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CARS TO BUY IN 2019

The experts' tips for great value, outright fun and long-term investment 911s you need to buy

ARNO BOHN

Rare interview with the former Porsche CEO



CARRERA 3.0

DRIVEN: is the 2.7 Carrera's successor underrated or underwhelming?



- POSIP EXPLAINED
- 992 C2S V C4S ROAD TEST
- VIC ELFORD GUEST COLUMNIST
- PORSCHE TYP NUMBERS EXPLAINED



ISSUE 177

Digital Edition

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1 Select Year & Model
Year: 2004
Model: 996/997/986/987
991
993
914
964
944

2 Select Your Package
Street Performance 2

3 Review & Approve
Add, update, or remove parts using the tables below

Add To Cart

Front

Rear

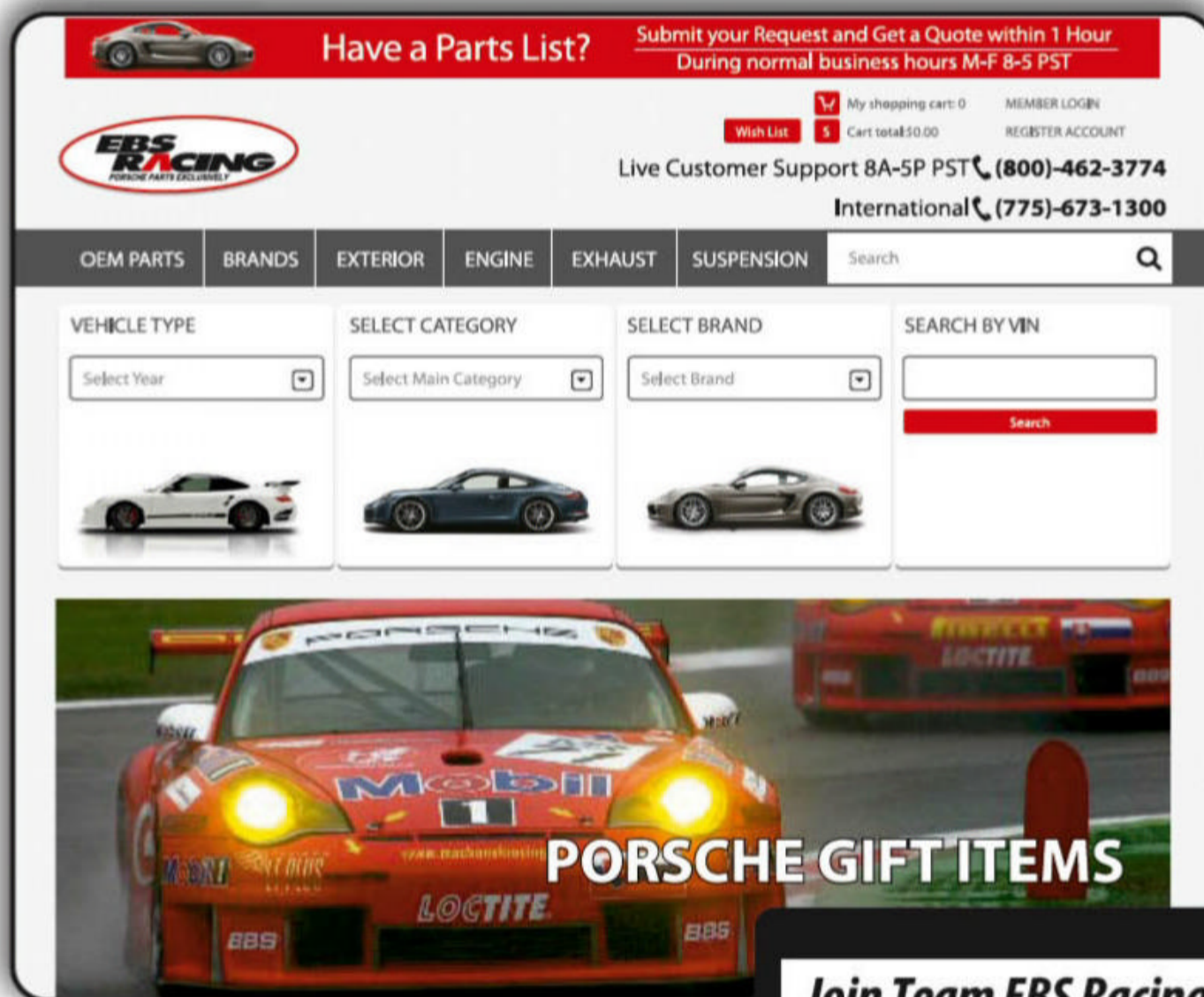
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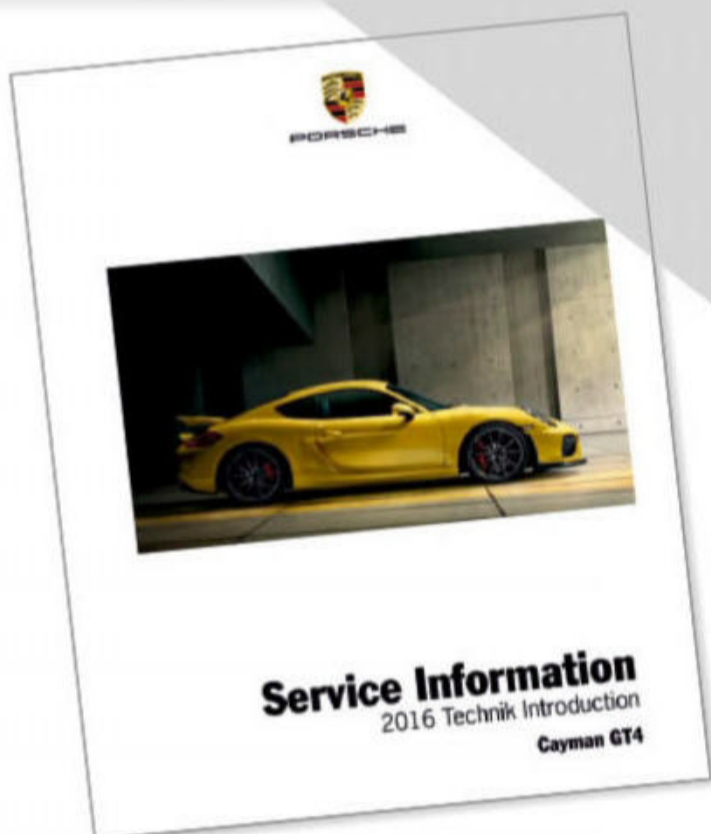
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Welcome

Total 911's annual 'cars to buy' issue is always one of my personal favourites of the year. Away from the glitzy unveilings of Porsche's latest and greatest models, the issue always does justice to highlight some of the many models of 911 which experts from around the industry are tipping to be hot property over the next 12 months.

The reason we do this each year is thus: whether you're just entering 911 ownership or evolving your Porsche story, choosing the right Neunelfer can be a minefield. There are over 100 different models across eight generations, most of which are available in Coupe, Cabriolet and Targa body styles, with values varying from £15,000 right up to £1 million. Then there are sensible questions to consider such as which offers the best value? Which model could be a good, long-term

investment? And which model might offer the most outright fun for my money right now?

This year we've upped our game, breaking the cars to buy for 2019 down into three key groups to answer those very questions, which best covers all possible bases of the Porsche 911 ownership experience. We've also got more specialists involved than ever before, giving you a unique viewpoint from inside the industry that's as balanced as it is thorough.

The whole idea is to provide you with the most well-rounded look at the market that's available to the public, helping to ensure your next 911 purchase – whether it's your first or your latest – is the right one for you. The results, as ever, are fascinating, and the fun begins on page 20.

“Choosing the right Neunelfer can be a minefield”



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6 | Valgorge, France

Shot Opening

A Carrera T might have been created for deserted mountain roads like these, yet the flair with which a snarling 700hp GT2 RS tackles the curves underlines the dexterity of Porsche's iconic 911 sports car, seen here en route to the Circuit de Charade.

Photograph by **Richard Pardon**



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ISSUE #177 MARCH 2019

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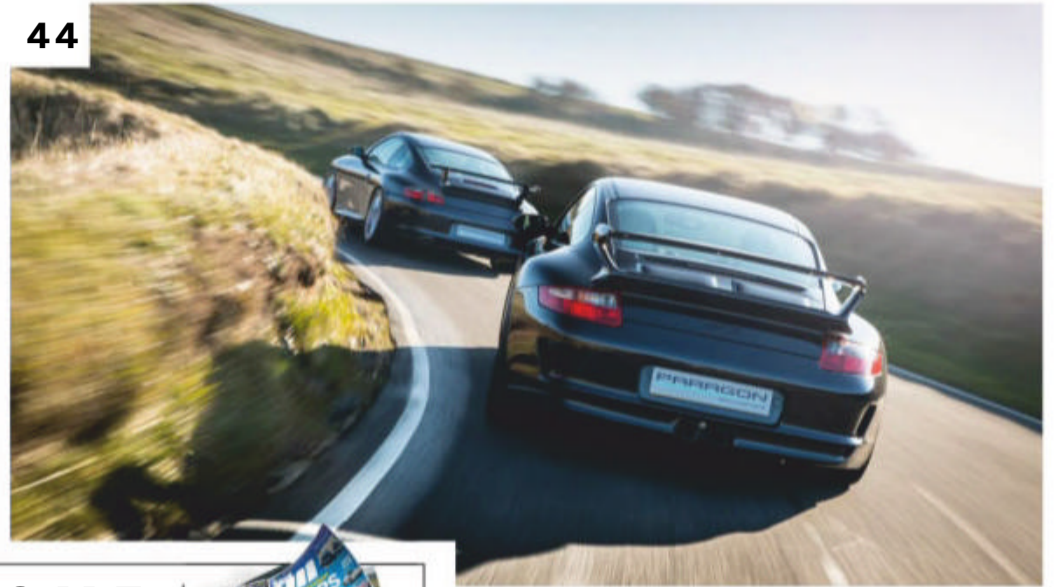
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“Despite butterflies,
 the GT2 RS quickly
 instils confidence”



36



62



114

Update

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



RUF reveals new GT in 80th year

Pfaffenhausen manufacturer debuts new 991-based model at Geneva Motor Show

German sports car manufacturer RUF Automobile kick-started its 80th birthday celebrations with the unveiling of an all-new GT model at the 89th Geneva Motor Show in Switzerland.

The 991.2 GTS-based Ruf GT follows Pfaffenhausen's mantra of creating cars which combine performance and suitability for everyday use. Its 3.0-litre, twin-turbocharged flat six produces 515hp, up 65hp from Porsche's factory GTS models, with peak torque at a useable 645Nm. Equipped with a rendition of Porsche's seven-speed double-clutch gearbox

– though a manual is available as an option – the rear-drive car weighs 1,450kg, identical to Porsche's rear-drive GTS. As well as a 0-62mph time of just 3.4-seconds, aerodynamic revisions to the 991.2's body including a RUF ducktail, rear diffuser and front spoiler help keep the sports car stable at its top speed of 199mph.

Meanwhile, RUF has announced the production version of its CTR 17 prototype is to be named the CTR Anniversary. Originally revealed at the 2017 Geneva Motor Show to mark 30 years since the debut of its most revered model, the first CTR Anniversary



off the production line was handed over to its new owner at a special ceremony in the Swiss capital. "Each year we hope to push the technological envelope further, creating a more enjoyable, more usable and better performing sports car," said Estonia Ruf, marketing director of RUF Automobile GmbH. "The two cars being unveiled in Geneva are the pinnacle of their respective niche in the car world. They are the best options when it comes to pure driving pleasure. That was the goal from the start."

Wrighttune to offer secure long-term storage

Oxfordshire-based Porsche specialist Wrighttune is to offer secure vehicle storage for Porsche 911 owners from August 2019. Secured, gated, dry and with CCTV security, the company will offer a variety of storage packages to best suit your needs. You should register your interest by emailing chris@wrighttune.co.uk or by calling +44 (0) 1491 826911.



Ninemeister becomes UK HRE importer

Warrington-based Ninemeister has been announced as the official UK dealer for HRE Performance Wheels. The US manufacturer of one- and three-piece performance wheels, all built to order, has a sizeable presence in its home market, with Ninemeister looking to help the company expand into Europe. More information is at ninemeister.com.





TechArt launches 770hp GT Street RS

Turbo S-based model mixes luxury with Clubsport style

Fellow German tuning giant TechArt joined RUF in revealing its latest creation ahead of the Geneva Motor Show. Leonberg's 991.2 Turbo S-based creation has been given the title GT Street RS and boasts a uniquely designed carbon fibre body kit "with randomly arranged carbon strands". It is limited to ten units worldwide.

Power has been boosted from the factory 580hp to 770hp thanks to new turbochargers with revised variable-turbine geometry which, along with a remap, is enough to generate that headline power figure. Maximum torque is quoted at some 920Nm, with a TechArt official telling us the car's top speed is "in excess of 360kph".

The wheels underneath the GT Street RS are another key feature, which TechArt says is a special version of its forged, Formula VI Race wheel. Carbon-fibre aero rings on the centre-locking wheels protect the brake system from stone chipping while optimising airflow.

Inside, the GT Street RS aims to mix luxury with a track-focused Clubsport-style interior, an example of the former found in the appointment of luxurious virgin wool combined with leather and Alcantara throughout.



What's on in 2019

Tour of Scotland
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Taste of Tuscany
6-19 May
Autobahn
Adventures'
luxury driving tour
from the cockpit of
a 911 Carrera

Porsche
Supercup,
Catalunya
10-12 May
Inaugural race of
the F1-supporting
premier Porsche
competition

Le Mans 24
Hours, France
15-16 June
The curtain closer
to the WEC's
2018-2019
super season

Goodwood
Festival of
Speed, UK
4-7 July
This year's theme
is Speed Kings
– Motorsport's
Record Breakers

991.2 Turbo S bids to be fastest car on sand

4.2-litre, 1,200hp 911 will aid a UK record attempt by Zef Eisenberg



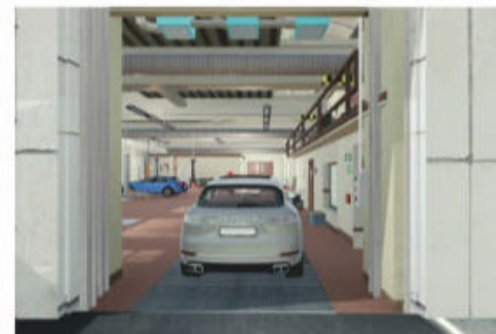
With the help of a 911, speed freak Zef Eisenberg is attempting to become the first person to achieve a British land speed record on both bike and car within a year.

Backed by his MADMAX Race Team and using a modified 991.2 Turbo S, Eisenberg will attempt to hit more than 200mph at Pendine

Sands, UK, on the weekend of 6 to 7 April after hitting 201.572mph last year while riding a supercharged Suzuki Hayabusa. To achieve the same feat in a car Eisenberg and his race outfit have modified a 2016 911 Turbo S to an output of over 1,200hp. "To achieve 200mph on tarmac in a mile the car would need 750mph at the wheels. Sand creates a lot of resistance and tyre slip, so we worked out we'd need at least 1,000bhp at the wheels, which equates to 1,200bhp at the engine," Eisenberg said. Apart from a full FIA roll cage, competition seats and a safety harness, the Turbo S's interior is completely standard.

Porsche tests autonomous driving in the workshop

Collaboration with start-up to move vehicles on site using tablet device



Porsche has revealed it is already testing autonomous driving technology at its Ludwigsberg premises as part of a collaboration with Kopernikus Automotive.

The partnership with Kopernikus, which specialises in self-driving car technology, seeks to enable vehicles to

drive from their parking space to the lifting platform and back autonomously. It is intended that technicians in future will be able to manoeuvre the sports cars to the correct position in the workshop, quickly and automatically, using a tablet.

"Autonomous driving will revolutionise our road traffic in just a few years. However, we can already use the technological possibilities available today to make work processes even more effective and efficient," comments Alexander Haas, project manager for Automated Driving at the Porsche workshop.



992 GT3 begins cold-weather testing

First GT car of new generation in advanced testing phase

Total 911's spies have captured Porsche winter testing its 992-generation GT3 in Arjeplog, Sweden. The mules were suitably disguised in all-black, as is Porsche's customary procedure when testing pre-production prototypes, with steps taken to conceal many of the design traits unique to the car.

Nevertheless, from our pictures we can see an even taller fixed rear wing with oversized end plates, the wing itself appearing to be at its most fierce angle of attack yet. Underneath, a secondary wing assumes the profile of a small ducktail, sporting vertical air outlets across its entire width, though we'd expect these to form

three consistent grill sections by the turn of production versions. Twin air scoops at the base of the mule's rear screen appear to channel cold air into the engine in the same way as the 991.2; there are no other significant air inlet or outlets at the rear, which would have hinted at Porsche turning to turbocharging for its next 911 GT3.

At the front, the big change concerns the GT3's air dam. Previously deployed to ensure greater downforce at the front axle by allowing air to flow out and over the car, for the 992 this outlet has been moved from the GT3's PU onto the bootlid, this also now appearing

much deeper in size. A recessed centre-bonnet section, carried over from Carrera derivatives and said to invoke design cues of G-series 911s, also features.

The 992 GT3 is set to follow in the footsteps of its 991 forebear in adopting the same 1,852mm-wide bodyshell, which is of course now shared by all Carrera derivatives (wether rear- or all-wheel drive) of the new 911.

While there's much conjecture online as to whether or not Porsche will turbocharge the 992 GT3, **Total 911** has been told by sources to expect the fourth-generation GT3 to remain naturally aspirated.



Full grid revealed for 87th Le Mans spectacular

Ten-strong RSR effort to contest final WEC race of 2018-19

The FIA has revealed the final 60-strong field of competitors who will vie for various victories at the 87th rendition of the 24 Hours of Le Mans. The race will bookend the 2018 to 2019 mega season, the format of which was unique in order to realign the WEC's calendar.

Porsche will once again have a very strong factory presence at La Sarthe, with no less than ten 991 RSRs taking to the grid in France. In the ultra-competitive GTE Pro class, 2018's winning trio of Laurens Vanthoor, Kevin Estre and Michael Christensen will look to defend their crown in the #92 car alongside Richard Lietz, Gianmaria Bruni and Frédéric Makowiecki

in the #91. They will be joined by factory efforts drafted from the US in the form of the #93 Porsche RSR of Patrick Pilet, Earl Bamber and Nick Tandy, while Sven Müller, Mathieu Jaminet and Dennis Olsen will occupy car #94. In all there are 17 entrants in the GTE Pro category, representing six manufacturers from four countries.

The 991 RSR will also be well represented by customer teams in the GTE Am category, with six cars set to battle for class honours: three cars from Dempsey-Proton Racing and one from Gulf Racing, Proton Competition and Team Project One. Le Mans takes place over the weekend of 15 to 16 June.



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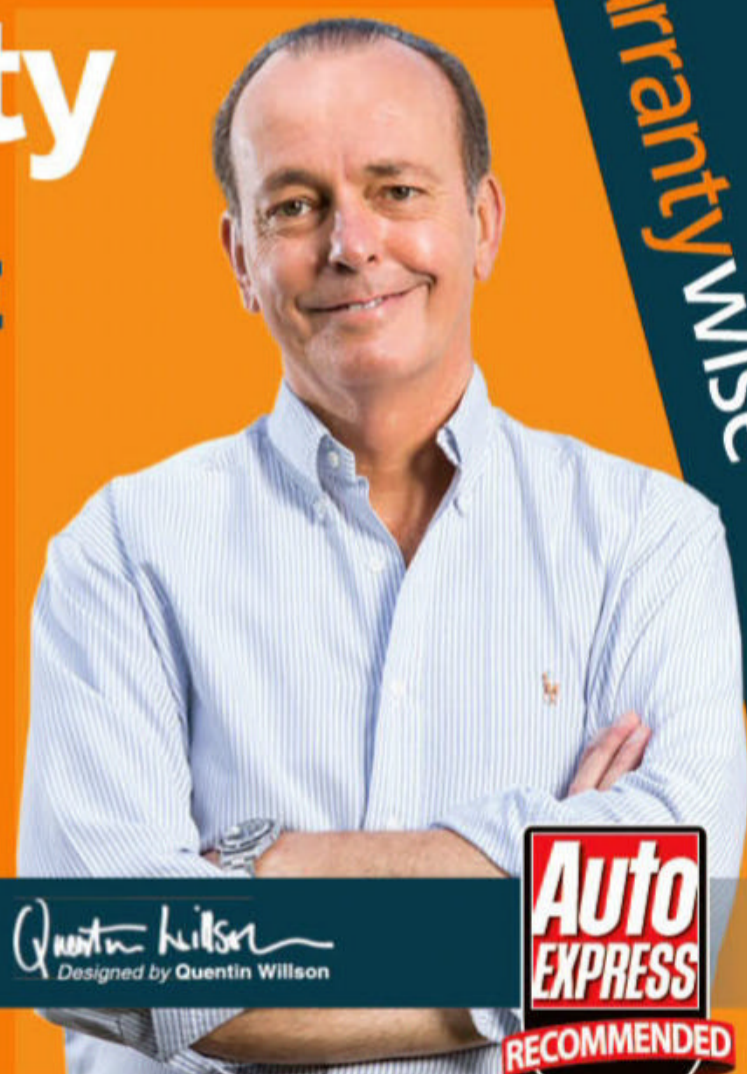
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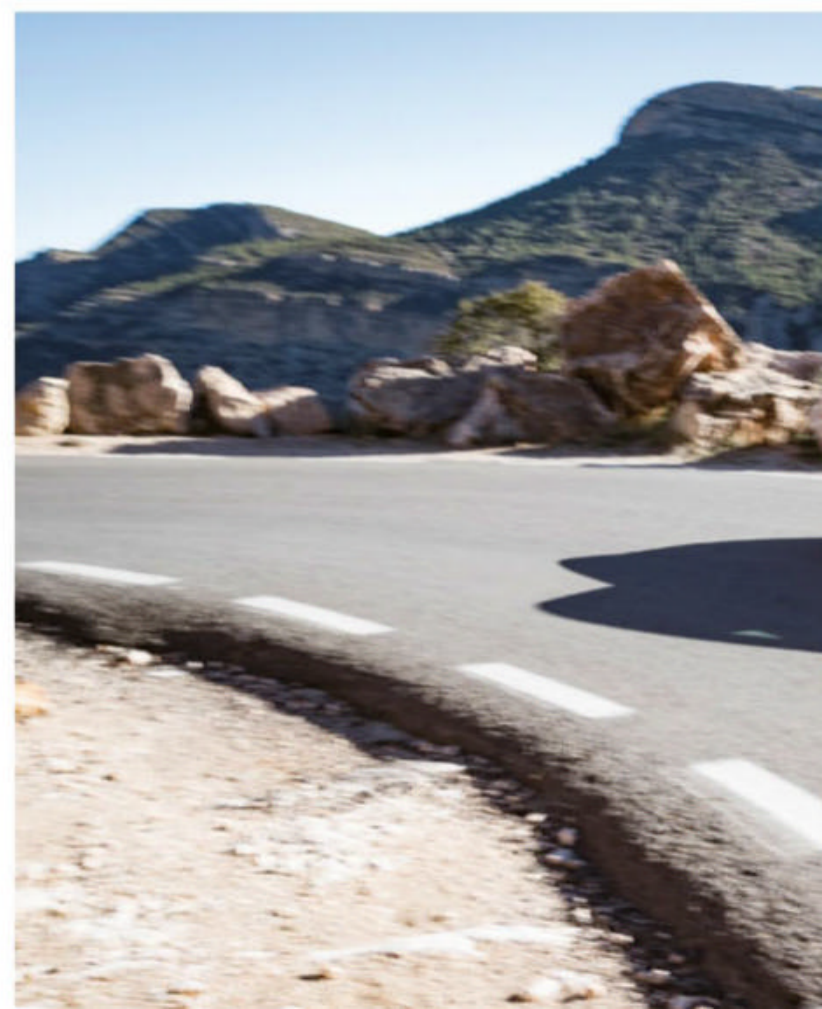
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Update Special

992: first road drive

Three hours in the real world with Porsche's new 911: what's it like?

Valencia, Spain. It's been six weeks since our first introduction to the driving delights of Porsche's eighth-generation 911, our very own Kyle Fortune dissecting the differences between the Carrera 4S and Carrera 2S on track at the Hockenheimring. Today though, we're getting a little taste as to how these cars perform in the real world. Ahead of first deliveries, what else can we learn from the 992?

For anyone coming from a previous 911 – even a 991 – the 992's technological overhaul takes some getting used to. It's not the technology itself which is the problem, more the way it's presented: the new 12-inch screen in the centre of the dashboard acts as a constant draw for your eyes, though those digital screens either side of the analogue tachometer are the most overbearing. There's a wealth of information now available here and the screens are customisable, so it's worth taking your time before you drive anywhere to properly explore the screen settings before programming in a set-up you're happy with. Otherwise, attempting to find your way around the new displays while keeping a judicious eye on the road ahead can quickly become very difficult.

The 9A2 'evo' flat six in the 992 builds on the all-round supremacy of the 991.2, still delivering a useful punch below 3,000rpm and winding happily round to a 7,400rpm deadline without running out of puff. Like the 991 you'll only hear those spooling twin-turbochargers in a Coupe with the windows down, the 992 doing its best to fool you into thinking your Carrera derivative is still naturally aspirated.

In fact, sound has clearly been improved all-round for the 992. The exhaust note is reminiscent of the 991.2 – PSE remains a must – though it's been refined to eliminate much of that overzealous popping and spluttering in Sport mode. Most impressive though is rolling tyre noise – or lack of it. Even on motorways, the usual tyre drone commonly associated with the 911 has been significantly reduced, eminently impressive for a car now sporting 21-inch wheels on its back axle. The

tyres themselves remain the greatest let-down on the new 911, Pirelli's P-Zeros just not good enough at communicating grip levels between road surface and driver, even in bone dry conditions such as here.

Really it's the only blotch on the copy paper of the 992: everything else is highly impressive, chief of which is the steering. Slightly faster than the 991.2, the 992's assisted system is wonderfully feelsome and perfectly weighted. Is it as good as that in a 991.2 GT car? No, but it's not far off, and is certainly the most compelling electrical system in a Carrera derivative yet.

That, and the 992's increased width, is a game-changer for the rear-drive C2S in particular. Turn-in is beautiful and crisp, with noticeably more stability at the nose, even on less-than-perfect road surfaces. Mix this with optional rear steer – which works much better on the road than it does on track – and you've a 911 capable of demolishing even the most challenging road on the planet.

As for the 4S? It's often said any differences in how the C2S and C4S drive are barely noticeable on the public road, yet here there's clear distinction between the two. There's less drama at the nose of a 4S, which remains planted to the road at points where the 2S has a tendency to wander, but the pay-off is a slight lethargy through the pedal, the result of the AWD system's additional 50kg. The steering, too, so highly commendable in the C2S, is muted ever so slightly in the C4S, though it has to be said it remains generally excellent.

Much like the 996 did for the 997, the 991 laid a solid platform for its successor to build upon. The 992 has raised the game from there with aplomb: insiders at Porsche say even they are surprised at the level of praise lavished upon the latest incarnation of 911, but it really is that good.

Its performance characteristics were already assured, but the 992 has wasted little time in proving its worth on public roads. Our first taste of the 992 on the road has only whetted our appetite for more.





GUEST COLUMN

Vic Elford

PART OF A
SPECIAL
MINI-SERIES

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

In 1967 I was responsible for the first 911 to really go racing. In the early 1960s my rallying career was progressing well. I drove successfully for Triumph for a year and got some pretty good results, even though the car was totally outclassed by the big Healeys in our category. By this time I was in demand by the British teams, including Rover.

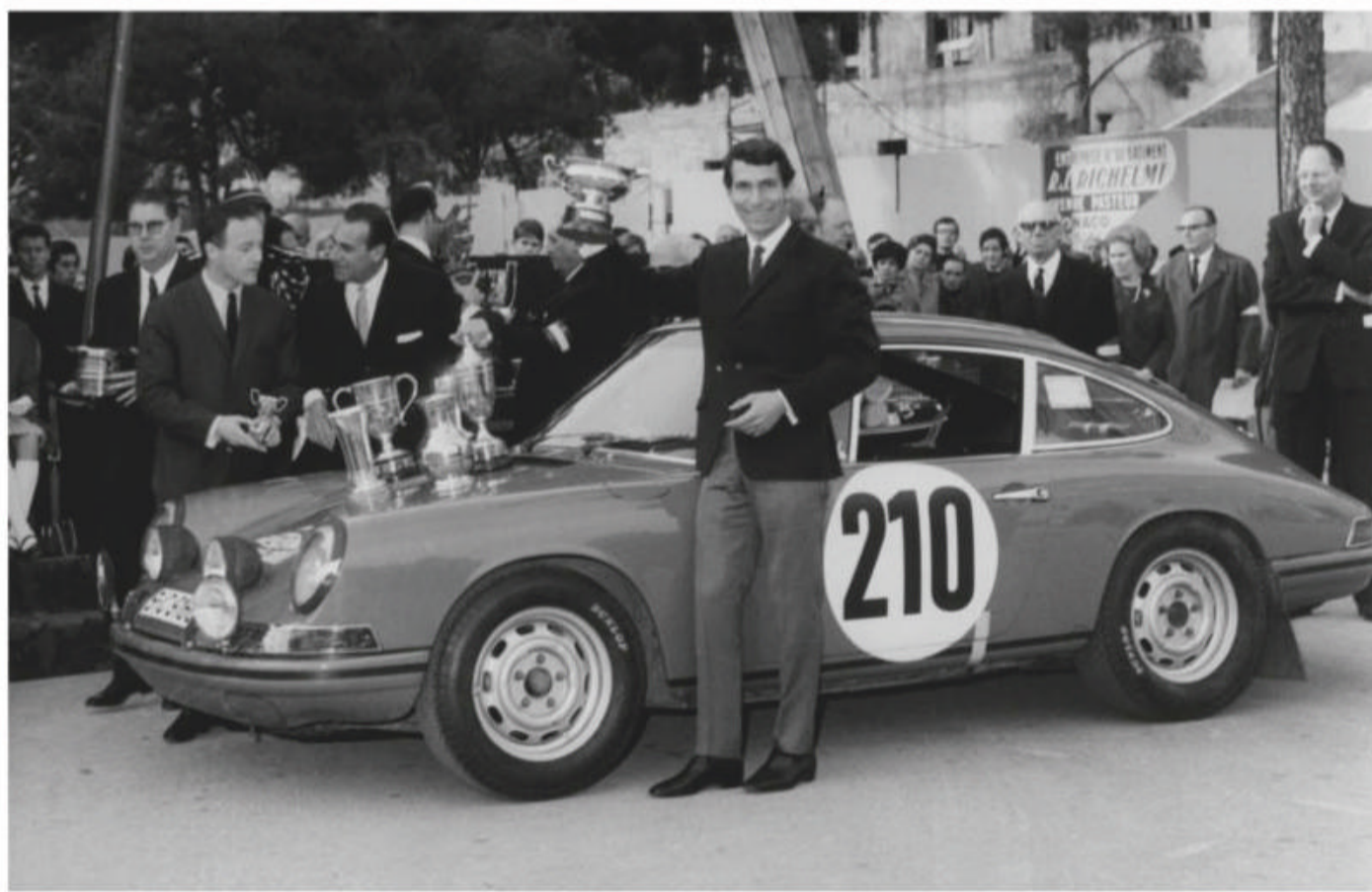
Triumph wanted to keep me for 1964, but didn't really have a car and didn't have any money, so I decided to go to Ford as they promised me the moon. One reason I decided to go to Ford was a man named Walter Hayes. He was the director of public relations, a fantastic guy, and I really liked him. The first year at Ford was okay, and things went fairly well. During those three years I had some very good results, and during the last year with Ford some terrible results.

In 1966 I led the Coupes des Alpes the whole way. I was driving the Ford Cortina and was leading the touring and GT cars like Ferrari and Maserati. I was doing times up and down the mountains that were ridiculous for a touring car. With only 20 miles to go before the end of the event the car just stopped. A Lucas Distributor part had broken with only a few minutes to go, so I didn't finish. That was the last straw.

I'd already decided I was going somewhere – anywhere but Ford. I'd spoken with Renault/Alpine. By then I could speak French and all the French drivers were my friends. The Alpine was a great little car, but I had that feeling that it's all very well, but if I go I would be the only non-Frenchman in the team and if anything ever goes wrong, it's not the place to be.

I had an appointment with Fritz Huschke von Hanstein in Cannes with the idea of possibly going to Porsche. The 911 had just appeared – it hadn't been used by the factory for racing. One or two private drivers had been doing things with it, so I felt like it was going to be a good car.

Hanstein knew about my problems with Ford, so I told him I wanted to come and drive the 911.



© Getty Images

He said there was a problem... "Piëch doesn't want the 911 to go racing and we don't have a rally department for preparation of the cars, no budget or anything, so I'm afraid the answer is no."

I didn't give up. I asked him to lend me one to show him what I believed the 911 was capable of. A few weeks later he called me and said the factory would lend me a 911 to take to the Corsica Rally. Porsche could not pay me and would not pay my expenses. He said they would lend me a van with a couple of mechanics, a few spare wheels and things, but other than that I was on my own.

I started to think about it... I thought I must be out of my mind giving up a well-paying job with Ford to go and drive a car that Porsche didn't want me to race – didn't even want to race at all. I hadn't even driven a 911 yet! But now that Porsche was going to lend me a 911 to race, I needed to learn how to drive it. I approached the British importer of Porsche to ask for a 911 for a couple of weeks to get a basic feel of the car. I told them I would be racing a 911 for Porsche.

They had never heard of me and looked at me like I was from another planet. Of course, Porsche were quite expensive and not exactly common. I asked them to call Hanstein, which they did to confirm, and a couple of days later I was driving a 911 for the first time.

A couple of days before the Corsica rally Hanstein turned up with a van, two mechanics and a beautiful red 911 rally car. I looked inside the van to assess what kind of equipment they brought with them. Besides a couple of sets of wheels and tyres, a jack and a few tools, the van was empty.

I asked Hanstein when the spares would be arriving. He looked at me and said: "My boy, there are no spares. Porsche don't break!" I would learn over time that he was right. No production-based 911 I ever raced broke! It felt good to be driving a rally-prepared 911 for the first time. The Corsica was a huge challenge and is all mountains and narrow roads. It had never been won by anyone other than a French driver.

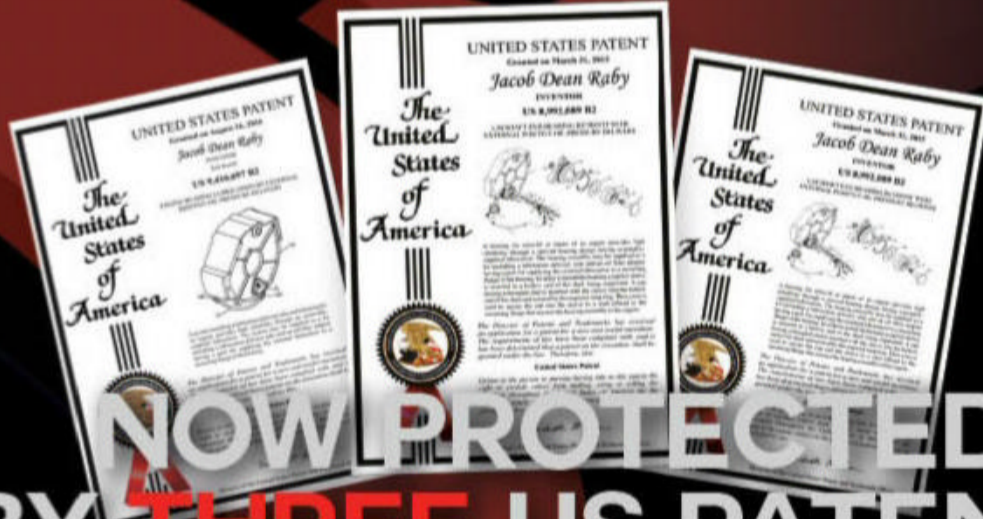
Little by little, things started to click: I was learning how to manage the throttle to balance the car; how to anticipate a rear-end slide before it took control so I was ahead of it; how to manage the pendulum effect to help steer into corners. As the rally progressed we steadily moved up the leaderboard. I had only planned on using Corsica as a training ground to learn to drive the 911 yet we finished third! It was absolutely incredible.

Hanstein was over the moon. Porsche was happy too. His risk in lending me a 911 had paid off. Hanstein said Porsche wanted to do the Monte Carlo Rally, and I agreed. He said Porsche wanted to go on a rally-by-rally basis, and while it still couldn't offer me a contract for the year, it would pay me \$500 per event if I agreed. However, Piëch still wasn't convinced. Remember, initially he hadn't intended for the 911 to be a race car. Yet I was so sure of the potential of the 911 I had no hesitation in accepting Huschke's offer.

The future of the 911 and my life with Porsche was about to change forever. Next month I will share where and how I drove the 911 to its first victory, how I won the 1968 Monte Carlo Rally and what it was like to race the original 911R.

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Views

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The very best of your Porsche opinions



In defence of the 993 C4S

Dear Sir,

Every time I see the 993 C4S mentioned in the
pages of **Total 911** I cringe because **a)** I own one
and **b)** I know what's coming next.

Issue 175 was no exception. In the article '993
Carrera S v Turbo' the writer marched out all of
the usual criticisms of the C4S. It's one of the
"less-than-stellar widebody 911s", and given its
extra weight in combination with the normally
aspirated engine you have a car "whose
performance is a little blunted." But if you are
looking for a nimble, lightweight performance 911,
you'd better look elsewhere.

All I can say is: guilty as charged! The C4S
really is sluggish, at least at the low end. It's not
nearly as nimble as my 1988 modified 3.2 Carrera,
or my 1982 SC slalom beast. No question. But
that's not the point.

What this article and most others I have read on
the C4S fails to remember is the weather. The C4S
was designed and engineered to be driven all year
round: anytime, anywhere. It loves nasty weather.
That's where it excels, and that's what I use it for.

When my air-cooled Porsche buddies over here
in Finland moan and groan about how they can't
wait for spring so that they can take their 911s out
of winter hibernation and hit the road, I just smile.
That's when they usually say: "Yikes! You're driving

it in the *winter*? Are you *crazy*? One of my buddies
even offered to lend me an old Mercedes 140
just so that I wouldn't drive my C4S. It bothered
him that much.

I don't care. Let the snow, rain, sleet and salt
do their thing. These are the conditions my C4S
was built to tackle, and tackle them it does with
aplomb. It may not have the agility of a 993 C2S or
the power of a 993 Turbo, but guess what: I don't
see any of those on the road here in January. So
who's having more fun?

Keith Silverang

It looks like it's us who should be guilty as charged, Keith. We admit we might have been a little unfair to the 993 C4S in our recent musings surrounding the model in so far as there is a practical element to the car which may have been overlooked. Of course, practicality is a core objective of any 911 in fulfilling its remit as the everyday sports car, exemplified by your use of the C4S in adverse conditions as evidenced by your pictures. It's the perfect counter argument to our verdict on the 993 C4S as a driver's car. Perhaps a road trip in a suitable model will prove the ultimate stage in which the first 911 C4S can show its mettle? Watch this space...

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



A salute to an unsung Porsche hero

Dear Sir,

Recently a friend gave me a copy of the 'Porsche 911 Story' book by Paul Frère. On page 333 of the ninth edition, I noticed a typo. The driver who won the 1984 Galician Rally Championship is not "Carlos Pizeira", it's Carlos Piñeiro. Carlos Piñeiro was born in a Coruña in 1955. He won the Galician Rally Championship five times (1980, 1981, 1982, 1984 and 1987, in 1982 and 1984 driving a 911 SC). With the Rothmans Team he was able to win two rallyes of national level (Ourense and Sierra Morena) in 1983. The Galician Government gave Carlos the '1983 Galician Sportsman' prize after six years of racing career. Unfortunately, he died of a brain tumor in 2012. A documentary about him is available on YouTube called "El último rallye" (The last rally). I want to share his story as a homage to one of the most remembered drivers of my region. Special thanks to Julio Orozco for the pictures and details.
Juan Diaz, Galicia, Spain



Thanks for enlightening us with another fascinating chapter in the history of the Porsche 911, Juan. Paul Frère was a critically acclaimed and widely admired Porsche aficionado with a rich knowledge on the subject matter. It is rare to find anomalies in much of his work. Nevertheless, we are grateful for your interjection, as the factual integrity of these stories is paramount.

Another LTL scribe?

Dear Sir,

You may remember me writing you a letter back in 2017, and I'm grateful you published it. As an avid reader and enthusiast I share your concern as voiced in the latest edition that many of your LTL authors are selling up. I note that a couple have already stopped writing and am wondering if you have enough authors going forward. If not, would an antipodean viewpoint be of interest? While I don't have a vast or exotic stable (just a single 930) I may be able to bring a different DIY perspective to the column based on the number of projects I tackle myself, from engine rebuilds to wheel alignment to air conditioner recharging. I never cease to be amazed at the tasks that 911

owners outsource, missing out on the enjoyment, satisfaction and cost-saving of doing it themselves. Fixing things yourself also provides great insight into the engineering and workings of your car! While I fully understand the investment value of a fully stamped service logbook, I'd be keen to get the message "don't be afraid to work on your 911" out there, especially for the classic models.

I quite understand if you have a long queue of keen authors, but if not, please let me know!
Peter Wilson

Thanks for your interest in contributing to our 'Living the Legend' section, Peter! There has been a minor upheaval in the section of late with a number of owners 'selling up', being replaced by new columnists who have been patiently waiting in the wings. Two new columnists have been introduced this issue, and we intend to inject more air-cooled columnists in the future to reflect the diversity of our readership. Similarly, it'd be great to document the trials and tribulations of a DIY-maintained 930 in our magazine to better represent the minds of those who are happy to pick up the tools. As soon as there's a space, we'll get you involved.



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

Is it possible to swap the factory spoiler from a 2014 991.1 C4S with an active rear spoiler from a 991 Turbo? I don't really like the choice of static spoilers on the market from the likes of TechArt currently but am looking to make a change with the spoiler on my car. Please can you advise on the possibilities?

Thank you,
Daniel A. Velez

I'm afraid there is no retrofit instructions or indeed options available to install a 991 Turbo spoiler onto a non-Turbo 991.1 in order to give it an active, larger spoiler – certainly not through Porsche, anyway. I've not even seen it done before in the wider market so I couldn't be sure as to whether or not such a swap is possible in terms of both fitment and programming (don't forget the Turbo's active rear spoiler also works in tandem with the model's active front lip).

You may be aware however Porsche does offer two different aero packages for the 991.1 Carrera 4S, such as the Aerokit Cup (below), which is a fairly large static spoiler, or there's the Sport Design package which is simpler and a nod to the early 2.7 RS ducktail spoiler. The latter would be my choice on a 991; I think it looks great. Aside from that, it'll have to be aftermarket options I'm afraid!



CARS TO BUY IN 2019

The experts' tips for great value, outright fun and long-term investment 911s you need to buy this year

Written by **Lee Sibley & Kyle Fortune** Photography by **Total 911**

The winter road salt is beginning to recede, and the days are getting longer and warmer. Summer is on its way, and with it the promise of another season of driving excellence at the wheel of your favourite Porsche 911. But which 911? If you're thinking of a change to your stable or have your eye on something new for 2019, look no further than **Total 911's** annual and ever-popular guide to help steer you in the right direction.

There remain bargains to be had when comparing some 911s with other models in the same price bracket, while some still represent guaranteed investment-grade quality, providing you're prepared to play the long game of course. There's also a host of 911s ready and willing to provide you with oodles of fun – more fun than any amount of cash in the bank can offer. So, whether you're looking for road- or track-based frolics, a great-value 911 or a decent investment proposition, we've got the answers readily compiled for you over the next 14 pages.

But don't just take our word for it. Once again we've sought out the opinions of experts from around the industry, those who work within the Porsche marketplace on a daily basis and whom over the years have seen values of cars peak and dive, and trends come and go, building themselves a healthy resistance against market naivety as a result – and their knowledge and insight is hereby being passed exclusively to you. We've asked more specialists than ever, our panel this year offering wisdom from a combined 117 years of experience selling fine Porsche. As a result, no other resource will offer such a compelling insight as to what 911 models you should be focusing on for 2019.

This year, to reflect the breadth of 911s on offer, we've split the experts' choices into three categories: best value, long term investment and outright fun, all of which provide compelling options for a variety of budgets. It makes for a tantalising read: have your wallets at the ready as we present the 911s to buy for 2019...





BEST VALUE

THE CARS WHICH CURRENTLY OFFER THE MOST VALUE FOR MONEY IN COMPARISON TO OTHER 911S AT A SIMILAR MARKET PRICE POINT

993 Carrera £30,000-£70,000

THE 993 IS THE BRIDGE BETWEEN TWO 911 AGES, BLENDING THE BEST OF BOTH

A beguiling mix of classic, air-cooled 911 with modernity, the 993's strength today is that it can still genuinely be used as a daily driver. It was developed as Porsche itself modernised, the beautiful Tony Hatter-designed 993 benefitting not just from a new look, but a multi-link rear axle, a six-speed gearbox and a more powerful 3.6-litre flat six, that combination taking the 911 to new levels of performance and usability.

"The relative scarcity of the 964, particularly in two-wheel-drive manual form, has ensured that these make more money than the equivalent 993, which is just crazy," says Paul Stephens. "Throw a Tiptronic gearbox and high miles into the mix and a 993 can be purchased for around £30k, which is the new starter money for an air-cooled Porsche. In the case of the 993, this doesn't buy a rusty patched-up classic, it buys the last of a great design that feels like it has been carved from a piece of granite."

Jamie Tyler of Paragon agrees: "The 993 is still a car to place your money; being the last of the air-cooled, they're well built and most have been well looked after due to them always being a sought-after generation of 911." Wide-bodied 4S and 2S models are collector grade with prices to match, with manual Coupes commanding the highest prices among the mainstream Carreras. Anywhere around £45,000 to £65,000 buys you a sensible-mileage, excellent-condition 993 Carrera Coupe which should come with a service history thick with details of its maintenance. If you're on a tighter budget then higher mileage cars, Tiptronics, Cabriolets and Targas can be had for less, but check they've been looked after properly. Either way the 993 is a marked improvement over the 964, despite its predecessor currently commanding the same money.



3.2 Carrera £40,000-£60,000

ICONIC 3.2 CARRERA IS STILL A SOLID, SENSIBLE BUY

Had it not been for management changes within Porsche, the SC could have been the last 911. It wasn't, and its 3.2 Carrera replacement rejuvenated Porsche's core sports car. Introduced in 1984, it was powered by a 3.2-litre flat six that was said to be 80 per cent new over the SC's 3.0-litre unit.

Indeed there were many subtle improvements over the SC, yet it is prices of the SC which have picked up in recent years, meaning with the later 3.2 Carrera you get more car for not a lot more money. "The 3.2 Carrera is quintessential classic 911 territory, and prices have fallen back from what they were. There are great deals to be had and they're not making any more, so prices will cycle back around again soon," says Karl Meyer of market specialists 2911.

Like any 911, prices vary depending on model, though Cabriolets and Targas don't impact quite as heavily on 3.2 Carrera prices as elsewhere in the

911 marketplace. Inevitably however, Coupes do command a small premium. Much of that is down to proliferation: with the 3.2 Carrera, around half the production was open to the sun in either Targa or Cabriolet guise, while many Coupes have been used in backdating projects so they're not as common as they once were. Sport (rear wing) and SuperSport equipment models add to the model mix, that SuperSport being the wider Turbo look that additionally added Turbo brakes and wheels.

Later SuperSport (M491) Coupes with the improved G50 transmission are among the most sought after. Even so, all 3.2 Carrera prices have softened in recent years, with early cars available from around £40,000 for a regular-bodied non-Sport or Sport Coupe, Cabriolet or Targa with 100,000 or so miles on it. A budget of £50,000 to £60,000 gives plenty scope for a 3.2 Carrera buyer, with lots of choice out there. Buy now while you still can.



991.1 Carrera/4 £45,000-£75,000

THE MOST MODERN CARRERA HERE IS A HUGELY COMPELLING, CLEVER, EVERYDAY SPORTS CAR



Time flies, and as quickly as the 991.1 seemed all-new, it's now both old enough yet young enough for depreciation to have worked its magic. Cars that would have cost you just shy of £100,000 rolling out the showroom with delivery miles just seven short years ago are now available for under half that. Think about that for a moment, because even the lowliest 991 in 350hp, 3.4-litre form is a sub-five second 0-62mph, 180mph-capable machine. Pick the S and the extra 400cc it comes with adds 50hp more and standard PASM, making it, and indeed any 991.1, seem like

a huge bargain. Paul Stephens couldn't agree more, saying: "When you look at later 997 Gen2 cars in the 40s, you would be crazy to ignore the fact that the first of the 991s can be bought for the same money."

A hugely talented all-rounder, the 991.1's interior was a big step up over its 997.2 predecessor, too, while the fact they represent the end of natural aspiration in the 911 means they define a significant engineering shift in the car's evolution, and we all know what that does to prices in the long-run. Buy one for now though, and you could run it as your daily driver for a decade before secreting it away as an occasional plaything. Manual or PDK, Carrera, Carrera S, 4 or 4S, they're all fantastic to drive. Indeed, as value 911s go there really isn't much better out there, particularly if you're after a 911 you can buy and use without worrying about your enjoyment of it impacting on value.



997.1 Carrera/4 £20,000-£35,000

A CLASSIC-LOOKING 911 BRIMMING WITH MODERN TECH FOR THE SAME MONEY AS A 996.2

If the 991.1 overleaf looks like ridiculous value starting in mid-£45,000 territory, then the fact that you can pick up a 997.1 for less than half that should have you running to the classifieds. You could argue that the 997 is to the water-cooled 911s what the 964 is to the air-cooled cars, that being a not-insignificant, clever re-engineering of its predecessor that's gone on to prove hugely popular. They're cheap at the moment, too, and the proliferation of them means they should remain so for a while yet.

There's plenty of choice, the 997.1 Carrera offered with two- or four-wheel drive and a choice of either six-speed manual or Tiptronic automatic transmissions, the PDK auto not coming until the second-generation 997 model from 2009.

The specialists really like the 997.1 too: "Ignore the more sought-after

Carrera S; the base-model 997 Carrera is the car to have," says Phil Raby from Raby Porsche. He adds: "Its 3.6-litre engine is a sweet thing, and the less spec the better – less is so often more in 911 terms. You don't need PASM and fully electric everything to have fun, and a basic Carrera is certainly that. Classic 911 looks and a classic 911 driving experience wrapped up in a modern package. What more could you ask for?"

That's echoed elsewhere in the industry, Karl Meyer telling us: "No matter if it's two- or four-wheel drive, S or not, the market, and time, has judged them and found them a perfect blend of heritage and modernity, from their looks to their usable performance." High praise indeed. If you're not already typing '997.1 for sale' into Google then what is wrong with you?



YOUR PANEL OF EXPERTS



Greig Daly

Company

RPM Technik

Years dealing in the Porsche industry
7

Car you wish you'd never sold

We still talk about a Blue 'IROC' build, of which the donor car was a genuine RHD 2.4 S. It would spit flames at idle and was nicknamed 'Casper.'



Steve Wood

Company

Autofarm

Years dealing in the Porsche industry
15

Car you wish you'd never sold

996 GT3 Cup, which I raced in 2004-06. Upgraded by Eurotech, out of all the race cars we had I wish we would have kept that. Great car to drive.



Karl Meyer

Company

2911

Years dealing in the Porsche industry
10

Car you wish you'd never sold

964 3.6 Turbo. It's one of those cars which has gone on to command stronger and stronger values. I know I won't own one again in a hurry!



Jamie Tyler

Company

Paragon Porsche

Years dealing in the Porsche industry
25

Car you wish you'd never sold

It has to be the ex-Chris Harris 993 GT2, which we sold here at Paragon back in 2006 for £140,000 – imagine if we'd kept that!



Phil Raby

Company

Raby Porsche

Years dealing in the Porsche industry
14

Car you wish you'd never sold

I've always had a soft spot for the 964 Anniversary and wish I'd kept one of those as an investment. I remember selling one for £25,000...



Mikey Wastie

Company

Autofarm

Years dealing in the Porsche industry
20

Car you wish you'd never sold

From a personal perspective that's the biggest problem – I haven't sold them, I've kept them! I'd rather the wife didn't know...



Paul Stephens

Company

Paul Stephens

Years dealing in the Porsche industry
25

Car you wish you'd never sold

A blood orange '73 RS that I purchased in Switzerland in 1999 for £20k. I said I'd never sell it but did, and have regretted it ever since.



James Turner

Company

Sports Purpose

Years dealing in the Porsche industry
1 (+21 years in motor racing)

Car you wish you'd never sold

I loved my PTS Slate Grey Cayman GT4, the first Porsche I ever bought new, but I sold it to set up Sports Purpose, so it's not all bad!

INVESTMENT GRADE

TUCK THEM AWAY NOW AND YOU CAN EXPECT TO SEE A BIG RETURN FOR YOUR LONG-TERM INVESTMENT

996 GT3 (Gen1 and Gen2) £60,000+

PURISTIC JOY THAT'S YET TO BE FULLY APPRECIATED, THESE GT CARS ARE SENSATIONAL

The value of your investment may go down as well as up. That's what they say, right? We're not sure with the 996 GT3, as we still can't comprehend why the prices remain at the level they do. James Turner, proprietor at Sports Purpose, says: "It doesn't make sense how cheap the best non-RS 996 GT3's are, especially the Clubsport ones. Buy now, keep it in the garage, use and abuse occasionally and they are surely a £100k-plus car very soon."

Even if that 'very soon' takes a while, the value in these cars is unquestionably in driving them, the 996 GT3 as pure a 911 driving experience as you can have. That's particularly true of the Gen1 cars that do without any electronic aids. With them you're on your own with 360hp and one of the sweetest, free-revving

engines ever produced. That M96/76 3.6-litre 'Mezger' engine is rightly considered legendary, its output being upped to 381hp with the later M96/79-engined Gen2 cars.

That's usable power, and being narrow-bodied the GT3 really can be enjoyed on the road as well as the track. You can have a UK car from around the £60,000 mark in either Gen1 or Gen2 guise, and if you want to knock as much as a third off that you could always source a LHD car.

Paul Stephens sums it up best: "In my opinion the 996 GT3 is still undervalued. It was the start of a new generation of 911s with development straight out of the top drawer from Porsche Motorsport and an engine derived from the Le Mans-winning GT1." It's simply a sure-fire bet for an investment-grade future classic.



964 RS £180,000+

THE ONE THAT GOT AWAY, BUT ALL IS NOT LOST

Who doesn't remember classified ads for 964 RSs under £20,000?

That wasn't so long ago either, the market having woken up to both the 964 RS's value and its significance. Around 2,400 RSs were built between 1991 and 1992, it shaving 120kg off the 964 Carrera's kerb weight by the usual means.

Power rose by a relatively scant 10hp, while the suspension and brakes were tweaked to suit its more hardcore track focus, though not so much that they're compromised on the road. They're everything that's good about the 964:

narrow enough to make any road feel wide; agile, quick and so rich in feel that every drive is very special.

You'll need about nine-times that £20k to get in a decent 964 RS today, with prices starting at around the £180,000 mark for a RHD car. And do you know what? They're worth that, and more. Sports Purpose's James Turner says of his Dad's 964 RS: "We still have the Maritime blue car that my Dad bought, and every time I drive it I am reminded of why we love it. They mix that special Rennsport vibe with a true sense of modern usability. They're still good value at £150 to 200k,

although we did sell a very special original-paint car for £235k last year."

Despite the jump in prices of a few years ago, many commentators believe the 964 RS still has room to grow in the future. There are a few on sale, though Autofarm's Steve Wood

says finding the right car at a good price remains a possibility: "964 RS Lightweight prices are all over the place, but the right car bought at the right price this year could be an investment." Buy wisely then, but don't just lock it away in a garage.



997.2 GT3 RS £160,000+

THIS LOW-NUMBERS, ANALOGUE RS IS PEAK MANUAL RENNSPORT

With the exception of the limited-edition, 4.0-litre 997 RS, the Gen2 997 GT3 RS is the Rennsport that's the most revered in the water-cooled 911 era. It marked the end of manual RS models, the GT department on record saying all RS models following it will be PDK-only, as paddle shifts are quicker on track. That makes this a last-of-an-era 911, which is always significant, and even more so when it's wearing an RS badge. Add in that it's the last 911 to feature hydraulic power steering, with all the feel and detail that it brings, as well as the final hurrah for the Mezger engine, and the 997.2 GT3 RS is rightfully considered among the most desirable 911s to ever be built.

The market for them has been a bit volatile of late, that perhaps down to some over-ambitious speculators, while the arrival of the GT3 Touring softened demand, given it brought manuals back into the GT department's

current price lists. With disruption comes opportunity though, so if you're prepared to play the long game with your purchase then it's a solid buy. Steve Wood of Autofarm agrees, saying: "The 997.2 GT3 RS is always on my wish list! It will be a long-term

investment car, but it's a high point of the analogue 911."

With just 1,500 made, if you've got the money then buy one – chasing its redline is more of a thrill than putting all your chips on red instead, and a far safer bet in the long run.





Early 911S £150,000+

GENESIS FOR THE FASTER 911, EARLY 911S MODELS ARE BEAUTIFUL TO DRIVE AND OWN

“I think there’s a good argument for them, providing most of the cachet and driving pleasure of a 2.7 RS for a third of the price,” says James Turner. They’re special 911s, no question, Steve Wood agreeing: “They are great cars. The right one with matching numbers and good history is a good investment car.”

The 911S first arrived in October 1966, just three years after the standard 911’s introduction. Power for it leapt up by 30hp over its regular 911 relation, with 160hp liberated from the 2.0-litre flat six via twin Weber 40 IDS carbs, forged pistons and larger intake and exhaust valves. Visually it was easily distinguished by the now-iconic Fuchs five-spoke forged-alloy wheels, behind which were ventilated disc brakes, a thicker anti-roll bar and Koni

shock absorbers. Post-1971 cars gained a lip spoiler.

The S evolved as the rest of the 911 range did through the 1960s, gaining the longer wheelbase from August 1968, with its engine growing to 2.2-litres and 180hp at the same time. Peak 911Ss are the pre-1973 cars, the S of the mid-late 1970’s being slower and heavier than those before. Prices reflect their status, with early 911Ss starting at around £130,000, with the best easily adding as much as £50,000 on top of that. As Turner rather aptly concludes: “For me, the early S models stand out as truly special cars. Tiny production numbers, especially in right-hand drive; exceptional to drive; very usable; not fully appreciated. They are also where the 911 that we revere today really started.”



WHAT ABOUT RACE CARS?

Alongside prestige road cars, serious enthusiasts have long been keen to invest in historic race cars which have helped form the very fabric of the motorsport-inspired Porsche brand. This can be a difficult path for the novice to tread, so what's likely to be sought-after for 2019? We asked Lee Maxted-Page, owner of the eponymous Porsche specialists long dealing in prestige race cars. "This year we continue to receive increasing interest for Porsche race cars and are also witnessing a brand-new group emerging comprising of World Endurance GT and prototype cars from the 1990s and 2000s era – which are effectively now being categorised as historic," Lee says. "Demand is underpinned for this era of cars by two new and growing historic race series: Endurance Racing Legends and Masters Endurance Legends. Both provide a great platform to use these cars again in either demo or race formats.

"Remember that Porsche was dominant in World Endurance GT racing during this period with the 996 GT3 R through to the 997 GT3 RSR, and won its class in everything it entered:

- 24 Hours of Le Mans
- 24 Hours of Spa
- 24 Hours of Nürburgring
- 24 Hours of Daytona (overall win in 2003)
- 12 Hours of Sebring
- FIA GT Championship
- ELMS GT Championship
- ALMS GT Championship
- Grand-Am GTU Championship
- British GT Championship

"These cars were built in limited production numbers and sold ex-factory direct to privateer teams entering into long-distance and GT racing. They are the last of the analogue, driver-input GT racing cars, just before GT development started to become more high-tech and expensive. Now is the time to be searching for and buying one of these cars for both pure track-driving pleasure and solid investment." Lee advises searching for cars with well-known or famous team liveries of the period, and with great race history and known provenance. In regards to the latter, fact checking and detailed inspection of the vehicle is vital, and you should engage in the services of only the most reputable specialists if you are to guarantee the authenticity of what is likely to be a substantial investment.



OUTRIGHT FUN

CONVERT YOUR CASH INTO 911-SHAPED DRIVING NIRVANA
WITH THESE TOP PICKS FOR ALL BUDGETS

1965 Race car £150,000+

WHAT CAN BE MORE EXHILARATING THAN RACING THE 911 IN ITS PUREST FORM?

As the title says, what can be better than the thrill of bumper-to-bumper racing among a 40-strong field of early 911s at some of Europe's best circuits? Since its inception last year the 2.0L Cup has well and truly rejuvenated interest in short-chassis 911 racing, with a record number of cars now signed up for the competition's second season, which will take in races at famous tracks including Monza, Spa Francorchamps and the Hungaroring. Granted, at upwards of £150,000 to purchase a car before all transport and maintenance costs are considered, plus entry fees, it's not cheap – but if your pockets are deep enough this is one of the most

rewarding experiences you can hope to have from the driver's seat of a classic Porsche 911.

James Turner, who founded the 2.0L Cup alongside Lee Maxted-Page and the Peter Auto group, highlights the merits of a campaign in this unique championship: "A 2.0-litre race car is great to drive: so pure, so communicative, fit for the seasoned expert to total novice. The cars aren't cheap, but they will hold their value, and there is a wide choice of options from £150k to £250k plus. The championship is looking to grow, too, with at least another 20 cars to come in." As outright fun in a 911 goes, this has to be the pinnacle.



Any 996 Carrera derivative £12,000+

UNLOVED AND MASSIVELY UNDER APPRECIATED, THE HATERS' LOSS IS YOUR GAIN



The watershed 911, as some might cruelly put it, but as the first 911 to be completely new the 996 was always going to have a tough job. It had – and incorrectly still has – its detractors, but it's hugely fun and engaging to drive, and being such a sales hit means there are plenty to choose from. Our specialists agree, the 996 being the uniform

choice as the car to buy this year. "The 996 is still undervalued in my opinion, and as time passes they are looking better and better. There's a real movement of people now investing in them and making the stock better, which is so good to see," says Greig Daly of RPM Technik.

Daly is not wrong: the classifieds are full of 996s from as little as £12,000,

though we'd suggest spending a little bit more and making sure the necessary engine work has been done. Paul Stephens agrees, saying: "The 996 continues to offer spectacular value for money as a first 911. Buy wisely from a specialist or at least have a thorough inspection from someone who knows these cars to ensure it's a good one and you have a fantastic, 175mph Porsche for circa £15,000."

Our praise of the 996 isn't limited to the narrow-bodied cars, either. James Turner at Sports Purpose adds: "For me, the 996 C4S is proof that you can still get a great car for sensible money. They are just great, quick cars; it does most things that the more expensive stuff does, just at a refreshingly good value price point." All our experts are in agreement here, Raby saying: "Definitely a classic in the making." Autofarm's Mikey Wastie agrees it's "a cheap, fun car that if you keep original won't do you any harm". There, they've said it – now go and buy one!



991.1 GTS £80,000+

BIG SPEC, BIG LOOKS, BIG EQUIPMENT, BIG FUN

The 991.1 GTS came at the end of the first-generation 991's life, borrowing the formula set by its 997 GTS predecessor. That means a wide body, huge standard equipment including centre-lock alloy wheels, Sports exhaust, Sports suspension and a Powerkit that brought the output up to 430hp. Seen as something of a bridge between the standard Carreras and the GT department's models, the GTS has proved to be a sought-after model since its introduction. Prices for the 997 before it have remained incredibly strong, and the 991.1's prices

reflect their desirable specification and status over the standard Carrera and Carrera S models out there.

Being a Gen1 here is crucial as it's the last of the naturally aspirated cars, and if you like your driving that's significant. The GTS also benefitted from an improved shift with the seven-speed manual transmission, it so much better that Porsche rolled its revisions out across the entire manual range of 911s.

Available across all body styles including Coupe, Cabriolet and Targa, and in rear- or four-wheel drive,

despite the improved manual shift the majority are PDK autos. PDK suits it well though, the GTS about as rounded a 911 as you could possibly ask for. Greig Daly of RPM Technik says: "It's arguably the pick of the bunch of the 991 series, assuming you are not a

track junkie and need a GT car. It does everything you could ever ask, comes with sensible running costs and sounds sublime." It's long been a **T911** favourite, so if you're after a fun, modern 911 and can't be bothered with playing the game for a GT car, this is your answer.



Backdate 911 £150,000+

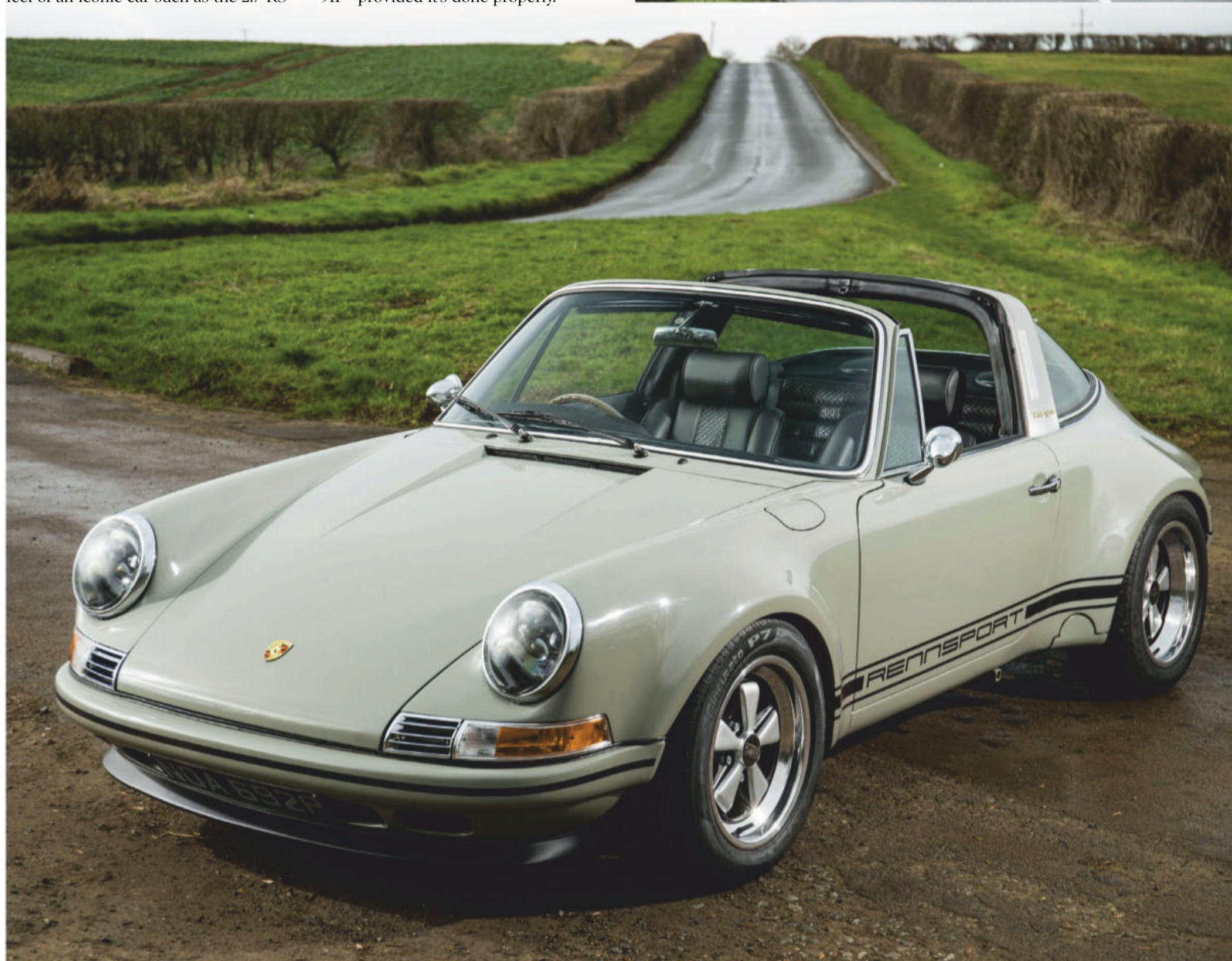
AS MUCH FUN TO BE HAD WITH THE BUILD AS THE DRIVE – WITH THE ADDED CACHE OF BEING A ‘ONE OF ONE’

Unlike the other 911s in this list, half the fun of owning a backdate 911 is represented by the journey of building it in the first place. “Some customers get their excitement from putting the build together, from choosing trim choices, engine spec, colour. It’s the thrill of the chase: once it’s done they can be ready to move on to something else, though if it’s been done properly then something special has been created,” says Autofarm’s Mikey Wastie.

Wastie’s Autofarm compatriot Steve Wood further highlights the merit of a backdate. “Often these projects can give you the look and feel of an iconic car such as the 2.7 RS

without the price tag! It’s different and useable,” he says.

With so much customisation available now, plenty of specialists are offering the opportunity to have your dream, one-of-one car built for you – the only limits being your imagination or your cash reserves, whichever runs out first. The downside to backdates – or any custom car, for that matter – is it can be hard to sell due to the unique nature of the build, so it’s a 911 to build, drive and cherish. Far removed from the tedium of investment-grade 911s and infinitely more unique besides, there’s much to be said for a backdate 911 – provided it’s done properly.



AIR-COOLED CABRIOLETS: A WILDCARD?

All models, particularly classics, tend to be discussed in reference to Coupe variants – but what about an open-topped 911? Phil Raby is an advocate for an air-cooled Cabriolet or Targa, and says they shouldn't be so readily dismissed: "It seems that classic 911 Cabriolets are out of favour, with buyers preferring the once-unloved Targas. That makes a ragtop particularly good value for money as prices are less than comparable Coupes and Targas. There's nothing wrong with an air-cooled Cabriolet apart from the fact they may not look particularly sleek in top-down mode. The hood works well, is weather-proof, cosy and, in most cases, electrically operated. Considering that most owners only take their classic 911 out in dry weather, a Cabriolet makes a lot of sense," he says. There's logic to Phil's sentiments, who predicts the tide turning in favour of ragtops again – so if you're not dead set on a classic 911 Coupe, a Cabriolet could make an astute buy. **911**





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Written by **Ben Barry**
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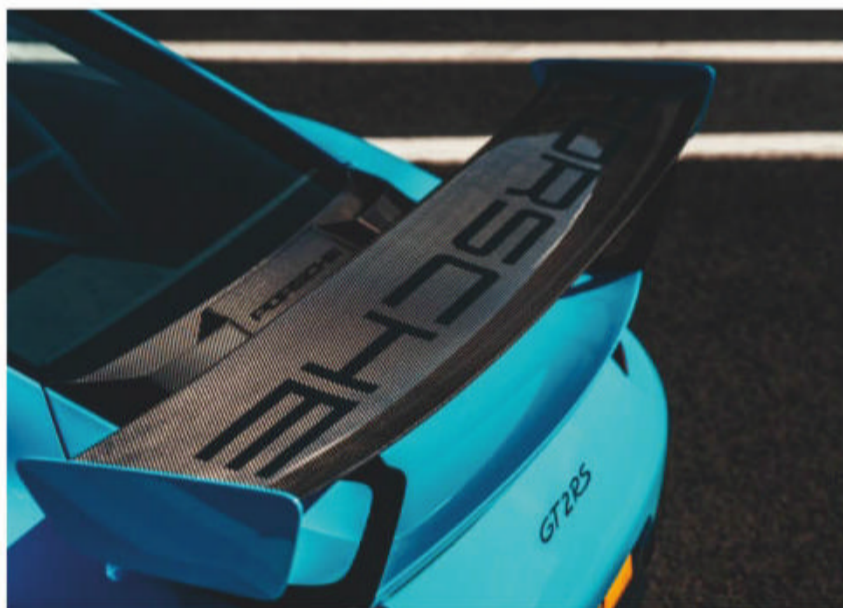
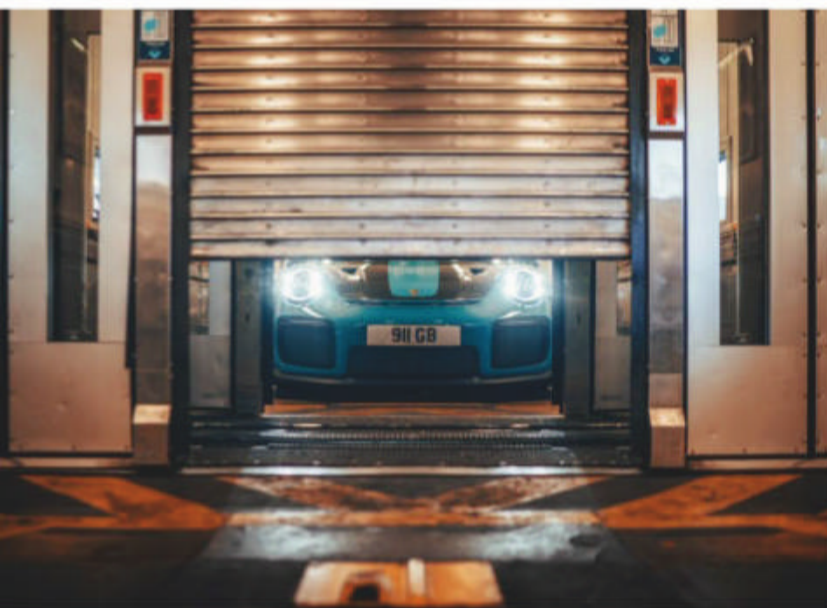
GT2 RS TO FRANCE'S BEST TRACK

SACRÉ BLEU!

Porsche claims the 700hp GT2 RS is as usable on the road as it is mind-blowing on track. A 1,200-mile road trip to Circuit de Charade puts that claim to the test



ABOVE Its suspension isn't as polished on the road as a GT3 RS, but the GT2 RS still makes for a sensational tourer



There are 638 miles between my home in England and Clermont-Ferrand, France, but two good reasons to cover that distance as quickly as possible: there's a 911 GT2 RS parked outside my front door and a track called Circuit de Charade near the French town. What better way to see if the GT2 RS can both retain the 911's famed usability over a long distance *and* monster a circuit?

If you've never heard of Circuit de Charade, fear not. Neither had I until I interviewed Jackie Stewart. The three-time F1 champion won there in 1969 and 1972 and described the race track as second only to the Nürburgring in the roll call of the greatest ever Formula One circuits. "It's difficult to learn... some corners are very similar, there are fast corners, slow corners, steep downhill and uphill sections," said Stewart. "You cannot make a mistake; there's no run-off." Put simply, the track is an ideal proving ground for the no-holds-barred GT2 RS.

Photographer Richard Pardon and I load up the GT2 RS early the next morning, slipping into the snug but comfy carbon-backed seats and plumbing 'Clermont-Ferrand' into the Porsche's PCM. Waking the engine is guaranteed to wake the neighbours, a bassy thud like a depth charge exploding and a growl like death-metal vocals emanating from a titanium exhaust some 7kg lighter than a Turbo S system. We

quickly scoot off, heading south on the A1, aiming to skirt round the M25 before it clogs with traffic.

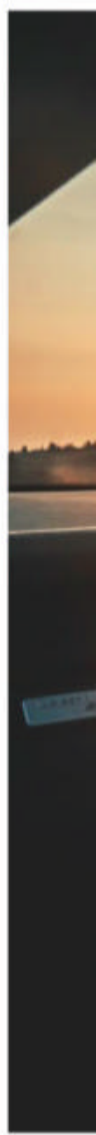
There's never been a more powerful, more expensive road-going 911 than the 991 GT2 RS. It essentially takes the GT3 RS's super-wide body, two-seat interior, rear-drive/PDK drivetrain and rose-joined suspension, and throws in a hand grenade in the form of the 3.8-litre Turbo S engine. It then tunes it for an extra 108bhp to give 690bhp and 750Nm total. That represents huge gains of 177bhp and 279Nm over a GT3 RS, and with significantly different turbo characteristics too. It's enough to rocket the 1,430kg 911 from 0 to 62mph in 2.8 seconds, to 124mph in 8.3 and then on to 211mph. More relevantly, it also enabled the GT2 RS to break the then-production car record of the Nürburgring with a 6:47.03 lap back in September 2017.

Our car gets the optional and 30kg lighter Weissach Package that also featured on the factory record-breaker, including a titanium roll cage that saves 9kg. The cage tops off a seemingly contradictory if successful combination of luxury materials and perfect fit and finish layered over a hardcore race car feel – the seats, the Alcantara rim, the cage – and yet it all gels in practice. A good proportion of GT2 RS buyers would probably accept a significant degradation in comfort for a car that not only looks like it just drove off the Le Mans grid, but

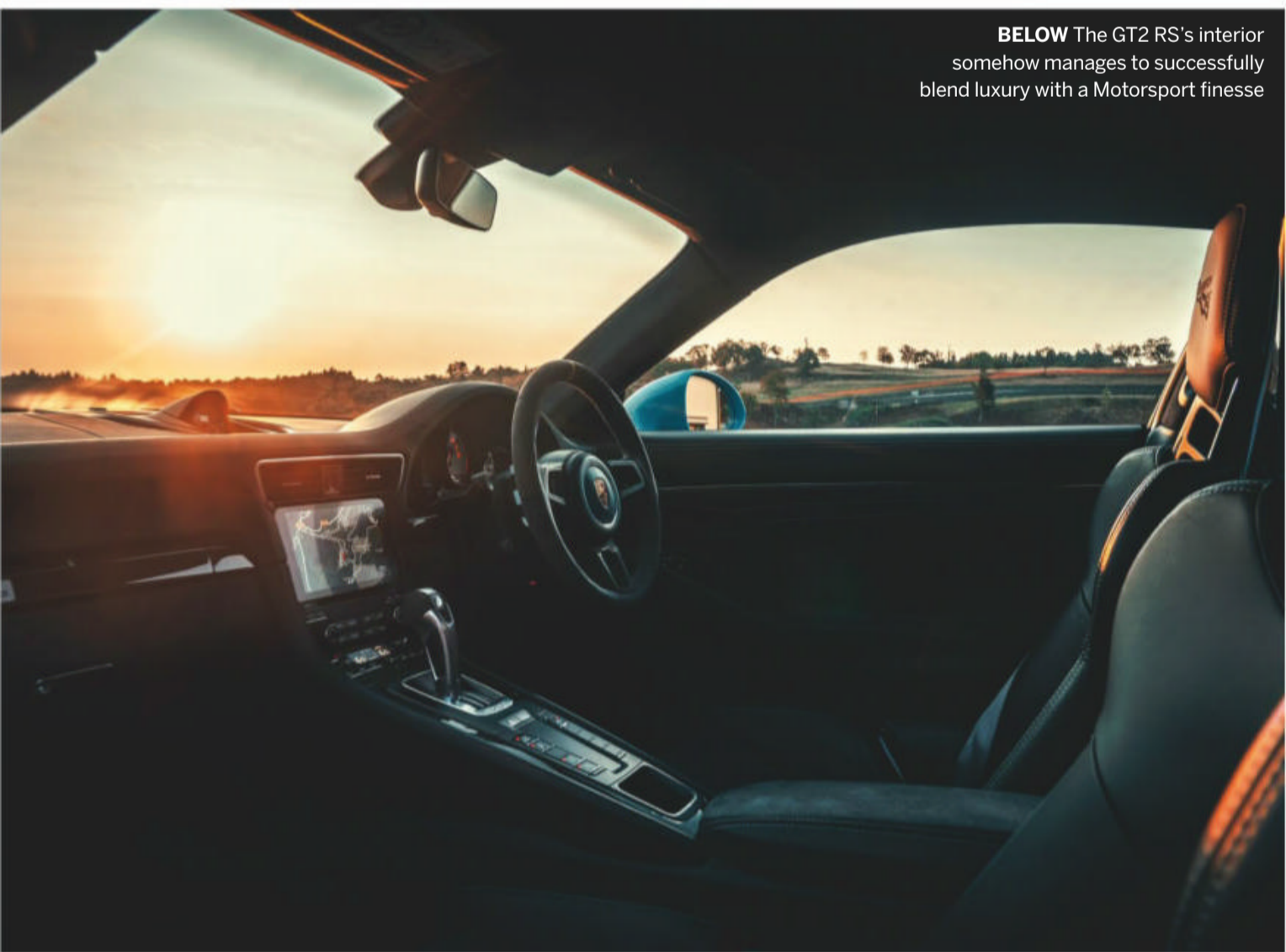
could put in a decent account of itself to boot, yet there's no scrimping here. Then again, you'd probably expect that given the £207,506 price of entry – or £228,548 with the Weissach Package.

The sun rises as we cruise down through Kent, and it's already obvious that the GT2 RS strikes a similarly sweet balance at a steady-state cruise as it does with its interior. Of course, this pseudo-racer isn't as civilised as a Carrera – it's firmer, there's more road and exhaust noise too – but we can still listen to the excellent Bose stereo and chat without shouting, and the dual-clutch transmission glides through its higher ratios where a real racer would thunk. With the adaptive dampers set in Comfort there's also compliance to the suspension, an ease to the way it deals with cambers and ruts where the spec suggests it might tug about like a divining rod locked on an oasis. It continues the trend begun with its 997 GT2 RS predecessor, which actually felt cushier than the rather jagged 997 GT2 despite ostensibly being more hardcore.

We take the Eurotunnel in the HGV carriages, the more generous width reducing risk to the RS's rims, and then power straight out over the flatlands of northern France. We pass Lens and Arras before struggling through heavy traffic on the Périphérique, which grumbles around Paris like the M25 with an attitude problem – you can delete



“The steering is perfection here, it light and speedy enough to make such a serious car feel wieldy and biddable”



BELOW The GT2 RS's interior somehow manages to successfully blend luxury with a Motorsport finesse

Porsche 991 GT2 RS (Weissach Package)

Model

Year 2018

Engine

Capacity 3,800cc

Compression ratio 9.0:1

Maximum power 700hp @ 7,000rpm

Maximum torque 750Nm @ 2,500-4,500rpm

Transmission Seven-speed PDK

Suspension

Front MacPherson struts

Rear Multi-link

Wheels & tyres

Front 9.5x20-inch magnesium alloys; 265/35 ZR20; Michelin Pilot Sport Cup 2 tyres

Rear 12.5x21-inch magnesium alloys; 325/30 ZR21 Michelin Pilot Sport Cup 2 tyres

Dimensions

Length 4,549mm

Width 1,880mm

Weight 1,430kg

Performance

0-62mph 2.8 seconds

Top speed 211mph



LEFT Pressure checking the Pilot Sport Cup 2s from Michelin, which was developed here on its home track



ABOVE Total 911's Ben Barry gets to grips with a circuit labelled by Jackie Stewart as second only to the 'Ring

the air conditioning and infotainment for ultimate weight saving, but this is a timely reminder that you shouldn't. The PDK also comes into its own with smooth manners in the stop-start traffic, this in stark contrast to a 911 R with a standard manual gearbox and single-mass flywheel I remember getting pretty tiresome through traffic.

Paris is still a frustrating grind, but finally we're through, released onto the A10 towards Orléans and the A71 past Bourges. The smooth and often deserted carriageways that roll out endlessly invite vast speed, but the occasional lurking gendarmes ensure we rarely edge past 150km/h.

When we arrive near Clermont-Ferrand in the early evening, red kites still lounge on the thermals up high as we scope out some of the nearby roads that tumble over the volcanic landscape. It's a great chance to see how the GT2 RS fares on a twisty road after hours pointed arrow-straight. The answer is mixed: there's no doubt the GT2 RS is a phenomenally exciting road car, but the steering misses some of the finesse and delicacy of the GT3 RS, and I miss the fizz and accessibility of that car's naturally aspirated engine – I often find myself backing off soon after the turbos ignite, as

if lacking the space to properly exploit and enjoy it. Driven hard, two things in particular stand out: the GT2 RS's almost benign invitation to slide through tighter corners, and its overly sensitive ABS brakes. Regarding the latter, you definitely don't want to carry ambitious speed into a tight corner with a bumpy braking zone. It's still an intoxicatingly good car, but there's no doubt that the GT3 RS is both more involving and happier as a road car than this pricier, higher performance sibling.

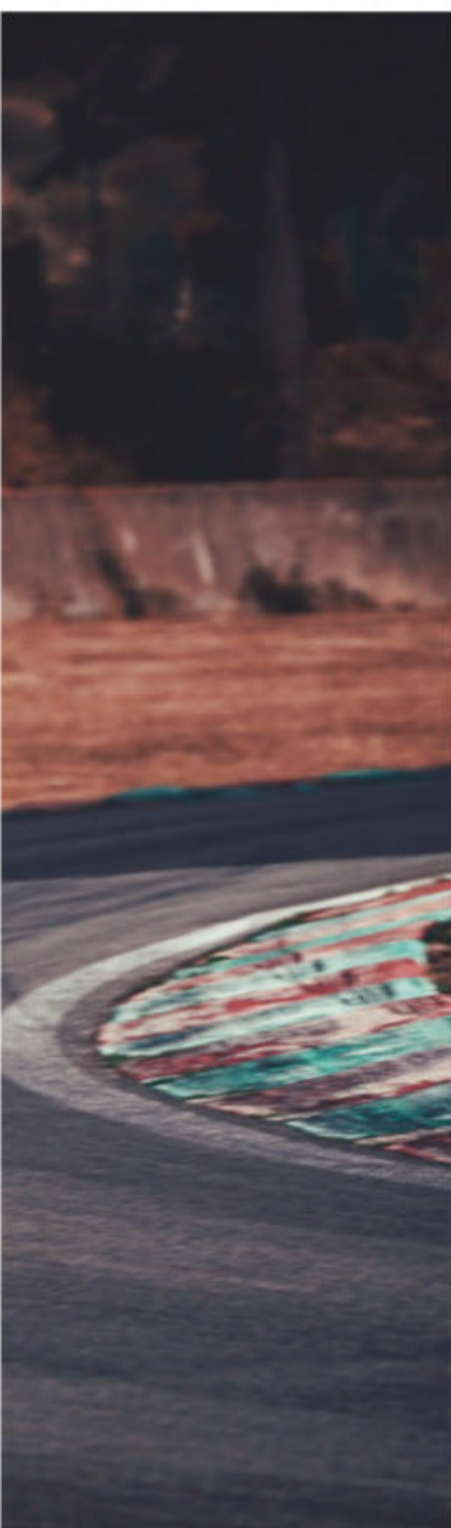
Next morning the sunrise glows orange over deserted grandstands, the GT2 RS's jackhammer idle amplified by concrete pit garages as we meet the easy-going circuit manager. He explains F1 hasn't raced here since 1972, that these days the circuit is owned by the region but mostly associated with Michelin, which has its headquarters in Clermont-Ferrand and developed the excellent Pilot Sport Cup 2 rubber the GT2 RS is running.

The light at the end of the pit lane switches from red to green and we ease in with a few sighting laps. The circuit is now shortened to 2.47 miles from the five miles Jackie Stewart raced half a century ago, but it's still a fearsome place, the first turn instantly dialling up the intimidation – a super-fast, late-apex

left bordered by walls, and with a tricky camber too. The rest of the circuit has a different feel: narrow at just nine metres wide, it runs up and over the topography like a party streamer, with everything from hairpins to flat-out kinks and, for the most part, a little more run-off than that first turn, though it very rarely invites you to take liberties. Round the back it climbs and funnels and intensifies again, running between the walls and doing its best to throw you into them if your lines aren't inch perfect. And the most recent race here was for trucks!

Despite butterflies the GT2 RS quickly instils confidence, the approachability that defines a Carrera still present despite such an excess of power and torque – it's a combination of the low-set driving position, excellent visibility and the controls' easy, feelsome weighting. You're a key component locked into the heart of this machine like a plug in a socket.

You need mid-threes on the rev counter for the variable-geometry turbochargers to really kick, but the flat six is still tractable and malleable down low. With full boost it just hunkers over its rear axle and spits down the track, its PDK gearbox popping in changes – there's a race car edge to the dual-clutch shifts at maximum attack that suits the explosive ➡





GT2 RS road trip in numbers

2.47 MILES
MODERN
CIRCUIT
FROM 1989

5 MILES
OLD
CIRCUIT
PRE-1973

35°C

AMBIENT
TEMPERATURE
AT TRACK



211MPH
TOP SPEED

0

GENDARMES
SPOTTED

1 SPEEDING TICKETS
ISSUED (FOR
SUPPORT CAR!)

1,478
TOTAL
MILEAGE

150km/h

OUR TYPICAL AUTOROUTE SPEED
FOR FEAR OF SPEED TRAPS

power delivery and never makes me pine for a manual. With turbos, this engine's more about the mid-range wallop than grafting for the naturally aspirated GT3's searing top end – the 690bhp peak arrives at 7,000rpm, not the GT3 RS's 8,250rpm. More tellingly, peak torque arrives at 2,500rpm to the GT3 RS's 6,000rpm – but there's a thrill to feeling that kick in the back, and it's still satisfying to wind right out.

Despite lacking some of the GT3 RS's nuance on the road, the steering is perfection here, it light and speedy enough to make such a serious car feel wieldy and biddable. No doubt the Weissach Package helps here, much of the 30kg saving coming from unsprung mass, including carbon fibre anti-roll bars – a 5.3kg saving with the coupling rods – and magnesium wheels that shed a further 11kg. You do have to wind on some reasonable lock before the GT2 RS settles, but there's an elastic, slightly springy feel as it bobs around in your hands, like you're gently leading a dance partner by the fingers, feeling out its willingness to go where you point it rather than forcing it regardless.

Up to 340kg of downforce – albeit well past 200mph – gives you confidence to keep the throttle pinned as Charade winds left and right out of the dip at virage de la ferme and feeds into a fast right-hander, but it's the way a car apparently so intimidating manages to feel so approachable, so playful in slower and mid-speed stuff that's captivating – and, I think, surprising. Go in hard on the brakes and the merest nudge of steering makes the heavy rear end begin to rotate, the balance centred around your spine where a mid-engined rival would pivot about your middle. This slight slide bypasses any of the 911's inherent understeer, and then it just settles at a mild attitude, a hunk of weight

pressing over the rear wheels. A lot of cars fall into time-sapping oversteer at this point, but the GT2 RS feels solid and settled. You can flatten the throttle, oversteering gently, torque just edging the tug-o-war with the 325-section 21-inch Michelin Cup 2s and speed gathering all the time. All this with stability control on! Fabulous.

Just as on the road, the carbon-ceramic brakes are the biggest failing: their stopping power is generally extremely good, but the pedal softens after several laps at this punishing circuit and there's excessive ABS intervention, especially on bumpier sections. However, this doesn't detract from the fact the GT2 RS is a sensational track car, and Charade a sensational track.

I don't ever get truly comfortable with that first turn – it feels like a corner where you'd keep getting incrementally quicker and then have a cataclysmic accident the moment you slightly overstepped the mark – but this is a driving experience seared into my memory for life.

The speed the GT2 RS summons on straights adds an extra layer of intensity versus a GT3 RS, and there's something especially satisfying in having so much torque to properly exploit the traction gifted by the rear-engined layout and hugely sticky tyres. Rather than feeling over the top, it just lets you place and manipulate the GT2 RS at your will.

Before we set out on this trip, I'd read reviews where road testers didn't quite get the GT2 RS. I can relate to that, because this most powerful of 911s doesn't translate its motorsport-derived talents to a B-road as seamlessly as you might expect. But a healthy road trip with the sat-nav aimed at a legendary race track? Now we're talking. All we need now is a romp round Brands Hatch GP circuit on the way home. **911**



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GT3
SIX
VERSUS
SEVEN



VALUES OF THE 996.2 AND
997.1 GT3 OVERLAP AT
£80,000, SO WHICH IS THE
BEST TO BUY?

Written by **Ben Barry** Photography by **Dan Pullen**



P assessers-by seem impressed, if a little nonplussed as to why we're photographing two seemingly identical 911 GT3s. But to Porsche aficionados the 996 and 997 generations actually represent two very different flavours of GT3, and spark lively debate. Today we're comparing the last of the 996 GT3s with the first of the 997, putting the GT3's first generational shift under the microscope and declaring a winner.

It's now 20 years since Porsche released its first 911 GT3, a road car that was produced to homologate the racers. The arrival of Andreas Preuninger soon after saw 'Mr GT3' put his stamp on the 996 generation with the revised 996.2 GT3 of 2003. He had to wait for the subsequent 997 GT3 of 2006 to take ownership of a GT3 generation from the start. That car is now identified as a 997.1, differentiating it from the later 997.2 GT3.

Both 996.2 and 997.1 Porsche GT3s remain highly coveted sports cars today, and overlap in pricing – the bulk of 996.2 GT3s span £60,000 to £80,000, with 997.1 GT3s grabbing the baton at £70,000 and accelerating off to £90,000.

We've come to Porsche specialists Paragon in East Sussex to explore two excellent examples currently residing in stock. Paragon's 996 has covered 37,000 miles and is up at £74,995. The 997, meanwhile, is

yours for £84,995. Both have undergone significant prep work to lift them to Paragon's standards.

Both are as road-spec as they come in Comfort trim – no roll cage, fire extinguisher or buckets – featuring stock six-piston brakes with no carbon-ceramics, and factory suspension specs including camber settings. You're unlikely to find two fitter, more representative, more comparable examples.

I jump into the 996 for the 20-mile trip to our Beachy Head photo location for two reasons: I've had good seat time in 997 GT3s, but have only once driven a 996 GT3, and pretty briefly on track – this is the car I really need to get my head around. I'm also curious to see how different it is from my own 996 3.4 Carrera.

The GT3's headline changes versus the Carrera included lower, stiffer suspension; deletion of the rear seats; slightly wider 18-inch alloys; uprated six-piston front brakes (four rear) and, most importantly, the completely different Mezger 3.6-litre flat six, here rated at 380bhp and 385Nm.

I'd expected a significantly more aggressive temperament than my own car, but that's just not true. Yes, it bobbles a bit when driven slowly over imperfect urban tarmac, and you notice the more responsive front end, a little extra weight to the steering on initial turn-in and reduced body roll even at more moderate speeds, but it actually rides with

generous compliance, and there's no huge penalty in terms of road noise. More aggressive than a Carrera, of course, but potter about and I don't think there's a huge trade-off here.

Driven harder on the twists that course down to the coast from the top of Beachy Head, the 996 is sublime. The steering immediately loads up with weight to contextualise lateral forces loading through the suspension; its intimidating detail encourages you to hold the wheel gently to better let it breathe and communicate through your fingertips. 15 years on its ratio still feels perfectly quick enough, and the way the front end arcs into corners without delay remains strikingly immediate – there's very little roll and waiting for mass to settle, no slack to work through to get the steering working.

All the controls complement this feel: the thin little gear lever slices easily across the gate, and the brake pedal takes up slack quickly to deliver more robust feel and significantly better stopping power than my slightly alarming C2.

The Mezger flat six rumbles quite industrially at idle, and while there's characterful intent as the bassy exhaust note hardens at typical engine speeds and it's extremely tractable at low revs, you might wonder what all the fuss is about below 4,000rpm.

However, get it working and this engine, if anything, is more special these days. There's no ➡

“If the 996 lever is a knife through butter, the 997 is a one-handed Hollywood shotgun reload”





ABOVE Revised aero package for the 997 sees the use of a front air dam for the first time on a GT3, this a design trait taken from the 996 GT3 RS to increase front axle downforce



LEFT 997 boasts greater adaptability thanks to its switchable damping, though its firmer setting is too harsh for UK roads



FAR LEFT The 996 GT3 feels more lithe and more communicative through the wheel, though its lack of driver aids can catch you out



huge step to the delivery when it does come on cam and properly wakes up. It's all very progressive, but now the bass switches to a rousing, trebly wail, the 996 shrugging off its 1,380kg mass. It then becomes a test of nerves to keep the throttle pinned as the frantic, searing revs rise like a lost helium balloon to 8,200rpm. You might have to roll up your sleeves to unlock this performance, but there's no question there's more than enough speed to get eyes on stalks here.

Best of all it's wrapped up in a car that feels light and responsive, bristles with communication and immerses you in the drive no matter how quickly or gently you're moving – from buttery gearshifts to perfect pedal weights, the fizz of the throttle to the feel of the steering. It feels set up to deliver a sensory experience whatever your speed, not just a weapon to get you round a race track as swiftly as possible.

This car is surprisingly light on mechanical grip, though, certainly more so than my C2. On the one hand this makes it incredibly throttle responsive and delicate, but the lack of stability aids means you have to be on top of your game – arguably that's exactly as it should be. Carry even moderately ambitious speed into a tighter corner and the unloaded front end begins to push wide. All you can do then is lift the throttle, which very quickly makes the 996 pivot at a point just aft of your hips, and there's no mistaking then that there's a chunk of weight behind you that's helping to move the back around. The rear end also steps out quite easily under

power out of tighter corners. It all happens quite progressively and controllably, but this GT3 is much more playful than I expected and there'll be high-speed moments where you might wish for something a little more stoic.

The 997 GT3 debuted in 2006. The fundamentals are directly comparable to its predecessor, but the most obvious leap came with the engine. Still a 3.6-litre Mezger, it now revved 200rpm higher to a crazy 8,400rpm, with power up to 409bhp at 7,600rpm and torque at 405Nm.

“The steering is just a little less vital and authentic than the 996's in its first few degrees of lock”

Bodyshell stiffness increased, the tyres went up an inch to 19s all-round, front and rear tracks increased, the brakes grew. Eyebrows were raised on news adaptive dampers and traction control would be introduced – new creature comforts that raised purists' hackles.

Inside the cabin does feel more modern and mature, but you sit similarly – and perfectly – low in new seats that actually wrap around you, where even slim drivers sit on top of the 996's bolsters.

Below 30mph the 997's ride is actually a little more gnarled and reactive than the 996, if still perfectly usable, though the tightly coiled restlessness eases with speed to flow more happily with the road's undulations and bumps. Play with the two-stage

adaptive dampers and it's clear they helped stretch this GT3's bandwidth up from the 996's towards a much racier, more tied-down feel for track work, rather than making this a softer proposition – mostly the firmer setting feels too choppy on UK tarmac.

The steering is just a little less vital and authentic than the 996's in its first few degrees of lock, but it's still precise, feelsome and perfectly weighted – heavy enough to convey exactly what the suspension and front tyres are up to, light enough to make the 997 fleet-footed and responsive.

The gearshift is quite different too – if the 996 lever is a knife through butter, the 997 is a one-handed Hollywood shotgun reload. The mechanical physicality suits this car, but the 996 has a nicer action. Generally, too, as a car to cruise about in the 996 has a more

easy-going nature. Perhaps that's why I guessed it'd be lighter than its actually pretty marginal 15kg advantage, the 997 weighing in at 1,395kg.

Driven harder, all the development Porsche put into the 997 GT3 to make it more capable, and faster too, is quickly apparent. The front end with its wider track is just so much more locked down, so confidence swells knowing it'll stick to your intended line when you scribe an arc through a corner, and it absolutely does. You can pick up the throttle significantly sooner too, like there's a huge steamroller of rubber between those wider rear hips than tyres that are up from 295 to a 305 cross section.

Fundamentally, the dynamic character carries through – liveness and energy still define how

BELOW 997 GT3 switched to a centre-exit exhaust, a hallmark the GT3 still adheres to today





BELOW Comfort-spec seats are a huge improvement over the 996, offering a firmer grip of the occupant's torso. You'll want a Clubsport spec for serious track work, though



What to look for when buying a 996 or 997 GT3, by Paragon's Jamie Tyler

"996.2 GT3s typically cost £60k-80k, and 997.1 GT3s £70k-90k. Clubsports are around 10 per cent more – they're desirable with the roll cage and bucket seats, but most have had harder use. Remember too that many 996 and 997 GT3s fell to quite a low value a while ago, so might not have received the care they needed – maintenance is much more achievable when you start with a top-line car that's had everything done than rectifying a ropier example.

Expect to pay around 20 per cent more than you would maintaining a Carrera – GT3 brakes and tyres are larger, and they take more oil because they're dry-sumped. The 996 is a bit cheaper in some ways, but they're older cars so age-related issues are more common than a 997.

GT3s are tracked less now values have risen, but many were, and a good number got crashed – people who had them new could sometimes afford to fix them after a crash without telling the insurance company, so that damage won't be recorded. If it's had a bumper or a wing – something that's easy to explain – then okay, but if we lift the carpets in the front boot and find ripples in the structure, we wouldn't touch it.

Mezger engines are brilliantly reliable, but buyers are wise to the over-rev issue and walk away – the diagnostics record if the engine has been buzzed, for instance an accidental downshift from fifth to second gear.

Carbon-ceramic brakes were offered on both generations but aren't common, and many have either been replaced by the standard set-up, or with highly regarded aftermarket kits from the likes of Alcon or AP. Ceramics can feel awful if they're in poor condition; a bit of grit picked up on track can destroy a disc, and £2.5k-3k a corner isn't cheap.

GT3s used to get modified more, but we prefer them stock – you can dramatically change the feel of these cars without doing much, and modified cars are increasingly returned to stock. Ultimately, GT3s are old-school, solidly engineered German cars that are fun to drive and hold their value well. They make a great buy."

997.1 GT3 2006-2007	Model Year	996.2 GT3 2003-2005
Engine 3,600cc 12.0:1	Capacity Compression ratio	Engine 3,600cc 11.7:1
415bhp @ 7,600rpm 405Nm @ 5,500rpm Six-speed manual	Maximum power Maximum torque Transmission	381bhp @ 7,400rpm 385Nm @ 5,000rpm Six-speed manual
Suspension MacPherson strut Multi-link	Front Rear	Suspension MacPherson strut Multi-link
Wheels & tyres 8.5x19inch; 235/35 ZR19 12x19inch; 305/30 ZR19	Front Rear	Wheels & tyres 8.5x18-inch; 235/40 ZR18 11x18-inch; 295/30 ZR18
Dimensions 4,445mm 1,808mm 1,395kg	Length Width Weight	Dimensions 4,435mm 1,770mm 1,380kg
Performance 4.3 seconds 192mph	0-60mph Top speed	Performance 4.5 seconds 190mph





ABOVE Both GT3s are powered by 3.6-litre, dry-sumped Mezger engines, though the 997 has a 34hp superiority with a redline extended by 200rpm to 8,400rpm



both cars turn in. There's still a sense that the light nose will scrub at the limit, that the mass at the rear will let you climb back on the power early or give oversteer such a planted, controllable feeling. But the 997 takes those attributes and just lifts them to new heights. Everything we know of the newest 991 GT3's astonishing grip and balance – its light but sticky front end, the way it marries unreal traction with exploitable oversteer – you sense its origins in the 997, whereas the 996, well, not so much.

Higher limits might sound more intimidating to explore, but the 997 is friendlier right at the limit so you just lay into it, working the tyres hard, nailing the front end on the brakes into a corner then flattening the throttle and powering out. This time, too, you've got traction control watching your back – it's brilliant because this chassis is so capable that the system rarely intrudes, and yet it's there if you need it.

The engine marks another big shift. The character is obviously very similar – tractable down low, like riding a firework beyond 5,000rpm – but the ferocity beyond 5,000rpm is now in another league. From the intensity of the noise to the heady, almost overwhelming rush past 7,000rpm, all of it just wraps you up in the experience and demands every last bit of your concentration. Press the new Sport button and it's positively feral.

After a 'hard' day's driving I find myself quite torn between these two. I love the purity of the 996. It's a more delicate, tactile experience in some ways, more of a challenge in others and very much an old-school 911 in how it moves around beneath you, and is so throttle adjustable. I find myself drawn to the narrow-bodied, compact look too – pity Total 911's postman, but I actually think it looks better; purer, simpler. That it's also more affordable is obviously appealing – if £10k or so was make or break for the budget, I would 100 per cent buy a 996 GT3 and have no regrets.

But I think it'd be perverse to dismiss the huge strides made by the 997. Yes, some of the 996's nuance and feel has slipped away in the generational shift, but the 997 is anything but a softer kind of GT3. Its chassis is significantly more competent and allows you to enjoy its higher limits in greater confidence. Similarly the 3.6-litre flat six takes what made the 996 so compelling and then puts that mad rush from 5,000 to 8,000rpm on steroids. It's like the euphoric key change on the anthem that already had you wrapped up in its magic.

It speaks volumes of the qualities of both cars that I hadn't settled on a winner when I drove away from this test. Genuinely, if I could I'd get one of each. But after much hand-wringing, it's the 997.1 that is the most complete, usable and intoxicating GT3 of all, thanks particularly to the leaps unlocked from both the chassis and engine. Tough call, but it has to be our winner. **911**

Thanks

Both cars are for sale at Paragon Porsche. For more information call +44 (0) 1825 830424.

Arno Bohn

An outsider who came from the computer industry, Bohn arrived at a company seared by falling sales and riven by internal division about future direction. He left a Porsche which, though still weak, had the 993 in the wings and had conceived the 986/996 platform, a strategy which would be the beginning of its salvation...

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



The 1980s was a tumultuous decade for Porsche. It began with the cyclical ten-year slump which had briefly affected the company both in the early 1960s and 1970s,

but then led to several years of unprecedented growth and prosperity. Under CEO Peter Schutz sales quadrupled over five years, thanks largely to the steady appreciation of the US dollar. Much of the profit was ploughed into expanding R&D at Weissach where a wind tunnel, a dedicated crash test centre and 35 new engine test rigs were constructed. More and more of Weissach's work came from external contracts, but nevertheless in parallel Porsche developed its technical showpiece, the 959, and designed the successful F1 engine which in a McLaren chassis won several world championships.

Times were good; undoubtedly less attention was paid to developing the 911 than would have been had the market been harder. And it would become harder: soaring from DM 1.8 in 1980 to DM 3.00 at one point in 1985, the dollar began an inexorable fall which would see it reach DM 1.60 by 1992. All auto manufacturers were affected to some degree, but as a far smaller operator heavily dependent on the US market, Porsche was hit especially hard. Peter Schutz asked to be released

from his contract at the end of 1987, commenting ruefully in the face of collapsing profits that there was no 'Plan B'. Schutz was replaced by Porsche's long-serving financial director, company loyalist Heinz Brantitzki.

If Brantitzki, best remembered for the press conference in which he presented the 964 as "the 911 for the next 25 years", had any notions that he was more than a provisional leader, Porsche's board of directors had other ideas – it was soon searching for a new manager. When the newly formed Porsche AG appointed Ernst Fuhrmann in 1972 as its first managing director, it was Ferdinand Piëch who made the initial contact. Once again it was Piëch, Porsche shareholder and board member and now chief of VW, who initiated the dialogue with Arno Bohn. The parallel continues, for just as Fuhrmann had quit Goetze, for which he had worked for 15 years, Bohn had recently resigned as deputy chairman of the board of Nixdorf Computer, where he had begun his career two decades earlier.

"In fact I already knew Ferdinand Piëch slightly," recalls Bohn today. "We had met at a Davos forum and I approached him because we wanted to call a new Nixdorf product a Quattro, which in the early 1980s was rather a good name. Piëch had no objection because there was no conflict with

automobiles. After I left Nixdorf at the end of 1988, I went to study at Harvard. While I was in America, one afternoon the following summer I met Michael Piëch and Wolfgang Porsche in New York. I remember, it was in the Sussex Hotel. I indicated that I was interested in coming to Porsche, and subsequently it was Walther Zügel [a long serving member of Porsche's advisory board] who acted as go-between."

Bohn was invited to the family home at Schüttgut in Austria where he says he received "the full Zell am See treatment" and joined Porsche at Zuffenhausen in November 1989. Brantitzki, recalls Bohn, was very cooperative in handing over the responsibilities of the job. He was officially appointed to Porsche's board on 1 January the following year.

"The macro event for Porsche during my time was the continuing fall of the dollar," reflects Bohn. "The Gulf War slowed economies too, and the market for luxury cars collapsed. Even Daimler Benz and BMW made losses in 1990, which was unheard of."

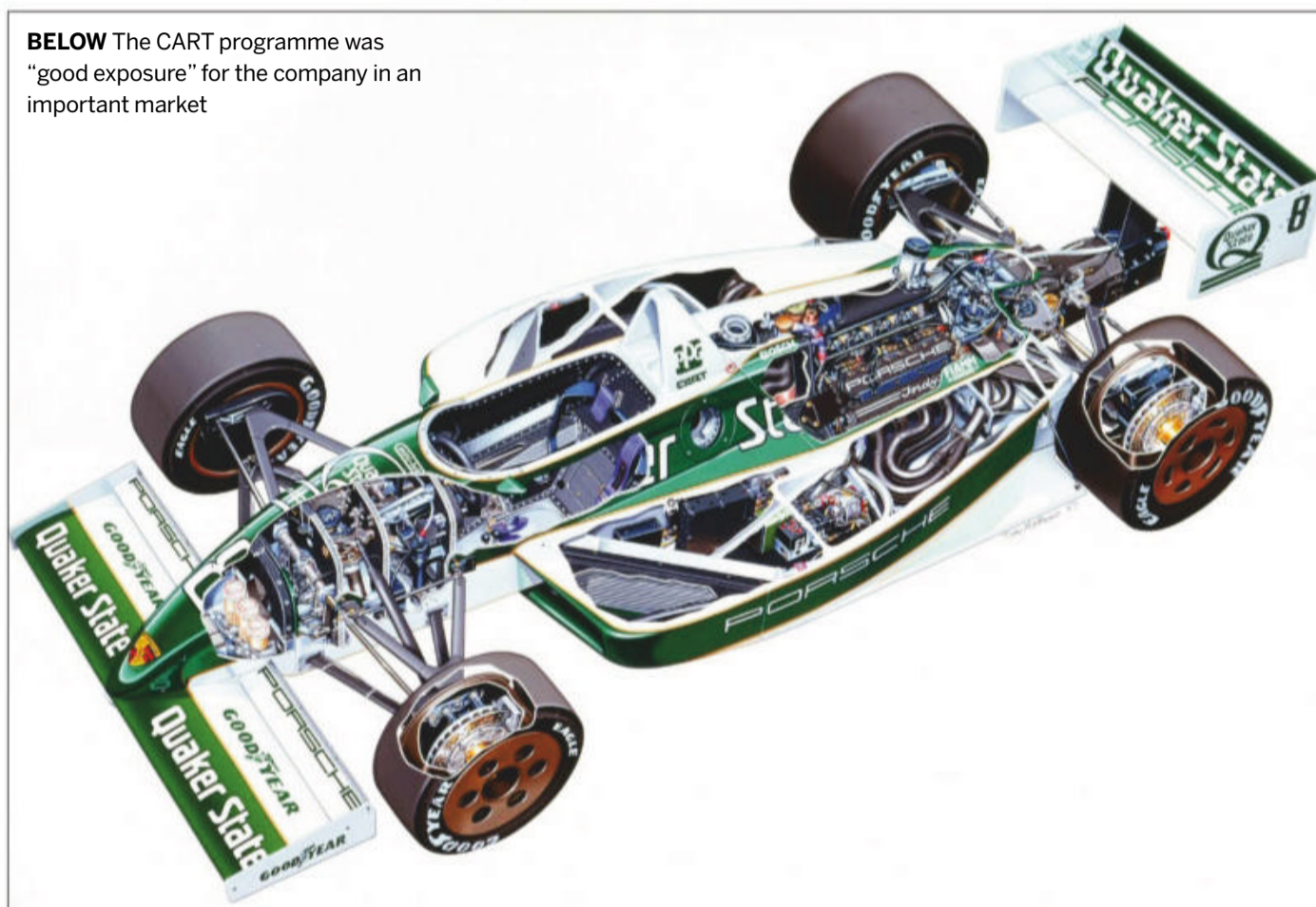
For Porsche the situation was made worse by its aging model range. The 964, which until 1991 lacked a halo Turbo version, was selling slower than hoped, while the next 911 had not entered development so would not arrive before 1993 at



BELOW Today, Bohn is happy to discuss at length his time with Porsche



BELOW The CART programme was “good exposure” for the company in an important market



the earliest. Meanwhile the front-engined 944S desperately needed a facelift, which was still 18 months away. This facelift, the 968 as it was marketed, “was clearly a filler,” says Bohn. “I drove a pre-production Turbo: it was a great car, but I acknowledge that the 968 was too expensive [£35,000 in the UK] for a four-cylinder car.” This was unfortunate. The 968 could have been a ‘six’, and as such sold better. Weissach had designed a compact six-cylinder unit for Volvo. This had smaller overall dimensions than the 944’s ‘four’, but the project was a victim of an early round of budget reductions; the same fate later befell a BMW-based ‘six’ with a Weissach-developed manifold.

“We were casting about for a smaller, lower cost Porsche,” Bohn admits, “because the 924-944 range needed a successor in the volume class, a new 912 if you like. The problem is you can upsize a model profitably, but it is very difficult to downsize and still make a profit. Logistics came into it too: the four-cylinder cars were built at Neckarsulm and not integrated at all with 911 production at Zuffenhausen. Overcoming these conflicting factors was what gave rise to the idea to build two cars [the 986 and 996] from a shared platform.”

In mid-1991 Wendelin Wiedeking returned to Porsche as board member for production. He had long bewailed the inefficiencies of Porsche’s inventories and production, but at that time he was not involved, asserts Bohn, in the joint platform concept: “That was Horst Marchart. Wiedeking’s responsibility then was how the new cars were to be manufactured.” Marchart at that time was head of Customer Development. Later in 1991 Bohn would promote Marchart to board member for engineering and development to replace Ulrich Bez, who resigned over the 989.

The 989, the four-door Porsche, was perhaps the most difficult question facing Bohn during his tenure at Zuffenhausen, as he explains: “It was always Ferry’s dream to build a four-door Porsche, but he never made an issue of it. It was a great concept for the engineers to get their teeth into, and I drove one of the 989 prototypes many miles and I admit I fell in love with it. I really thought it was a big step into the future. The four-door would have to retail around DM 72,000, which meant manufacture costs no higher than DM 40,000... quite a challenge. Initially it seemed the engineers could manage this, so DM 72,000 looked quite feasible. Then it started getting out of hand: Weissach could no longer hold on to its original estimate of DM 38,000 to make the 989. It kept going up, and it led to a difficult situation with Bez.

He was very good technically, but in the end he was not managing his team. Part of the 989 story is one of lack of loyalty. I believe that if all his people had been on his side, they would not have kept finding cost increases – Bez didn’t have the support of his team. That’s why he had to leave, because of the cost disaster that the 989 was becoming. I replaced him with Marchart, and even then I had to fight hard to get the board to accept that appointment. Bez was rather like Piëch: technology was paramount and cost was secondary. The Z1 – developed by Bez when he was at BMW Technic – was clearly not a profit monster for BMW.”

Bohn’s difficulties were exacerbated by the animosities between individuals, which often came to the fore in adversity. Bez was continually at loggerheads with Rudi Noppen, production chief. Bez, who had some experience of manufacture, complained that Noppen was out of touch. Bohn sides with his former engineering director here: “Noppen had a silo mentality. He

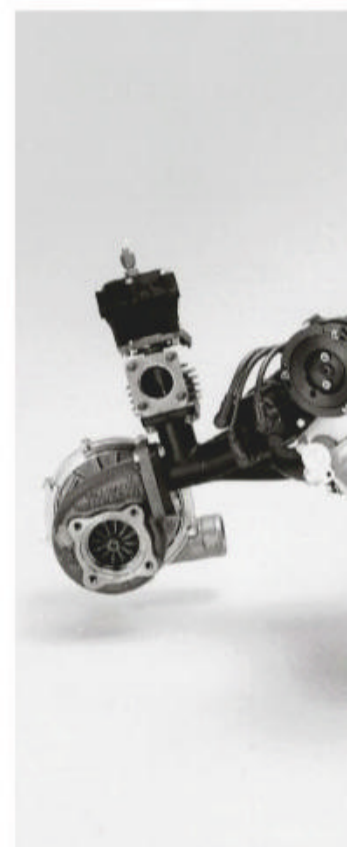
wasn’t a team player and would never fit in a management structure today.” It was probably a relief for all parties when Noppen left to join roof specialist Webasto.

Motorsport, always a key element at Porsche, was another troublesome affair for Arno Bohn. When Bez had joined Porsche in October 1988 he inherited a racing programme in the US: Porsche had built a car for the CART series. The current model had a Porsche engine in a March chassis, and progress in terms of podium finishes was slow. Too slow for Bez, who closed the operation down in September 1989 to concentrate Porsche’s limited competition budget on Formula 1, which he believed had a greater worldwide impact. But the success which Porsche had enjoyed previously with McLaren was not to be repeated. Despite its association with the Arrows team, a reliable, competitive car did not emerge. Bez, whose project this was, took most of the blame, but Bohn, who had largely supported him in this venture, incurred the opprobrium of the board for allowing expenditure to go as far as it did.

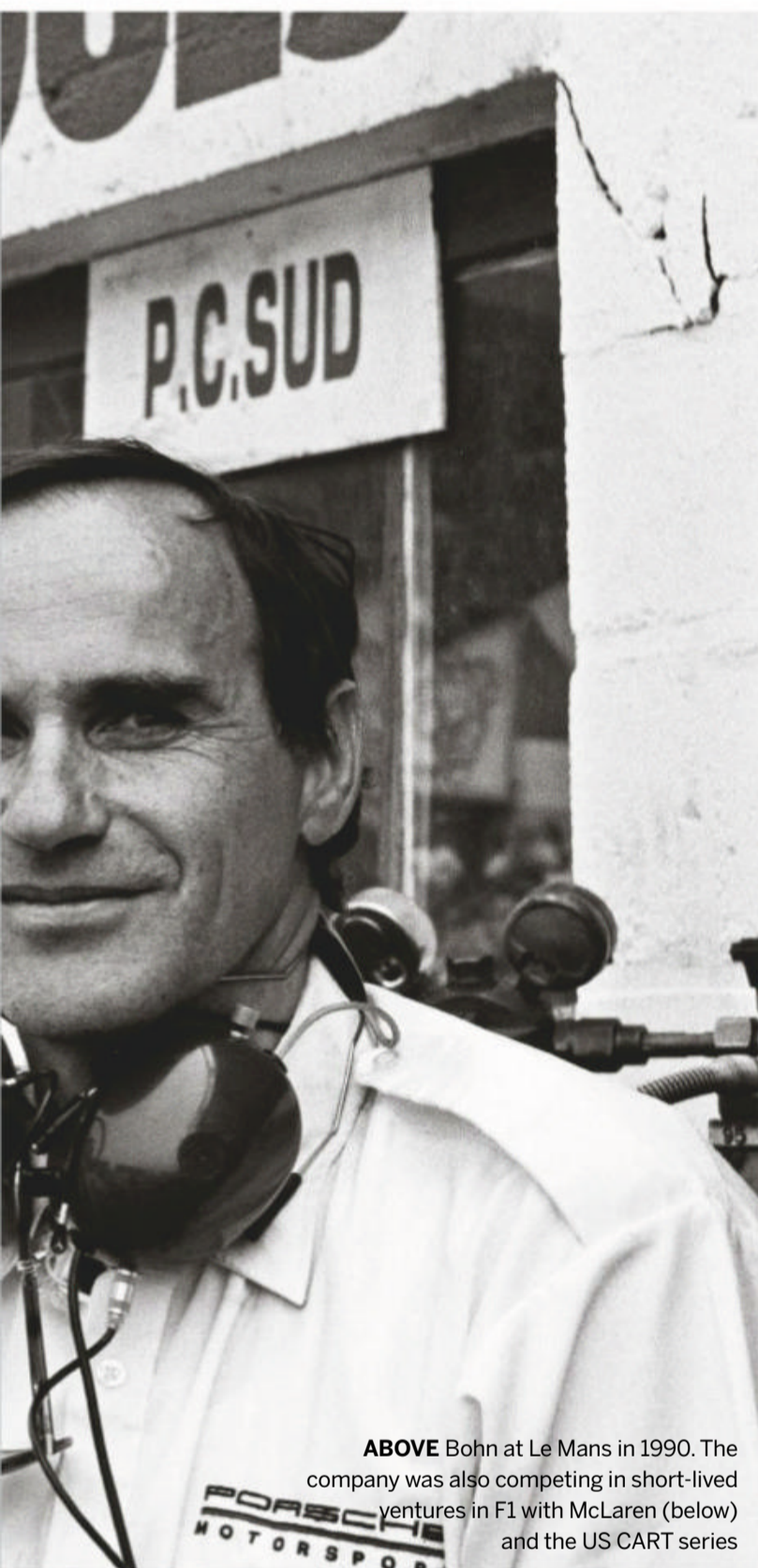
Bohn recalls the CART series: “It was good exposure for us and Porsche’s composite sandwich chassis was superb – stiff, not heavy and not expensive, but the CART authorities rejected it because American competitors had complained. We couldn’t re-engineer the chassis in aluminium and make the car competitive, and the subsequent tie-up with March to use their chassis added complications. Bez had pulled out before I joined, but it was the right decision. Similarly, I backed his F1 venture.”

In October 1991 the board vetoed that too, and Porsche officially withdrew from F1. Manfred Jantke, who had served as Porsche’s PR manager from 1975 until resigning in 1990, frustrated by Bohn’s interventions in what he considered his

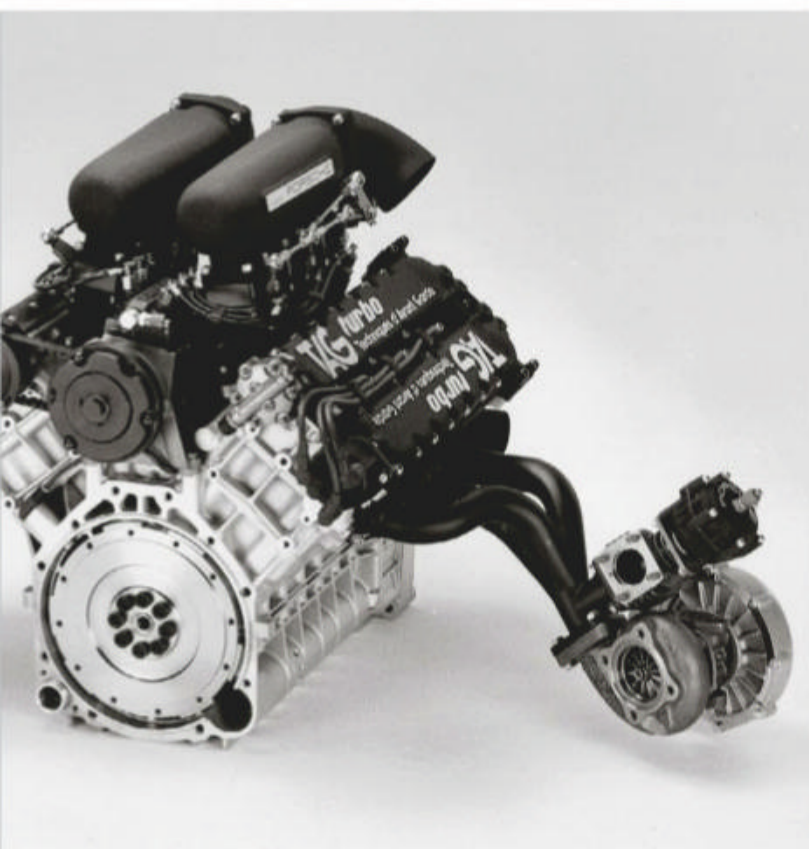




ABOVE The four-door Porsche 989 project was ultimately shelved as costs spiralled. Its spiritual successor is the Panamera



ABOVE Bohn at Le Mans in 1990. The company was also competing in short-lived ventures in F1 with McLaren (below) and the US CART series



own PR domain, remained embittered for some time after this. He told Karl Ludvigsen that to withdraw from CART was bad enough, but then for Porsche, synonymous with racing success, to quit F1 within a couple of years caused Porsche enormous hurt and loss of face. "Between them," he told the author of *Excellence was Expected*, "Bohn and Bez managed to destroy in three years 40 years of Porsche racing success." In the climate of the time, Ludvigsen was inclined to agree. "An apt summing up," he called it. Hindsight does tend to change perspective though. 20 years on, Porsche's Le Mans reputation is as strong as ever, and the interest in historic racing means what people recall today are the successful 917 or the 956/62 racers. CART and Formula 1 have become footnotes.

Arno Bohn claims he has never read 'Excellence' or ever spoken to Ludwigsen, but the author of *Excellence* maintains that he was invited to Stuttgart in autumn 1990 to meet both Bohn and finance director Walter Gnauert who sought to deny press rumours that Porsche could be taken over. For his part Arno Bohn says he was unaware of Jantke's criticism and observes that his former PR manager was a true Porsche man, but a conservative, a traditionalist who looked back rather than forward.

On the other hand a criticism he would make of himself is that he underestimated how long development projects took: "When I came to Porsche I was used to computer industry development cycles of nine months, and I should have known that in the auto industry they would be far longer. One thing that struck me when I first visited Weissach was that more and more external contracts were being undertaken, as if Porsche was more interested in third-party work rather than its own production. Yet no specific successor to the 964 was planned, and the only projects were the 5.4-litre 928 and the 968. Branitzki blamed Helmuth Bott [engineering director who had resigned in September 1988] for development losses and cost over-runs, especially on the 959."

Over-expenditure at Weissach was no doubt also partly responsible for the cancellation of the Porsche 984, a Porsche smaller than the 911 and designed to replace the 924. Bohn asserts that when he left the 993 was underway and the 986/996 were planned for 1996. What did irk him was the seeming reluctance of the board to renew his contract in February 1992. Ludvigsen reports that the board renewed Bohn's contract only when Wolfgang Reitzle, BMW's engineering director who had been offered the post, turned it down. The board, concerned that

a leaderless Porsche might be prey to a takeover, then reappointed Bohn in the absence of other candidates. Although this eventual renewal was for five years, the episode undermined the Freiburg man's confidence in Porsche. The company would surely bounce back, but could he survive that long? Did he even want to? He began to look around. After the business of his contract and the departure of Bez, he was in the direct line of fire. Unlike Helmuth Bott, a 36-year company man who finally resigned, desperate and exhausted, Bohn was an outsider. He was only 45, and there were other opportunities. He was approached by Jack Welch of General Electric to run GE's medical business in Paris, a position he gladly accepted and occupied for seven years.

He holds no hard feelings; in fact, he had to think quite hard to remember some of the events discussed above, not the usual reaction of someone who has ruminated on a subject for

many years. "I enjoyed my time at Porsche," he reflects. "My cousin was a Porsche salesman in Freiburg and he persuaded my father to buy a 356, so my first ride dates from when I was about ten. Nixdorf sent me to Vienna and I bought a yellow 2.4 E in 1974 and I did 75,000km in it commuting home to Freiburg. I used to make a stop at Zuffenhausen on the way to get the car

serviced, so I got to know Porsche then. I liked the polite, cooperative attitude towards customers at Porsche – I took that idea to Nixdorf. I was also struck by the quality of people and loyalty, the way people were married to Porsche and how they would fight for it. With Ferry, you could always walk into his office. I felt we had a decent rapport; Butzi was a nice guy, possibly too nice. I thought he couldn't keep up in his role as chairman. Really these are great memories – they are what I took with me."

Arno Bohn's assistant at Porsche, Tilman Brodbeck, who also worked for both Bohn's predecessors and his successor Wiedeking, describes Bohn as "a totally honest and generous guy. He couldn't believe the salary Porsche was offering him. From his background he wasn't a car man, but he was a man who could listen."

Ulrich Bez once remarked that his former boss "didn't get it", but perhaps, in fact, he did. Unlike Bott, Bohn did not leave it too late, and neither has he looked back. Today he's a fit and energetic 70-year-old, an age Bott sadly never reached, and he has run a successful consultancy company for many years. Rather appropriately, he drives away from our meeting near Schloss Solitude in a Panamera GTS, the much admired modern successor to the brave but flawed 989 of his tenure. **911**

"With Ferry, you could always walk into his office. I felt we had a decent rapport"

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PLAYING IT BY NUMBERS

How the **Porsche Typennummer System** evolved

Nine-eleven is perhaps the most familiar automotive number in the world, recognised well beyond the realms of car fans. How did such recognition come about? **Total 911** looks at the unintentional evolution of the Porsche model numbering system

Written by **Kieron Fennelly**

After 30 years of working for other firms, in 1930 Dr Porsche founded his own engineering consultancy, the Konstruktionsbüro. As the company took on research or development contracts, these were each allocated a number. In charge of these contracts – or, more accurately, task numbers – was Dr Karl Rabe, one of the dozen or so engineers who joined Ferdinand Porsche from the outset. Rabe stayed with Porsche until 1969, and his carefully annotated notebooks containing these project numbers can still be admired at Zuffenhausen today. But if one of his many skills was handwriting that verged on calligraphy, his numbering was neither logical nor consecutive: sometimes he might simply forget the order and use a non sequitur; on other occasions, when designating a task number for a major customer, a collective decision was made to choose a higher number, as with Wanderer, which began with a seven, so the client would not have the impression that Dr Porsche's consultancy was a mere beginner.

The Second World War brought a huge rush of demands from the military to the Konstruktionsbüro: many numbers in the 200 series were omitted and only six used from the 400 series, the last being 425. When in 1950 the firm moved back to Stuttgart

from Gmünd, a new start was made beginning from 500. Perhaps the most famous 500 Typ number is 542, the figure allocated to the four-door Porsche-designed Studebaker of 1952, an intriguing project which never materialised, but which left a lasting hankering in Porsche for a four door, unrealised until the Cayenne. Meanwhile Ferry's Gmünd car, the open barchetta which he built essentially from VW parts, was allocated task 356. When the engine was turned around to make the classic rear-engine coupe, this was classed as the 356/2. Developed over the next 15 years, the 356 became progressively the A, the B and in 1963, the year the 911 was revealed, the 356C. By then the tradition of referring to the Porsche by its number rather than a name was entrenched.

The 400 to 700 series were largely used up by the early 1960s, but instead of moving to eight for the future 911, Porsche started the series at nine. As it bought much of its componentry from VW it needed to make Zuffenhausen part numbers compatible with Wolfsburg's recently introduced computer system, and the only category not already in use at VW was nine. The new Porsche would be the 901, and was presented as such at the 1963 Frankfurt Motor Show. A year later at the Paris Salon, and just as series production of the new Porsche was announced, Peugeot suddenly objected ➡

BELOW Early literature shows Porsche marketing its new sports car as a 901. This was changed to 911 after just 82 cars were built



ABOVE An early example with '911' affixed to its decklid. Today, the model designation (such as 'Carrera') adorns the car's rump, unless optioned otherwise

“Zuffenhausen was happy to let the discussion play around 998, then as the launch neared it announced the latest Porsche would be... the 991”



to the 901's numbering. The French manufacturer pointed out that since 1929 it had used two numbers with a zero between them on all its cars. French trademark law gave Peugeot exclusive use of such model numbering in France. While Ferry Porsche did not want to be excluded from selling in France, a major market, he was not alone in his surprise that Peugeot had taken a year to notice. Peugeot and Porsche were hardly competitors, but if it seemed petty, Porsche had rather bigger ambitions than contesting this. A quick internal decision was made: the 901 would henceforth be marketed as the 911. Porsche kept the 90X series for its sports racers, which had already begun with the 904, and the 901-911 listing was retained for parts numbers. Perhaps the best known of these is the 915, the last 'Porsche synchromesh' gearbox.

So began the long career of the Porsche always known as the 911. Porsche would continue to market its cars under their type numbers for some decades: in 1974 the 911 was joined by a Turbo version which later became known as the 930, and by the two transaxle models, the 924 and the 928, which were presented to the world as such. It was not until 1996 and water-cooling that Zuffenhausen gave a new model a name, in this case the Boxster. Meanwhile the 911 underwent detail changes for 20 years until the Vorstand agreed to let the now-archaic design

be updated. But even then the 911 appellation was retained: the new car, launched in 1988, was the Porsche 911 964, again using the task number to define the model. At the same time work began on the

unfruitful twin-turbo model, task 965, which Porsche intended to market as the 969 and slot between the 911 and the 959 supercar.

The life of the 964 was short: planning for its successor began early in 1990. This was named the 993, the number selected to coincide with its planned launch year, 1993. The same logic was applied to the next 911, the 996, again intended for launch in 1996. In fact this became slightly more complicated because the 996 was developed in parallel with the new entry-level model, the Boxster. Numbered 986, this was released first, and the new 911 delayed for a year. 986 would denote the mid-engined car, becoming the Boxster 987 in 2005. For the next 911 Porsche simply used the next number in the series, 997.

The arrival of the Internet and the rise of discussion forums and then social media would change the way cars and, indeed, many other consumer goods were marketed. Here was a means for manufacturers to be able to gauge what customers were thinking: as the 997 moved into its second phase Porsche's marketing department alighted upon web speculation about what the next 911 would be numbered. For some time Zuffenhausen was happy to let the discussion play around 998, then as the launch neared it announced the latest Porsche would be... the 991, a move which fooled everybody and a classic publicity generating operation. Content to let its successor, the 992, take the next digit in the series, no doubt with four remaining 99X possibilities to choose from Porsche will play a similar game with the next 911. 65 years since the original, it will still be a 911 though. **911**



THE GREATEST RENNSPORT

Usurped on paper by its modern rivals, here's why the 997 GT3 RS 4.0 remains one of the finest 911s of all time, right where it matters: on the track

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



If we asked you to name your top three Porsche 911 Rennsports of all time, there'd be a very good chance the 997 GT3 RS 4.0 would be in the mix. Its presence in my top three is guaranteed and, as you're about to find out, would likely take the crown as the best of all time. Building on the prowess of the 997.2 GT3 RS 3.8, another car which history will be very kind to, the RS 4.0 was reserved only for those with a rich and unblemished record of buying – and keeping – Porsche GT3 and GT3 RSs because, unbelievably, the company made no money from the €178,000 it decided to sell each RS 4.0 for.

The RS 4.0 was unlike anything Porsche had made before. As the company itself declared on launch:

“The 911 GT3 RS 4.0 brings together in a road car all the attributes that have made the Porsche 911 GT3 a serial winner on the race track.” This was a proper parts-bin special, and sheds light on the reason a numbered production run of just 600 units was decided upon: it's simply all the components Porsche still had laying around.

The numbers game was always going to dictate this to be an exceedingly special car which would attract the attentions of collectors. But, regardless, it's still gone down in Porsche folklore as one of the most desirable 911s ever made, despite the fact that Andreas Preuninger and the GT Department he leads has already moved the Rennsport denomination on rather significantly. ➡





After all, by today's standards the specs and stats of the special-edition 997 GT3 RS 4.0 aren't actually that special anymore. Sure, it's the last Mezger engine in a GT car, and the inclusion of a crankshaft taken directly from the RSR race car is a cool move, but the flat six's circa 500hp output – the first for an RS – is now par for the course for a 911 GT3, while its 4.0-litre engine capacity is now seen on a host of GT-derived Neunelfers from the R, to the GT3 RS, even down to the GT3 itself.

The RS 4.0's maximum downforce was doubled by the very next Rennsport to roll out of Weissach in the 991.1 GT3 RS, and its rose-jointed rear suspension seems a little meek compared to the fully Heim-jointed, Cup-spec chassis on the 991.2 GT3 RS.

Even the 997 GT3 RS 4.0's Nürburgring lap time, ever the yardstick as to a sports car's real-world performance capabilities, has been usurped by most things since. Whisper it, but even the 991.2 Carrera GTS is faster around the Green Hell with a time of 7:23.77 compared to the RS 4.0's 7:27.

The point should by now be clear: the 997 GT3 RS 4.0 is no longer anywhere near the summit of Porsche Motorsport-derived engineering. *And that's exactly why it's so revered.*

This is because what the GT3 RS 4.0 lacks in outright performance, it more than makes up for in the way this performance is delivered, and the emotion it conjures in doing so. Equipped with a manual gearbox, a passive rear axle and mechanically assisted steering, it's the pinnacle from a golden era of the 911, the last of the 997s offering a positively analogue experience in arguably the very last iteration of a classic Neunelfer set-up.

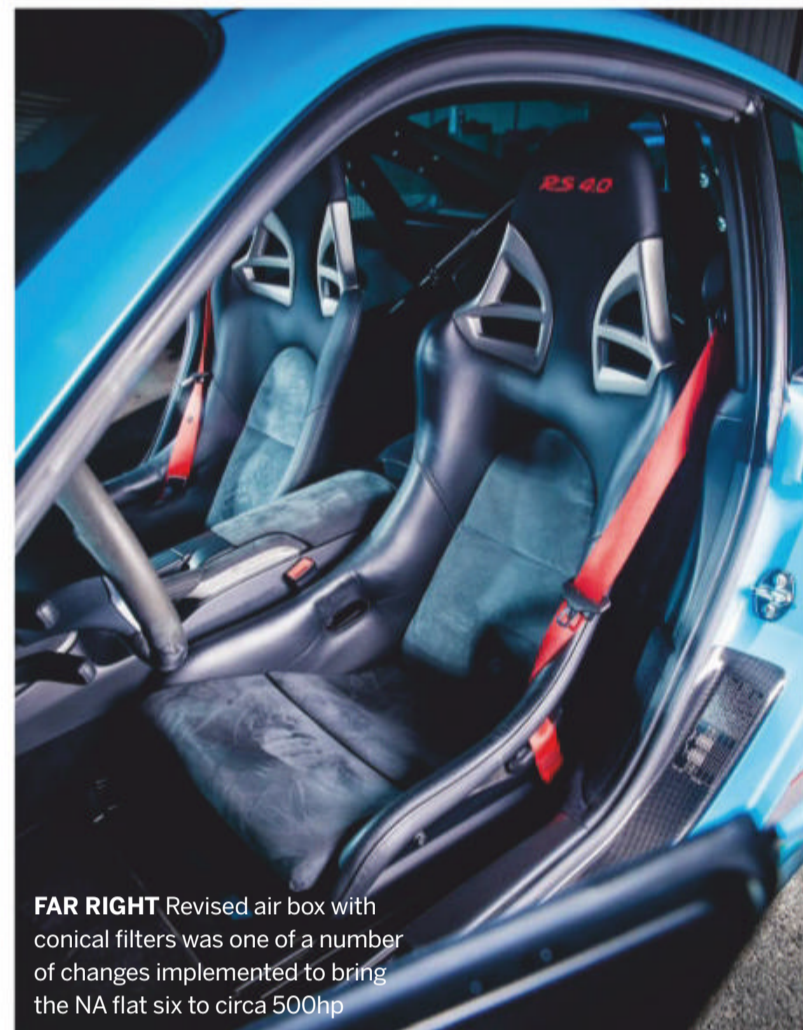
The stats, therefore, only tell one side of the story and, let's face it, as sports cars – Porsche sports cars included – migrate ever further towards digitisation, e-mobility and even autonomous driving outright, the reputation of the 997 GT3 RS 4.0 will only become more evergreen.

The opportunity to put an example to the test is a red-letter day in the book of any automotive journalist, and the example offered here is arguably more special than most. Finished in striking Mexico blue, don't be thinking its Paint To Sample hue means #429/600 doesn't often see the light of day. It's driven alright, and to its limits in the very environment it was built to excel in: the race track.

Its striking proportions are supplanted by the generation which followed it, nevertheless the 997 GT3 RS 4.0 still cuts an imposing figure in the pit lane. Its rear wing is higher than that of the 997 GT3 RS 3.8 and pitched at a more aggressive angle of attack at nine degrees too, though it's still nowhere near as outrageous as those fitted to 991-generation Rennsports. Beneath it a chunkier inlet is the result of revised airflow management into the atmospheric flat six. Around the front, dive planes at either side of the bumper remain unique to the 997 GT3 RS 4.0, these contributing to a maximum 190kg of downforce at its top speed of 193mph. A comprehensive weight-saving programme sees the use of a carbon-fibre front boot, much like the 997 GT2 RS; thinner glass plus Perspex windows in the back, which all contribute to a saving of 10kg over the 997 RS 3.8.

Inside you'll find the usual fanfare of Alcantara and leather, as you would in any 997 GT3 RS. Visual differences over the 3.8-litre GT3 RS it's based on include 'RS 4.0' inscriptions on kick plates, headrests and, most evocatively, in the centre of the rev counter. The simplistic yet high-quality Porsche Sports steering wheel, devoid of the ubiquitous feel and look of any thinly disguised VAG-group number incumbent on 991s, already feels great in my hands. Lined with Alcantara, at the other end of the steering shaft the rack-and-pinion system is mechanically assisted, the last such RS system to be so.

Back in the cockpit a short, six-speed manual shifter, ever a symbolic fortification of the RS 4.0's analogue composition, takes pride of place in front



FAR RIGHT Revised air box with conical filters was one of a number of changes implemented to bring the NA flat six to circa 500hp

“Rear-axle
what, again?
That sort of
nonsense
certainly isn't
missed”



Model 997 GT3 RS 4.0

Year 2011

Engine

Capacity 3,996cc

Compression 12.6:1
ratio

Maximum power 500hp @ 8,250rpm

Maximum torque 460Nm @ 5,750rpm

Transmission Six-speed manual

Suspension

Front Independent; MacPherson strut; PASM; anti-roll bar

Rear Independent; multi-link; rose-jointed; PASM; anti-roll bar

Wheels & tyres

Front 9x19-inch centre-locks; 245/35/ZR19

Rear 12x19-inch centre-locks; 325/30/ZR19

Dimensions

Length 4,460mm

Width 1,852mm

Weight 1,360kg

Performance

0-62mph 3.9 seconds

Top speed 193mph



How does the RS 4.0 compare to a 991 R?

When it was announced in 2015, many speculated the R would tread on the toes of the GT3 RS 4.0 due to its shared ambition to deliver an altogether more analogue driving experience. Johan owns both cars, so how does he think they compare from a driver's perspective?

"The 4.0 is the better track car whereas the R is the much better street car of the two. Although dimensions are close to each other the R simply seems to be much more nimble on the road. On the track though, the R is kind of too soft. Your fantasy garage would be the R to go to the restaurant and the opera at night, whereas you would take the 4.0 to go to the track day the next morning.

"I sincerely do not think the two are in competition with each other. They are biased towards different perspectives. I think the RS 4.0 will always keep on shining at the highest level of all the Porsche stars. The R will also do that, even though a GT3 Touring does come close in specs to the R. But the R will always remain an R!"



ABOVE Mexico blue was a popular Paint To Sample choice in the period for GT cars



BELOW RS 4.0's wing sits at a nine-degree angle of attack



of – remember these – a handbrake, both of which are wrapped deliciously in Alcantara. Accompanying the manual shifter's presence is a clutch pedal down in the driver's footwell, the last such device to ever appear in a Porsche Rennsport. Equipped with a Motorsport-spec clutch, it carries a fair weight to it, requiring a firm push through your left leg to depress the pedal with the ball of your foot.

A turn of the proper Porsche key in its ignition brings the RS 4.0 to life with a gruff bark, followed thereafter by the Mezger's famously bristly mechanical note as it begins to warm through. We strap in, ready ourselves and then head out.

As we've commented on many times previously in **Total 911**, this is a car that builds brilliantly on the GT3 RS 3.8. It keeps the same gearing from that car, though somehow it's more suited to this 500hp motor, the shorter ratios over a GT3 suited to our compact track. There's an astounding amount of torque to exploit from as little as 2,000rpm, and directional changes in this thing are simply majestic. Rear-axle what, again? That sort of nonsense certainly isn't missed here.

The 997 RS 4.0 is a car that wants to involve you with every millimetre of travel, enriching you with the telepathy of its steering, the conviction of every rifle-bolt gear change and the accomplishment of its chassis, which oozes feel through every corner. The drive remains reassuringly old school: you approach

this like you would any classic 911, only the speeds are much greater and the limits of grip much higher.

In context with the 991s that have followed out of Weissach since, the 997 is a high water mark for an engrossing, old school drive. There's no auto blip to help you with rev matching. No rear steering to increase stability at the back. Turn the traction control and electronic stability control systems off and it really is just you and 500hp, mitigated by three pedals and a steering wheel. And yet it doesn't feel infallible in the slightest, unless of course you're very, very brave in the corners. For all but the elite level of driver the 997 RS 4.0 is all the performance car you could ever hope for, and it's delivered in the most absorbing package Porsche will ever likely make.

The greatest shame is that due to values many likely won't see too much track action in future, despite this being what the car was built for. Johan, this car's owner, agrees the track is its home. "It's a real monster on the track. It invites very high entry and exit speeds, so you have to know what you are doing with it. The engine is excellent, powerful... perfect. It goes into the rpms as a knife goes through warm butter. The gearbox and clutch are very well adapted to the engine – it's a hard combination to beat."

And the chassis? "For a track-biased car this chassis is perfect in my eyes. No to very little understeer when entering the corner, very stable

at the apex and twitchy on the exit because of the sheer horsepower of the car. But when it goes into oversteer it is very controllable. I tend to find that the new generation of tyres – like Michelin Sport Pilot Cup 2s – are too good to properly drift the car. Of course it can be done, but then you do need lots of speed and you have to really push the car into the drift, contrary to the 996 GT3 RS or the 991 R."

Johan promptly demonstrates his point, jumping into the 911 and dancing it round the back of Abbeville's little circuit, the car sideways on the exit of every corner. It doesn't look like he's struggling.

Johan concedes the RS 4.0 lacks a little finesse on the road, but it's a minor injustice levied at a 911 which is built almost exclusively for the track – besides, it detracts little from Johan's final assessment of the car: "It is the most amazing analogue 911 and maybe the most amazing Porsche I have ever driven." Coming from a man with nearly every Porsche Rennsport to his name that's high praise, and reason enough for us to conclude that the car you're looking at is guaranteed its status as one of the most significant, special and sought-after models in the history of the Porsche 911. **911**

Thanks

Thanks to Johan Dirickx of the JFD Collection for access to the 997 GT3 RS 4.0.



STORY OF THE CARRERA



Was it simply a stopgap
between the 2.7 and SC?
Total 911 makes the case
for an oft-overlooked
Neunelfer

Written by **Tim Pitt** Photography by **Alisdair Cusick**



In many Porsche 911 books the Carrera 3.0 hardly merits a mention. Sandwiched between the revered Carrera 2.7 and all-conquering SC, it's a mere footnote in a 56-year story. Has history judged it too harshly? Is the 'Carrera 3' underrated or simply underwhelming? Only driving one will tell us for sure.

The odds seem stacked against the 3.0 from the start. First, Porsche broke an unwritten rule by launching a new car with less power than its predecessor. And while a 13hp shortfall mattered more on paper than the road, the outgoing Carrera 2.7 also boasted perfect pedigree, being mechanically identical to the 1973 RS 2.7, barring the US model. The new 3.0, conversely, was defined by what it lacked. It was, in essence, 'a Turbo without the turbo'.

On sale for just two years between 1976 and 1977, the Carrera 3.0 was the middle rung of a revised 911 range. The base model – called 911 Lux in some markets – retained a 165hp version of the 2.7-litre engine. The 3.0, meanwhile, adopted the 2,994cc lump from the flagship 930. This development of the 1974 3.0 RS engine would serve the 911 in various guises until 1984. In naturally aspirated form quoted power was 197hp at 6,000rpm, this versus 260hp at 5,500rpm for the top-dog Turbo. Fuel economy was improved, albeit not sufficiently for US emissions legislation. The 3.0 was never sold Stateside as a result.

Transforming a 930 into a Carrera 3 wasn't merely a case of unbolting the blower. The N/A engine also had larger inlet ports, while compression ratio increased from 6.5:1 to 8.5:1. Further fettling for the 1976 model year included a die-cast aluminium crankcase, Nikasil cylinder liners, a five-blade cooling fan and Bosch K-Jetronic fuel injection, replacing the plunger-type system. The use of K-Jetronic, which endured until the 1994 964 Turbo 3.6, also meant the demise of the hand throttle, supplanted by a vacuum-operated warm-up regulator. Most buyers chose the five-speed manual transmission, but Porsche also offered the four-speed 'box from the Turbo and the clutchless Sportomatic – the latter now reduced to just three ratios.



What the 3.0 lacked in peak power it made up for in mid-range muscle. Maximum torque of 255Nm matches the outgoing Carrera 2.7 and is developed 900rpm lower in the rev range, meaning it equals the older car's 6.3-second sprint to 60mph. Top speed is an Autobahn-friendly 145mph. The 3.0 is a relatively light 911, too. At 1,093kg it weighs 67kg – or a typical adult passenger – less than a 1978 SC.

At first glance the Carrera 3 looks little different to other impact-bumper 911s. ATS 'Cookie Cutter' alloys in 6x15- and 7x15-inch sizes were standard, with wider Turbo-spec Fuchs for the Sport pack. The latter included a Whaletail spoiler and optional 'Carrera' side script, plus Bilstein dampers replacing the standard Koni or Boge set-up. A Comfort pack was also added for 1977 with 14-inch wheels and softer Bilsteins. Coupe versions of the 3.0 outsold Targas by a factor of two to one.

The most significant cosmetic update, however, is hidden from view. 1976 saw Porsche introduce hot-dip zinc coating for all panels, vastly improving the 911's traditionally rather feeble resistance to rust. Stuttgart then put its Deutschmarks on the line with an industry-leading six-year corrosion warranty, which boosted resale values and reinforced a growing reputation for quality. Sadly the zinc protection is rarely so effective in the longer term; even slight damage exposes the steel underneath, allowing rust to take hold.

Inside, the Carrera 3 made a significant step towards curing another of the 911's age-old issues: inadequate heating. Until this point regulating cabin temperature had been a hit-and-miss affair, using levers between the seats to mix air heated by the

exhaust with fresh air from outside. The new system, standard on the 3.0 and Turbo, used two thermostats and a rotary controller to manage this process automatically. Separate fan and heater sliders were also introduced for 1977 along with face-level air vents, albeit only on the passenger side.

Further improvements to comfort came from extra sound deadening and a plusher interior, including carpeting on the lower doors from 1977. A larger driver's door mirror was fitted, now electrically operated and heated, and cruise control – called Tempostat in Europe or Automatic Speed Control in the US – was an option for the first time. Porsche even changed the design of the locks to improve security. Now, instead of pop-up buttons that could be hooked with a coat hanger, the 911 had round knobs on the door panels. The Targa's opening quarterlights were discontinued to deter smash-and-grab opportunists, too.

We could go on, of course. But there are only so many facts about thermostats or carpeted doors even the most committed enthusiast needs. What matters more is how the Carrera 3.0 drives and, ultimately, its place in the air-cooled 911 hierarchy. To find out we visited Classic Motor Hub, a huge multi-marque showroom that at the time of writing has the car pictured for sale at £87,500. CMH is also nestled among some of the Cotswolds' prettiest villages and finest driving roads. If the Carrera 3.0 can't impress here...

The 3.0 is parked alongside several six-figure supercars, but its searing Minerva blue paintwork ensures it stands out. Along with the likes of Lime green, Copper brown and Sahara beige, it's a classic



Model 911 Carrera 3.0
Year 1977

Engine

Capacity 2,956cc

Compression 8.5:1
ratio

Maximum power 197hp @ 6,000rpm

Maximum torque 255Nm @ 4,200rpm

Transmission Five-speed manual

Suspension

Front MacPherson struts; lower wishbones; longitudinal torsion bars

Rear Semi-trailing arms; lateral torsion bars

Wheels & tyres

Front 6x15-inch; 185/70/VR15

Rear 7x15-inch; 215/60/VR15

Dimensions

Length 4,291mm

Width 1,610mm

Weight 1,093kg

Performance

0-62mph 6.3 seconds

Top speed 145mph



TOP Five-bladed fan was used from 1975-77, chrome window trim featured from 1974-77 (except for the 2.7 Carrera). 1976 is best remembered in 911 circles for hot-dip zinc coating, which deterred rust



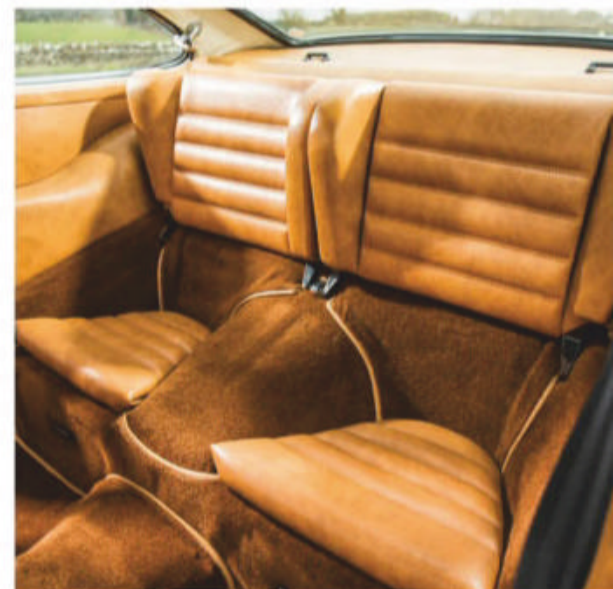
BELOW Optional Sport pack gave uprated suspension, wider Fuchs alloys and a whaletail, but we prefer the classic 'flatback' look with Cookie Cutters for something different

911 hue that seems typical of the time – and richly evocative as a result. Big bumpers, designed to absorb a 5mph impact, had been standard for three years, yet this 1977 car still looks convincingly 'classic' with understated ATS alloys, chrome trim and no whaletail. Its blend of old and new reflects the Carrera 3.0's role as a stepping stone into the later era of impact bumper 911s.

Climb inside, however, and you're teleported back to the mid-1970s, a time when tartan was tasteful and brown was best. The seats are trimmed in tan leatherette, a colour that also extends to the dashboard, door cards and deep-pile carpet. The Bay City Rollers-style cloth has a green theme, although both red and – inevitably – brown alternatives were available. Interestingly, Volkswagen's 'Jacara' tartan – a Golf GTI trademark to this day – was introduced the same year.

The flat six churns into life with a familiar thrum, yet there's a subtle difference. With a smaller diameter fan that spins faster and has five blades rather than 11, the Carrera 3.0 sounds coarser, breathier and more obviously air-cooled. Even at idle it's brimming with character. The pedals are offset to the left on this right-hand-drive car, the steering wheel almost completely obscures the speedo and, despite internal improvements for 1977, the 915 'box feels rough and recalcitrant when cold. Still, would enthusiasts have it any other way?

On single-track lanes flanked by high hedges and dry-stone walls, the narrow-bodied 911's compact size and near-panoramic visibility are ideal. Upright front



Impact bumpers: know your 911s

2.7

Years in production: 1974 to 1977
Models available: 911, 911S, Carrera

A line-up of the 150hp 911, 175hp 911S and 210hp Carrera replaced the T, E and S. All had 2.7-litre engines and new impact bumpers. The Carrera used the same engine as the 1973 RS, but that car's trademark ducktail was replaced by a whaletail from 1975.

3.0

Years in production: 1976 to 1977
Models available: Carrera

The 197hp Carrera 3.0 adopted a naturally aspirated version of the 930 engine, with minor modifications. It had a plusher interior – including a much-improved heating system – and the entire body was zinc-coated to prevent corrosion. Emissions rules meant it was never sold in the US.

SC

Years in production: 1978 to 1983
Models available: SC

Launched with 180hp, the SC's output rose to 204hp by 1981. A brake servo reduced pedal effort and the five-speed 915 gearbox was now standard fit. Funkier fabrics such as Pascha were introduced, while Martini side stripes were an option. The first 911 Cabriolet debuted in 1982, with a manual hood and detachable rear screen.

3.2

Years in production: 1984 to 1989
Models available: Carrera

The final iteration of the original 911 has a larger 3,164cc flat six, Bosch Motronic ECU and uprated hydraulic chain tensioner – the latter curing one of the car's weak points. A more modern dashboard arrived in 1985, followed by the slicker G50 manual gearbox in 1986. The wider 'Turbo-look' body was a popular option.

wings allow me to plot a path between potholes and blast past advancing tractors where a 992 would be slowed to a standstill, its proximity sensors beeping furiously. The steering, workout-weighted at low speeds, feels simply joyful. A chunky leather-wrapped wheel – the same 380mm item fitted to the 3.0 RS – fidgets with incessant feedback, every detail of the road permeating to my palms. Even the best electric systems feel desensitised by comparison.

The engine is thoroughly warmed-through now – as is the cabin, thanks to those thermostats. Time to stretch the 911's legs. Flexible and willing, the flat six pulls strongly from 2,000rpm, then gains a second wind from 5,000rpm to its 6,800rpm redline. There isn't the addictive high-rev rush of the 2.7, but throttle response is keen and the 3.0's swelling surge of torque arguably makes it feel faster. Crucially, power delivery is also very linear: not something one could ever claim for the explosive Turbo. For drivers who don't possess the reaction time of Walter Röhrl, that means you can exploit more of the performance, more often.

Chassis tweaks for the Carrera 3 were limited to thicker torsion bars and reprofiled front struts, but by this stage there was little wrong with the 911's handling anyway. Feed in the power, sense the back-end squat under load then turn in with fingertip delicacy, feeling the weight shift and the tail edge outwards. Outright grip is modest by modern standards, but that's all part of the fun. Pared-back and physical, the 3.0 is an education in driving dynamics: a car that rewards commitment yet demands respect.

If there's a weak point in the Carrera's armoury it's the unservo'd brakes, which need a hefty shove and are lifeless for the first half of pedal travel. A servo was introduced for Sportomatic models in 1977, however, then for all SC models from 1978. As for the 915 gearbox, it's hugely more cooperative after a few miles, yet still demands a deft, deliberate action. It would be another decade before the G50 transmission made progress significantly smoother.

As we stop in the chocolate-box village of Bibury, I discover that driving a cool classic doesn't simply stir the soul: it also massages the ego. A coachload of Chinese pensioners has arrived, and suddenly we're the biggest news in town. Perhaps an E-Type or MGB would better fit the bucolic backdrop, but this 42-year-old Carrera has clearly still got it. We let the car pose for photos, then set a course back towards the showroom.

The winter sun is fading, and after a full day on the road I feel myself flagging too. Now the relaxed side of this 911 comes to the fore, its tractable engine and comfortable cabin making light work of the route back. Entering a dense tunnel of trees, I flatten my foot to enjoy the engine's hollow howl one final time. It's a glorious moment, the 3.0 switching back from calm to combative like the multi-talented machine it undoubtedly is.

The Carrera 3 was a car with a mission. In 1976 the 911 was fighting for its very survival, faced with slow sales and the imminent arrival of the 928. The 3.0 successfully broadened its appeal, making the 911 accessible to buyers less willing to accept its quirks. By sacrificing a little edginess for comfort and ease of driving, the car began a journey that continued with the SC and Carrera 3.2. No longer merely the preserve of enthusiasts, the 911 became the archetypal all-round sports car.

It's no surprise that the 3.0 feels closer in character to the SC than the peakier 2.7. More than simply a stopgap, it's a desirable 911 and one you could still drive every day – even if few owners will. **911**

Thanks

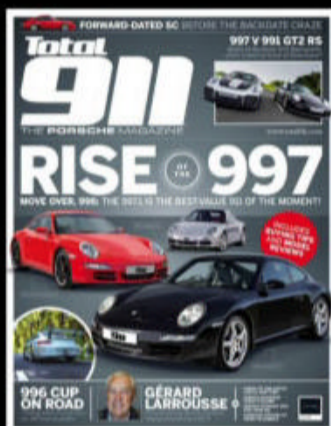
Total 911 would like to thank Classic Motor Hub for loaning the Carrera 3.0, which is for sale at £87,500. Call +44 (0) 1242 384092 for more information.



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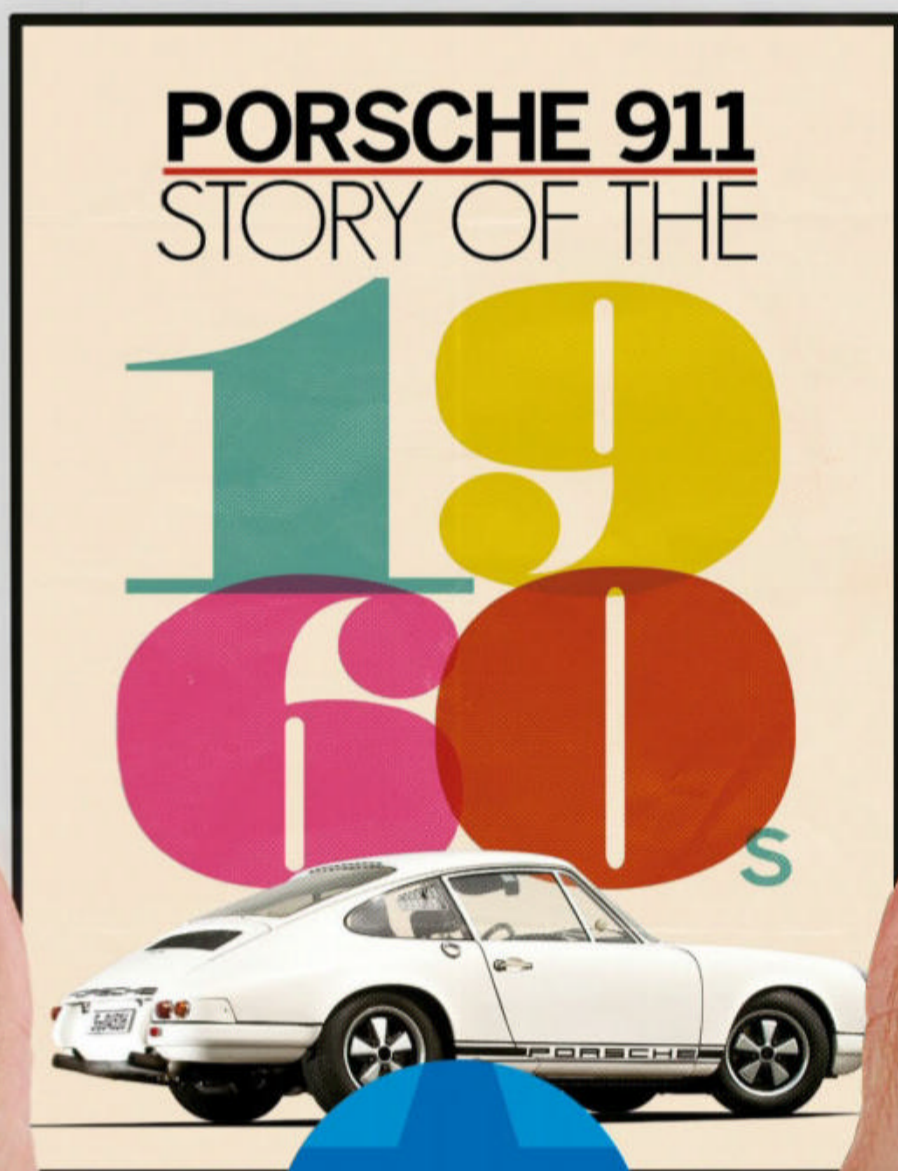
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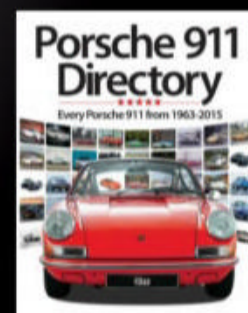
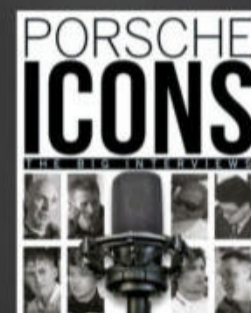
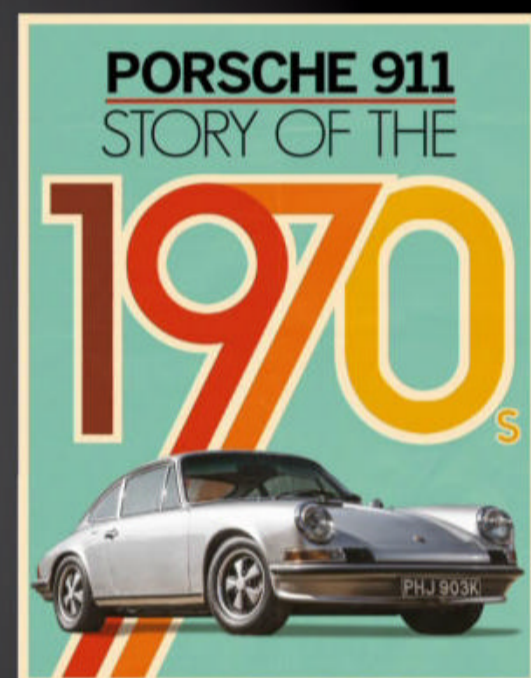
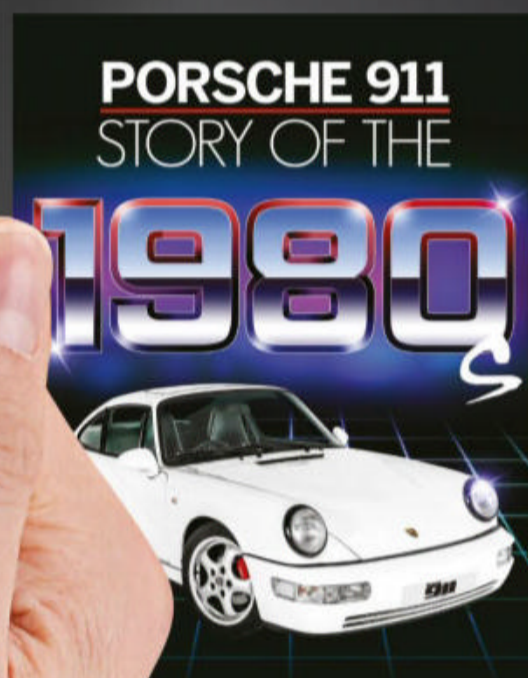
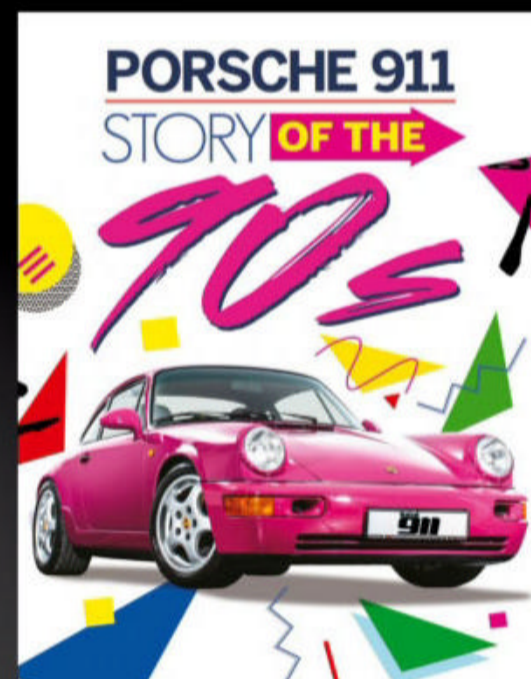
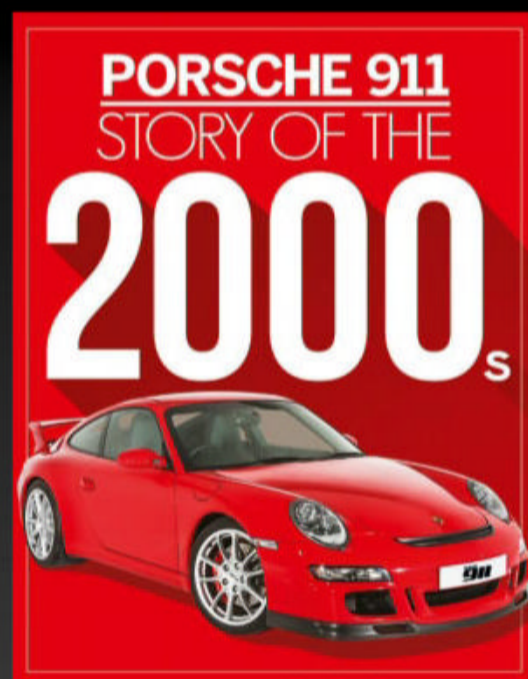
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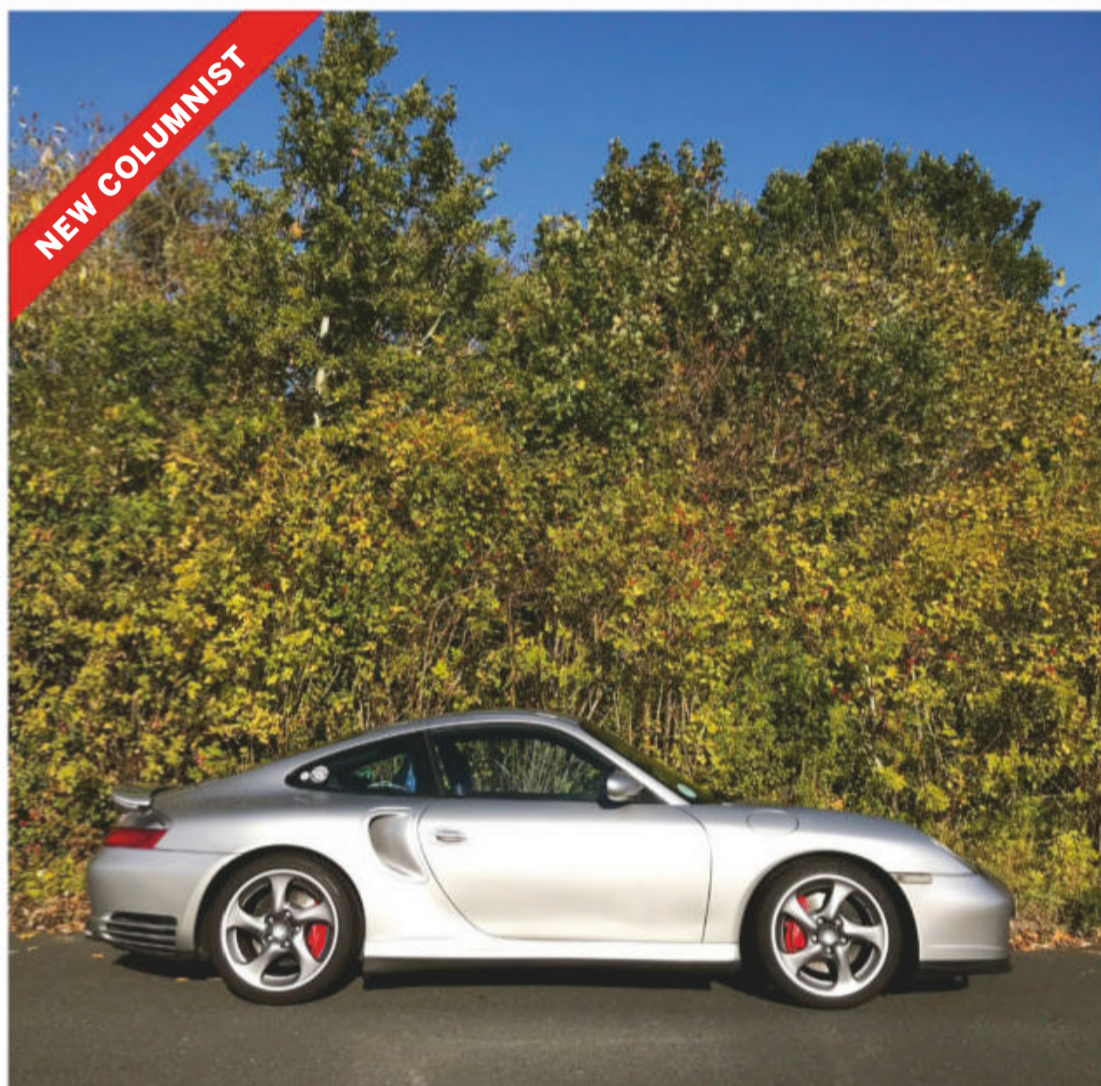
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@npjeffery

@npjeffery

Model **996.2 CARRERA 4S**
Year **2002**
Acquired **JUNE 2014**

Model **996 TURBO**
Year **2002**
Acquired **MAY 2017**

Model **997 CARRERA 4 GTS**
Year **2012**
Acquired **OCT 2018**



I'm absolutely delighted to join the **Total 911** Living the Legend team and be given the opportunity to write

my first column for the magazine!

I've been passionate about cars since I was in short trousers. I remember drawing them as a child and 'manufacturing' my own designs out of LEGO on my bedroom floor, surrounded by walls adorned with automotive art...

Yes, I had the obligatory Guards red Turbo poster during the mid 1980s, but my Porsche journey really started with a passenger ride in a 993 Ruf Turbo R – what a beast of a car! Up until that point I'd never experienced such violent acceleration and exceptional handling! Well, the rest, as they say, is history...

I spent a couple of years debating the idea of Porsche ownership but always

backed out at the last minute – the head ruling the heart – with concerns around moving away from brand-new or ex-demo performance Coupes to a ten-year-plus 911 for the same budget.

I finally took the plunge buying my first 911, a 2002 Seal grey Carrera 4S, in June 2014, blind over the phone from Jason at Paragon. I part exchanged a 2011 BMW 335D M Sport Coupe in the process. Mrs J thought I'd gone mad!

However, when I collected the car from Paragon two weeks later it was exactly as he described it, in exceptional condition with 63,000 miles on the clock and a catalogue of history, including a copy of **Total 911** where the car was featured as part of a piece celebrating 25 years of the Carrera 4!

I still have the car and she's now covered over 90,000 trouble-free miles during the time I've had her. As a family we have so many fond memories of journeys out in the 4S, so much so I

can't bear to part with her, hence the growing stable...

Which leads me neatly to the 2002 Turbo purchased in May 2017. I prefer the wide-bodied cars and am a real advocate of the 996 generation. To my mind they're the last of the truly analogue 911s. The straight-line performance is utterly addictive, and despite the shared DNA and looks it's a totally different driving experience compared to the 4S, especially as it's got the Tiptronic gearbox, whereas the 4S is manual with a short-shift kit.

Ken and his expert team at Nine Excellence have looked after her since acquisition, and the only modification made to date was to refurbish the wheels in Seal grey with a machine-polished edge to offset against the Arctic silver bodywork, which I think makes it stand out. Like the 4S it has graced the pages of **Total 911** back in 2018 as part of the 996 Turbo Buying Guide.



So, why another Neunelfer? Because they're truly special cars and each one has its own personality. The GTS was actually meant to replace the 4S, but I couldn't go through with it. Kees at Paragon supplied the car, which has a fantastic specification including extended leather in place of Alcantara – I prefer it and believe it will age better over the coming years. I'm really enjoying getting to know the GTS as it's markedly different to both of the 996s.

What next? I really want to own a GT3 and something air-cooled at some point, both itches I've yet to scratch. However, something will need to give as I'm running out of room at home.

I'm extremely active with Porsche Club GB and 911uk.com in addition to social media, organising my own Porsche meets and drives. I will keep you all posted on my experiences and adventures over the coming months. In between issues you can follow my exploits on Instagram @npjeffery. Until next month...



Michael Meldrum
Houston, Texas

@p911r

Model **911T TARGA**
Year **1972** Acquired **2013**

Model **911E**
Year **1972** Acquired **2014**

Model **930 TURBO 3.0**
Year **1977** Acquired **2014**

Model **930 TURBO 3.0**
Year **1977** Acquired **2015**

Model **CARRERA 3.0**
Year **1977** Acquired **2016**

Model **911 SC**
Year **1981** Acquired **2015**

Model **3.2 CARRERA**
Year **1986** Acquired **2015**

Model **993 C4S**
Year **1996** Acquired **2016**

Model **964 CARRERA 4**
Year **1994** Acquired **2016**

Model **997.1 GT3**
Year **2007** Acquired **2017**

Model **991.1 GT3 RS**
Year **2016** Acquired **2018**



I've been running around like a madman for the last 12 months and have had the privilege of visiting a lot of

remarkable Porsche events, including Rennsport, The Hill Country Rallye, Luftgekühlt and Luftgekühlt UK. Except for the Hill Country Rallye, these events are all massive and attract thousands of folks, all with a passion for Porsche.

The downside is I missed many of the local get-togethers that I usually attend. There is something much more intimate and welcoming about the smaller gatherings, often a mix of new and old faces with stories of trials and tribulations with their cars. I enjoy the spontaneity and convenience of the local meetings: no flights, car transportation, accommodation, just jump out of bed and go! Perhaps this is a reflection on my hankering for a simpler life, or maybe it's a reflection of the increasingly crowded calendar of Porsche 'hyper-events'.

Last weekend I decided to practice what I preach and found a local event. It was a 'Coffee and Exotics' type of

event at a local high-end shopping district. To be honest not my normal cup of tea, but it's good to get out of your comfort zone... right?

Upon arriving at the event I was stuck in an international traffic jam including a Lamborghini, Aston Martin, Ford GT, McLaren, Ferrari and a Pagani. Things got better as I was directed to park next to a 356 and a 1973 911T wearing its original Signal yellow paint.

For a small event it drew a big crowd of admirers, and it was like a paparazzi convention with everyone snapping pictures everywhere I looked. The high-dollar hyper cars, including two McLaren Sennas, drew a big crowd, as did the other carbon-fibre-bodied, angular, tie-fighter-looking generic supercars.

It was nice to see a couple of familiar faces from the air-cooled Porsche scene and local photographer extraordinaire Chris Siebenaler, whose pictures I've used for this column. It's always nice to catch up with friends and make some new ones in the real world.

The upside of this type of event? Lots of new blood to convert to air-cooled 911! I met one chap who had recently bought a 2011 GT3 RS so he could enjoy a more analogue experience versus his 2018 GT3. My comment: "So, you want a more analogue experience... I have to get you out in an early air-cooled 911 ASAP!" We have exchanged details and plan to meet up for a test drive in some of the different air-cooled generations.

Hopefully we will have a new air-cooled convert soon!



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Lee Sibley

Bournemouth, UK

@lee_sibs

Model **996.1 CARRERA**
Year **1998**
Acquired **JAN 2019**



Car insurance. It's always a bit of a pain to sort, having to go through the rigmarole of answering the same questions online in

regards to your motoring lifestyle. It's not enjoyable, but perseverance and due diligence is needed to guarantee that should the worst happen, you're

protected and thus not completely out of pocket.

I've found that dealing with specialist insurers only is the way to go with a Porsche 911: in the UK, simply logging onto **confused.com** or otherwise won't suffice. The premiums are absurd and the companies unheard of. You're much better sticking with a reputable company that's adept in insuring specialist or prestige sports cars.

In the UK that leaves only a handful of applicable companies. I went with Locktons for a number of key reasons I'm about to reveal, though it's also worth pointing out this is a landmark in itself because it's the first time in my life I've stayed with the same insurance company for more than the one year. Why is it companies don't value loyalty these days?

In short, Locktons gave me an unlimited-mileage policy, which means I'm free from the shackles of being capped as to how much I use the car. The policy also has complimentary track day cover for Porsche Club Great Britain events, which is excellent and, again, allows me to actually use my pride and

joy under the pleasures it was built for. These are two basic yet significant factors that allow me to get the most from my Porsche 911, something other companies simply could not match. Lancaster would only give me 5,000 permitted miles per year which, let's face it, is a couple of alpine jaunts around Europe, and Classic Line had a 10,000-mile limit per annum with no track day cover bolted on.

I also quite enjoy the experience of interacting with Locktons because I speak with the same dedicated, in-house specialist each time. This makes things so much easier: Marcus knew all about my 911 lifestyle from previously, so I didn't need to repeat where I keep the car, how many, ahem, points I may have – he simply asked if anything had changed from last time. Other 'specialist' companies meanwhile will simply farm your call out to generic third-party call centres.

I look forward to having the same conversation with Marcus again next year because, from my experience, the quality of cover and customer service at Locktons is unbeatable.



Gina Purcell

Oxford, UK

@ginapurcell1

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



After a dearth of recent driving opportunities it was a busy weekend for my SC back in mid-February with not one, but two

runs out. Friend and auto journalist Dave Richards invited us to a classic car meet that could build into something regular for second Saturdays every month, held at the former RAF/USAF airbase at Greenham Common.

Not many structures remain on site, but the old control tower is a visitor attraction and café, which makes for a good photo. You can walk near the old nuke-proof missile silos, which made an appearance in *Star Wars: The Force Awakens*. It's worth chatting with the volunteer guides who'll tell you about the history of the airbase. It's quite sobering to think this place was at the sharp end of the West's nuclear deterrent and simultaneously a focal point for the anti-nuclear protests of the 1980s.

Dave is a fan of Soviet and Eastern Bloc cars, so we convoyed with him in his 1989 Trabant which I named Comrade Custard, a name that's stuck, and it was fun to see a Trabbi driven with such verve. They can clip along at a good pace! We took a circuitous route to



Greenham Common, which after days of heavy rain had turned some of the rural roads into passable rally stages. There was no hope of keeping Steffi clean with all the mud and deep puddles. Good job my SC has wheel arch liners! With our cars posed together it was easy to make the historical comparison between the industrial products of a then-divided Germany.

The following day we were with our TIPEC buddies for an early morning, multi-region Porsche raid to congregate at the Super Sausage Café on the A5 between Milton Keynes and Silverstone.

Even with grotty weather we managed a 20-car turnout and took over a significant part of the car park. The run had me thinking whether or not it was wise to have had Steffi lowered, as I managed to ground her nether regions out a couple of times. Speed wasn't really the issue as heavy and prolonged rain clips the wings of any sane SC pilot, but some of the roads were in a bad state of repair. Huge fun was had, regardless of the conditions, and the weekend saw me happier about getting Steffi filthy after the restoration work. Porsche are for driving, after all!



Ben Przekop
Mercer Island, WA

Model **996 40TH ANNIVERSARY**
Year **2004**
Acquired **MAR 2018**



My 911 has been completely reliable since I brought it home last March, never once failing to start or disrupting my trips with any breakdowns. Lately, however, it did seem hesitant to turn over from a cold start, and so I brought it to my trusted service technician at Chris' German Car Service. They performed tests which confirmed my suspicions that both battery and alternator needed to be replaced. Now that those have been fitted it starts again with proper Porsche precision.

Maybe it's just me, but when I have basic repairs and maintenance all taken

care of, I start thinking about how I can make my car even better – as Alois Ruf once said, "to get even more Porsche". I think it is called the slippery slope of automotive enhancement! My basic tendency with this 40th Anniversary car is to keep it as original as possible, at least in appearance, as that is part of its appeal to me, and significantly altering that, for example with a ducktail spoiler, would blur its unique identity. Things that are not visible yet still improve its reliability, such as the IMS Solution I installed, or performance, such as the Fister muffler modification, seem like reasonable and even advisable things to do.

It is in that context that I have been thinking about suspension modifications since I bought the car. Porsche felt this car should have a very sporting specification and fitted the M030 sport suspension along with the X51 engine upgrade and limited-slip differential, all understandable enhancements back in 2004. Although this firm, fixed-rate suspension serves me extremely well in cornering on smooth roads – as firm and flat as any of my GT3s – it is quite bumpy on the rough streets in the Seattle area where I live, so I would love to find a set-up that would offer a bit more compliance without any significant degradation in that sublime cornering ability.



I've also felt that it could do with more aggressive braking, so when I recently saw a post on our 40th AE Registry Facebook page by an owner who had installed K&W coilovers along with Girodisc slotted rotors, it looked like the kind of set-up that might work for me. You can't tell about ride quality from pictures, so I will start networking for advice and recommendations as well as consulting with my local Porsche specialist firms. Stay tuned!



Joe Williams
Weymouth, UK

 @joewilliams85

Model **912**
Year **1967**
Acquired **APR 2017**



The joys of a 1960s Porsche... after planning a quick winter blast out on a sunny day, I got her fired up, started to reverse out the garage... and the brake pedal dropped to the floor! After a quick scurry for the handbrake I realised I had no brakes. A few quick pumps and they

came back up, but quickly disappeared again. Although there's no obvious fluid loss we're guessing one of the seals has gone in the master cylinder. Better to find out in the garage rather than speeding off down the road. Matt from ZRS Engineering has picked her up to investigate so I'm sure she'll be back soon! As with every other visit, something that is not urgent but on the as-and-when list gets ticked off while it's

in the workshop. So the engine's been dropped to swap out the pushrod tubes to cure the last of a small oil leak and give it a once over before spring gets into full swing.

I've been thinking a lot about what I'd selfishly like to see more of. What I think is missing are the out-and-out custom creations where people are doing cars to their own taste and not trying to be the next 'me too' backdate or just building a chequebook car with off-the-shelf, bolt-on parts. I'd like to see what's going on behind closed doors of home workshops from both a styling and engineering perspective. Who is running a custom steering set-up? Massive brake swap? Homemade Turbo? Rolled their own arches or shoehorned in a crazy engine conversion? I know these things give people a cold sweat but I think they're interesting and often works of art, real attention to detail that can only be home brewed. If custom became 'cool' again it would encourage all those lurking in the shadows to show off some of their work. Who's going to break cover first?!





Joe Croser
Northamptonshire, UK

@jcx911

Model **997.2 TURBO**
Year **2010**
Acquired **DEC 2015**



Following on from my column in issue 175 where I requested a 'heads up' on great driving roads in Scotland, I am very grateful for your

messages and suggestions which are helping to shape my road trip plans.

All great trips start with a list of priorities; Good weather, great driving roads, desirable accommodation and jaw-dropping landscapes feature high on my list. Aligning them all is perhaps a zero-sum game, but if I don't try I'll never know. While it doesn't have to be sunny every day, my trip will be a whole lot better if it's dry.

As I am hoping to head south to the Pyrenees in October I am thinking April or May for Scotland. A quick check on the scotlandinfo.eu website suggests that May is thankfully the sunniest and April is surprisingly the driest month of the year, so I am thinking that a May Day holiday weekend may be my perfect window to visit.

From the many messages received I can confirm that my planned route will feature some of the famed old military roads taking me anti-clockwise around the southern half of the Scottish Highlands. While I accept that I will be



missing out on the very northern parts of the NC500 route, I have to admit to myself that I don't have time to do it all and what I do get time to do I want to thoroughly enjoy.

If I drive an amazing road I want time to turn around and do it again – perhaps even again after. Sometimes I need to learn a road, its bumps and bends and its vanishing points, before I can extract the most from it. I also want to have time to stop and sit, to drink in the views, to contemplate life, to reminisce. The Highlands and the West Coast look

like exactly the kind of places made for such indulgences, and it would be rude to pass up on that opportunity too.

I'm thinking five days will be enough, with day one used to drive north to the Cairngorms, day two to cross the Highlands, day three to pootle around the West Coast, day four to explore the Isle of Skye and day five to thread my way through Glen Coe, Loch Lomond and the Trossachs before heading home. One pal has already signed up to join me and a few more are interested if they can find the time. I'm getting excited.



Tony McGuinness
San Diego, USA

@tonymcguinessgt3rs

Model **997.2 GT3 RS**
Year **2011**
Acquired **FEB 2011**

Model **991.1 GT3**
Year **2015**
Acquired **DEC 2014**



2019 marked eight years since I first purchased my 997 2nd-generation GT3 RS. The car just gets better with age. That Mezger engine

still sounds incredible. It now has over 22,000 miles on it and looks as good as the first day I drove it out of the Porsche dealership.

After a car turns six years old, and every two years after that, the state of California requires it to pass

a smog test before they will renew the road registration.

The state has some of the toughest emission standards in the nation. Even new cars coming in from out of state must pass a California Department of Motor Vehicles (DMV) smog test before they can be registered. In fact, my friend recently purchased a new GT3 from a dealer in Florida. Because he did not buy the car from a California dealer, he was required to have the car pass a smog test before he could register the car in California.

This year I had to take the car to a shop that was licensed by the state to administer smog tests, so once again I took the RS to Porsche of Carlsbad so they could put the car through the paces that would allow me to renew its registration.

Unfortunately, the first time I took it in they realised they had not renewed their state certification, so it could not be done that day. However, two weeks later they had received their renewal from the state, and I returned with the GT3 RS for them to complete the smog check.



It was a great experience for me as not only did I get the car its DMV smog certificate, I was taken on a tour of the brand-new Porsche of Carlsbad dealership by the service manager. The dealership was kind enough to park next to my car a brand-new 2019 GT2 RS in the Paint to Sample colour of Grey black, which is the exact same colour of my GT3 RS. The two Rennsports garnered quite a bit of attention and I managed to snap a few photos of them.

I'm happy the GT3 RS passed its smog test and I'm glad I won't have to take it back for the DMV test for another two years. By the time it comes around for another smog test, the Neunelfer will be the ripe old age of ten.





Harold Gan
Perth and Sydney, Australia

 @drivenbytaste

Model **993 C4S**
Year **1995**
Acquired **JAN 2000**

Model **993 C2S**
Year **1997**
Acquired **JUL 2018**

Model **993 C2**
Year **1994**
Acquired **MAY 2018**

Model **964 C2 FACTORY
TURBO-LOOK
CABRIOLET**
Year **1993**
Acquired **JUL 2018**



Timing is everything, and with it comes opportunity. 2017 was a period of readjustment as I made the decision to spend more time

back in my home country of Australia having spent almost 25 years working in Singapore in the finance industry. This gave me the opportunity to reignite my love of Porsche.

As some may know, Singapore is not the place to live if one has a passion for cars, all the more so if the passion is targeted at older models. This is due to the tax structure and government-regulated system allowing cars to remain on the road for only ten years from manufacture before being sent to the salvage yard.

It was as a result of this that my Porsche infatuation for the 993 variant, though starting in Singapore, would ultimately be slowed until I finally had the opportunity to return to Australia – thank the better half for that, and the fact that the children also made



the decision to return to Australia to complete their university degrees.

With that said, I still had my fair share of Porsche ownership while in Singapore. My journey started in 1993 with the purchase of a 1984 3.2 Carrera. That was short-lived, however, and soon led to the purchase of a 1990 964 Carrera 4 in Diamond blue metallic. It's amazing that I still have a photo of myself holding my eldest son when he was still a baby in that car. Today he is a 6'4" teenager about to leave the household to start university.

That car was then replaced with what was my dream car at the time, a 1994 993 Carrera 2 in Polar silver with Dove grey interior, which started my 993 obsession. Given my passion for the 993, I also convinced my father to buy himself a 993 in Australia at the same time, a Carrera 4S.

The Polar silver 993 was subsequently changed for a 996 TT when the 993 reached ten years old.

The 996 became a Protomotive PE700 with a full Techart GT Street body kit. The Turbo was then replaced with a 997.1 GT3 RS that taught me to truly drive as it got me addicted to track days.

Due to a change in family circumstance with ill health plaguing my parents it was decided to wind down my career in Singapore and focus on family, including spending more time with my aging parents. This led to a significant reallocation of time back in Australia, which also gave me time to once again chase my passion for older Porsche.

Rather luckily for me, 2018 saw a slump in the Porsche market which gave rise to an opportunity to pick up a number of cars in Australia at prices which were a bit more reasonable than the insane prices of the years preceding. While the 993 C4S had been handed to me some years earlier by my dad and had remained in storage pending my return, we had decided to pick up a number of other cars to keep it company that had always been on the wishlist while working but could not be bought due to none being available in Singapore – and a lack of funds!

In hindsight if we had known that I would be returning to Australia I would have picked the cars up earlier, but such is life. We ended up acquiring a 1994 993 pre-VarioRam Carrera in Iris blue with dove grey interior that has become my hot-rod project. Affectionately known as PIB or, Project Iris blue, it was complimented by a 1997 Carrera S in Guards red with black interior and a 1995 964 factory Turbo-look Cabriolet, all in manual as I like to keep my left foot busy.

I look forward to introducing each of these cars now in my care in more detail in my future submissions. So for the moment, let's get out and drive.





Rob Clarke
Bristol, UK

@rob911_ltl
@Rob996LTL

Model **996.1 CARRERA 4**
Year **1999**
Acquired **FEBRUARY 2014**



So last month you may recall I had the full diagnostics with Center Gravity and I was undecided on where to have the work done. After

some considerable thought I've opted for Center Gravity to carry out the work itself – specific suspension knowledge means if anything unexpected happens the team will have seen it before, I don't have to worry about getting parts and in reality the quote for the amount of hours for the work was less than I got from my independent. Suspension is also Center Gravity's bread and butter.

During the diagnostics I learned some additional information about my car and suspension. Firstly my suspension is M030 and, as Lee has recently identified in some old 996 literature, the M030 was for "the really dedicated, ambitious driver". Well I'm not sure I'm one of those, so I had discussed with Chris at Center Gravity if anything could be done about the crashing nature of the M030. He did offer the suggestion of a spring change where you can replace the M030 springs with standard C4 springs; this will soften the ride and increase ride height. I was considering this, but on reflection I like the current stance of the car and I think in the long run it's better to keep it as close to factory standard as I can.

Another aspect of my car I learned about while at Center Gravity was the condition of some of my undertrays. This wasn't really a surprise to me as for the last few years the health-check videos from the OPC have said I have had damaged undertrays – which they can replace in exchange for cash – but not once did they mention why they are there. Maybe I was naive, but I thought they were there to protect important bits of the underside from stone chips and other road detritus, but no, apparently they perform an important part of the aero package and in having bits missing on my driver's front and both rears this could result in more airflow into the wheel arches, causing lift.

I'm not sure if this will make any difference at average UK driving speeds, but it made me realise that everything is there for a reason and if only Porsche had explained this better these would have been fixed long ago. Since these are main dealer parts only, and from the looks of it a DIY job, I thought I would order the parts. Easier said than done as trying to explain what bits I needed over the phone to the parts guy was difficult, so I booked the car in for a health check; a free service since I am a Porsche Classic member.

On arrival my car was dealt with by Richard, one of the parts team and not one of the normal service advisors as this health check had a



specific purpose. The car was put on the ramps and myself, Richard and one of the technicians went under the car and I started pointing out what bits I needed. We then retreated into the spares department with a few exploded diagrams and built up a required parts list and fittings. I have all these ready to go, I just need to find the time to jack the car up and have a go! I am due back at Center Gravity in two weeks so next month I will provide the lowdown on the repair and full geometry road tune.





James Samuel

Poole, UK

@jamessamuel4

Model **997.1 TURBO**
Year **2008**
Acquired **APR 2015**



Another month and another epic road trip in the Turbo. Some of you may have seen on Instagram my stories of a mad dash across

Europe from Dorset to Saluzzo and back.

Technically it was for work, but it was too good an opportunity to miss to take the Turbo on the 1,800-mile round trip through France, the Alps and down to Turin to one of my suppliers.

I left on the Sunday night and drove through the night, catching a late Eurotunnel. With the car brimmed as I entered France it was a steady drive down to the foot of the Alps.

For this trip I invested in an Emovis Tag for the tolls as I was driving solo and it meant I didn't even need to stop at the booths – you just roll through at 30km/h and off you go.

As I drove into the Fréjus Tunnel on the French side it was -4°C and snowing; coming out the other side into Italy it was 4° and blue skies. By the time I was past Turin it was a dizzy 16°.

I had planned a day snowboarding in a local resort but the unseasonable



warm weather meant no snow, so the resort was closed. No matter, as empty resorts meant empty mountain roads and warm, dry conditions. Perfect territory for the Turbo.

The streets in historic Saluzzo are not so ideal for 911s, but made for some great photos all the same.

Upon returning to the UK I took a snapshot of my trip and overall recorded what I considered to be incredible fuel economy for each leg of such a car. I am truly in love with the Turbo and cannot spend enough time behind the wheel, except it's now due a service, so time for a bit of TLC before the next trip.



Chris Wallbank

Leeds, UK

chris_wallbank

@chrisjwallbank

Model **997.1 CARRERA S**
Year **2005**
Acquired **NOV 2012**



My Bilstein B6 suspension finally arrived this month but I was struggling to get the suspension fitted with a busy

schedule shooting cars in and out of the country. The car also desperately needs the bumper and bonnet respraying too as I picked up a fair few chips on last year's road trips – the front lower edge of the front bumper was peppered. I was hoping to get this all done at the same time while out of the country.

That's where Litchfield Motors came to the rescue! As well as being no strangers to tuning and servicing Porsche they now offer a full body shop service along with their new paint protection spray system (PPS), which is basically a spray version of paint protection film without the horrible lines where the film ends. PPS can be easily removed and peeled off just the same as PPF, leaving immaculate paintwork underneath, so I've decided to have this done once the bumper and bonnet have been freshly resprayed. Fingers crossed this time next month I should have my car delivered back with new Bilstein Suspension and no stone chips in sight!



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Data File

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

Plus

Showroom

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

Servicing & tuning

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

Porsche lifestyle

Helping you make the right lifestyle choices to complement you and your 911. Don't just drive Porsche, live the brand

Insurance & finance

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 T1N 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



▼ (G & H series) ★ ★ ★ ★ ★

911 Carrera 2.7 1974-76

From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3 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	4.291m
Width	1.775m
Weight	1,220kg
Wheels & tyres	
F 6x16 inch; 205/45/VR16	
R 8x16 inch; 245/60/VR16	

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930 LE 1989

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

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

3.2 Clubsport 1987-89



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

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

964 Turbo S 1992-93



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

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



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

996 Carrera 4 1998-2001



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

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

996 GT3 1998-2000



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

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

996 Turbo 2001-05



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

Production numbers	20,499
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700
0-62mph	4.600rpm
Top speed	4.2 sec
Length	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 crash-damaged Porsche?



It's often claimed that more than 70 per cent of Porsche vehicles ever sold remain on the road today, but it doesn't mean Stuttgart's finest is exempt from unfortunate mishaps. While some are written off, some Porsche are repaired and thrust back onto the road as a category S or N car in the UK, S defining structural damage that's been repaired, and N denoting a repair of non-structural damage. Significantly cheaper to buy, a crash-damaged vehicle can present a cost-effective route into Porsche ownership. So should you be tempted?

"It's an area that has to be approached carefully," says renowned builder of bespoke 911s. Paul Stephens. "When completed, the true value is certainly 40 per cent cheaper than a straight car, though invariably the winners are the guys who sold you the salvage, as that's where the profit is. Initially they look tempting, as they can be very cheap. However, the insurance company has written it off for a reason... that was usually because they were uneconomical to repair."

Stephens is clearly sceptical about the idea, but it's not all doom and gloom. Both Chris and Tony at Oxfordshire-based specialists Wrightune say if the car has been repaired correctly by a reputable body shop or Porsche service shop, with documentation, then there's little to be concerned about. "Expect to pay around 20 to 30 per cent less, but due to the stigma of a category S or N vehicle it will almost certainly be more difficult to sell. As a high-value investment car it's better to steer clear, but if you want to buy the car to drive it and enjoy it then it's a good option," Chris says. "Remember though, it's still a Porsche, so regardless of the purchase price, the running costs will still be the same as a 'straight' 911."

The key is to do your homework: have the damage inspected, and ensure repairs have been documented. All Porsche should be independently inspected prior to purchase as there are cars which have been badly crashed without the insurance companies being informed, calling the integrity of any repair into question. Porsche does its best to keep you safe in its cars, but this can only be upheld if the car has been preserved and, if crashed, subsequently repaired in the correct way.

★★★★★

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 @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★★★★★
997 GT3 RS 4.0
2010

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

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

021 POSIP

Porsche Side Impact Protection marked another pioneering step towards safety in a 911



The 996 might be famous for its radical looks and engine changes, but the first water-cooled 911 also offered a marked improvement in safety over the outgoing 993. Structurally the 996 was torsionally much more rigid, with high-strength steel utilised to better protect occupants in the event of a collision. Porsche also developed its air bag safety system, introducing POSIP as a standard feature across the entire 911 range. Porsche Side Impact Protection comprises what Zuffenhasuen says are side-protection elements in the door, including a door-reinforcement bar made of very high-strength steel, plus a crossbar in the lower section of the 911's C-pillar.

“Structurally the 996 was torsionally much more rigid, with high-strength steel utilised”

fulfils a notable part of the interior decoration.

By the turn of the 997 both air bags had an inflating capacity of eight litres, protecting both short and tall drivers. It's worth pointing out POSIP was incorporated into Cabriolet as well as Coupe models from the outset, ensuring those who preferred open-topped 911 motoring weren't at a safety disadvantage compared to those in closed vehicles.

For more added protection POSIP also incorporates two additional air bags on each side of the vehicle: an integral thorax air bag in the outer side seat bolster to protect occupants around the chest, and an upwards-inflating airbag incorporated within each door, designed to cushion the occupant's head in the event of a collision. It's actuated at the time thanks to a sensor in the sill area, which corresponds with the central actuator on the instrument panel. When not in use the head air bag rests within the sill beneath the side window, which in 996 form



997 GT2 RS 2010-11

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

Production numbers	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



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

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



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

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



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

Production numbers	5,000
Issue featured	136
Engine capacity	3,996cc
Compression ratio	12.9:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.3 sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



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

Production numbers	Unknown
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	F 8.5x19 inch; 235/40/ZR19 R 11.5x19 inch; 295/35/ZR19



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

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



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

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



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

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



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

Production numbers	500
Issue featured	170
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9 sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

997 C2 GTS 2010-12



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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-60mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/19 R 11x19-inch; 305/30/19

997 C4 GTS 2011-12



Like C2 997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



997 Turbo S 2011-13

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

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

991.1 Carrera 2011-15



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

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



991.1 Carrera S 2011-15

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	188.9mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 295/30/ZR20

991.1 GT3 2013-2015



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

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

991.1 Turbo 2013-15



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

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

991.1 Turbo S 2013-15



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

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



991 Anniversary 2013-14

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

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991.2 Carrera 4 2016-18



New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

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

991.2 Carrera 4S 2016-18



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers	Unknown
Issue featured	154
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8 sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991.2 Turbo 2016-2018



Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

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

991.2 Turbo S 2016-2018



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

Production numbers	Unknown
Issue featured	145
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9 sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991 R 2016



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

Production numbers	991
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	2.8 sec
Top speed	201mph
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

991.2 C2 GTS 2017-18



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

Production numbers	Unknown
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1 sec
Top speed	194mph
Length	4,528mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

991.2 C4 GTS 2017-18



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

Production numbers	Unknown
Issue featured	151
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	3.8 sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

991 Carrera T 2018



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

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



991.2 GT3 RS 2018-

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

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

991 Speedster 2019



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

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

992 Carrera S 2019-



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

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



992 Carrera 4S 2019-

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

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



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1989 911 Carrera Sport Cabriolet	Grand Prix White / Blue Leather piped White	50,300	£58,995
1990 964 Carrera 4 Coupe	Black / Black Leather piped	75,900	£59,995
2005 996 Turbo S Tiptronic Cabriolet X50	Midnight Blue/Maple Cream Individual Leather	35,500	£59,995
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1996 993 Carrera 2 Cabriolet	Midnight Blue / Grey Leather	43,700	£64,995
2011 997 GTS PDK Coupe	Basalt Black / Black Leather	22,900	£67,995
2011 997 GTS PDK Coupe	Guards Red / Black Leather	19,800	£67,995
2011 997 GTS PDK Cabriolet	Carrera White / Black Leather / Alcantara	14,500	£69,995
2011 997 GTS Manual Coupe	Carrera White / Black Leather / Alcantara	26,400	£69,995
2011 997 GTS Manual Cabriolet	Carrera White / Black Leather / Alcantara	15,500	£69,995
1988 911 Carrera Targa Jubilee Edn LHD	Diamond Blue / Dark Blue-Purple Leather	91,000	£69,995
2011 997 GTS PDK Coupe	Meteor Grey / Red Leather	9,700	£74,995
2012 997 Turbo S PDK Coupe	Basalt Black / Black Leather	20,400	£89,995
2012 997 Turbo S PDK Coupe	Carrera White / Black Leather	17,300	£89,995
FROM £90,000 >	COLOUR	MILEAGE	PRICE
2011 997 Turbo S PDK Coupe	Ruby Red Metallic / Black / Stone Grey Leather	9,600	£99,995
1986 911 Super Sport Targa	Grand Prix White / Black Leather Piped White	29,300	£109,995
2010 997 Turbo S PDK Cabriolet	GT Silver / Cocoa Leather	1,800	£110,000
2010 997 GT3 Clubsport	Guards Red / Black Leather Clubsport	13,600	£119,995
1996 993 Turbo	Midnight Blue / Grey Leather	22,600	£164,995
1995 993 Turbo	Arena Red / Black Leather	2,200	£184,995
1993 964 Speedster L.H.D.	Guards Red / Black-Grey Leather.	9,800	£189,995
1993 964 Turbo 3.6	Midnight Blue / Black Leather	22,500	£265,000



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2011 - PORSCHE 997 GT3 RS 4.0L GEN II (LHD) - 11,000 MILES - £290,000



2018 - PORSCHE 991.2 GT3 - 1800 MILES - £149,950



1994 - PORSCHE 993 C2 COUPE - 102,000 MILES - £34,950



2003 - PORSCHE 996 GT3 COUPE - 50000 MILES - £59,500



1998 - PORSCHE 993 TURBO S COUPE - 66,000 MILES - £POA



1997 - PORSCHE 993 C2S COUPE - 22,000 MILES - £110,000

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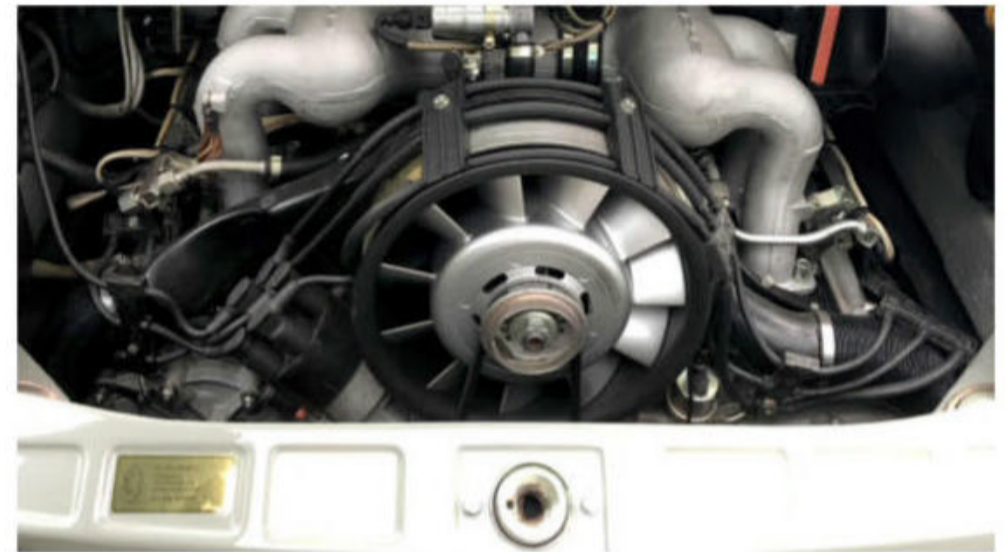
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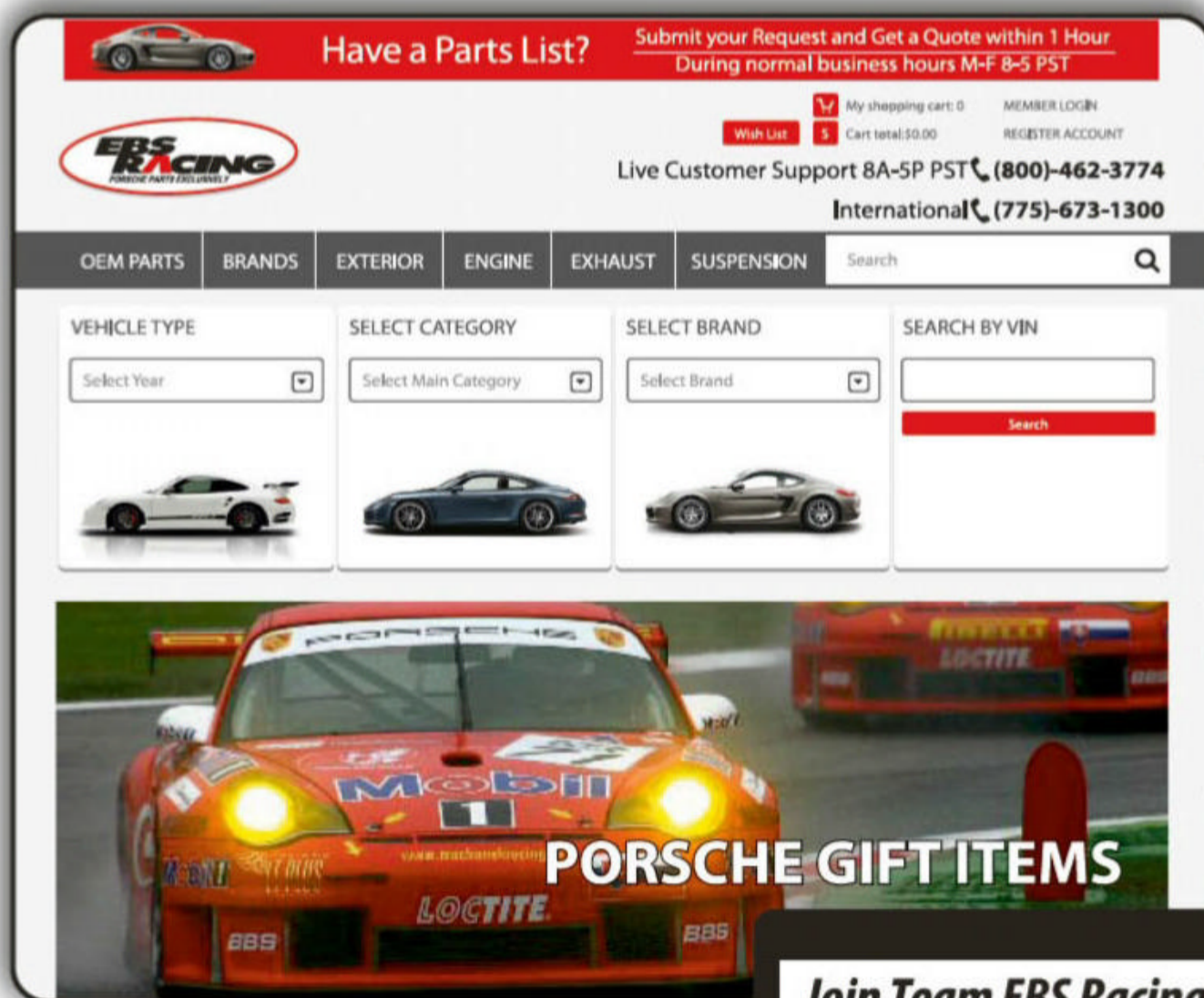
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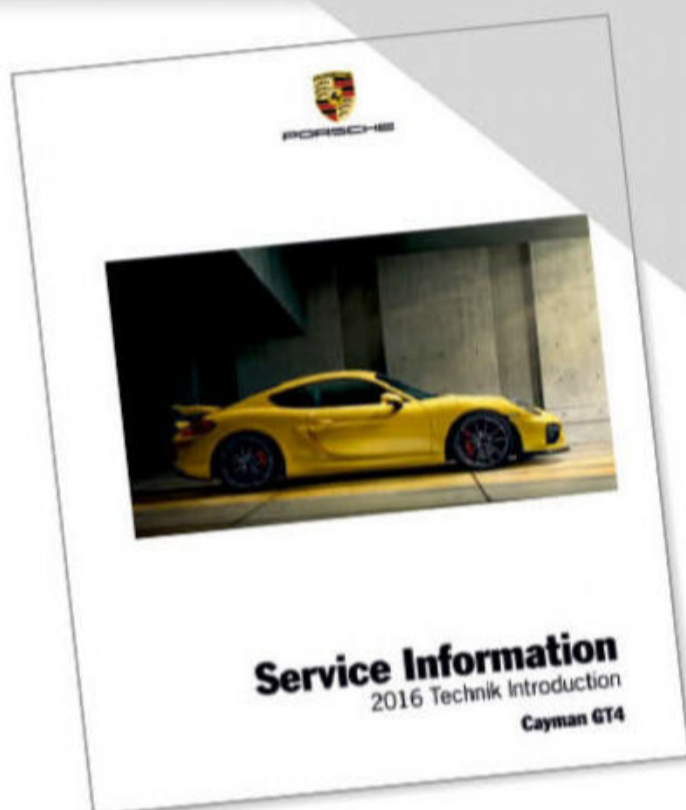
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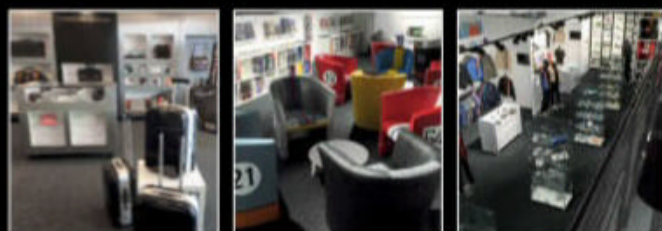


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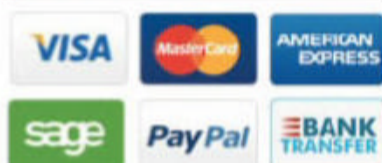


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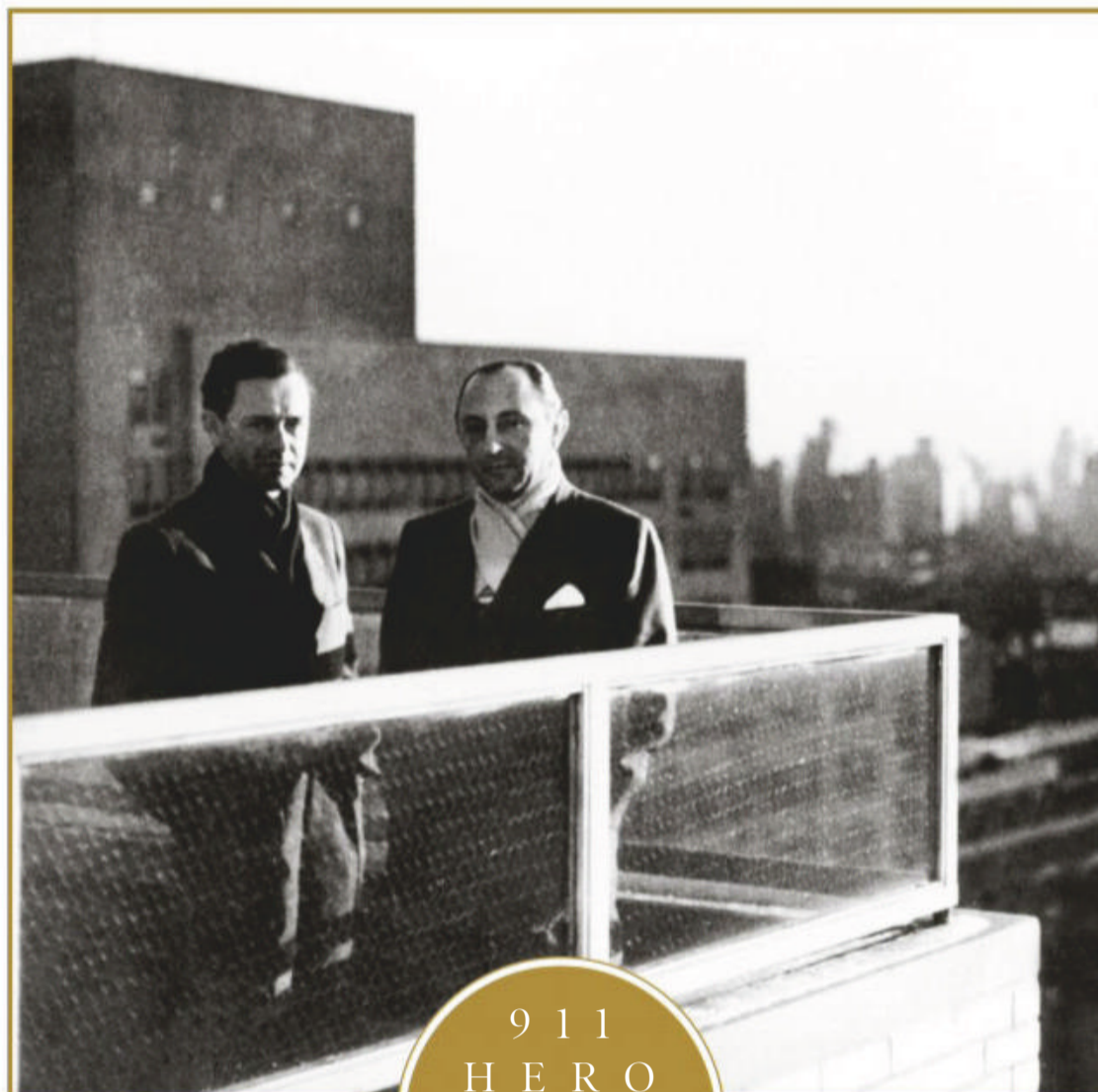
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911
HERO

— M A X H O F F M A N —

Responsible for kick-starting Porsche's presence in America, the company owes a lot to the insight and ingenuity of Max Hoffman

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

When Ferry Porsche expressed the hope of selling at least five cars a year in America, Hoffman's response of: "If I can't sell five a week, I'm not interested," rather sums up the man. Born in Vienna in 1904, Maximilian

Edwin Hoffmann was interested in cars from an early age and went on to have a successful business until events leading up to the Second World War saw him move first to Paris and then to New York, where he began spelling his surname with just one 'n'. In 1947 he set up the Hoffman Motor Company, soon to be based in a stunning showroom at the upmarket location of 430 Park Avenue with the building designed by legendary architect Frank Lloyd Wright.

Instrumental in bringing a number of marques to the US including Jaguar, Mercedes-Benz and BMW, what we are interested in here, of course, is Porsche, and it was a meeting with Swiss journalist Max Troesch that marked the beginning of the company's success across the Atlantic. Shown a picture of the 356, Hoffman was hooked, and it led to a meeting with Ferry Porsche at the 1950 Paris Motor Show; shortly afterwards he became the unofficial US importer and his fascination with the air-cooled sports car led to Hoffman campaigning one in races and hill climbs with notable success.

The first three examples arrived in the US in 1950, that number increasing to 32 the following year, and by 1954 Hoffman was selling 11 a week. And if you need any evidence of how influential the Austrian had been then fast-forward to 1965 when almost 75 per cent of Porsche production was heading Stateside. But plenty more had happened prior to that point, not least the introduction

of the 356 Speedster, which came at Hoffman's instigation. Quickly identifying the appeal of models unique to the US and convinced that buyers wanted a simpler, lightweight sports car, it was the beginning of a model line that continues to this day. It may have taken until 1989 for the next Speedster to appear, the 3.2 Carrera, but it's been with us ever since.

And let's not forget that Hoffman is also credited with the introduction of the Porsche crest we know today, as well as the Spyder name used for the 550 race cars. Things were to change though, 1959 seeing the

formation of the Porsche of America Corporation, and while Hoffman would remain in control of sales for a large part of the continent, it came to an end in 1964 when Porsche took over completely. He passed away in 1981, but almost 40 years later his impact is still felt. America remains the biggest market for the 911, and when the next Speedster arrives it's worth remembering it began with the man in the middle of the above picture. **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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1980 Porsche 911SC Targa Stock Number 10464

The 1980 Porsche 911SC Targa with matching numbers is available in a light blue metallic with a white interior. It comes equipped with a 5-speed manual transmission, power windows, Fuchs wheels, various cosmetic upgrades and it also includes the jack and spare tire. A very clean and presentable vehicle which 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.

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1983 Porsche 911SC Cabriolet Stock Number 10554

The 1983 Porsche 911SC Cabriolet with matching numbers and 81,226 on the odometer is available in its original color code#661 slate blue metallic with a blue interior. It comes with a clean CarFax and is equipped with a 5-speed manual transmission with a 3.0-liter engine, power windows, soft top with boot Fuchs wheels and includes the spare tire and jack. A highly collectible vehicle and the first year of the 911 Cabriolet which is also mechanically sound.

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1985 Porsche Carrera Stock Number 10377

The 1985 Porsche Carrera Coupe with matching numbers is available in red with a black interior. It comes with a clean CarFax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, sunroof Fuchs wheels and includes the jack, spare tire and tool kit. A very presentable vehicle which is mechanically sound.

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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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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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1989 Porsche Carrera Targa

This very desirable 1989 Porsche Carrera Targa with matching numbers is available in its original color code#697 diamond blue metallic with a blue interior. It comes equipped with a manual transmission, air conditioning, power windows, MOMO steering wheel and with Fuchs wheels. The spare tire, jack, and tool kit are also included. This Porsche Carrera is an excellent weekend driver which is mechanically sound.

For \$34,750



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



1972 Porsche 911S Targa Stock Number 09877

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

For \$129,500



1985 Porsche 930 Stock Number 09881

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

For \$84,500



1984 Porsche Carrera Targa Stock Number 10331

The featured 1984 Porsche Carrera Targa with matching numbers is available in its original color code#L661 slate blue metallic with a navy blue interior. The 1984 Carrera comes equipped with a 5-speed manual transmission with a 3.2-liter engine, air conditioning, power windows, Fuchs wheels and includes the spare tire, tool kit, jack, and the original owner's manual. A very presentable Porsche Carrera which is mechanically sound.

For \$34,750



1996 Porsche 911 Carrera 4S (993) Stock Number 10399

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.

For \$59,500

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