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THE **PORSCHE** MAGAZINE

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"I have to earn the Mr 911 title" Frank-Steffen Walliser interview



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hat's been your favourite road trip to date? As you know, we love a good road trip here at **T911**, and have long been advocates of jumping into your Porsche and putting some pleasurable miles on the clock, seeing new sights and sampling different cultures, often with the added bonus of making new friends along the way. That chance to explore while having plenty of fun in your pride and joy will give you memories which can last a lifetime.

The adventure of a road trip plays right into the strengths of a 911, being versatile enough to carry you, your passenger and a decent amount of luggage in admirable comfort for the journey there and back, switching it up to deliver high thrills once you reach the twisty stuff at your destination of choice.

"The adventure of a road trip plays right into the strengths of a 911" Now that summer is upon us, most will soon be setting off on or at least adding the final touches to plans for their road trip of 2019. We'll celebrate this by providing you with a list of the greatest routes for a road trip in an upcoming issue, but in the meantime, I'd like to hear your best tales from your own experiences.

Whether it be your fondest memory, a standout road or an outline of the whole escapade, please share it with me via the email address below – we may even print some of the best. How good would a 991 Speedster be as a road trip companion? It took Porsche long enough to deliver us the final production version, but it looks as if the wait could be well worth it. An opentopped, manual, Porsche GT car in the mountains? It sounds perfect to me.













Contents

ISSUE #179 MAY 2019

ESSENTIALS

Update 10 Your Porsche-specific news, motorsports and special columnist Vic Elford Views 18







Premier Porsche 83

All the industry contacts you need to buy, tune, restore or upgrade your Porsche 911

Data file 86 Stats, specs and updated market values for every 911 model 1963 to 2019

Coming soon 113 Take a look ahead at the bespoke Porsche content awaiting you next issue



FEATURES

28

74

20

38

992 v 991 Your definitive head-to-head is here: how does the latest generation of Porsche 911 improve over the last?

930 v 964 v 993 30

It's the quintessential air-cooled Turbo test... which generation is best?

Flatnose Turbos Total 911 samples two versions of the alternatively silhouetted classic Porsche Turbo

Porsche Index: 997.2 Carrera S It's a useable modern great for as little as £45k – so here's your 54

Frank-Steffen Walliser interview

He's just filled the retired Achleitner's shoes as Porsche's head of the 911 line, so what's in store for our beloved Neunelfer?

Restoring a classic 60 London-based Hexagon Classics takes us through the restoration

process, from bare shell to showroom, of a 2.7 Carrera

Behind the lens: at the races with Porsche 66 Long-standing motorsport photographer Jack Webster offers us a glimpse of his 48-year career following Porsche racing efforts around the globe

The 911 super store 84 JZM has just opened a new 911 storage service, and Total 911 has been along to check it out



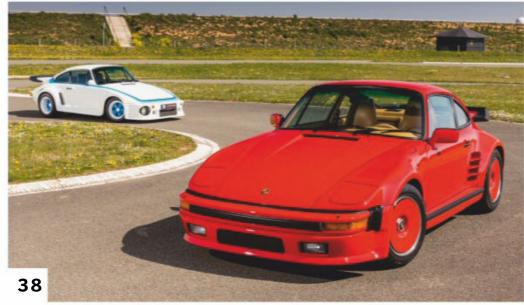












Declare Latest news, key dates, star products & race results from the world of Porsche



New Eagle F1 Supersport R and RS available for Porsche GT cars

Goodyear releases new high-performance tyres for the track

Tyre giant Goodyear has entered the track day tyre war with the release of its Eagle F1 Supersport R and Supersport RS, which will do battle against the Michelin Cup 2, Cup 2 R and Pirelli Trofeo R as street-legal track or race tyres. Meanwhile, the Eagle F1 Supersport enters the market as a UUHP (ultra-ultra high performance) tyre ideal for road use in a Carrera derivative of Porsche 911.

Aimed at Porsche's newest GT cars however, the Supersport R features Goodyear's Advanced Control Compound technology, increasing the contact area with an adapted resin compound to deliver increased performance in dry conditions. Bridges in the first groove

of the tyre offer block stability and bending resistance for increased cornering speeds, while a new tread deformation protector offers what Goodyear says is superior high-speed stability.

Total 911 was given early access to test the Supersport R at Ascari Race Resort, fitted to the wheels of a 991.2 GT3 RS. Test driver Richard Higgins commented afterwards: "The progression with which the tyres start to let go is divine. Pushing hard in the GT3 RS, you can feel when you are on the edge, but the tyres do a great job of clinging on and working with you. They stick like glue when up to a very warm temperature – the levels of confidence they generate is scary, providing beautiful grip



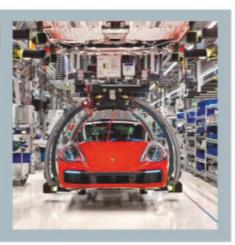
on turn-in and wonderful traction on the exit. The tyres do not want to part with the tarmac so easily, and when they do it is so slowly and progressive, you have time to balance the car with both throttle and steering. It's a hugely impressive tyre."

Goodyear's new lineup of Eagle F1 performance tyres are available immediately.

Classics & supercars date revealed



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What's on

31 May - 1 June

Porsche will be

15-16 June 2019

in 2019

992 Targa prototypes seen lapping at the 'Ring

Next-gen Targa free of camouflage for first time

The 992-generation Targa has been spotted in testing at the Nürburgring Nordschleife without any disguise for the first time.

The mules, participating in hot laps as Porsche ramps up its prototype testing, give an uninhibited look at what we can expect the company's 'other' open-topped 911 variant to look like. As you can see from pictures captured by Total 911 spies, the electrically retractable roof – introduced on the 991 to great

acclaim - will form the basis of the 992 system, maintaining a side profile similar to that of the 992 Coupe. The rollover bar appears in black, first featured on the 991.2 GTS Targa and optional for the C4 and C4S Targa.

Porsche's 992 Targa will be powered by the same 450hp, 3.0-litre turbocharged flat six as found in the 992 Carrera S and 4S Cabriolet and Coupe models, though the Targa will of course remain exclusive to all-wheeldrive specification. The use of Lizard

green and more traditional Guards red on these Nürburgring prototypes hints at an identical colour palette to the rest of the current 992 Carrera range. Despite its thinly veiled disguise, the 992 Targa is not due for release until later in 2019.





21 July

4-7 July

10 August





Production Speedster revealed

502hp and optional Heritage Pack for open-topped GT car

The 991 Speedster has been revealed at the New York Motor Show with the six-speed manual found in the GT3 and a 502hp version of the powerplant found in the 991.2 GT3 RS.

Some of the more eccentric design traits found on the prototype Speedster, such as the talbot mirrors and centre hood

filler, have been removed for the final production car, though the GT3 chassis remains. A Heritage Pack as shown above is optional, courtesy of Porsche Exclusiv, with a white front bonnet and fenders contrasting against GT silver paintwork. 'Gumball' style decals on the side of the vehicle can be individually numbered.



Get your 911 on track

Limited availability remaining for UK's best circuits with Porsche Club GB

Porsche Club GB says spaces are running out fast for its extensive 2019 track day programme.

Available to members only, the calendar this year includes 20 dates at storied UK circuits including Silverstone GP, Goodwood, Brands Hatch, Donington and Knockhill, running right through to 17 October.

Porsche Club GB has organised approximately 350 track days over the past two decades, allowing more than 12,000 drivers the opportunity to drive their Porsche in a safe and controlled environment on circuit.

More information and online booking can be found at porscheclubgb.com/shop/tickets.

350 drivers take to Spa for weekend-long festival

Porsche Club Francorchamps Days 2019 sees huge turnout on track, despite challenging weather conditions

The famous Belgian circuit, Spa Francorchamps, was turned into a veritable Mecca for modern Porsche GT cars as the 2019 installment of Porsche Club Francorchamps Days descended on Stavelot in April.

Billed as a three-day festival of track action for all models of Porsche at one of the world's best circuits, the weekend served 350 drivers with more than 12,000 laps of Spa over some 4,800 hours of total driving time, much of which was amid extremely challenging conditions.

Well known for its interchangeable weather and varying levels of grip at the best of times, participants in a comprehensive track schedule – incorporating all manner of Porsche,

from air-cooled 911s to 997 Cup cars – witnessed snow, hail, rain and fog interspersed among bouts of warm sunshine on the hilly Spa track throughout a thrilling weekend. Despite this, there were no recorded incidents, affording drivers a full programme in front of an enthusiastic Porsche crowd.

A family atmosphere was well served by more than 20 exhibitors in the commercial

village, with a gourmet barbecue on Saturday evening and a 150-strong family run earlier in the day. It was the track which was unquestionably the main source of entertainment all weekend, however. With more than 50 991.2 GT3, GT3 RS and GT2 RSs regularly blazing through Eau Rouge and tackling the steep climb at Raidillon, this was the largest gathering of new Porsche GT machinery in the world to date. A cartel of 550 Porsche then took over the circuit for a customary parade lap on Sunday to wrap up a fun and friendly event, punctuated by the sights and sounds of some of the finest Porsche on the planet at maximum attack.











11 (61) 911 Carrera GTS (997) £69,900
Black Metallic with full Black leather interior,
20,384 miles



10 (10) 911 Turbo (997) £69,900 Black Metallic with full Black leather interior, 54,264 miles

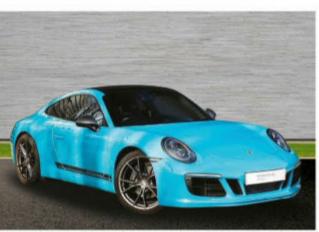


14 (14) 911 Carrera S (991) £75,900

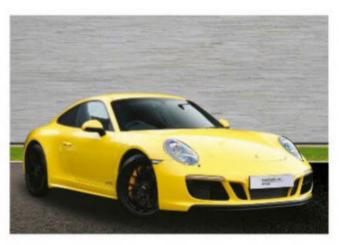
Dark Blue Metallic with full Cream leather interior,
23,890 miles



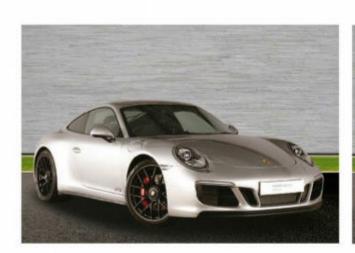
18 (18) 911 Carrera T (991) £87,900
Carrara White, Black partial leather interior,
2,802 miles



18 (68) 911 Carrera T (991) £93,900 Miami Blue with Black partial leather interior, 4,114 miles



17 (67) 911 Carrera GTS (991) £99,900
Racing Yellow with Black partial leather interior,
698 miles



17 (17) 911 Carrera GTS (991) £101,900 Silver Metallic with Black partial leather interior, 4,278 miles



17 (67) 911 Carrera GTS (991) £102,900
Blue Metallic with Black partial leather interior,
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18 (18) 911 Carrera GTS (991) £104,900 Carrara White Metallic with Black partial leather interior, 1,479 miles

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Mixed IMSA results for Porsche at Long Beach

Victory for Bamber and Vanthoor in 991 RSR; anguish for Pilet and Tandy in GTLM sister car

The streets of Long Beach, California, offered a varying degree of success for Porsche Motorsport at round three of the 2019 IMSA season. The 100-minute street race - the shortest of the entire IMSA season – got off to a flyer for works drivers Nick Tandy and Patrick Pilet in the #911 991 RSR, with Tandy defending his lead and even pulling clear of a highly competitive field of GT cars. With teammate Pilet at the wheel, a safety car

period cancelled that lead, with the #912 car of Earl Bamber and Laurens Vanthoor hot on the #911 car's tail.

Bamber managed to slip past Pilet before going on to take the lead, holding his position admirably against the chasing Corvettes to take the chequered flag in 1st place. Pilet, with deteriorating tyres, had to settle for 5th. "The race began really well for us and we were clearly in the lead. Our strategy was also the right one.

For some reason we didn't find our rhythm in the second half of the race. The pace was simply not as good as it previously was and we couldn't make our way up the field," Tandy commented after the race.

The result propels Bamber and Vanthoor to the top of the driver standings, with Tandy and Pilet in 3rd. Porsche, meanwhile, sits first in the manufacturers standings heading into round four at Mid-Ohio.



Porsche ramps up testing on Formula E car

Extensive track shakedown begins ahead of debut 2019/20 season

Porsche Motorsport has completed 1,000 kilometres on track in its all-new Formula E race car as the manufacturer prepares itself for its debut in the electric-only competition.

Neel Jani, so far the only member of Porsche's extensive works driver roster to have a confirmed seat in a Formula E vehicle, joined New Zealander Brendon Hartley for the three-day test at the Circuit Calafat in Spain. Hartley hasn't raced competitively for Porsche since the disbanding of its WEC LMP1 programme, but has been retained by Weissach under the title of 'test and

development driver', putting his experience in single-seat cars to good use in Spain.

Hartley said of the testing: "It's my job to support the Porsche Formula E programme with preparations. My main focus has been on the simulation work in Weissach - testing the car on track has been both an enjoyable and challenging experience." A spokesperson for Porsche Motorsport said the focus of this primary test was to scrutinise reliability, with further tests planned for the performance of the singleseater's electric powertrain.

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GUEST COLUMN Vic Elford



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

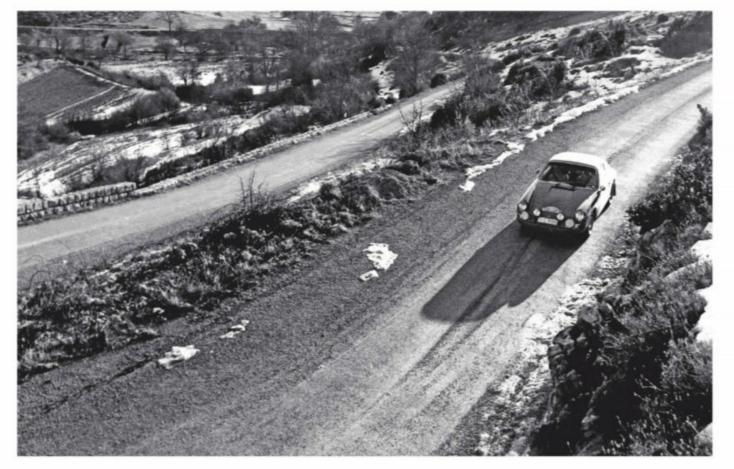
ot many people know I won the 84 Hours of Nürburgring driving a 911 R. I also won in a 911 R one of the first times it raced, driving at Mugello in Italy. That course was a mountain circuit, rather like Targa Florio. It was a little bit shorter, but a little bit faster as well. To my knowledge, when I won the 84 Hours of Nürburgring in the 911 R, it was the only time a Sportomatic transmission had won a major race.

One car I loved driving was the Carrera 6. However, from the cockpit it was like looking down a tunnel. It wasn't a difficult car to drive, it was just difficult to see over the sides because it had big wheels. It had 15-inch wheels and sort of normal-sized tyres. But it wasn't a big problem and I got used to them within a lap or so.

I drove it at my first Targa Florio in a practice. I remember I couldn't see over those front fenders when turning! While Le Mans has more straights, the Targa Florio had many corners the whole way. Because I couldn't see over those front fenders I had to make my choice of line before I actually saw the corner. In many cases I couldn't actually see the corner as I turned because I couldn't see over the top of the fenders, so in that regard it was quite difficult. It was okay in the end, as I was only trying to learn my way around the Targa Florio. The Carrera 6 was actually my first time in a proper race car! Huschke von Hanstein was quite happy with how I handled it.

In 1967 I drove the 911 in the British Saloon Championship and won the category. By a little fluke in the regulations, because the 911 had those two tiny seats in the back, they counted it as a saloon car, so I won the two-litre category in the 911. In those days I was up against Jacky Ickx and even Graham Hill in Lotus Cortinas. I was the only one in a 911 and won the championship!

Many people don't know that I am one of only three drivers that has notched up sixx wins at the Nürburgring. The other two are Stirling Moss and John Surtees. When you won the Nürburgring you



actually got a ring. I don't wear mine any more because it got a bit old and fragile, but it was an incredible honour. I had three rings for winning the 1,000km, two for winning the 500km and one for winning the marathon.

Looking back, I was certain the 911 was going to win the 1968 Monte Carlo Rally. I knew it was absolutely the best car under any conditions, including ice and snow. I honestly believed nobody could drive the 911 like I could at that point. No one had gone through the learning experience that I'd gone through with the car, and it was a monster learning experience at that time. That proved itself during the rally because at the stage that I won it, I was almost one minute quicker than the closest car, on a 17-minute test.

At the 1967 Monte Carlo we had been caught out with the wrong tyres, which cost us the race. My co-driver David had reminded me that I loved driving in the mountains, and he also reminded me that nobody could drive quicker than me in the mountains either. That really helped motivate me, and we of course had fantastic pace notes!

With that in mind, I chose to go on racing tyres, as they were quicker than road tyres. All the way up, which was tight and twisty, I was hitting tremendous speeds. All the way down it was very fast. I knew there were patches of ice and snow, but I drove well over them. On one stretch downhill I was doing 120mph on racing tyres across ice and snow!

When I crossed the finish line as the winner in the 911, I felt I had never stretched myself so much. In fact, I have never – either before or since

 made such a concentrated total effort: mind, body and soul... everything. I was shaking after that win. It was an unbelievable feeling.

Here's an interesting fact about how we got the #210 for our 911 at that race: it was pure luck! Back in those days the car numbers were allocated to where you started the race. We started in Poland and were given that number. I believe all cars that started there were given numbers in the 200s. Until I won with the #210 on the side of the car, the rally had almost always been won with someone with a low number. We came from the back, so it was the first time anyone from the back had any success like that.

It was incredibly satisfying and such a special moment to win the 1968 Monte Carlo in a 911. Being awarded the trophy by Princess Grace was such a wonderful honour.

Unfortunately, no one knows what happened to the car. When I drove the 911 away after being awarded the prize from the prince and princess, it was the last I ever saw it. It just disappeared. Nobody knows where it went. Back then, people didn't buy cars for historic value – it wasn't done like it is today. There were always rumours that the car was bought by someone in China, but we couldn't confirm that. It would be such an emotional experience to see it again, but it doesn't look like that will happen.

You can imagine my delight when Porsche built my special 911 T last year to mark the anniversary of my win at Monte Carlo. I think it is a beautiful car and it was very emotional to have Porsche build this one-off car in my honour.



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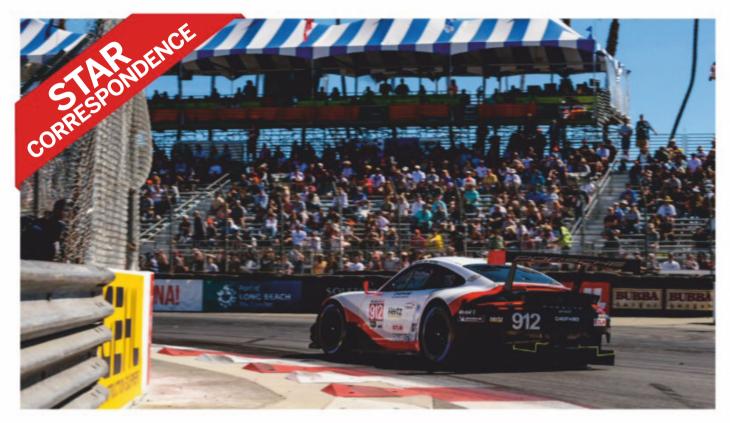
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The very best of your Porsche opinions



WEC v IMSA

Dear Sir,

I recently attended the 'Super Sebring' bumper weekend of motorsport, which as a Porsche fan allowed me to see the 911 RSR in action for both the WEC and IMSA races. It was a delight to watch. I see in the Motorsport section of your recent issue (178) you placed the WEC report at the top of the page, with the IMSA write-up underneath. I'm curious to know why the magazine believes the WEC is the superior championship? IMSA has bigger, more passionate crowds; better tracks; a more comprehensive calendar and, ultimately, the better racing. The WEC by contrast appears a sorry state of affairs, even in this adaptive 2018/19 super season. I look forward to your reply.

Bill Chiarelli

While we'd agree that the IMSA calendar is more convincing in terms of its quality and quantity of races, is held at storied venues, and in front of packed audiences, the nature of the WEC should mean it has a global following in line with our own readership demographic. **Granted, despite the WEC's attempts to** expand into a competition which holds appeal in every corner of the globe, there are some odd choices in terms of location, and date-wise it always feels like the WEC is having to work around other competitions. We're hoping to see an improvement as the FIA adopts a newlook WEC competition after Le Mans this year, but it's true the appeal of IMSA is ever-more appealing. Watch this space.

991 GT3 and RS recalls

I have read in issues 130 and 135 that 2015 991 GT3 and RSs were recalled. My VIN is attached; can you help decipher if ours is part of the recall, because our Philippine Porsche dealer does not know about it?

Brian Toh

Every main dealer on the planet worth its salt knows about the recalls in detail and should be able to definitively inform you whether or not your car is affected and, if so, if it's undergone

the remedial work outlined in the recall. If the dealer is not willing or able to supply this information, alarm bells should be ringing in which case we strongly recommend you contact Porsche Germany direct.



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Scott
Gardner
Job title
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Place of work
Porsche Centre
Bournemouth, UK
Time at Porsche

What's going wrong with Porsche events?



Dear Sir,

Another weekend, another cars and coffee. I don't know about everyone else, but I feel like the whole scene is maxing out when it comes to Porsche events, which have become little more than an Instagram-fuelled conveyor belt of exhibitionism.

I've been around a while and remember when it used to be as simple as a medium-sized gathering of like-minded people in a parking lot early on Sunday mornings. Driven by passion, it was never anything more than a bunch of humble guys who wanted to hang out with similar people and talk cars for a morning. It was awesome.

The nature of the beast has evolved somewhat, particularly in the last five years or so, and now there are all manner of events offering 'only the best cars', 'by invite or application only', in 'private locations' – for a price of course. It's exclusive alright, but at the expense of being inclusive, and I find it ludicrous.

Ultimately a cars and coffee of any nature is just re-inventing the wheel – how many modern GT cars do we really care to see? For all their USPs on offer, the crucial element most events seem to be missing is that feeling of togetherness. Rather than a morning out with your comrades, it's little more than a stage to flout wealth to others. I'm becoming increasingly despondent to it all, but am I the exception? Or, more worryingly, is there something wrong with *me*?!

Tom Logan

This is absolutely spot-on in our view,
Tom. It's great that there are so many Porsche
and supercar events to choose from each
weekend, but their popularity has arguably
bred a degree of elitism with these 'invite only'
formats and frequent requirements to submit
details of your car before attending.

Porsche has always been the sports car for the everyman – it's never been a symbol of elitism, a charge which could reasonably be fired at the owners of other exotic sports car companies. It's important that both organisers and attendees remember these core values.

Porsche works driver Patrick Long has sought to address this with the creation of his Luftgekühlt events, which places focus on exploring the Porsche genre in cool locations, and we believe this format represents the future for quality events – but a water-cooled alternative is also needed!



Dear Sir.

Do you know if the 991.2 GT3 engine runs at much higher oil pressure on start-up? I was confronted by an alarming reading this morning – please see picture attached. It's the first time I've really thought about it and, as you can see, it was well into the red. It did come down a little after a bit of a drive but it still seems odd to me. Can you advise? Phil Farrell

I've seen a lot of discussion about this and the general consensus is that if there is no warning light on indicating a fault, then fear not. An extract directly from the driver manual says: 'The oil pressure is controlled as required and should be at least 4.0 bar (58 psi) at an engine speed of 5,000rpm. The engine oil pressure varies depending on the engine speed, oil temperature and engine load.'

This extract pretty much says it all, and should allay any fears among 991 GT owners. The oil pump will vary depending on the engine conditions. The oil when cold will be more viscous and therefore will produce a slightly higher oil pressure, which will then settle when everything is up to operating temperatures. If in doubt, though, you should always consult your dealer.





t's fair to say Porsche's executives can be mighty pleased with the way the company's eighth generation of 911 has been received so far. The Neunelfer is, after all, the bedrock of Zuffenhausen: an entire automotive operation is administered with this iconic car at its centre.

Of course it's crucial that any new 911 must succeed in obtaining the approval of a global fanbase so impassioned by it. In the case of the 992, succeeded it has... and then some. Not since the arrival of the 997.1 has a new generation of 911 been met with such resounding acclaim by all corners of the motoring spectrum. The 992 has built nicely on the foundations of the 991 before it, an era which didn't exactly enjoy the same instant endearment. Its bloated size over the outgoing 997 was lamented, as was the uptake of electrically assisted steering, both of which were seen as surefire signs of a general creep away from the 911's all-out sports car demeanor in favour of a more comfortable grand tourer.

Despite what might best be described as a takeoff with turbulence, the 991 has gone on to become one of the most popular 911 generations of all time, right where it matters – in the showroom. Even after that mid-life introduction of turbocharging for the entire Carrera range, customers continued to back the car handsomely with their wallets. As a result, the 991 is a best-seller.

The 992 is still wet behind the ears in terms of its production cycle. There are only four models to choose from, Carrera S or 4S in Coupe or Cabriolet, but, with sales managers in an effervescent glow from early reviews, it's about time the new arrival was put directly against its predecessor.

You may have realised our 991 v 992 test isn't strictly an 'apples to apples' comparison. This is for good reason: our 991.2 is in fact a Carrera 4 GTS, not only a closer match on paper to the 992 Carrera 4S, but also a genuine rival in the showroom right now. The 992 Carrera 4S Coupe's RRP in the UK might be £98,418, but once you've added some sensible options you won't see much change from £115,000 - our Dolomite silver press car here comes in at £116,467. That's the same figure you can expect to pay for a 991.2 GTS right now, either straight from the production line, as some late examples are still being built alongside the 992, or from a host of used examples currently available with around 1,000 miles on the clock. The stage is therefore set: what's better, a new 992 C4S or a well-specced 991.2 C4 GTS?

We'll start with a refresher in the 991. It was much changed over the 997, with a lighter, multi-material body and a 100mm-longer wheelbase. Its notable expanse in proportions now appears a little more modest when parked next to a 992. Gracefully, it still looks every bit a modern 911, helped by 3D lights on

the rear. These are joined together by the light bar, which has formed such an integral part of the 992's visual DNA.

Inside it's well appointed, boasting the best seating position ever found in a 91l. This is a huge victory for the 99l. The front thrones are low yet comfortable and supportive, and if you bag an example with 18-way Sports Seats Plus as here, you can almost infinitely fine-tune them to your frame.

The clocks, dead ahead, are quick to draw my attention. Nestled neatly behind the steering wheel, perfectly visible within the upper confines of its circumference, they are wonderful to stare at and admire. Each dial is purposeful in the way it presents information; the fourth pod, digitised, is executed harmoniously among the analogue instrumentation of its neighbours. Typically Porsche, it's an ergonomic work of art. It's so sad to think we won't be treated to this functional brilliance again.

Elsewhere the GTS treatment elevates this 991.2's specification somewhat. There's a boost in power for the engine, adding 30hp and 50Nm torque, matched with slight tweaks to the suspension, as well as some enviable options such as Sports Exhaust, Chrono Pack and dynamic engine mounts all thrown in as standard. Centre-locking Turbo wheels, reserved only for this particular derivative of the Carrera line-up, look utterly gorgeous, and an Alcantara dressing of











Recommended options

The general consensus is that with the 991.2 GTS, you can't go too far wrong – its standard specification out the box including Sports exhaust and Chrono Pack delivers a brilliant Porsche 911 package. We prefer PDK transmission to the clunky seven-speed manual, and the pre-2019 model year cars without the particulate filters (which add weight and mute exhaust noise) are going to hold greater appeal for now at least.

The nature of the 992 with its raft of new technologies means the options list can be something of a minefield. Rear-axle steer is a must (£1,592), and Chrono Pack with Mode wheel (£1,646) is always desirable come selling time. We're yet to try a 992 without Sports exhaust (£1,844) but, given how muted its resonance is anyway, we're wondering just how worthwhile it really is. We'd also skip the top-end Burmester sound system as the Bose is good enough. The new LED-Matrix headlights (£2,054), however, are astounding, and a worthy addition.











ABOVE The 992 feels as rapid on the public road as it does big RIGHT Custom command buttons feel great to touch; screens are an inevitable technlogical creep; we don't rate the awkward door handles

the seat centres, steering wheel and PDK shifter adds to the 991's haptic flair. Already it feels like a special place to be.

Slotting the 911-shaped key into its ignition and twisting right, the 991's flat six jumps to life with alacrity, a cavernous growl emitted from those black, polished tailpipes. On the road, the GTS wastes little time in reminding why it's so revered. Acceleration is rapid, with huge traction to all four wheels enabling the 991 to put its power down in a way not seen before in a 911 with 'Carrera' stamped to its rump. There's just so much torque, and it's pretty much unrelenting. Front-end grip is plentiful thanks to those wider GTS-spec wheels and tyres, and there's a wonderful fluidity to the steering, too, even if it never really weights up like 911s of old. That said, for a rear-engined sports car the 991 has a rather brilliant natural balance engineered into it. At road speeds it won't readily understeer unless you're doing something very wrong.

Throttle response is impressively sharp in the GTS, in spite of the fact the car's making use of two turbochargers. In fact, aside from the abundance of torque available from just 2,350rpm, Porsche has done a brilliant job of making this 991.2 feel like the naturally aspirated generation before it. Chasing the red paint at 7,600rpm remains just as rewarding as before, the turbos never really running out of puff, and unless you've got a window down you'll be hard pressed to hear them spooling up too. In place of that is a raucous exhaust note: unlike Porsche's genuine 911 Turbo, it's positively loud, snarling its way through

the rev range and popping and banging delightfully on the overrun.

There's no need to firm up the car's PASM on the public road, its 'normal' setting giving enough compliance and focus without overstepping the mark. Activate the harder setting and you'll be exposed to a crashy ride, exacerbated by 20-inch wheels with the low profile and stiff sidewall of Pirelli's N-rated P-Zero tyres.

It's rather effortless to pilot, for sure, but there's still an art to driving fast and carrying your speed. Be clinical with your inputs and the 991 will reward you handsomely through the clarity of its responses and capability of its performance. The GTS is fine-tuned to better appeal to your senses, packaged in a 991 platform that, transformational though it was at the time, is mightily accomplished. It sets the bar very high indeed.

It is not until this precise moment, sitting at the wheel of the 991 GTS and watching the Dolomite silver car navigate the country roads ahead, that I've finally found peace with the rear of the 992. From the moment the car was launched I hadn't been keen on it at all, thinking it just looked unfinished, thanks largely to that very apparent gap between the 'Porsche' lettering and license plate recess much further below. Now though, following it from behind in the context of the real world, its avant-garde design appeals. Mixed with its huge presence on the road, it looks like a spaceship.

That intergalactic theme continues inside. There have never been so many screens confronting a 911

driver. They steal your attention before the subtleties of the 992's G-series-inspired design to the dash and door layout, or the thicker, more luxurious cushioning to the leather applied to them. It still feels like a 911 inside, albeit a 911 built for a future world.

The 10.9-inch PCM screen is the 992's digital hub, containing a scarcely imaginable wealth of information presented via numerous menus. Your Porsche will now give you a weather forecast, the news headlines, reviews of places to dine nearby. It's more intel than you'll ever need, but it's elegantly presented and impressively responsive, working to commands familiar to your smartphone.

Screens are, of course, now also found behind the steering wheel, sandwiching a stunningly crafted centre dial that's more timepiece than tachometer – this the last bastion of the 9ll of old. That said, those screens are effective in the way they present information, particularly the advanced projection of Google Maps when needing to follow the sat nav. Overall it's a pretty good blend of modernist technology within a traditionalist framework. So far so good.

Seating position feels almost identical to the 991, but Porsche tells me the throne of a 992 is 20mm closer to the floor. It doesn't take long to find a comfortable spot and, slinging the keys in the centre console, a twist of the ignition switch brings the newest 911 to life.

At start-up it displays a note not too dissimilar to a 991 GT2 RS, though it is much, much quieter. Severely muted by those particulate filters, we soon





Model

2019

992 Carrera 4S

Engine 2,981cc

10.0:1

Engine 2,981cc Capacity 10.2:1 Compression

ratio

Year

550Nm @ 2,350 to 5,000rpm **Maximum torque** 530Nm @ 2,300 to 5,000rpm Seven-speed PDK; PTV Plus with electronic rear differential lock

Transmission

Eight-speed PDK; PTV Plus with electronic rear differential lock

Suspension

Front

Rear

Front

Rear

Independent; lightweight springstrut suspension (MacPherson type); Sports PASM (-20mm) Independent; lightweight multi-link with wheels independently guided on five suspension arms; Sport PASM (-20mm)

Suspension Independent; lightweight springstrut suspension (MacPherson type); Sports PASM (-20mm) Independent; lightweight multi-link with wheels independently guided

on five suspension arms; Sport PASM (-20mm)

Wheels & tyres

9x20-inch centre-locks; 245/35/ZR20 tyres 12x20-inch centre-locks; 305/30/ZR20 tyres Wheels & tyres 8.5x20-inch centre-locks;

245/35/ZR20 tyres 11.5x21-inch centre-locks; 305/30/ZR21 tyres

Dimensions Dimensions

4.519mm 4,528mm Length 1,852mm 1,852mm Width Weight 1,515kg 1,565kg

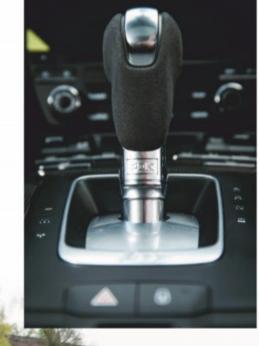
2,450mm **Wheelbase** 2,450mm 1,539mm 1,589mm **Track front** 1,544mm **Track rear** 1,557mm

Performance

Performance 3.6 seconds 0-62mph 3.4 seconds 190mph 191mph Top speed











find out the 992's exhaust note is missing the pops and bangs of the more rowdy 991. That soundtrack might be forced in the 991, but it adds a layer of connection between car and driver that's just not there in the 992. Not since the 996.1 Carrera has a 911 been so disappointingly quiet.

The size of the 992 is something else. Sure, it has the same 1,852mm body as the 991, but the new 911 is now much wider at the front, and track widths have grown too – 13mm at the back and a monumental 50mm across the front axle. The result of this growth is twofold. First, it feels huge from behind the wheel, and placing the 992 on narrow British roads can be challenging. Second, and far more positively, the 911 has taken a quantum leap forward in terms of its poise at corner entry. Its composure is simply remarkable.

In fact, the front end is impressively close to a GT3. The 992's steering is a revelation: it's faster and more direct, with more weight to it, the nose sharper, darting for the exact sliver of blacktop you care to point the wheel at. In 4S form it's wonderfully stable too, the front of the car unrelenting in its mission to deliver your chosen line, and it has to be said the Goodyear Eagle Fl tyres which these early cars are delivered on are excellent, far more communicative and forgiving than the default P-Zeros.

For all the 992's technological new wizardry, its chassis is absolutely its pièce de résistance. The way this 911 rides over such rough, potholed roads,

you'd think you were gliding through the air. It's so polished, and thanks to a repositioning of those dynamic engine mounts, for the first time you can deploy PASM on the road for an extra dose of focus without an unwanted harshness emanating from the rear of the car.

Tackling the same succession of bends as the earlier 991, the threshold of speed which the 992 is able to achieve and maintain is higher. Power is readily accessible, as you'd expect for a car with 450hp, even if it lacks a slight sharpness in throttle response to the 991. The PDK system is quick enough, too, even if it's been dialed back quite substantially in its reaction times compared to that of a 991 GT3 RS.

There are a number of practical issues which leave a little to be desired on the 992. The pop-out door handles come first: their operation is erratic, and when they do pop out for you to 'grab', there's only room enough for your fingertips to pull open what is a heavy, jarring door. It's a far cry from the elegance through simplicity of the 991's handle, which you can wrap your entire hand around to open the door easily enough. It was Ferry Porsche who once said: "If you analyse the function of an object, its form often becomes obvious." Yet I feel with the handles – your first point of engagement with the 992 – this has been lost to what I'd speculate as a requirement from marketing. The same accusation is pointed at the keyless entry system: it's not harmonious enough

to be fitted to a Porsche. During the static photoshoot we had to jump in, put our foot on the brake and start the car to lower the windows, as simply turning on the ignition didn't garner a response. Given the nature of the car, keyless entry also causes mild anxiety over 'keyless theft' at night. What was ever wrong with a traditional key and door handle?

They are minor blotches on the copy paper of the 992, however. The Carrera 4S is a brilliant first foray into the new 992 generation and is arguably the most complete all-rounder Porsche has ever made. Where would I put my own money right now? If my lifestyle required one do-it-all 91l, then the 992 would be an easy choice. But, for the simple pleasure of driving, I'd take the 991. That GTS recipe, so popular among enthusiasts, continues to resonate strongest; it's more engaging and appealing to the senses, and each drive feels more special as a result.

Post-test, it did get me thinking ahead to an inevitable launch of a 992 GTS. A model that will undoubtedly mix the very best of both these brilliant cars on test here, it could well offer a genuine alternative to a GT3 for all but the most ardent track junkies. The thought quickens my pulse. That's going to be some 911.

Thanks

The 991.2 C4 GTS in our pictures is for sale at Porsche Centre Bournemouth. For more information on the car, call Jason on +44 (0) 1202 897 688.







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his is the story of an action hero: one who starts as a trigger-happy maverick, becomes all-powerful, then ends up going straight. Well, that's the Hollywood version at least. The truth about the air-cooled 911 Turbo – from 930 to 964 and 993 – is harder to sum up in a sound bite. So dim the lights, grab some popcorn and settle in for a saga of sequels without equal.

Posing outside the Paul Stephens showroom in Essex, our Turbo trilogy makes for a great movie poster. They're *The Expendables* in four-wheeled

form: brimful of testosterone and bulging in all the right places. The 964 Turbo 3.6 has the most visual clout, crouched like a coiled spring on dished Speedline split-rims. It's one of the most aesthetically aggressive 91ls, on par with the 993 GT2 and 991.2 GT2 RS. The 930 isn't far behind, its fulsome hips and signature spoiler immortalised on a million bedroom walls. And the 993 Turbo is equally iconic, albeit smoother and more urbane.

The 964, built in 3.6-litre guise for the final year of production only, is also our A-lister in terms of price. At the time of writing it was offered at £224,995 – enough to buy both the 930 and 993. Is it the big-

budget blockbuster those looks suggest, or does the sweet-spot of this air-cooled 911 line-up lie elsewhere? I'm childishly excited to find out.

I start with the 930. 'The Widowmaker' shares its epithet with a movie about a nuclear submarine, and its presence feels equally forbidding. However, it could have been much wilder. Inspired by the on-track success of the turbocharged 917/30, the

"You light the fuse and watch other traffic go backwards"

prototype 930 was a back-to-basics road racer – effectively a Carrera 3.0 RS with forced induction – and just 200 cars were planned. Porsche's sales and marketing department had other ideas, though, envisioning the 911 Turbo as a luxurious super-GT.

In the end profit triumphed over purity, and the Turbo debuted in 1975 with air conditioning, electric windows, a rear wiper and a four-speaker stereo. Climbing aboard, this flagship 1987 911 still feels well-appointed today. There's supple leather, deep-pile carpet and even heated seats. Only the boost gauge, nestled within the rev counter, offers a clue to its added oomph. Well, that and the four ratios etched

atop the gear lever – the SC had switched to fivespeed back in 1978.

The original 3.0-litre 930 served up 260hp: a modest 63hp more than a contemporary Carrera 3.0, and Golf GTI power today. Even so, edgy handling and all-or-nothing power delivery made it a challenging steer. Le Mans-winning Porsche racer Tony Dron said: "Frankly, it demanded too much skill,

even from an experienced driver, and that made serious driving hard work... I was far from convinced that selling them to the public was a good idea." An upgrade to 3.3-litres and 300hp

in 1978 also included beefier 917 brakes and a more stable chassis. This had "better handling, but was still something of a monster when driven really fast", noted Dron.

Paul Stephens also offers words of caution: "It feels like a proper 1980s Turbo," he says. "In the wet you need a lot of talent to stay on top of it." Thankfully the roads today are dry. I fire up the flat six with some trepidation and head north into Suffolk, taking the scenic route via capillary lanes that skirt around old airfields. At low revs the 930 doesn't feel vastly different to an air-cooled Carrera; it's swift, civilised and – unassisted steering aside











Model **930**

Year 1987

Engine

Capacity 3,299cc

Compression 7.0:1

ratio

Maximum power 300hp @ 5,500rpm

Maximum torque 432Nm @ 4,000rpm
Transmission Four-speed manual

Suspension

Front MacPherson struts;

lower wishbones; longitudinal

torsion bars

Rear Semi-trailing arms;

lateral torsion bars

Wheels & tyres

Front 7x16-inch; 205/55/VR16

Rear 8x16-inch; 225/50/VR16

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,335kg

Performance

0-62mph 5.4 seconds **Top speed** 161mph

– easy to drive. Then the needle passes 3,500rpm and an invisible hand scoops you up and hurls you into the middle-distance. Such on/off lag would be unthinkable now, yet it's key to the 930's appeal. Like pressing the nitrous button in *The Fast and The Furious*, you light the fuse and watch other traffic go backwards.

Unless you have the skills of Tony Dron, it's best to drive the 930 at around eight-

tenths. The risk is an almighty wallop of boost arriving mid-corner, leaving you more sideways than a Ford Crown Victoria in *The Blues Brothers*. Or indeed backwards in

a hedge. Still, keep it smooth and the Turbo feels fast and relatively forgiving, not the white-knuckle ride that legend suggests. The lengthy gear ratios – not to mention that slightly ponderous 915 'box – help simmer down the driving experience, as does the calm, considered steering. There's some slack around the straight-ahead, but the thin-rimmed wheel jostles with unfiltered feedback.

The drive shows the 930 isn't entirely mad, bad and dangerous to know. Indeed, its uncompromised

comfort and blistering cross-country pace reveal much shared DNA with today's Turbo. The real difference is a 991 Turbo – and doubtless the 992 Turbo when that arrives – is scarcely more difficult to drive than a Ford Fiesta. Its ancestor demands a steadier hand and right foot. I'd love more time to bond with the 930, but there are two more Turbos waiting to be driven. And, like *The Empire Strikes*

"It sounds thunderously potent, like a 747 taxiing for take-off"

Back, the next chapter will layer on even more dramatic tension.

Lest we forget, the 964 Turbo 3.6 is a big-screen legend in its own right. A black example, nigh-on identical to the 911 here, was the weapon of choice for Will Smith and Martin Lawrence in *Bad Boys*. The film climaxes with a drag race against a Shelby Cobra 427, with the Porsche taking the spoils. The 964 was actually director Michael Bay's own car, used to keep budget costs down.

Nowadays, Bay might have thought twice. The 3.6's rarity – just 1,437 made versus 3,660 for the 964 3.3 Turbo – means it has appreciated considerably since 1995. As Paul points out, it's "the last of the hairy-chested two-wheel-drive Turbos" and one of only 159 in right-hand drive. All those 'Widowmaker' warnings apply equally here, except now there's an extra 60hp to contend with. Still, it's probably easier

to drive than a V8 Cobra.

Despite major changes under the skin, the interior of the 964 feels instantly familiar. The most obvious update is the LCD trip computer, which displays boost pressure, current

speed, average speed, outside temperature and trip distance. A readout for average fuel consumption is conspicuously absent – it's probably best not to know. Push in the very-1990s immobiliser, twist the key and the exhausts bark bellicosely to life. It sounds several octaves lower than the 930, and thunderously potent, like a 747 taxiing for take-off.

The boost is Boeing-like, too. As before, all is quiet until 3,500rpm, then the hounds are well and truly unleashed. The engine piles on revs so rapidly













it feels like I've inadvertently dipped the clutch. Be brutal and the 265-section rear tyres break traction like they're made of Teflon – even in a straight line on a dry road. I've never experienced anything like it in a road car; the transition from mild to wild is pulsespiking, hilarious and more than a little unnerving. "It's best to be pointing in a straight line before you put your foot down," advises Paul.

When it comes to scrambling your synapses and eliciting expletives, few cars this side of a Carrera GT come close. If the 930

is *Die Hard*'s lovable rogue John McClane, the 964 is John Rambo: a

hard case to be respected and feared. Where the newer Turbo falls slightly short is

driver engagement. Its steering isn't as lucid as its predecessor, and its stiffer, coil-sprung suspension feels a tad skittish on bumpy British roads. Without race-driver reactions or sufficient space, it's a slow-in, fast-out sort of car. But it does do 'fast' outrageously well.

The final part in our trilogy is the 993. Here, Porsche harnessed new technology to create an altogether different kind of Turbo: a sure-footed supercar that ushered in the modern era. There was viscously coupled four-wheel-drive from the Carrera 4, plus a dynamic limited-slip differential with active braking from the 959. Its engine – concealed beneath a huge intercooler – mustered two turbos and 408bhp, while its rear suspension was multi-link. The styling was softer... performance was anything but.

Inside, the 993 still belongs to the old school. Offset, floor-hinged pedals, a stereo located in front of the passenger and bewildering heater controls are all long-standing 911 quirks, ones its 996 successor would expunge. The steering wheel is an ugly, air-bagged item, but the stubbier gear lever now

"Only when summoned does the 993's inner supercar shine through"

promises six speeds and the speedo reads to 200mph, up from 180mph. Time for the grand finale.

If the earlier 9ll Turbos are loose cannons, the 993 is a super-sharp shooter. Think Ethan Hunt or Jason Bourne. With the 930 and 964 I never felt entirely relaxed, and indubitably that's part of their charm. But four-wheel traction transforms the Turbo, making it hugely more confidence-inspiring and capable. Crucially, the system remains rear-biased – only diverting torque to the front wheels when needed – so you can still steer with the throttle. To quote Tony Dron again: "It was not a car to lead the

ignorant into any traps, yet at the same time it was one to satisfy the experts, particularly those with 9lls in their blood."

Lapping the same lanes for the third time today, I'm going noticeably quicker, the 993 Turbo covering ground with effortless dexterity. Wait-for-it turbo lag has been traded for linear response, the steering feels organic, the gearshift is slick and the chassis breathes with the road. This is the Turbo fulfilling its original brief as the consummate GT: a

car that dismisses distance with a nonchalant flex of the ankle. Like Bruce Wayne and Batman, only when summoned does the 993's inner supercar shine through.

So, as the lights fade up

and the credits roll, which air-cooled 911 wins the Oscar? The 964 is the ultimate action hero: square of jaw and powerful of punch. If you want a heady rush of turbocharged adrenalin, it's the obvious choice. However, like Schwarzenegger or Stallone, it's also a little one-dimensional.

The 993 is the opposite: it plays many roles, yet can still steal a scene. It's the car for driving every day. As a Turbo for summer Sundays, the 930 gets my vote though. It's original, the archetype – what it loses in power and pace is made up for in driver appeal. Oh, and just the right amount of stage fright.





The Turbo S story

"My 911 Turbo feels a bit sluggish," said nobody, ever. Nonetheless, following the principle that you can never have too much of a good thing, every generation of Turbo has spawned an even quicker 'S' model. These cars represent the pinnacle of road-going 911 performance.

The go-faster 930 was called the SE. Also known as the slant-nose or Flachbau, it emulated the look of a 935 racer with pop-up lamps from the 944. Higher lift cams, a larger intercooler and more boost increased power to 330hp. In 1989, the final year of 930 production, Porsche also produced 50 examples of the Turbo LE. This shared the SE motor – along with its deeper front spoiler and slatted air intakes – but had traditiona 911 headlights.

Three years later, the 964 Turbo S took a bow Based on the 3.3-litre Turbo, 381hp and a kerb weight of just 1,290kg meant 0-62mph in 4.6 seconds and 180mph overall. Its bonnet, doors and engine lid were made of plastic composite, while its stripped-out interior was more akin to a Carrera RS. Only 81 were made.

The 993 Turbo S followed in 1998. Its 450hp output was even more than the fearsome 993 GT2, and sufficient for 0-62mph in 4.1 seconds. Other niceties included six-piston front calipers, lower suspension and carbon-fibre trim. A run-out special with 345 sold worldwide, it was a fitting swansong for the air-cooled Turbo





Deviating from the quintessential curves of a 911, the flatnose is an automotive symbol of 1980s material excess. Total 911 explores two offerings from Porsche and DP Motorsport

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



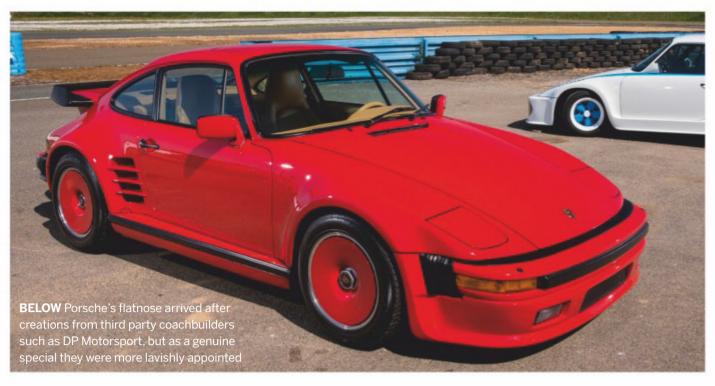
CHBAUE

s we've just discovered, Porsche's 930
Turbo was a game-changer for its 911
sports car. Utilising groundbreaking
exhaust turbocharging technology for
a production road car, the Turbo was
faster, wider and more luxurious than any 911 before
it. Porsche's humble sports car was quickly propelled
into the stratosphere of the supercar, attracting
attention – and orders – from the elite and megawealthy along the way.

Ultimately the goal was to homologate the Turbo for racing purposes, a move which gave rise to a prolonged period of competitive success with forced induction which still exists to this day. And, with the help of those race cars, the 930 Turbo was responsible for spawning an entirely new legend within our Porsche lexicon: the flatnose.

The story of the flatnose goes right the way back to 1976 with the 935 (short for Group 5 930). The work of one Norbert Singer, his famously wild









interpretation of FIA competition rules bred a racer which bore fleeting resemblance to a 911, underneath what was a vastly reworked body. It was much wider than the road car it was based on, with an outrageously flared rear and - crucially - a new front end. This radical restyling ditched the 911's traditional, upright front fenders for a flat, slab-like design from the base of the original windscreen, sloping right down to the car's nose. This was all in the name of greater aerodynamic efficiency, and the flachbau 911 was duly born. The car first appeared at Mugello in the slantnose configuration, but as there was quite some opposition (mainly from BMW), the slantnose received its normal nose treatment for the second race of the World Championship at Vallelunga. Thereafter the car was returned to its slantnose look.

The modification quickly captured imaginations of fans around the world. Coachbuilders and tuning companies such as Kremer and Ekkehard Zimmerman began modifying 930 Turbos to flatnose specification, swapping out the original front fenders for a sloping design with pop-up headlights. It didn't take long for Porsche to appreciate the economic benefits of a flatnose movement among its fanbase either. TAG owner Mansour Ojjeh's '935 Street' of 1983 was the most notable factory conversion, though

the popularity of factory flatnose requests led to the official formation of the Porsche Exclusiv department itself in 1986. Here, Turbos were taken from the main production line and stripped down before being rebuilt by skilled craftsmen, using a steel flatnose and pop-up headlights, also incorporating cooling slats in the reprofiled front fenders in another nod to the company's 935 racer.

It seems fitting that a road car modelled so intently on its competition equivalent should attract the interests of a group of racing drivers. The Guards red example you see here was part of a five-strong order from IndyCar competitors led by Roger Penske and Bruce Canepa in 1984. This was at a time, remember, when the 930 itself was not sold in the US. Canepa's solution to the problem was to have all five cars ordered in RoW specification, complete with matching 'WP0ZZZ' chassis numbers, though the batch still had to endure a lengthy federalising process once they landed Stateside in order to be allowed into the country. Canepa's patience and understanding of the rules here would go on to serve him well in his quest to bring the 959 to the States just a few years later.

As well as the flatnose conversion, this Sonderwunsch quintet of 930s received the

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BELOW Its appearance may be wild from the outside, but inside the DP 935 you'll find what is ostensibly a stock 930 Turbo setup













3.3-litre 'S' engine, tweaked again for a total output of 400bhp, around 70hp up on the standard 930 of the time. The five cars went to Danny Sullivan, Penske, Penske's son and a private collector, the Guards red car you see here bought by four-time Indy 500 winner Rick Mears.

Aside from the engine upgrades and customary slantnose treatment, which included air intakes behind the doors on either side, Mears' car was treated to upgraded Bilstein suspension at the factory, the interior meanwhile lavishly upholstered in fine beige leather with a custom centre console. Incorporated within this was a revised mount for the manual gear lever, its shift shortened, even if its height is the same. The dash featured colour-coded beige dials, the clock was swapped out for a boost meter, and the dash was finished with burr wood.

By the time this unique 930 S had reached Canepa in the US, it had one-piece aluminium fans specially made for the 16-inch BBS Sport wheels, a neat touch inspired by Bruce's own 935 race car. Monochromatic paint covered the side louvres and rear wing to complete what remains a truly one-off Turbo, a clear racing heritage defining its appearance on the road.

Enjoyed by Mears for nearly two decades until 2003, the car was sold to another collector in the state of Florida. It then left the States – via a check over from Canepa himself – headed back in the direction of Europe, where it has resided with its present owner, Johan Dirickx, since 2014. As Johan himself says: "With the slantnose and wheel fans there is no more perfect embodiment of the iconic 1980's 911 slantnose Turbo."

Or is there? Although Porsche did offer a comprehensive 'flachbau' solution for customers with deep-enough pockets, as we mentioned earlier, there were plenty of slantnosed offerings to be had from outside the Sonderwunsch department. The most convincing were those created by Kremer and DP Motorsport: enter, once again, Ekkehard Zimmermann. The aerodynamicist utilised his race-bred creations with Kremer to develop a comprehensive slantnose conversion programme – made from fibreglass – for road models through his company, Desing Plastic. These became known as DP 935s.

DP converted all manner of 91ls, and not just 930s: SCs were making their way to Overath too, and Targa and Cabriolet conversions weren't uncommon either. Zimmermann developed his



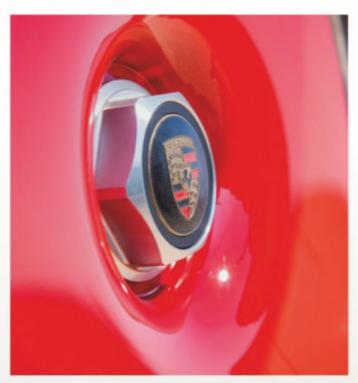
History of DP Motorsport Founded by Ekkehard Zimmerman, DP

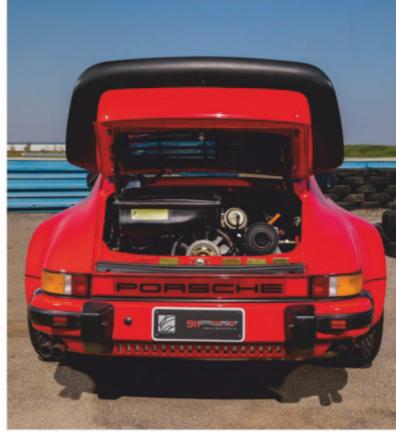
Founded by Ekkehard Zimmerman, DP Motorsport was officially founded in 1973, originally making racing chassis for Formula V race cars. Modifications to the spoiler of a Porsche 911 soon attracted the attention of Kremer Racing, spawning a partnership which saw DP first construct fibreglass panels for the Kremer 2.8 RSR before the creation of a whole new 911-based chassis for the Kremer Brothers to go racing with in 1975. The highlight of the DP/Kremer partnership was undoubtedly the outright Le Mans-winning K3 of 1979, driven by Klaus Ludwig and the Whittington brothers, though DP Motorsport has gone on to forge a rich racing pedigree of its own accord, its race cars enjoying success in championships all over the globe.

The company has also proven to be adept at modifications of road-based Porsche, being early pioneers of the 964 backdate movement, while the dp44 Cargo famously announced the creation of a 944 estate. The jewel in the crown, however, has to be a street-legal 962 conversion.

DP Motorsport is still going strong today, operating just outside of Cologne and offering all manner of Porsche services from basic maintenance through to parts, bespoke project work and race preparation.















flachbau look to closely mimic the iconic look of the Kremer K3, including the relocation of headlamps into the front PU, a revised bonnet which came all the way up to the base of the windscreen, and even the installation of a single wiper blade. His creations screamed racing heritage – as well as being one of the first to offer a flatnose creation, Zimmermann and DP was also one of the best.

Sitting alongside the Porsche 930 S, chassis WP0ZZZ93ZBS000175 left the factory in 1981 as a stock 930, but it was soon delivered to Zimmermann's workshops in Overath, east of Cologne, for transformation into a DP 935.

Its striking creation involves a GRP front, mimicking the early 935 of 1977, plus DP side skirts, rear bumper and huge rear arches. Those muscular arches are considerably wider than factory spec for a reason: underneath them you'll find monumental 345-section tyres. The only car to use such wide rubber at the time was the Ferrari Testarossa.

It goes without saying, no Fuchs wheels were readily capable to have such wide tyres fitted to them. Ekkehard's solution? A set of Fuchs wheels were cut down the middle and welded back together with an added band in the middle.

A revised engine turning out 420hp – nearly 100hp over stock – was some of the reasoning behind the DP's wild footprint, much of the tuning in taste with Kremer's own efforts with its 935 programme. This involved new camshafts, a bigger

turbocharger with revised wastegate, plus a larger air-to-air cooler.

The car was painted in Kremer's customary 935 striping, most recognisable from the 1979 Le Manswinning K3, each leaf of the Fuchs wheel coloured to match the different shades of blue used in the stripes on its bodywork. The interior was left largely stock, save for a new steering wheel taken from the Sonderwunsch 930 S.

Also residing in Johan's 'JFD Collection', the DP 935 provides a neat contrast to the factory flachbau and shows the 'other' means by which customers acquired the slantnose look of the 1980s. Whether made with fibreglass or steel, its silhouette may not win universal favour among enthusiasts today, yet the flachbau is an important chapter in the history of Porsche. Born, as ever, on the circuit, the flachbau is as much a symbol of the company's racing heritage as it is the flamboyance and fanaticism of its staunch customer base.

The flachbau is not consigned to the past, either. Come the end of summer a flatnose Porsche 911 in the form of a 991 GT2 RS-based 935 will once again roll off the factory floor, marking a return to the public eye of arguably Porsche's greatest and most divisive fad.

Thanks

Thanks to Johan Dirickx of the JFD Collection for access to the two flachbau in our pictures.





PORSCHE 1997.2 CARRERAS

Richly specified and notably rarer than the Gen1 model, the 997.2 C2S ticks all the right boxes. Total 911 brings you the full dossier



HISTORY AND SPEC

uss Rosenthal of JZM thinks the C2S is a sweet spot in the 997's evolution, and it's hard to disagree when you consider the development that went into the Gen2 model. All versions had benefitted from useful improvements in the engine room, not least the introduction of the DFI engine, which was not only more powerful and efficient but also less troublesome as it avoided the previous motor's intermediate shaft worries. VarioCam Plus was now standard, too, while revisions to the intake and cooling systems meant the 3.8-litre engine fitted to the S managed a

healthy 385hp and 420Nm of torque, increases of 30hp and 20Nm respectively from Genl. Both maximums were developed slightly lower down the rev range, so while outright

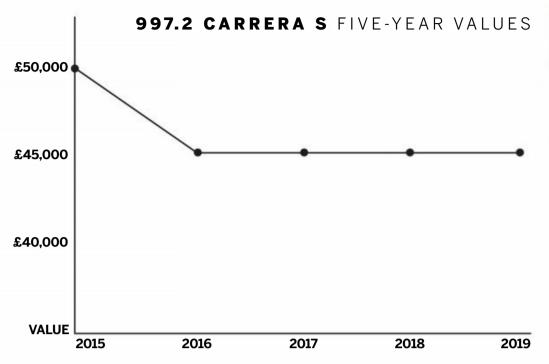
performance wasn't notably different there was a meatier, sharper feel to the way the new car responded when maximum shove was called for.

And while it perhaps mattered little to those after maximum thrills, the use of DFI and a higher compression ratio meant useful economy and CO₂ gains. For the second incarnation there was also a difference in the way the power was delivered to the 19-inch rear wheels, the optional Tiptronic gearbox being replaced by the far more responsive seven-speed PDK, which shifted ratios up to sixty per cent faster. The keenest buyers would have preferred the slick-shifting six-speed manual, but the two-pedal was a vast improvement, one that cut the 0-62mph time to just 4.3 seconds with Sport Chrono Plus.

As for the rest of the mechanical package, that would have been familiar to Genl owners, suspension still Macpherson struts up front with the multi-link set-up at the rear, although for the C2S there was PASM as standard with a 10mm drop in ride height, and sports suspension that rode 20mm lower was optional. Braking, too, was broadly similar, although the 'S' did benefit from Porsche's typical attention to detail; power and performance gains might have been relatively modest, but the four-piston, aluminium Monobloc calipers were slightly larger and stronger – painted red rather than black – allied to thicker discs and larger pads.

For the exterior it was pretty much business as usual, Porsche seeing little reason to mess with such a successful recipe. The pair of twin tailpipes poking out from beneath the rear bumper told passers-by that you'd opted for an 'S', while range-wide tweaks included bi-xenon headlights and LED rear lights. You couldn't have picked out the pricier, quicker model by peering into the cabin, though, but that was fine as the Gen2's quality and comfort needed no further enhancement.





THE VALUES STORY

ust over a decade ago you'd have needed to part with £70,360 for a new Coupe – the Cabriolet was notably pricier at £77,650 – with both versions boasting a £7,000 premium over the non-S. According to our experts, JZM's Russ Rosenthal and Greig Daly from RPM Technik, it had settled to a slightly more palatable £40,000 to £50,000 by 2015, which is where things remained for a few years, with just the occasional rise and fall to reflect changing demand and fluctuations in the wider 911 market. As for 2019, the news is much the same, with the middle to upper end of that price band being more than enough to secure a cracking Coupe. However, Greig points out that anyone after a Cabriolet would need to dig a little deeper into their bank account, the added desirability of an open top bringing a premium of around £4,000.



MARKET RIVALS

In 911 terms the 997.2 C2S represents good value, but even with its broad range of talents we can't help but take a look at what else is on offer if there's the best part of £50,000 burning a hole in your pocket. The answer, it seems, is rather a lot, especially if greater performance proves too tempting.

996 Turbo

Almost two decades since the blown 996 first graced our roads, the appeal of its ferocious performance remains undimmed. Thanks to the four-wheel-drive system this is a proper all-weather supercar – a more hardcore offering compared to the C2S's more laid-back approach.

997.1 Turbo

You might have to settle for a higher-mileage example with our budget, but the rewards will be worth it. The last use of the Mezger engine, the performance is as ballistic as you'd expect with almost 500hp to play with, yet it still comes with a healthy dose of civility and luxury.

991.1 Carrera

We wouldn't blame you if you were attracted to the idea of a 991's extra space, tech and long-distance abilities, and there's still ample performance on offer. Not everyone likes the seven-speed manual gearbox, so give it a thorough try before committing. Otherwise it's a perfect everyday sports car.

993 Carrera

Whether you'd want to swap the 997's modernity for something more traditional is a matter of taste, but should the pull of air-cooling prove too strong then a 993 C2 will prove immensely satisfying to own and drive. You certainly could use the 993 Carrera as often as you'd likely drive a 997, too.











arger engine aside, a perusal of the bare statistics might lead you to think that the S ✓ offers little more than incremental gains over a regular C2, but the reality on the road is a little different. The car you see here is one of those 911s that turns out to be greater than the sum of its parts. Responsive and with oodles of mid-range thrust, the DFI engine provides more than enough power and performance to enjoy the exquisite chassis, but not so much that you're scared to deploy it. Its mile-munching abilities are deeply impressive, but where a Gen2 really scores is the use of the PDK transmission. We certainly wouldn't deter anyone from choosing the manual 'box, but don't dismiss the self-shifter; if you've been brought up on a diet of Tiptronics it'll be a revelation.



BEFORE YOU BUY

e've explored the Gen2 997 often enough within these pages for you to know that quality is a real strong point, and combined with Porsche's fanatical attention to engineering detail the result is a Neunelfer you can buy with confidence. Obviously there is the occasional caveat, one of which is that the earliest examples are a decade old, which is plenty of time for non-enthusiast owners to have allowed neglect to creep in. And the outstanding long-distance ability means some cars have accrued plenty of miles, so a thick wodge of service receipts is vital.

Of course, any such concerns can be avoided by buying from an OPC or reputable specialist, in which case there should be little to worry about. However, if you're considering a private purchase then there are a few things worth checking for, starting with the engine. The 3.8 motor is a robust unit, and the lack of any IMS hassles provides further peace of mind, but there's no harm in having an inspection of the cylinder bores and an overrev check carried out. It's also worth ensuring the coolant radiators are healthy, as they are susceptible to road debris and corrosion, something that also affects the air-conditioning condensers; expect to pay a few hundred pounds for each unit.

While a cast-iron maintenance record should be expected, ensure that the four-yearly spark plug changes have been carried out - rear bumper and exhaust silencer removal is required to reach them, so has a penny-pinching owner skipped the job? And if you've opted for the PDK gearbox then make sure it's had its oil changed at the correct six-year interval, work that costs £150 to £200. Similarly, we've seen examples of PDK cars based in the city which, due to the system's propensity to upshift early in 'normal' mode to keep revs down, results in 'coking' of the spark plugs, so ensure it's running as smoothly as it should be. Naturally, any hint of problems with the PDK unit should have you finding another car, as replacing the 'box is a hugely expensive exercise.

As for the brakes and suspension, they don't suffer from any inherent problems other than those caused by wear or neglect. Listen out for creaks from worn front lower arm bushes - a replacement arm is around £280 - and for corrosion on the inner faces of the brake discs. Bear in mind that a major overhaul of either system will prove costly. It's also worth keeping an eye out for the use of aftermarket or upgraded parts; whether it bothers you depends on your views around originality, but it's not a problem as long as the previous owner has chosen goodquality components. Which leaves the exterior and cabin, and neither area should be a cause for concern with a cherished example. Any damage will be obvious and should ring the usual alarm bells about uncaring ownership.





experts have a few thoughts.

PDK with Sport Chrono
A sound choice according to Rosenthal, and we're minded to agree. The manual 'box is a very fine device, but the double-clutch transmission – a £2,338 option when this car was new – was a major improvement compared to the Tiptronic fitted to Gen1 cars. Sport Chrono gets the most out of it, too.

when it comes to appealing to today's buyers. Our

Colour and trim

The relatively compact bodywork suits brighter paint colours, but you can't go wrong with Basalt black with black or Stone grey leather. Traditional choices perhaps, but it'll certainly make the car easier to sell in the future, although Guards red is more than a little tempting...

More kit

Finding a car where the first buyer raided the options catalogue should be good news, especially if they ticked the boxes for the likes of the Sports exhaust, heated Sports seats and upgraded hi-fi. Russ says these items add desirability, but don't be surprised to find plenty of other extras.

Cabriolet or Coupe?

According to Daly the drop-top S is a desirable choice that's also costlier than the Coupe. It'll be a matter of personal taste, but don't miss the openair charms: the losses in dynamic ability aren't as great as you'd think and the upside is more of that flat six noise when you drop the hood.





ABOVE This was the last 911 Carrera derivative which let you see the flat six engine powering it **LEFT** Command buttons are awkwardly placed behind the shifter





INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

he first part of this section can be dealt with rather quickly, the steadiness in values indicated by our specialists meaning there's little need to concern yourself with future increases. Not of any major variety, anyway. That's not a bad thing, mind, and both say the C2S is plenty desirable enough to ensure strong demand over the next few years. What this does mean, however, is that you can just concentrate on finding a good example, and then spend time enjoying it without worrying about

any deleterious effect on its value. Care for one properly – and we can't imagine **Total 911** readers doing anything else – and there's no reason to think that ownership won't be immensely rewarding.



He's just replaced August Achleitner as head of the 911 line, so how does Frank-Steffen Walliser intend to fill the biggest shoes responsible for Porsche's most treasured sports car?

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

This is a device; watches are mechanical," says Porsche's Dr Frank-Steffen Walliser. He's talking about the Apple Watch he wears, glancing at it periodically as messages come in. He raises his other wrist, saying: "I consider this is a watch." On it is a Rolex GMT Master II. I've noticed him wearing both when we've met before.

He's not alone, it not uncommon among executives in the car industry, and it's rather symbolic, too, as we're at a point in time of transition. A movement from a mechanical to a more electronic age, at least relating to mobility... elsewhere we're already largely there. It's a transitional period in Walliser's own career with Porsche, too, as he's changed roles within the company as of 1 April.

Here today, at the launch of the 992 Cabriolet, Walliser is technically just a guest, but he's happy to talk. Call him an executive without portfolio if you like, as he waits to succeed August Achleitner as the head of the 911 and 718 product lines. Native to Stuttgart, Walliser joined Porsche in

1995 as an intern student, progressing through graduation before working on his doctorate.

His career at Porsche has largely been focused around motorsport, being general manager of Motorsport Strategies, the overall project manager of the 918 hypercar and, from 2014, being the head of Porsche Motorsport's GT race and production cars. Among his successes he can count a few Le Mans 24 Hour victories.

It's quite a CV, but while he's been waiting for Achleitner to vacate his position, Walliser has been overseeing the huge engineering feat that the current WLTP emissions regulations place on Porsche. He's not alone among his engineering colleagues as describing the WLTP regulations as 'challenging', its implementation not helped by the bureaucrats fast-forwarding the regulations without considering the huge engineering challenge they represent. It's why the 992 series comes with an exhaust particulate filter.

Walliser's motorsport background has inevitably helped, motorsport by definition requiring quick, innovative solutions to remain

competitive, only here the goal isn't a chequered flag but a legislative requirement. He describes his transitional role: "Powertrain is ongoing, my more or less daily work. And it's a big team – it's 800 engineers working on this – and also a lot of experience and things that we'll show you in time. My role, I don't go into specific details. I don't design pistons. I'm kind of more strategy and for sure, look at the processes and how can we go on, and how do we manage different technologies that go into our motors."

He's not afraid to push for what he believes in, admitting that he and his colleagues in the GT department might have pushed the button on 911 R production before it had been entirely signed-off by the board. He's delighted to be taking over the 911/718 model series role, which itself is evolving with the GT products joining the standard model series. "The integration of the GT road vehicles into the 911 and 718 model series enables us to take into account significantly earlier the special features that are necessary for our uncompromising road sports cars," Walliser





the man who's replacing him at Porsche, Frank-Steffen Walliser



comments. "It also means there will be no change to the close linking with motorsport. It's still true for our GT vehicles: they're born in Flacht."

That move should speed up the introduction of GT cars to the showrooms, but Walliser won't be pushed on when, saying: "Well, as with the typical development of our 911 models, there comes always a sportier or GT3-based car. Typically it takes 18 to 24 months to develop the car after the presentation of the standard car. We will not see things that are completely different, and for sure if there's a car in the future I cannot really talk about it, but it's not too difficult to see what it might be."

Walliser admits to having been surprised by the demand for the GT products, and the appetite for specials. It's no surprise that Porsche will offer more, the GT2 Clubsport and the 935 among them, with the Speedster, based on the 991.2 GT3, also new to launch.

Talking about the GT2 RS Clubsport, he admits that it'll be quicker than a 911 Cup Car, adding: "If you compare it to a GT3 R or on the straight, you

are the hero." He adds, smiling: "But you know, fast cars on the straight means a good car, a fast car in the corner means a good driver."

He admits motorsport will always be a part of him and his role within the company, production and motorsport inextricably linked. As Walliser says: "Two weeks after the very first Porsche was built, it was racing." From the very beginnings of the company, motorsport and engineering have been at the absolute core, and inseparable, that remaining true some 71 years later.

His old and new departments will work hand in hand, and with the electrification of the racers through the involvement in Formula E, so too will we see hybrid and fully electric Porsche. Porsche has already admitted that its latest 911, the 992 series, will eventually be hybridised, engineering in space in the automatic transmission casing for an electric motor, though hybrid 911s are nothing new. Walliser says: "That story started with the GT3 R hybrid [first shown back in 2010], again it's always going back and forth between racing and street cars. After the R hybrid it was

a 918 road car and the 919 racing programme, pushing the limits on the technology for electrification of a drivetrain."

Formula E will push development in pure electric drivetrains, an area that Walliser is happy to embrace. "We always unearth something from racing, and Formula E, it's definitely a playground where we can learn things," says Walliser. He adds: "The automotive world is changing. And for sure, presenting the 911, this is definitely not the target group that considers the world is changing. But electric cars will come. In five years the world will look completely different again. Also in the model line of the Porsche."

As much as he admits the automotive world is in a state of change, he's also certain many things will remain the same. Competition is important, the chase for lap times around the Nürburgring still relevant, saying: "Mankind for 5,000 years compares performance. In games, in competition, in soccer, in running, in everything – throwing spears and whatever. I don't feel that it will stop. "For sure, we have to be careful and have proper











preparation," he admits when discussing those laps, but he does say that the performance of cars is way beyond what can be used on the street, and part of that drives customers to the track. The success of the GT department's models underlines that, and explains the move to add them to the series production.

He's proud with what he achieved as the Motorsport boss, saying: "I think at the end of the day, if I look from the very top challenges, it was very strategic as in how we positioned the GT department and the link between motorsport and street cars being fully successful on the street car side and building up a true team there. That's definitely an achievement I'm really proud of, together with the team. Then it's particular moments like winning Le Mans, winning Nürburgring, Petit Le Mans, then crazy races we have like Macau, we didn't win there, but these memories will stay with me."

He'll remain a race fan forever, saying: "But I can watch it more relaxed now." Which watch he'll be timing those racers on remains open to debate, Walliser admitting that he uses the Apple Watch for timing his runs as much as for checking in with the office. He's got a run planned later in the afternoon, and he'll be joined by Achleitner on

it. The two engineers are clearly friendly, sharing not just a vision for the 911, but similar pursuits outside work. Walliser is a keen skier, though says he's now unable to keep up with his boys, the picture he shows us on his phone showing one of his sons undertaking a fairly spectacular jump on the slopes. Outside his company vehicles he owns a 993 Cabriolet, which he admits has had some extensive work to the suspension. His car is similar to that of his old GT Department colleague Andreas Preuninger, 993s evidently popular among Porsche's senior engineers.

Old cars now, but he's certainly not dismissive of the future, either. As we sit on the restaurant balcony at lunch, pointing at all the cars driving past, he laughs: "In 20 years all the cars coming down the road will be able to do zero to 100 in three seconds." An exciting time to be in charge of the company's icon. All that sounds good for Porsche, and specifically the 911.

As we chat I ask him how he'll like being referred to as 'Mr 911', as his predecessor was. He's quick to point out that it's a title that needs to be earned: "That's an exclusive title, you cannot just get it. It's one that I have to earn and I have to work for." The 911's in good hands then...



HOW TO

RESTORE ACLASSIC

As values of classic Porsche have risen, it pays to put your 911 through a comprehensive restoration. Hexagon Classics shows us how it's done

Written by Kyle Fortune Photography by Dan Pullen

The business is evolving, and we're changing to meet that," says Paul Michaels, owner of Hexagon Classics. Michaels has been in the business since 1963, opening a mews garage in London before taking on official dealership status for brands including Lotus, BMW, Alfa and, of course, Porsche. Hexagon has raced, too, Michaels running an Fl car for John Watson, and until recently the star of the company's showroom was the 962 that Michaels has had on display for years, it once sitting very prominently in his BMW dealership.

Porsche have always been a particular passion, though not at the expense of other marques. The Hexagon Classics showroom is a broad church of automotive delights, but a sizeable majority do hail from a particular area in Stuttgart.

Taking pride in offering the very best and rarest Porsche in the country, the stock on offer is incredible. There's a beautiful Blood orange 2.7 RS Lightweight in there today, it exemplifying that, the condition of Hexagon's cars is such that they all look like they've just rolled off the production line, or been pulled out of a museum.

That's down to the dedication of not just the sales team sourcing cars, but the service and restoration department. The temptation is to wander the showroom floor all day, full of 'what ifs' and 'if I coulds', but instead we're going to head up the engine room that drives the front of house.

With that, Michaels points us in the direction of Hexagon's servicing and

restoration building, a short drive up the road. In a building that could pass as another showroom entirely (because it once was), this is where Hexagon prepares its inventory for sale, services customer cars and takes on partial and full restoration work. If you need work doing to your classic, Hexagon has the skill set, all under one roof.

We're here to talk specifically about its restoration business, and usefully there's a 1974 2.7 MFI Targa here today in the final stages of its restoration. Bought over three years ago, it's been meticulously restored over the past two years by senior technician Carlo Del Core. Del Core has been working on Porsche since he was 16, working on race cars and starting on 911s, specifically a 3.2 Carrera in the Porsche Cup, also working in the Pirelli Cup on 944 Turbos and 993s too. He did that for ten years or so, then worked at Hatfield Porsche before heading to his home country of Italy, where he ran the workshop for Porsche in Perugia. He's been at Hexagon since, working as senior technician and undertaking restorations like the one he's done on the 2.7 Targa. He says: "I like it; as long as it's something rare and special, it's interesting. This has been a nice project."

The workshop and serving area is managed by Bill Nathan, who says: "We have people here who have passion. You can't buy the skill sets we have; it's on-the-tools training and ever-evolving. We have 11 people here and they all have the same ethos." How do you go about a comprehensive restoration of a classic? Time to find out...

Bought or brought, choosing the right cars for restoration is as important a step as any

You could restore any car, but the question in many cases is: should you restore it? Hexagon is in the fortunate position where it's known to deal in the very best cars, and that's what its buyers look for and customers bring to them when they want to undertake a restoration.

There may be particular reasons why a customer wants a car restored, but early on in the process it's important to evaluate what the potential costs and timings will be. It's also crucial to work out what needs doing, whether it's a refresh mechanically; body, trim and paint restoration; interior trimming, or a complete restoration. A full concours-style restoration will be different from one where a customer wants a favourite old car given a thorough refresh to allow its continued enjoyment and use, or a car that simply needs a retrim inside and the mechanicals left alone. Setting out a plan, understanding exactly what the customer wants and the car needs doing to it to achieve that is a hugely important step in the restoration process.









STRIP DOWN

Dismantling, cataloguing and picturing to assess and understand

The strip down gives Del Core and the team a greater idea of what work will need doing. In the case of the 2.7 MFI Targa here, the initial idea of a light restoration evolved into one for a full restoration. Del Core admits that decision was taken because "it proved to be such a nice car. There were a few patches of rust in the usual areas, but this Targa had been dry stored most of its life, so there wasn't anything too serious." As the parts come off they're catalogued, each inspected to see if it's serviceable or whether replacement is necessary.

Pictures are taken at every stage, as they are during the whole process, not just as a useful guide as to the condition of the entire car and its components, but to provide a useful visual reference for both the technicians and, eventually, a guide as to the entire restoration to add to the car's history.



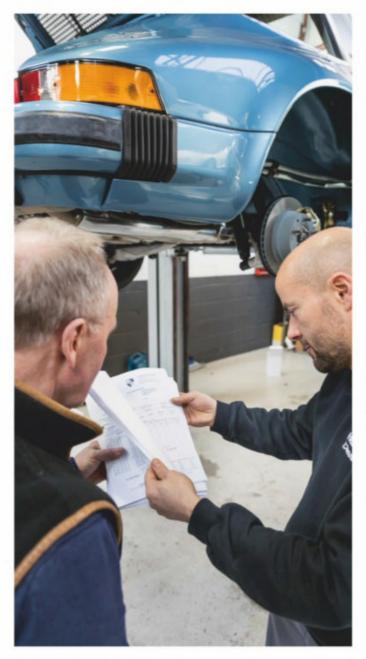
BODYWORK

The now-empty shell is sent to the bodyshop for inspection and repair and paint preparation

As Del Core noted on the strip down, this car was so good that the decision was made early to undertake a full restoration. Once Del Core and the other technicians had stripped the body of its suspension, brakes, engine and everything else, it's sent to the team in the bodyshop. The body is placed on a rotisserie and inspected prior to paint removal, with areas identified where work will be required – though in the case of this car the body was found to be in excellent condition.

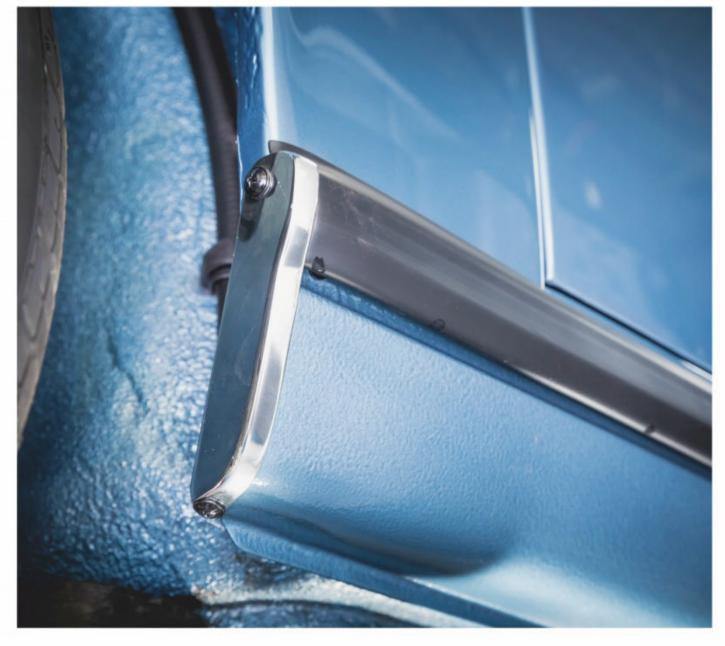
Chris in the bodyshop describes it: "We used an ice blaster to take all the old paint off and all the stuff underneath; we had to weld a few sections underneath. It was a very solid car, unusually for a Targa." He adds: "It was literally a few repairs, a few little rust spots, but nothing major. It was a nice base for us to start on."

Ice blasting is used at Hexagon as it's not as potentially damaging to the metalwork as other stripping materials. It's cooler, so it doesn't stress or stretch the metal, simply removing the paint and other materials from the body. There's less waste material, too, and less clean-up, which makes the preparation for painting easier.









PAINT

Proper paint application takes serious time and dedication

It's the part that people see first, the difference between good and exceptional paint forming an incredible division in restoration quality. When painting the body it's all about preparation, from the filling and sanding of the bodywork for the smoothest surfaces to the application. The paint finish can make or break a restoration.

Del Core says: "The paint for this car was all done here. To be honest we used to use other companies, and they can't do it anymore. It's now a case of, if you want to have anything done properly you have to do it yourself. We can guarantee here we've done it right."

It had been repainted previously, Chris from the paint shop admitting whoever did it had done a good job on it, but the decision was made to return it to its original Gemini blue metallic paintwork. Chris adds: "I'm really proud of how it looks. The good thing about being here is they want it done right. Yes we have deadlines and pressure, but they understand that the job needs to be done properly."

That there's a Ferrari 250 California – a double-digit million pound car – in the paint booth at Hexagon underlines just how exacting it is when it comes to painting its cars.

ENGINE BUILDING

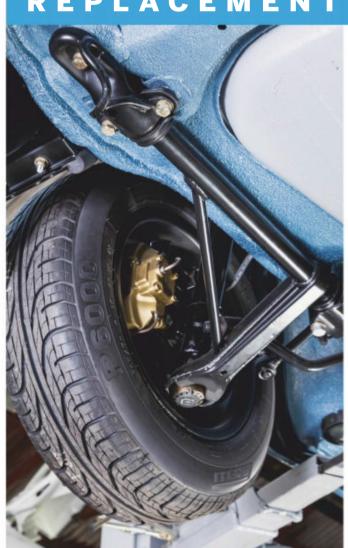
While the body receives attention, the engine and transmission are overhauled and rebuilt

"The 2.7 MFI is one of the best engines they ever made, straight out of the RS. It's amazing, even sound-wise," says Del Core. Even so, the one in the Targa had been neglected. When it came in it lacked compression and leaked oil, so it's had new bores, new everything, the sheaf of invoices for parts thick and expensive. Over the new parts and full rebuild Del Core is not saying exactly what else he's done to the engine, but does say that he's done some work to help the air flow better inside, while also admitting that it's been shuffle pinned, too.

While the engine's being rebuilt the Hexagon staff also overhaul the gearbox, rebuilding and replacing where necessary. With the engine, Del Core is quick to point out that once restored it should be used: "Cars need to be used, especially with these types of engines. You have different types of materials, and they all need to heat up: the liners and block are steel, the heads are aluminium, a different expansion rate, and you have to get the heat through them to seal. With oil on the seals they work better. Don't use them and they will eventually dry out and leak."









While the engine and body are being dealt with, everything else is refurbished, cleaned, repaired or replaced

With the engine being rebuilt and the bodywork and paint being worked on, other parts of the team are rebuilding the suspension, brakes and every other component that makes up the whole. Brake lines and fuel lines are replaced, while other parts are cleaned, checked and recoated to look like they've just come off a shelf in the factory. It's here that the extensive cataloguing of the dismantling is crucial, making sure every part is available when it's required, as not having pieces on time can seriously delay the entire restoration process.

Again, Del Core likes to enhance where possible: "Originality is important, but the oil pump fitted here is from a 3.2 Carrera, a later car; the original one is a total mess of pipes. This way it still looks good, but it functions better than the original." That's true of the oil cooler, too, Hexagon adding a later one because it's more efficient, Del Core explaining: "As long as you keep the oil temperature down you'll never have a problem. The oil does all the cooling with these engines."

There are nylon bushes in the suspension, too, tidying up the handling by removing any slack from the original rubber bushes. Even so, if a customer wants the original ones Hexagon will do exactly that, but there's no harm in making small improvements to make the car that bit more usable and enjoyable.





REBUILDING

With everything renovated, the process of putting it all back together starts

Rebuilding old cars is never straightforward, Del Core saying: "With newer cars it's plug and play, remove and replace. We've employed a few people who have come from dealers and given them something like this, and they've no idea, they just walk away. Even if you buy a part and you try and fit it, it doesn't always fit; you have to make it fit yourself. Nothing is straightforward. It is a dying art. Nobody wants to do it anymore as it's too much hard work."

Rebuilding is an art, getting everything to fit requires patience and skill, even if you're putting back original parts. New finishes can make the tolerances different, while just knowing the correct order to build pays dividends, as do the extensive images of the car while it was being dismantled. Absolutely nothing here beats experience, something Hexagon's staff aren't short of. It helps, too, says Del Core, that he's used to working on more than one brand, as it means you're more prepared to look at different ways of doing things, as well as "keeping the work interesting. I've taken ideas off other cars and used them elsewhere." That ability to adapt and learn only adds to the experience pool within the workshop.

TRIMMING & FINISHING

Last but not least, the trimmers come in and some finishing touches are made

While the rest of the work is being undertaken, decisions on the trim are put into motion, and sourcing those always-difficult trim parts is going on in parallel. Only when the build is in its final stages does the interior really start to come together.

It's the only element that's undertaken by someone else, though Hexagon has the trimmers come and do the work under its own roof, so as to keep the build on time. If a car leaves the shop, it's more difficult to keep tabs on, and means all other work has to stop.

Del Core still finds time to make little improvements during the final stages of the build. He points to the rear and asks what's missing, highlighting that there's no fog light. It's a legal requirement, but few owners are likely to use their restored car in the fog. Del Core came up with a solution, adding a small, bright LED behind the rear reflector bar to work as a foglight. It's one of those tiny details that highlights not just the love, but the intelligence behind Hexagon's approach to restoration.

TESTING

The final stages before delivery or sale

It's all in the details, and while a car might look finished it needs some testing before it's approved to be sold or delivered back to its owner. Corner weights are set, the suspension geometry sorted and brakes checked before it's road tested a few times to check everything is working perfectly. Only once it's undertaken a number of these tests will it be deemed finished, it getting a thorough valet from the Hexagon team after any runs out on the road.

After that the car leaves the workshops and heads a mile down the road, Del Core admitting he and the team are always a bit sad to see a car leave, but happy too, adding: "It's good fun. We've always got interesting projects, we never run out of work. I started in Porsche, and I love working on them." That's evident from the 2.7 Targa now residing in the showroom, its finish testament to the skills and dedication of the team who restored it.









LIFE AT THE RACES

Since 1971, Jack Webster has been one of the world's leading motorsport photographers, capturing what many have called 'the Golden Age of Motorsport'. Here, Jack discusses his incredible 48 years behind the lens

Written by **Tony McGuiness** Photography by **Jack Webster**

Good motorsport photographers seem to capture the visual aspects of race cars and race drivers. The finest photographers however freeze moments in time that can capture all your senses. In the best photographs you can almost smell the racing fuel, the motor oil and even rubber tyre compound left behind on a track, or on the front of a race car.

The photos from the greatest photographers are so stunning, you can almost hear the distinctive sound of a Porsche 911 GT3 RSR or, for that matter, any race car..."

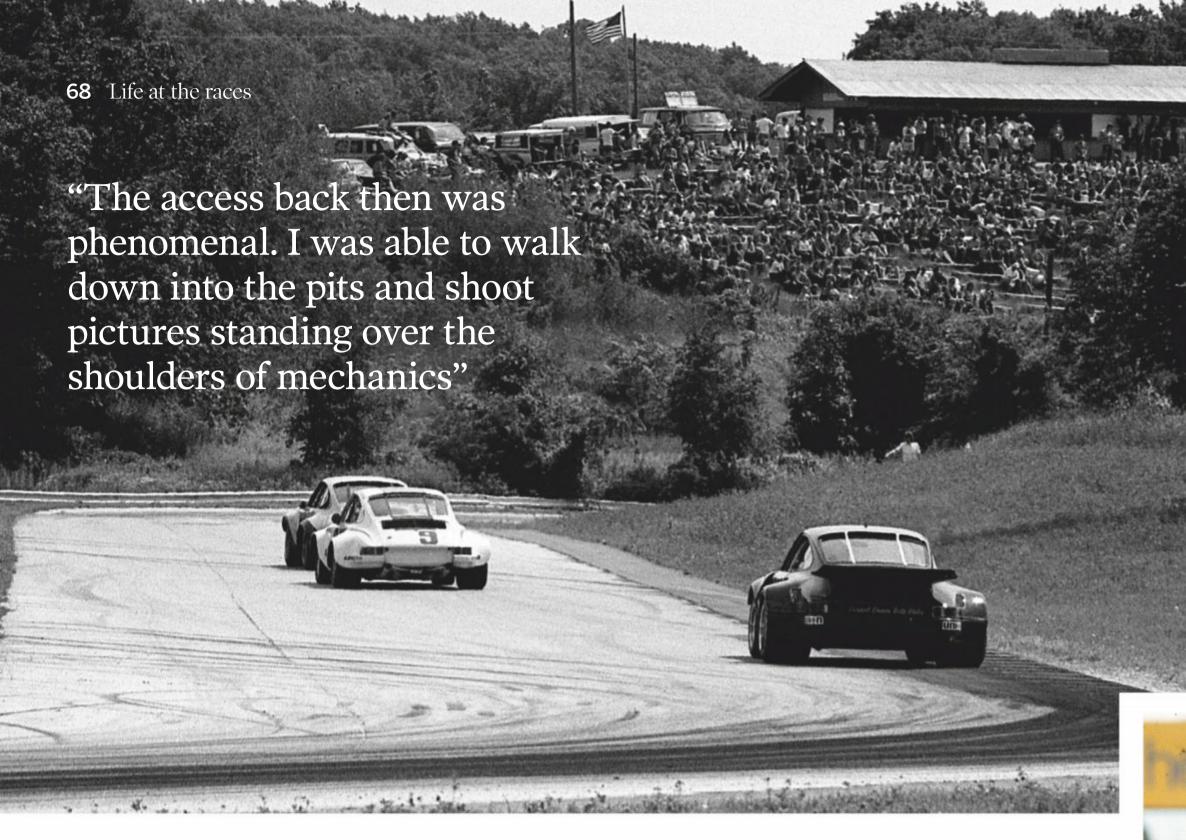
The world's elite photographers, like Jack Webster, are so good behind the camera their images almost leap up off the page, making you feel as if you can hear and smell those engines as well as the crowd roaring in the background. The top photographers' images forever hold moments in history.

Motorsport photography has changed dramatically over the years. That is especially true since the advent of digital cameras. Before the invention of digital cameras, the men and women behind the lens didn't have many chances to get the shot 'right', and didn't know how good the photos were or weren't until many hours later.

They didn't have thousands of shots on a memory card available that they could simply delete if they didn't like them. They had, more often than not, a limited amount of rolls of celluloid film. The photographers required an enormous amount of skill to get the right shot to tell their story. Without passionate photographers like Jack Webster, we may never have fallen in love with our favourite cars – including the legendary 911.

Here, Webster unveils his stories as a racing photographer: "If a story isn't told it fades away into history," he tells us. "Therefore, it was very important to me to tell the *Racing Pilots* story. We need to tell stories and photograph cars and drivers from motorsport's past so we preserve them for the generations to come.

"If we don't tell the story of what motorsport was like, it could be lost forever. Some of the world's most famous drivers are getting older, and it is important \bigcirc



to have something tangible that is also a physical record from those days gone by. As a photographer for 48 years I have always felt like I was a custodian of motorsport history.

"I bought my first 35mm camera in 1968; I was self-taught. I wasn't formally trained as a photographer but I played around taking photos of planes at the nearby US Airforce base in Dayton, Ohio. Everything changed for me when I got bitten by the motorsport bug after watching the 1971 movie *Le Mans* with Steve McQueen. I was enthralled by the movie.

"Later that year I saw my first race at Mid-Ohio. It was a Can-Am event won by Jackie Stewart in a Lola T260. The late Jo Sieffert finished 2nd in a Porsche 917/10. I took my camera with me and then the rest, as they say, is history. It really was a pivotal moment for me and I never looked back. Racing was now in my blood.

"The second race I attended was the Formula 1 US Grand Prix at Watkins Glen in 1971. Back then you were able to go to races as a photographer with no planning. You were able to buy a regular ticket and walk in there and be able to meet and talk to people like Jackie Stewart, Francois Cevert, Denny Hulme and other famous drivers you only read about in magazines. I was hooked!

"The access back then was phenomenal. I was able to walk down into the pits with my camera gear and shoot pictures standing over the shoulders of Tyrrell mechanics. It really was amazing access in those days. Things started to change in F1 in about the early 1980s, and for sports car racing by the late 1980s. Corporate ownership definitely had a bearing on access for both fans and the media.

"For several reasons, the 1970s were a great time to be a motorsport photographer. One of the things that stands out to me is the Can-Am racing series, particularly the 1972 and 1973 seasons. 1972 had the debut of the Porsche 917/10 with Mark Donohue. That carried over into 1973 with Hurley Haywood and George Follmer also in the 917/10. That was a fantastic period of time in racing.

"They were the most advanced cars. No balance of performance formulae in those days! If you built the fastest car, you would win the race. They were fast, they were loud and they were dangerous. People couldn't get enough of Can-Am racing.

"Because of my early exposure to the movie *Le Mans*, Steve McQueen and Porsche, I was always drawn to Porsche cars. As it turned out later, I got to work on a Porsche team. While many people call the 1950s and 1960s a 'golden era' of motorsport, I sure think it is hard to beat the early 1970s. I certainly think it deserves to be called a second golden era.

"In those days we were losing drivers far too frequently. Drivers suffered consequences for making mistakes. There were no runoff areas or safety devices like there are today. One of my book's chapters is called 'Frozen in Time'. It focuses on the drivers we lost. Even for photographers and fans it was dangerous. There was often nothing to protect photographers or spectators. It was sheer luck there weren't many fans or photographers killed. The tracks in those days weren't keeping up with the speed of the cars.

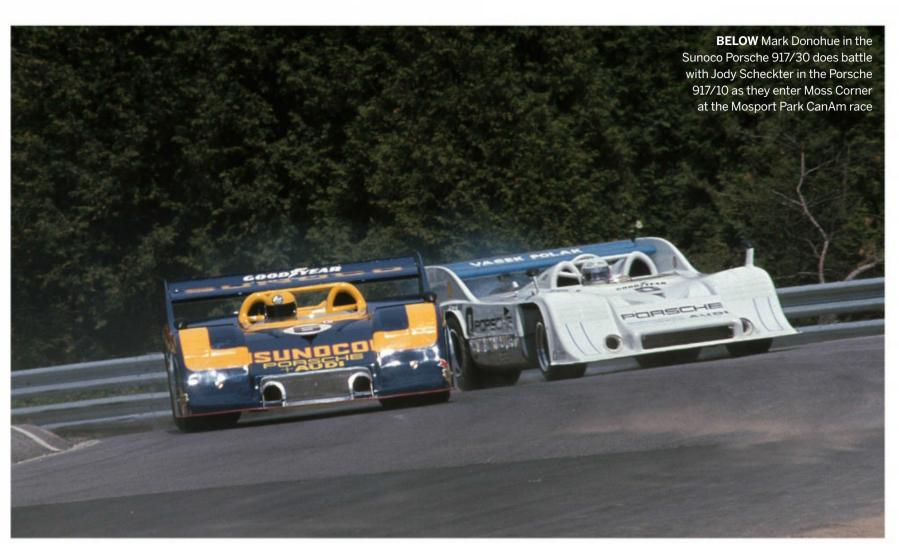
"It was like a war back then. Those drivers were the 'band of brothers'. They competed against one another out on the race tracks, but they travelled together, they stayed at the same hotels together... some became quite close, while others purposely tried not to get close to each other because they knew chances were the driver they became close to would die. At one point in the 1970s there were one or two funerals every month. These drivers were the fighter pilots of their era.

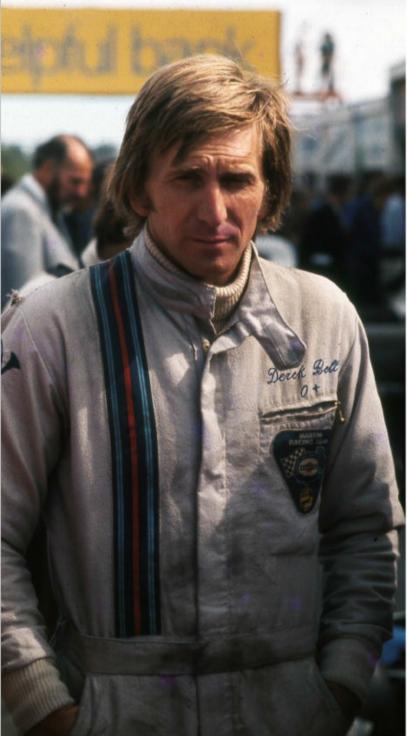
"In a sense, nothing probably comes closer to the experience of combat or a war than motorsport, from either a driver standpoint or a crew's standpoint. From a crew standpoint, its like you are the crew member back at the bomber base waiting for your plane to return from a mission.

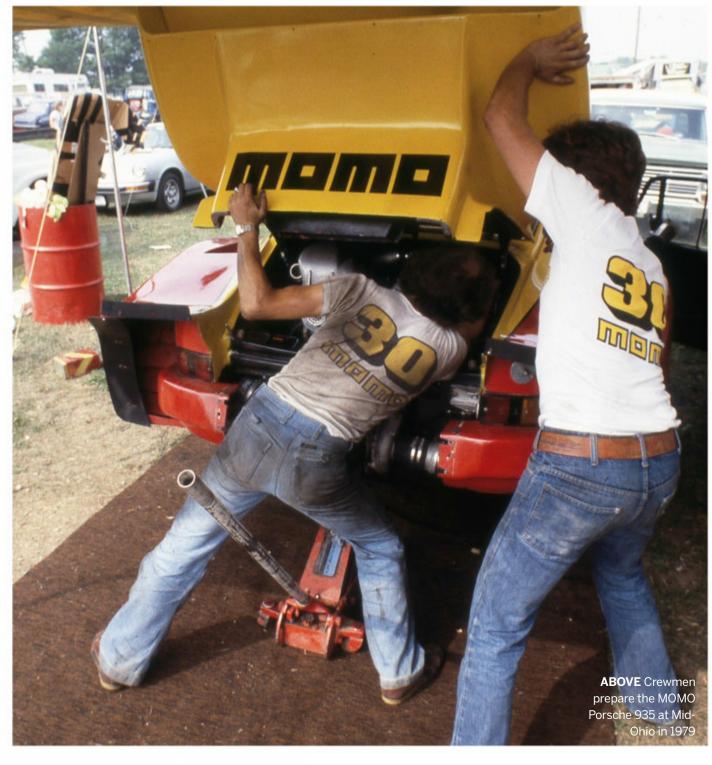
"Every lap when you are looking at the stopwatch you are waiting for the car to come around. During an endurance race like the 24 Hours of Daytona, you are always on edge waiting for that call over the radio: 'Something's not right. I'm bringing it into the pits.'

"The term 'racing pilots' came into use just after WWI. Auto racing became very popular in the US and many of the race drivers were former fighter pilots. When their feats were referred to in newspaper coverage they were called racing pilots, as in: 'Racing pilots to run at Milwaukee this Saturday.'

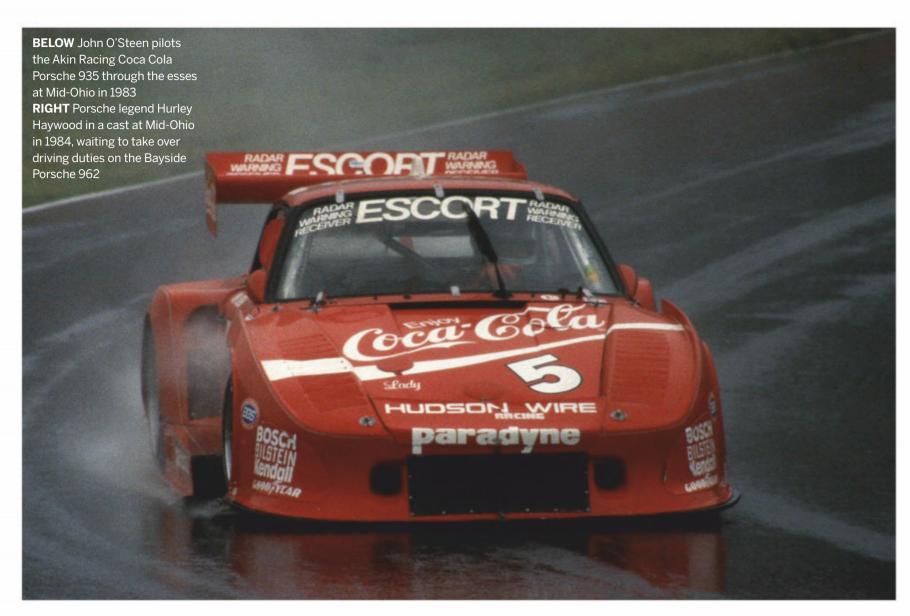








| Life at the races









"The term caught on, and race drivers between the world wars were all called racing pilots. However, by the time the WWII broke out, the phrase had been lost to history in the US.

"I decided to publish my book and call it *Racing Pilots*, resurrecting the old term, about five years ago. I went through 100,000-plus images, down to about 400 images in the book. It was difficult to choose the photos, but once I broke the book down into chapters it came together nicely.

"I didn't just want *Racing Pilots* to be a 'how to' or a history book, I wanted to give context to how the photos were made and how the photos came together. I also used driver quotes to tie everything together, which I think works quite well.

"Interestingly, I was setting up remote cameras and figuring out ways to trigger them inside and outside of Porsche race cars long before GoPro cameras existed!

"I used to take about ten rolls of film with me before digital photography technology. I used to take equal rolls of black and white and colour, including transparency. Those days a roll of film had a maximum of 36 exposures. I remember shooting portraits of drivers on the grid in the old days and realising I hadn't set the camera correctly!

"It's amazing to reflect on now, but we had to think about the next shot so we didn't run out of film. I had to plan shots in advance. We couldn't take thousands of shots like we can today. "A modern SLR camera can take a rate of 12 to 20 frames per second. That's about two seconds worth of shooting in the old days. Back then you had to know your camera equipment inside and out. You had to know how to focus and take light readings. There wasn't autofocus, so that was also extremely important.

"It was about the end of 2002 at Petit Le Mans when I finally went digital. I liked film, and the early digital cameras didn't have the resolution they have today. Now, of course, digital is as good as if not superior than resolution film.

resolution film.

"The wide gamut of low-light capability of digital far surpasses that of anything of film. There are things you can do today with digital that you couldn't do with film. However, now, in 2019, I am shooting the both digitally and with film. I play around enthusiast with film because it keeps you sharp using manual of history. exposure settings.

The book Racing Pilots The Motorsport Photography of Jack Webster can be purchased at racingpilot.com with digital that you couldn't do with film. However, now, in 2019, I am shooting the enthusiast with film because it keeps you sharp using manual of history. "Photography of Jack Webster can be purchased at racingpilot.com with digital that you couldn't do with film. However, now, in 2019, I am shooting the enthusiast with film because it keeps you sharp using manual of history.

"Digital can make anyone a good photographer, but composition still needs to be good. I try to visualise the final result in the viewfinder. That makes a good photographer stand out.

"I always try to convey the emotion of motorsport. How it conveys feelings to the scene. My three favourite tracks to shoot are Watkins Glen, Sebring and Road America. They are incredible places to photograph races. Le Mans meanwhile is a photographer's delight. The biggest impression is the quality of the light. Le Mans is also a beautiful place to photograph.

"One of the reasons I loved to photograph Porsche goes back to my feelings about Porsche. They have always been a racing company – its

heritage is motorsport, its birth is motorsport. Racing as we know it is in its DNA.

"My book *Racing Pilots*captures an amazing time period in the history of motorsport.
I feel fortunate and proud to have been a part of such a golden age. The past 48 years have been incredibly rewarding, and documenting those years in this book for motorsport

enthusiasts truly makes me feel like a custodian of history.

"Photographing and getting to know legendary Porsche drivers like Derek Bell, Hurley Haywood, Brian Redman, Jochen Mass, George Follmer, Hans Stuck, Romain Dumas, Neel Jani and more has been terrific. With my book published I hope others find enjoyment in the past as I look forward to the next race ahead.



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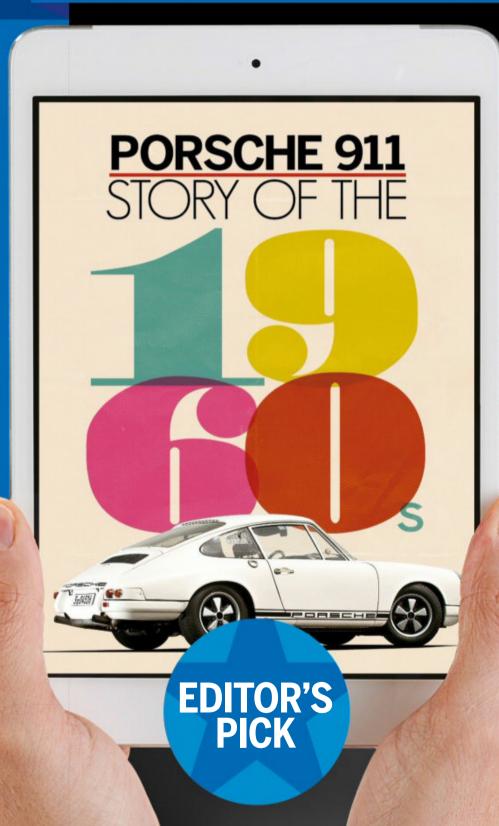


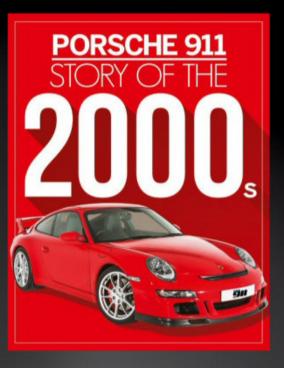


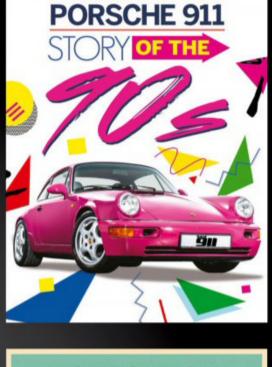


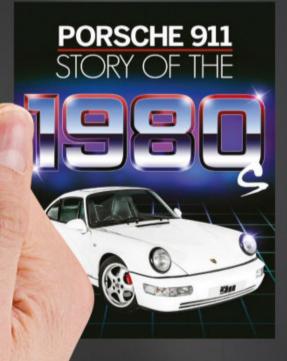
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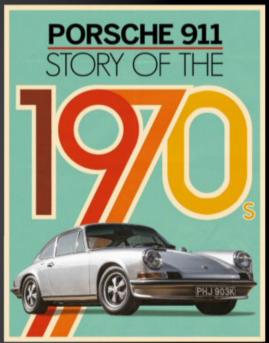
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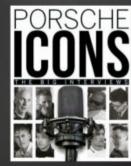




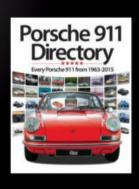












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Living_{the} Legend

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







Lee Sibley Poole, UK

o @lee_sibs

Model Year Acquired 996.1 CARRERA 1998 JAN 2019



Readers will know it's been a difficult start to life as a 996.1 owner. There were some issues with the car I didn't know about when

I bought it, though there were some aspects which were factored into my purchase price, including the desperate need for new brakes and tyres.

Not only were the tyres on the car unmatched, with non N-rated rubber on the back axle paired to Continental SportContact 2s on the front, but all four tyres were badly perished – the date on the rear tyres indicated they were more than seven years old!

The car also needed new brake discs all round, which were badly perished. I didn't even need to look at the brakes to know they were shot – pressing the 996's brake pedal hard felt like a tennis ball was being squashed behind it, with

any sort of biting sensation noticeable by its absence.

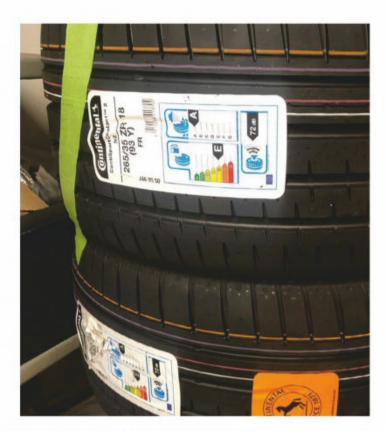
I took the 996 to Porsche Centre Bournemouth, who'd seen the car for its health check only a week or so before. I had a set of four Continental SportContact 2s waiting for fitment. In truth it's one of Continental's older patterns now, but it's N-rated, and my previous experience of them was excellent, with good grip and a nice, progressive feel. I'm excited to put them to good use and will report back with an updated appraisal of their performance.

With the factory-optiond GT3 wheels off, the brakes were also overhauled. These I came readily prepared with myself, having opted for EBC YellowStuff pads and the company's OEM cast-iron discs. These have become the go-to option for me when it comes to brakes on my 911s. It takes a lot to outperform Porsche's own factory set-up, and yet I can't find a better value performance

set-up for the money. To remind, the YellowStuff pads are EBC's fast road and race pads, ideal for those of us who like countryside blasts and occasional track use. Made with a high-friction formula, these pads feel great through the pedal and have a huge heat range, and don't easily succumb to brake fade – even when under heavy use on track days.

I needed a fitting kit from Porsche Bournemouth, but the stock-sized discs and YellowStuff pads went on with little fuss, technician Jack Ward remotely showing me his handiwork courtesy of some before and after videos. After a geometry adjustment I collected my 911, and within minutes I was marvelling at its transformation.

At last I had discernible grip, most notably at the front of the car, which I began to exploit by gently increasing corner entry speeds. There's a lovely roll at the shoulder of the tyre which wasn't there on the stiff, ancient tyres





beforehand, and I can at last chuck the car into a bend with the confidence that the front end will grip.

Similarly, the braking is transformational. That tennis ball-feel is long gone, a medium press of the middle pedal met with a definitive clamping of pad to disc. And that's while taking it easy: EBC has a strict bedding-in process to follow in order to ensure I get the best performance and longevity from the pads, so I'm being patient to ensure that's completed before I can begin to exploit the 996 for the driving pleasures it was bought for. I'll have further reports on the tyres and brakes next month.

Finally, you may recall last month I dismantled the interior of my 996 to take out the heavily saturated carpet, the last lingering piece of evidence from water ingress. A full week of hanging out to dry got rid of all the moisture, allowing me to put the carpet back in situ and piece the 996's interior together once more. I hope I won't need to do that again any time soon!



Joe Croser Northamptonshire, UK



Model Year Acquired 997.2 TURBO 2010 DEC 2015



With my Scottish Highlands trip just a month away, it's high time I prep my car. I am a big fan of Millers Oils nanotechnology

lubricants, so I headed over to Opie Oils, my preferred online shop for oils, to place my order. With discounts offered to car clubs, I have also managed to secure a 10 per cent discount for **Total 911** readers using the voucher code 'TOTAL911'.

With very good experience of Millers CFS NT+ oil I had no reason to pick an alternative, but this time I picked the 5w40 instead of 10w50 because it much more closely matches the performance spec of 0w40 Mobil 1 – the OEM oil. I'll be keen to see if the new oil feels different with my bum-dyno.

I've never changed my own oil and filter before in the 911, but with a little encouragement and a very handy friend with all the gear, I decided to give it a go. I researched the various parts and duly placed my order with

Porsche Cambridge for what turned out to be a Mahle oil filter and O-ring and a new crush washer with spare sump plug bolt – just in case!

At my last service I opted for a BMC air filter instead of the usual Porsche paper filter. Made of cotton wrapped in a special mesh, the BMC washable filters are said to provide more air flow with fewer particles to increase performance.

BMC suggests owners clean their air filters every 15k miles, but after 4k miles I decided I had nothing to lose by cleaning it sooner. A clean air filter will help the engine breathe more easily. BMC's advice is to buy its cleaning kit, which also contains oil for recharging the filter after cleaning. I am a good and compliant sort, so I duly ordered the kit from Amazon. While waiting for delivery I watched a handful of YouTube videos to prepare myself for success.

It really wasn't hard: remove the air box cover, remove the four screws holding the air filter in place, remove the air filter, tap it to release the larger particles held within its pleats, drizzle the BMC cleaner evenly over the filter and leave for ten minutes to activate. Rinse it with water from a hose – not a pressure washer – and leave to dry for a few hours. Recharge with BMC filter oil and leave to dry for a few more hours before refitting.

While I had the air box open I spent additional time cleaning the engine compartment, which had become quite dusty. I didn't want the muck to block the freshly cleaned filter. All in all I was rather chuffed with my efforts. So, what of the difference? I'll let you know.







Tony McGuiness San Diego, USA

(a) @tonymcguinessgt3rs

Model Year Acquired

997.2 GT3 RS 2011 FEB 2011

Model Year Acquired

991.1 GT3 2015 DEC 2014



It has been four years since I last went to the California Festival of Speed held annually at the Auto Club Speedway in Fontana. The first

time I attended was to take part in a 50th Anniversary of the 911 display back in 2013.

Back then, Porsche Club of America chose 50 examples of the 911 – one from each of the 50 years – for an official display and parade lap around the track. My GT3 RS was asked to participate as an example from 2011.

In 2015 I drove my 991 GT3 to the Festival of Speed to display it for a company called Clear Pro, who had installed a clear bra on the front of the



GT3. I actually hadn't been back since, so I was long overdue in attending.

It was great to be back this year along with my friend Blake and his new 991.2 GT silver GT3. There were hundreds of 911s on display and racing in a variety of categories. There really is something for everyone at one of the largest gatherings of 911s in the western US.

Porsche Club of America always has a big presence. A Porsche corral was set up showcasing early and modern 911s. There are always a number of vendors, although it seemed there wasn't as many as previous years. Access to the garages is open for everyone, which is nice as you can see all sorts of Porsche race cars being worked on.

The Autoclub Speedway is typically a NASCAR racing track, essentially an oval track with banking turns. It was built in the 1990s and is quite a nice track!

The highlight for me at the California Festival of Speed was seeing a Gunther Werks 911 which looked absolutely stunning! I did manage to see two first-generation 997 GT3 RS models and quite a few newer GT3 RS models.





Gina Purcell Oxford, UK

@ginapurcell1

Model 911 SC Year 1982 Acquired APRIL 2014



My Classic Retrofit air conditioning system has landed! This will be the biggest 'modification' that Steffi the SC will experience in

my ownership. I can hardly wait to get it installed... only I'll have to, as said 911 is currently at B S Motorsport having a long list of items fixed.

I'm also yet to purchase the uprated alternator and battery required to power the car with all the new electrics, but there's some expenditure due on Sabine the 3.2 Carrera first. There's a major service to be done to coincide with a mileage of 137,000, the brake fluid needs checking with possible replacement, the alternator belt shows signs of cracking, the windshield washer stalk has become a bit intermittent in operation, the driver's seat rearmost electric adjustment switch has gone west, and there's a leak from the left-hand-bank lower rocker cover.

On top of all that, Sabine needs a new set of tyres. Currently she sits on Bridgestone Potenza SO2s, but with the car running Center Gravity's 'Fast Road' geometry there was significant wear on the front tyres' inner edges.
Alan suspects our tyre gauge has been faulty for some time and exacerbated the wear rate, rather than anything being untoward with the geometry set-up.

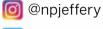
Center Gravity mentioned Potenzas are made with very stiff sidewalls and a soft footprint. Where these differing rubber compounds meet creates a potential wear point that can be exposed by a 911's suspension running negative camber demanded by a lowered ride height. A switch to Yokohama ADO8Rs, inspired by the positive road test reports of the Paul Stephens Le Mans Classic build cars, will see a follow-up visit to Center Gravity to ensure that all is well.





Nick Jeffery Surrey, UK







Model 996 CARRERA 4S Year 2002 Acquired JUNE 2014

Model 996 TURBO 2002 Acquired MAY 2017

Model 997 CARRERA 4 GTS

Year 4 GTS 2012 Acquired OCT 2018



It's all too easy to forget how privileged we are to drive Stuttgart's finest, and yet, like many other owners I've met along the way,

I'm always looking at other 911 models, thinking about trading in or up! This so-called 'inner turmoil' – to stick or to twist – plagues many...

However, reconnecting with each of my cars quickly dispels any such notion. The simple turn of that key in the ignition switch, the distinctive flat six choir from the rear and an early morning blast around some of those well-travelled, open, flowing country roads always reminds me why I selected each

car in my collection, and just how great they all truly are!

This leaves me with something of a dilemma – am I destined to build a growing collection because I simply can't let go? Food for thought...

What with Brexit and the current state of second-hand car sales, it seems to be a buyer's market right now. It really pains me to see the low sums being offered by OPCs or your trusted independent if you are considering part exchanging your pride and joy, but what you might be 'losing' should be more than compensated for against the car you're interested in. I've seen a number of really well-specced 997.2 GT3s for less than £100k, which a few months ago would have been £110 to 120k.

On a separate note, some fellow Porsche enthusiasts and I recently paid the Classic Motor Hub in Bibury a visit. It's now open Saturdays from 10:00 until 15:00. What an Aladdin's cave! We were given a warm welcome, grabbed a coffee and wandered around at our leisure, gawking at all the stunning cars and motorbikes on display, many of which are for sale. Rob Overy took some simply stunning shots of my 996 Carrera 4S against the backdrop of the various buildings there.



I was also fortunate enough to win Canford Classics competition for a bottle of Revive Luxury Shampoo. I've used this on the Turbo with excellent results! Next up the Turbo is due a major service, brake fluid change, MOT and cup holder fix, plus a couple of odd noises to investigate. I am also considering having the 996 Carrera 4S resprayed to bring her back to her absolute best, as she has picked up a few stone chips.





Peter Wilson Adelaide, Australia

Model 9 Year 1 Acquired 2

930 3.3 1980 2011



This month I attended my first Porsche Club of South Australia 'Show and Shine' at the beautiful beach suburb of Glenelg.

There were plenty of special 911s on show, including 1969 and 2019 911 Ts sitting next to each other and showing the full 50-year 911 evolution, plus a very rare TechArt GTStreet R, based on a 2014 Turbo S. Apparently it is one of only 30 made worldwide.

Before this event my car developed an interesting boost control problem



that needed to be sorted. When I first purchased the 930 it had no boost control at all! To save the engine I either needed to back off or change gear, and was not able to exploit the power at all.

Pulling the wastegate apart quickly showed the problem – the diaphragm was in tatters and had obviously been so for some time as the wastegate valve was rusted shut. I rebuilt the wastegate with a new diaphragm, reseated the valve, drilled out and helicoiled all of the rusted studs that broke off and was rewarded with a rock-steady 0.8 bar of boost and the fabulous 930 push in the back, albeit still after 3,500rpm!

All was still not right, however, as the fuel pump interlock and overboost circuit was not working. The fuel pumps kicked in as soon as the ignition key was turned, and the overboost switch wasn't protecting the engine from overboosting. I spent an hour with the circuit diagram and found that the relay in the engine compartment had failed, with the normally open contacts fused closed. A new relay from eBay later and everything was working just as it did in 1980.

I upgraded to a Fabspeed exhaust and 1.0 bar wastegate spring about

three years ago. Despite maximum boost now being quite close to the overboost switch setting, everything was peachy, until last month...

It first happened while stretching the car in third. Full boost was reached, I was being pushed back in the seat and then suddenly felt the 'face through the dashboard' sensation as both fuel pumps were cut and the engine died.

A week later my son pulled out to overtake, wound the car up and suddenly – nothing! He didn't know what happened and kept his foot down, so as soon as the boost dropped the switch and relay closed and fuel pumps kicked in again. We were back at full noise, then it overboosted and cut out again.

When I did the upgrade I had looked around for a higher pressure overboost switch, but found nothing with the right thread. When I started researching again last month, I read that these switches can get 'lazy' with age and open at lower pressure. I ordered a brand-new, genuine Porsche overboost switch for \$77, took five minutes to install it and headed out for a test run. A steady 1.0 bar right through to redline and no face through the dashboard – problem solved!



Ben PrzekopMercer Island, WA

Model Year Acquired 996 40TH ANNIVERSARY 2004 MAR 2018



Spring in the Pacific Northwest is a glorious time: the days are longer, temperatures warmer, flowers and trees are blooming...

and track season is almost here!

Even while the last vestiges of our February snowstorm were melting away, I was already blocking my calendar for the track days and driver skills training events on offer from my local Porsche Club chapter in 2019.

The first event is already in my rearview mirror, as I served as an instructor at PCA's driver skills training event this past weekend, held at nearby Bremerton

Raceway. As is fairly typical for this location, nestled between Puget Sound and the towering, snow-capped Olympic Mountains, the day began in heavy fog and chilly temperatures. A very warm spring sun quickly banished the fog and chill, and by mid-morning it was an absolutely spectacular day.

The students were put through a rotation of five sets of exercises, each of which take about an hour. Seeing novices like this experience what their Porsche can really do always makes for a very rewarding albeit very tiring day,

since we are constantly getting in and out of cars to coach the students.

The smell of smoking tyres, hot motor oil and the sound of high-revving engines served to stoke my alreadyheady anticipation of getting on track in my own car as soon as possible. The first DE weekend comes in mid-May at Pacific Raceways, our favourite local track, which has just had some major sections repaved during the off-season. Naturally all of us track junkies are simply dying to try out the new – and hopefully faster – surface. I can't wait!







Michael Meldrum

Houston, Texas



Model 9111 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**



The Hill Country
Rallye is my must-do
annual event, and
even more so for
2019 as it marked
the return of my
cherished 1978 Gulf

blue RSR-ish backdate. New for 2019, the event commenced with a track day. I had my '78 out for a brief drive the night before. Outside of the engine upgrade everything else stayed the same, other than a fresh corner balance and alignment and new fluids all-round.

Holding the steering wheel was like being home. The freshly rebuilt and upgraded engine was just sensational; even though I barely explored three-quarters of its capabilities, I could tell it was something special. However, my first real drive with my '78 was going to be on the track.

It did not disappoint. The PMO carburettors come to life at 3,500rpm, howling for more acceleration and pulling exceptionally hard all the way to the 8,000rpm redline. Once it's in the sweet spot, just over 3,500rpm, it has the torque and power to pull relentlessly.

The rest of the track day was a blur thanks to the adrenaline and excitement.

The next phase of the Rallye was in Kerrville, in the heart of Texas Hill Country, truly an area of outstanding natural beauty, with astonishing roads and scenery. The two-hour drive was the perfect opportunity to assess how the new engine coped with the open road.

Below 3,500rpm things are docile, but not so much so that it is impractical, and as the car is set up to be equally at home on the track or street it is still a comfortable companion on a long drive. I love the results of the new engine and how it combines perfectly with the past improvements, but I have held back from going too far.

My aim is to keep the analogue feel intact, and I'm delighted to report it's alive and kicking. The suspension is a mildly upgraded torsion bar set-up, and in combination with the wide, sticky, 15-inch wheels provides a lot of grip.

The rest of the weekend was a stress test. 350 miles of spirited driving on country roads, including water crossings, cattle grids, dirt tracks and some of the best roads in Texas. I was closely watching the engine, oil levels, checking fuel consumption and listening for any strange sounds. The to-do list ended up routine: adjusting the seat rails, raising the suspension a tad and a sticky handbrake. All in all, it was a marvellous way to spend a long weekend.





Joe Williams Weymouth, UK

o @joewilliams85

Model Acquired 912 1967 APR 2017



A last-minute call from Lee asked if I might fancy helping bring back a few GT cars from Belgium, which didn't take too much thought. The

plan was simple: head over to Belgium, spend the night, drop in to see a friend who's storing the cars and take a quick look at his collection, then head home in a 991.2 GT3 RS, GT3 Touring and a 996 GT3 RS. My bag was packed quickly.

Hitting Antwerp by early evening, we grabbed a bite to eat while talking Porsche, a great start to our repatriation. Antwerp is beautiful and well worth adding to your next European drive.

The next day we headed over to pick up the cars, which were being looked after by 911 Motorsport. 911 Motorsport has an immaculate, fully staffed, fourramp workshop, complete with its own paint oven. It's impressive stuff, and the entire place is heaving with Porsche





memorabilia. As your eyes adjust to the calibre of cars in the building, you realise vou're somewhere very special indeed.

Every RS ever built resides under one roof alongside a few race cars, a 1967 R, a 991 R, a few 911 police cars, some SC rally cars, a few Turbos and even the odd flatnose to top it all off. Many are in rare PTS colours with seriously low miles and extensive options, and all are in immaculate condition. This is the most eclectic, crazy yet brilliant collection of only the best Porsche – all in one place!

I was more than happy to "make a coffee and treat the place like home", so I did what I was told and took in the sights. I could have made up a bed in the corner and spent a week there, it really was that incredible.

Unfortunately it was soon time to hit the road, and just as we fired up the cars, the heavens opened. We now had three incredible GT cars all running on cold Cup 2 tyres in the wet, with loads of standing water and visibility down to about three feet. It was a bit unnerving - at one point the 996 GT3 RS literally disappeared in its own spray!

I started in the GT3 Touring, which actually turned out to be a real favourite for me. Until then I thought the Touring was just a manual, de-winged GT3, but it turns out to be so much more than that. It's got more character, it's more engaging, there's more noise and then there's that gearbox. It's incredibly smooth, with the gates just where they should be. This car really is the perfect mix of all the best GT characteristics to produce an amazing driver's road car.

After a quick pit stop, next up was some time in the new 991.2 GT3 RS with Weissach Pack. Dripping in carbon and other lightweight goodies, this is a really nice way to dress what is already an awesome car. It was quickly apparent that this was a leap forward over the 991.1. I'd always felt that car was more like a race car commissioned for the road. Everything was loose and floating until under load. It banged, bumped and rattled down slow roads and droned down motorways, making it a not-sonice place to be. It was a track toy with number plates. This has all gone in the new generation: it's 100 per cent solid, better finished, boasts sharper steering and is more poised. The best bit was winding it all the way up to 9,000rpm before taking the next gear change - it's so addictive. If you're thinking about buying one, stop and do it tomorrow... there will be no buyer's remorse.

I finished riding the 996 GT3 RS, which felt Jurassic compared to the other two. Raw, connected and honest, it was worlds apart, but the lineage can be felt all the way to the current day. Two decades of technology and you still know you're sat in a 911! We had a great run back and it was a pleasure and a privilege to spend some time with some of the best cars Porsche has to offer.





Rob Clarke Bristol, UK





Model Acquired

996.1 CARRERA 4 1999 **FEBRUARY 2014**



Again a busy month, with the highlight of a trip to OPC Bristol. This visit was my car's regular service, and the highlight was having the shortest

list of ambers in my ownership from the health check! This has only been achieved by progressively rejuvenating the car, so now mechanically the car is A1. Unfortunately it will not win any concours events as the interior and bodywork need some attention, but it is all work in progress. Other items have been a brake fluid change and reinstating of the underside aero bits.

If you recall, the missing aero parts were identified on my first visit to Centre Gravity, where they took the time to tell me the importance of them. I picked up the parts but have not found the time to fit them. In the end my mechanic put them on while doing a brake fluid change – the wheels were off anyway so seemed sensible to get the parts fitted at the same time. The largest of the parts replaced was the front wheel arch liner. It was the only part of the front section damaged, but it is a single piece so the whole lot was replaced.

I haven't driven the car since these updates, even though it has been my



regular car. Since my commute is less than five miles the car is not warm by the time I arrive. I'm concerned such low mileage will damage the engine, so for now the car is weekends only probably the first time in my ownership this has happened!

For the brake fluid change I have opted to upgrade the fluid. I went to the guys at Opie Oils and purchased some Castrol React Performance. Downside of this is you need extra fluid to flush out

the old so it doesn't cross-contaminate. This ends up costing a bit more the first time around, but as long as I stick to this next time it will not be much difference from standard fluid. It is a better specification and has a higher boiling point. I probably won't exploit this, but like the aero I know it's there if I need it! So what next for my 996? A few things to consider, but I think I need to get out at the weekends and drive it to enjoy the updates I have had installed.



Chris Wallbank Leeds, UK





Acquired

997.1 CARRERA S **NOV 2012**



While my Porsche is still getting various bits done down at Litchfield motors I've been keeping myself busy visiting Geneva Motor Show and the

top-secret Super Car Drivers meet at Donington Park. I last visited Geneva Motor Show around 14 years ago and still remember it being one of the best manufacturer motor shows I had ever visited, so when I was lucky enough to



be invited to this year's show travelling by a private Learjet. I wasn't going to turn that down!

The trip was brief as we flew out at 6:00 in the morning and returned the same day at 19:00, but what a day it was. On arrival to Biggin Hill airport we were greeted by two Aston Martin Lagondas on the runway, parked next to our Learjet. That view itself, mixed with an epic sunrise, was an amazing photo opportunity! Geneva didn't disappoint either, with so much weird and wonderful Porsche stuff on display, from aftermarket tuners like Techart, Singer and Ruf to Porsche's official stand. A day wasn't enough to get round it all!

Singer's \$1.8 million DLS was stunning, while Techart's rather aggressive-looking 'GTStreet RS' in



Army green was interesting, but not quite to my taste. KW Automotive also had a lovely 991 Cup car on display too. Last but not least we stopped by Ruf's impressive display of its creations.

I also had the chance to catch up with my fellow LTL columnist Joe Croser at the Super Car Drivers event while shooting a video for Akrapovic Exhausts. The amount of supercars all in one place at one time was simply jaw-dropping. There was definitely no shortage of Porsche either; I counted numerous 991 GT3 RSs, a 991 GT2 RS and 997 GT3s dotted in and among Bugatti Chirons and McLaren Sennas... all of which were out on track getting used, which was great to see! All in all it's been a great month considering I've not driven or seen my own Porsche once.





Harold Gan Perth and Sydney, Australia

@drivenbytaste

Model Year Acquired

993 C4S 1995 JAN 2000

993 C2S

JUL 2018

Model Year Acquired

993 C2 Model Acquired **MAY 2018**

Model

964 C2 FACTORY TURBO-LOOK **CABRIOLET JUL 2018**

Acquired



In an attempt to get through introducing myself properly, I am only now writing about my UK trip. which happened in early February.

A bucket-list experience for me for years, driving some genuine UK country roads meant a decision was made to tick that box, flying to London during the offpeak driving season so as to hopefully be faced with relatively empty roads. Deciding to not be too adventurous, the trip was mapped for the Cotswolds.

London came and went, with a couple of days being spent navigating the mandatory sights before finally picking up a 991 Targa from Hertz London Bayswater. The weather for the Cotswolds was extremely kind, with only some rain overnight and the mildest of weather during the days.

This gave ample opportunity to visit a number of towns populating the region, and more critically the lovely twisty road systems that connect them. Rather than bore you with all the sights that I savoured during my stay, I will just say I visited Stow-on-the-Wold, Stratfordupon-Avon, Bourton-on-the-Water, Burford, Broadway and Moreton-in-Marsh, as well as the surrounding areas. The scenery was as I had imagined, varying between stunning, majestic rolling greens to narrow village roads steeped in rich history.

Sadly the driving was not quite as I had hoped, a result of far more traffic than I had expected in spite of the non-peak period and the excessive capabilities of the modern 911. While driving the 991 confirmed that modern 911s are clearly amazing performance machines, it hit home that they've gotten to a point where they outperform anything that the road demands of them within safe limits. They are just too much car for the road.

This meant that on the narrow backroads of the Cotswolds, at normal speeds the 991 lacked character. The fun thermometer ran a little cold to match the weather. There was just a total inability to truly explore the handling limits of the car safely or without finding myself in jail very quickly.

This led to me regularly questioning what it would be like if I had one of my air-cooled cars on these roads instead



 a small car that would give the space to pick an apex of sorts within my lane, allowing me to mince the accelerator and wring the engine out safely against the feedback of the wheel between my hands, uninterrupted from electric motors and other wizardry.

As I write this piece, I sit on a plane halfway home from London, having earlier picked up the latest issue of this esteemed publication at the airport. The inspiration to immediately start hammering out this contribution came as I finished reading an article of a drive made in an air-cooled backdate by Rennsport through the very roads that I had also just traversed the previous week. I can't help but feel that the writer of that article had more driving fun than I did!



Ron Lang Ashland, Oregon

o @ronlangsport

Model Year Acquired

2.4-LITRE 911S 2018

Model Year Acquired

964 CARRERA 4 964 CARRERA 2 REIMAGINED BY

Year

Model

SINGER Acquired **964 C4 SAFARI** Model

1993

JUL 2018

993 TURBO

991.2 CARRERA

Acquired

Model 993 C4S 1996 Year Acquired 2016

Model Year Acquired

1997 2015 997.2 GT3 RS

Model Year Acquired

2016

4S 2017

2017

Model Year Acquired

Model

991.2 TURBO S 2018 Acquired

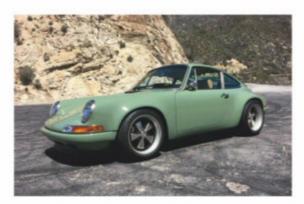


All 911 aficionados revel in driving our examples of kinetic and visceral art. The 911 looks timeless in its many guises, and has become a canvas

for many artists and designers. But no matter how they look, ultimately we are drawn to these cars by the way they drive, the kinetic part, and the way they make us feel - the visceral part.

Much has been written about one of these purveyors: Singer Vehicle Design. In December 2015 I entered into an agreement with Singer to restore my 1991 964 C2. Due to the company's backlog of orders, work commenced in late-2016 and was completed and delivered to me in April 2018.

My goal was a lightweight build, with primary focus on the mechanicals. The car was ordered with no body graphics and a simple three colour theme: Linden green over tan leather weave and Singer's signature milky nickel finishes everywhere, including engine lid metal badging, seat grommets, wheel spokes and lips and more. One-piece carbon track seats, carbon ceramic brakes and velocity stacks on the four-litre engine were part of the lightweight strategy.



Certainly the design, fit and finish is world class, and the closer I examine the details the better they look. But, are there equal parts art in the car's movement, sound and feel? Would it be markedly different than my other 911 drives? It's a resounding yes.

The most visceral 911 in the garage, it feels like a living, breathing being. The sound from cold start through warm up is intense and unfettered - I can hear and feel every oily bit in the car working away. The intake from the velocity stacks evokes triple-throat Weber music. overlaid on a deep exhaust note. The rifle-bolt action of the gearshift and the bite of the clutch are superbly matched to classic 911 steering feel. It has the bark of a Cup car at gearshifts and loud burbles under deceleration.

The car dances through the corners. It embraces and celebrates the 911



rearward weight bias, the rear end happy to move around a bit, albeit fully under control. The ability to explore the nuances of understeer and oversteer through every apex is unfiltered. The lightness is enjoyed at every prod of the accelerator and every direction change. The Ohlins coilovers and Singer's suspension tuning deliver a firm ride with exemplary damping.

Singer's years of re-imagining and exploring every nuance of the classic 911 has yielded a remarkable result. Driving the car is a very emotional experience for me. It is heartening and very gratifying to experience the output of artisans at the top of their game. Though you might view this as a selffulfilling prophecy, the 911 restored by Singer fully justifies the hype, and both the build process and the ownership experience are pure joy.



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FACT 2



Ceramic hybrid bearings only need 1cc of oil per minute.

FACT 3



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FACT 4



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FACT 5



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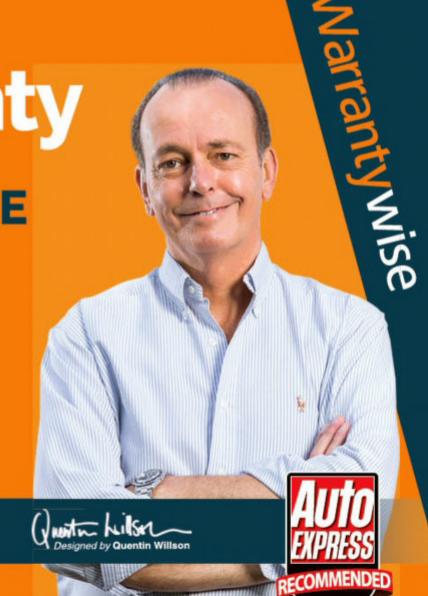


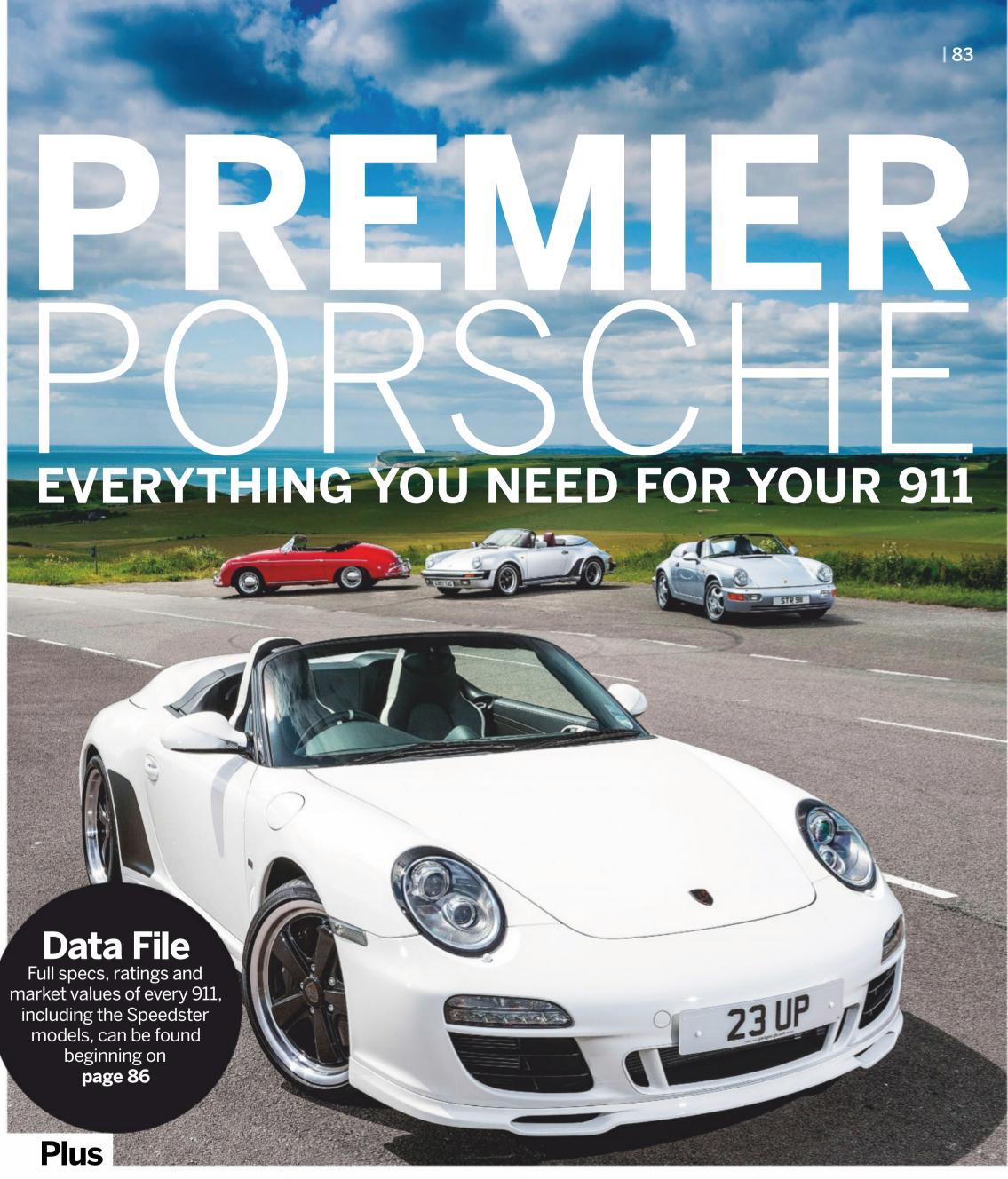






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911 SUPER STORE

JZM Porsche has a new state-of-the-art car storage facility. Total 911 takes a look inside

Written by Tim Pitt Photography by Daniel Pullen

wning too many Porsche is a first-world problem we'd all love to have. For those with car collections or limited space, however, finding safe and convenient storage is a real issue. You can't simply leave a 997 GT3 RS 4.0 parked on the street.

An RS 4.0 is the first 911 I spot inside JZM Porsche's clinically clean new storage facility. All the cars are hidden beneath black dust covers, but I recognise the jutting canards on its front bumper. This split-level warehouse was recently fitted out, at a cost of £900,000, adjacent to the existing showroom in Hertfordshire. There are currently 19 Porsche here, but JZM has space for 100.

Steve McHale – technical director, former racing driver and the 'M' in JZM – shows me around. "I started in the motor industry when I was 18, working in my dad's used car showroom," he explains. "When the fuel crisis hit in the mid-1970s, we started selling Volkswagen and Porsche parts. The company moved here to Kings Langley in 1984."

On the ground floor of the storage area are seven stacker lifts, designed for parking one car atop another. There's also a huge 2,500kg-capacity scissor lift for lifting vehicles to the upper level. I opt for the stairs instead. Adding an entire new floor was no mean feat, says Steve: "It has to accommodate 60 cars, so that's around 120 tonnes. The concrete

reinforcements go 18-metres deep." The building is fully fireproofed, with smoke detectors and 'foaming' flame-retardant paint throughout.

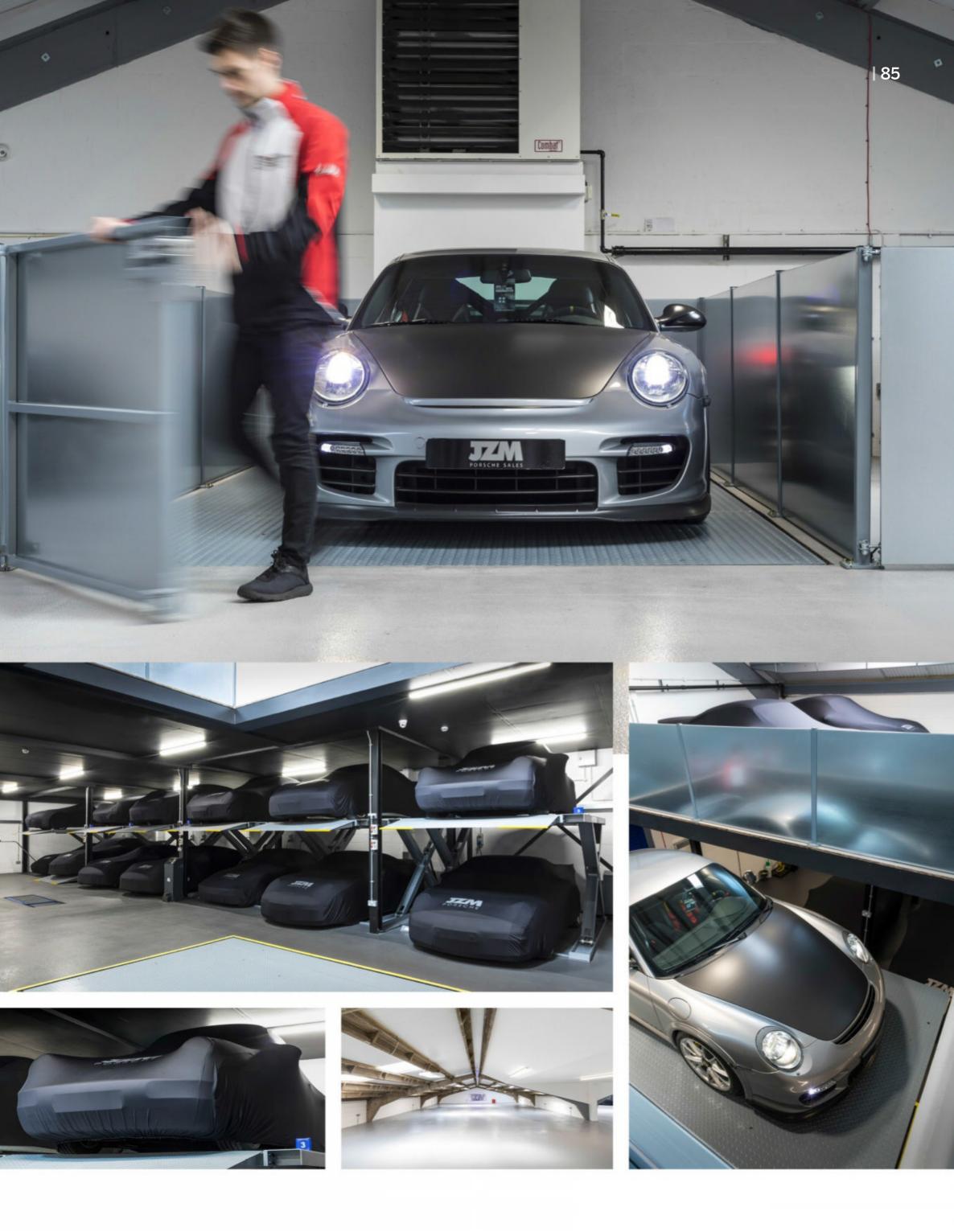
Security is obviously a key concern for anyone storing a 91l, but JZM has it covered. Heavy-duty metal shutters and bollards are backed up by 17 high-definition CCTV cameras with night vision surveying every inch of the premises. All car keys are stored in a safe, with no registration numbers attached. Steve shows me an app that allows staff to check the cameras at any time. I wave and see myself wave back from his iPhone. It's like a small-screen version of *Inception*.

Storage at JZM costs from £65 per week for Porsche valued at less than £250,000, up to £85 per week for those worth £1 million or more. You can also store summer or winter wheels and tyres for £200 a year (all prices plus VAT). Cars are fully valeted inside-and-out when checked in, and a free vehicle health check is also included. If any issues are found, the car can be repaired or detailed while stored, at minimum inconvenience to its owner. "This is our big advantage over most storage operators," says Steve. "We can maintain the cars in our care with Porsche-trained technicians, official parts and factory PIWIS software."

Once a car is checked in, its tyres are pumped up beyond usual pressure to prevent flat-spotting, and its battery is connected to a trickle charger. The advanced CTEK chargers used here are suitable for lead-acid batteries fitted to classic 91ls, plus the absorbed glass mat (AGM) items in most modern cars. Only the lightweight lithium-ion batteries typically fitted to GT models demand a different type of charger, but JZM has those on-hand. Air conditioning ensures the Porsche are kept at a constant 17 degrees Celsius (62.6 degrees Fahrenheit), no matter the temperature outside.

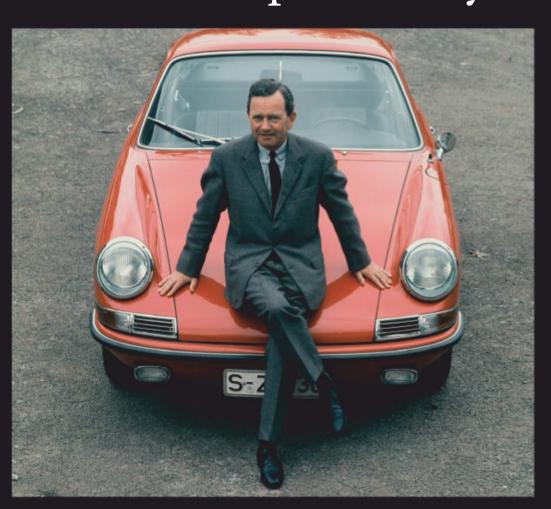
If you fancy taking your 9ll out for the weekend, it's best to give JZM 24 hours' notice. The car will then be given another mechanical check, including a short test drive, before you collect the keys. When you return it will be valeted again, then put back into hibernation: like having your own fully staffed garage. Given JZM's location – 30 minutes from Heathrow, and just off the Ml and junction 20 of the M25 – the service is sure to appeal to owners living in London. Head west and you soon reach the Chiltern Hills and some great driving roads, too.

The last stop on my tour is Steve's own car: a 1979 SC. A US import in wonderfully retro Mocha brown with black Fuchs, it has covered just 67,000 miles and has "never been used in the wet". The man who spends all day looking at 91ls is visibly proud to show me his prized possession, which has now taken its place in the storage facility alongside that RS 4.0, an early 911E, a 993 Carrera 4 and many more. No question, they're all in very safe hands.



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 Q3 will be July. The review for 2019 Q2 was April.



Ratings

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



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	71-11-1-1777-177-17
F 4.5x15 inch: 165/80/	R15

R 4.5x15 inch; 165/80/R15



Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40IDS carburettors.

Production number	s 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	
E 4 5v15 inch: 165/80	1/P15

F 4.5x15 inch; 165/80/R15 R 4.5x15 inch; 165/80/R15



An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

Production number	rs 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	



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	

Updated version of the 1973 27 RS complete with impact

(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 number	ers 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

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 number	rs 5,807 (plus '78 to
	'79 Cali cars)
Issue featured	116
Engine capacity	3,299сс
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

From 1978, the SC was the only normally aspirated 911.

911 SC 1978-83

only normally aspirated 911.
Developed from the Carrera
3.0, but produced less power.
Upgraded Sport options.

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 6x15 inch; 185/70/	VR15

F 6x15 inch; 185/70/VR15 **R** 7x15 inch; 215/60/VR15



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

Production numbe	rs 2
Issue featured	158
Engine capacity	2,994c
Compression ratio	10.3:
Maximum power	255hp @ 7,000rpn
Maximum torque	250Nm @ 6,500rpn
0-62mph	4.9 se
Top speed	153mp
Length	4,235mn
Width	1,775mn
Weight	940k
Wheels & tyres	
F 7x16 inch: 205/55	/VR16

F 7x16 inch; 205/55/VR16 **R** 8x16 inch; 225/50/VR16



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 number	rs 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 5v15 inch: 185H5)



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.

Issue featured Engine capacity	127 1,991cc
Engine capacity	1 991cc
	1,00100
Compression ratio	8.6:1
Maximum power 110hp @	5,800rpm
Maximum torque 156Nm @	4,200rpm
0-62mph	3.8 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)	7
911E	
1968-69	
The Q11 receive	how

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	



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 number	rs 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



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

R 5.5x15 inch; 185HR

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 number	ers 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	



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2.341cc engine size.

Production number	rs 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; 165HF	₹
R 5.5x15 inch: 165H	₹



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

Production number	s 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
P 6v15 inch: 185/70	/R15



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.



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

R 7x15 inch; 215/60/R15



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 91	US.	
Production number	ers	4,406
Issue featured		144
Engine capacity		2,341cc
Compression ratio)	8.0:1
Maximum power	165	hp @ 6,200rpm
Maximum torque	2061	lm @ 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; 18	5HR	
R 6x15 inch ATS; 18	5HR	



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

Production number	s 5,05
Issue featured	12
Engine capacity	2,341c
Compression ratio	8.5:
Maximum power	193hp @ 6,500rpr
Maximum torque	211Nm @ 5,200rpr
0-62mph	6.6 se
Top speed	140mp
Length	4,163mr
Width	1,610mr
Weight	1,075k
Wheels & tyres	
E C 15 : 1 105 (50	(DAE

R 6x15 inch: 185/70/R15

(G, H, I, J series)★★★★★



'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.

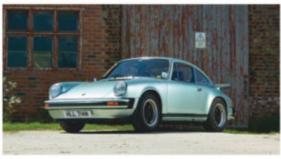
Production number	9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm
	(165bhp from '76)
Maximum torque	235Nm @ 3,800rpm
	(4,000 from '76)
0-62mph	8.5 sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres F&I	R 6x15 inch; 185VR





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 number	ers 17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	173hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0 sec
Top speed	142mph
Length	4,291mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	
F 6x15 inch; 185VR	
R 6x15 inch; 185VR	



911 Carrera 2.7 1974-76

From 1974, Carrera name was given to rangetopping 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	



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.

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	
E 6v15 inch: 195/70	/\/D15

R 7x15 inch: 215/60/VR15



9303.0 1975-77

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

Production numbers	
Issue featured	
Engine capacity	2,
Compression ratio	
Maximum power	260hp @ 5,50
Maximum torque	343Nm @ 4,00
0-62mph	5
Top speed	15
Length	4,2
Width	1,77
Weight	1,
Wheels & tyres	



9303.3 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 num Issue featured Engine capacity 3.299cc Compression ratio 7.0:1 300hp @ 5,500rpm Maximum power 432Nm @ 4,000rpm 5.4 sec 0-62mph 161mph Top speed 4,291mm Length 1,775mm Width 1,300kg (1,335kg from '86) Weight Wheels & tyres F 7x16 inch; 205/55/VR16

R 8x16 inch; 225/50/VR16

**** Carrera 3.2 1984-89

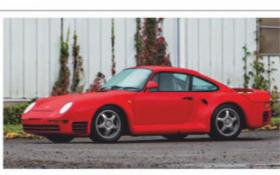
Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, and the first production 911 to feature an ECU to control ignition and fuel systems.

Production numbe	rs 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
D 9v15 inch 215/60	/\/D15 /16" for '90\



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 number	ers 50 (UK only)
Issue featured	146
Engine capacity	3,299сс
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	5/VR16
R 9x16 inch; 245/45	5/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.

142 2,850cc 8.3:1 Ohp @ 6,500rpm
8.3:1
0hp @ 6,500rpm
Nm @ 5,000rpm
3.9 sec
196mph
4,260mm
1,840mm
1,450kg

Wheels & tyres F 8x17 inch; 235/45/ZR17 **R** 9x17 inch; 255/40/ZR17



windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent watertight.

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

R 8x16 inch; 245/60/VR16







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	3,299сс
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/V	R16

R 9x16 inch; 245/45/VR16



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 number	ers 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, 205/5	5/VR16
R 7x16 inch, 225/55	5/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 number	ers 8
Issue featured	10
Engine capacity	3,2990
Compression ratio	7.0
Maximum power	381hp @ 6,000rp
Maximum torque	490Nm @ 4,800rp
0-62mph	4.6 se
Top speed	180mp
Length	4,250m
Width	1,775m
Weight	1,290
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 bodyshell, 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/Z	D10



993 Carrera 4S 1995-96

The 4S was effectively a Carrera 4 with a Turbo wide bodyshell, 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/Z	R18



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.

Froduction numbe	15 1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:
Maximum power	300hp @ 6,000rpn
Maximum torque	355Nm @ 5,400rpn
0-62mph	5.0 se
Top speed	172mpl
Length	4,245mm
Width	1,735mn
Weight	1,279kg
Wheels & tyres	
F 8x18 inch, 225/40	ZR18

R 10x18 inch, 265/35ZR18

**** **996 Carrera 4** 1998-2001



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

across the rang	e in 2001.
Production numbe	rs 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

R 10x18 inch: 285/30/ZR18



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 1,8	
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 R 10x18 inch; 285/3	



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

FIOUUCUOII IIUIIIDEI	20,433
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700
	4,600rpm
0-62mph	4.2 sec
Top speed	189mpl
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	

F 8x18 inch; 225/40/R18



Heavily revised bodywork deformable bumpers over coil-spring suspension and radical overhaul of the '87 per cent new' 911.

Production number	rs 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



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

Production number	rs 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	5/ZR16
R 8x16-inch; 225/50	D/ZR16



964 Turbo 1991-92

or Amethyst Production number Issue featured

Engine capacity

0-62mph

Top speed

Weight Wheels & tyres

F 7x17-inch; 205/50/17

R 9x17-inch; 255/40/17

Width

Compression ratio

Maximum power 250hp @ 6,100rpm

Maximum torque 310Nm @ 4,800rpm

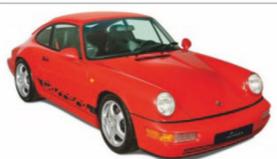
This used the revised 964 bodyshell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	7.0:1
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/Z	R17
R 9x17-inch; 255/40/Z	R17



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 numbe	rs 22
Issue featured	133
Engine capacity	3,600cc
Compression ratio	11.3:
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	5/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/Z	R17



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 number	ers 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



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

Production number	ers 1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 8x18 inch; 225/40	D/ZR18
R 10x18 inch; 265/3	35/ZR18



964 RS America 1973

Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: aircon, 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

1,650mm

1,340kg

F 7x17-inch; 205/50/ZR17 R 8x17-inch; 255/40/ZR17

Width



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

from 1996.	
Production number	ers 38,626
Issue featured	160
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.6 sec
Top speed	168mph
Length	4,245mm
Width	1,735mm
Weight	1,370kg
Wheels & tyres	
F 7x16 inch; 205/55	5/ZR16
R 9x16 inch; 245/45	5/ZR16



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

rear drive reer.	
Production number	rs 2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8 sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F 7,46 inab; 205 /55	/7D16

R 9x16 inch; 245/45/ZR16

993 GT2 1995-96

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

Production number	ers 173
Issue featured	13:
Engine capacity	3,600cc
Compression ratio	8.0:
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	D/ZR18
R 11x18-inch; 285/3	85/ZR18



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 number	ers 5,93
Issue featured	14
Engine capacity	3,600
Compression ratio	8.0
Maximum power	408hp @ 5,750rp
Maximum torque	540Nm @ 4,500rp
0-62mph	4.3 se
Top speed	180mp
Length	4,245m
Width	1,795m
Weight	1,500
Wheels & tyres	
F 8x18-inch; 225/40	D/ZR18
₽ 10v18-inch: 285/	30/7P18



3,600cc

11.3:1

5.7 sec

162mph

4,250mm

1,775mm

1,470kg

993 Carrera S 1997-98

The features that come with the Carrera Sare similar to the Carrera 4S's, only this time in rear-wheel drive. Sought after for its superb handling and widebody 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/Z	R18
P 10v18-inch: 285/30/	7D19



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.

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	56,7
Issue featured	10
Engine capacity	3,387
Compression ratio	11.3
Maximum power	300hp @ 6,800rp
Maximum torque	350Nm @ 4,600rp
0-62mph	5.2 s
Top speed	174m
Length	4,430m
Width	1,765m
Weight	1,320
Wheels & tyres	
F 7x17-inch; 205/50/R	17
R 9x17-inch: 255/40/R	17



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/R	18

R 11x18-inch; 295/30/R18



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

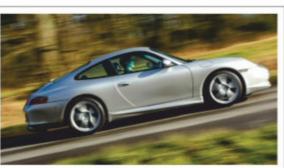
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-
	4,500rpm
0-62mph	4.1 sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Wheels & tyres	
F 8x18-inch; 235/40	/R18
R 12x18-inch; 315/30)/R18



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 number	rs 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	
717 in als. 20E /E0	/D17

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

R 9x17-inch; 255/40/R17



Production numbe	rs 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
B 10-10 : I 20F /2	0 (010

Sales debate

Does a sunroof add value to a used 911?



Believe it or not, the topic of whether a sunroof should feature on the roof of a 911 Coupe can spark a fairly fierce debate among enthusiasts. We've seen it many times ourselves, split between purists who say a sunroof adds unnecessary weight right where you don't want it, and those who believe a sunroof is a welcome feature whose presence does more good than harm to the 911 experience. Much like whether or not a rear wiper belongs on a 911, you'll have your own views here, but it's no coincidence that not a single press Coupe supplied to **Total 911** by Porsche Cars Great Britain has ever featured an opening roof.

Take a look through the classifieds, however, and you'll notice that if a 911 does indeed come with a sunroof, then the concern selling it will be all too happy to mention the feature prominently in the description. So, with many currently in the midst of speccing a 992, would a sunroof add value to a 911 come selling time?

"Without a doubt," says Karl Meyer at Porsche tradein specialists 2911. "It's a simple yet effective option that's not too intrusive on the overall spec of a car in terms of cost or weight, and many people like the idea of letting some natural light into the cabin. Unless it's a very focused driver's car, which in the case of the 992 it can't be as there's no manual option yet, then a sunroof absolutely adds value come resale time."

Echoing Meyer's thoughts, Jamie Tyler at Paragon Porsche says a sunroof adds value to the right car. "You wouldn't want a sunroof on a Carrera T, for example, or a manual Carrera 2 GTS, but for anything else it's generally a welcome addition that adds to the 'all-round' nature of

It seems that for all but the most dedicated of drivers, a sunroof could prove to be both a pleasant extra and a feature that's likely to be viewed positively when it comes to selling. In any case, while resale value may require some small consideration, particularly when it comes to securing positive residual values offered by dealerships on buy-back, your main concern when speccing a new 911 should be on options which you believe will enhance your own lifestyle and experience with the car. You should, therefore, spec a 911 for you, and not the person likely to own the car afterwards.



Carrera, but with new wings Suspension lowered and uprated, PCCB optional. Fullspec interior unless Clubsport option was ordered

Production number	ers 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; 235/4	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

A 911 Turbo with the previously optional 30bhp power upgrade with larger turbochargers. revised FCU, PCCB standard. Production num Engine capacity 3,600сс Maximum power 450hp @ 5,700rpm 620Nm @ 3,500 4,500rpm Top speed 191mph 4,291mm Length 1,830mm 1,590kg

Wheels & tyres

F 8x18 inch; 225/40/R18 R 11x18 inch; 295/30/R18

996 Turbo S 2004-2005

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 number	ers 8,533
Issue featured	
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; 295/3	5/R18



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.

roduction number	ers 30,973
ssue featured	111
ngine capacity	3,824cc
ompression ratio	11.8:1
laximum power	355hp @ 6,600rpm
laximum torque	400Nm @ 4,600rpm
-62mph	4.8 sec
op speed	179mph
ength	4,427mm
/idth	1,852mm
/eight	1,475kg
/heels & 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. R11x19-inch; 305/30/R19

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 8.5x	19-inch; 235/35/R19
D 11v10-inch: 205/20/0	210

**** 997 GT2 2007-09



i roduction number	The state of the s
Issue featured	127
Engine capacity	3,600сс
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; 235/3	35/ZR19
R 12x19-inch; 325/3	0/ZR19

R 11x19-inch; 305/30/ZR19



Gen2 997 C2 2008-12

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

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/Z	R18
R 10 5x18-inch: 265/40	1/7P18



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 number	ers 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	5/7R19

R 11x19 inch; 295/30/ZR19

Intermediate Shaft.



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

Issue featured	152	Production numbe	rs 1
Engine capacity	3,800cc	Issue featured	
Compression ratio	9.8:1	Engine capacity	3,80
Maximum power	500hp @ 6,000rpm	Compression ratio	1
Maximum torque	650Nm @ 1,950-	Maximum power	450hp @ 7,900
•	5,000rpm	Maximum torque	430Nm @ 6,750
0-62mph	3.4 sec	0-62mph	4.0
Top speed	194mph	Top speed	192
Length	4,450mm	Length	4,460
Width	1.852mm	Width	1,852
Weight	1,570kg	Weight	1,37
Wheels & tyres		Wheels & tyres	
F 8.5x19-inch: 235/3	35/7R19	F 9x19-inch; 245/35	/ZR19



wing. Dynamic engine mounts Air-con is optional, with no door handles, wheel brace or sound

Issue featured	125
Engine capacity	3,800c
Compression ratio	12.2:
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0 sec
Top speed	192mpl
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	3
Issue featured	1
Engine capacity	3,800
Compression ratio	12.
Maximum power	408hp @ 7,300rp
Maximum torque	420Nm @ 4,40
	5,600rp
0-62mph	4.4 s
Top speed	190m
Length	4,440m
Width	1,852m
Weight	1.540

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/R	18

R10x18-inch; 265/40/R18



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

talipipes.	
Production number	rs 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

R11x19-inch; 295/30/R19



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 number	2,3/0
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 bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

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

Production numbers	7,910 (Coupe)
Issue featured	117
Engine capacity	3,800cc
Compression ratio	12.5:
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



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

Production number	s 2,200
Issue featured	117
Engine capacity	3,797cc
Compression ratio	12.2.:
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; 235/3	5/ZR19

R 12x19-inch;305/30/ZR19



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 0 E. 10 : 22E /2E	/ZD10

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.

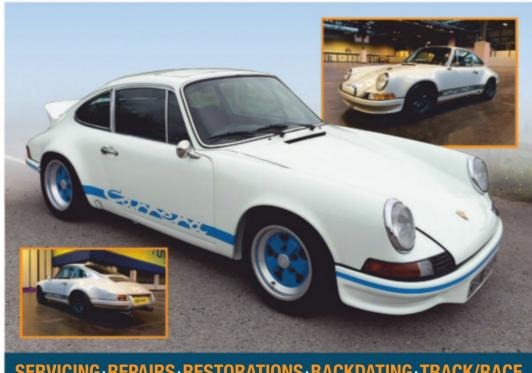
Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F 9x19-inch; 245/35/Z	R19
B 10-10 : 225 /20 /	7010



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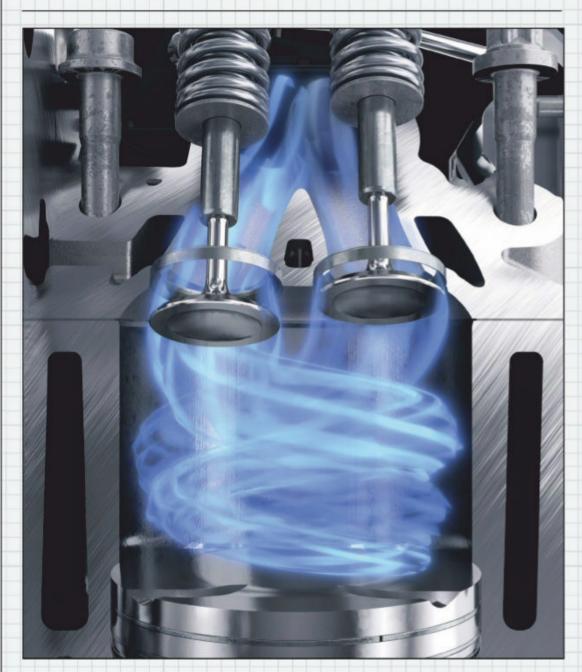
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Technology explained

023 VARIOCAM PLUS

VarioCam Plus is an extension of Porsche's VarioCam variable valve timing. Here's how it works



Before we explain the inner workings of VarioCam Plus, it's important to understand the initial mechanisms which the company employed to vary the valve timing of its flat six engine. The first was VarioRam: introduced in 1995 for the 993 Carrera RS as well as the standard Carrera line, this essentially varied the length of the inlet tract to provide greater torque at lower rpms.

By the turn of the completely reworked 996 'M96' flat six, which had twin camshafts for each cylinder bank, Porsche had developed VarioCam. Here, as we've previously explained in this column, the exhaust camshaft is powered from the crankshaft and a chain runs between the camshafts to power the intake cam. A tensioner moves to transfer the slack in the chain from one side to the other, shortening or lengthening the drive and advancing or retarding the intake camshaft.

By the turn of the 997.2 in 2009, Porsche had refined the technology in the form of VarioCam Plus, which uses electro-hydraulics for infinite variation of the intake and exhaust camshafts. Still employed on its engines today, VarioCam Plus offers a two-in-one-style engine setup which is particularly useful on the company's high-revving flat sixes found in GT cars, ensuring not just high levels of power and torque right through the rev range, but also lower emissions, better fuel economy and smoother engine running. It's an essential characteristic of the flat six in today's world, where big power must go hand-in-hand with a greater environmental responsibility.



997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power 530	hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-
	4,250rpm
0-62mph	3.3 sec

4,435mm Length 1,852mm Weight 1,585kg Wheels & tyres F 8.5x19-inch; 235/35/ ZR19 R 11x19-inch: 305/30/ZR19

Top speed



1,852mm Weight Wheels & tyres F 9x19 inch; 245/35/ZR19 R 12x19 inch; 325/30/ZR19

0-62mph

Top speed

195mph

5,500rpm

205mph

991.1 Carrera 4 2012-15

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

Production number	rs	Unknown
Issue featured		98
Engine capacity		3,436cc
Compression ratio		12.5:1
Maximum power	350	hp @ 7,400rpm
Maximum torque	390N	m @ 5,600rpm
0-62mph		4.9 sec
Top speed		177mph
Length		4,491mm
Width		1,852mm
Weight		1,430kg
Wheels & tyres		

F 8.5x19-inch; 235/40/ZR19 R 11x19-inch:305/35/ZR19



991.1 Carrera 4S

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	Unknowr
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:
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

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 engir

PDK-only.	
Production number	ers 6,000
ssue 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
_ength	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	2.50,000,000
9.5x20-inch; 265/	35/ZR20
12.5x21-inch: 325.	/30/ZR21

991.2 Carrera 2015-2018

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

Production number	s 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	111211111111111111111111111111111111111
F 8.5x19 inch; 235/4	0/ZR19
R 11.5x19 inch; 295/3	35/ZR19



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

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; 245/3	35/ZR20
P 11 Ev20 inch: 205	20 /7P20

991.2 GT3 2017-



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 number	ers 222 (UK, est)
Issue featured	153
Engine capacity	3,996сс
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; 245/3	5/ZR20
R 12x20 inch; 305/	30/ZR20

991 GT2 RS 2017-

Fastest factory 911 of all time Highly modified Turbo Sengine with sprayed intercoolers. Rear wheel drive, PDK only, New inlets on bonnet feeds air to brakes. **Production numbers** 2,000 (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
Whools & turos	

Wheels & tyres F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



2.9 sec 205mph

4,507mm

Length Width 1,880mm Not specified Wheels & tyres R 11.5x20-inch; 305/30/ZR20

0-62mph

Top speed



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	5/19
B 11 10 : 1 00F (00	(10



Like C2997 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



Issue featured

Top speed

Length

Engine capacity

Maximum power 530hp @ 6,250-6,750rpm

Weight 1,585kg 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.

н	991.1 Carrera 2011-15
ı	2 00
l	
	The first of the newest and lates Gen7911, it takes styling hues

from the 993. A redesigned chassis with lengthened wheelbase reduces overhang of the engine.

Production number	ers 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; 285/3	85/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	3,800сс
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

R 11x19-inch; 305/30/19

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

Production numbe	rs 3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:
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

R 12x20-inch; 305/30/ZR20



New Turbo marks introduction of rear axle steering, plus PDKonly transmission to forced

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	
E 8 5y20 inch: 245/35/	7P20



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 700	Nm @ 2,100-4,250
0-62mph	3.1 sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	01-107-107-107-1
F 9x20-inch; 245/35/Z	R20
P 11v20-inch 305/30/	7P20



123

9.8:1

3,800cc

4,250rpm

195mph

4,435mm

1,852mm

700Nm @ 2,100-

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.

9		8
	Production numbers	1,963
	Issue featured	112
•	Engine capacity	3,800cc
	Compression ratio	12.5:1
	Maximum power	400hp @ 7,400rpm

Froduction numbers	1,903
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
E 0,20 inch 245 /25 /7	7D2O

R 11.5x20-inch; 305/30/ZR20



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more

than Carrera S.	
Production number	rs Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0 sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F 9x20 inch; 245/35	J/ZR20
R 11.5x20 inch; 305/	/30/ZR20



Almost the same as the C2 GTS, but with additional traction offered by four-wheel drive. As a result, performance times are altered slightly over its reardriven variant.

Production number	rs Unknow
Issue featured	12:
Engine capacity	3,800c
Compression ratio	12.5:
Maximum power	430hp @ 7,500rpn
Maximum torque	440Nm @ 5,750rpn
0-62mph	4.4 se
Top speed	188mpl
Length	4,491mn
Width	1,852mn
Weight	1,470k
Wheels & tyres	
F 9x20 inch; 245/35	5/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 electrohydraulically 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 8.5	
ZR19 R 11.5x19-inch; 2	295/35/ZR19



R 11x20 inch; 305/30/ZR20

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	15
Engine capacity	2,9810
Compression ratio	10.0
Maximum power	420hp @ 6,500rpr
Maximum torque	500Nm @ 1,700
	5,000rpr
0-62mph	3.8 se
Top speed	189mp
Length	4,499mr
Width	1,852mr
Weight	1,490k
Wheels & tyres	
F 8.5x20 inch; 245/3	35/ZR20
R 11.5x20 inch; 305/	′30/ZR20



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

i roduction number	3 OTIKITOWIT
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



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

Unknown

Production numbers

Issue featured

Engine capacity	3,800cc
Compression ratio	9.8:
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 9x ZR20	20-inch; 245/35/
R 11.5x20-inch; 305/	30/ZR20



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 number	ers 991
Issue featured	153
Engine capacity	3,996сс
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.8 sec
Top speed	201mph
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x20-inch; 245/3	5/ZR20
R 12x20-inch; 305/	30/ZR20



accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4GTS quicker than C2 GTS.

Production number	rs 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; 305/3	0/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

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; 305/3	0/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	5,000
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 8.5	x19-inch; 245/40/
ZR19 R 11.5x19-inch; 2	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 100 UK cars (est) Issue featured Engine capacity 4,000cc Compression ratio unknown 520hp Maximum power Maximum torque 480Nm 0-62mph 3.2 sec Top speed 193mph 4,549mm Length Width 1,880mm Weight Wheels & tyres F 9.5x20-inch; 265/35/ZR20 1,420kg

R 12.5x21-inch; 325/30/ZR21

991 Speedster 2019



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

Production number	ers 1,948
ssue featured	172
Ingine capacity	3,996c
Compression ratio	13.3:
Maximum power	500hp @ 8,250rpn
Maximum torque	460Nm @ 6,000rpn
)-62mph	3.9 se
Top speed	199mpl
ength	4,562mn
Vidth	1,852mn
Veight	unknowi
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	s In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque 53	30Nm@ 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; 245/3	5/ZR20

R11.5x21-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

R11.5x21-inch; 305/30/ZR21



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MODEL	COLOUR	MILEAGE
1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black Leatherette. 1of 6 RHD, Factory Sunroof	N/A
1973 911 2.7 Carrera RS Lightweight	Tangerine / Black Cloth. 1of 17 RHD Versions	N/A
1986 911 Super Sport Targa	Grand Prix White / Black Leather Piped White	29,300
1987 928 S4 Auto	Venezia Blue / Navy Leather. Air Con, Electric Sunroof	44,100
1988 911 Carrera Targa Jubilee Edn LHD	Diamond Blue / Dark Blue-Purple Leather. G50 Gearbox	91,000
1989 911 Carrera Sport Cabriolet	Grand Prix White / Blue Leather piped White. El Sport Seats	50,300
1989 911 Carrera Sport Cabriolet	Guards Red / Linen Porsche Cloth. Sports Suspension	56,500
1992 964 RS Lightweight LHD	Midnight Blue / Black-Grey Leather. C10 Swiss Supplied	20,600
1993 964 Turbo 3.6	Midnight Blue / Black Leather. Electric Sunroof	22,500
1993 964 Speedster LHD	Guards Red / Black-Grey Leather. Air Conditioning	9,800
1995 993 Turbo	Arena Red / Black Leather. Air Conditioning	2,200
1996 993 Turbo	Midnight Blue / Grey Leather. Sunroof, Air Conditioning	23,600
1996 993 Carrera 2 Cabriolet	Midnight Blue / Grey Leather. Porsche Classic Navigation	43,700
1997 993 Carrera 2 Tip Cabriolet	Polar Silver/ Classic Grey Leather. Cruise Control, Htd Seats	44,500
2004 996 Turbo Tip S Cabriolet	Atlas Grey / Black Leather. Hard Top	37,500
2009 997 C2S Manual Coupe	Basalt Black / Black Leather, 19" Turbo Wheels, PCM Navigation	39,800
2010 997 C2S Manual Cabriolet	Meteor Grey / Black Leather. 19" Turbo Alloy Wheels	15,500
2010 997 Turbo S PDK Cabriolet	GT Silver / Cocoa Leather. 19" Centre Lock Wheels	1,800
2010 997 GT3 Clubsport	Guards Red / Black Leather Clubsport. Dynamic Engine Mounts	13,600
2011 997 Carrera 2S PDK Coupe	Guards Red / Black Leather. Sports Chrono Pack	14,700
2011 997 GTS PDK Coupe	Basalt Black / Black Leather. Sports Chassis. Heated Seats	22,900
2011 997 GTS PDK Coupe	Guards Red / Black Leather. 19" Centre Lock Wheels	19,800
2011 997 GTS PDK Cabriolet	Carrara White / Black Leather / Alcantara. Sports Exhaust	14,500
2011 997 GTS Manual Coupe	Carrara White / Black Leather / Alcantara. Heated Seats	26,400
2011 997 GTS Manual Cabriolet	Carrera White / Black Leather / Alcantara. Heated Seats	15,500
2011 997 GTS PDK Coupe	Carrara White / Black Leather / Alcantara. Sports Exhaust	18,400
2011 997 Turbo S PDK Coupe	Ruby Red Metallic / Black / Stone Grey Leather. Park Assist	9,600
2011 997 GTS PDK Coupe	Meteor Grey / Red Leather. Sports Bucket Seats. Sp Exhaust	9,700
2012 997 Turbo S PDK Coupe	Basalt Black / Black Leather. Centre Lock Alloy Wheels	20,400
2012 997 Turbo S PDK Coupe	Carrara White / Black Leather. Cruise Control	17,300
2012 991 Carrera 2 3.4 Manual Cabriolet	Guards Red / Black Leather. BiXenons, Sports Exhaust	26,300
2013 997 Turbo S PDK Coupe	Guards Red / Sand Beige Leather. Centre lock Wheels	1,600
2016 Boxster 2.7 Manual	Basalt Black / Black Leather. Black Edn, Sports Exhaust	10,100

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1998 - PORSCHE 993 TURBO S COUPE - 65,000 MILES - £POA 2003 - PORSCHE 996 GT3 COUPE - 50,000 MILES - £59,500



2016 - PORSCHE BOXTER GEN II 22,000 MILES - £72,000



2011 - PORSCHE 997 TURBO CABRIOLET 33,000 MILES - £POA



2015 - PORSCHE 991 C4 GTS CABRIOLET 12,000 MILES - £92,000



2013 - PORSCHE PANAMERA TURBO 9,000 MILES - £49,950



1997 - PORSCHE 993 C2 CABRIOLET 50,000 MILES - £49,500

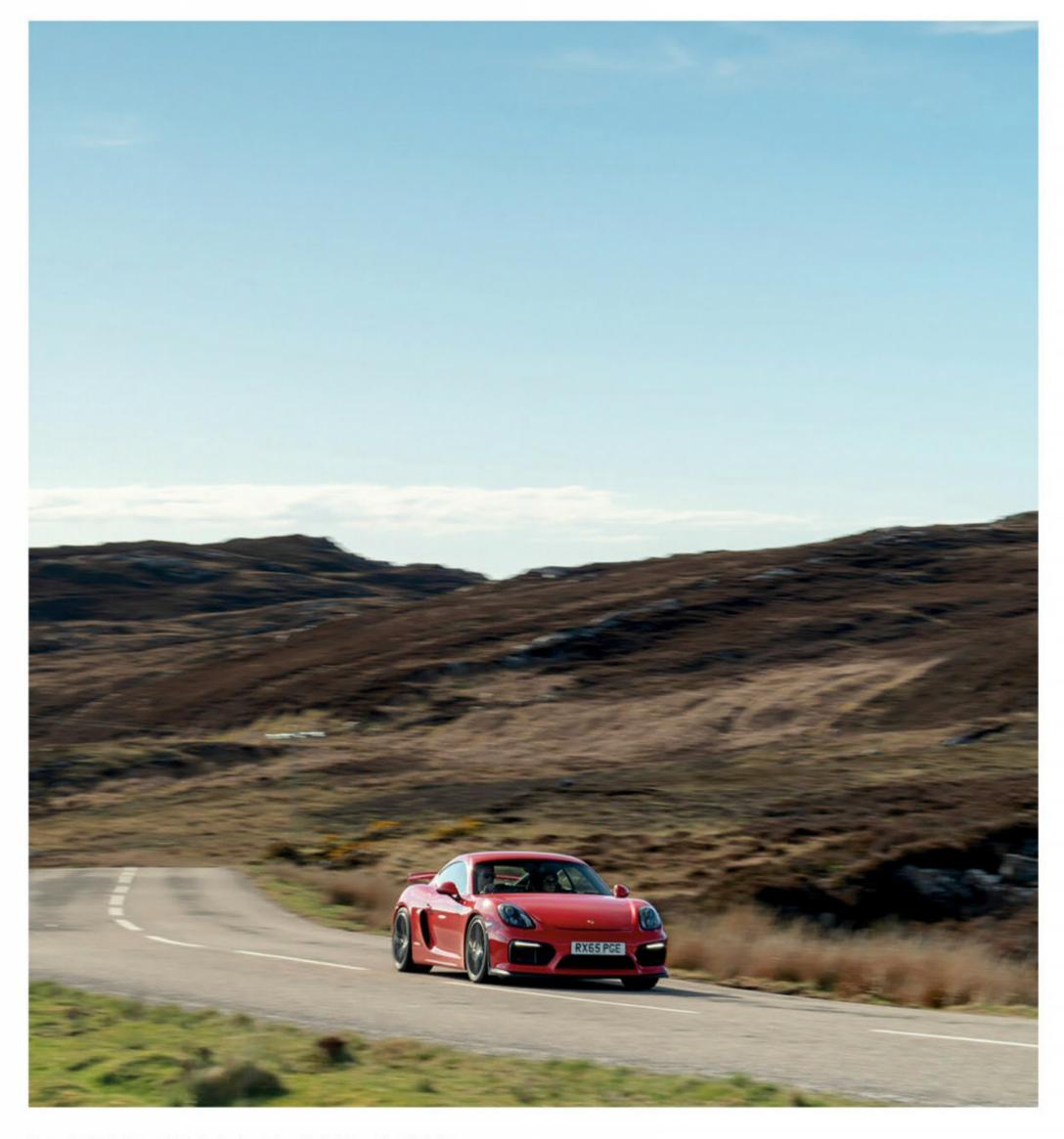


2010 - PORSCHE 997 C2 COUPE 44,000 MILES - £39,500

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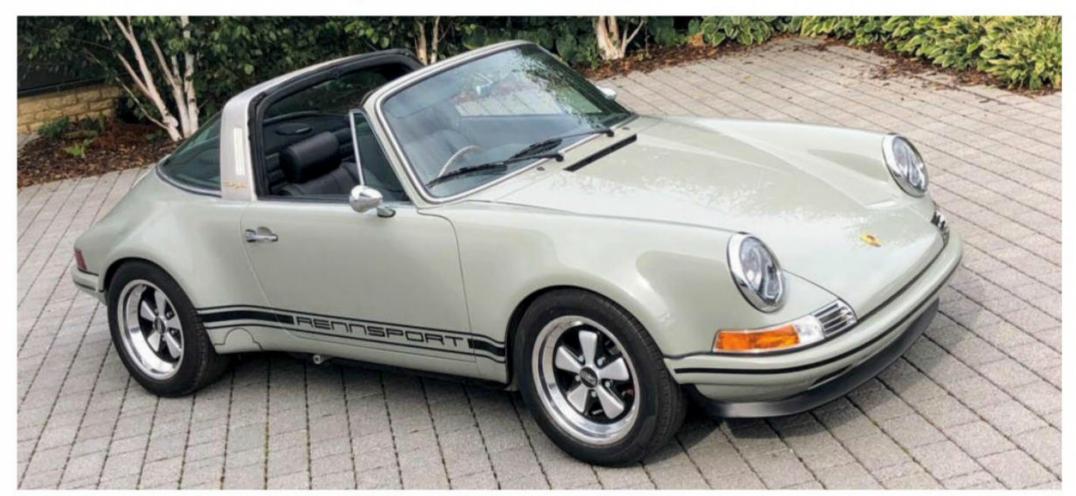






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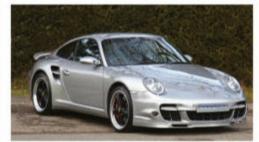
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911 Carrera 4 GTS (997)

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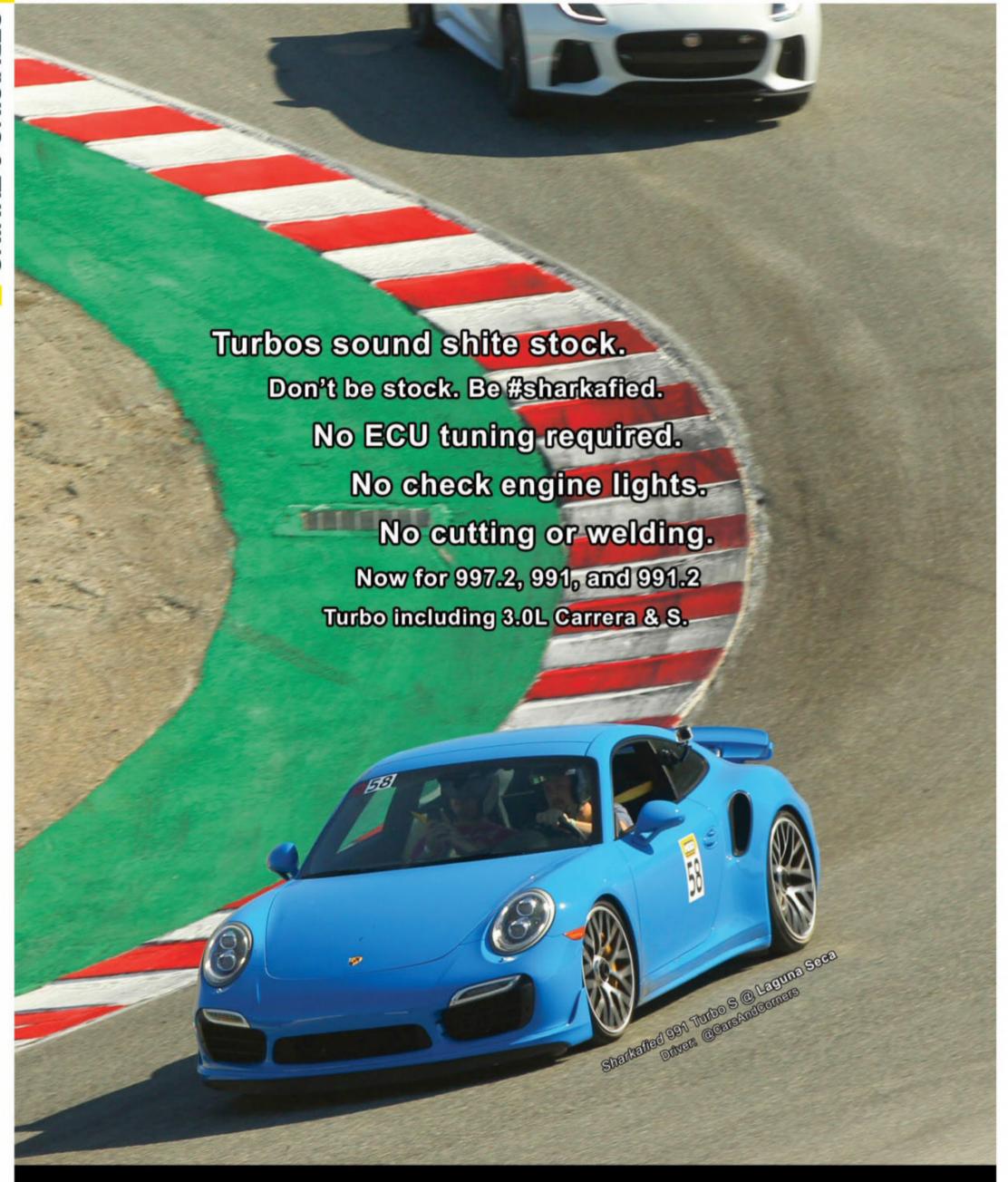












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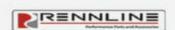










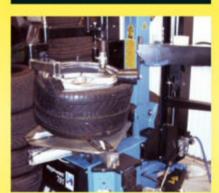








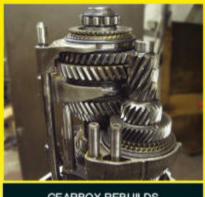
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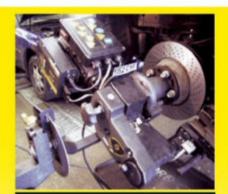
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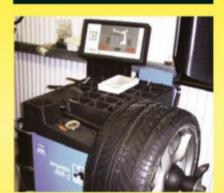
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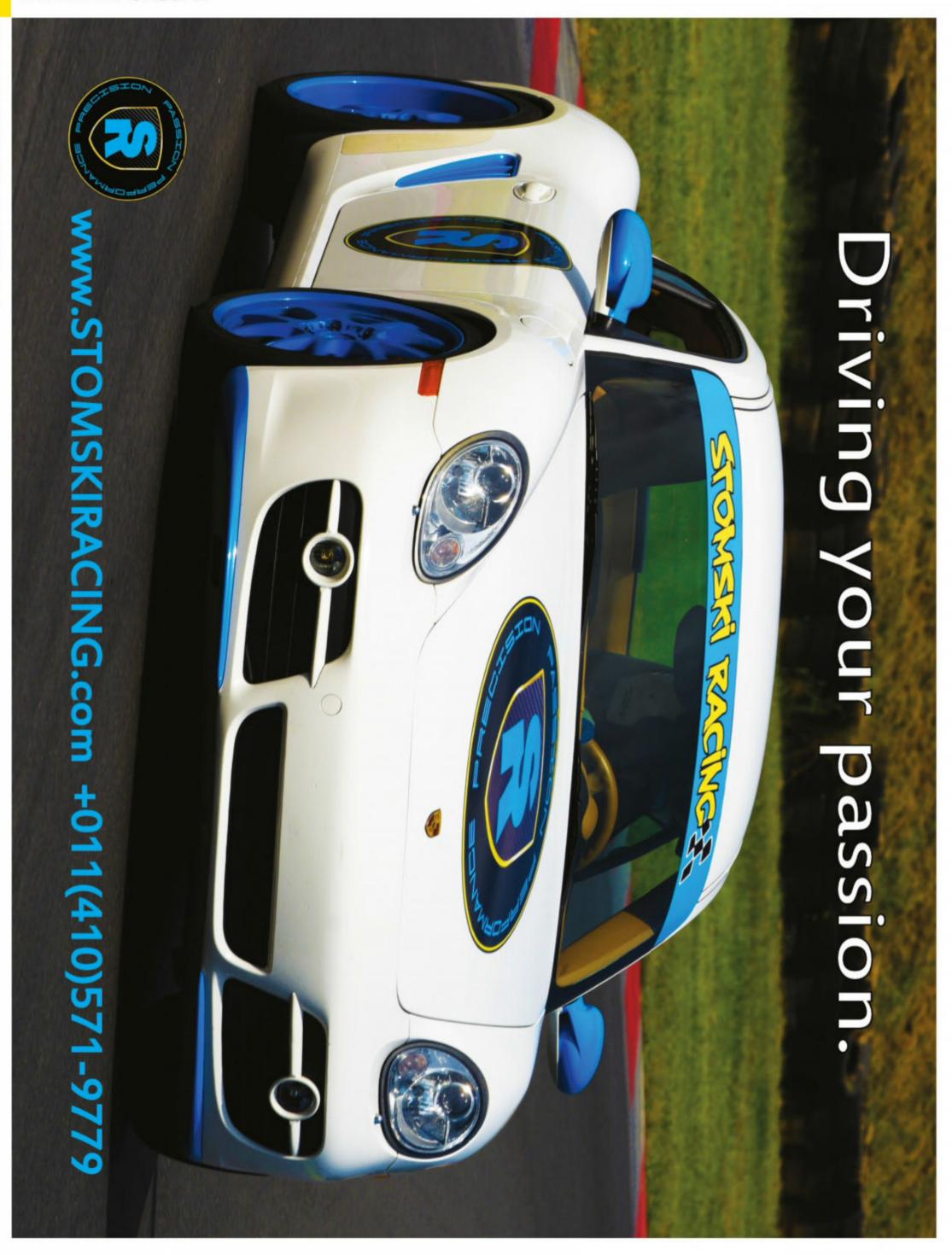
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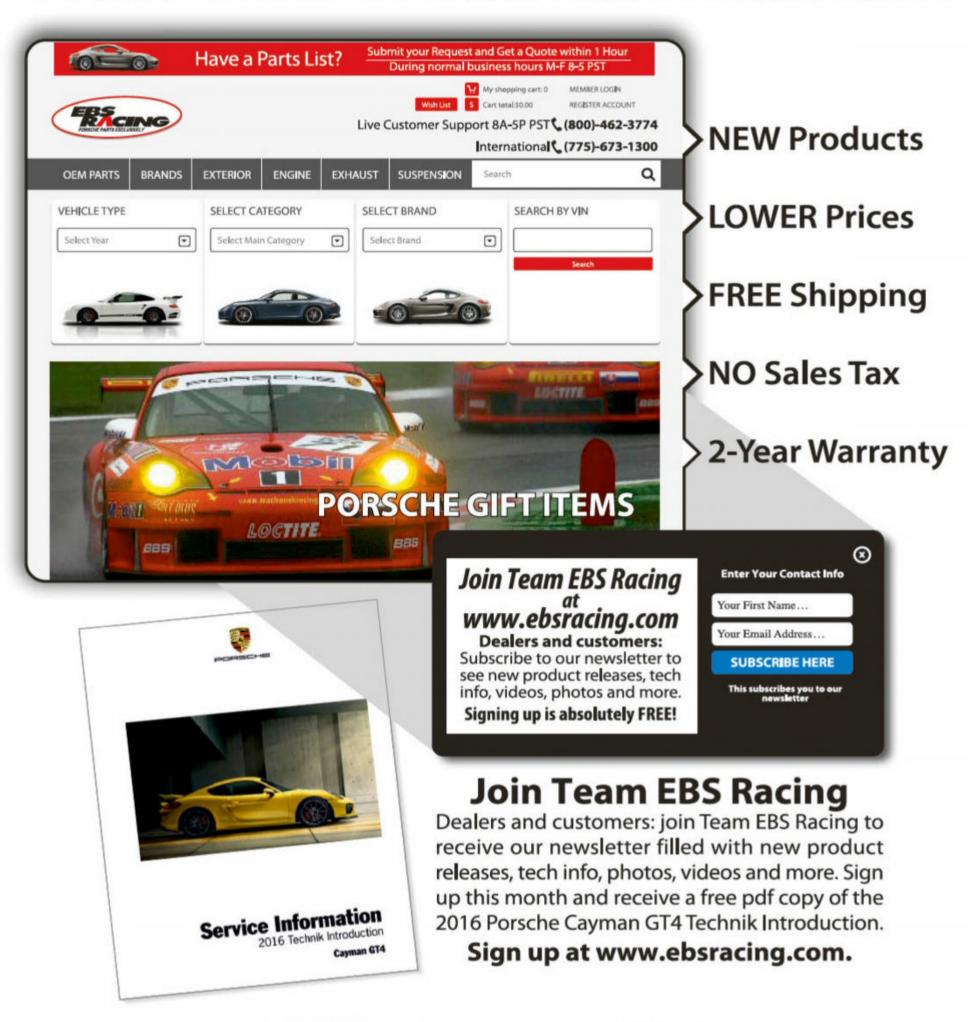








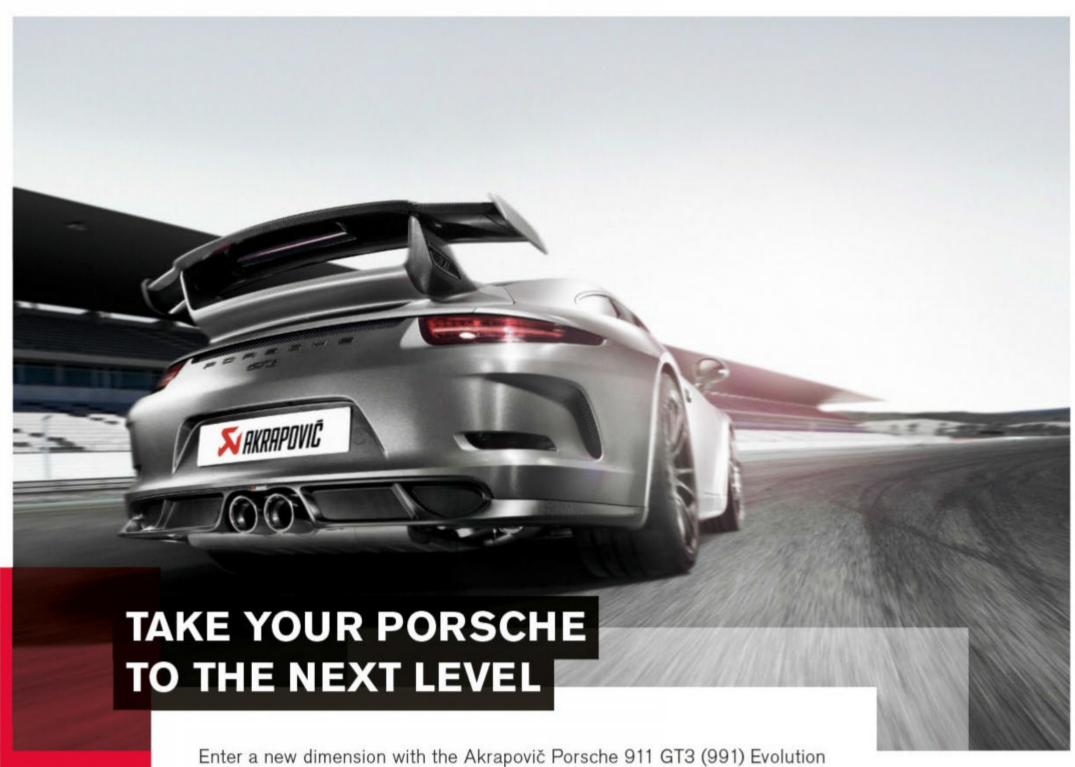
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911 997 "C4GTS" pdk Cab (12-2012) Basalt black with black leather



911 997 "45" 3.8 pdk (61 · 2011) Basalt black with black leather 39,000 miles

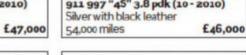


911 997 "4S" 3.8 Cabpdk (61 - 2011) Meteor grey with black leather



911 997 "4S" 3.8 pdk (60 - 2010) White with black leather 61,000 miles







911 997 "45" 3.8 pdk (59 - 2010) Basalt black with black leather 59,000 miles



911 997 "4S" 3.8 pdk (09 - 2009) Meteor grey with black leather 55,000 miles



911 997 "2S" 3.8 pdk (59 - 2009) Basalt black with red leather



911 997 "45" 3.8 pdk (58 - 2008) Meteor grey with black leather Basalt black with black leather









911 997 "25" 3.8 pdk (09 · 2009) Basalt black with black leather



Arctic silver with ocean blue leather



911 997 Turbo Cab (58-2008) Macadamia with cream leather





Basalt black with black leather



£38,000





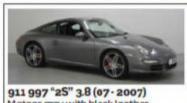


911 997 "45" 3.8 (57 - 2007) Atlas grey with black leather











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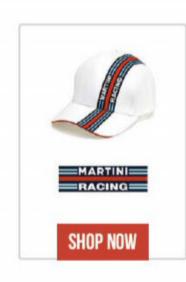






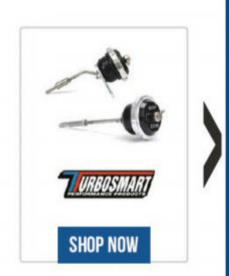












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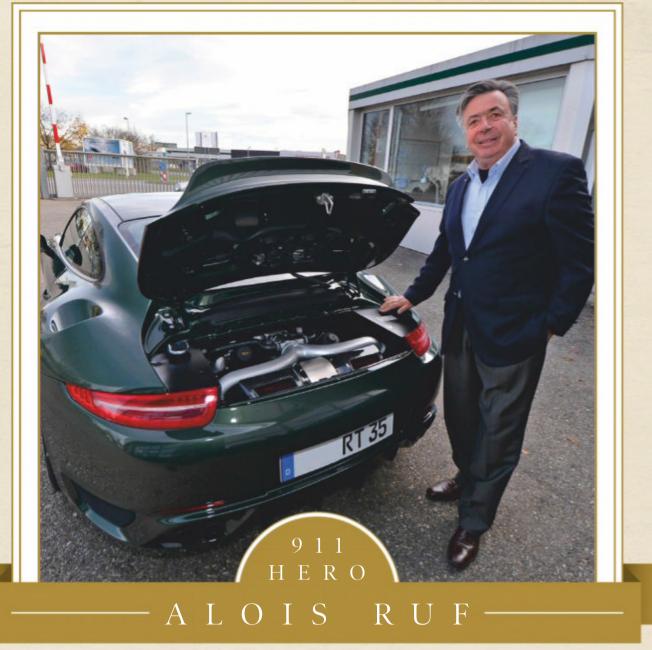
Complete dossier of information on this 997 collector's gem



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114 | 911 hero: Alois Ruf



He assumed a thriving company already adept at tuning 911s. Today the RUF operation is a manufacturer in its own right, and it's all thanks to Alois

Written by Chris Randall Photography courtesy Porsche Archive

any companies have sought to modify the Neunelfer, and the results have often been mixed. The same can't be said for RUF, its creations having become legendary in their own right, and it's all down to the man you see here. The company was founded as long ago as 1939 by Alois Ruf Senior, but

it's Ruf Junior that interests us here. Born in Pfaffenhausen in January 1950, it was clear that his father's talent for engineering had been passed on from a young age, Ruf Junior never happier than when exploring the workshop, and beginning his journey working on Porsche as early as the 1960s.

The eponymous business soon made a name for itself among enthusiasts, and when his father passed away in 1974 Alois took control of RUF with a determination to build on its reputation for quality and engineering integrity. Indeed, it was something that marked him out

from the very beginning, and it was his dedication to those things that ensured the RUF brand remained very much in tune with Porsche's own ethos. It certainly explains why the company quickly developed a close relationship with Zuffenhausen that endures to this day – unheard of among other companies who sought to modify Porsche's own cars. It was just a year after taking over that Ruf announced his first 911-based model, and six years later RUF was recognised as a vehicle manufacturer in its own right.

It was the drive and determination of Alois that underpinned such rapid progress, and his passion for the Porsche 911 – one reputedly ignited by hearing a 901 pass by on the Autobahn – was matched by a desire to improve the 911 wherever possible, typified by the development of a five-speed transmission for the 930 Turbo which debuted as far back as 1981, some eight years before

Porsche's own.

But RUF's creativity also extended to performance, and it was the 1987 launch of the 2llmph 'Yellowbird' that really brought the company to prominence. Since then RUF has been responsible for a raft of stunning creations, and if, for example, back in 1997 you wanted a 993 that produced nigh-on 500bhp, then it was to RUF that you needed to head. His engineering flair would also lead to the unveiling of a V8-powered 911 at the 2010 Geneva Motor Show.

Ruf Junior also credits his father with instilling the need to overcome

challenges, taking a forward-looking approach to engineering solutions, resulting in the development of an electrically powered 911 back in 2008. But among all the technological ingenuity Alois has never forgotten the family roots of the business, which is why wife Estonia and son Marcel (above) are so closely involved today. He's a special man whose passion for engineering and development pushed boundaries for Neunelfer fans – the industry always has and always will be better with RUF in it.



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



The 1997 Porsche 993 Cabriolet featured here with 90,827 miles on the odometer is available in dark blue metallic with a tan interior. It comes equipped with a Tiptronic transmission, air conditioning, cruise control, dual air bags, power windows, power steering, power seats, solid wheels, drilled rotors, power soft-top and includes the spare tire. It is also mechanically sound.





This very clean 1987 Porsche Carrera Targa with matching numbers and 41,846 miles on the odometer is available in its original color code#027 Guards Red with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire, jack and tool kit. The original owner's manual is also included as well as some service documentation. A very presentable Carrera Targa which is mechanically sound.



This very presentable 1976 Porsche 9115 Coupe is available in its original color code#908 Grand Prix white with a tan interior. It comes equipped with a 2.7 liter with a manual transmission, Fuchs wheels and includes the spare tire, tool kit and jack. A very clean and presentable vehicle which is mechanically sound.



This 1970 Porsche 911E Sunroof Coupe with matching numbers comes in red with a tan interior. It comes equipp with a Sportomatic transmission, air conditioning, sunroof, and Fuchs wheels. It was titled as a 1971 and is a very clear and presentable example which is highly collectible. It had the same owner since 2002 and is mechanically sound.



This 1997 Porsche 993 Cabriolet comes in this excellent color combination of Grand Prix white with a navy blue interior. It comes equipped with a manual transmission, conditioning, power windows and it includes the original window sticker and owner's manual. It has a lot of potent and was with the same owner for many years and is mechanically sound.



The 1996 Porsche 911 Carrera 4S (993) is available in its original color code#84S 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 included and the Carrera is also mechanically sound.



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, surroof and includes the spare tire and jack. An extremely clean and presentable vehicle which is medianically sound.



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 Fuchs wheels. A highly collectible and sought after example which is remarkably clean and presentable and an excellent original West Coast car which is reschooled by cound.



This 1979 Porsche 911SC Coupe with matching numbers is available in its original color code#027 guards red with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning and with Fuchs wheels. The owner s manual is also included as well as the spare tire, jack and tool kit. The Coupe is also mechanically sound.



The 1975 Porsche 911 Coupe with matching numbers is available in silver with a black interior. It comes equipped with a manual transmission, sunroof and with Fuchs wheels. It has a lot of potential and had the same owner for many years and it has been sitting in storage until recently. An excellent original car needing only light





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



This very desirable 1973 Porsche 911 Targa is available in white with a black interior. It comes equipped with a manual transmission, Weber carburetors, Porsche phone dial wheels and includes the spare tire. A highly collectible and sought after vehicle and an excellent car to restore at a great price.

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