow and occasionally technical roads. There's real fun to be had driving without a plan, and the Cotswolds is the perfect environment to do exactly that. It's a bit of a hidden jewel right in the heart of the Midlands. Just don't tell everyone we told you so. We don't want it getting too busy, especially with summer not so far away now... **911**

Thanks

The Targa RSR in our pictures was supplied by 911 Rennsport. To discuss your own backdate 911 build visit 911rennsport.co.uk or call +44 (0) 7881 973911.



Herbert Ampferer

In the 70 years of Porsche there are many who have given decades of service. Few, however, could match the 45 years of Weissach engineer Herbert Ampferer

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



Herbert Ampferer is Austrian, and as soon as he finished his engineering studies at Steyr, his only thought was to get away to avoid military service which, 25 years after the war, had become extraordinarily unpopular. "I went to Sweden – thought I might find engineering work there. One evening I met a fellow Austrian in a bar in Stockholm, and over a beer I said to him I had two priorities: a girlfriend and a job. He thought he could help with the second and suggested that a sports car company in Stuttgart where he worked could probably find a place for me. It was called Porsche. I had never heard of it, but within a few weeks I had swapped Stockholm for Stuttgart and found myself employed at Zuffenhausen. I went straight into the engine department. I liked it immediately because of its 'Austrian' atmosphere."

This was just as well because his first task was Entwicklungsauftrag EA 266, the project to build a small VW with an air-cooled engine beneath the rear seat: "It was horribly complicated," recalls Ampferer. "Bent drives, drives running round corners... unbelievably complex." It was a relief to move to the 924 project, intended as a joint venture with Audi which Porsche ended up taking over. In doing so it inherited the VW water-cooled four-cylinder engine: "It was a high-compression

OHC unit with a long stroke that gave good mpg. But the cast-iron block was heavy. It was the beginning of Porsche's learning curve with in-line water-cooled engines."

It was the beginning of Ampferer's learning curve too; the Audi unit would be reworked: "We put in a forged-steel crankshaft and extra-large main bearings, and we used screws for valve adjustment rather than Audi's shims; we cut recesses into the pistons to avoid damage if the cam belt broke. We also had to redesign the manifold to fit the 924's limited space. A deep sump kept the engine height low, and I finned it, which saved fitting an oil cooler."

As well as working on all versions of the 924, including the GT, he would go on to develop the 2.5 for the 944: "A very interesting project that was much more than just half a 928 engine. We had to design the 2.5 to fit the front suspension. The inspiration for the balancer shafts came from Mitsubishi; they added 12kg, but there was negligible additional friction. We built a prototype 924 engine with balancer shafts – you'll find my signature on the first drawings of them!"

Chief of the engine department was Robert Binder; he recognised the young Ampferer's raw talent early and put him to work on turbocharging. At that stage in early 1973 Porsche was studying the use of turbochargers – proving so successful in the Can-Am 917 racers – in road cars. ➡

“Valentin Schäffer had already done most of the development on the racing turbo. My job was to draw the concept for the road cars. The main difference is packaging: racing cars are open everywhere, so heat dissipation isn’t difficult, but acceptable styling for road cars meant we had to find ways of defusing this heat. There was also the problem of drivability – a racing car has the throttle either wide open or closed, but for road use you need part throttle openings. The turbochargers we had then were basically made for diesel engines, and they were not readily mappable to the requirements of petrol. When we had gone as far as we could with that, we then had to design the wastegate to retain exhaust pressure within the system so that when the throttle was released, the turbo did not stop turning.”

Lag, then sudden intervention of the turbo, was the major stumbling block of forced induction. Ampferer almost stumbled himself: when testing one of Michael May’s turbocharged Ford Capris it tried to launch him into a concrete barrier as the turbo suddenly came to life, and he escaped a huge accident more by luck than judgment.

In the 1970s and 1980s Porsche was, in Ampferer’s words, a “fantastically busy place”. He was involved, for example, in the 928, which represented an absolutely clean sheet as far as his engineering group was concerned. There were also external contracts, always a major part of Porsche’s turnover. One of these projects which Ampferer led was for Austin Rover: “They wanted to have their own engine for the UK-built version of the Honda Legend, the Rover 825, rather than use Honda’s 2.5 V6. We built three or four V6 engines at Weissach. We designed them from the ground up using an alloy that was lighter than Honda’s. The V was 120 degrees, not just so that it would fit under the bonnet, but also because we proved that was the optimum architecture to overcome NVH (noise vibration and harshness). The larger plenum meant more power, and the whole engine was very impressive – there was nothing like it on the market at the time. It was a typical example of Weissach brainstorming.”

Disappointingly, Rover failed to use it, probably for reasons of cost, and simply had Honda enlarge the V6 to 2.7 litres, but by then Ampferer’s team had moved on. A typical challenge came from Spain: having supplied engines to SEAT for 30 years, Fiat suddenly gave two years’ notice on the arrangement. SEAT came to Weissach requiring a family of new four-cylinder engines, a tall order in two years from scratch and the beginning of a frantic period for Ampferer. “We negotiated 30 rather than 24 months,” he recalls, “and I had to both design these engines and adapt SEAT’s factories to make them. I was flying to Barcelona almost every week in 1983 and 1984.”

Four- and six-in-line projects for Volvo used much of the experience gained on the 944, particularly the incorporation of balancer shafts to counter NVH on the four-cylinder, and the Rover light-alloy design for the six. Weissach also

developed Peugeot’s V6 for the 505. Although his principal responsibility through the 1980s was external projects, Ampferer kept an eye on Porsche production too. As such, he is able to explain why the much-needed 964 was delayed over a year: “The engineering was all done, but the problem was the chassis, which was completely new [entirely rethought by Norbert Singer, who finally abolished the torsion bars and replaced them with struts all round]. This was the first 911 with an entirely enclosed chassis. Driving through water troughs caused the hot exhaust to fail – even stainless steel warped. A lot of work was necessary to achieve sufficient air flow round the exhaust.”

The 964 was not especially refined, exemplified by the need to fit a torsional damper, and Ampferer’s group was deputed to rework the 3.6 for the forthcoming 993. Famously this project began with various proposals for a new engine, notably a water-cooled V6 or V8, but lack of money restricted his engineers to a comprehensive refinement of the flat six, something which they pulled off admirably. “Although I had been against the 16-valve head for the 944 earlier, I did think the future for the 911 was water-cooling,” says Ampferer. “Objectors said water-cooling would increase weight and have a negative impact on image.” In the end production and environmental realities forced Porsche to cross the Rubicon of water-cooling, and it has never looked back.

After spending almost 25 years building engines for road cars, Herbert Ampferer was transferred to the competitions department: “When Porsche abandoned Indy car racing for a return to F1, and then quit that, the company suddenly had no top-level motorsport presence – it had given up sports car racing after 1987. [Then-engineering director] Horst Marchart decided to put me in the racing department as a counterweight to Hans Mezger, who had been there for over 30 years. My task was to come up with a proposal for a new entry in motorsport. It was a typical strategem of the pragmatic Marchart to shake things up a bit.”

Ampferer describes how the original idea was a return to F1 in three months: “It was very ambitious, the sort of thing you lose sleep over. But I analysed everything. We even built some engines but, by every measure, the concept fell short. In the end I plucked up the courage to tell them that not a single component was good enough for F1: the engine was too long, too heavy and underpowered. There was no justification to go back to F1.”

This was not entirely what Hans Mezger wanted to hear, but Ampferer says he took the findings with good grace. Porsche, in difficult straits financially but with a new sense of direction emerging under Weideking, was changing. Many of the old guard had left, and Mezger himself retired at the end of 1993. “I looked at what was happening on the racing



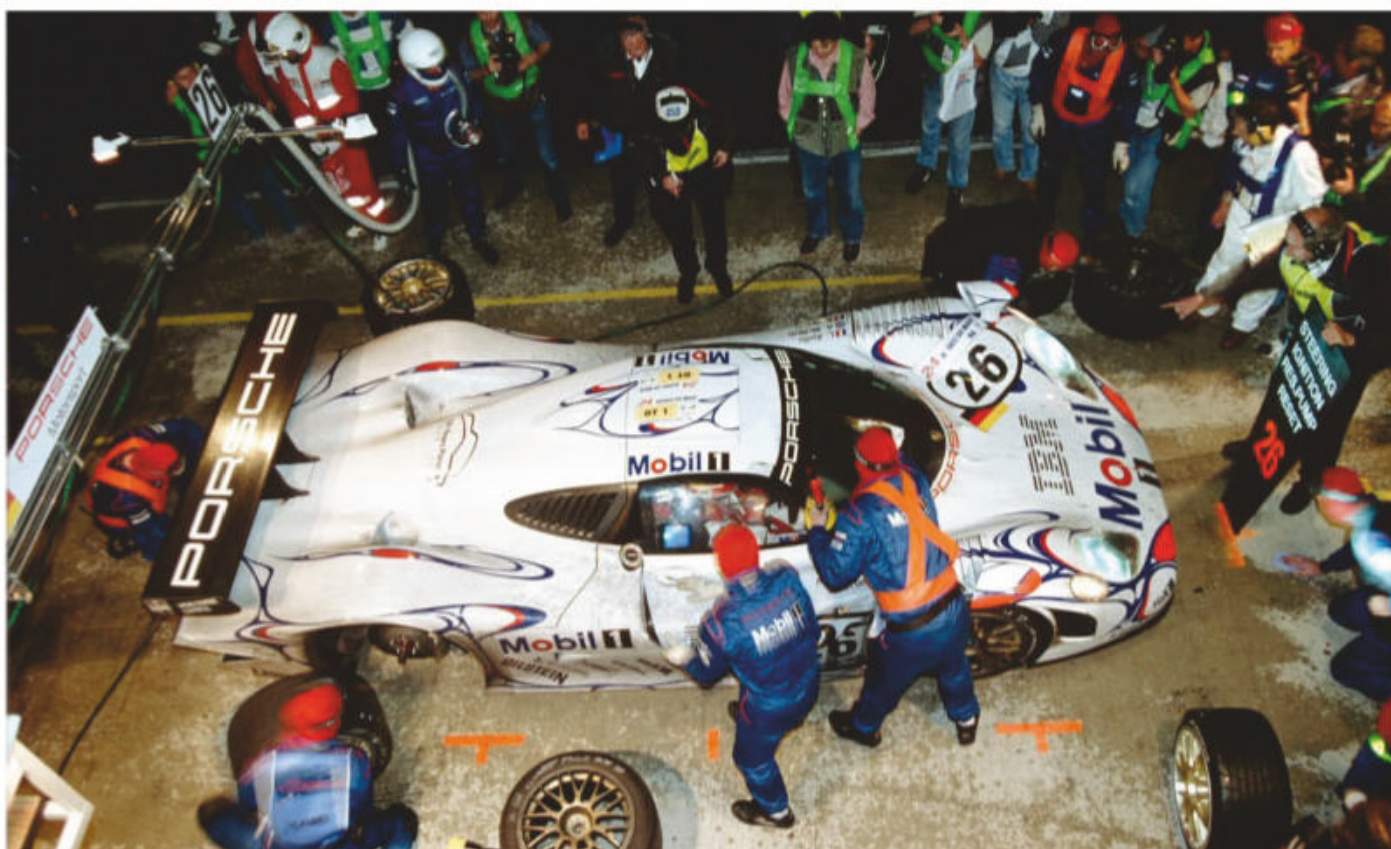
ABOVE With the GT1 Motorsport team at Weissach, 1998. Ampferer is on the far left, Norbert Singer is identifiable on the far right



ABOVE With Herbert Linge on the latter’s 80th birthday, 2008
RIGHT Sharing the GT3’s engine in the 996 Turbo helped bring costs down



BELOW The development centre at Weissach is a secretive operation, with many projects for Porsche and external clients kept famously under wraps





BELOW LEFT One of many external projects, Weissach engineers worked on the design of an ergonomic cockpit layout for passenger aircraft between 1981 and 1984
BELOW The Carrera GT, another project Ampferer was involved with

scene and saw the most successful car was the 911 GT2, which tuners were taking to well over 500hp. Our best chance was with the 911. We knew we weren't going to continue in the GT2 class, which is why we developed the GT3, but we couldn't use the 996 because of oil starvation at high cornering speeds. I suggested a new engine, but only partly new. It used the 993 crank, which we made from the old Mahle dies; new pistons with Nikasil-coated liners and a completely new 24-valve head. People think the GT3 engine is based on the 993, but it is essentially the 959 with a single water jacket. The most important vestige is the chain drive from the crankshaft."

Marchart pointed out that this engine would have to be homologated, and so dependent on a production minimum. The costs involved for a production run of a couple of thousand would make the GT3 too expensive, and the board would not approve it.

Ampferer suggested that if the same engine were used in the forthcoming 996 Turbo, the resultant volume would bring the engine cost down. It was a practical idea: the first thought for the new Turbo had been to resuscitate the powerful, but complex 3.2 unit of the 959, but a shared engine with the GT3 was potentially more straightforward, provided it could be made to fit successfully with all its turbo componentry,

including larger water radiators. For aesthetic reasons they could no longer place the intercooler in the engine cover as before. So Ampferer's engineers split the intercooler and put left and right halves in the wheel housings. Much of this experience went into building the subsequent road-only 996 GT2. For his part, Ampferer would go on to lead the GT3 programme until 2007.

"After the failure with Arrows and my analysis which concluded we could not get straight back into F1," Ampferer goes on, "Marchart asked us to see whether without time constraints we could build a viable F1 engine. He had got to know Ron Dennis quite well and intended to use McLaren's expertise. So in 1994 we built a 3.5 V10 which revved to 15,000rpm. With the exhaust it weighed only 125kg, 50kg lighter than the Arrows engine. We never used it, as between 1996 and 1998 we were concentrating on the GT1 programme."

He explains that the GT1 came about because the 993 GT2 Evo could no longer keep up with the carbon-fibre, mid-engined McLaren. Indeed, with the hindsight of 20 years, the GT2 Evo was the last time that the 911 was reliably able to win outright in top-level GT competition. But in 1998, as Ampferer puts it, "we fought like hell to give Porsche a present for its 50th birthday". After

the success that year of the GT1, to little surprise and no dismay, Wiedeking abandoned the GT1 programme. Today Ampferer is sanguine about this: "We realised the budget was required for the Cayenne project."

In what has been interpreted as a consolation prize for the disappointed engineers of Porsche's motorsport department, Wiedeking told them to develop a Le Mans-prototype engine comparable with anything Ferrari could build. The result was a 5.5-litre, 60-degree V10, again impressively light at 168kg. Allan McNish tested the prototype at Weissach where it proved fast enough for future competition. "Then Wiedeking said to us: 'Okay, we aren't taking this any further, but what I want you to do is create a road-going car to match Ferrari.' So the V10 engine and clutch went straight into the Carrera GT."

A phenomenal sports car, the Carrera GT is

now revered as the last properly analogue super car. However, it never quite fulfilled its potential as the elite market was already moving towards cars with the full panoply of electronic catch fencing and automatic transmission in a segment where fashion had long been more important than driving skills.

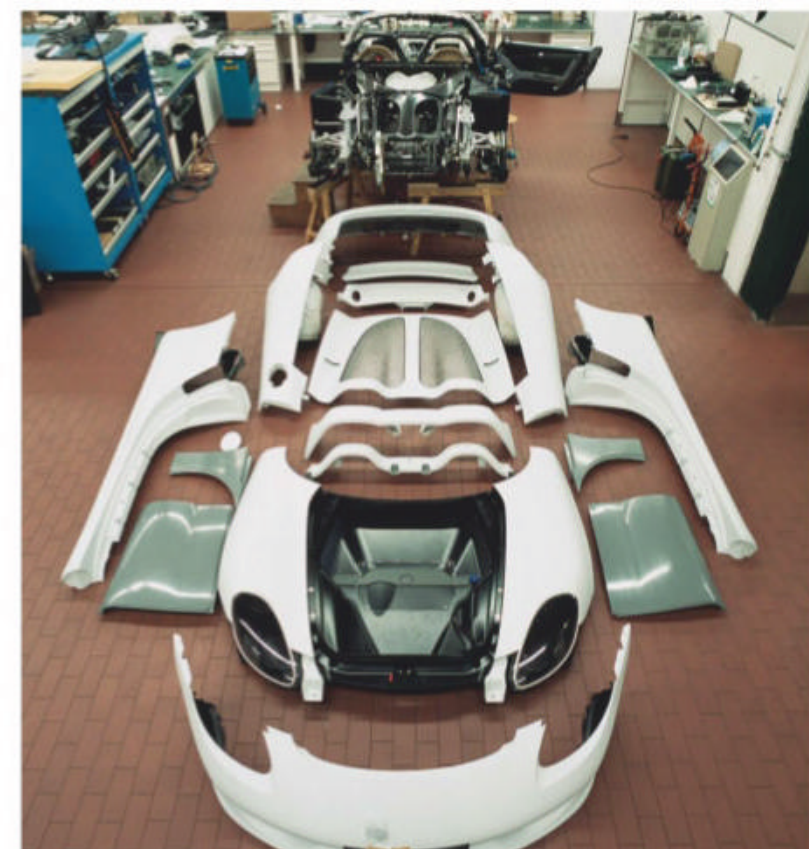
After more than 36 years as an engine man with both production and racing cars, Herbert Ampferer changed

direction. "Porsche appointed me spokesman for Weissach R&D. I became responsible for Environment and Energy, representing Porsche's interest at meetings of ASEAN and other development authorities. The object was also to give Weissach a broader picture of what environmental authorities around the world were thinking in terms of energy use and emissions. I felt I became Weissach's warning light for emissions and consumption matters."

He says that the company needed to recognise that the world had changed, and that it had to look beyond its classic marketing shibboleths of sport and emotion and realise that buyers were beginning to be influenced by external factors, especially the environment. "This was in 2008: a lot has changed in a decade. Look at 'Mission E'. I think the company got the message and changed direction in time."

Will electric Porsche have the traditional appeal of the petrol cars? Mechanical engineer Herbert Ampferer won't be drawn on that. His generation had the satisfaction of building air- and water-cooled 911s, of winning Le Mans many times and, as a final flourish, creating the outstanding Carrera GT. For anyone with a sense of history, an electric Porsche will have a lot to live up to. **911**

“People think the GT3 engine is based on the 993, but it is essentially the 959 with a single water jacket”





993 C2

Occupying a special place in 911 history, the 993 manages to blend classic charm with modern-day thrills. Time to see how it stacks up when it comes to buying one

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



HISTORY AND SPEC

As the last 911 to feature air-cooling, the 993 cemented its place among the pantheon of Neunelfer greats, but its talents run deeper than just acting as a historical milestone. For one thing it built on the modernity that had been introduced with the 964, not least by featuring the clever multi-link LSA (lightweight, stability, agility) rear suspension that finally banished the tricky handling reputation for good. It further improved the quality of the 911's construction in all areas that mattered, from an impressively stiff body – it was claimed to be 20 per cent stiffer in Coupe form compared to the 964 – to a richly appointed and hewn-from-solid cabin.

A major advancement, much of the credit for its

appeal should go to Tony Hatter, who styled a body that was both notably redolent of earlier models and aerodynamically effective. Claimed to be 80 per cent new, the shell shared just the roof and bonnet with its predecessor. Under the rear decklid sat the M64 3.6-litre motor, although notable changes included lighter and stiffer internals, improved lubrication and freer-flowing inlet and exhaust systems.

The result was an increase in power to 272bhp, a figure that would swell further in 1996 when the VarioRam induction system was fitted to provide 285bhp and a slight increase in torque. Also improved was the manual transmission, now a stronger and slicker-shifting six-speed unit, or buyers could opt for the revised Tiptronic automatic, which now featured shift buttons on the steering wheel. Much of the interest, however, was

reserved for that new rear suspension, it proving mightily effective in finally taming the 911's less desirable handling traits. Mounted on a cast-alloy subframe, the set-up both reduced squat and dive and provided closer control of the geometry for greater confidence near the limit.

Launched in Coupe form initially, the 993 range would grow to encompass a Cabriolet in 1994, followed a year later by the Targa, although this latter model was rather ingenious. Doing away with the slightly cumbersome lift-out panel, Porsche provided fresh-air thrills by using what amounted to a large glass sunroof that slid away beneath the rear window. Not everyone's cup of tea, admittedly, but an interesting option all the same. Production ended in 1996, though the 993 has always been held in high esteem by enthusiasts since. ➤



FIVE-YEAR VALUES

in association with



HAGERTY
CLASSIC CAR INSURANCE

Intelligence for the 993 Carrera 2 Coupe (manual) is supplied from the Hagerty Price Guide Data, which takes into account classic car auction activity, classic dealer prices plus data reports by willing insured clients. For more information on price guides and valuations visit [hagertyinsurance.co.uk](https://www.hagertyinsurance.co.uk).

THE VALUES STORY

This isn't the first time a 993 has been subjected to our 'Porsche Index' microscope. That was back in issue 147 with the desirable Turbo, a model that would have required around £130,000 should you have been tempted. This time we focus on something a little more affordable – relatively speaking, of course – and according to our specialists, Jonathan Franklin of Hexagon and Greig Daly from RPM Technik, £50,000 will bag a nice Carrera with a modest mileage.

In common with some other 911s, anyone looking back to 2014 would have discovered this model to be a rather cheaper purchase, in this case closer to half that sum proving enough for that same nice example. On an upward trajectory thereafter, values had effectively doubled by last year, though by the end of 2018 those numbers had dropped back. Neither Jonathan nor Greig feels that's a cause for concern, as it's a situation that is once again in common with other models. With values having stabilised, the C2 is a car you can buy with confidence, safe in the knowledge that this is still a solid performance in the marketplace and one that's likely to continue for some time yet.

UK	CONDITION 4 PROJECT CAR	CONDITION 3 IN NEED OF ATTENTION	CONDITION 2 RESPECTABLE EXAMPLE	CONDITION 1 CONCOURS
MAR 2016	£23,800	£31,600	£40,800	£50,200
SEP 2016	£24,500	£32,300	£42,200	£51,600
APR 2017	£24,500	£32,300	£43,200	£53,600
APR 2018	£24,500	£32,300	£43,200	£54,900
DEC 2018	£24,500	£32,300	£43,200	£54,900

GERMANY	CONDITION 4 PROJECT CAR	CONDITION 3 IN NEED OF ATTENTION	CONDITION 2 RESPECTABLE EXAMPLE
AUG 2014	19,000 Euro	35,700 Euro	52,800 Euro
JUN 2015	36,000 Euro	45,000 Euro	64,000 Euro
JUL 2016	36,000 Euro	45,000 Euro	64,000 Euro
JAN 2017	36,000 Euro	45,000 Euro	65,000 Euro
SEPT 2018	28,000 Euro	39,000 Euro	58,000 Euro

*Insufficient data available for condition 1 cars in Germany

MARKET RIVALS

The 993 has a huge amount going for it, but with £50k to spend there's also rather a lot of other 911s to tempt you into parting with that kind of cash. Whether you go for something earlier or settle for the modernity of water-cooling is a matter of preference, but there may just be a tough choice to make.

997

A Gen2 C2S or C4S will make for a superb everyday car, and you'll revel in the combination of fine handling and long-distance comfort. We make no secret of our admiration for this generation of 911, and certainly wouldn't blame you if its all-round appeal tempted you away from this month's subject.



964 C2

We've already said the 993 was a notable step forward compared to this one, but that's not to say the 964 lacks its own appeal. Specialists are reporting plenty of interest, and a well-maintained one will prove an entertaining ownership proposition – age and neglect means inspection is needed.



996 Turbo

Ballistically quick, sharp of handling and lavish of cabin, it's not hard to see why this car proves such a draw. Water-cooling may rule it out for some, but that would be a shame given the turbocharged talent on offer. £50k should get you a stunning example, and one that should appreciate.



3.2 Carrera

It's no surprise to see this car make it onto the list, as it has with other Index subjects in this price bracket. There's good reason, though, not least the compact impact-bumpered lines and enjoyable simplicity which take you back to a time before the 911 got complicated. That purity is mighty tempting.





BELOW 993's interiors last well, but check all electrics as they can be expensive to fix



WHAT'S IT LIKE TO DRIVE?

Get behind the wheel and before you've even set off it's hard not to be swayed by the fact this is the last of the air-cooled breed. Within a few yards you'll discover there's no need to make allowances for reasons of sentimentality, for this is a fine 911 in its own right. How it compares to its predecessor, the 964, has generated plenty of debate within these pages, but whenever the two have gone head-to-head it has quickly become apparent just how far the 993 moved the game on.

While all of the familiar air-cooled appeal is present and correct – from the gently bobbing nose to the top-end bark of the flat six – it's the way it handles that demonstrates more than anything how much the Neunelfer had improved for this generation. Some say it's too soft compared to a 964, but its dynamic polish was hugely impressive, the new rear suspension providing a sense of security at speeds that would have a bead of sweat appearing on the brow of any pursuing 964 driver. Combine that with deliciously feelsome steering, abundant punch and traction and a slicker, more precise gear change and you have all the ingredients for a great driving experience. 25 years old it may be, but the 993 impresses as much today as it has ever done. ➡

BEFORE YOU BUY

Given that even the youngest of these cars will have surpassed its 20th birthday, it makes sense to start with a look at the overall condition of the body, and that means a thorough scrutiny for corrosion. The shell was galvanised, so the same resistance to rust remains broadly true today, any rot more than likely to be a result of hastily repaired accident damage. That said, there are a few spots worthy of closer examination: the edges of the screen surrounds – especially at the rear – and the scuttle around the mounting points for the wipers. Careless ownership could have led to some examples picking up dents and scuffs on panels and bumpers, too.

Panel condition aside, there are two particular issues that need checking for. The first is the oft-mentioned problem of creaks from the bonded windscreen, an annoyance more than anything, though there is the risk of rust forming around the aperture. Specialists can sort the problem for around £300, so budget accordingly if it's never been attended to. Failure of the door check straps leads to creaks and clicking and proper rectification – which involves surgery on the A-pillars – will cost around £500 per side. Otherwise it's a case of checking for damaged and cloudy light units and an electric rear spoiler that doesn't deploy and retract as it should.

The M64 engine is broadly trouble-free, assuming it's been treated to a diligent maintenance regime by an OPC or reputable specialist. Aged gaskets can allow a few small oil weeps to develop, and you'll want to ensure that the dry-sump lubrication system is tip-top, as a major overhaul is costly. Check the health of the exhaust, as a full replacement will exceed £3,000. Unless abused, neither transmission option should be a cause of worry, but, as usual with manuals, ensure the clutch isn't nearing the end of its life as a replacement attracts an invoice for around £1,000. Maintained examples shouldn't be suffering any suspension or brake woes, the former generally limited to worn bushes in front lower arms and anti-roll bars.

If braking isn't up to scratch it could be due to corrosion in the calipers which leads to sticking pads; refurbishment is possible unless things are too far gone, in which case budget around £900 for a new caliper. Lastly, we'd advise a close check for signs of uneven tyre wear, as a proper geometry set-up requires specialist tools.

Inside, you'll instantly spot a cabin that's been abused. Light wear and patina is fine, but anything worse is an expensive worry. Ensure that everything works, with special attention paid to the air conditioning. And it hardly needs saying that if you're considering a Cabriolet or Targa then the condition and operation of either roof mechanism needs proper scrutiny. 993s boasted impressive quality when new, but a car in bad shape today will need long and hard consideration before taking the plunge. ➡





ABOVE Check for oil leaks, which could be the result of shrinking lower cam-cover gaskets

DESIRABLE OPTIONS

Most examples will have been well specified by their first owners, so there's little need to worry about a lack of kit. And given the age of the 993 there's no doubt that greater effort should be expended on finding a car that's been properly looked after. Even so, there are some choices to be made, as our experts point out.

Open or closed?

Unsurprisingly, both Greig and Jonathan say that Coupes are most in demand, but don't ignore the fresh-air alternatives. And if the convertible lacks driver focus there's always the Targa, although Jonathan warns of the potential for big bills if it fails.

Manual gearbox

Again, both specialists agree that the majority of buyers prefer the manual for its greater driver reward, and we'd find it hard to argue with that. The Tiptronic is more capable than you think, but it lacks the sophistication of later iterations. Unless two pedals are a must, we'd choose the manual.

Colour

It's no great surprise that the likes of blue, black and silver are sought after, but there's no need to be too conservative. Jonathan says that brighter hues still attract plenty of buyers, so if a Speed yellow 993 C2 floats your boat then that's fine.





THANKS The example in our pictures is for sale at RPM Technik. For more information call +44 (0) 1296 663824 or visit rpmtechnik.co.uk.





INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

The 993's unique position as the last air-cooled model does add an extra layer of enjoyment when it comes to ownership, but that sense of history needs to be tempered with hard-headed logic, as buying a neglected example will likely prove a demoralising experience. With a wealth of specialist expertise out there such a purchase isn't really necessary, and if maintained religiously a sound Carrera will be both reliable and incredibly rewarding to own.

Thanks to the delicate, sure-footed handling it's a joy to drive. As for investment, values have been pegged back compared to a year ago, and while **Total 911** always resists dipping its toes into the murkiness of political waters, there's no escaping the shadow cast over the current market by Brexit for C16 cars. So, with current values forecast to be stable for a while yet, this is one to enjoy driving right now, safe in the knowledge that enthusiasm for classic Neunelfers isn't going to wane any time soon. **911**

“Buying a neglected example will likely prove a demoralising experience”

TOTAL 911 VERDICT

Consider the advance this car represented compared to the 964, and it's no wonder that owners and specialists alike are so quick to sing its praises. True, it's not a car to buy in haste, as age and neglect are unwelcome threats, but such pitfalls are easily avoided. So if you're looking for a classic Neunelfer that copes as well with the daily commute as it entertains on your favourite road then look no further. We'd take a manual Coupe without a moment's hesitation...



READY TO RACE AGAIN

Its pedigree includes a Le Mans win and a stint on the big screen, yet this special 911 ST was consigned to the scrap heap. **Total 911** meets the drivers, restorers and the new owner responsible for bringing it back to life

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

A race car with such a rich and decorated history should never end up abandoned in a barn outside San Francisco, useful for nothing except scrap metal merchants. However, this was the fate bestowed to chassis number 230 0538, its rusted carcass of a shell recognisable merely as 'a' 911, let alone the 911 to have lit up racing arenas around the world including Sebring, Daytona, the Nürburgring and Targa Florio. Have we mentioned it was also a class winner at Le Mans? Or that it was deployed as a camera car for hit movie *The Speed Merchants*?

As you may well be guessing, this was no ordinary Porsche 911. Despite being found in 2011 with a nose from a G-series, chassis 230 0538 was in fact a long-bonnet 911, one of just 24 examples modified by the factory to 'ST' specification for customers who wished to go racing in the early 1970s. Dearly coveted among serious collectors today, the ST's Typ 911/70 engine produced around 270hp, its 911T-based chassis weighing just 980kg, making it a surefire top-level competitor in the time before Porsche's fabled RSR and turbocharged 911s would go on to dominate motorsport.

The fortunes of this particular car confirm the ST's notoriety, possessing arguably the greatest racing history of any 911 thanks to its exploits in Europe and the American IMSA series. However, its story in later life is perhaps even more remarkable, simply because it's one of the most fastidious, painstaking and downright unlikely restorations of any Porsche 911, ever.

Unveiled back in 2016, the rejuvenated 911 ST has been hauled into the sunlight for **Total 911**'s consumption. Alongside the car sit some of the men who made this ST's sensational renaissance possible: Michael Keyser, original owner and racer of chassis

230 0538 is joined by his partner for many of those aforementioned races (including the Le Mans class win), Jürgen Barth. Keyser and Barth proved to be invaluable resources for the man sitting to their right, Uwe Makrutzki, who's head of Porsche Classic and was charged with spearheading this ST project which involved more than 2,500 collective hours of labour to complete.

Plenty more people were involved who are not present though, including Marco Marinello, the

Michael Keyser: It all started when my father died in 1968 and left me a lot of money. I thought, 'Well, I may as well do something with it,' so I decided I wanted to do a film about motor racing. My next thought was, 'Why not do the endurance series?'. I flew over to Stuttgart from my home in the States in December 1971 and had a 911 modified to my spec, which was the ST. I realised I could use it as a race car but also a camera car for my film. I met Jürgen over at the factory and I asked if he'd like to drive with me. Within about two weeks of getting back I had a whole film crew put together to shoot at Daytona!

Total 911: The ST's first race was indeed Daytona in February 1972...

MK: I did Daytona with Bob Beasley; Sebring, Targa Florio and the Nürburgring with Jürgen; Le Mans was me, Jürgen and Sylvain Garant, and Watkins Glen was with Beasley again. I ended up spending \$1.5 million on the film, in 1972 dollars, and it turned out to be a pretty good film.

T911: What changes did you have to make to the ST between race and camera car spec: some period pictures show a hefty mount on the front...

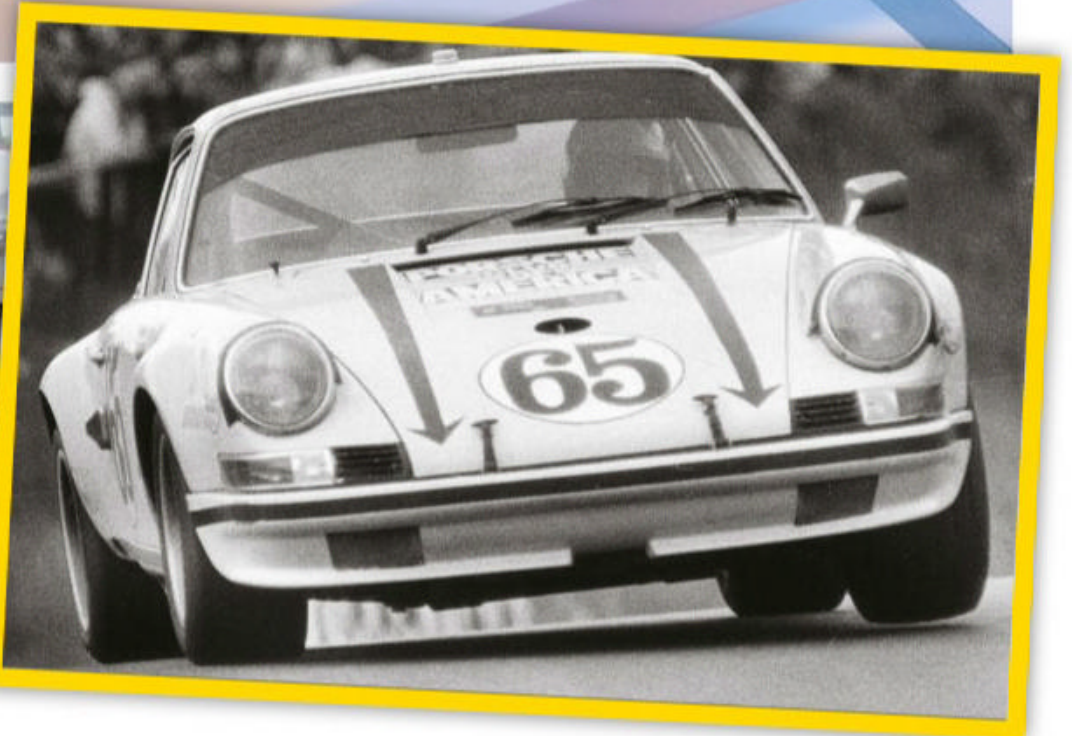
MK: We had a suction mount on the boot lid which you'd literally pump until it clamped onto the bodywork with the camera. That was it. Then we ran guardwires under the fenders on either side, and we had a wire run inside to a switch [for the camera]. Around the back we had a 16mm Bolex with another switch inside for it, and during practice I'd go out and wait until there was something happening and then just flick the camera on and off.

One of the problems was at the Targa Florio, for example, where we'd get some beautiful footage and then all of a sudden there'd be a bug slapped onto



respected president of Porsche Club Basel, who was able to decipher the importance of what was a wreck of a 911 in far from humble surroundings. Others include a whole host of Porsche engineers and motorsport mechanics from the car's heyday in the early 1970s, many of whom had long since retired.

Someone who is present though is the ST's current custodian, the man responsible for bankrolling the project and prolonging the ST's story, who also takes his place at our round table as our conversation begins to recount the ST's story, starting as far back as the late 1960s...





the lens, which we wouldn't know about until we came in. The same thing happened at Sebring.

T911: Jürgen, what was the ST like to drive?

Jürgen Barth: We must understand first the history of the ST: I was in charge from 1968 for all the rally efforts we made. Here in the rallies you need a light car with a powerful engine. The choice therefore for us was to use a 911T chassis which had less sound material, and put in the 911S engine. That's how the ST was created, and we made these cars for three to four years before the 2.7 RS came along. It was important to make a light car for customer racing: most of these cars are designed because of the sporting rules, which means you need to build 500 cars to the same level. So in this instance we used the 911S chassis numbers but we put the 911T body on it, so it was a bit lighter.

T911: At Le Mans in 1972 chassis 230 0538 was the only 911 to finish...

JB: Yes that's correct, the only 911 to finish.

MK: We went out to dinner in Stuttgart beforehand and Jürgen said 'I've got a surprise for you.' He'd got a short-stroke engine and –

JB: Let me explain! In 1971 and the beginning of 1972 we had some failures of flywheels coming off 911/70 engines, and to stop this I called on my previous experiences in the Tour de France driving the Larrousse car with the flywheel coming off. So, talking to Bott and our engineers at Weissach, we found there was a problem with the fixing of the flywheel, so for Le Mans they said "Well, you could have another engine to ensure you finish Le Mans." It was a 66mm stroke engine, so we'd lose some power, but we knew we'd finish the race.

T911: Your reputation as being mechanically sympathetic when racing cars must also have helped, too...

JB: Yes, but when I lost the flywheel in the Tour de France it made us stop and realise something is wrong here and we must immediately solve this. After Le Mans the problem was solved with new bolts.

MK: I remember going down the Mulsanne on Sunday morning at Le Mans in 1972 and I saw Claude Haldi's ST at the side of the road, and he was the only other 911 left, so after that I knew if we finished we'd be the only 911 to do so.

T911: Your 911 did have an incident and was damaged though, Michael...

MK: I f*cked up! It was Sunday morning and I was going through the Porsche Curves – which were off camber then – and I got a little bit into the guard rails! Luckily I was near the pits and it wasn't that big a deal. However, two years later I was driving an RSR, same time, same place, and ended in the guard rails again!

JB: It's lucky we have Porsche Classic now to mend cars after such incidents! It looks much better now, Michael!

T911: So you sold the car in 1972, Michael, and the car went missing for the best part of 30 years before it was found in San Francisco...

MK: It changed hands a few times but I didn't keep an eye on it. I'd got a new race car and naturally was more interested in that.

T911: Uwe, it's a coup that a car of this magnitude was sent back to Porsche Classic to restore after it was rediscovered in 2011, particularly when there are some world-class independent specialist restorers out there who could also have feasibly done the job.



“Many, many guys and many experts have examined this car, and every one of them gave us congratulations and said we did a great job”

Uwe Makrutzki: We're very proud that we got the order and the trust and the chance to restore such a famous and complex car. Because the information around this car is not really good, I'm really happy that, at the end, so many important guys have been involved with this project, including former colleagues. In the end we needed their advice and input to make the project work. Restoring a 2.4S is one thing, but a 2.5 ST with such a special configuration, with such little information... it's near impossible. Sometimes we'd reach a point where we'd say 'Stop. Let's discuss this before we go in a wrong direction.' Speaking honestly, sometimes we went several steps in the wrong direction but recognised this through investigations, learned from it, and then in the end we were able to rebuild the car how it is now: 100 per cent correct, with no detail wrong. I'm able to say this now because, two years after we delivered the car back to the customer, many, many guys and many experts have examined this car, and every one of them gave us congratulations and said we did a great job. It makes me proud as a result. ➔



ABOVE Today, one of the most iconic Porsche 911 race cars of all time is gloriously reborn thanks to the work of Porsche Classic



LEFT Michael Keyser, original owner of chassis 230 0538, explains how the ST was modified from race car to camera car for filming in his movie *The Speed Merchants*



T911: What did you especially rely on to put the car back together exactly as it was back in 1972?

UM: It needed a lot of investigations, but in the end the experts from the time were a great help.

JB: People like Ulbricht [Rainer Ulbricht], who was a factory mechanic at the time, he would come in and follow the restoration as he could remember how he did the car at the time to prepare it for racing. There were a lot of old guys who helped with this project.

UM: Especially with the special features, these made the difference in the end.

T911: 2,500 man hours have gone into restoring this 911. How feasible is it for Porsche Classic to keep restoring race cars of such a historical significance, bearing in mind the time it takes to do so?

UM: Absolutely feasible. This is an important part of the history of our brand. Porsche and racing is very close together: it's the most important thing for us, I think. Imagine if Porsche had never started a race!

JB: Luckily we have customers like Marko here, who wanted the car exactly as it was at the time. He is ready to help us by presenting the car at events, and this is crucial. One key point: the originality of the car is always the highlight of everything. Only original cars keep their money. It's better therefore for

the restoration to be done at Porsche Classic, in the correct Porsche way.

T911: Marko, as the current owner, what has it been like to witness at close hand the restoration of such an important vehicle in the 911's racing history?

Marco Halter: When I found the car in that state in late-2011, I had three possibilities: either let it go as the project was too big, get the car restored by a specialist classic restorer, or bring it to Porsche Classic. One of the major reasons it had to go to Porsche Classic was the front nose had to be cut, as it had a G-series nose on the car. It was in such a poor state. Luckily the VIN plate was kept and the production number was inside so we could identify the car. I remember the first time we went to Porsche Classic: it took a couple of weeks for Porsche to decide if it could do the restoration or not, it was that big. I followed every step from there, together with Jürgen and Michael, who provided us with a lot of period pictures. This is where a lot of the detail came from, plus Marco Marinello and Ulbricht, responsible for control of the STs at the time.

T911: It's vital the work done is as fastidious as it is, and input from Jürgen and Michael, among others, is simply crucial. It keeps the story of this car alive:

without those stories, Porsche is just like any other manufacturer, right?

UM: We knew it was a tough project. Sometimes we questioned ourselves: what have we done here taking this project on? I've been with Porsche 37 years, the last five with Porsche Classic. The knowledge and experience passed on in those five years from the likes of Jürgen and Michael is invaluable – I've learned so much. That those guys are so willing to still be involved in these projects is great. Without them, the result would not be as you see it now. It was a great journey, very inspiring. Sitting here now with the guys who owned the car, it's amazing. It keeps the history – our history – going.

T911: Marko, what life has the ST led since its restoration was completed?

MH: Most of the time it's been in exhibition. It's so valuable, it's been a dilemma to decide whether to drive it or not, as it has such race history. It's very risky. I recently drove the car with Jürgen for a small event in Italy, but as part of the restoration the engine had to be rebuilt using new parts and old parts. This means if you over-rev the engine, that's it. There are no more parts anywhere that can be used to build such a racing engine. This ST has been brought back from the dead once, it cannot do so again! **911**

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911 E-HYBRID SHOULD WE BE EXCITED?

Porsche has already raced with hybrid power in the 911, but what's the general consensus surrounding this inevitable shift in power supply for road cars?

Written by **Chris Randall**



RIGHT Porsche's Panamera and Cayenne models already mix e-mobility with a traditional combustion engine



“A cleaner, more efficient product will protect the 911’s legacy, not kill it”

Furthermore, Porsche has already announced the investment of more than €6 billion in electric mobility by 2022, including around €1 billion for the electrification and hybridisation of existing product ranges. Make no mistake, the picture is well and truly being painted for us.

The fact remains that Porsche will come under the same pressure as other manufacturers to improve the efficiency of its cars. The recently introduced Worldwide Harmonised Light Vehicle Test Procedure (WLTP) regime for economy and emissions is far more stringent than the outgoing and outdated New European Driving Cycle (NEDC) test – as you’ll have discovered on page 12 – and it will only get tougher still in the future. In fact, in general, achieving the stricter standards set for new cars in the years ahead won’t get any easier, so electromobility is going to be the only way forward if enthusiasts like us expect to be able to enjoy the 911 a decade or more hence.

It’s not as if Porsche doesn’t have form here: in issue 167 we outlined how the company has developed the 911 since the very beginning, always looking for ways to improve not just performance, but also efficiency too. A keenness to employ the latest technology has been at the core of that and, to this writer at least, adopting mild hybrid or plug-in powertrains is entirely in keeping with Porsche’s forward-looking ethos. But what’s the consensus in the industry?

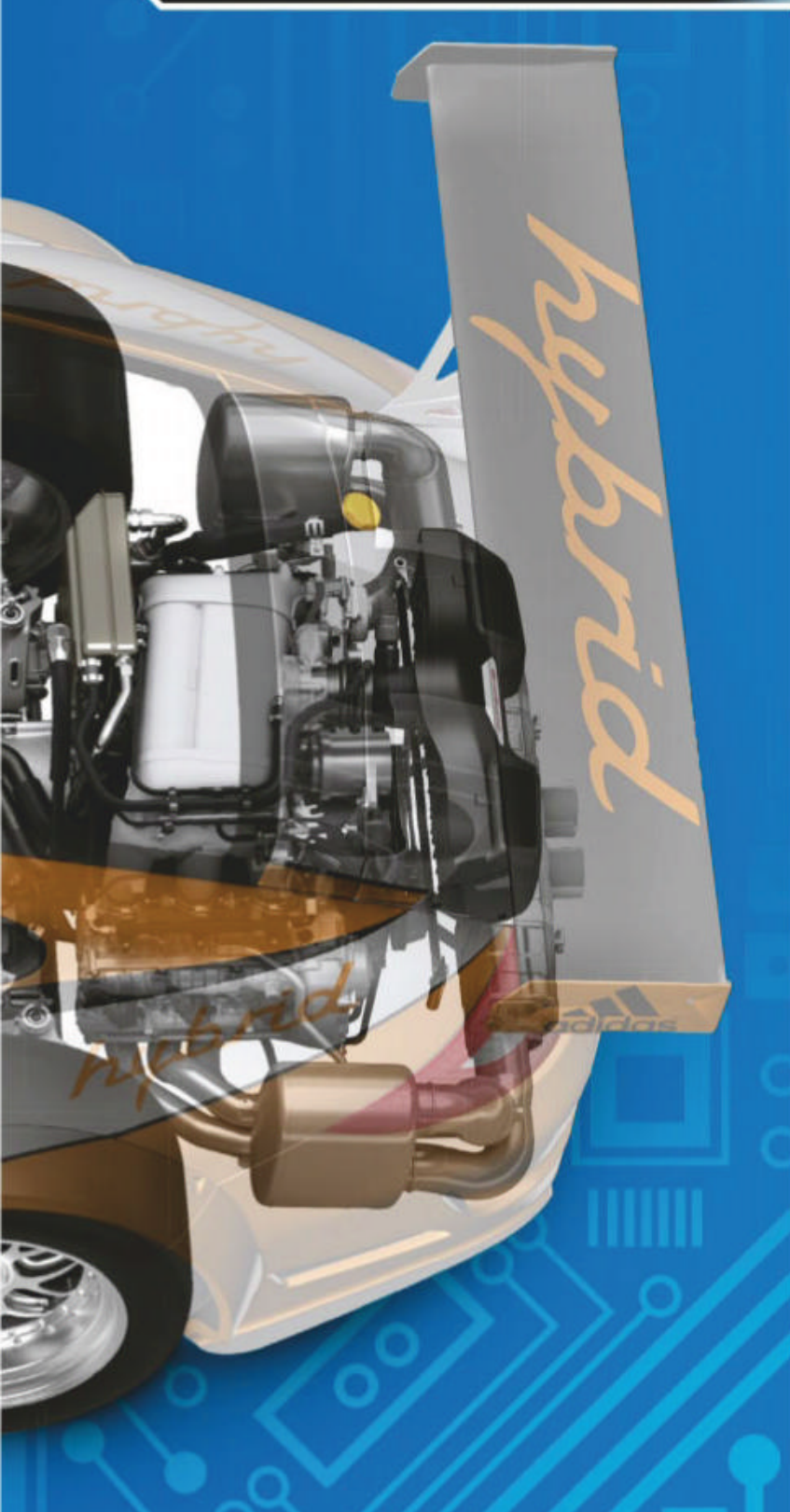
As a magazine we believe the idea of hybridisation is now so well accepted that people are unlikely to be shocked by the 911’s impending inevitability. However, it’s reasonable to expect not everyone will feel this way, and a Neunelfer with a battery and electric motor may well be considered sacrilege, on par with using water to cool the engine. And if that development was controversial, well, it will be nothing compared to the 911’s swing towards electromobility.

Our intrigue in the subject took us far away from **Total 911** Towers to the specialists who buy, sell, restore, repair and maintain our planet’s existing 911 utopia. Are they likely to embrace electromobility, or will it be anathema to them? Paragon Porsche’s Jason Shepherd and RPM Technik’s Greig Daly, both of whom have years of experience when it comes to selling more recent generations of 911, are united in their belief the technological advance represented

As you’ll have seen in recent issues of **Total 911**, the eighth-generation 992 is here at last, very shortly arriving in showrooms laden with new technological hardware. Included in our initial exposé in the magazine, you may have spotted a mention of a development that might reasonably have sent a chill down the spine: electromobility. The soon-to-retire ‘Mister 911’ himself, August Achleitner, explained that the new model has indeed been designed to incorporate hybrid solutions, though “not for this generation, but most likely for the second part”. Achleitner’s sentiments were backed up by Matthias Hofstetter, director of Powertrain for the 911, who added: “We’ve made the 911 ready for hybrid.”

For the moment that readiness involves providing space within the bodywork for batteries and equipping the 992 with an eight-speed PDK transmission. That second part is important, as the unit incorporates space within its casing that could handily be filled by an electric motor for mild hybrid capability. Looking further ahead it’s no great leap in enterprise to expect the 911 to eventually adopt full electromobility, although it’s no surprise that Porsche itself refuses to be drawn on the matter.

Yet there is plenty of evidence that this will come in due course, not least with the forthcoming arrival of the fully electric Taycan, not forgetting Porsche – long abiding by the mantra ‘win on Sunday, sell on Monday’ – will also be entering the Formula E electric racing championship by the end of the year. Need further proof? Back in October 2018 in a press release relating to the Taycan, Lutz Meschke, deputy chairman of the executive board and member of the board for finance and IT, said: “We predict that over 50 per cent of Porsche models delivered from 2025 will be electrified.”



BELOW Enjoy it while it lasts: e-mobility will eventually kill off the visceral noise of a Porsche Sports Exhaust



911 E-HYBRID WOULD YOU BUY ONE?

Who better to ask the question ‘Would you buy an e-hybrid 911?’ to than our very own ‘Living the Legend’ real-world Porsche 911 owners? Here’s what they thought:

Joe Croser

997.2 Turbo owner, Northamptonshire, UK



“Porsche didn’t produce the first turbocharged sports car, but they did produce the most iconic. Porsche didn’t produce the first dual-clutch transmission, but in the GT3 RS they produced the finest. Porsche was not the first to release

a hybrid hypercar, but in the 918 Spyder they produced the fastest. So how do I feel about Porsche producing an e-hybrid 911 in the future? Bring it on! It may be beaten to the grid by other capable offerings, but it is bound to be first to see the chequered flag when launched. I have no doubt that it will be a cracker, and will be taking a test drive when the first models arrive.”

Kyle Fortune

993 Carrera owner, Warwickshire, UK



“Be it a hybrid or eventual electric, change with the 911 is inevitable. Porsche is good at one thing – that’s engineering – and every 911 keeps getting better. Different, and better, yet still at its core an enthusiast’s, driver’s car. Would I

drive one? You bet I would. The hybrid stepping stone is my biggest concern, and arguably Porsche’s biggest challenge, but a fully battery-powered 911 should be absolutely fantastic. It’ll cause consternation I’m sure, but I’d even drive a converted old 911 – I like the idea of a new battery-powered 911, but then I like the idea of a classic one converted even more.”

Ben Przekop

996 40th Anniversary owner, Seattle, US



“The prospect of a hybrid 911 intrigues me, and in many ways I feel it is long overdue. Although I love my 2004 996, I am also very concerned about global warming and its impact on our weather, which has massive human and

economic costs, and we know that emissions are a very significant cause of this problem. So if Porsche can combine decent sound and performance with much improved emissions and fuel economy, I am all for it. As for a full-electric 911? I just can’t get over the idea that a Porsche would not have any exhaust note, but at some point in the future I may have to accept that also.”

by electrification will benefit the 911. Both are overwhelmingly positive about the idea, believing Porsche needed to keep up with the times, the introduction of hybrid technology an inevitable consequence of that. As long as such a model reflects Porsche's traditional engineering integrity then such a development should be considered a good thing. As Jason Shepherd surmises: "I don't think it will negatively impact the way buyers view the 911, and they certainly won't be surprised Porsche is taking this step. Today's enthusiasts are already used to the technology, so are more willing to accept electromobility, and while there might be initial resistance from some quarters it won't affect the appeal in the longer term. As a purist I have slightly mixed feelings and would prefer to see Porsche take some weight out of the car, but as to whether it will dilute people's passion for the 911, definitely not."

So electromobility in the 911 gets a thumbs up from the more modern end of the specialist 911 market, but what about those renowned for their passion for air-cooled models? Paul Stephens of the eponymous Essex-based experts feels that a development such as this will result in a very capable product. "It's certainly not all doom and gloom," he says. "It's going to be the future so we have to embrace it, and while it might not be great for those of us that enjoy the noise and feel of an

older 911, buyers of modern cars probably won't know any different."

The feeling so far from our experts is acceptance without reluctance for electromobility being deployed in the 911, but what impact is a hybridised 911 likely to have on the sales of older, classic models? Paragon's Shepherd feels it's a bit too early to say, but ponders whether it could push buyers towards considering something older, while Daly thinks it could bring a whole new section of buyers into the Porsche fold: "They might buy a new hybrid 911 and then start looking at an older car to go with it." Such behaviour isn't unheard of, many **Total 911** readers already utilising a 991-generation daily driver alongside an air-cooled or GT 'toy' for the weekend.

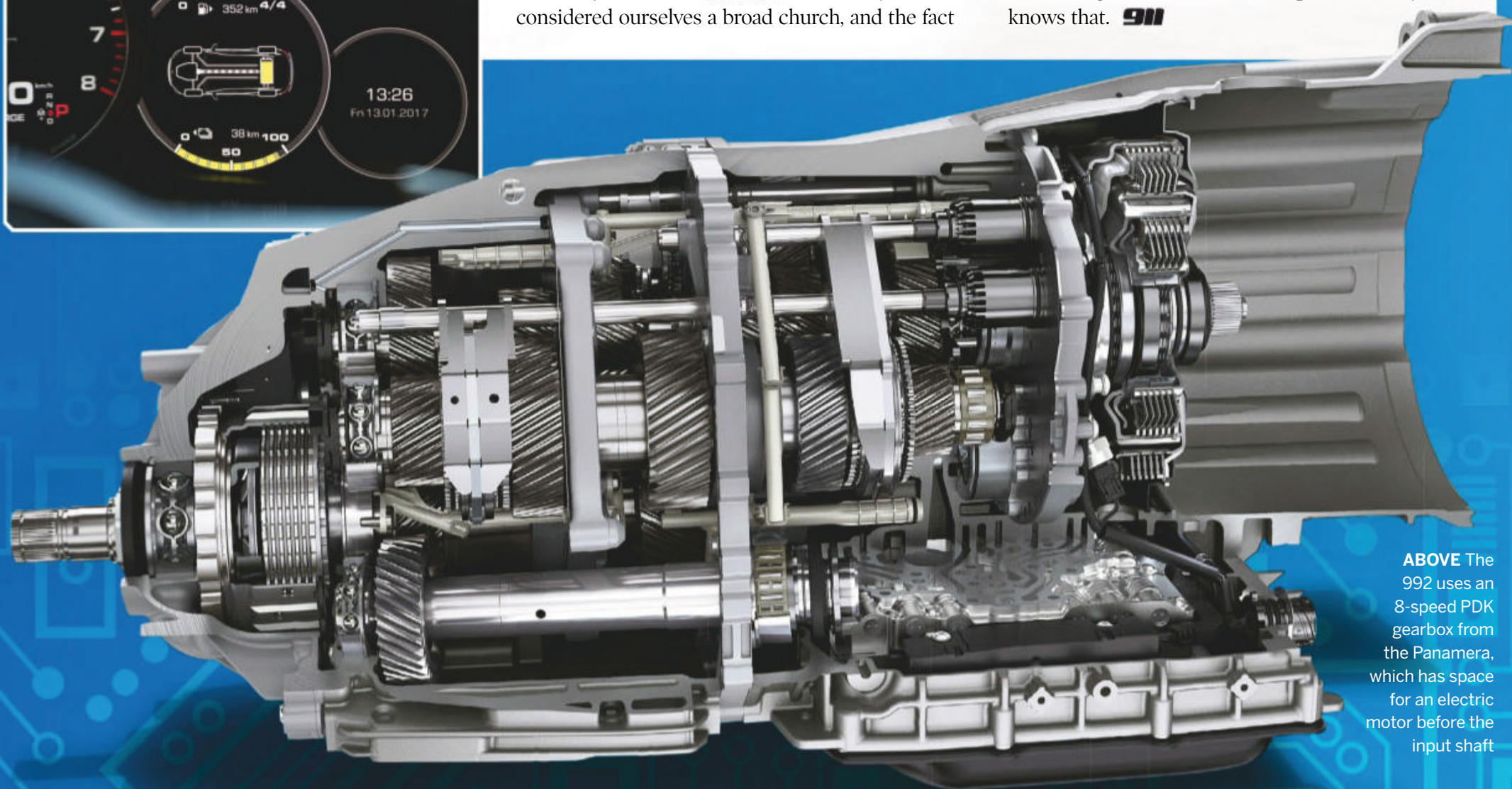
There's a chance a hybrid or fully electric model could segregate enthusiasts more than the current air versus water question, but it's unlikely such a scenario will ever be adopted in the extreme – as Stephens points out, there are always going to be buyers who want the 911 ownership experience and driving pleasure that goes with a classic model, and they will continue to be well-served by specialists.

Of course, until any form of hybrid 911 actually arrives on the market it's impossible to say whether it will lead to a surge in the number of people seeking out an older Neunelfer, but it's not unreasonable to posit the view that such an advance with our favourite sports car would renew enthusiasm for the more traditional approach. And should that prove to be the case it would certainly be fine by us here at **Total 911**; we've always considered ourselves a broad church, and the fact

that enthusiasts would be able to choose between cutting-edge technology or the purity of the earliest air-cooled cars – or, indeed, have both – can only be a good thing.

But we also wanted to seek the view of someone involved with the sale of modern 911s, and for that we turned to Marc Elgar, senior sales consultant at Porsche Centre Portsmouth. Is there excitement from within Porsche Centres for a 911 sourcing some or all of its power from electricity? "We are still waiting to discover exactly what form such a model will take, but it would certainly be a major shift for the 911," he tells us. "That said, I can see a hybrid model appealing to those who use their car on a daily basis." Most interestingly though, he also explains that customers are clearly aware of the development and are already approaching the Centre with questions. It's a minor revelation: rather than expected contempt for electromobility being deployed in Porsche's greatest icon, it seems some sectors of the public are already looking for it.

Taking what we've just learned into account, the future of the 911 doesn't seem so daunting. There's no denying electromobility will change the face of the 911 as we know it, but what seems increasingly likely is it will not deter the affection and enthusiasm for the marque that it's garnered over the last 56 years. And why should we worry? Ultimately, it's certain that such a model will be sure to showcase Porsche's famed engineering integrity. A cleaner, more efficient product will protect the 911's legacy, not kill it – and most comforting is the realisation the public already knows that. **911**



ABOVE The 992 uses an 8-speed PDK gearbox from the Panamera, which has space for an electric motor before the input shaft



CARRERA TO RSR

A GT3 RSR is the pinnacle of 997 performance,
reserved exclusively for the race track – or is it?

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



Porsche's storied Rennsport programme is the stuff of automotive legend. A moniker conceived to take the company racing, it's since created a 60-year legacy of triumph on the world's most challenging stages. Victory on the race track has long bred success in the showroom too, and Porsche has no shortage of enthusiasts keen to indulge in the prowess of Weissach's race-bred engineering for their own 911, which comes courtesy of the company's acclaimed GT programme. The pinnacle for the road, as you well know, is the GT3 RS, best surmised as as damned near to a race car with licence plates as you can get.

Above the GT3 RS there's the track-only 911 RSR, sitting at the top of the Porsche performance pyramid. As we saw from our cover test of the Carrera RS 3.0 v RSR in issue 173, Porsche's RSR programme represents what the Editor described as a quantum leap in capabilities over a road-registered Rennsport. This is to be expected: a race car is built with the sole intention of going racing, with zero compromise for anything else besides. Superior to other Porsche race cars such as Cup and GT3 R 911s, an RSR is a top-level racer, driven by the best on world-class stages in the leading GT class. As such they are far removed from the aspirations of the everyday enthusiast.

That is, unless your name is Mark Cilani. His admiration for the ultimate 911 has led him to the purchase of his very own 997 GT3 RSR – albeit with some notable differences. For a start, the car has a licence plate attached to the rear PU, a rather conspicuous giveaway that this is an RSR destined for the motorway rather than the Mulsanne. The second and less blatant detail of note lies in its chassis number. If you know your numbers, you'll see this chassis didn't leave Porsche as a 997 RSR at all... what you're looking at actually began life as a 996.1 Carrera Cabriolet. We really have seen it all here at **Total 911**.

Mark has owned this striking RSR replica for two-and-a-half years, believed to be the only car of its kind in the world. "I love the look of the car. I love its sound. I love how it drives. I've always liked in-your-face cars and have an air-cooled 911 which is just as gnarly," he explains.

The story goes that the previous owner wanted an RSR-look 911 without the heinous running costs that inevitably come with such a machine. We're told he thus assembled an array of Porsche Motorsport parts where possible, though the body is a fibreglass affair courtesy of John Simone.

To begin with, the base car was completely stripped before a full Cup-style cage was installed, including joins to the shock mounts and chassis with full-width knee and door bars. Mounts and brackets for the air jack tubes were then incorporated into the car, which was bead blasted and then powder coated in white in true Porsche Motorsport fashion. The rear wheel arches were retubbed to accommodate wider race tyres in line with factory RSR specifications.

The car's suspension is largely made up of genuine Porsche Motorsport North America parts, from track rods to top mounts. Fully rose jointed, there are no rubber mounts left on the car. Its lower control arms are from Fabcar with Porsche Motorsport NA spherical ends, with five-hole adjustable Motorsport anti-roll bars with Tarret drop links. Sachs Cup car shocks and Eibach main and helper springs take care of damping. The three-piece BBS wheels pay homage to the original, centre-locking RSR monoblocks – these too are centre-locking, but have been machined to accommodate the 996's five-nut stud pattern. Behind them reside the original 996 Brembo brakes with Porterfied R4 racing pads.

Back in Mark's car den, we ask to see the engine. Although we're soon looking at the wet-sumped flat six of a 996 M96 rather than an RSR-spec engine, plenty of work has gone on here. The



ABOVE With no expense spared, the original owner went to great lengths to mimic every single visual RSR detail possible on this project, thought to be the most extreme of its kind in the world





**Model 996.1 Carrera Cabriolet
to 997 GT3 RSR spec**

Year 2000

Engine

Capacity 3,600cc

Compression 11.3:1
ratio

Maximum power 320hp @ 6,100rpm

Maximum torque 340Nm @ 5,250rpm

Transmission Six-speed manual

Suspension

Front Independent; MacPherson strut;
anti-roll bar

Rear Independent; Multi-link; anti-roll bar

Wheels & tyres

Front 8x18-inch Cup 2; 225/40/ZR18

Rear 10x18-inch Cup 2; 285/30/ZR18

Dimensions

Length 4,245mm

Width 1,795mm

Weight 1,232kg

Performance

0-62mph Not tested

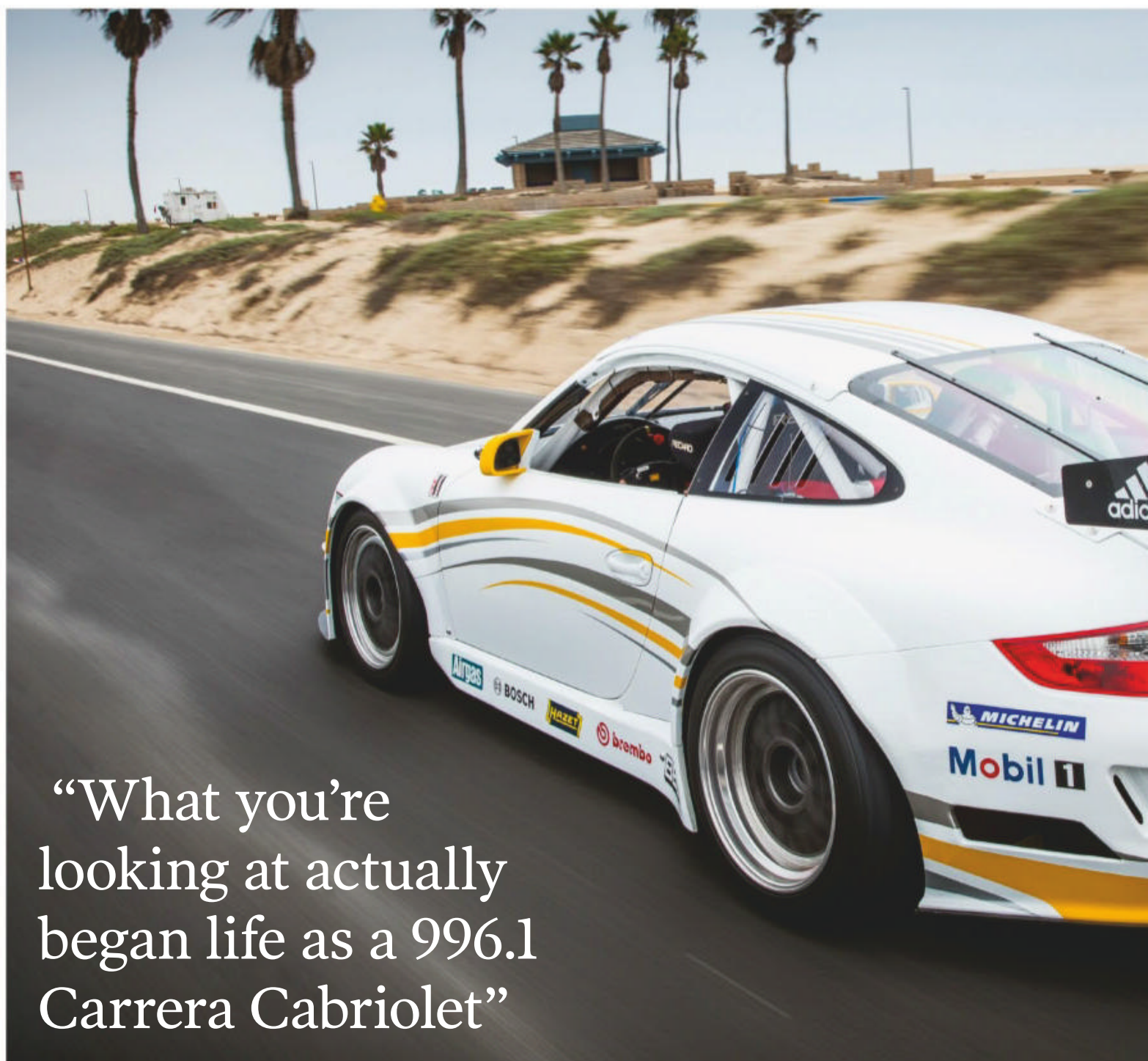
Top speed Not tested



What does a real 997 GT3 RSR cost?

Of course not road legal, a genuine 911 RSR isn't even a suitable track-day companion: Weissach's ultimate Rennsport is therefore sought after by those who wish to take part in competitive motorsport. A 997 GT3 RSR in decent, useable condition is likely to cost from £200,000 for a vehicle without any significant provenance, though values vary greatly depending on condition of the car and hours used – race car engines and transmissions are measured in this way rather than miles covered. Cars with high provenance can fetch up to £500,000.

Indeed, comprehension of the hours since the last engine rebuild is critical for planning your costs going forward after purchase. An overhaul of the car's engine, transmission and suspension, for example, can set you back another six figures. Also note that some earlier 997 RSRs (2007 to 2008) may have been upgraded to later 997 RSR specification (2012 to 2013), including aerodynamic revisions as well as updates to the MOTEC system. Some have also been updated to paddle shift, which was introduced in 2011, so be sure to properly investigate the specification of the car as it may affect which championship you can race in. In any event you should speak to known race teams, who may be able to impart additional information on the car.



“What you’re looking at actually began life as a 996.1 Carrera Cabriolet”



3.4-litre engine has been re-sleeved to 3.6-litre specification, which Mark believes was done by 9xx Motors. The work includes new JE pistons and rings, Carillo con rods plus high-performance valve springs. The headers are stainless steel, with a Porsche Cup centre-exit muffler. This being an M96 engine with its associated risks, the car has an updated IMS and Bilt Racing deep-sump oil pan with baffle, with Porsche oil pick-ups to ensure no oil starvation should super-sticky track rubber ever be fitted to this comprehensive RSR reincarnation.

RSS supplied the underdrive pulley and engine mounts, the power-steering pump was deleted and the clutch and lightweight flywheel were balanced to help make shifts up and down the gearbox smoother. The gearbox itself is still the H-patterned, G96 six-speed manual as found in the 996, with a few upgrades including a raised shifter base for ease-of-use, Numeric Racing shift cables, RSS mounts and a Sachs racing pressure plate. It's enough to give a subtle boost in performance without incorporating substantial running costs. In true RSR style, a centre-mounted clock resides in



ABOVE It may have come at a hefty cost to turn this 996 Cabriolet into a 997 RSR clone, but it's still cheaper than buying the real thing



the engine bay to track the engine's hours of use. Showing '70' at the time of writing, it's Mark's own memory box of sorts – any occasion at the wheel of such an outlandish 911 is likely out of the ordinary.

The race car conversion continues inside. Stripped down to its white paint, the interior comprises a Recaro halo seat with Schroth six-point belts, Simpson centre and window nets, and a Momo Mod. 07 wheel with, of course, quick release. As for electrics, a complete overhaul comprising the removal of the entirety of the old system took place, with all unwanted or unnecessary circuits removed to lighten the harness as much as possible. A Motec Club dashboard system has been housed in the carbon 997 dashboard, it programmed to talk to the car's stock ECU.

Back to that body. Made up of 19 pieces, all can be removed back down to the original chassis. Aside from the fibreglass roof, front and rear PUs, this reborn 997 features extensive carbon fibre: the lightweight doors are made from it, as are the rear wing, diffuser and Cup-style exterior mirrors. It's not all for show either: two NACA ducts in the

hood supply an air feed to the driver, while carbon inlets at the front feed air to all three radiators.

Window glass has been removed all round, replaced with plexi, though there's no window whatsoever in the doors. A lightweight battery and two high-output Motorsport headlights complete the tantalising spec of this unique 911 racer. With little expense spared, the project to build this was scheduled to last two years. It took five.

Swinging the driver's door open, it's near weightless in my hand. Climbing over the door bars and into the Nomex Recaro seat, it's hard not to believe you're in a genuine RSR. Starting the car up emits a loud bark from those centre-exit tailpipes. There's plenty of theatre to the noise, enough to match the car's extroverted appearance, though it's clearly not a Motorsport engine, it nowhere near as rough on idle.

Heading out onto the highway, the car religiously follows every contour in the road thanks to that near-Motorsport chassis. It may not be a genuine RSR but it quickly becomes clear it takes dedication and concentration to drive it, much

like the real thing. Mark though is revelling in the moment, clearly used to the demands of the drive – as well as the considerable attention this car attracts. "You get used to it," he says as we stop at a set of red lights, the eyes of occupants in cars either side of us pressed against windows, their expressions of shock evident.

Mark blips the engine as he focuses on that red light ahead. Hands fixed to the wheel, the wait seems to take forever. In this moment in time, we could be on the grid of any race track in the world! The tension in the car becomes insurmountable as the light stubbornly maintains its carmine illumination. Then, green. As the lights change we shoot forward, the car maintaining traction as it pulls away from the rest of the pack. We laugh at our little victory, and then it dawns on me. This might not be a real GT3 RSR, but does it need to be? Replicas may not be to everybody's taste, yet it's hard to deny the fun we're having. Life is your own, individual race after all and, judging by the sheer entertainment on offer in this road-legal RSR, Mark is certainly winning more than most. **911**



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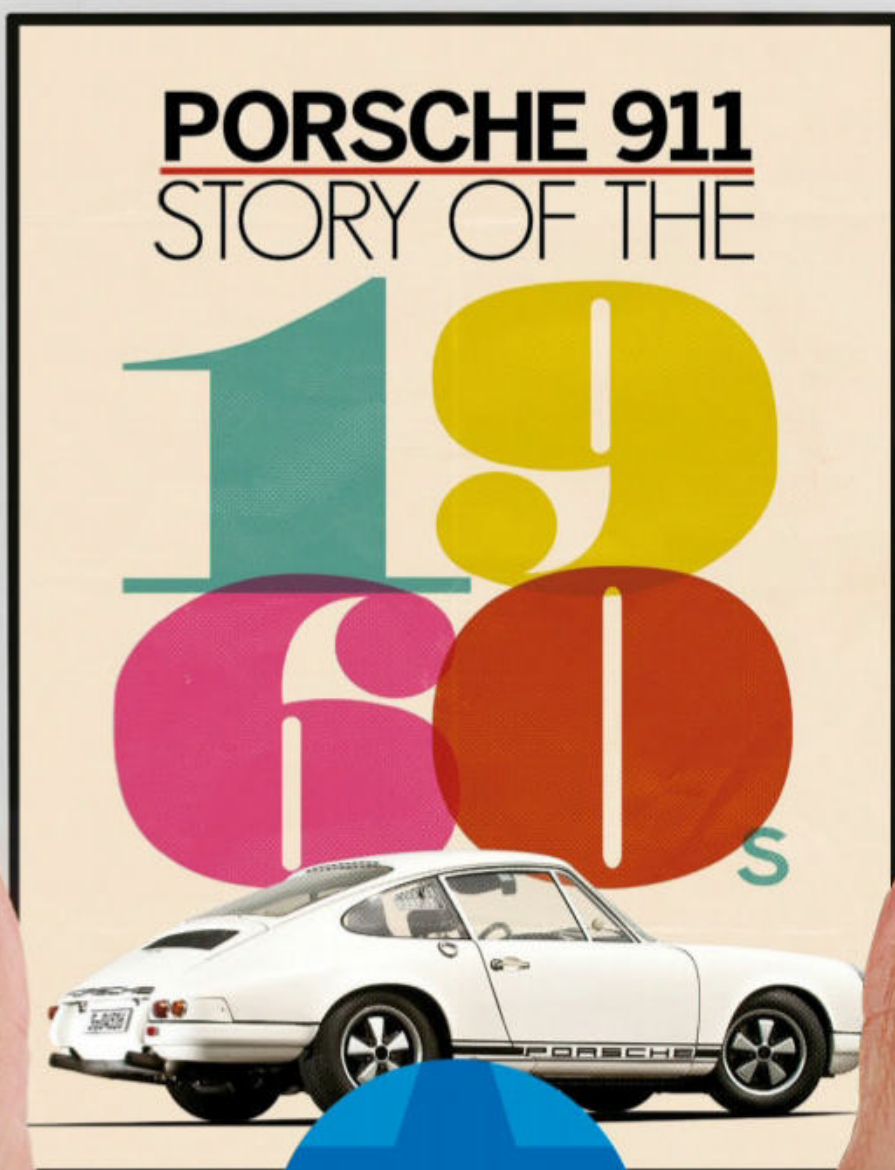
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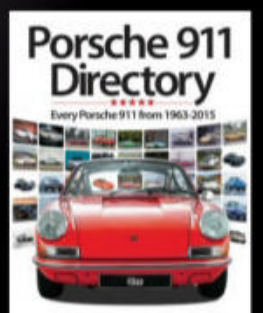
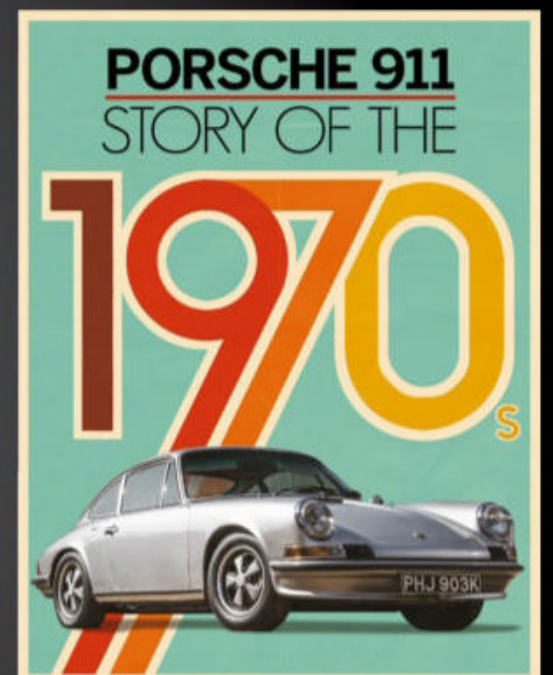
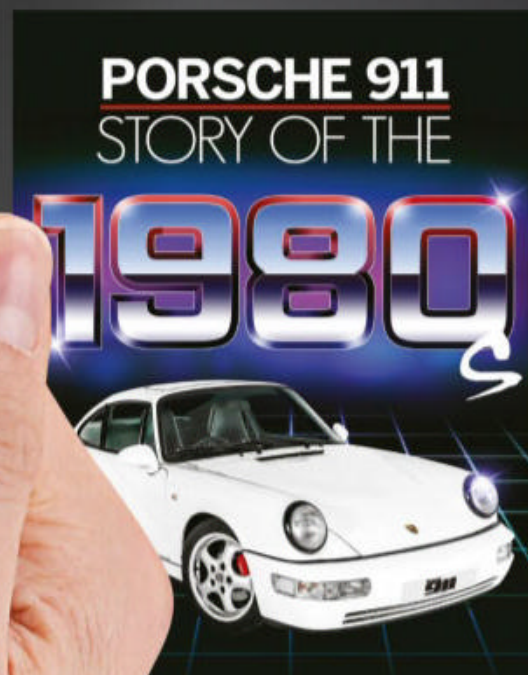
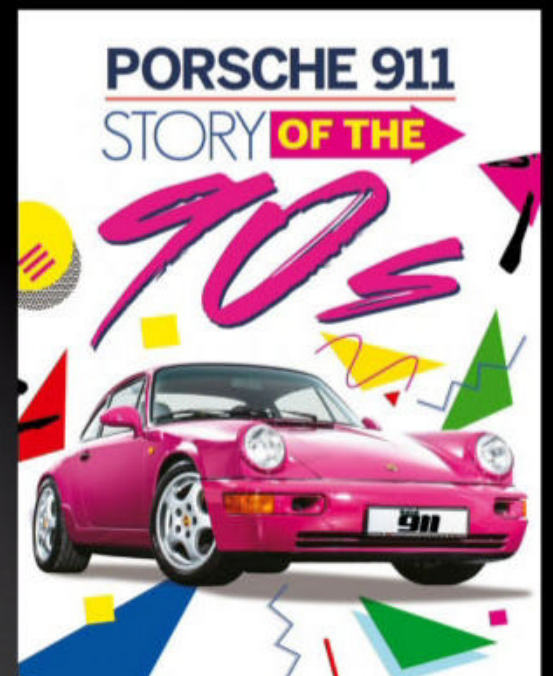
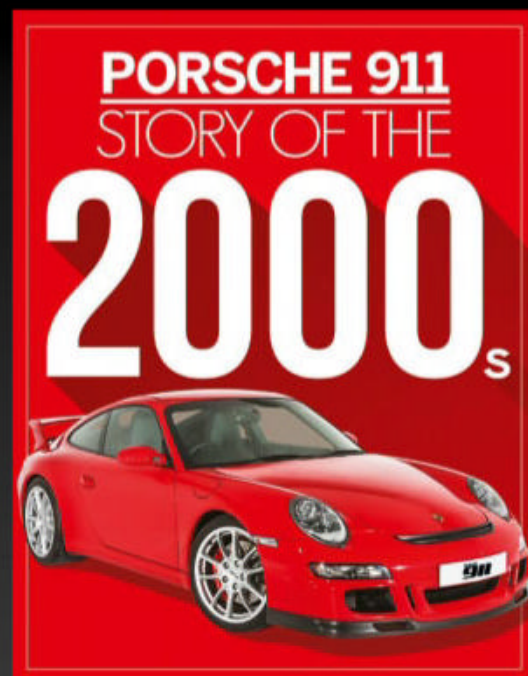
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Living^{the} Legend

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



Rob Clarke
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Model 996.1 Carrera 4
Year 1999
Acquired February 2014



A few months ago I had new top mounts fitted, and since then the car has been rubbish. The only way to describe it is that it has a mind

of its own; you are constantly wrestling with the car to keep it on the straight and narrow. The tracking was done when the mounts were replaced, but I sent it back to be redone and it's still a battle.

The next step was to get a full geometry. I went on some forums to see if there were any recommended places near Bristol, but everybody came back with one place: Center Gravity. It was running some special Porsche clinics in January on a first-come-first-serve basis; these clinics go through the car and see what is wrong, then if you come back for the road tune you receive a discount.

On the day of the clinic I wrestled the car to the M5. Once on there the car did seem to calm down – probably due to the lack of potholes. I arrived early and there was a 997 sat waiting while a 1969 911S was being finished on the ramps

along with a Boxster. Outside a few more 911s and a GT4 were waiting.

Unlike other tracking alignment places I have been to these guys actually talk to you about the car. It is evident they have a passion for cars and all things Porsche. After a brief chat with Chris, he identified that 85 per cent of the business is Porsche and the bulk of that is 996/997. He himself drives a 1985 3.2, showing he has a passion for the brand and a soft spot for 911s.

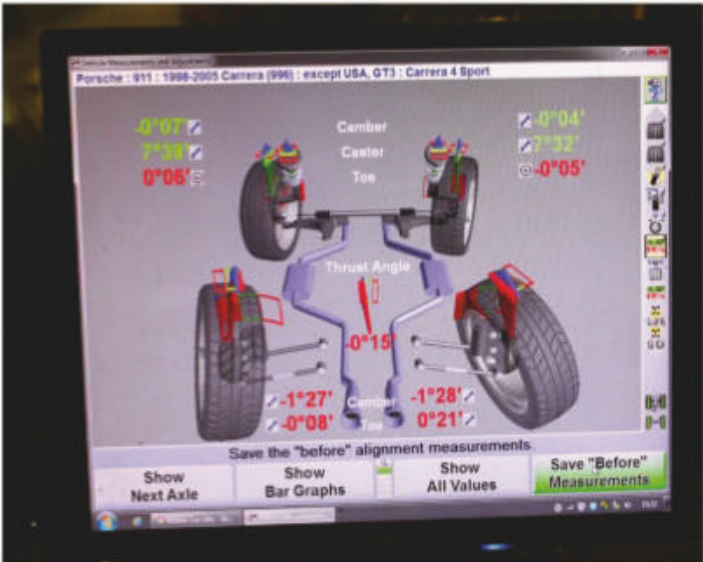
One of the first tests involved driving around a roundabout several times so he could get a feel for the rear of the car. Then we progressed to some roads he knows well to see how my car performed compared to others. It immediately started its odd behaviour, but Chris carried on testing for low and high speed bumps; the condition of the coffin arms; short, sharp bumps to test fork-arm ball joints and general handling.

After the road test Chris had a list of things to check, so he started the static testing. First up was a damper suspension rig test that bounces each wheel and records the travel

and amplitude of each corner. This highlighted that my right front had more travel than the left. Typically this is due to a failed top mount, but in my case these top mounts are new. Chris then identified that Hamburg top mounts, when new, can have softer bushing than a worn OEM mount. In my case I had one that was soft.

This raised the whole question of OEM or aftermarket. Chris said there is no clear answer: top mounts go OEM every time, coffin arms go Meyle, other suspension arms can also be Meyle as long as you are not mixing across the axles, otherwise you will have other issues due to the difference between the OEM and aftermarket bushing. Chris also mentioned that although OEM parts have a premium, for suspension this premium equates to life. In my case the dampers and springs are the same units from the factory, so a 1999 car with 97,000 miles on the clock is not bad for a sports car suspension!

Corner weights and ride height were measured, and the weights on my car are pretty even. Next up was the Hunter



Hawkeye test. The Hawkeye has some form of clever laser 3D view that measures the car and produces a nice graphic that illustrates the issues. My car wasn't bad at the front, with a little right bias, but the rear was set to some form of fixed rear steer to the right. This rear set-up by itself was not significant, but combined with the front damper that had variable length and behaviour due to softer bushing, magnified the issue, explaining the odd behaviour

After all this I was actually relieved that Chris found less than I was expecting, though he did have to call for assistance to confirm issues with two of my suspension arms. My front radius and rear tow arms were both confirmed to have bush failures.

Chris also commented that the engine and gearbox in my car seemed fine – and since he drives a few this was reassuring. Next step is to work out if I get Center Gravity to do the work or use my local garage. I have my slot already booked for the full road tune, so I've only got a few weeks to sort it all out. I am really looking forward to the car getting sorted as it would be good to get it back to full strength and handling as it should.



Gina Purcell
Oxford, UK

@ginapurcell1

Model 911 SC
Year 1982
Acquired April 2014



At last! A trip out in Steffi the SC, and it felt fantastic! We attended the first Bicester Heritage 'Sunday

Scramble' of the year on 6 January in the company of fellow Porsche Enthusiasts Club members, making a decent show of numbers up against our bigger PCGB neighbours. I can't remember the last time I drove the car, but she felt a little alien to my Audi-dulled senses. It was fascinating to feel the process of dialling back into the car's feedback as the journey unfolded, and it took fully ten minutes to get back in the swing and rhythm of an old 911. What an absolute pleasure it was to enjoy the fizzing, hyperactive steering telling me what the roadkill had for lunch, and send that three-litre motor into a frenzy of screaming machination.

These Scramble events are hugely popular. More than once I overheard people saying it was second only to Goodwood Revival, and I've noticed more and more people dressing up in 1940s and 1950s garb, mingling with the home guard re-enactors and genuine air cadets. Being an active

airfield that offers Tiger Moth flights during the event encourages many to unleash their inner 'Biggles' and wear their Irvin flying jackets. There were enough for a whole squadron! So many classic cars to see, and enough Porsche present to fill a football field! If you can, get along to Bicester for one of these events. They're quite absorbing.

In my previous piece I mentioned the Audi had scuppered my long-term plans to purchase a Classic Retrofit Electrocooler for the SC. Well, some quick maths combined with a bloody-minded disregard for fiscal rectitude has seen me place an order. I'm chatting with CR's Jonny Hart about a custom on/off switch for the system, as I would prefer something that looks like a typical Porsche solution to adding switchgear or just bunging a rocker switch where it'll fit, instead of CR's well-designed push button ringed by bright-blue LED light. Said blue light works perfectly in our Carrera 3.2, as it's fitted with a modern/retro-styled Blaupunkt 420 BT radio that employs the same colour rings of light when active. If I hadn't got the order in soon, I might have missed out on having it fitted for summer.





Kyle Fortune

Warwickshire, UK

@kylefortune205

@Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



When we sold the house that put the money in the bank that allowed us to buy the 993, everyone thought we were

nuts. I'll admit that looking at the estate agent's pictures had me wondering what we were doing, but I've honestly no regrets on the move, particularly as it allowed me four years of 993 ownership.

I seem to be having much the same discussions around the 993, with everyone saying I'm mad to sell it. For us it's the right time to do so. There was a bit of a wobble when I popped into Sports Purpose and it was being detailed by Richard Tipper of Perfection Valet.

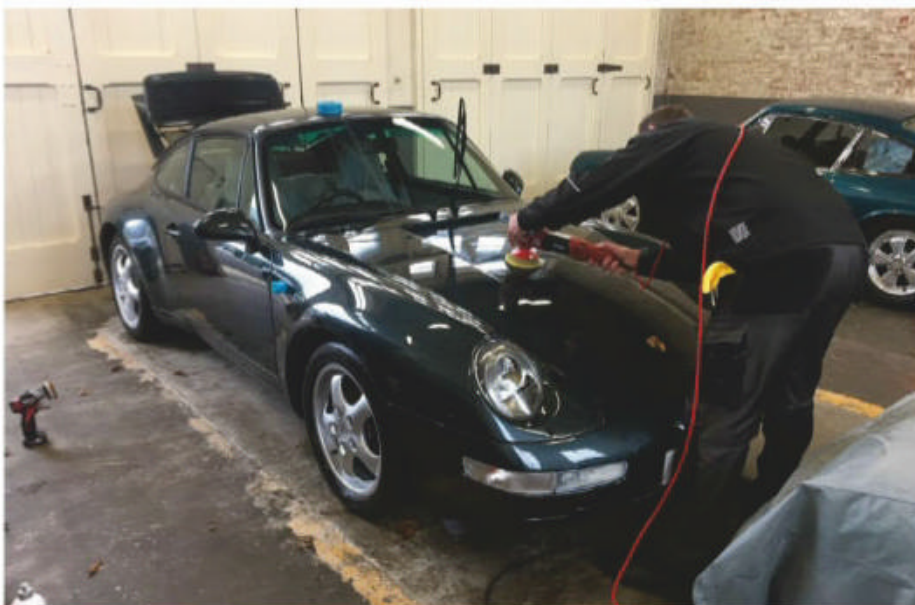
Richard is a bit of a legend in our little car world, his clients trusting him with some of the most ridiculously exotic super, sports, road, race and rally cars. He's detailed more £1m+ cars than imaginable, the word 'Tippered' entering many motoring enthusiasts' lexicon to describe his work. To say it was transformational on the 993 is to do the job he did on it a disservice – it really did look like a new car. Inside and out, the 993 looks sensational, Tipper spending an entire day to get it looking so good.

Now it's looking perfect there are a couple of small jobs that need doing to have it completely ready for sale. The rear chassis legs are getting some attention as we speak, and a new set of discs are going on the front. Like the house we sold that allowed its purchase, the 993 will never have looked, or felt better when I eventually relinquish



the keys to it. I even went through the service history and tidied it all up in date order in a new folder.

All I can hope is that it goes to someone who'll enjoy it as much as I have; it really is a lovely example. Yes, I know, I would say that, but then I do get to drive a lot of them. That's partly why parting with it won't be too heart-wrenching, as I'm lucky enough to drive all manner of 911s and write about them on these pages – as well as other cars elsewhere. With a new baby arriving in a few weeks I'll be too exhausted to miss the 993. At least that's what I keep telling myself while everyone else continues to say I'm mad...



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



Switching from a Cayman GT4 to a GT3... That is exactly what my friend Ron Mercurio recently did. Ron owns a local body shop called

BumperDoc. He does all the paintwork for Makellos Classics, who have been featured in **Total 911** several times.

The Porsche fanatic has owned 911s in the past, but when the GT4 was released he jumped on the opportunity to get one. While he was enjoying Porsche's mid-engined GT4, he was still missing the 911. As we Neunelfer owners know, once you have owned a 911 the experience stays with you forever, and nothing else will do.

As I've written previously, every weekend several of us take our GT3s along with Ron's GT4 for some incredible drives through the back hills of San Diego. On one of those drives in mid-2018 I offered Ron the chance to drive my GT3, which he enthusiastically accepted. After experiencing driving a GT3 for the first time he set his mind on getting the new 991.2 GT3.

He searched every dealer in California but only found one local dealer willing to sell him the car. However, if he wanted



one it would cost him an extraordinary \$30K over MSRP.

Determined not to give up, he searched the entire US Porsche dealer network and eventually found Champion Porsche in Florida. They allowed him to order a GT3 for \$10K over MSRP. Ron eagerly put in his order for a Chalk-coloured GT3 with a manual transmission. After what seemed like an eternity to him, he took delivery of the 911 just before Christmas.

I asked Ron how the GT3 compared to the GT4. He noted that driving the

911 feels more like an event, and you know you have something more 'serious' behind you. He states that while the GT4 clutch is stiffer, the Cayman feels tame in comparison.

He said the GT3 touches your senses much more. The sound of that 4.0 engine is incredible in comparison to the Carrera S engine in the Cayman GT4. The mid-engined Porsche is no slouch, but when it comes down to it, it just isn't a 911. Once you have owned a 911 it makes its way into your soul and nothing else will do.



Joe Croser
Northamptonshire, UK

 @jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



I love car shopping. Researching the models, sourcing the right car, negotiating a good deal; it's all part of the challenge. Sadly I have neither

the funds nor the storage capacity to buy all of the cars I want. Thankfully my enthusiasm is infectious, and over the years I have enjoyed sourcing many 911s for friends, including a stunning low-mileage Carrera, a one-owner 11-year-old Turbo and, most recently, a unicorn of a car in the Carrera 2 GTS manual.



For years my pal Rich has been talking about getting a 911, and for years I have been encouraging him. I called round for a catch up before Christmas and he showed me a stunning red 997.2 GT3 on Autotrader. It was beyond his reach, but it served as the perfect visual reference point for his desires: naturally aspirated, rear-wheel drive, six-speed manual with racing heritage.

We talked budgets and anticipated annual mileages at some length. We debated two-wheel versus four-wheel drive, turbo versus nat asp and PDK versus manual. Rich can pedal a car with aplomb. How it took him this long to buy a 911 is beyond me. Whatever, he was getting serious now.

"There's only one car for you," I said. "A Carrera 2 GTS." Rich didn't know the model. I continued, "It's a Carrera S with a power pack raising the bhp to 408 – just 12bhp shy of the blisteringly quick 996 Turbo, and it's got suspension tweaks to make the car handle. If that isn't enough," I continued, "hen's teeth are more common, with fewer than 100 GTS manuals on the UK roads." Rich's interest was piqued, so I finished my coffee and left him with that.

As luck would have it, within weeks Top555 Cars in nearby Oakham posted an advert for a white GTS. Rich whizzed over to see it and reported back. Rich didn't want to mess the dealer around before agreeing a price. He liked the car, a lot, but if they couldn't agree a price he saw a test drive as unnecessary.

Christmas came and went and the dealer got back in touch. A test drive was offered on the morning of New Year's Eve. I told him to get in and drive it.

We agreed to convoy up there early doors, arriving at 8:45am. The GTS was as described, immaculate. Spotless. It wasn't a low-mile garage queen but it was perfect. We shot the breeze with Dan the sales guy before I headed for home in my Turbo, leaving Rich to enjoy the test drive with Dan. I waited for news like an expectant father. How did it drive? Were they able to agree a price? Would I have a new Porsche pal?

At 11:03am my phone chirped. "Deal done." I was chuffed. I just knew the GTS would suit Rich. Naturally aspirated, RWD, manual, 408bhp. A second message landed at 18:03pm. "I expected to be in much more trouble. Two glasses of champagne and life is normal again!"



Ben Przekop
Mercer Island, WA

Model 996 40th Anniversary
Year 2004
Acquired January 2018



The winter solstice on 21 December has special meaning for those of us who live in far-northern latitudes, such as the UK and the US

Pacific Northwest. Although it is the shortest day of the year with only eight hours of daylight, it also represents an exciting turning point, as the days will now get a bit longer every day for the next six months! While like most of you I don't let a few clouds or a little rain keep me from enjoying my 911 during the winter months, there is no doubt that driving on a dry, sunny day makes the experience even more enjoyable.

So, when 31 December dawned clear and bright, Her Ladyship and I decided to take advantage and take a leisurely drive along the shoreline of West Seattle, which provides fantastic views of our booming downtown skyline, as well as the towering snow-capped peaks of the Olympic mountains to the west.

No visit to West Seattle is complete without a visit to the fabulous Metropolitan Market for some premium groceries, capped off by a cup of their fresh-roasted coffee and a fabulous pastry in the café. This being New



Year's Eve, our conversation naturally turned to reflecting on the major events of the past year. On the automotive front the highlight was the purchase of our 'new' 2004 Porsche 911 AE in March, which has performed flawlessly for over 6,000 miles, including the 2,000-mile round trip to Rennsport Reunion VI in Monterey.

The much more significant addition to the family was the birth of our second grandson Samuel, born to my daughter Mary this past 4 July! We can't wait until both grandsons – including Benjamin, now about to turn three – are old enough to use the rear seats in 'Papa's' 911 and join us on drives like this one! We agreed that our favourite event of

the year was undoubtedly the Christmas vacation we had just enjoyed with our entire family here in Seattle, which of course had to include several spirited 'test drives' of the 911.

We also talked about our wishlists for this year, which might include a new Macan for her, and a new track car for me. Time will tell! As we drove home through the soft rays of the setting sun, I realised that our impromptu road trip had definitely been the perfect way to fully enjoy this lovely winter's day. But it had also turned into a great way to say goodbye to the busy year gone by while looking forward to the new one with the excited hopes and dreams of the eternal optimists we somehow continue to be.



James Samuel

Poole, UK

@jamessamuel4

Model 997.1 Turbo
Year 2008
Acquired April 2015



I will start off with a bit of a confession. I have been keeping something back in the previous articles, but hopefully you will understand why.

Back in October I wrote about my track days at Spa. Unfortunately at the end of the second day I had a big off and hit a wall between the top of Eau Rouge and the kink onto the Kemmel Straight. I was 100 per cent fine, although the GT3 suffered a bit more.

I always take out track insurance, mainly due to the value of the vehicles, and in this case it was money well spent.

With a swift trip home in a beautiful 911 R it was a quick turnaround back to Spa with the Discovery and trailer.

After fitting a new suspension arm we were able to drive the car up onto the trailer and secure it down for the return trip.

After a spell in my garage it was off to Poole Accident Repair for assessment and negotiations with Ageas Insurance, who have been amazing. Colin at Poole Accident Repair kept me fully informed throughout the whole process and I was invited down to see the car at various points during their inspections. Sadly a deal between PAR and Ageas was not



able to be reached, and Ageas paid out in full for the car.

Fear not, the yellow beast was purchased back and is off for rebuild elsewhere, so will live again.

While it was a sad end to the year financially I am no worse off, and more importantly I am unscathed.

In other news I recently purchased a 1969 912 to restore with Matt at ZRS Engineering, although this is on the back burner due to Matt's current workload. This also means my lovely CSR arms for the Turbo are still sat on the shelf.

As I write this I am about to embark on a road trip through the Alps to Italy for a bit of work and snowboarding, so will have the pictures ready for next month. With winter tyres, snow chains and a roof rack we can test the limit of the all-weather supercar moniker.

Also, I've just got home from the Autosport International show. Matt and I took our father for a lads day out and we had a cracking time. Some lovely Cup cars on show and I came away with some useful information about tyres for tracking the Turbo this year.



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



Porsche enthusiasts and collectors like to wax lyrical about all the good things that are going on... How much fun it is to drive, a new upgrade

to improve handling, a new addition to the collection and so on.

In truth, it's not all thrilling drives through the countryside. Sometimes things don't go to plan, especially if your 911 of choice is air-cooled. Even with the most proactive maintenance schedule, technical issues will come up. Other things can be even more unpredictable, such as my recent experience with my 1988 black RSR/IROC inspired build.



I recently set off from my house for my morning coffee run. It was a beautiful day, perfect for a window-down drive. All was wonderful until a teenage driver pulled out directly in front of me in his Toyota 4 Runner. Needless to say, when the front of a 1988 Porsche with fibreglass RSR bumpers hits the side of a sturdy 4x4, it is not a pretty sight.

Thankfully all parties, including myself, were totally unscathed. In Texas it's not uncommon for drivers to flee before anyone can get their information, so credit to the young chap who pulled out for waiting around and taking full responsibility. After a short wait the local law enforcement arrived on the scene, gathered up the information and

gave me the all clear. Regrettably for the young chap, it transpired that not only was he at fault for the incident, but he didn't have a driving licence.

Being my first claim in the US I was hesitant regarding the process and procedures, but thankfully after a phone call to my insurance company and some of my American friends I felt more confident regarding the process.

After notifying my insurance company of the incident I had the IROC shipped to RS-Werks for its expert assessment. The initial verdict is... it could be repaired, but it might not be economical to do so. The final call is with the insurance company.

Next, the insurance company sent out its independent appraiser, and I'm currently awaiting their verdict.

I spent a lot of time researching to find the best insurance company for covering my car collection, went with one of the top global names and have heard nothing but good things about how they handle claims, so hopefully things will go smoothly from here on out. I'm looking forward to letting you know how things went in my next column.





Sean Parr
Harpenden, UK

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



Life never stands still for long. Last month my plan was to sell the car and head to the Outer Hebrides... great plan, and it's still

definitely on the cards and likely to happen in the near future, but for the moment in my garage I still have my delicious 911 Carrera 4S, so I might as well drive the thing and enjoy it!

It's still pretty cold, though, so best to look back on 2018, which was a hideous year in many ways personally, but from a Porsche perspective had a number of high points, including the highest, the Living the Legend 2018 Dales Tour with the other columnists.

Much has been written about this from all the guys who I shared the weekend with, but as I was on sabbatical from this column I missed out on saying what an absolute blast it was. Seriously a very high point in a very rubbish year, the highest point being day two of driving where we hit the high notes of Ribbleshead Viaduct and Bolton Castle and managed to take some amazing



photos. But it was the roads in between that made it really spectacular.

Why do we feel the need to leave this country to go on holidays when we have places and spaces like this to spend time in? I'm from Sydney, but my Mum is from near Skipton, and I never feel more at home than when in Yorkshire. I guess it's true what they say, you are born a Yorkshireman – and I definitely was, despite my accent!

The C4S was new to me when we went up there, but it cemented my belief that it was the right thing to sell the 912 and buy this 'wrong' 911, the 996. I stand by everything I said in my article for this magazine; I loved the 912, and I do still have happy memories, but with this car in the garage I don't ever miss it. How will I feel when this car actually sells and leaves my life? Sad I think, but with a ton of fabulous memories!



Lee Sibley
Bournemouth, UK

 @lee_sibs

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



So what have I learned from 996.1 ownership so far? Not a great deal, truth be told, because I haven't really driven it. I

never got round to collecting the car from Alex at Apsley Cars for a few weeks after buying it, simply because I was too busy. Luckily for me, Alex is a very patient friend!

Starting the 996 up one day, I thought the car sounded fruitier than it should, as first-generation 996s in

particular are noted for their muted exhaust note. A peak underneath found the 996's rear silencers are beginning to perish, so they'll need replacing in due course.

It has to be said, going 'backwards' with my 911 purchase has proven tough. There's a definite gulf in quality evident in regards to pretty much every touchpoint in the car, even when compared to my old 996 C4S. In fact, certain practical aspects of the 996.1 are just downright puzzling – why is there no glovebox, and why is there no front bonnet popper on the key like there is

on the Gen2? It's infinitely annoying to have to unlock the car and reach down into the driver's footwell to pop the boot every time. That said, the extra space in the boot in converting from a 4WD to a RWD 911 will come in useful for road trips. No more additional luggage rolling around behind me!


I've always said the 3.4-litre engine from the 996.1 is more rewarding than the torquier 3.6-litre version of the M96 found in the Gen2. I'm hoping a couple of spirited drives will soon remind me of that, as the 996.1 isn't going to score many points for interior build quality.





Joe Williams

Weymouth, UK

 @joewilliams85

Model 912

Year 1967

Acquired April 2017



After a slow few weeks on the car front for me I thought I'd have a think back to a great road trip we did the year before last

through Wales. Starting from the south coast, we headed up to Dick Lovett in Swindon to meet up with a couple of the guys on route – but not before a sneaky look round the showroom.

We then trawled through some afternoon traffic before getting into Wales and the open roads. It was another world: clear, sweeping passes, open country roads and hardly another car in sight. We passed through some of the old disused slate valleys which were simply breathtaking. It was an amazing backdrop combined with more great driving roads.

We stayed at a great remote B&B that kept the kitchen open late, as we drove on into the evening.

Starting early the next day we pushed on further north towards Snowdonia



National Park, bordering some huge natural lakes. Passing through some of the old Welsh villages was like stepping back in time. Imagine half a dozen 911s burbling past local country pubs, tiny terrace houses and quaint villages like a scene from *Back to the Future*.

We had a great line-up including a Turbo, GT4, GT3 RS and even a 991 R leading the pack. With some serious muscle, everyone was pushing on hard bumper-to-bumper, hugging some of

the valley's single-track passes with nowhere to go. This was as good as it gets without going on track.

Another overnight stop brought another village pub with a few rooms and a decent chef – we're easily pleased! Trying not to race home on our last day, we detoured via the Evo Triangle early before the tourists arrived. All in all we had a great time with great cars, great roads and great friends. Wales, we will see you again soon.



Chris Wallbank

Leeds, UK

 chris_wallbank

 @chrisjwallbank

Model 997.1 Carrera S

Year 2005

Acquired November 2012



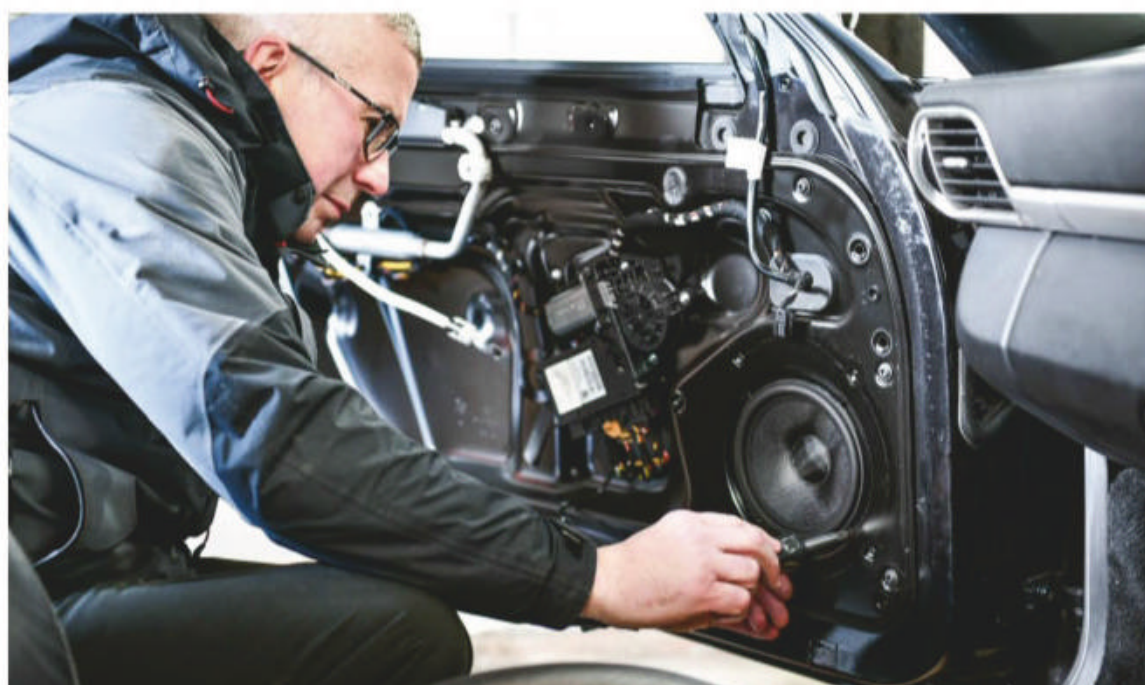
On a crisp, icy winter morning I headed over to my local trusted car audio dealer in Yorkshire, Leeds Car Audio, to have my new Pioneer

Z Series two-way components fitted. I've been using these guys right back from my teenage years when I was rolling around in a Gen1 Golf GTI!

Ian got straight to work removing the door cards, which is tricky business, but these guys had them off in no time. He then replaced the factory woofers and tweeters with the Pioneer units, along with the crossovers.

He also insisted the doors were fully soundproofed and a wave diffuser was fixed in place behind the woofer. This would improve the bottom end, give more depth and also help get rid of the annoying vibrating rattles I had been getting from the door cards since I bought the car.

The end result? Much more clarity, punch and no rattles! The doors even seem more solid when shutting them thanks to the extensive soundproofing the Leeds Car Audio team fitted. Very happy with the improved sound from Pioneer. If you're looking for a similar upgrade to your 911 see www.pioneer-car.eu for more info.





Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



Well, that about wraps it up. My 996 Turbo has been sold to my mechanic, Matt, an owner of Porschacare in Stevenage. For years

he has been giving me silly offers when he has serviced, fettled or modified the car, and each time I laughed, believing my car was worth double. In fact, we met somewhere in the middle with the car eventually going for £29,500.

I am happy(ish), he is happy(ish) and, having spoken to him since, he has already got a list of jobs that he believes need doing for perfection – many of which I had never even been aware of, like roof drainage holes being blocked and causing dampness in the door, which I genuinely never noticed, to CAT sensor issues, which I did notice and he knew of thanks to what he thinks was a dodgy remap before AMD worked their magic – I guess that is his problem now, so good luck to you Matt!

My Turbo was, in reflection, a fantastic car: incredibly fast, understated and good looking, the perfect mix of modern and retro in terms of refinement and a car that simply did everything you ever asked, without flinching.

But it was not all good. The lowered suspension, in London at least, was a pain in the arse! I replaced my front splitter three times before giving up and running one with damage in the



knowledge I was simply preempting it! I also found the car quite uncomfortable when in traffic. The seating position was never quite right and after long drives over, say, two hours, I always had lower-back pain. I also grew tired of a manual 'box in London traffic which, however against the grain it may be, makes driving short distances on a cold morning a pain.

I also found the interior space dated and, while this is a car that is now 19 years old, it did not feel special to me. That or I just got so used to it that the occasion became the norm. Either way I never felt I could really drive the car properly, because to do so you are breaking the law in seconds. Floor it in second and you're doing well over 70mph. The issue was that when

driving this car at lower speeds it felt so composed and at ease, there was no sense of drama or excitement. It just went where you pointed it. The fun, shock and awe of sudden and warping acceleration is a fantastic party trick, but after seven years of ownership it is a trick I am ready to move on from.

Truth be told I always felt the Turbo to be so much more accomplished than me as a driver that I barely touched its performance. For me this stopped a bond growing between myself and the car, a bond that was far stronger with the cheaper and less powerful 996.1 C4 I owned previously.

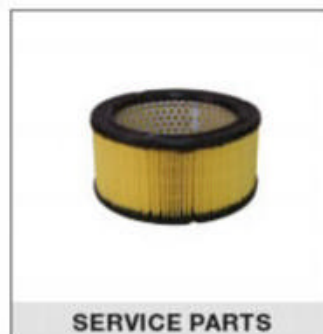
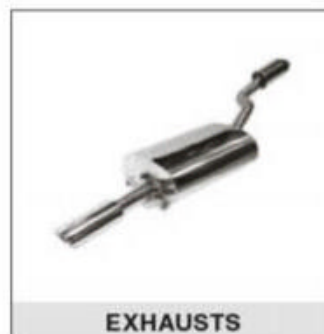
I am sad to be leaving you all, but I am sure I will be in a Porsche again, and if Lee allows me back I'll write about it all here too. Thanks for listening to me!





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Data File

Full specs, ratings and market values of every 911, including the 996 and 997 models, can be found beginning on page 86

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Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring

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.



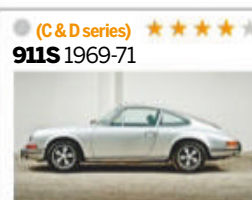
(O series) ★★★★★
911 2.0-litre
1964-67
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

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



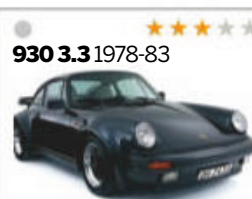
(C & D series) ★★★★★
911T 1973
US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

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



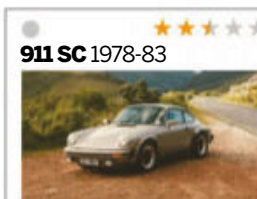
(G, H, I, J series) ★★★★★
Carrera 3.0 RS 1974
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

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	6x15 inch; 185/70/R15
R	6x15 inch; 185/70/R15



● (F series) ★★★★★

Carrera 2.7 RS 1973

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

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	5.8 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	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	

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	70:1
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	



(C & D series) ★★★★★

964 3.8 RS 1993

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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
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	



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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; 225/40ZR18	
R 10x18 inch; 265/35ZR18	

996 Carrera 4 1998-2001



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

★★★★★

Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	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.

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

★★★★★
964 Carrera 2 1990-93



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

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



★★★★★
964 Turbo 1991-92

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

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

★★★★★
964 C4 Lightweight 1991



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

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



★★★★★
964 RS 1991-92

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

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

★★★★★
964 C2 Speedster 93-94



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

Production numbers	936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	161mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★
964 Turbo 3.6 1993-94



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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18

★★★★★
964 Anniversary 1993-94



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

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



★★★★★
964 RS America 1973

Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

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

★★★★★
993 GT2 1995-96



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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	430hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9 sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F	9x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18

★★★★★
993 Turbo 1996-98



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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3 sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



★★★★★
993 Carrera S 1997-98

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

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

★★★★★
993 Turbo S 1998



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

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



★★★★★
996 Carrera 1998-2001

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

Production numbers	56,733
Issue featured	160
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	1,320kg
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	9x17-inch; 255/40/R17



★★★★★
996 Carrera 4S 2001-05

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

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

★★★★★
996 GT2 2001-03



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

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

★★★★★
Gen2 996 C2 2002-04



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

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



★★★★★
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	4,430mm
Width	1,770mm
Weight	1,430kg
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	9x17-inch; 255/40/R17

★★★★★
996 Anniversary 03-04



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

Production numbers	1,963
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	345hp @ 6,800rpm
Maximum torque	370Nm @ 4,800rpm
0-62mph	4.9 sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	10x18-inch; 285/30/R18

Sales debate

Should you buy a high-mileage GT3?



There are few Porsche which offer a more visceral driving experience than a 911 GT3. A car built for the track, albeit carrying licence plates should you prefer your thrills to be road based, the GT3 is a loud, rev-happy, dialled-in version of our beloved 911. It's simply the Neunelfer at its finest.

The GT3 market offers a broad spectrum of values and is split in two between those which are tracked as intended, and those which are mothballed for collections. Even still, you'll pay a significant premium for a GT3 compared to a requisite Carrera generation, so could a high-mileage example offer a cost-effective way into GT3 ownership?

“You certainly shouldn't be put off by a high-mileage example, particularly for a 996 or 997, which boasts one of the most robust engines,” says Anthony Pozner, proprietor at Hendon Way Motors. “There are plenty of advantages. Not only will the purchase price be lower, you'll be free from the worry most GT3 owners have when it comes to putting miles on the car each time they use it. That dilemma, or decision, has already been made for you, so you can get on with care-free driving. The downside is running costs will be higher as suspension components may need replacing and engine rebuilds might be needed, particularly if it's had a hard track life, and you shouldn't expect to make significant sums on the car when it comes to selling. If you want a lot of car for not a lot of money, for the sole purpose of driver enjoyment, it's one of the easier decisions to make.”

Pozner is clearly in support of high-mileage GT3 ownership, and so too is Phil Raby of Raby Porsche specialists. He comments: “Sure, the running costs are going to be higher than, say, a Carrera, but so what? You'll have bought a relatively cheap GT3, had a lot of fun with it and you shouldn't lose money during your ownership. Surely that makes more sense than paying over the odds for a pristine example and then never using it?”

The answer here is pretty clear: so long as you've a contingency plan to stomach some potentially big bills along the way – which may include an engine rebuild – a high-mileage GT3 still represents good value, and could bag you an awful lot of car for your money. Sign us up!

★★★★★

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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Technology explained

020 PORSCHE WET MODE

First developed in the 1990s, this new system for the 992 ensures better grip on a wet road



The new 911 is the first car in the world to feature an innovative system for recognising significant wetness on the road. It does so via its new ‘Wet Mode’ technology, introduced for the 992 generation and now standard on all 911 models. But what exactly is it, and how does it work?

Wet Mode detects the presence of water on the road and suitably fine-tunes the car to best deal with the subsequent reduction in traction, ensuring safe motoring even in adverse conditions. It does this with discreet sensors mounted aft of the front wheels in the wheel arches. These acoustic sensors monitor for water sprayed or splashed up from the wheels before communicating with the ECU, which then responds in a number of ways.

Firstly, the driver is notified of the conditions and encouraged to activate Wet Mode. Meanwhile, the 992’s Porsche Stability Management (PSM) and Porsche Torque Vectoring (PTV) systems are altered, effectively lowering their threshold of activation, alongside ABS. The drivetrain’s responsiveness is also altered, giving the driver a flatter feel through the pedal, and all-wheel-drive cars have more power put forward to the front axle. The degree of locking on the rear diff is reduced, and the 992 changes its aerodynamics: the front flaps are fully opened to reduce lift and the rear wing is deployed to invite more downforce at the back of the car. This is all administered in a second or so, ensuring that as soon as the 911 detects a wet surface it is primed to better deal with the new conditions it faces.

The system is automatic but can be activated manually at any time using the Mode wheel for 911s optioned with the Sport Chrono package. You should note the system is not activated via the operation of the windscreen wipers as these can be used to simply clear a windscreen of detritus, which in perfectly dry conditions would confuse the system into thinking the conditions are indeed wet. The system was introduced after outgoing head of 911, August Achleitner, suggested the 911 is a “relatively lightweight car on very wide tyres”.



★★★★★	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

★★★★★	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



★★★★★	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



★★★★★	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



★★★★★	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



★★★★★	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



★★★★★	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



★★★★★	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



★★★★★	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



★★★★★	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



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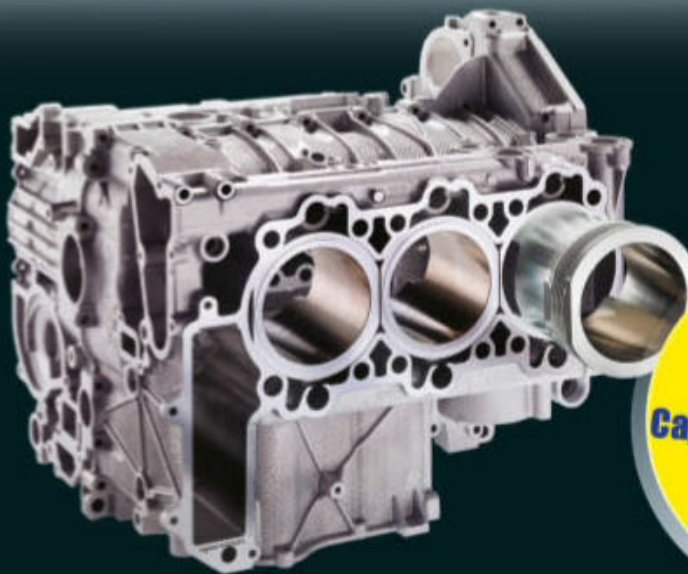
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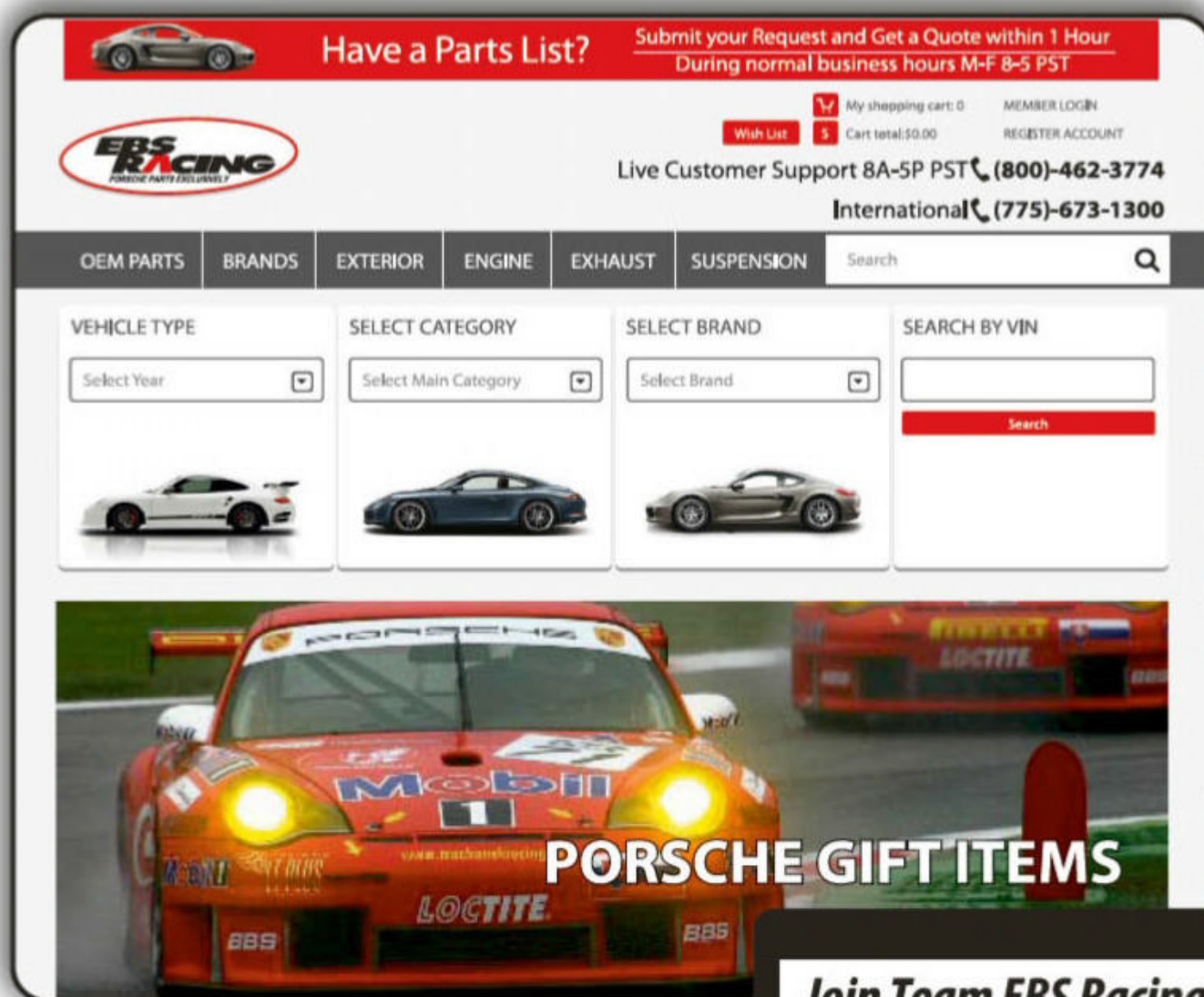
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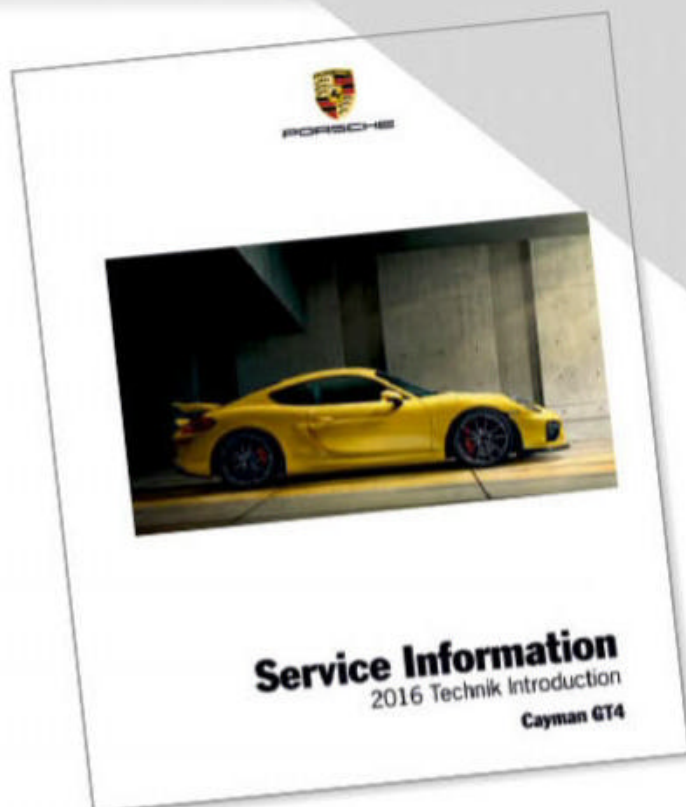
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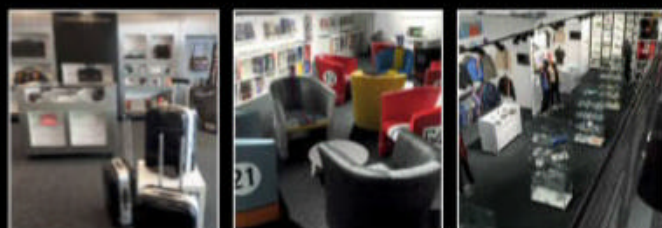


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<p>911 997 "a5" 3.8 pdk (09-2009) Basalt black with red leather 33,000 miles £44,000</p>	<p>911 997 "a5" 3.8 pdk (09-2009) Aqua blue with black leather 70,000 miles £38,000</p>	<p>911 997 "a5" 3.8 pdk (08-2008) Atlas gray with black leather 64,000 miles £38,000</p>	<p>911 997 "4S" 3.8 tip Cab (08-2008) Slate gray with black leather 56,000 miles £36,000</p>	<p>911 997 "4S" 3.8 (07-2007) Meteor gray with black leather 47,000 miles £35,000</p>
<p>911 997 "a5" 3.8 (08-2008) Meteor gray with black leather 49,000 miles £35,000</p>	<p>911 997 "a5" 3.8 (07-2007) Basalt black with black leather 43,000 miles £34,000</p>	<p>911 997 "4S" 3.8 (08-2008) Meteor gray with black leather 73,000 miles £33,000</p>	<p>911 997 "a5" 3.8 tip (07-2007) Meteor gray with black leather 48,000 miles £32,000</p>	<p>911 997 "a5" 3.8 (07-2007) Basalt black with black leather 62,000 miles £32,000</p>
<p>911 997 "4S" 3.8 tip (07-2007) Basalt black with black leather 57,000 miles £33,000</p>	<p>911 997 "a5" 3.8 (07-2007) Basalt black with stone gray leather 53,000 miles £32,000</p>	<p>911 997 "a5" 3.8 tip (07-2007) Meteor gray with black leather 65,000 miles £32,000</p>	<p>911 997 "a5" 3.8 (08-2008) Meteor gray with gray leather 61,000 miles £33,000</p>	<p>911 997 "a5" 3.8 (07-2007) GT Silver with black leather 62,000 miles £32,000</p>
<p>911 997 "a5" 3.8 (07-2007) Basalt black with black leather 48,000 miles £32,000</p>	<p>911 997 "4S" 3.8 (07-2007) Meteor gray with black leather 63,000 miles £32,000</p>	<p>911 997 "a5" 3.8 (07-2007) Silver with black leather 59,000 miles £32,000</p>	<p>911 997 "a5" 3.8 tip (07-2007) Silver with black leather 53,000 miles £32,000</p>	<p>911 997 "4S" 3.8 tip Cab (06-2006) Lapis blue with gray leather 68,000 miles £32,000</p>
<p>911 997 "a5" 3.8 Cab (05-2005) Silver with ocean blue leather 56,000 miles £32,000</p>	<p>911 997 "4S" 3.8 tip (07-2007) Cobalt blue with ocean blue leather 65,000 miles £32,000</p>	<p>911 997 "4S" 3.8 (06-2006) Basalt black with black leather 65,000 miles £32,000</p>	<p>911 997 "4S" 3.8 tip (06-2006) Silver with ocean blue leather 51,000 miles £31,000</p>	<p>911 997 "4S" 3.8 (06-2006) Basalt black with black leather 63,000 miles £31,000</p>

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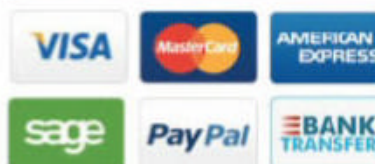


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NEXT ISSUE

Issue 177 in shops and available for download from **20 March**



CARRERA 3.0 ROAD TEST

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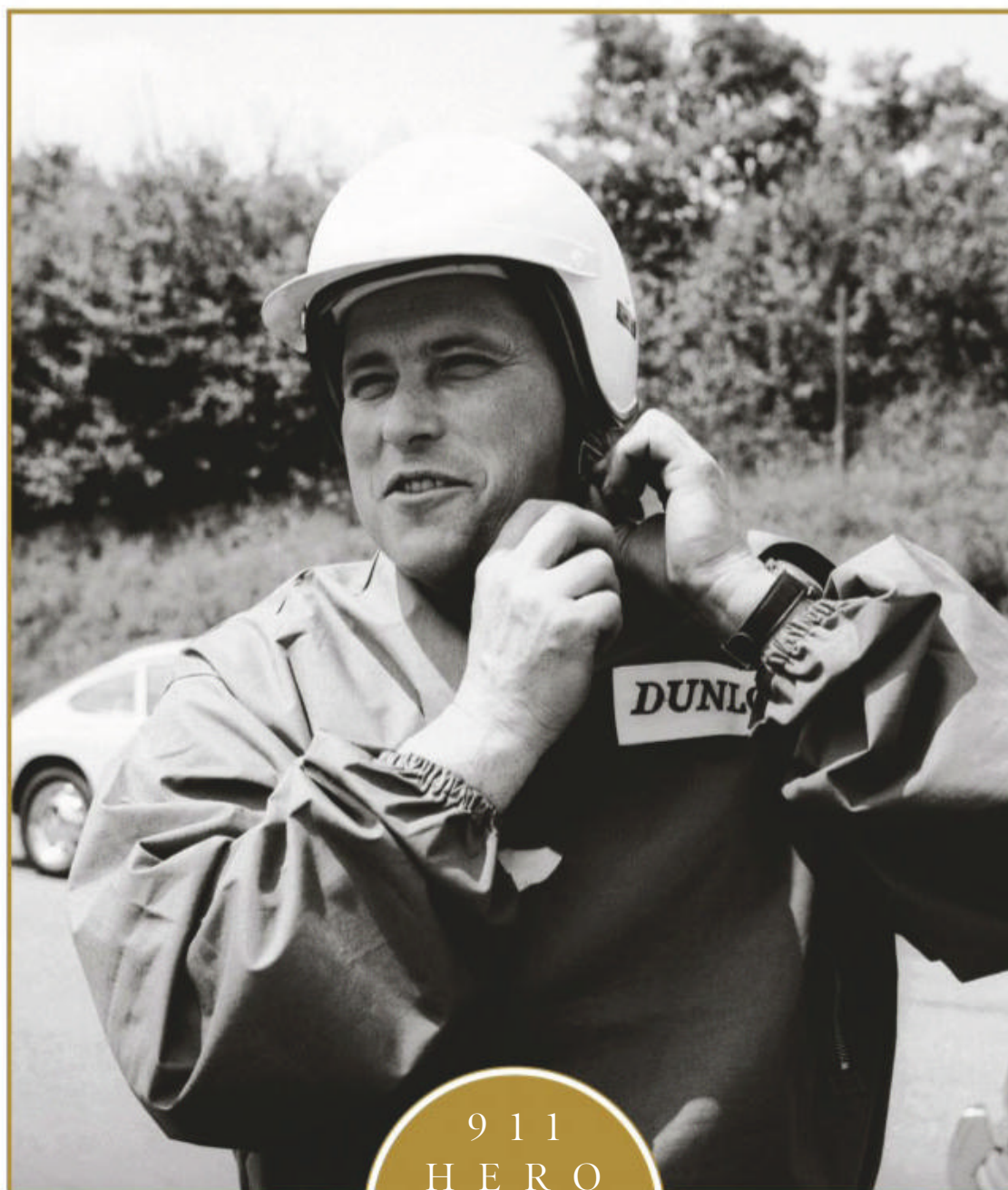
911 SALES SECRETS

What does it take to get a used 911 showroom ready?



PORSCHE GOES E-RACING!

Works driver Nick Tandy swaps the cockpit for a console



9 1 1
H E R O

— H E R B E R T L I N G E —

From motorsport success to the formation of Weissach,
one man boasts a Porsche career like few others

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

One page doesn't really do justice to a man who began his time at Porsche way back in 1943. That was at the age of 15, and by 1949 he was reportedly the first person employed at Zuffenhausen following the move from Gmünd, a moment that signalled the beginning of a stellar career. We'll come to one specific involvement with the 911 in a moment, but first it's worth a reminder of his other achievements. For one thing he was heavily involved with Porsche's activities in America, dispatched Stateside in the early 1950s to oversee developments, and then there's his part in the formation of the racing department at Weissach. So the story goes, when Ferry Porsche was looking for a suitable site he wasn't keen on building on farmland or green spaces, and it was Linge that suggested the potential of his home town. Building work began in 1961 and it has been a part of the Porsche legend ever since.

Of course a recollection of his activities wouldn't be complete without citing his achievements behind the wheel of a racing car. He drove at Le Mans 15 times, including in 1970 in a Porsche 908 that was acting as a camera car for the famous film featuring Steve McQueen. He'd also participate in the Nürburgring 500km and the Sebring 12 Hours, as well as tackling the fearsome Targa Florio and

Mille Miglia. A 20-year competition career meant he was uniquely qualified as manager of the racing department, and he also became involved in the advent of the circuit safety car. In 1972 he was piloting a suitably equipped Porsche 914/6 with a doctor on board. Officially retiring in 1987, it wouldn't be the end of his involvement with motorsport, as he'd play a key role in the development of the Carrera Cup, managing the series until 1993.

Oh yes, the 911. For that we have to head back to 1965 and the

plan hatched by Porsche's race director and PR supremo, Huschke von Hanstein. Having decided that the Monte Carlo rally was the perfect showcase to demonstrate the new car's sporting credentials and toughness, chassis number 300055 was handed to Linge and Peter Falk (left). Considering the challenge that lay ahead, the preparation was modest. Power was increased from 130hp to 150hp with the engine fuelled by Weber instead of Solex carburettors; there



were minor suspension tweaks; Linge requested the gear lever be moved back a little and there was the usual kit such as a roll-cage, additional lights and a rally computer. Despite atrociously snowy conditions – even for the Monte – they finished 5th overall. It was an epic achievement in a car launched just two years previously, a true mark of the talents Herbert Linge brought to Porsche. **911**

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1967 Porsche 911 Coupe Stock Number 09836

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

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1969 Porsche 911T Stock Number 10239

This very sharp mostly original paint 1969 Porsche 911T Coupe with matching numbers is available in its original color code#6805 Bahama yellow with a black interior. It comes equipped with a 5-speed manual transmission, Weber carburetors, Fuchs wheels and includes the spare tire, tool kit, jack and service documentation as well as the maintenance booklet. An extremely collectible vehicle which is mechanically sound.

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This very sharp 1997 Porsche 993 4S is available in its original color code#92J Arctic Silver Metallic over a blue interior. It comes with a clean CarFax and is equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM Porsche stereo sunroof, Porsche twist wheels, drilled rotors and includes the spare tire, jack and air compressor. A very clean and presentable example and one of the last of the air-cooled 911's which is mechanically sound.

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1970 Porsche 911S Targa Stock Number 10253

This legendary 1970 Porsche 911S Targa is available in black with a black interior. It comes equipped with a correct 1970 2.2 liter 911S engine with a 5-speed manual transmission, dual Weber carburetors, painted Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which is highly collectible and sought after and an excellent investment. It had the same owner for many years and is mechanically sound. Don't miss out on this sharp looking example.

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1986 Porsche Carrera Targa M401 Widebody Stock Number 10324

This excellent original 1986 Porsche Carrera Targa M401 Widebody with matching numbers, and the Certificate of Authenticity included, is available in its original color code#700 black with a tan interior. It comes with a clean CarFax and is a very sought-after color combination. It is equipped with a 5-speed manual transmission, power windows, air conditioning, alloy wheels and includes the original owner's manual and maintenance booklet as well as the vehicle identification label. It is a limited production and was with the same owner for 30 years. An excellent original blue-plate California car which is mechanically sound.

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1973 Porsche 911E Targa Stock Number 10144

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

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1988 Porsche Carrera Stock Number 09807

The 1988 Porsche Carrera shown here is available in its original color code#80K Guards red with a black interior. It comes with a manual transmission, air conditioning, power windows, Fuchs wheels, sunroof, jack and spare tire. A very clean and presentable classic which has had the same owner for many years and is mechanically sound.

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1970 Porsche 911T Stock Number 10054

This 1970 Porsche 911T Coupe with matching numbers, has had the transmission replaced (PPS included) is available in its original an extremely highly sought-after color combination of code#1414 signal orange with a black interior. The Coupe comes equipped with a manual transmission, Fuchs wheels and includes the spare tire. It is an extremely clean and presentable vehicle which had the same owner since 1985 and is mechanically sound.

For \$54,500



1987 Porsche Carrera Sunroof Coupe Stock Number 09835

The 1987 Porsche Carrera Sunroof Coupe featured here with matching numbers comes in its original highly desirable color combination color code#700 black with a black interior. It comes equipped with a manual transmission, air conditioning, power windows, sunroof and Fuchs wheels. An excellent original car which is mechanically sound.

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1982 Porsche 911SC Targa Stock Number 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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1979 Porsche 911SC Coupe Stock Number 10389

This 1979 Porsche 911SC Coupe comes with matching numbers and is available in this gorgeous original color code#463 Casablanca beige metallic with a brown interior. It is equipped with a manual transmission, air conditioning, power windows and includes the spare tire. A very presentable vehicle which was owned by the same elderly person for many years and is mechanically sound.

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1982 Porsche 911SC Targa Stock Number 10334

This very sharp 1982 Porsche 911SC Targa with matching numbers is available in red with a black interior. The 911SC Targa comes with a clean CarFax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, Fuchs wheels and includes the spare tire and jack. This very presentable original blue plate California car is an excellent weekend driver which is mechanically sound.

For \$32,500



1996 Porsche 911 Carrera 4S (993)

The 1996 Porsche 911 Carrera 4S (993) is available in its original color code#845 arena red with a tan interior. It comes equipped with a 6-speed manual transmission, air conditioning, cruise control, dual airbags, power windows, power steering, power seats, power sunroof, OEM Porsche stereo, drilled rotors, Porsche twist wheels and spare tire. The original owner's manual and service documentation is also included. The Carrera is also mechanically sound.

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