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#### 1975 Porsche 930 Turbo Stock Number 05638

A true piece of automotive history, this iconic 1975 Porsche 930 Turbo with matching numbers and the Certificate of Authenticity included, is for sale in its original color code#027 Guards Red with a black interior. Only 284 Porsche 930 Turbos were ever made in 1975, and this car is #255, and one of only 20 in the U.S., according to the 930 Turbo 3.0 Liter Registry. This rare find comes equipped with a manual transmission, factory electric sunroof, chrome drivers side mirror, power windows, Fuchs wheels, as well as a spare tire. Not many of these early 930's become available, but when they do, they certainly do not stay on the market for very long. This is a unique opportunity to join a select group to own a piece of what many regard as the purest and most original expression of the 911 Turbo. It had the same owner since 1986 and is mechanically sound.

For \$295.000



This 1969 Porsche 911E Targa is for sale in its original color code#6829 signal green with a grey interior. It comes equipped with a 2.7 liter with a manual transmission, Fuchs wheels and some miscellaneous upgrades. An extremely clean and presentable California car which is mechanically sound.





This 1977 Porsche 911S Coupe with matching numbers is available in its original color code#936 silver with a black interior. It comes equipped with a 5-speed manual transmission, power windows, sunroof, Fuchs wheels and includes the spare tire. It has a lot of potential and is mechanically sound.

#### For \$21,750



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 1971 Porsche 911E Coupe Sportomasic with matching numbers is available in its original color code#39 olive with a black interior. It comes equipped with a Sportomatic transmission, air conditioning. Fuchs where is and includes the spare tire and original owner's manual. This is an extremely clean and presentable vehicle which was with the same owner for many years. The Porsche is mechanically sound.



This 1973.5 Porsche 911 CIS Targa with matching numbers and includes the Certificate of Authenticity, is available in its original color code#936 silver with a black interior. It comes equipped with a manual transmission, NARDI steering wheel, Fuchs wheels and includes the spare tire. It was previously owned by a PCA owner and is mechanically Sound.



This very presentable 1983 Porsche 91 ISC Sunroof Coupe shown here with matching numbers is available for sale in red with a grey interior. It comes equipped with a manual transmission, air conditioning, power windows, and Fuchs wheels. This is an excellent weekend driver which is also mechanically sound.

For \$32,500



This 1987 Porsche Carrera Cabriolet with matching numbers is available in its original color code#80K Guards Red with a black interior. It comes with a clean Carfax and is equipped with a manual transmission, slant nose wide body kit, air conditioning, power windows, solid wheels, soft top and includes the spare tire, jack and tool kit. This is a very presentable car which is mechanically sound.

For \$37.50



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, jack and over \$3,000 in recent service records. An extremely clean and presentable evide which is mechanically source.



This 1991 Porsche 964 Targa is available in its original color code#L22D slate gray metallic with a creme interior. It comes equipped with a Tiptronic transmission cruise control, air conditioning, power windows, power steering, power seats, solid wheels, soft top and includes the spare tire, jack and original owner's manual. This vehicle is mechanically sound.

For \$34,750



This 1978 Porsche 930 Turbo Surroof Delete with matching numbers and \$7,937 miles on the odometer is available in its original color code#934 or aliver with a black interior. It corones equipped with a manual transmission interior, and the service of the service of the service of the service wiper, Fuchs wheels and includes the spare tire, jack and tool kir. The original owner's manual is also included. This is a highly sought after and collectible which is mechanically sound.

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A Porche Corrers Targe Stock Number 10849 1986 Porsche Carrera Targa with matching numbers liable in blue metallic with a black interior. It comes a clean Carfax and is equipped with a 5-speed manual mission, power windows, Fuchs wheels and includes the tire. A very clean and presentable vehicle which was have owner for many years and is mechanically sound. For \$322,500



The 1985 Porsche Carrera Targa with matching numbers is available in its original color code#027 Guards Red with a tan interior. It comes with a clean Carfax and is equipped with a manual transmission, air conditioning power windows, power seatr, rear duck tail, Fuchs wheels and includes the spare tire, jack, tool kit and the original owner's manual. This whide is mechanically sound.

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n the realms of classic Porsche parlance, 'Turbo v Carrera' is a near-perpetual debate for those looking to dive fresh-faced into the world of air-cooled 911 ownership. Harking from a world before the 911's line-up blossomed with the arrival of 'GT3' and 'GT2', if you wanted a top-of-the-range 911 with an atmospheric engine then Carrera it was, often with the letters 'R' and 'S' added onto the end of its name. If your idea of a luxurious 911 came with forced induction, then Porsche had its Turbo ready to order, providing you had the funds to acquire it. Today the ground is much more even between top-line classic Carreras and Turbos in terms of values, which makes the decision even harder. Should your classic 911 be nat-asp or turbocharged?

Of course for those who have already made the jump to either a classic Turbo or Carrera, there is no debate to be had.

"Should your classic 911 be nat-asp or turbocharged?"

Those who like the Turbo's punch, have one; others will have bagged a Carrera or Carrera RS because they prefer its razorsharp responses. There's no right or wrong choice: you need to decide on an individual basis whether you're a Turbo or Carreraleaning classic 911 enthusiast. Our job this issue has been to highlight the pros and cons of both ideologies, choosing the finest examples from two very different generations to make our point. As ever, a considered approach is crucial to the purchase of any retro Neunelfer, particularly as the cars are now used for high days and holidays. It's been a real highlight putting four 'halo' 911s of such vintage back-to-back, so I hope you enjoy the tests in all their glory. The fun begins on page 18.



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A brace of Midnight blue 964s prepare for a fast drive in the country as the wide-bodied Turbo 3.6 pulls alongside its narrow-hipped contemporary in the Carrera RS. Which of these '90s Neunelfers best fulfils our need for a flat six fix?

Photograph by **Daniel Pullen** 



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<b>Turbo v Carrera: ultimate 964s</b> The halo 3.6 Turbo takes on the 3.6-litre RS. Which would best fill a 964-shaped hole in your collection?	26	56	<b>996 Carrera road trip</b> The Editor takes his own 996.1 Carrera on an adventure to the aptly named D996 in France
Furbo record-breaker e full inside story on how Speed Freak Zef Eisenberg broke four land speed records with the help of a modified 991.1 Turbo	36	64	<b>962-engined Speedster</b> That's not a typo – somebody really has shoehorned a race engine with Daytona pedigree into the back of a G-series Speedster
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Everything you could wish to know about the first GT2 Rennsport, including five-year values, running costs and a driving appraisal







of driving a 3.0-litre RSR after dark at Circuit de la Sarthe

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



### New Porsche Exclusive 911s set to be revealed

Exclusive department to collaborate with Style Porsche for Heritage specials

Porsche has announced an exciting new concept for a series of low-number, specialedition 911s, set to be revealed next year as part of a new 'Heritage Design Strategy'. The result of an 'extraordinary' collaboration between Porsche Style and the storied Exclusive department, Porsche says the partners are "reinterpreting exclusive 911 models with iconic elements stemming from Porsche vehicles dating back to the 1950s through to the 1980s".

These new cars will form part of a 'Lifestyle' operative, whereby specially honed new vehicles with modern-day technology will feature a

number of emotive references to vehicles of the past. One such vehicle is mooted to be a new Sport Classic, first reported last issue by **Total 911**, due for release in 2021.

"Porsche set benchmarks in terms of design and styling from the outset – vehicles from different eras are style icons nowadays. We bring back these iconic looks and thus prove that Porsche will stay true to its roots, even in the age of electrification," says Ivo van Hulten, director of interior design. Heritage Design will reintroduce colours and materials from the company's past: "Old colour and equipment cards, museum vehicles, design elements from the corresponding era – we took all this as our inspiration to reinterpret the design language of the past," van Hulten adds.

The fruits of the Heritage Design Strategy were first witnessed by the new Heritage Design Pack on the 991 Speedster earlier in 2019, which Porsche says "gives an initial outlook on the design of these 'Lifestyle' vehicles". Moving forward, certain elements from the corresponding decades will also be made available for all 911 models as part of a Heritage Design Package.

Kirsch new Japan CEO Michael Kirsch, the current managing director at Porsche Korea, will take up a new role as CEO of Porsche Japan from 1 August 2019, replacing Toshiyuki Shimegi. "Kirsch has made a very valuable contribution to the success of Porsche Korea, including all-time record sales in 2018," says Detlev von Platen, member of the executive board for sales and marketing at Porsche AG.



New China headquarters Porsche China has relocated to a 12,000-metre space within the Lujiazui Financial Plaza in Shanghai, an investment of more than 90 million RMB. "This relocation is not only a physical relocation, but also the start of a new chapter for Porsche in China, and a significant milestone for Porsche AG," says Oliver Blume, chairman of the executive board.



### New 718 GT4 revealed

Hottest Cayman gets naturally aspirated flat six derived from 911 Carrera

Porsche's ultimate incarnation of its 718 Cayman model has been revealed with a naturally aspirated version of the flat six found in the current 911 Carrera family. Sharing a technical base with the Boxster-derived 718 Spyder for the first time, the engine in the trackoriented Cayman GT4 is derived from the turbocharged flat six found in 991.2 and 992 Carreras, albeit with a capacity increased to four litres and a maximum rev output of 8,000rpm.

Boasting a maximum power output of 420hp, the nat-asp GT4 features gasoline particulate filters, a feature it will share with the incoming 911 GT3 in 992 form. The Cayman's engine underlines the dexterity of Porsche's 9A2 engine family, though the 992 GT3 will feature a revised GT-oriented 4.0-litre flat six when it is announced at the start of 2020.





### 917 and 962 to star at Classic & Supercar show

Porsche to take centre stage at Sherborne Castle charity event

Iconic cars from Zuffenhausen will form the marque feature at the 2019 Classic & Supercar show at Sherborne Castle, Dorset. Every Porsche model from early 356s to today's 992s will be on display, with a Le Mans-winning 917 and 962 set to take centre stage on Sunday 21 July. The star guest will be multiple Le Mans winner Derek Bell, who will take part in an on-stage Q&A and signing session.

Now in its 16th year, the show will exhibit more than 2,000 cars including vintage, race, rally, custom and the titled vehicles, with the organisers hoping to donate  $\pounds40,000$  from this year's show to charity. For more information visit classic-supercars.co.uk.



### Create your own 911 livery

Porsche Digital announces online platform for vehicle livery design

Porsche has unveiled a new online programme which will enable customers to design what it says is an 'individual' livery for their car. By partnering with renowned artists, design studios, foil providers and vinyl paint manufacturers, these customisable liveries can be applied to any vehicle, Porsche or otherwise, with classic motorsport designs among the extensive range of art, fashion and colour choices available.

"As the livery segment is a very fragmented market, we have created a central port of call with 'Second Skin' to guarantee What's on in 2019

Porsche Supercu round 4 **12-14 July** The elite 911 racir championship heads to the British GP at Silverstone

Classic & Supercars **21 July** Porsche will be the celebrated brand for this year's event at Sherborne Castl

320 at Silverstone **10 August** 20th anniversary special experienco for GT3-owning Porsche Club GB members

Salon Prive 2019 5-7 September The popular classic car competition returns to Blenheim Palace

quality and offer a comprehensive approach to finding a solution," says Simon Weiss, the person responsible for the project at Porsche Digital.

An example of the 'Second Skin' feature could be witnessed at this year's 24 Hours of Le Mans. The factory-backed customer team, Project 1, competed in a 991 RSR with a unique design by New York pop-art artist Richard Phillips (see page 12).

Available now, customers can indulge in creating their bespoke livery at **secondskin.design**. Porsche says costs for a complete livery design start from €4,000.

# Motorsport Prominent news and results from racing series around the globe



### Factory secures quadruple of titles at Le Mans

Super-season finale at La Sarthe serves up WEC crown for Christensen and Estre

Porsche factory drivers Michael Christensen and Kévin Estre were confirmed as world champions of the 2018/19 WEC after a nail-biting 10th-place finish at the championship's final round at the 24 Hours of Le Mans.

Winners of the super season curtain raiser at Le Mans last year, the driver pairing returned to La Sarthe with Laurens Vanthoor and looked almost certain to cement their GTE Pro title with a repeat victory at France's famous twice-roundthe-clock race. Their #92 car, one of four factory 991 RSRs competing, took the lead after five hours of racing in the GT class, only for repairs to a defective exhaust at 03:47 meaning they dropped back six laps. The driver trio eventually finished in 10th, enough for Christensen and Estre to clinch the driver title.

"We can look back on a perfect year in which we secured all GTE-Pro titles in the FIA WEC. The entire team and all of the Porsche works drivers have performed at the highest level during the 2018/2019 super season. The Porsche 911 RSR

was the benchmark. Ideally for the coming season, we aim to build on these achievements with the new car," said Fritz Enzinger, vice president of Porsche Motorsport, after the race.

The result marked one of four titles bagged by Porsche at the 2019 rendition of Le Mans. Porsche had already clinched the manufacturer crown prior to the race, while in GTE-Am, Porsche customer team Project 1 won the drivers and team championship titles with works driver Jörg Bergmeister, Egidio Perfetti and Patrick Lindsey.





### Porsche narrowly misses 13th overall N24 victory

Manthey Racing spearhead strong performance for customer teams

Just one short week after Le Mans, a string of Porsche's factory driver line-up were again in action, this time at the Nürburgring 24 Hours. Representing a host of customer teams and racing on the track incorporating the iconic Nordschleife, the best-placed factory driver in qualifying was Laurens Vanthoor, who placed the #911 991 GT3 R of Manthey Racing in 3rd on the grid with a time of 8:11.567. Last year's winners Frédéric Makowiecki, Patrick Pilet. Richard Lietz and Nick Tandy started Manthey's #1 sister car from 7th. However, their chances of a second victory were thwarted after only 61 laps. A puncture initially threw the team back from 3rd to 37th before an accident damaged the car beyond repair and forced an early retirement.

Vanthoor and his teammates Earl Bamber, Michael Christensen and Kévin Estre fared

much better, taking the lead after five hours and defending it through a hazardous night of numerous accidents, multiple code-60 zones and racing under yellow flags on the busy Eifel circuit. Despite leading for 105 laps of the 157-lap race, the #911 GT3 R would ultimately have to settle for 2nd place after a cruel penalty of five minutes and 32 seconds was imposed for a yellow flag infringement accrued some three hours before the end of the race.

Another Manthey Racing car, the #12 GT3 R piloted by two Porsche Young Professionals, Matteo Cairoli and Dennis Olsen, plus 'Ring specialists Otto Klohs and Lars Kern, finished in 5th place, which was enough to bag the Pro-Am class victory. Porsche secured eight of the 24 class victories, despite missing out on a 13th overall victory.

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S 3 VM 911





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

fter winning the 24 Hours of Daytona in 1968 in the Porsche 907 long-tail, the following weekend at the 12 Hours of Sebring Porsche won the race with Jo Siffert and Hans Herrmann taking the chequered flag and with me taking 2nd place. We were in the 907 short-tails because the longtails weren't suited for Sebring. I was extremely happy with my US Porsche debut. Winning these famous races certainly raised the profile of Porsche in the US.

As Porsche enthusiasts know, the Targa Florio is one of the most storied races in motorsport history. In the 1968 Targa Florio I drove the factory 2.2-litre 907 short-tail Coupe. Instead of one of my usual co-drivers, Porsche invited Umberto Maglioli to join me.

I got off to a great start. As I roared through the town of Cerda I began to climb into the mountains. Then only ten kilometres from the start, I suddenly had no drive to the wheels. I thought I had broken the clutch or something, so I stopped and climbed out of the cockpit to check the car.

What had happened was that the centre nut on the right rear wheel had come undone, and while not coming off completely, the wheel had slid off the drive splines.

I thought to myself, 'I need to get the jack out,' but before I could do that one of the most amazing scenes I have ever experienced occurred. A huge number of spectators that had been sitting on a wall on the side of the road came off the wall, down to my car, and physically lifted the car up in the air so I could tighten the wheel back up again without me needing a jack!

I took off and made it to the halfway point where all the major factory teams had set up an unofficial pit stop. I stopped and the crew tightened all the wheels. I set off again and drove about six kilometres when the right rear wheel came undone again, only this time I slid off the road and punctured the right front wheel.

Again a group of spectators came rushing down and lifted the car up while I changed the

front wheel. We didn't have spare wheels as such as there wasn't room to carry them. We had Goodyear space-saver spares.

I put my space-saver on the front and blew it up with a little bottle, tightened up the rear wheel again and set off. I started getting a bit worried about the space-saver because they are the same type you may have in your regular road car.



It seemed to work very well. Going through left-hand corners I was a bit careful, but then I got braver and braver. By the time I got to the seafront straight, which is about four miles long, I simply drove flat out as I had done any other lap. The tyre lasted and it got me back to the pits. They changed all the wheels and the lug nuts. However, I was now 18 minutes behind the leading car. I handed over to Umberto after four laps. He was a good driver and was only about a minute or so slower than me. As I looked over the shoulders of Helmuth Bott and Peter Falk, who were doing the Porsche timing and scoring, I said to them if I can do the last three laps instead of the revised two the schedule provided, we could win. After calculating times, they agreed to let me try.

I got in with three laps to go. I thought if we weren't going to win, I was going to go for the lap record. I broke it every lap. I was getting quicker and quicker. I actually took the lead on the penultimate lap.

I held the lead and increased it; I wanted the victory. I crossed the finish line victorious three minutes ahead of the 2nd-place car.

Despite losing 18 minutes on the first lap, we set a new race record almost ten minutes faster than the previous year. Additionally I established a new lap record more than one minute quicker than the previous one.

I was physically and mentally drained. Two mechanics had to help me get out of the car. Julius Weitman, one of the world's greatest motorsport photographers of his time, was standing right there and took a series of photos. One of these, showing me and the mechanics behind me, was used for the traditional Porsche victory poster. Porsche always used a photo of the winning car to promote a win in its posters, yet this time they used a photo of me.

One day I went to have lunch with Helmuth Bott at Weissach. We were in the canteen having lunch when I said, "Helmuth, I always wanted to ask you, why did you use that photo for the Targa Florio victory poster?"

He said, "Well Vic, it is very easy. We always had a photograph of the winning car. But at the 1968 Targa Florio, the car didn't win, the driver did, so that's why you're on the poster and not the car." It is still the only time they have used a photo of a driver instead of a Porsche on a victory poster.

Next month I will share more about why I loved racing the 917 and shed some light on the rivalry between John Wyer's Gulf Porsche and the Martini Porsche led by Ferdinand Piëch.



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Future PLC Richmond House, 33 Richmond Hill outh. Dorset. BH2 6F7

#### Editorial

Editor Lee Sibley lee.sibley@futurenet.com 01202 586200 Senior Art Editor Stephen Williams Production Editor Nikole Robinson

#### Contributors

Rob Clarke, Tony McGuiness, Gina Purcell, Peter Wilson, Joe Williams, Chris Randall, Chris Wallbank, Kyle Fortune, Joe Croser, Daniel Pullen, Ben Przekop, Kieron Fennelly, Harold Gan, Nick Jeffery, Michael Meldrum, Ron Lang, Tim Pitt, Glen Smale, Zach Todd Cover images Daniel Pullen

#### Photography

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#### Media packs are available on reques

Regional Advertising Director Mark Wright mark.wright@futurenet.com Advertising Manager Toni Cole

- toni.cole@futurenet.com
- Account Manager Garry Brookes garry.brookes@futurenet.com

#### International

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#### Circulation

Head of Newstrade Tim Mathers Production

Head of Production Mark Constance Production Project Manager Clare Scott Advertising Production Manager Joanne Crosby Digital Editions Controller Jason Hudson Production Manager Nola Cokely

#### Management

Chief Content Officer Aaron Asadi Commercial Finance Director Dan Jotcham Managing Director Alastair Lewis

Head of Art & Design Greg Whitaker

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### **Porsche pricing in the UK:** rip-off Britain?

#### Dear Sir.

I've been a Porschephile since I was 12 and my sister's boyfriend had a new 356 which he took me out in, telling me that Porsche made the best cars in the world. Powerful words that clearly influenced a young mind. Over the years I have owned 12 Porsche, of which six were 911s. I'm a Canadian living in England and currently run a 991.1 GTS as well as a new Cayenne GTS. I'm also a digital subscriber to Total 911. I'm loving the evolution of the 992 - its styling cues from the 930, wide body, wheel flares and flowing lines are beautiful in every way. The tech spec says that it is every bit as capable as my GTS and more. The new tech inside is so relevant in a modern sports car.

While over the years I have enjoyed the past models, I prefer moving forward with the times and technology, so am keen to trade up to a 992 S. This brings me to the cost to buy. In comparing the 992 S price at £93k, compared to other models past and present this appears good value for money. However, in this day and age comparing prices before you buy is the way to shop. Checking out 992 S pricing and comparing specs like-forlike, on the Porsche Canada website the MSRP sits at \$129,100, which when using the XE currency calculator equals £73,900! That is £20,000 less than the same model sold to us in the UK. That difference also includes factory collection, and remember that the Canadian model has had to be shipped into Canada along with import duties not applied to EU member countries like Britain.

I'm struggling with how and why Porsche GB can make this kind of margin on new cars sold in the UK versus other countries like Canada. Knowing what I know disturbs my moral compass, which says I will either have to walk away, bite the bullet and pay the price, or move back to Canada. Rip-off Britain? Very likely!

#### **Cory Ter Smitte**

You raise a very valid point, Cory, and one we were equally keen to seek answers for. We therefore put your question direct to Porsche GB, with product affairs spokesman Nick Perry providing the following answer: "As I am sure you are aware, the global market for all goods and services is subject to a variety of local factors that can influence retail pricing, ranging from taxation to market positioning. And it is not just automobiles that are affected by this.

In the case of the Canadian example quoted, please bear in mind that in this country MSRP is exclusive of taxes - in contrast to Europe. Therefore, 13 % needs to be added to the MSRP, plus on top other Federal Government charges such as tyre levy and AC excise taxes at point of sale."

It does bridge the gap slightly in price but you're still right it seems, Cory. It might not be the answer you were looking for, but we hope Porsche GB's answer at least provides a degree of clarity on the situation.

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

25 years to get my 911

#### Dear Sir.

I finally did it – I bought my first Porsche 911, a Carrera S 991, back in April 2019, ten days after my 44th birthday. A dream that took me 25 years to achieve! For me the 911 was an iconic unicorn of a car that I fell in love with when I saw the 3.6 Turbo on the cover of a magazine back in 1993. In 1995 I made it a target and started chasing that unicorn.

There were a couple of times that I was so close to catching it, but it slipped out of my hands, only to chase it back again. But, like the saying goes, everything happens for a reason... it took 25 years, but when I achieved my target and dream

I was glad it took so long, for I got to share it with my wife and kids! We shared an inspirational moment when I woke them up in the morning and walked them to the garage to see the car! Dreams are beautiful – especially if they come true and you get to share them with your loved ones. Ibrahim Ibelushi

What a fantastic story! We're pleased to hear you've been able to realise your Porsche dream and are equally thrilled the reality is as good as you'd always hoped it would be. We hope you enjoy the many years of happy driving ahead.



### 991 v 997

#### Dear Sir,

My nephew is coming back to the UK. He's always dreamed of 911 ownership and now he has the opportunity. He's asked my opinion, and wonders where he'd be best spending his earnings. He's thinking of a choice between 997.2 or 991.1. I thought I had the road tests of both in my stack of magazines but I think they got passed on. Are you able to offer an opinion or point us in the right direction of a relevant article? **Philip Bower** 

Your nephew has an envious choice on his hands, Philip. Both represent great value at around £50,000 each right now. Here's a link to the article we did on both cars when the 991.1 had just landed, though I think a revisit is due for an upcoming issue: total911.com/997-vs-991. Let me know what he goes with. Really, he can't go wrong either way.



### Ask the expert

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



### Scott Gardner Job title Place of work

### Dear Sir, I'd like to

ipe Design

orsche

rformance

driving socks

worth

\$20.00

I'd like to purchase a 997 Targa, as I like the design in following the Coupe lines and believe it'll be a practical companion for the many long trips I do through Europe in the summer season. Are there any problems with the roof design I should be aware of? I know mechanism to open the roof can tire, but is this the same for the newer 997? Mikey Buick



**18** | Turbo v Carrera: 930 v 2.7

### TURBO VERSUS CARRERA

Tougher emissions and crash regulations in the 1970s could have killed the 911, but instead it flourished. **Total 911** showcases both top-of-therange offerings of the time...

N WX 911

WE40B

Written by Kyle Fortune Photography by Daniel Pullen

"To drive, the MFI 2.7 Carrera is barely distinguishable from its celebrated RS relation"

W#X 911

fter the swing of the 1960s, the 1970s are often lambasted, wrongly viewed as a decade of energy crises, political upheaval and scandal. The reality is that while the 1970s might have been a turbulent decade, they were also arguably a turning point in the modern world.

Those energy crises did raise global concerns over consumption and, unsurprisingly, the car was in the firing line, particularly in the US. Increasing legislation for fuel economy and emissions, as well as safety, demanded change. That created problems for Porsche with the 911. The 911s of 1970's America would feature detuned engines to pass economy standards, EU and RoW cars largely escaping those, though those US regulations would have a pronounced impact on how the 911 would look.

From 1973 onwards US domestic and imported cars had to survive a 5mph collision without any damage to the headlights, engine or safety equipment. The 911's bumpers had to change, with the US regulation demanding innovation. The G-series bumpers were born, revolutionising the 911's look and ensuring it would pass not just the 1973-onwards regulations, but also the later zero-damage standards that would come into force over the next decade.

Porsche evidentially thrives on the challenges posed by regulation, and those US rules forced the company's hand changing the 911's look. The styling department is credited as being responsible for those iconic bumpers, under then-director Anatole Lapine and a team consisting of Wolfgang Möbius, Dick Söderberg and Peter Reisinger.

In contrast to so many rivals' hastily devised, somewhat awkward efforts, Porsche's solution to the regulations was beautifully integrated and simply engineered. Larger, higher, body-painted bumpers with neoprene rubbing strips were adopted, to which functional 'bellows' which compressed on impact were fitted. The bellows were a neat solution which allowed the bumpers to move as much as 50mm, and were attached to collapsible steel tubes on European cars and hydraulic shock absorbers on US cars. The new bumpers were instrumental in the relocation of the battery, too, the now single battery being located in the luggage compartment in front of the left-hand front wheel, improving the weight distribution.

The rear would see a similarly styled wrap-around bumper hung off a complex aluminium extrusion, the lightweight metal adopted to keep additional mass at the rear to a minimum. Above the rear bumper Porsche adopted a reflective red band, joining the rear lights in with a styling element that's largely pervaded the 911's rear visual signature ever since.

The G-series was born, and despite rumours that perhaps the 911's days were numbered, and talk of its replacement with the soon-to-be-launched 928, the changes would allow the 911 to flourish. Along with revisions to the 911's styling came a range of new models in 1973, with the T, E, S and RS model line-up replaced by the 911, 911 S and Carrera models, all powered by Porsche's 2.7-litre flat six with different power outputs: 150hp, 175hp and 210hp.

The flat six was derived from the 1973 RS's 2.7-litre engine, and was coded 911/92 for the 911, 911/93 for the 91IS and 911/83 for the Carrera. When it entered production in 1974 it retained the Nikasil barrels used on the RS before being replaced by a new material, Alusil. The 2.7 Carrera also retained Bosch mechanical fuel injection (MFI) and the 210hp output of the RS, which alone makes the 2.7 Carrera highly sought after. The other reason the 2.7 MFI is so prized is its relative rarity. Porsche only produced it briefly, it being replaced late in 1975 with the 3.0-litreengined Carrera.

Brief as the 2.7 Carrera's light might have been, it shone brightly. The 2.7 MFI's technical specification was largely that of the RS, but it does without the badging, status and hence price. It weighed much the same as a Touring-spec RS at 1,075kg and was built in similarly small numbers, with around 1,667 built. Its redline starts at 7,200rpm, that the same as the Rennsport's. The power is the same, and the performance largely similar, with 62mph arriving around half a second slower than the 2.7 RS for a 6.3 second time, while the top speed is around 4mph slower at 148mph. Thank those







**TOP** Turbo's interior has been given sympathetic restoration, retaining the original carpet. Copper red 2.7 Carrera interior has also been overhauled, including renewed pasha centres

**BELOW** The flat six was bored out to 95mm for the Turbo's 3.0-litre displacement, with Bosch K-Jetronic fuel injection used. The 2.7 Carrera retained mechanical fuel injection carried over from the '73 RS

BOTTOM Both cars had a 300kph VDO speedo, but how they attempted to get there was very different, the Turbo's redline just before 7k, the Carrera's just after











regulations again for those slight reductions, the five-speed 915 transmission featuring slightly revised longer ratios in the 2.7 Carrera in a bid to improve emissions and economy.

Overall the G-series 911 was pivotal in the 911's success, the changes it brought modernising and civilising the 911, and making it more appealing to a wider audience. The new bumpers added visual length to the 911, while deeper side sills with the jacking points coming through rather than sited below the panel also changed the 911's look. As standard the 911 lost any exterior chrome trim, though it was available optionally, while in front of those now body-coloured headlight surrounds were headlight washers.

The Carrera 2.7 here typifies the model, its simple lines finished beautifully in Copper brown metallic paintwork. The 2.7 Carrera might have been something of a stopgap before the 3.0-litre's introduction: a necessity of circumstance perhaps, but it is unquestionably a very special one. As Bernd Kahnau, nicknamed 'der Elfer Macher' – the man who made the 911 – said: "With the G model every year we made new things on the car." The beautifully restored, original 2.7 Carrera here demonstrates that, it wearing the more delicate mirrors that would be replaced by the bulkier 'flag' mirrors from 1976. Depending on the market the 2.7 Carrera came with the possibility of the RS's ducktail spoiler, that changing to the option of the whaletail from 1975. Unadorned with the ducktail or the latterly available whaletail, the Carrera here does without the additional lip spoiler under the front to balance the aero effect of the optional rear spoiler.

If outwardly the Carrera brought a new style, then the interior too brought some welcome revisions to the 9ll model. As with the exterior, many of these were related to safety, all models now coming with seats with integral head restraints to help prevent whiplash in an accident, the driver and passenger held in by standard inertia-real seatbelts from the manufacturer Repa. The dashboard gained some additional vents to aid side window demisting, while the entire heating system was improved, too.

Like the exterior, chrome trim was largely removed, while the door trims gained lidded compartments for oddment storage. The loss of chrome inside immediately modernised the 911's interior. So too did the large, simple iconography on the soft knob controls, the Copper red leather of the 2.7 Carrera here beautifully contrasting with the Copper brown metallic paintwork outside. A smaller 380mm sized steering wheel featured in the Carrera, replacing the 400mm wheel of the standard 911 and 911S. It was connected to a front axle on the Carrera which had a thicker - and RS rivalling - 20mm antiroll bar over the 911 and 911S and a rear anti-roll bar of 18mm thickness. Braking for the Carrera was largely carried over from the previous S model, using an S-type aluminium caliper.

More significantly, aluminium would feature in the G-series' suspension, the rear semi-trailing arms now constructed in forged aluminium. These were significantly stiffer, yet around 3.5 kg lighter than the steel ones used previously. A larger wheel bearing was also fitted.

To drive, the MFI 2.7 Carrera is barely distinguishable from its celebrated RS relation, though without the Rennsport's more purposeful, arguably compromised specification – with the MFI having some sound deadening, and even more from 1974, it's a more civilised daily proposition. It gained on servicing intervals, too, the G's larger oil tank allowing this, though the 2.7's reign as the topperforming model in the 911 range would be shortlived with Porsche adding a model above it – and its 3.0-litre replacement – that would add a new word to the lexicon of not just Porsche, but car enthusiasts globally: Turbo.

Porsche had experimented with forced induction for years before the production Turbo was revealed. Its 917-10s had dominated in the wild CanAm race series, while the turbocharged racing 91Is demonstrated the technology all over the world. Like the RS models, the Turbo was in fact a model that was required to homologate Porsche's racing activities. The plan was originally expected to be to build 400 to satisfy FIA homologation regulations for Group 4 competition, with the Turbo initially expected to be built in the same, uncompromising







₩₩X 911

#### 2.7 Carrera MFI 1974

Engine 2,687 8:5.1 210hp @ 6,300rpm 255Nm @ 5,100rpm Five-speed manual

Suspension Independent; MacPherson struts; torsion bars; telescopic dampers and anti roll bar Independent; semi-trailing arms; torsion bars; telescopic dampers;

anti-roll bar **Wheels & tyres** 6x15-inch; 185/70/VR15 7x15-inch; 215/60/VR15

Dimensions 4,291mm 1,652mm 1,075kg

Performance 6.3 seconds 148mph Model Year

Capacity
Compression ratio
Maximum power
Maximum torque
Transmission

Front Rear Front

Rear Length

Width Weight

0-62mph Top speed **930 Turbo** 1975

Engine

2,994 6:5.1 260hp @ 5,500rpm 350Nm @ 4,000rpm Four-speed manual

Suspension

Independent; MacPherson struts; torsion bars; telescopic dampers and anti roll bar Independent; semi-trailing arms; torsion bars; telescopic dampers; anti-roll bar

Wheels & tyres 7x15-inch; 205/55/VR15 8x15-inch; 225/50/VR15

**Dimensions** 4,291mm 1,775mm

Performance 5.4 seconds





N#40 B

"The 930 was a revelation, the word Turbo signifying big performance, and absolutely defining the following decade of the 1980s"



specification as the 1973 RS. Luxury won out, however, the Turbo becoming a top-of-the-line model with a sizeable price tag to match.

First shown as a concept in 1973 at the Frankfurt Auto Show wearing RSR-style bumpers and the signature rear wing, a decal strip running from the front wings and the tantalisingly scripted 'Turbo' aft of the rear wheels left no doubt of Porsche's new model's induction for the 3.0-litre flat six engine. The production model wouldn't be shown until the 1974 Paris Motor Show as the 911 Turbo, or Turbo Carrera in the US. The car here is number 55 of the first year's 274 production run. Recently fully restored to its immaculate original, condition by Mash Motor, it is finished in the same period-correct Copper brown metallic of the 2.7 MFI next to it, only with the interior fully trimmed in brown beige leather.

Porsche's decision to launch such a potent, rangetopping sports car in the middle of a decade where the worst post-war economic conditions were being felt was bold. Porsche's director Heinz Branitzky was confident, saying: "If we're not capable of selling such a superb product as this, then it's time for us to stop building sports cars altogether."

Even so, early owners in its home market would be unable to test the Turbo's prodigious top speed, as Germany had temporarily imposed 100km/h (62mph) speed limits on its famously unrestricted Autobahns in a bid to help save fuel during the OPEC oil crisis. Sunday driving at the time was also banned, but despite this the Turbo would go on to be a commercial success – 1,000 being built by May 1976 and 2,850 of the early 3.0-litre Turbos being built over the first three years of production underlined the confidence the company had in its flagship product.

Much of the driving force behind the Turbo came from engineer Ernst Fuhrmann, saying: "I was of the opinion that racing must have a connection to the normal automobile." What Porsche produced was nothing like an ordinary automobile, though. The Turbo was a revelation, the word Turbo signifying big performance, and absolutely defining the following decade of the 1980s. The Turbo's specification borrowed from Porsche's racers, the hubs being 917-derived, the brakes too, while the front and rear suspension was largely borrowed from the 3.0 RSR.

The type 930/50 engine was 3.0 litres in capacity, it fitted with a KKK 3LDZ exhaust-driven turbo producing 0.8 bar of boost that allowed the Turbo its output of 260hp and 350Nm of torque at 4,000rpm, mated to a four-speed gearbox. That would give the Turbo a 0-62mph time of 5.4 seconds and top speed in excess of 250km/h (155mph). The 3.0-litre engine featured Nikasil barrels and forged-alloy pistons in an aluminium crankcase, with oil squirters underneath to cool the pistons.

Just as significant as its then-outrageous performance was its looks, with the Turbo's flared front and rear wheel arches and whaletail – changing to the tea-tray from 1978 onwards – rear spoiler, which covered wider seven-inch front and eight-inch rear tyres fitted to a wider track on both axles. The luxury specification included headlight washers, a rear wiper, an electric sunroof and windows, tinted glass and climate control. The rev counter read to 7,000rpm, its redline at 6,600rpm.

Unsurprisingly the Turbo was extremely well received in the motoring press, it winning praise in every test, though it was also noted that it needed a skilled driver to extract the very best from it. Despite Porsche's best efforts the turbo lag could catch you out, with boost arriving relatively suddenly. That became part of the Turbo legend, however, making early, original cars such as this example highly prized and sought after.

A significant car not just because it was Porsche's first Turbo road car, but was among the very first production turbocharged cars, it's gone on to become its own icon in the 911 range, defining the era within which it was created and a signature for the highest performance ever since. It would change incrementally over the next 14 years, but an early example like this, excellently restored to one of the most convincing standards we've seen, is arguably the jewel in the crown.

Which to choose? It depends what you're after from your classic 911. If it's luxury and power, look no further than the Turbo. The Carrera satisfies a need for pin-sharp performance. Regardless, the 1970s weren't so bad after all. With greater regulation came Porsche's typical approach of innovation. If history is a signal of things to come, then ever-tightening rules isn't something we should be afraid of.

# FAST MASTERS

L2I HYP

The 964 is the revered generation right now but which is the better 'halo' buy, Carrera RS or Turbo 3.6?

Written by Tim Pitt Photography by Daniel Pullen



ess is more. Or perhaps more is more. After an unforgettable day with two iconic 964s, I'm still struggling to decide. Both cars are Midnight blue, and both will set you back around £200,000, but there the similarities end. As driving machines the Carrera RS and Turbo 3.6 could scarcely be more different.

I rendezvous with Editor Lee at Hexagon Classics, where the 91Is are waiting outside. I'm drawn to the RS first: its neat, narrow-body lines and just-so stance look purposeful yet achingly pretty. The Turbo is almost cartoonish by comparison, with swollen flanks, dished alloys and a mighty rear wing. If the former appeals to connoisseurs, the latter is an unashamed crowd-pleaser.

Driving either Porsche around London would, frankly, be like eating a Michelin-starred meal in a motorhome, so we set a course for rural Buckinghamshire, me in the RS and Lee in the Turbo. As we join the gridlocked North Circular, though, I'm already beginning to regret my choice. The Rennsport's cabin is so spartan it borders on masochistic. Indeed, it's more useful to list what it doesn't have: items binned include the sunroof; air conditioning; electric front seats, windows and mirrors; rear seats; radio and cassette player; heated rear window; central locking and alarm.

This isn't what carmakers euphemistically term 'decontenting', however. The reborn RS also has a seam-welded bodyshell, aluminium bonnet, thinner glass, shorter wiring loom, virtually no soundproofing and no underseal. Porsche's standard ten-year anti-corrosion warranty was cut to three years as a result. On the plus side it weighs 120kg less than a 964 Carrera 2 in Lightweight spec, as tested here.

Hemmed in by towering SUVs as we approach Hanger Lane, I have only the coarse clatter of the single-mass flywheel for company. Even at idle the RS sounds austere and combative, the fluctuating churn of its flat six transmitted to my ribcage via hard-shell Recaro seats. Its ride is rock solid, too, amplifying every ripple in the road. Thank 40mm lower suspension derived from the Carrera Cup racer, larger 17-inch alloys and solid engine mounts.

Filtering onto the A40, a national speed limit sign finally hovers into view. The Turbo is up ahead and I watch its haunches squat as Lee lights the fuse. I slip the stubbier gear lever into third and give chase. The blueprinted engine erupts with a visceral snarl as the tacho needle leaps to attention. A 260hp output is just 10hp more than a regular Carrera – a token gesture, you might think – yet the RS feels so much faster. Hitting 62mph in 5.4 seconds from rest, it piles on speed insatiably beyond 4,000rpm.

We meet photographer Dan at a motorway services, then turn off onto roads more suited to a Rennsport. Recent rains have swollen the hedgerows, and any modern sports car would be scooping up leaves with its door mirrors, but the modestly sized 964 requires no such circumspection. Its brakes – 322mm Turbo discs at the front, 299mm Carrera Cup items at the rear – feel prodigious, and its short-ratio G50 'box helps you blast between bends. The unassisted steering is the star of the show, though. It's endlessly animated and demands constant adjustment, but the sense of connection is nigh-on telepathic. Even the 992, which has probably the best electric assistance of any new car, doesn't come close.

With the slack expunged from its strut-braced chassis, the 964 also changes direction like a startled cat. Its front anti-roll bar is 4mm thicker than the Carrera 2's, while the rear item is 2mm slimmer. In theory that increases willingness to understeer, although you'd hardly know it from behind the wheel. Turn-in is laser-focused, the RS seeming to **3** 



2.7 Carrera RS







"The way this pseudo-racer ambushes your senses is endlessly exciting"

> ABOVE The RS made use of the 964 Carrera body (including its active rear wing), albeit being lightened. Its chassis was seam welded



### Porsche 964 C4 Lightweight: the ultimate Carrera

Ultra-rare and fiercely focused, the 964 C4 Lightweight is arguably peak Porsche Carrera. Just 22 examples were made in 1991.

Jürgen Barth, 1977 Le Mans winner and head of Weissach's customer motorsport department, was the driving force behind the project. He envisioned a single-make C4 race series, but plans were swiftly torpedoed by technical director Ulrich Bez, who opted to relaunch the Carrera Cup with the 964 RS. A rebel without a cause, the Leichtbau was quietly shelved.

The car's pièce de résistance is a racebred all-wheel-drive system. Derived from the Paris-Dakar 953, it allows the driver to manually adjust torque split between all four wheels. Its 3.6-litre flat six comes from the 964 RS, albeit with unsilenced separate exhaust manifolds. Other spec highlights include a single-mass flywheel, competition clutch and close-ratio five-speed gearbox. Power of 265hp arrives at 6,720rpm compared to 260hp at 6,100rpm in the Rennsport.

The Lightweight lives up to its name, with a seam-welded shell, Plexiglass sliding windows and modest 16-inch alloys. Its doors and bonnet are made of aluminium, while its engine lid and 'tea tray' spoiler are fibreglass. The stripped-out cabin has no carpets or sound-deadening, with RS-style door cards and Recaro racing seats paired to five-point harnesses. Its kerb weight of 1,100kg undercuts the RS – in Lightweight spec – by a substantial 130kg. Adjustable Cup suspension, a strut brace and a Matter roll cage complete the Carrera 4 Lightweight's transformation into a road-legal racer.

pivot around its own axis. There are no electronic traction or stability systems apart from ABS, but feedback is so nuanced you hardly need them. You feel the level of residual grip through your palms, the soles of your feet and the seat of your pants.

The way this pseudo-racer ambushes your senses is endlessly exciting – I can't imagine ever getting bored of it. The physical side, though, is sometimes a bit much. Even wedged into the skinny-fit seat I'm bracing myself against mid-corner bumps, which can jolt the car abruptly off-course. It can also feel skittish under braking on less-than-smooth surfaces. Doubtless it would be fine in Germany, and incredible on a circuit, but the RS doesn't relish broken British bitumen. Other Rennsports 'flow' better on our uniquely rubbish roads.

We stop to catch our breath, hot exhausts ticking as we wax lyrical about our cars. I've been totally immersed in the RS, yet feel like I've barely scratched the surface. Lee has clearly fallen for the Turbo's shock-and-awe power delivery, along with its steroid-pumped styling. After following his teninch-wide tyre tracks for the past couple of hours – seeing him rocket away on straights, then reeling him in through corners – I'm itching to swap keys.

21 HYP

Launched in 1993, the 3.6 was a last hurrah for the old-school Turbo 3.3 before the four-wheel-drive 993 transformed Porsche's 'everyday supercar' forever. Its additional 30lcc, fortified by a raised compression ratio, larger turbo and 50 per cent larger intercooler yielded an extra 40hp and 70Nm, shaving 0.6 seconds from the 0-62mph sprint. For the record, those figures are 360hp, 520Nm and 4.8 seconds – enough to trounce a Ferrari 348 or Honda NSX in a game of retro Top Trumps. Porsche even ruled out a Cabriolet version as the 3.6-litre engine had too much torque.

Visually the car is marked out by polished Speedline three-piece split-rims – an inch wider at the front and rear – in the Cup style of the RS. The eagle-eyed may also spot 20mm lower suspension and the first appearance of Porsche's 'Big Red' brake calipers, painted by Brembo in a heat-resistant finish. Despite being the rarest of our duo – 1,437 built versus 2,405 for the RS – the 3.6 is more widely known, famous for its role in the 1995 film *Bad Boys*. The car chase where Martin Lawrence and Will Smith pursue a Shelby Cobra across an airfield is as gloriously over the top as the Turbo itself. After the bare-bones Rennsport, this 911 feels almost decadently luxurious. Its 'tombstone' seats are much easier to slide into than high-sided Recaros and offer ample electric adjustment, if limited lateral support. There's air conditioning, power windows and mirrors and a stereo, and the door cards are also trimmed in leather, with sturdy handles instead of fabric straps and storage bins for your wallet and water bottle. Such details matter for a daily driver. Shame the bulbous air-bagged wheel is so unsightly.

The fingertip ease of power steering seems magic as I manoeuvre back and forth, albeit less so once we dive headlong back into the lanes. There's an added layer of insulation and inertia, like driving with winter gloves on, which initially disconcerts after the fingertip delicacy of the RS. Perhaps I've been cowed by the Turbo's 'widowmaker' reputation, but I don't feel the same confidence to explore its limits. At least not yet.

In truth this classic Turbo is less wayward than folklore suggests, yet it's still a 'slow in, fast out' sort of car. Make the most of the brilliant brakes, aim for the apex, then drop the hammer when the wheels are safely straight. As long as you maintain a

"After the bare-bones Rennsport, this 911 feels almost decadently luxurious"









#### | Turbo v Carrera: ultimate 964s





964 Turbo 3.6 1993	Model Year	964 Carrera RS <sup>1992</sup>
Engine 3,600cc 7.5:1 360hp @ 5,500rpm	Capacity Compression ratio Maximum power	Engine 3,600cc 11.3:1 260hp @ 6,100rpm
520Nm @ 4,200rpm Five-speed manual	Maximum torque Transmission	310Nm @ 4,800rpm Five-speed manual
Suspension MacPherson struts; transverse arms; coil springs Somi trailing arms;	Front	Suspension MacPherson struts; transverse arms; coil springs Somi trailing arms;
coil springs	kear	coil springs
Wheels & tyres 8x18-inch; 225/40/ZR18 10x18-inch; 265/35/ZR18	Front Rear	Wheels & tyres 7.5x17-inch; 205/50/ZR17 9x17-inch; 255/40/ZR17
<b>Dimensions</b> 4,250mm 1,775mm 1,470kg	Length Width Weight	<b>Dimensions</b> 4,250mm 1,650mm 1,230kg
Performance 4.8 seconds 174mph	0-62mph Top speed	<b>Performance</b> 5.4 seconds 162mph









steady throttle, in part to prevent an untimely wallop of boost, you shouldn't end up on **wreckedexotics. com.** Even so, that frisson of danger – notably absent from the 993 Turbo – is ever-present.

In some ways the 3.6 feels better suited to these roads than the Rennsport. Despite its rubber-band 35-profile rear tyres it rides with a calm fluency its

rival can't match, breathing with the road and filtering out sensory white noise. It's hardly cosseting, and there's some kickback through the steering, but you won't find yourself apologising to your passengers like a pilot on a turbulent flight. In this 964, a patient partner isn't a prerequisite.

Calm is how the Turbo feels at low revs, but there's a storm brewing, and it breaks at 3,200rpm. The first time you uncork all 0.85 bar of boost, up from 0.7 bar in the 3.3, will etch itself permanently into your memory. It feels illicit, head-spinning and utterly intoxicating, like a teenage cigarette behind the bike sheds. The blower spools, the mechanical limited-slip differential engages and the world goes into reverse: a seismic shove, like a giant hand hurling you into the middle-distance. It's the keychange in a power-pop anthem, the hook that has you hankering for more.

The Turbo's bipolar personality is a huge part of its appeal and, watching Lee shrink in my mirrors for the umpteenth time, I can't suppress a gleeful giggle. I do wish it sounded a bit more ratios here – and three-figure speeds are just an ankle flex away. Oh, for a derestricted Autobahn... Sadly as we cross over the M25 we're back beneath the gaze of average speed cameras. The Turbo settles to a 70mph cruise like Mo Farah going for a gentle jog, and I attempt to gather my thoughts. What a day, and what a choice to make.

> Still, a twin test needs a verdict, and I'm determined not to sit on the fence. Back at Hexagon Classics, Lee and I compare notes. Neither Porsche, we conclude, is likely to be an owner's first 911: the car they use for commuting or

trips to Tesco. These are machines to be savoured on Sunday mornings, when roads are empty and the kids are still asleep. For that – plus maybe a few track days – the RS fits the bill best. It's so raw and intense, every moment feels heightened. You'll get home for breakfast with synapses tingling and no need for coffee. The Turbo looks cooler, goes faster and is vastly preferable for a long journey, but the RS, we both agree, is the one that gets under your skin.

### The first time you uncork all 0.85 bar of boost, up from 0.7 bar in the 3.3, will etch itself permanently into your memory

special, though. The frantic whoosh of the blower, periodically punctuated by over-run pops, is no substitute for the Rennsport's unhinged, red-blooded yowl. Where's the 'loud exhaust' button when you need one?

Motorway on-ramps bring unbridled joy in a 964 Turbo, and I allow myself a last sustained squirt of the throttle as we join the M40 back towards London. Even in fifth gear acceleration is still strident – there are no overdrive sixth or seventh

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Speed freak Zef Eisenberg has set four world records at Pendine Sands at the wheel of a 1,200hp 991 Turbo. **Total 911** meets the man himself, as well as the car responsible for firing him into the record books

Written by Kieron Fennelly Photography by Glen Smale


ef Eisenberg is no ordinary racer. The man behind Maximuscle, the sports drink, likes the extremes of motorsport: the Guernsey-based enthusiast holds more than 44 UK, world or Guinness speed records including, though unofficially, Britain's fastest motorcycle crash, a 230mph accident which left him in a wheelchair. However, extreme sport demands extreme determination, and evidently Eisenberg has it in abundance. Within a year he had taught himself to walk again and was back behind the wheel. In May 2018 he became the first man to exceed 200mph on Carmarthenshire's Pendine Sands, the scene of a hundred years of speed record attempts. A year later he returned at the wheel of his 991 Turbo and spectacularly rewrote the Pendine record book, achieving the fastest sand speed record by a wheel-powered vehicle at 210.3 mph, the fastest flying quarter mile at 196.9mph (mean), the fastest flying quarter mile at 206.5mph (one way) and the fastest flying mile (two way) at 186.9mph - the same measurement as Sir Malcolm Campbell, no less.

Campbell's speed record of 174.8mph, set in the specially built Bluebird which used a 12-cylinder, 22-litre Napier aero engine, stood for 90 years. Zef Eisenberg's steed by comparison is a 2014 production Porsche 911. He says he chose the 911 Turbo because it is such a tunable car: "The choice boils down

010

really to the 911 Turbo or the Nissan GTR. Both are infinitely tunable and both have huge tuning aftermarkets, but the Porsche scores by having better aerodynamics and a lower centre of gravity. These make it less likely to overturn in a high-speed spin." And at Pendine Sands on 18 May 2019, spin is exactly what Zef did. "Also I wanted a recognisably road-legal car in which I could drive from the hotel to the venue and back afterwards for the celebrations. I didn't want to set the record in some highly technical speed device which arrived on a trailer."

The engine itself has to have proven strength because, unlike drag racing where the engine is at full power for less than a minute, the speed runs on sand mean the engine is giving 100 per cent for over three minutes. Careful calibration of the turbocharger judges precisely the degree of boost necessary for maximising traction.

"What you don't want is the sudden arrival of turbo boost," Eisenberg continues. "Grip on hardpacked sand is nothing like tarmac so we have carried out a lot of experiments on the dynamometer with boost levels. The engine dynos at 1,500 horsepower, which translates to 1,200hp at the wheels, but on sand we back the boost off to 700hp to ensure the smoothest possible torque curve. If the first run works, we increase the boost in stages to about 800." Zef Eisenberg's exploits also include sand speed records on two wheels. His motorcycle experience has helped the set-up for the 911. At a previous record attempt at Pendine in April this year he had to abort the attempt on two wheels because lack of traction caused his Honda's rear wheel to spin so hard that the engine was damaged and heat destroyed the tyre. Zef immediately abandoned plans to run the 911 the next day and postponed a further attempt until his team had dismantled the bike to see exactly what damage had been done.

As Eisenberg says, his 991 Turbo does appear remarkably standard: externally the mirrors are removed for the record attempts but it retains, for instance, its production leather-upholstered interior, even if the seats are removed and replaced by a carbon bucket for the driver; the fitting of carbon-fibre GT2/3 Cup doors and an FIA-approved rollcage are also semi-demountable. After the record attempts the seats and standard doors are refitted, the harnesses removed, and only the rear structure of the cage remains. "We have to use competition doors to accommodate the side stanchions of the rollcage," he explains. "Competition doors save 150kg, but losing weight is not the object: unlike racing we need the car to have a certain weight to maximise traction. There is plenty of power anyway, and we ballast the car if necessary."

"These are race-grade engines, but with proven safeguards incorporated you can run them up to 900hp, and they will go 10,000 miles before needing a rebuild"



# How were the records measured?

ES Motor uses industry-standard Race Logic for performance testing. The equipment stays in the 911 during record runs as a back-up, but the particular conditions of sand mean that a GPS sensor is also employed: "GPS differentiates speed across the ground and wheel speed," explains Ibrahim. "We need to be able to monitor wheelspin very precisely because once the wheels start losing traction acceleration diminishes but engine speed increases, so we need to be able to throttle back to optimise acceleration and also to protect the engine." All the vital control boxes, the GPS, the ECU, the Vee-box and an exhaust gas sensor are placed inside the cabin on a rear parcel shelf that ES Motor has fashioned to keep them well away from water and sand.

**ABOVE** Aside from telemetry additions, the 991 Turbo's cockpit is largely stock

LEFT Eisenberg talks through technical details with his MADMAX team and Ibrahim Akpinar of ES Motor

**BELOW** Car and driver prepare for their first (and record-breaking) run on sand









# Porsche: collectors of speeds records

Porsche is no stranger to world speed records: routinely exceeding 230mph and even edging 250mph during the Le Mans practice weekend in April 1969, the 917s were the fastest racers ever seen on the three-mile Mulsanne straight. At the end of the 917's now-turbocharged career, Mark Donohue lapped Alabama's Talladega oval in May 1975 at a closed circuit world record of 221mph. Stefan Bellof's amazing 6:13.00 lap of the Nürburgring in a works 956 lasted 35 years before factory driver Timo Bernhard reduced this by almost a minute with a 5:19.6 timing, topping out at 245.3 mph in a 919. Obviously Bernhard's was a record attempt, as the traditional Nordschleife ceased altogether to be used for sports car racing only a few years after Bellof's famous lap.

Among genuine production cars, the 991 GT2 RS is the fastest rear-drive car around the Nürburgring at 6:47.00. It was beaten to fastest production car of all time by a mere two-and-a-half seconds only by the V12 Lamborghini Aventador, which is all-wheel-drive.

On occasion a Porsche has helped set a record, as with British cyclist Neil Campbell who in 2018 pedalled up to a record 149mph behind a Cayenne Turbo. In 1979 Henri Pescarolo drove a Martini 935 to provide slipstream for French cyclist Jean Claude Rude, but a puncture apparently ended the attempt at about 100mph.

Finally, the slowest speed record for a Porsche is almost certainly the 8mph achieved at Roissy Charles de Gaulle in 2017 when a Cayenne V8 diesel hauled a 385-tonne Airbus from a standstill over 50 yards.



"In a dramatic development, the 911 hit a damp patch of sand which upset its traction, and the Porsche went sideways"





The 911 was prepared for the speed record by ES Motor, a specialist Turbo tuner which has modified large numbers of Turbos, especially Porsche, for the Middle Eastern market. For the Eisenberg 991, director Ibrahim Akpinar explains that ES began with the stock 4.0-litre and increased both bore and stroke to make 4,100cc. The standard crankcase is used, but ES installed a bespoke crankshaft, Capricorn cylinder liners and Carillo connecting rods. The head is substantially rebuilt, although ES does not wish to disclose everything it does here, and the stock plenum is replaced by a far larger billet aluminium item which ES has made to its specification. "When you are looking at producing twice the horsepower of the stock GT2 RS, you need to be able to handle far greater quantities of air," explains Ibrahim. ES also adds port injection, doubling the number of injectors from six to twelve - this means a bespoke ECU is required and all the fuel pumps are upgraded.

"We use a third-party dynamometer in Birmingham, one used by other tuners so we know our results are comparable. Everything we do is based on our experience: my own 991 Turbo which runs to 1,400hp is my current testbed and my partner is running a similarly boosted 997TT. Zef's engine is the 13th we have tuned to that level. The essential thing for us is reliable horsepower, so we build in sensors to monitor everything in the engine which will put it in limp-home mode before any serious damage is caused. We add an extra GT2 RS intercooler and on the record runs we spray cold water onto it. Telemetry readings at Pendine showed that intake air was no higher than 16°C (60°F), which is very low.

"R&D is our biggest cost, the time and effort to assemble the right combination of components and make it reliable. These are race-grade engines, but with proven safeguards incorporated you can run them up to 900hp, and they will go 10,000 miles before needing a rebuild."

So far, the PDK gearbox internals have been largely standard, although ES Motor is investigating stronger clutches and is designing casing made from billet aluminium. Similarly standard are the Porsche's brakes: "The stock steel discs work fine," says Ibrahim. "Sand is too coarse for ceramics, which would quickly be ruined."

Six weeks after his failed attempt with his Honda, Eisenberg returned to Pendine Sands. It turned out that his first run broke all the records, and as it transpired this was to be his best run of the day. For Zef, immediately breaking his previous record was not entirely a surprise: "We've had five years' experience doing this and we learn from what we've achieved before. As we saw with the bike, the key is to be able to get the power down consistently all the way through the run. With dyno readings we had calculated the optimum power curves. On that first run we calibrated it at 750hp, and as you saw, it worked."

The advantage, says Zef, of getting onto the sand early in the day is that there is an element of condensation or dew which binds the sand and

## 42 | The Turbo record breaker







improves traction. As the sun warms the ground this dries out, the surface becomes dustier and grip diminishes.

Between speed attempts the car needs to cool down, and Ibrahim was insistent that at least 90 minutes be allowed between runs. Eisenberg's second run in the early afternoon was into a slight headwind and showed no improvement. A third effort had to be negotiated with the clerk of the course; conditions were changing as the day wore on, and the official was concerned that a couple of motorcyclists who had come to grief might have rutted the surface. But Zef was determined. After numerous practice runs in the preceding days he felt more was to come. In a do-or-die effort, the boost was upped to give 850 horsepower.

"A quarter of a mile before the finish of the measured mile I was at 215mph, so I had every chance of getting to 223 or 224," says Zef.

But, in a dramatic development, the 911 hit an almost-invisible patch of damp sand which upset its traction, and the Porsche went sideways. The incoming tide, not apparent on the beach itself, was quietly creeping in below the surface. "It was something I had rehearsed in my mind so many times, though obviously never experienced. As the car went broadside I held the throttle to the floor. You keep the wheels spinning to stop sand building through the slide and potentially causing the car to turn over." Video footage taken by a spectator vividly shows the 911 spinning several times, but Eisenberg has no recollection of this: "Because of the massive g-force in a 200mph spin, I must have blacked out momentarily because I can remember only going sideways."

Had the car rolled at such high speed, damage would have been substantial, but it stayed on its wheels and both 911 and its driver were unhurt. However, going backwards at 200mph deranged the PDK, which will have to be rebuilt. In addition three tyres were flat from the 911's gyrations, so this incident obviously brought an end to proceedings.

Afterwards, Eisenberg was naturally elated, but also philosophical: "We have the sand speed record now, and after five years I'm happy with that." That doesn't mean that he's going to rest on his laurels, however. "We're going to look at tarmac speed records now, specifically the flying mile. We have already done some practice at Elvington, the former RAF airfield which has a 1.9 mile runway," he says.

Eisenberg knows this stretch of bitumen well –it was here he came to grief in 2016 on his motorcycle. The man is utterly undaunted: "We'll be up there by late summer. We have to clean all the sand and salt out of the 911 and the body and rebuild the engine because any sand ingress will obviously damage it, and of course replace the gearbox."

Once again he will be using his trusty Turbo: "Of course for tarmac we can turn the boost up, but I won't strip it or try to lighten it – I really appreciate the comfort of Porsche interiors. I want to be able to put the seats back in and drive the car to and from the record attempt, and stop at a Premier Inn or a pizza restaurant and drive it away again. I'd like to get the record with the car as it stands. We'll see about lightening it perhaps next time around."



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The Rennsport badge has always denoted a very special Neunelfer, and the 997 was the first generation to mix this with turbocharging. **Total 911** presents your ultimate guide to the first GT2 RS

Written by Chris Randall Photography by Daniel Pullen



#### HISTORY AND SPEC

he GT2 badge was first affixed to the 911 back in 1995, beginning a model line that stood for rawness, rarity and lightweight. From that first 993 model it also meant a Neunelfer that demanded respect and a healthy dose of skill and concentration, inheriting the infamous 'widowmaker' tag first associated with the Turbo. 996 and 997.1 variants soon followed, but the 2010 Moscow Auto Show saw Porsche skip the GT2 model for 997.2, instead taking things to a whole new level with the addition of the fabled RS badge – two small letters that made a very big difference. Just how different was quickly established by perusing the spec sheet, where potential buyers would have

discovered some very large numbers. With boost for the turbochargers increased to 1.6 bar, the heavily revised 3.6-litre flat six now produced a mind-boggling 620bhp, with 700Nm of torque on tap from just 2,250rpm. Delivered to the rear wheels only via a single-mass flywheel and a lighter six-speed manual gearbox with revised ratios, the performance was nothing short of stunning. Having lapped the legendary Nordschleife with a time of just 07:08.00, the quoted maximum speed was now 205mph. Along the way you'd have passed 60mph in less than 3.5 seconds, 124mph in 9.8 seconds and 186mph in 28.9 seconds. And if you were feeling especially brave or talented you could achieve this with the stability and traction control systems turned off.

The GT2 RS was the fastest, most powerful series-production Porsche yet seen, but what enabled it to hit those performance heights was a depth of engineering that could only have come out of Weissach. For one thing the new model was put on a crash diet that shed a further 70kg over the already light GT2. Carbon fibre was used for the

PORSCHE SALES

luggage compartment lid, air intakes and parts of the rear spoiler, while the engine cover and side/rear windows were fashioned from plastic. The carbonshelled seats weighed only 10kg apiece, there was the option of a lithium-ion battery that saved another 10kg, and air-con and hi-fi could be deleted.

The Clubsport package was popular, comprised of a roll cage, fire extinguisher and six-point harnesses, but having extricated yourself from the minimally soundproofed, Alcantara-clad cabin you'd have been able to appreciate the rest of the tasty mechanical specification. Centre-lock wheels sat in front of PCCB brakes while the suspension – rich in aluminium for yet more weight saving – was multiadjustable. You might also have noticed the 26mm wider front wings that allowed for wider tyres and an extra l2mm of toe angle.

This was a 911 dedicated to maximum performance: it all added up to a very special GT2 which re-wrote the book on the 911's capabilities.



### THE VALUES STORY

We issue we've set our sights on the rarest, most expensive model to appear within them. Just 500 examples of the 997 GT2 RS left the Weissach gates – 19 right-hand-drive cars came to the UK – each carrying a price tag of £164,107. If that sounds pricey then it's nothing compared to the sum required to add one to your collection today. It's no surprise that buyers were clamouring to get their hands on one – the prices being asked reflected that – and five years after its launch you would have needed not far shy of twice the original cost to satisfy this particular urge. It was the beginning of a strong upward trajectory that, according to Russ Rosenthal from JZM and Hexagon Classic's Jonathan Franklin, meant that £450,000 to 500,000 was the going rate for an immaculate right-hand-drive example, though values have softened recently.

# MARKET RIVALS

As a model at the very top of the 911 marketplace, the 997 GT2 RS is reserved for serious collectors. There's only a handful of other in-house rivals to Porsche's first turbocharged RS for the road, and it's no surprise they too have 'Rennsport' or 'Exclusive' as part of their names.

# 2.7 RS

A car that will need no introduction, it's one of the few that has achieved truly legendary status. A car which started the Porsche 911 Rennsport icon, the market has softened on these of late so you'll be able to find a sympathetically restored, matching numbers example.



# 997 GT3 RS 4.0

This almost-as-rare RS might just fit the bill. With just 600 produced and a pinnacle of the 997 for many, it became an instant classic and a model that reportedly made no profit for Porsche, despite a £128k asking price. It's rather more costly today, but its Mezger NA engine <u>makes it</u> worth every penny.



## 997 Sport Classic

A real gem of the 997 generation, the Sport Classic was an exquisitely crafted sports car with as much attention paid to detail as honouring past designs. Just 250 examples were produced for worldwide markets, all finished in Sport Classic grey.

# 993 Turbo S

GTZRS

Like the 997 Sport Classic, the 993 Turbo S can lay claim to being a car hand-built by the renowned Porsche Exclusive division. A car to be used as sparingly as the 997 GT2 RS due to its value, the 993 Turbo S is nevertheless a little more of a friendly proposition for road trips, should the mood take you.





alcantara was standard inside the cabin, though some owners opted for a more toned-down approach

## WHAT'S IT LIKE TO DRIVE?

• ven if you're used to the higher echelons 4 of the 911 spectrum, the GT2 RS really is → like nothing else. There's all the familiar elements of a 911 given the Porsche Rennsport treatment, albeit with brutal acceleration and an abundance of torque not seen to this degree in an RS before. This car is astonishingly fast, its hardcore nature meaning this is a 911 made for the race track and certainly not the public road. Expect a heavy clutch and a lovely, mechanical throw to each gear shift - don't baulk at a slight notchiness, they all have it - complimented by beautifully direct and feelsome steering which enriches the 997 GT2 RS experience. The ride is firm, again a nod to its track-focused set-up, and that reduced sound deadening means its loud inside this 997's lairy cockpit. 🤤



# GT2 RS: UNDER THE SKIN

Never mind the low numbers or high values, here's what makes the 997 GT2 RS such an engineering marvel

#### Spartan interior

Two-piece carbon-fibre bucket seats, lightweight door panels with pull straps, Perspex windows and reduced sound deadening contribute to a 70kg lighter sports car than the 997 GT2.

Porsche Intelligent Performance 5 per cent less emissions and fuel consumption compared to 997 GT2.

#### **Lightweight construction** Widespread use of

carbon-fibre-reinforced componentry to keep body weight down.

#### **Bespoke tyres**

Michelin Cup tyres were specifically developed for the 997 GT2 RS, measuring 245/35/ZR19 at the front and 325/30/ ZR19 at the rear to accommodate the car's wider, lightweight wheels. Cup 2s are now available. Revised aerodynamics Fixed rear wing has a 10mm taller lip, new air intakes in the wing struts feed air directly into the engine, and bigger intakes in the front bumper aid cooling, while the extended front lip aids downforce.

#### **Big stopping power** Porsche Ceramic Composite Brakes as standard.

### BEFORE YOU BUY

O nce again, this RS is a rather different proposition compared to the 911s that usually appear in our Porsche Index pages. It goes without saying, a 911 as collectible as this will require a thorough independent inspection to check for crash damage and significant over-revs, both of which will harm its value. Collectors will also be on the lookout for original paint, too.

Mechanically speaking, it's a case of ensuring that servicing has been carried out on schedule despite the odometer reading. Bear in mind if the car has been sat around for a number of years with very little use, you'll need to set aside some budget for renewing the car, though chances are these will have been housed in proper collections and thus looked after.

Most attention therefore should be paid to the history of a potential purchase. When you're dealing with sums of money like these nothing short of an unimpeachable provenance will do, and it goes without saying that the overall condition should be exceptional. You certainly don't want to see a hint of damage to any of the RS-specific parts, as replacements are eye-wateringly expensive. For example, a new carbon front luggage compartment lid will set you back more than £10,000. Buy from an OPC or a reputable specialist and there shouldn't be any concerns.

#### Dynamic chassis

Tweaked PASM and PSM, unique anti-roll bars, revised engine mounts and rose-jointed suspension enable what Porsche says are 'extreme cornering dynamics'.

#### More power

Variable turbine geometry from the 997 Turbo is applied to the GT2's reworked flat six to produce 620hp in RS form – up 90hp from the 997 GT2.











# DESIRABLE OPTIONS

Seeking out the ideal specification doesn't really apply with a 911 like this one. Unless you're prepared to be very patient it's going to be a case of accepting whatever the market is offering, although the RS hardly took a miserly approach when it came to equipment. And there was plenty on offer when it came to options, so don't be surprised to find most are lavishly equipped. Both Russ and Jonathan point out that a car with the carbon front wings and full Clubsport package commands the highest price, as does one with a steering wheel on the right, but the addition of the optional Sports bucket seats and lightweight parts, such as the lithium-ion battery, add further desirability.

# | Porsche Index: 997 GT2 RS



#### INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

espite an element of uncertainty in the market, the rarity and desirability on offer here stand the RS in good stead. Jonathan certainly can't see values slipping backwards to any noticeable degree, and their performance over the last five years certainly demonstrates solidity. It bodes well for the future, while the limited numbers and global appeal of the 997 GT2 RS provide further reassurance. Russ views the car as a very shrewd long-term investment. When it comes to driving one there's no doubt whatsoever that it will prove scintillating, but we are talking about a car carrying a half million pound price tag, and therein lies the rub. Is it a 911 that you would, or could, ever use in the manner for which it was built? In all likelihood the answer is no, which makes ownership rather a double-edged sword. On the one hand you'll have a solid financial asset, on the other a car that will probably spend most of its life imprisoned under a cover.

GTZRS

ORSCHE SALES

# "Limited numbers and global appeal provide further reassurance"

#### TOTAL 911 VERDICT

We'd always advocate driving a 911 above all else. After all, that's what they were made for, but in tackling the RS here we're in the slightly curious position of assessing a Neunelfer that may never turn a wheel in anger. That's not an unusual situation when it comes to cars of this value, and in some ways makes it hard to recommend, but then the lure of owning such a sublime example of the 997 breed could easily prove too strong. Whether you would be happy admiring rather than driving is a personal decision, but if you favour the latter then you'd discover that our five-star verdict is richly deserved, the depth of ability on offer making for a very special experience. A tough decision to make? Perhaps not...



THANKS The car in our pictures is for sale at JZM. For more information visit jzmporsche.com or call +44 (0) 1923 269788. **52** | Porsche wheel technology

# HOW PORSCHE USES TECHNOLOGY IN

Often overlooked, the wheels receive as much attention as any major 911 component

WHEEL DESIGN

Written by Kieron Fennelly Photographs by Porsche Archive

ven before the famous Fuchs of the 911, Porsche had recognised the importance of styling for road wheels: by the mid-1950s the plain VW-derived items of the 356 had been ennobled with chromed and increasingly elaborate hubcaps. The early 911 would follow the same pattern with 15-inch, five-stud steel wheels, the unsightly nuts and hubs masked by trims. Porsche by now, though, was making its own wheels. A major difference between the 911 and its predecessor was brakes. The 911 used disc brakes not drums, and slots in the design of the wheels not only saved weight, they also provided all-important airflow to the discs.

Reflecting general advances in manufacturing and engineering, the 911 also made more use of lighter metals than the 356 had, and Porsche extended this to the wheels - smaller mass here reduced unsprung weight and improved the car's handling. Cast-allov wheels were already becoming popular in racing, too. Cast wheels are made by pouring molten alloy into a mould; the alternative is forging, which relies on intense heat and pressure to produce a wheel that is three-times stronger, though at rather greater manufacture cost.

In 1963 Porsche investigated a cast-magnesium wheel in conjunction with the firm VDM, only to discover that it cracked during testing. More

productive were discussions with a forger called Otto Fuchs: the outcome was an aluminium alloy rim which was launched on the 911S in 1966 and would become famous as the Fuchs wheel. Not just engineers were involved; the original drawing and styling came from modeller Heinrich Klee, better known for his work on the 901 and the 914. Besides being a striking piece of design, and one which would endure on 911s for over 20 years, the Fuchs were also 2kg lighter than 15-inch steels and proved easier to manufacture to tolerance.

Zuffenhausen did not limit itself to Fuchs, however, asking Mahle to look into a die-cast magnesium rim - the piston maker did later supply an attractive alloy design with ten radial spokes which appeared on 914/6s. In the 1970s ATS, which supplied wheels and brake components to Porsche, made the 'Cookie Cutter' style wheels, which were a cheaper option than Fuchs on bottom-of-the-range 911s, but these were never as popular a fitment.

The advent of the 964 saw Porsche move to 16-inch rims. These had already featured on the 3.3 Turbo - initially as an ingenious way of meeting US ride height regulations with low-profile tyres - but the redesigned 911, which had a very different chassis from its predecessor, called for the larger wheels, which were becoming a feature of premium cars. The fitment of ABS meant the Fuchs were no longer























**TOP RIGHT** Carbon fibre wheels have found their way onto a 911, though the process to make them is arduous and expensive

**RIGHT** Wheel design has always had to harness three objectives: look pretty, be as light as possible, and offer maximum cooling for the brake setup housed within







compatible, and the opportunity was taken to style a new rim, the Design 90, a handsome seven-spoke alloy which is perhaps more appreciated 30 years on than it was in 1988. It was quickly superseded by a five-spoke rim, made initially in 16 and then 17 inches, the size around which the 993 was developed.

Sometimes referred to as Cup wheels, the original Cup rims were hollow-spoked and magnesium. These were considerably more expensive and featured subtly thicker spokes for strength. The final 964 Turbo 3.6 models featured 18-inch wheels, so-called 'split rims' which comprised three components bolted together and were made in Italy by Speedline. Strikingly attractive, these intricate rims were always vulnerable to corrosion, though it didn't prevent

them becoming a popular if expensive aftermarket option on lesser models. Purists never liked to see this, and there are always questions of compatibility with suspensions and wheel housings designed for smaller rims.

Expensive as they were, magnesium alloys were the standard fitment on Porsche's works cars, really taking over from aluminium alloys in the 1980s and 1990s. A forged magnesium wheel is 25 per cent lighter than a forged alloy item. The introduction of small quantities of aluminium and zinc was found to overcome the propensity of pure magesium to crack under stress. The need to guard against tyre deflation due to cracks led to the pioneering on the 956 of a tyre pressure monitoring system, which as with many racing breakthroughs has become a standard item on recent Porsche road cars. Meanwhile magnesium allov is now a feature of the top-level Porsche: with

"The fitment of ABS meant the Fuchs were not compatible and the opportunity was taken to style a new rim"

> the 918 Zuffenhausen introduced the 'Weissach Pack,' a weight-reducing option including forged magnesium rims which saved 14kg; the Weissach Pack was soon extended to the 911 GT2 RS and GT3 RS. Unlike aluminium alloys, however, this option is not likely to reach the bulk of production in the medium term, as apart from cost implications, suppliers who can forge magnesium are limited.

> The next development in road wheels is the advent of carbon fibre. Since the use of this material in Formula l, its application elsewhere in automotive

construction has been much anticipated. Porsche's pilot project, begun in 2016, shows that adapting carbon fibre for wheels is not straightforward: using technology from the textile industry. Porsche employs a giant radial braiding machine which 'plaits' the rims. The present method requires an immense amount of material – 16km of thread and 8m<sup>2</sup> of

material to produce 200 rims. Available on the 2018 Turbo S.

Available on the 2018 Turbo S, this option is not cheap at around €15,000 per car, but reflects the cost and complexity of manufacture. For once carbon fibre, which rim for rim is 25 per cent lighter than magnesium alloys, will not find its way into competition: its heat-retention qualities make it fundamentally unsuitable. However, for a road car this

is not so significant, and for hybrids and all-electrics in particular, the capacity to harness that heat and regenerate it is important. Future Porsche led by the Taycan, where offsetting the weight of the batteries is a priority, will undoubtedly feature carbon wheels.

So the 911, which over 50 years has rolled on steel and a variety of aluminium and magnesium amalgams, seems likely to finish the next decade on carbon fibre wheels, but by then the flat six might have gone the way of those beautifully sculpted alloys we have always admired so much.











The first water-cooled Carrera is also the cheapest 911 you can buy, but can it deliver rich rewards on an aptly-named driver's road in rural France?

Written by Lee Sibley Photography by Daniel Pullen





nce again, the beauty of a 911 on the open road awaits. As regular readers will know, we're not averse to a good road trip here at **Total 911**, but these are usually carried out under the steer of a press car: a very new 911, lavishly specced, with limited miles on the clock and, crucially, without the wear and tear which inevitably occurs over time.

This occasion will be different. Embarking on this journey with my own 996.1 Carrera, not only am I putting my money where my mouth is, so to speak, but collectively as a magazine we're investing maximum faith in the brand by taking an example from the most humble end of the Porsche spectrum.

My trip begins by collecting photographer Dan from his abode around an hour from the Channel Tunnel, our gateway to the continent. Fitting his various bags of photography gear into the 911 is easy thanks to the 996's large front boot, a lack of drive to the front axle allowing for its base to plunge much deeper than in Carrera 4 equivalents. The presence of a spare wheel though, bolted upright, does make the space a little awkward. Mitigating this, we sling our additional holdalls onto the shelf behind us, afforded by lowering the rear seat backs, and set off for the car train and its 35-minute crossing under the sea.

Our ultimate destination is the D996 in France, chosen simply for its title, which allies it to Stuttgart's first generation of water-cooled Neunelfer. Driving a Porsche 996 on a road of the same name is just too canny to pass up, and high hopes abound for this pairing to be as good in reality as it is on paper.

We're not headed there right away, though. We're en route to the Nürburgring first, having heard whispers Porsche will be present at a manufacturer day to test its new machinery. From there we'll venture five hours south to RUF Automobile via a quick sojourn to the Porsche Museum for that ubiquitous shot of car and driver in front of architect Delugan Meissl's beautifully sculpted building. From Bavaria we're heading west via Zurich, back to France, to explore a strip of tarmac which really should have featured somewhere in the previous 180 issues of this fine publication already.

When you think of great roads in France, there are many which spring to mind first: Route Napoleon, Col de Turini, Col de Vence. The majority are nestled in the country's south, where the landscape escalates into something altogether more majestic. Anything laving above that swage line of south coast national parks simply enjoys less of a repute, our road in question being one of them.

We arrive at the Nürburgring in the early evening after a five-hour blast from Calais, the 996 having performed diligently to this point, though it did require a YouTube video to figure out how to change

the computer from mph to kph. Twist and hold the 'clock' fork above the oil temperature gauge for a few seconds, in case you didn't know. The trip computer's 28 mpg is a respectable return from an atmospheric, 3.4-litre flat six, its long gearing making light work of the continent's sprawling network of 'A' roads.

It's good to step out of the car and provide some respite for my back, which has taken a hammering at the mercy of the 996's factory Comfort seats. Despite being electrically operated, in my opinion they are the worst thrones ever bolted into a 911. You sit on them rather than *in* them, their profile far too narrow at the shoulders to accommodate the frame of even the average human being. There isn't enough lumbar support from the lower part of the seat back either, promoting poor posture, which takes its toll after a total driving time of eight hours for day one.

It doesn't bode well for the rest of the journey, but that's a battle for another day: it's sunny here in Germany's Eifel region, the air is warm and the road surface dry. Perfect conditions for testing on the Nordschleife. We watch from Brünnchen corner as prototypes of Porsche's Taycan and GT4 get put through their paces by test drivers. The Taycan is impressive: it's properly quick and every bit a spectacle to absorb despite that lack of engine noise, a dramatic soundtrack instead supplied by squealing tyres and the harsh thrumming of car riding hard







"The D996 is much like Porsche's 996 itself: often overlooked and widely under-appreciated"



ABOVE The D996's twisting nature means it'll give the chassis of any 911 a good workout on kerb. There's no appearance today of the 992 GT3; perhaps Porsche knew we were coming, we joke, as we head for our overnight digs.

We're in Stuttgart just after sunrise the next morning for said picture before powering onto Pfaffenhausen. There's a decent stretch of derestricted Autobahn beforehand and, with the roads still largely bereft of traffic, I deem it too good an opportunity to miss a top-speed run in this 21-year-old battle-axe. Sandwiching the gas pedal between my right foot and the floor, the 996's active rear wing is soon deployed, the curved profile of its trailing edge now returning a visible arc in the base of my interior mirror. Here goes.

Despite a windscreen laying some 5-degrees flatter than the 993 before it, there's a resounding increase in cabin wind noise past 160kph, a fair illustration of the resistance working against us all over the front of the car. It's largely drowned out by the mechanical beat of the M96 flat six working hard behind us though, the 911 continuing to pull strongly as fourth gear is swapped out for fifth. We're past 200kph now and the little 996 is being blown all over the place by a cross wind as the road arcs right, the odd undulation in surface causing the front end to bob a little. It's unnerving, but pretty common for a 911 in this speed bracket. 'Keep your foot in,' I tell myself.

Progress is a little slower past 230kph, the rev needle no longer bearing down on the redline with the same enthusiasm in top gear. 250kph... usually at this point a 911 will hunker down nicely into the ground and feel largely unshakeable from front to back, provided your inputs remain smooth. It's a little different for this early 996, its soft profile evidently not conducive to effective management of airflow under, over or through the car. It feels under-aeroed at the front, but it's not enough to enforce a lift. 260, 261, 262... we are really travelling now, and I'm constantly throwing my vision to the horizon ahead. 264, 265, 266... this feels fast, particularly in such a relatively small 911.

With the rev needle clamouring just short of 7,000rpm, there's an almighty 'WHACK' at my

driver's side window. Some of the car's windscreen trim has ripped off, the rubber frame now slapping violently against the glass beside my head. I lift.

The digital speedo says 270kph, or 168mph, give or take. Impressive, given its age and payload, and we could have got more had the windscreen trim not decided to put a halt to proceedings. I gently bring our speed down and turn off the Autobahn for a moment to tuck the errant windscreen trim, flailing awkwardly by my side, back into position. Thankfully RUFs technicians offer a better solution on arrival at Pfafenhausen, and the trim is glued back in place as a medium-term fix. It's a fairly common 996 problem, I'm later told.

A day later the patched-up 911 and its occupants are on the outskirts of Dijon, France. Switzerland has come and gone, its main 'through' roads past Zurich an unspectacular contrast to the breathtaking mountain passes found elsewhere in the country. Dan has had a stint at the wheel too, his feedback focusing on gearshifts, which he says require a precise technique to deliver a smooth transition through each gate. I suppose I'd gotten used to it, but he's right: a Porsche Motorsport short shift kit has been fitted, but it's quite stiff, requiring an accurate throw.

We turn off the N274 snaking around Dijon's perimeter and head for the village of Ahuy and the start of the D996. Ahead of us is 60 minutes of road, stretching for some 100 kilometres across France's rural mid-country. The first ten minutes or so are pretty humble, but after Messigny-et-Vantoux there's a slight climb in elevation into a forested stretch, its sleepy wildlife awoken by the bark of a Porsche flat six. The trees soon give way to a small hamlet named Saussy, and it is on leaving it where the road really comes to life. There's a fast, flowing descent down to a tight but wonderfully cambered right turn, the road tightening at the bottom as it drops into the first hairpin. From there the road becomes something of a rollercoaster, leading us up, then down, carving left and darting right as we shoot past dense greenery. The proximity of trees to road - devoid of any barriers between them – quickens the pulse,











### Model 996.1 Carrera Year 1998

# Engine

Capacity 3,387cc M96/01 Compression 11.3:1 ratio Maximum power 300hp @ 6,800rpm

Maximum torque 350Nm @ 4,600rpm Transmission Six-speed G96 manual

### Suspension

Front Independent; light-alloy wishbones; MacPherson struts with coil springs; double-tube shock absorbers; anti-roll bar Rear Independent; multi-link; single-

tube shock absorbers; anti-roll bar

### Wheels & tyres

Front 8x18-inch GT3 split-rim alloys; 225/40/ZR18 SportContact2 tyres Rear 10x18-inch GT3 split-rim alloys;

265/35/ZR18 SportContact2 tyres **Dimensions** 

Length 4,430mm Width 1,765mm Weight 1,320kg

### Performance

0-62mph 5.2 secs Top speed 174mph

> **TOP LEFT** 996's pretty reinvention of the 911 instrument cluster has aged well









ABOVE With its 300hp M96 engine and 0.30 drag coefficient (here aided by a generous downhill gradient and strong tailwind!) the 21-year-old 996.1 Carrera proves it is still good for 150mph-plus

FAR LEFT An adaptor in the cigarette port is your only hope of bringing modern tech into a retro cabin where PCM1 and onboard telephones were once flashy options to have

**BELOW LEFT** Six-speed G96 can vary in quality of shift depending on use in each individual car. An upgrade to Cup shift cables will reduce any sloppiness



especially as the 911 skips and bobs along the bumpy blacktop. In truth though, there's little to worry about. The C2 is delightfully pointy at the nose, the way it executes fast directional changes totally belying its 21 years of age. The 996 Carrera is lighter and stiffer than the 993 before it, and on this type of road it is most evident.

Its 3.4-litre M96 engine is happiest with lots of high revs, its usable torque picking up later than in the 320hp 996.2 which followed it. It means dropping down the gears to keep the car revving hard out of corners, though beautiful pedal positioning means heel and toe shifts are effortless, my right foot just needing to roll between the 'stop' and 'go' pedals each time. It's one of my favourite things about the 996 generation as a whole.

Keen to explore the road from both directions, I spin round numerous times for another bite of the apple, amazed every time at the new challenges this delightful route throws up. It's only when turning around freely in the road we realise we've had it to ourselves for pretty much the whole time. Our presence has only been matched by the occasional local using this back route to move between hamlets. but that's it. There's no tourist traffic to have to share the road with, be it on two wheels or four, and it's bloody marvellous - a rare occurrence too, as tourists usually make up unwanted but accepted collateral to any great driving road. Arguably the D996 is much like Porsche's 996 itself: often overlooked and widely underappreciated, it's very good value nevertheless. In fact, we discover it possesses more than the odd, uncanny resemblance to notable race tracks from around the world. Its twisting, cambered corners could be taken from the 'Ring; its long, arrow-straight section to the north a potential doppelgänger to the Mulsanne at Le Mans and, just before Moloy, a sharp drop through two turns could be mistaken for a mini Corkscrew, which just adds to the fun of it all.

We reach Moloy, where the road intersects with another name of interest to the Porsche aficionado: the D901. It's more of a main route than the D996 but worth a drive if you have the time, its views pretty, its pace fast. It's actually part of a quirky region of interest for those who like their Porsche. The D959 and D965 are all nearby, the D928 crossing our path further north. The D996 is arguably the best of the bunch though, and so we press on, the road rising up away from civilisation once more and into the rural abyss. Another fantastic 30-minute section awaits as we dash all the way to Leuglay and the aforementioned D928 crossroads, the route serving up deliciously fast sections with wicked cambers which help propel us through each bend. That and the constant undulations mean I'm busy at the wheel, offering a great workout for car and driver.

Thanks to its nimble size in comparison to later 911s, it's easy to place the 996 on the road as we negotiate our own racing line through its many twists and turns. The D996 simply feels like it's made for the 996 Carrera, though the reality is any 911 will be at home on this relatively unknown strip of motoring heaven. Past the D928 the road is long and straight for the last stretch of some 30 kilometres north, cutting directly through rolling fields of rapeseed. This can be a fast section if you're brave enough, but it's worth noting the gendarmes don't take kindly to speeding. You should proceed with caution.

With the light fading on a brilliant afternoon, we reach Juvancourt and the end of a thrilling road. The D996 has more than lived up to expectations: what it lacks in spectacular elevation changes and the type of scenery which ensues, it more than makes up for in driver engagement. A hidden secret until now, it's one of the best roads I've had the pleasure of driving a 911 on in a long time.

Happy with our afternoon of fun, we begin the four-hour slog to Calais. Time on the péage does offer a chance to reflect on the car's merits, too. It might be old and a little creaky in places, but the 996 still represents an incredible amount of car for your money. For as little as £15,000, the 996 gives the opportunity for nearly anyone to own their own slice of the Porsche 911 legend. If you can accept its foibles then you'll quickly come to the conclusion that there's little out there offering such good value. It is surely only a matter of time before this is widely accepted within the Porsche vernacular.

# FAST SPEEDSTER The original way built for bouldward gruining but this 062 anging

The original was built for boulevard cruising, but this 962-engined remake is closer to an open-cockpit racer. **Total 911** presents the full story of a Speedster truly living up to its name

Written by Kyle Fortune Photography by Zach Todd

....







associated plumbing



The engine was the spare, well, it was what became the spare engine; it had been the primary engine in HR2, the 962 which I raced. It was the Daytona engine," says Bruce Canepa. It isn't every shop that has

such an engine going spare, and when Las Vegas casino owner Gary Primm contacted Canepa about the disappointing 1989 911 Speedster he'd just had delivered, the stars aligned. Primm had driven his Speedster about 100 miles and found it lacking, calling Canepa to ask: "What can we do with this thing? It's boring, and slow," Primm and Canepa having collaborated previously on an AMG build.

It didn't take Canepa long to figure out what to do with the Speedster. He admits: "They were pretty underwhelming. They had no power, they had a Turbo chassis, which was almost too much car for the motor, and they were flexy." He thought for a while before fixing on the idea of a 934 for the road. "Really, the nicest thing about Primm and a lot of my customers is he just let me build what I want," says Canepa. "He didn't really know what a 934 was. I said 'we're going to put on 934 flares; they look cool. We're going to make it look like a Porsche race car, but with no roof on it."

The result is sitting in Canepa's showroom in Scotts Valley, California. I've been poring over it for



over an hour. Even here among Porsche rarities of the like you'll seldom see outside Porsche's own Stuttgart Museum, the Speedster is a knockout. GI Guards red, because that's how it was delivered to Canepa (all of Primm's cars are red), the build is so beautifully executed it could easily be a factory car, albeit a very special one.

The deep front splitter has its outer cutouts filled by running lights behind Perspex, and the remaining three large intakes are pure 934 race car. In the unlikely event that the front bumper left you guessing, this is a Speedster unlike any other. Those 934-proportioned flared arches front and rear, covering 17-inch, three-piece BBS alloy racing wheels, leave little doubt. Those punctured rear wings feed intake air into the engine, this Speedster taking the idea of a Turbo-bodied Speedster to its ultimate incarnation. Only unlike the standard cars, the visuals are more than matched by the mill.

Enhancing the racing look, the gold and silver finished BBS race wheels feature centre-lock nuts. That's thanks to the fitment of 935 hubs, Canepa saying: "The 935 wasn't that much different than the street car in the early 1990s. Especially the first version. The 1976 934 was damn near a street car. We put all that stuff on this car and upgraded the axles to the bigger CV joints, as with a 934.5. The axles came from my 934.5. The trailing arms were all stuff we had in our inventory." That includes a 959-derived braking system, too.

Early in the build a full coilover set-up was considered, but ruled out as it brought too many compromises for what was always intended to be a road car, as opposed to a track car. Even so, to achieve the project's goals there needed to be some work done to the structure.

By Canepa's own admission the standard Speedster was somewhat lacking in torsional rigidity, and near tripling the power and adding that road-tuned but race-derived 934/935 suspension wasn't going to do anything to improve that. "At the time our engineer said basically we've got to fix the tub, because we can't put 700 horsepower in it – the tub's all flexy," he recalls. The solution was to monocoque the whole tub to make it all work properly. Canepa explains: "We boxed the longitudinals, we tied all the corners together and the centre to the torsion bar tube. Under the seats, actually the floor, it's boxed. It goes all the way to the front. That thing has zero flex in it... it's better than most Coupes."

Aiding that rigidity and safety is the integrated roll bar, it fully welded, with side bars fitted along those boxed sills, the cage allowing for the installation of four-point TRW race harnesses in what otherwise could be a stock interior. There are clues there, but unlike the exterior they're subtle enough that you could miss them. A Momo suede-rimmed Prototipo steering wheel isn't unusual in a 911, particularly of this vintage, but the 959 speedometer behind it is, it reading to a tantalising 220mph maximum.

That might be a touch optimistic, but not by much, 210mph or thereabouts the likely maximum, the goal not really the extremes of its performance but the usability. That's not something you'd usually associate with a highly strung race engine, but Canepa had famed engine builder Jerry Woods, as at the time Canepa didn't have its own engine shop. The IMSA 962 engine is, Canepa admits, essentially a 935 motor, so it's fully air-cooled, not featuring the watercooling later 962s gained to help them retain their dominance among ever-tougher competition.

"We gave it to Jerry, and he mapped out what it was going to be, and what size it was going to be," says Canepa. 3.3 litres was the capacity, Woods using 100mm pistons and a 70.4mm stroke crankshaft to achieve that. Canepa says: "It doesn't do any good to have top-end as the priority. I said, 'You need lowand mid-range; most of the time you can go fast from here and the hotel'. There's traffic and congestion and there's not a lot of places to go real fast anymore.





## Model 962 twin-turbo Speedster Year 1989

Engine Capacity 3,300 cc

Compression unknown ratio Maximum power 650hp+ @ 6,500rpm with 1.3 bar boost Maximum torque In excess of 740Nm Transmission Custom G50 five-speed manual

#### Suspension

Front 935-derived suspension with rifledrilled 23mm torsion bars; anti-roll bar; custom-valved Bilstein shock absorbers; 935 centre-lock hubs Rear 935-derived rear suspension with rifle-drilled 33mm transverse torsion bars; semi-trailing arms, anti-roll bar, custom-valved Bilstein shock absorbers; 935 centre-lock hubs

Wheels & tyres Front 9.5x17-inch; 275/40/ZR17 Rear 13x17-inch; 315/35/ZR17

Dimensions Length unknown Width unknown Weight unknown

Performance 0-62mph 3.0 seconds (estimate) Top speed 210mph (geared)













I said 'I want the thing to just rip from 0 to 100'." Unlike the race engine it uses a pair of turbos, the same K26 turbos that Canepa used on its own 959 S builds. These are instrumental in helping to increase the torque of the race engine. Canepa also says that the cam design is instrumental here for low-rev driveability and response.

In the 962 the engine is mid-mounted rather than rear-mounted, which meant its fitment to the Speedster caused a number of engineering challenges. Canepa insisted on the engine retaining its top-mounted fan, not just for its appreciable cooling, as well as visual properties, but because it gives the car a very distinctive sound, particularly at idle. Canepa says: "When you're standing around you're looking for a 935 or 962, 'cause that's what it sounds like."

Woods' efforts in the engine build brought results. With the turbos running on 1.3 bar of boost it's developing 650-plus horsepower today, though it's the torque that's instrumental in its ability to outrun almost anything and, at the same time, prove usable as a road car. Producing in excess of 740Nm, it provides enough thrust to push the Speedster

into speeds that will quickly make you familiar with the local police force. Unsurprisingly, the more useful amount of power now created dwarfs the 'underwhelming' 235hp that it was producing from the stock 3.2-litre engine it was delivered with.

Making a racing engine fit - and work - meant every element of the engine build required some form of modification. With low rev response the goal, shorter primary headers were required, these helping eradicate lag from the turbos. These were positioned behind the wheels to give as short a route as possible to the headers, as well as being the ideal placement to work with the sizeable intercoolers. "We did the exhaust and made it as short as possible, and got that thing to have very little lag," says Canepa, the lag all below 1,500rpm. The intercooler plumbing took some effort, that DP wing and engine lid giving Canepa the space to fit it all under the rear. Electronics inevitably played their part with a Haltech programmable twin-ignition system developed by Woods using the 962 twin-staged injectors, the initial set working at low loads with the second set joining in when the boost pressure builds. There's an electronic wastegate control too, with two presets and a variable setting, replacing the manual wastegate that featured on the engine. With all that power the stock gearbox was replaced, too, with a custom G50 five-speed transmission from a 911 Turbo fitted, shortened an inch by Canepa to fit within the car.

In addition to the 962's top-mounted fan helping keep the 3.3-litre twin-turbo cool is a lubrication system that uses a 26.5-litre oil tank under the bonnet. It's plumbed to a large oil cooler in the front dam, while out back there's an oil accumulator tank attached to the breather system. "It was really a backyard engineering project," Canepa admits. Every solution to a problem created the requirement for another innovative solution. Civilising a race engine for the road is tricky enough, but Canepa's team achieved exactly that – without compromises – in the final build. There's air conditioning, Canepa saying: "We put the compressor underneath instead of on top as there's no room on top because of the fan. It's a counter-clockwise compressor." This neat solution is also used on the 934 street car builds which, to date, Canepa has done three of, one currently in the shop being built for Jerry Seinfeld.

That's cabin cooling sorted, but with the nocompromises approach the Speedster required a heater system, too. With no space for conventional

> heat exchangers in the engine compartment, Canepa installed a petrol heater system, a solution Porsche itself used on its rally cars.

Primm drove the car, albeit very few miles, and with so many other cars in his collection Canepa admits that he did most of the miles on the odometer while testing it, saying: "I had done a full thousand miles of sorting and

testing. I think it's got 2,900 miles on it now. That's the original paint, everything. Other than the parts I added, flares and spoiler, it's all original Porsche paint on the car."

During the test drives Canepa would spend a whole day in traffic cruising around to make sure it was drivable, and so it proved, though with the ability to test the traction of those 13-inch-wider rear tyres in any gear if you've got the space. "The top goes up and down. It's just as easy to drive as a stock one is in terms of driveability. It'll cruise down the street," says Canepa.

"The funny part is, we look back and we say we built this in 1990. I've always been one that believes less is more, so if you don't go stupid on design then it will stand the test of time," adds Canepa. And if he were to build it today? "Well I would never have done it red, because I'm not a red fan," he admits. "I wouldn't do a tan interior. I'd repaint the whole car. I would have it in a dark colour with a dark interior. I'd have my wheel fans that I had on it that I originally made for those wheels, because I made them and they look awesome." They were part of the original build, but it's one area where Primm and Canepa disagreed, Primm preferring the look of the car without the wheel fans.

Elsewhere, Canepa admits he'd make use of the advancements in engine management: "Every modern car is fast because of the engine management system and the turbochargers, with the newer tech for increasingly better response and more power. The idea of the compressor itself is just the same. If we Motec that thing and did the turbos, 'Katy bar the door,' because we know how to make 870hp in a 962 motor. We could do some serious damage."

"We're going to make it look like a Porsche race car, but with no roof on it"

# Shell

**BELOW** The no.22 RSR Turbo 2.1 from the Porsche factory, driven by Gijs van Lennep and Herbert Müller, would finish second overall, behind the winning Matra-Simca of Gerard Larrousse and Henri Pescarolo. Keyser's privately entered no.70 RSR with Toad Hall livery would finish 20th overall





# LE MANS 1974

# THE GRAVEYARD SHIFT

Michael Keyser rewinds the clock 45 years to recall his night stint out on track at the greatest endurance race on Earth

#### Pictures courtesy Michael Keyser

'd entered my Toad Hall Porsche RSR #73 with co-drivers Paul Blancpain and Milt Minter for the 1974 rendition of Le Mans. I won't go into details of how it all happened, because there's no time. Milt is coming in and I'm waiting in the pits for my turn at the wheel. Paul is back in the caravan getting some rest. It's just stopped raining and the asphalt is beginning to dry.

We had problems early on: I started, and the clutch began slipping only a few laps in. We had to pull the engine and replace a seal, but now we're back in the hunt, class-wise. Already, it's my day in the barrel again – it's an old joke, ask me to tell it some day (if you can't already guess).

Before I know it, I'm in the car. The belts are tightened, and I'm off. We have a radio, a Motorola, but it only works sporadically. We ran a line to an antenna on the top of the pits. How I activated the thing, I can't remember. A button on the steering wheel, perhaps? Regardless, it's useless.

I join the scrum. Cars flash past as I climb through the Dunlop Curve, crest the rise under the Dunlop Bridge and dive towards the Esses. I do a lap and all seems in order. The engine is pulling strong and the brakes work. The car handles well. What more can you ask? I love my RSR. My small band of brothers in the signalling pits at Mulsanne give me a thumbs up as I accelerate past.







"I pass a small prototype limping along with a problem. 'Not mine,' I think to myself"





ABOVE Larrousse and Pescarolo celebrate their outright victory after 24-hours of racing **TOP RIGHT** Keyser with teammate Milt Minter before the race, while patch-up work from his meeting with the barrier can be seen opposite **RIGHT** The Carrera RSR of Rebaque Rojas Racing Team represented older Porsche racing at Le Mans, though it ultimately retired


## COULSE ouvelle huile BP

I pass the pits and steel myself for the Dunlop Bend. No silly back and forth like now. The car grips the curve and I pop over the rise. There's a slight stomach-in-the-mouth feeling, then a drop down towards the Esses again. I've passed a car or two, and been passed myself. On to Tertre Rouge, a slightly off camber right-hander. Down the chute and onto the Mulsanne.

I shift into fourth, then fifth, then settle in for the long ride. Time to relax – sort of. I pass the restaurant on the left. There's a blur of faces under umbrellas behind the guard rail. The road is straight but far from flat. The undulations throw me up and down as I approach top speed – maybe 160mph.

There's a breeze that moves me a little to the right when I pass an opening in the trees, so I keep to the left. There's no cars ahead, but in my mirror I see lights approaching fast, and the feared right-hand bend is approaching, taken flat out. I pull to the right. You do not want to be on the outside through the bend. Let the fast cars take that line.

They pass me, one, two, three, in the bend. I refer to my notes 41 years later. It's a Matra MS670C, a Mirage GR7 and the Martini RSR. I can still hear them now. They lead me over the hump, now gone, and as they approach Mulsanne corner they dart left and right, hunting and pecking for an advantage. It's their problem. I, meanwhile, am down to second gear and out of Mulsanne. I glance at the signalling pits as the leaders race into the distance. I pass a small prototype limping along with a problem. 'Not mine,' I think to myself once more.

GOODEYEAR

Cum) Hall

Through the first fast sweeper, then onto the second, where Jo (Bonnier) left us two years ago. I came on the mayhem in another Porsche then, but don't think of it now. More work to do. Into Indianapolis, then a short squirt to Arnage.

Up through the fast-sweeping section to the Porsche Curves. In previous years I'd be facing White House. Gone, but not forgotten. Now I really have to pay attention. A series of fast off-camber curves await. "Better get it right," I say to myself. Then it's down to the old Ford Chicane. One lap down, how many to go?

But now the fog rolls in. On the Mulsanne it comes and goes. One lap it's there, the next it's gone. It moves like a white demon up from the banks of the Sarthe. Do I brake and knock off speed or chance it and keep a foot to the floor? Is it 20 feet or 500 yards? Some laps it hovers 20 feet above, making my speed more pronounced. The next it's gone, moved on to the countryside with the sleeping cows, goats and pigs. For a moment, part of me wishes I were them.

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Two hours later and I'm due to come in. "Box," they tell me at Mulsanne. A Matra passes with a scream. I'm ready; that's enough, for now. I unbuckle my belts as I come down the pit lane. A coffee, a hot crepe and my girlfriend await. The crew is poised, and Paul is there. A tall fellow. Good guy. Seppi's business partner.

A few more stints follow. In one I make a misstep drifting into the gray and kiss the Armco, a glancing blow, in the Porsche Curves. "They always pick up speed when you hit the grass," Jackie Oliver once said. So true. It's in exactly the same spot as I did two years ago. Déjà vu, they call it. What an idiot. I limp to the pits with a flat tyre and a broken wheel. Again we finish, but back in the field – 20th according to the record.

I'm at the wheel on the last lap. Hey, it's my car. There's a line of waving flags from the corner workers. I signal back to show my thanks to them. Is that a tear in my eye? Again I've cheated death. But some haven't...



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#### 76 | Living the Legend – 911 owner reports

# Living the output of the second state of the s

around the world share their real-life









**Peter Wilson** Adelaide, Australia

Model 930 3.3 Year Acquired 1980 2011

I have been lucky enough to take the 930 for another long country drive this month to a historic race meeting in our neighbouring state

of Victoria. This one is held annually at the Winton circuit near Benalla and is about 800km from home. I travelled in convoy with John Veale in his 928S as far as Ouven and then myself and co-driver Dave ventured onto some quiet farming back roads. These let us cut cross-country from the historic wheatgrowing town of Wycheproof to the river port of Echuca for our overnight stay. Wycheproof's claim to fame is having the smallest registered mountain in the world, standing only 148 metres (486 feet) above sea level.

The trip across was uneventful in beautiful sunshine, but the car was transmitting a nasty vibration through the steering wheel, especially at cruising speed. This was doubly annoying as I had recently had new Michelin Pilot Sport 4 tyres fitted to the front and had them rebalanced after feeling a vibration as soon as they were fitted. I am now suspecting that one of the new tyres is out of round and will need to investigate further. The differing tyre sizes on the front and back, normally a great visual differentiator of our Porsche, raised an interesting problem for this tyre purchase. I had previously used Michelin Pilot Sport 3s all-round and was very happy with them, but Michelin no longer make the PS3 in 205/55/16. The new PS4 is not available in the rear size of 225/50/16 so I was forced to fit a mixed

set to stay loyal to the brand. This has led to more grip at the front and a more tail-happy feel to the chassis - not ideal in a 911! I'd be interested to know which European tyres other readers are buying for the staggered 16-inch fitment on G-series cars.

The Winton short circuit is fantastic for spectating as all corners can be seen from several viewing spots. However, the meeting format and tight circuit are aimed more towards older and pre-war cars rather than classics. Despite this there was a beautifully presented 1969 911S competing in Group S for sports cars along with a 928 and 928S, plus several road-going 911s in the spectator car parks.

I had to detour via Melbourne for a work meeting after the race weekend, and after a very cold and foggy morning





Tony McGuiness San Diego, USA

0 @tonymcguinessgt3rs@		
Model	997.2 GT3 RS	
Year	2011	
Acquired	FEB 2011	
Model	991.1 GT3	
Year	2015	
Acquired	DEC 2014	

I love both of my 911s and feel very fortunate to own two of the finest ever made. However, I am often asked which

one is my favourite, and why. It is an interesting question because they are both very different – each provides a unique driving experience.

My 2015 991.1 GT3 is an amazing Neunelfer. Getting into the car you immediately notice it has all the options and luxuries. While I bought it brand new, another person had actually ordered it and selected almost every option possible. That's not necessarily a bad thing, but my GT3 RS has hardly any options so the interior in my GT3 is very different.

Back when I bought the GT3, I paid dealer sticker price. There wasn't a dealer mark-up in price over MSRP or the massive demand. That seemed to take place about a week after I bought mine. In fact, there were three other GT3s I could have picked from. Yet a week later at the same dealer the remaining GT3 cars were going for quite a bit more than sticker price. I was very fortunate with the timing of my purchase.

It is a terrific car to drive. I love the PDK gearbox. The way it fires off the rapid gear changes at 9,000rpm is staggering and sounds incredible. It is probably not unreasonable to say the 991.1 GT3 was the first digital GT3 when comparing it to the previous 997.2 GT3.

The GT3 makes you feel confident when driving it. It is thrilling taking it on excursions in the hills and mountains and canyons. The electric steering feels precise. The cockpit is perfect. Everything is top quality. I love the ability to shift with the paddles or let the PDK do the shifting for me. Driving the 991.1 GT3 is thrilling. Next month I will share how my 2011 GT3 RS is different from my GT3, and why.



was faced with heavy rain along much of the Hume Highway. As I sat on the speed limit with water streaming over the road, I was able to contemplate the amazing traction and stability of the 930 under these conditions. The heater, rear demister, fog lights and intermittent wipers were all working perfectly to make the drive safe and enjoyable, despite the weather, and belied the fact that this is a 40-year-old car.

The final leg home to Adelaide the next day was in fine weather, allowing a detour through the awesome scenic driving roads of the Grampians – named after their Scottish cousins – and a stop at Coonalpyn to admire the 30-metre-high silo murals painted by Guido van Helten in 2017. From the smallest mountain in the world to the largest mural in Australia over four days in a classic Porsche without missing a beat, I'd call the trip a success!







Nick Jeffery Surrey, UK

@npjeffery 💟 @npjeffery Model 996 CARRERA 4S 2002 Year Acquired **JUNE 2014** 996 TURBO Model 2002 Year MAY 2017 Acquired Model 997 CARRERA 4 GTS Year 2012 **OCT 2018** Acquired



I've deliberately been spending more time in the GTS lately and am really starting to bond with it. To my mind the

997.2 has surely got to be the sweet spot of the various 911 generations and certainly the last of the modestly proportioned cars.

In GTS form it's a perfect blend of practicality versus performance and arguably the best all-around 911 you can lay your hands on. Docile and civilised one minute, GT3-like performance and noise the next, all wrapped up in an exclusive, fully loaded package. The speed differential over a standard 997.2 Carrera S isn't huge, but for me that's not the point. It's about the way it looks, sounds and makes you feel behind the wheel, plus the enormous breadth and depth of ability on offer.

My other observation would be around DFI fuel consumption. In the real world it really isn't much different to the earlier cars. I've consistently tested the 2002 Carrera 4S' mpg against a friend's later 2011 Carrera 2S and it's within three-quarters mpg of the younger car on runs. I appreciate that's not exactly scientific, but we do tend to drive each car very much in the same way...

I recently ran the GTS fuel tank down to 13 miles left on the display. I then filled it up with 59 litres of Shell V Power, but the fuel gauge only registered four-fifths full! Thankfully the fuel gauge sorted itself out after only a couple of



miles. The measuring float must have taken its time to make the ascent!

A fellow GTS owner passed me some DVLA data showing the number of 997.2 GTS registered in the UK. Black is the most popular colour, with grey second. It states there are only 154 grey Carrera 4 GTS with PDK out of a total of 2,360 cars! Would be interesting to see the single recorded multi-coloured car!

The Turbo is back from Paragon better than ever following a major service, brake fluid change and MOT. I also asked them to replace the cup holder mechanism as it was broken, the bonnet badge as it was faded, and a new front splitter, which was starting to look tatty. They also painted my hubs, replaced wheel bolts, crossdrilled my brake discs and changed the gearbox mount, which was perished and split, causing a clunking noise from underneath the car under heavy acceleration and braking. The heated seat issue continues to be a mystery: the problem reoccurred just prior to taking the car in, but then wouldn't repeat itself during the Turbo's time in the workshop. Paragon has swapped the relays over between each seat to see if the problem presents itself on the passenger side, and so far the problem hasn't reoccurred.

It's been another busy month with Porsche meets at the Hornby Museum in Margate followed by the Porsche Club Championship at Brands Hatch to watch rounds three and four of the Championship. If you've not been to one of these events you should give it a try. The cars are incredibly well-prepared and the racing is really competitive with large grids of cars!

I also went to the Porsche Club GB track evening at Brands Hatch which was really well attended as usual and fell on the same night as the informal popup-style meets that are being run by the Club Team during the summer months.

The Petrolicious inaugural event at Bicester Heritage was brilliant, with a special collection of 200 cars displayed in and among the grounds. There were some really rare Porsche, including a brace of 964 RS 3.8 Clubsports, a 1973 RSR 3.8 and a 993 RS Clubsport, not to mention a 991 GT2 RS...

I have just returned home from the R20 London Region Porsche Club GB 'Clogs and Curves' tour of Holland. A full report of our extended stay and some of the 'issues' we encountered in the C4S follows next month. Next up the C4S is due a minor service, MOT and fix of an oil leak that has just appeared.





Harold Gan Perth and Sydney, Australia

odrivenbytaste @		
Model	993 C4S	
Year	1995	
Acquired	JAN 2000	
Model	993 C2S	
Year	1997	
Acquired	JUL 2018	
Model	993 C2	
Year	1994	
Acquired	MAY 2018	
Model	964 C2 FACTORY	
Year Acquired	CABRIOLET 1993 JUL 2018	

on it, and now they cost as much as 993s. I find the current 964 market to be insane, having gone through the time when the 964 was considered the one 911 to never buy. For me the 964 has always been a special car, being my second favourite of all 911 generations old and new. When I finally returned to Australia I knew I wanted one again. While my dream 964 had always been

964s: I just don't

get them. Great cars

long considered the

ugly step-child of the

911 range. You once

couldn't sell one if

your life depended

a 964 Speedster, prices had already long gone too far north for me to consider one. As a result I decided to compromise on the Turbo-look Cabriolet. The more I researched this model, the more I fell in love with it and realised it would be no compromise, rather a very special car in its own right.

The voluptuous curves totally altered the incongruous look of the narrow-body convertible, whether the roof was up or down, and the Turbo-look Cabriolet had the added practicality of rear seats and a roof that actually worked, which were not lost on me.

With this, parameters were set: manual, all original and a dark colour to blend with the roof. As happens, once the hunt began no Turbo-look Cabriolets surfaced for sale in Australia, attributed to the fact that just 11 were imported into the country when new, only six of them being manual. The low numbers represented the reality that when new, the 964 Turbo-look Cabriolet was similar in price to a Turbo Coupe on a worldwide scale. Any sensible buyer back then decided on a Turbo Coupe.

Perseverance paid off. One finally showed up at Dutton Garage in Melbourne ticking all the right boxes in a gorgeous shade of Amazon green. Its rarity reflected the price though, with the car coming in essentially at the same price as a 993 C2S in manual.

I decided to do some research. This was one pretty rare and special car even by Porsche standards. Just 1,532 Carrera 2 Cabriolet Turbo looks were produced worldwide. Of these, 326 found their way into the US market as America Roadsters, six were full-blown 3.3 turbos, one a prototype Speedster and the remaining 1,199 were marketed as Turbo-look Carrera Cabs.

This persuaded me to pick the car up, which by then had been transferred to



Sydney and was being held by Classic Throttle Shop. Contacting Simon Baxter at CTS, a deal was immediately struck and the car was mine.

The car has not seen much drive time given I have decided to keep the car in Sydney for whenever I visit my son studying there rather than bringing it back to Perth. As of this coming year that should change as I have committed to spending more time there with him. In preparation for this the car has just had a full service performed at Autohaus Hamilton in readiness for a long drive planned from Sydney to Melbourne. While a few friends asked why on earth I would clock up the mileage on the car, given its rarity and low miles travelled, my simple answer is always that creating memories is what it's all about.



@ginapurcell1 911 SC Model 1982 Acquired APRIL 2014 Preparations are well underway to get

Steffi the SC fit for a short driving break in Scotland. We intend on doing the best bits of the west side, taking a ferry to the Isle of Harris for a

nose around and driving the better parts of the North Coast 500 before taking the old military roads south across to the Black Isle and home.



Do you recall me writing that the brakes were pulling left and how I'd thought I'd cured that with some use? I was wrong. There were lots of pulls. binds and squeaks. All four calipers have been sent away for renovation and should be back soon. Something I'm wary about with driving in Scotland in an old 911 is the 915 gearbox's omega spring, which provides the resistance in the clutch pedal. While touring Scotland in my then-eight-year-old 1984 3.2



Carrera in 1992, the car suffered an omega spring failure by the shores of Loch Awe, turning a driving holiday into a walking holiday. You guessed it... Rob found that the omega spring was about to expire! I hope these aren't my 'famous last words', but I think he's nipped the chance of history repeating itself well and truly in the bud!

Last month I had a whinge about the patchy availability of Yokohama AD08Rs that my husband was trying to get fitted to his Carrera 3.2. As well as the above shopping list for my SC, poor Steffi needed new tyres all-round. I'm pleased to report that Continental Sport Contact N2s are widely available without let or hindrance. Hurrah!

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Ben Przekop Mercer Island, WA

Model 996 40TH ANNIVERSARY Year 2004 MAR 2018 Acquired

Last weekend I had the pleasure of serving as an instructor at a Porsche Club High Performance Driving event at Pacific

Raceways, and my student for the day was a delightful gentleman named Scott Clement who was driving his dark blue 991.1 Carrera S for the first time on a race track. As I worked with him on that sunny spring day, it occurred to me that the principles I shared with him, which I have developed over the past 15 years, might be of interest to my fellow Total 911 readers.

As I told Scott, it really comes down to four simple things: go as fast as possible as long as possible. Brake as





Lee Sibley Poole, UK

@lee\_sibs

Model 996.1 CARRERA Year Acquired 1998 JAN 2019

and brakes recently

renewed all-round, I figured now was the best time to indulge.

I opted for a Porsche Club GB track day, as usually the standard of driving



late as possible. Turn utilising the proper racing line. Get back to full throttle as soon as possible. Of course it sounds simple, but as with any sport it is the mastery of those techniques that takes years of practice. One of the main reasons for this is that doing these things is contrary to everything that one has been taught about how to drive on the street. For example, you don't wait until the very last moment to jam on the brakes at a red traffic light unless you want that lorry to pile into your boot, right? But that is exactly what you have to do on track.

Once you get over those years of ingrained 'safe driving' behaviour, you have to learn the limits of your car's handling and road holding, which for a Porsche is light years beyond what most people think it is capable of. And that is what I help my students to do: apply these simple principles consistently, and at gradually increasing speed, until by the end of the day they are driving around tight corners at speeds that would have terrified them just hours before, confident in their ability and in their car's performance.

In addition to those four simple techniques, I also impart two 'mottos' that they should repeat over and over while driving. The first is 'think ahead



and look ahead'. As you drive faster the corners come upon you faster and you have to anticipate them so that you can brake, turn or accelerate at the right time, or you can quickly find yourself off track and into the wall.

The second motto is 'don't look at where you don't want to go, but where you want to go'. The car will go where you are looking because our hands, feet and brain tend to believe that if you are looking at something you want to go there! This also helps your confidence, so instead of worrying about hitting that wall each time you go through that corner, you instead focus far down the track at the point where you really want to go. At the end of the day Scott was smiling from ear to ear with pride and excitement, and his warm handshake and simple thank you helped me feel that perhaps I have indeed learned something useful to share after all those miles on the track.

is pretty respectable and, best of all, there's always a good atmosphere: proceedings aren't overawed by high volumes of cars - a common mistake made by mainstream trackday companies - and everybody is happy to talk to anybody. Being a PCGB event, I also benefitted from complimentary track day insurance cover as part of my policy with Locktons, subject to an excess of 10 per cent of the vehicle's value.

Goodwood was the chosen venue, because unbelievably I'd never driven the motor circuit there before. It was a real box-ticker for me, made all the more special because my dad had decided to come along for the day. I always relish some father and son time, especially when he's paying for breakfast en route... and before anyone moans, I did offer!

The track day itself was brilliant. A great mix of cars were on track, from a beautiful 964 RS right up to a plethora of 991.2 GT3 and GT3 RSs. It was a pleasure to share a circuit with them and engage in some brilliant conversations with

their enthusiastic owners. A good, complimentary lunch topped things off. and I always appreciate the exceptional organisational skills of the PCGB team lead by James Mclaren-Rowe.

In hindsight I could have done with some tuition to properly learn the lines, but I had a belter of a day simply having a laugh with my old man. As for the 996? Firstly, let me say it performed excellently overall.

As my dad and I teared around Goodwood's pretty circuit, giggling away all the while, I couldn't help but think just how good value for money these cars are. My example had just got back from a 2,871-kilometre (1,784-mile) European trip less than a week before, and had zero preparation for the track day besides a quick tyre pressure check. If you can find a good example they give you so much sports car for as little as £15k. Phenomenal.

Secondly – perhaps inevitably – it highlighted, as all track days have done with my 996s through the years, that the car's 21-year-old suspension is due for renewal. I'll look at that in the coming months.

#### After the 996's roadbased European adventures I was keen to get a track day under my belt for 2019. With tyres



Joe Croser Northamptonshire, UK



Acquired

high by normal standards. Of course 'normal rules' never apply to the world of Porsche, where I am told the average ownership tenure is nine months for bucket-list, box-ticking Turbo-owners.

I bought my car with

less than 28.000

I considered it a

though its owner

miles on the clock.

low-mileage car, even

count of six seemed

I specifically hunted for a low-miles car because I wanted to drive it and still have the chance of selling it with relatively low miles. I know, I know, I



Ron Lang

0 @ronlangsport

Ashland, Oregon

Model

2.4-LITRE 911S 1972 Year Acquired 2018 Model 964 CARRERA 4 Year 1989 2015 Acquired Model 964 CARRERA 2 **REIMAGINED BY** SINGER Year 1991 2018 Acquired Model 964 C4 SAFARI 1993 JUL 2018 Year Acquired Model 993 C4S Year 1996 2016 Acquired 993 TURBO Model Year 1997 2015 Acquired Model 997.2 GT3 RS Year Acquired 2011 2016 991.2 CARRERA Model Year 2017 Acquired 2017 991.2 TURBO S Model 2018 Acquired



The versatility of the 911 remains remarkable. Trackday partner, grocery getter, canyon carver and long-distance tourer all in one.

My go-to road trip car of late has been the 2018 911 Turbo S. While I miss the manual shift of the other 911s, this PDKonly 911 eats up all manner of road miles with utter aplomb.

I recently completed a 1,800-mile trip to Fallbrook, California. The purpose of the trip was to view progress on the restoration of the 1972 911S that was started in January 2018 - as good an excuse for a trip as any I suppose. It was great to see the long-nose as it gets closer to completion. Once again the Turbo S was a fine travelling companion.

Press reviews often state the Turbo S is less visceral than some other current 911 models, and I acknowledge that is largely true. However, dropping ride height on a set of shorter H&R springs has put a lot of life into the otherwise over-boosted steering feel that comes with the Turbo S. And the lowered stance of the car looks just right to my eye.

The Turbo and Turbo S models also come under a bit of criticism for their

hear you shouting at the page, 'buy on condition not mileage', and I agree, but when you can buy on both why would you settle for just one?

I had it in my head that anything with 20k to 30k miles was low for a six-yearold car. I was willing to accept a cracking car with low 30s but feared that high 30s would age faster. Anything in the 40s range felt positively middle-aged as it would be in the 60s if I sold after a few years, and that felt high.

Looking at the other end of the mileage spectrum, I couldn't afford any Gen2 Turbos that had sub-20k miles and, affordability aside, I didn't want a car with sub-10k miles as I would be devaluing it at a faster rate with every mile covered.

And so it was, I bought a car in cracking shape with super history and relatively low miles. I bought it to drive, and drive it I have. Last month I reported on my adventures in Scotland where I added a good 1,400 miles to the clock in six days. And in a few months' time I will again be heading off to France, the Pyrenees and Spain beyond, where I imagine another two or three thousand will be piled on in a little over one week.

exhaust sound, or lack thereof. My attempt to address this shortcoming was to fit the Sharkwerks exhaust bypass in replacement of the rear centre muffler. That helped a lot, perhaps even too much. Even at cruise speeds I hear the exhaust a bit more than I'd prefer, but the sound is deep and robust, and a stab at the throttle awakens the roaring beast within big fun every time. I was surprised to average 25 miles per gallon on the trip. I expected worse, but in top gear at cruise speeds the engine is hardly working. A 400-mile fuel range is a pleasant outcome for a touring car.

Speaking of touring, this coming week three friends and I are departing for an eight-day 'boys and their toys' road trip across Oregon headed northeast, then north through the Idaho Panhandle and a brief sojourn onto the back roads of British Columbia.

It has been fun to plan that road trip as the brief for the trip is simple and adheres to our prior trips: find the twistiest mountain roads each day, allow time for a hike of a couple of hours to stretch our legs, arrive tired for the evening lodging, grab a relaxing dinner together and finish with a bedtime nip of Scotch. Repeat daily.



Having just seen my speedo click over to 42k miles as I pedalled off to a Sunday morning cars and coffee meet, I can reasonably expect to see 2019 end with something registered in the mid-high 40s. At that point my car will no longer be youthful. So how do I feel about the old girl?

At almost ten years of age and with nearly 20k more miles recorded she is starting to feel older and wiser. She's still a looker though, albeit with more age-related character - laughter lines if you will. If I put her up for sale now, I would not be advertising her as lowmileage, but you know what that means? There's no 'loss' to be costed when driving her. She's in her honeymoon period, where everything goes and nothing is too much effort.



The route we have chosen is somewhat complex, with lots of turns onto seemingly lightly used and remote back roads. Distance travelled is less important than apexes per mile. Errors and possible backtracking are expected. It's a wonderful sense of adventure to explore the unknown byways, and being surrounded by our little platoon of four cars adds to the excitement.

We expect to cover 3,500 to 4,000 miles on this upcoming trip. The question is which 911 to take for the mission? That British Racing Green Turbo S is calling to me, so it will once again be the road trip companion. Comfortable; fast; amazing grip, braking and acceleration on the many tight mountain roads and swallows the straight-aways in a blink. A road-tripper's delight, a trip report will be forthcoming in a future Total 911 Living the Legend.



Rob Clarke Bristol, UK

@rob911\_ltl
@Rob996LTL

 Model
 996.1 CARRERA 4

 Year
 1999

 Acquired
 FEBRUARY 2014



I have owned my car for over five years. I've been a contributor for **Total 911** since issue 114! My car was used for a feature article in

issue 131, and I think pictures from that day still get used for 996 features. It is quite satisfying when a post appears on social media and it is your car! Anyway, why am I rambling on about this? After my last submission I thought I must go and drive my car. I went to my lock up and... nothing! As you can imagine, I was not happy. I called my mechanic who turned up with a jump pack; as we connected the pack the alarm went off! In an enclosed garage that thing is loud. The alarm stopped but my ears were still ringing.

I let it idle for about 20 minutes then shut it down so I could come back to it

to check voltages. I was then on holiday for a week. Once I was home I went back and voltage had dropped to 11.5 volts, which is low. I connected my jump pack, which I took with me this time. The engine fired, and I volt tested to confirm the alternator was working - it was showing 14+ volts. I did another test start. It laboured but fired unassisted. My mechanic came up and we did a few more tests, concluding that the battery was 'end of life'. Back to my earlier ramblings, this is my first battery for the car in over five years of ownership, so not bad! A new Yuasa battery has been installed and normal service has been resumed.

On top of the suspension work by Center Gravity I have also spent a further £1,500 on an upgrade that has improved the performance, feel, handling, running costs and my enjoyment of my 996! It's a 12-year-old,



80bhp diesel commuter car. Step from that into the 911 and quite frankly it makes the car feel awesome – probably the best upgrade I will ever do!

One final amusement I have noticed is a small amount of graffiti in my engine bay. Not sure why I haven't noticed it before but a mechanic has drawn the path of the belt, obviously when something has been repaired at some point. Did make me chuckle, as every 911 has a story, and this just adds to mine.



Chris Wallbank Leeds, UK Chris\_wallbank

💟 @chrisjwallbank

Model 997.1 CARRERA S Year 2005 Acquired NOV 2012



My 997.1 Carrera 2S is back and looks like the day it rolled out of the factory thanks to the team down at Litchfield Motors. While it was at their

garage for the Bilstein suspension fitting I decided to leave it there for the full front-end overhaul; this included the bonnet, bumper and wings being fully resprayed to get rid of all chips and imperfections, back to its original glory and then fully protected in the amazing Paint Protection Spray system (PPS).

The system is a great alternative to Paint Protection Film (PPF), and in my opinion a far superior option as panels are removed and it is sprayed on right



round the edges, meaning you don't see any unsightly edges of film that is common with PPF where the film ends. This is particularly noticeable on darkcoloured cars such as mine!

The unbelievable part is that once the PPS is sprayed on, like you would a





traditional paint, it can simpy be peeled off at any point, just like you would with film, leaving immaculate paintwork beneath. When they showed me some coming off their demo 991 Carrera T I couldn't believe how easy it came off and without leaving any sticky residue at all – I was sold!

It had to stay down there for a week or so in between the base coat of Basalt black so that the paintwork could sufficiently harden before applying the PPS top-protective coat, but it was definitely worth the wait! It looked stunning under the clear blue skies and beaming sun on the day I picked it up, just in time for the rest of summer. I'm looking forward to getting it out on some long road trips and bedding in those brand-new Bilsteins, which from driving the car home seem to have transformed the way the car feels – it feels so much tighter. More follow up on those over the coming months.

For more information on Litchfield's Paint Protection System see **litchfieldmotors.com**.



@joewilliams85Model912Year1967AcquiredAPR 2017



The show season is upon us and I've had back-to-back 912 fun! A few of us got together for an early morning blast around some of

the Jurassic Coast followed by a great breakfast and back before the wives even knew we were gone. I've said it a few times now but 6 o'clock is a oncea-day thing for me; it takes a real effort to be behind the wheel ready to go at that time of the morning. But it has to be said it was all worth it: country lanes, nose-to-tail Porsche action and a catchup on the gossip. We also had a great line-up of cars including a 964 Cab, 3.2 Carrera, 997.1 C4S, 997.2 GT3 RS, 992 C4S and even let a cheeky little track Cayman join in the fun.

Next up was Wheels Day, which is a massive event of mainly hotrods and American muscle with a splattering of English classics and a load of custom bikes for good measure. It's organised by a Surrey car club run as a charity event on an application/invite basis for the display area. For a bit of fun I sent off a picture of my 912, only to get an invite back. We went with friends and it was a scorching hot day with hundreds of eclectic cars on display. There was



something for everyone. My little addition was well-received and had a lot of interest, which is always nice to see.

Lastly, from the minority to the majority, Simply Porsche at Beaulieu was an interesting day out. The weather forecast wasn't great, but held off until early afternoon. I've been a few times and I think they've topped out around 800 cars on display in previous years. I don't know the exact numbers but it was considerably quieter than last year. There was a noticeable shift in era, too – lines and lines of 996, 997 and 991s with the occasional earlier car. Previously it was bumper-to-bumper with 1970s and 1980s cars. Has there been a revival of 996 and 997s? Have they suddenly slipped into the collectable category?

This got me thinking about the entry level to 911 ownership, and after a quick search around you can get into a 'nice' 996 for sub-£15k, and a 997 for not much more. When did that happen? I think at this level that could open the door to some people making them their own. I'd love to see some outlaw-style modern retakes. Dig out the ducktails! Where's that houndstooth? Polish up those Fuchs! I'm hoping for a revival of personalised, customised and loved cars coming back onto the scene.



Michael Meldrum Houston. Texas

@p911r	
Model	911T TARGA
Year <b>1972</b>	Acquired 2013
Model	<b>911E</b>
Year <b>1972</b>	Acquired <b>2014</b>
Model	930 TURBO 3.0
Year <b>1977</b>	Acquired 2014
Model	930 TURBO 3.0
Year <b>1977</b>	Acquired 2015
Model	CARRERA 3.0
Year <b>1977</b>	Acquired 2016
Model	<b>911 SC</b>
Year <b>1981</b>	Acquired <b>2015</b>
Model	3.2 CARRERA
Year <b>1986</b>	Acquired 2015
Model	<b>993 C4S</b>
Year <b>1996</b>	Acquired <b>2016</b>
Model	964 CARRERA 4
Year <b>1994</b>	Acquired 2016
Model	<b>997.1 GT3</b>
Year <b>2007</b>	Acquired <b>2017</b>
Model	991.1 GT3 RS
Year <b>2016</b>	Acquired 2018

A used 911 purchase can be a stressful process. The 911 has numerous derivatives with distinct experiences, and that's even

before the hunt for an actual car starts!

Once you start going down the rabbit hole, it's easy to get into a spin. On paper many of the differentials between offerings seem minor, but in the real world I find that these incremental upgrades and weight savings translate to a huge elevation in the driver's experience. Porsche has a habit of finding just the right formula and sprinkling its special fairy dust on select models that deliver a special feel far beyond the specifications.

When one of my Porsche pals reached out and said he was on the hunt for a replacement for his 991 Cab, I was happy to help. Joe and I share a unique driver profile: we love the 911 experience but like to include the whole family in the fun, so back seats are a must.

Joe has shortlisted two totally differing generations, the 993 C2/ C4

and the 997 GT3. I hear you saying: 'Back seats in a GT3?' Yes, it's possible in a 997.1 with a bolt-in modification. Not your typical comparison test! We met up to discuss the pros and cons and took my 993 C4S and 997.1 GT3 out for a test drive to see if either would work for him.

First up was the 993. From a practical standpoint there was more rear seat space than his 991 Cab, and he loves the body style. I think the concept of owning the last generation of air-cooled 911 can be a good compromise on paper, lots of the modern comfort and reliability without some of the sacrifices and maintenance issues of the early 911. The test drive was enjoyable, and he commented that it drove well, felt solid and being a 30k-mile example everything felt new and fresh on the interior. He was expecting something worn and ratty from a 23-year-old car.

Next up, the GT3. I ran through the rear seat modifications and we hit the road. Being centrally located in Houston means there is no way to explore the limits of the GT3's performance, but it was an excellent opportunity to explore the practical aspects of the GT3. The



ride is much firmer than the 993 and the clutch is much heavier – your leg gets a good workout in traffic. The performance and acceleration are light years apart, but that comes at the cost of comfort and convenience.

Ultimately, the GT3 has been scratched off the list. The heavy clutch and the additional cost and effort of retrofitting seats counted against it, but if he found an example with the rear seats already done, he may consider it.

So there is no clear winner yet, but he's narrowed the field somewhat. The 993 is in pole position but he is still open to a 997 GT3 with the seats already done, or maybe a 997 Turbo. As always, I'll be lobbying aggressively to go air-cooled!

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## PREMERPORSCHE EVERYTHING YOU NEED FOR YOUR 911

## **Data File**

Full specs, ratings and market values of every 911, including 997.2 C2 and C2S, can be found beginning on **page 86** 

## Plus

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

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## Jata 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.



model's used value compared to the previous financial quarter. The review for 2019 Q4 will be October. The review for 2019Q3 was July.

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





Weight Wheels & tyres F 4.5x15-inch; 165/80/R15 R 4.5x15-inch; 165/80/R15

1,610mm

1,030kg

\*\*\*\* 911S 1969-71 eli 68



ous... modip

Production numbe	rs 4,691
Issue featured	120
Engine capacity	2,195cc
<b>Compression ratio</b>	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	
P 6v15-inch: 185HP	



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



Updated version of the 1973 Updated version of the 19/3 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arch added by hand at the factory, with 917 brakes.

Maximum power 230hp @ 6,200rpm

Maximum torque 275Nm @ 5,000rpm

109

2,994cc

8.5:1

5.3 sec

4,135mm

1,680mm

900kg

152

Production numbers

Compression ratio

Weight Wheels & tyres F 8x15-inch; 215/60/VR15 R 9x15-inch; 235/60/VR15

Issue featured Engine capacity

0-62mph

Top speed Length

🕽 (G. H. I. J Carrera 3.0 RS 1974



(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 nu 16 933 2.341cc Engine capacity Compression ratio 7.5:1 130hp @ 5,600rpm Maximum power Maximum torque 197Nm @ 4,000rpm 0-62mph 7.6 se Top speed Length 4,163mm Width 1,610mm Weight Wheels & tyres F 5.5x15-inch; 165HR R 5.5x15-inch; 165HF 1.077kg



rger engine resulte bhp, and an interco ler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer Production numbers 5,807 (plus '78 to '79 Cali cars)

Issue featured	116
Engine capacity	3.299cc
Compression ratio	7.0:1
Maximum power	300hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	
F 7x16-inch; 205/55	5/VR16
R 8x16-inch: 225/5	0/VR16



From 1978, the SC was th only norr eloped from the Carrera 3.0, but produced less power Upgraded Sport options. 60.740 156 Production numbers 2,994cc **Engine capacity** 5:1/9.8:1

oompression natio	0.0.1 0.0.1 0.0.1
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
R 7x15-inch; 215/60/	'VR15



uld go Brallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crank

riouuction numbe	13 21
Issue featured	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
0-62mph	4.9 sec
Top speed	153mph
Length	4,235mm
Width	1,775mm
Weight	940kg
Wheels & tyres	
F 7x16-inch; 205/55	/VR16
R 8x16-inch: 225/50	)/VR16



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
<b>Compression ratio</b>	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	173Nm @ 4,600rpm
0-62mph	8.4 sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	
F 5.5x15-inch; 185HR	2
BEE 15	



To save money, the 911T's engine used cast-iron cylinder heads, unlike the Biral aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection. Production numbers 6,318

12 1,991cc Engine capacity Compression ratio 8.6:1 110hp @ 5,800rpm Maximum power Maximum torque 156Nm @ 4,200rpn 8.8 sec (est) 124mph 4,163mm 0-62mph Top spec Length Width 1,610mm Weight Wheels & tyres 1.020kg R 5.5x15-inch; 185HF

911T 1972

Weight Wheels & tyres F 5.5x15-inch; 165HR

R 5 5x15-inch: 165HR



Engine capacity

compression ra

Maximum powe

Maximum torq

s & tyres

0-62mph

Top sp

Length

Weight

#### **911E** 1968-69

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

A A A A A A A A A A A A A A A A A A A		Like the E injection, 170bhp. T extra den an additic fitted in th
bers	2,826	Production Issue feature
	1991cc	Engine cap
tio	9.1:1	Compressio
r	140hp @ 6,500rpm	Maximum p
e	175Nm @ 4,500rpm	Maximum t
	7.6 sec	0-62mph
	130mph	Top speed
	4,163mm	Length
	1,610mm	Width
	1,020kg	Weight
5HR		Wheels & ty F 6x15-inch;
FT1 1 Fb		



2,106 numbers 1,991cc acity on ratio



● (C & D series) ★★★★★ n/a **911E** 1969-71 9.1:1 **Engine improvements** 

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



| 87



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. stronge

	-
Production numbe	rs 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	



\*\*\*\*\*



\*\*\*\*\*

Production numbers 5.054 ie feati 2.341cc 8.5:1 ine capa Compression ratio cimum power 190hp @ 6,500rpm mum torque 211Nm @ 5,200rpm 6.6 sec 140mph 1.610mm 1.077kg Weight Wheels & tyres

F 6x15-inch; 185/70/R15 R 6x15-inch: 185/70/R15



flared rear arches and an optional ducktail. Sport and Touring available.





spoiler of the 911S.

Production numbers Issue featured

Issue featured Engine capacity

0-62mph

Top speed

Compression ratio

Weight Wheels & tyres F 6x15-inch ATS; 185HR R 6x15-inch ATS; 185HR

Maximum power 165hp @ 6,200rpm

mum torque 206Nm @ 4,500rpm

The 911S had the sam E series 911s with petrol via the external oil-filler, the filler upgrades as the 911E, including deletion of the external oil filler. It returned to under the engine also adopted black trim around lecklid. Fitted with the front the front and rear lights and

Diack if of it qual	tel grilles.
Production numbe	rs 5.054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F 6x15-inch; 185/70	/R15
R 6x15-inch; 185/70	/R15



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

Production numbers 9.320	
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm
	(165bhp from '76)
Maximum torque	235Nm @ 3,800rpm
	(4,000 from '76)
0-62mph	8.5 sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres F&	R 6x15-inch; 185VR

engine management

to the US market.

improved efficiency and

emissions upon its return



G.H.I.J series

body changes as the base model, and came as standard with 'Cookie Cutter' rims.





#### 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.





3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

roduction numbe	rs 3,687
sue featured	148
ngine capacity	2,994cc
ompression ratio	8.5:1
aximum power	197hp @ 6,000rpm
aximum torque	255Nm @ 4,200rpm
-62mph	6.3 sec
p speed	145mph
ength	4,291mm
idth	1,610mm
eight	1,093kg
heels & tyres	

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



4.406

2.341cc 8.0:1

7.5 se

137mph

4.163mn

1.610mm 1.077kg

#### 930 3.0 1975-77 Fitted with a KKK turbo, this was the world's first

production Porsche to be turbocharged. Flared arches, whaletail rear wing and four-speed gearbox were standard.





E9IIS	SBU C	bod clair and to fe
Production numbers	11,135	Prod
Issue featured	144	Issue
Engine capacity	3.299cc	Engi
Compression ratio	7.0:1	Com
Maximum power	300hp @ 5,500rpm	Maxi
Maximum torque	432Nm @ 4,000rpm	Maxi
0-62mph	5.4 sec	0-62
Top speed	161mph	Tops
Length	4,291mm	Leng
Width	1,775mm	Widt
Weight 1,300	lkg (1,335kg from '86)	Weig
Wheels & tyres		Whee
F 7x16-inch; 205/55/V	R16	F 7x1
R 8x16-inch: 225/50/\	/R16	<b>R</b> 8x1



nost the same galvanised dy as the SC. Engine was ly as the SC. Engine was med to be 80 per cent new, the first production 911 eature an ECU to control tion and fuel systems. 70,044 uction numbers featured 148 ne capacity 3,164cc

pression ratio 10.3:1 231hp @ 5,900rpm torque 284Nm @ 4,800rpm 5.6 sec 152mph 4,291mm 1,652mm 1,210kg Wheels & tyres F 7x15-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)



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



R 9x16-inch; 245/45/VR16



Length 959S was also available, Width featuring lighter cloth Weight Wheels & tyres F 8x17-inch; 235/45/ZR17 R 9x17-inch; 255/40/ZR17 Sport seats, five-point harnesses and a roll cage.

10	*****
10	Speedster 1989
	Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent watertight.
1000	Production numbers 2,274 (for both

4,260mm

1,840mm

1,450kg





\*\*\*\*\* 911S 1973



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340 126

3,164cc

10.3:1

5.1 se

152mph

4,291mm

1,650mm

1,160kg

5

3.746co

4.9 sec

169mph

4,250mm 1,775mm 1,210kg

1,014

119

3,746cc

5.0 sec

172mph

4,245mm

1,735mm

1,279kg

\*\*\*\*

D

20,499

152 3,600cc

4.600rpm 4.2 sec 189mph

1,830mm

1,540kg

9.4:1

\*\*\*\*\*

11.6:1

231hp @ 5,900rpm



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

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



964 Carrera 2 1990-93

\* \* \* \* \* Production numb 964 Turbo ured Engine capacity 1991-92 Compression rat Maximum power

aximum torqu

ls & tyres

and stereo

Production numbers

sion rati

um torque

F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/30/ZR18

Issue featured

Engine capacity

0-62mph

Length

Width

Top speed

Weight Wheels & tyres

0-62mph

Top spe

Length

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

\*\*\*\*

	964 Leichtba of surplus par Paris-Dakar p include four-v differential, sl and stripped
ers 3.660	Production num
160	Issue featured
3,299cc	Engine capacity
o 7.0:1	Compression ra
320hp @ 5,750rpm	Maximum power
450Nm @ 4,500rpm	Maximum torqu
5.4 sec	0-62mph
168mph	Top speed
4,250mm	Length
1,775mm	Width
1,470kg	Weight
	Wheels & tyres
0/ZR17	F 7x16-inch; 205/
0/ZR17	R 9x16-inch; 245/

#### 964 C4 Lightweight 1991 au made use rts from 953 project. Highlights way adjustable hort-ratio gearbox linterior. bers 22 131 3,600cc tio 11.3:1 265hp @ 6,720rpm e 304Nm @ 6,720rpm 4.5 sec 125mph 4,275mm 1,652mm

\*\*\*\*

'luxuries' and fitting Power was boosted by 10bhp, suspension 1,100kg /55/ZR16 /55/ZR16

964 RS

1991-92

Restyled bodywork had swept-

back headlamps, curvaceous wings and blended-in bumpers.

The 3,600cc engine was revised, with VarioRam available

Maximum power 272hp @ 6,000rpm

Maximum torque 330Nm @ 5,000rpm

38.626

11.3:1

5.6 sec

168mph

4.245mm 1.735mm 1.370kg

3.60

from 1996

Production numbers

ue featured

Issue reatureu Engine capacity

0-62mph

Top speed

Compression ratio

Weight Wheels & tyres F 7x16-inch; 205/55/ZR16 R 9x16-inch; 245/45/ZR16



As per the 993-model Carrera.

weight of the previous Carrera 4 and was designed to give a more rear-drive feel.

Maximum power 272hp @ 6,000rpm

Maximum torque 330Nm @ 5,000rpm

2.884 (Coupe)

3,600cc

11.3:1

5.8 sec

166mph

4,245mm

1,735mm 1,420kg

but with four-wheel-drive

Transmission was half the

Production numbers

Engine capacity Compression ratio

Weight Wheels & tyres F 7x16-inch; 205/55/ZR16 R 9x16-inch; 245/45/ZR16

Issue feature

0-62mph

Top speed



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 numbe	rs 936
Issue featured	128
Engine capacity	3.600cc
<b>Compression ratio</b>	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

993 GT2 1995-96

911 Turbo, but with reduced

equipment. Also included rear

wheel-drive, making it a better track car. Fitted with huge front

and rear wings and bolt-on arch

ximum power 430hp @ 5,750rpm ximum torque 540Nm @ 4,500rpm

extensions Production numbers

Issue featured Engine capacity

0-62mph

Length

Width

Top speed

Weight Wheels & tyres

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

Compression ratio

\*\*\*\*\*

131

3,600cc

3.9 sec

189mph

4,245mm

1,855mm

8.0:



covered the Big Red brake calipers. Suspension lowered by 20mm.

Production numbers 1.437 Issue featured Engine capacity 3.600cc 7.5:1 Compression ratio Maximum power 360hp @ 5,500rpm Maximum torque 520Nm @ 4,200rpm 0-62mph 4.8 sec Top speed 174mph 4,250mm 1,470kg Weight Wheels & tyres F 8x18-inch; 225/40/ZR18 R 10x18-inch; 265/35/ZR18

993 Turbo 1996-98

Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera

4's transmission system. Brakes were 'Big Reds'.

 ximum power
 408hp @ 5.750rpm

 ximum torque
 540Nm @ 4.500rpm

Production numbers

Engine capacity Compression ratio

Issue featured

0-62mph

Length

Width

Top speed

Weight Wheels & tyres

F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/30/ZR18

\*\*\*\*\*

5,937

3,600cc

4.3 sec

180mph

4,245mm

1,795mm

147

8.0:





3,714

118

3,600c

5.4 sec

168mph

4,245mm

1,795mm

340Nm @ 5,250rpm

Weight Wheels & tyres F 7x17-inch; 205/50/ZR17 R 8x17-inch; 255/40/ZR17



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

Production number	rs 3
Issue featured	
Engine capacity	3,600
Compression ratio	8.
Maximum power	450hp @ 5,750rp
Maximum torque	585Nm @ 4,500rg
0-62mph	4.1 s
Top speed	186m
Length	4,245n
Width	1,795n
Weight	1,583
Wheels & tyres	

F 8x18-inch; 225/40/18 R 10x18-inch; 285/30/18



Production numbers	56,733
ssue featured	160
Engine capacity	3,387co
Compression ratio	11.3:
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
D-62mph	5.2 sec
fop speed	174mpt
.ength	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
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.

MBLOB	<b>Intervie</b>
	States of Lot of
	22.055
Production numbers	23,055
issue reatured	100
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/F	R18
R 11x18-inch: 295/30/	(R18



993 Carrera S

The features that come

similar to the Carrera 4S's,

only this time in rear-wheel

superb handling and wide-

drive. Sought after for its

with the Carrera S are

1997-98

body looks.

A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp. Production numbers 1,287 Issue featured 127 3,600cc Engine capacity Compression ratio 9.4:1 462hp @ 5,700rpm 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 numbers 29,389 Issue featured 136 Engine capacity 3,5960 sion ratio 11.3:1 320hp @ 6.800rpn





R 9x17-inch; 255/40/R1



\*\*



## **Sales debate** Is the 993 undervalued?



Ah, the trusty 993. The last air-cooled generation of 911, the last hand-built 911 and, as values have never dipped into the realms of entry-level money, it could be the only classic retaining its factory quality, broadly speaking.

Specialist commentators have been peddling the motion for some time now, certain that for the very reasons here mentioned, the 993 is a sure-fire bet as a safe place to put your money; we've printed it enough times in the magazine. Though this rhetoric has been the same for the last five years or so now, the reality has never really materialised.

Instead it is values of the generation before it which have continually pushed skywards, a manual 964 C2 Coupe fetching more money than a requisite 993. Even the 996 generation which followed it has enjoyed a better upturn in values, percentage-wise, than the 993 over the last half decade. So, does the 993 remain an undervalued classic, or should we start accepting the fact that despite all that's going for it, the 993 might not hit the spot with enthusiasts?

Paragon Porsche's Jamie Tyler is a clear advocate of the 993, despite owning a 964 himself for many years. "It's a real favourite of ours and we firmly believe it's a car with a bright future. The fact a 964 Carrera is worth more than a 993 Carrera presently is all due to the backdate craze. It's supply and demand, so the market currently isn't a fair representation of either car."

However, Chris Wright at Oxfordshire-based specialists Wrightune is quick to point out the merits of the 964 over the 993: "964s still have the original 911 DNA, with the rear swing arm retaining the feel of an early classic. This has lead to them being desirable for backdates – you can't do this easily with a 993. The 993 is far more complicated, heavier, and expensive to repair, which may be affecting its market value currently. More 993s were made, too."

Our specialists are divided, then, but both back the 993 to eventually come of age. As ever it is the market which provides the ultimate acid test, so we'll all be watching with interest to see if 993 values do mature to match the title of 'most desirable classic' for which they are often touted.





#### 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.

oduction numbers	25,788
sue featured	112
gine capacity	3,596cc
ompression ratio	11.3:1
aximum power	325hp @ 6,800rpm
aximum torque	370Nm @ 4,250rpm
62mph	5.0 sec
p speed	177mph
ngth	4,427mm
dth	1,808mm
eight	1.395kg
heels & tyres	
3x18-inch; 235/40/R	18
0x18-inch; 265/40/I	718



ore powerful 3.8-litre engine Id PASM. 19-inch wheels as standard, with bigger ventilated brakes. Featured quad exhaust

Production numbe	rs 41,059
Issue featured	107
Engine capacity	3,824cc
<b>Compression ratio</b>	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

### \*\*\*\*\* 997 GT3 2006-07 Track focused, but based on narrow-bodied Carrera with orked 996 GT3 engine PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

Production number	ers 2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3 sec
Top speed	192mph
Length	4,445mm
Width	1.808mm
Weight	1,395kg
Wheels & tyres	
F 8.5x19-inch; 235/	35/R19
R 12x19-inch; 305/3	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

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

Gen2 997 GT3 2009-12

2 200

12.2.:1 435hp @ 7,900rpm

4.1 sec

194mph 4,460mm

1,808mm

1,395kg

3,797cc

duction number 7910 (Coune)

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 <u>Wieds & tyres</u> containet: 235/35/2/R19 Viscous coupling gives controlled multiplate clutch.





Production number	S 250
Issue featured	146
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-
	5,600rpm
0-62mph:	4.6 sec
Top speed:	187mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,425kg
Wheels & tyres	
F 8.5x19-inch; 235/3	5/ZR19
R 11x19-inch; 305/30	)/ZR19







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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F 9x19-inch; 245/35/ZR19	
R 12x19-inch; 325/30/ZR19	



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## **Technology** explained

## 025 FRONT-AXLE LIFT

First used on the 997.2, Porsche's front-lift system increases the practicality of its sports cars while protecting from scrapes and other damage



Porsche's front-axle lift system is a handy tool if you're keen to boost everyday practicality of your 911 when having to deal with nasty kerbs or steep inclines. It's been available as an option on GT cars since the 997.2 generation, when front-axle lift was a pneumatic system. The 991 switched to electro-hydraulic power – a move which saved 50 per cent in weight – and was made available throughout the entire range. The 991 system also lifted the car higher, increasing the approach angle by three degrees to a total of 12.7 thanks to a lift of 40mm at the 911's nose, or 34mm at its suspension strut – this is for Carrera variants; it's slightly less on GT cars.

The system features two actuators on the front suspension struts, a hydraulic pump unit to supply pressure – which is housed under the floor of the right rear seat – and a control unit. When the driver initiates the system, the control unit sets the pump into action, transferring hydraulic fluid to the actuators which connect to the coil spring, lifting the car.

The system is not automatic, only responding to initiation from the driver thanks to depressing, in the 991 at least, a button on the centre console. A dashboard display message notifies the driver of the lift system in action, which takes around four seconds to raise or lower and is operable at speeds up to 35kph. With the front end raised, the system's control unit also adapts damping via PASM, increasing rebound to boost comfort. The control unit has in-built safety features, including preventing the front end from being lowered if either one of the car's doors are open, to avoid any possibility of crushed toes, for example. The system is also effective in a variety of conditions: an internal circuit heats up the hydraulic oil (Vitamol ZH-M) at temperatures below -5 degrees Celsius to ensure optimum system performance even in cold climates.





ear body, and the 3.8-litre Carrera 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	i/19
R 11x19-inch; 305/30.	/19



heavier and with 4WD. In C2 or C4 form, it represe great saving over optionin 997 Carrera counterpart oning up a

Production numbers Unknow Issue featured 125 3.800cc Engine capacity **Compression ratio** 12.5:1 Maximum power 408hp @7,300rpm 420Nm @ 4.200 5.600rpn 4.6 sec 0-62r Top speed Length 188mph 4.435mm Width 1,852mm Weight Wheels & tyres F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19 1,480kg

\*\*\*\*\*

Unknown

38000

9.8:1 520hp@6,000

6.500rpm 660Nm@1,950-

5,000rpm

3.4 se

195mph

4.506mm

1.880mm

\*\*\*\*\*

1,595kg

109

991.1 Turbo 2013-15

New Turbo marks introduction

of rear axle steering, plus PDK only transmission to forced

induction 991 models

Production numbers

um torque

Weight Wheels & tyres F 8.5x20-inch; 245/35/ZR20

R 11x20-inch; 305/30/ZR20

Issue featured

991.2 Carrera 4S 2016-18

Issue featured

Engine capacity

0-62mph

Length Width

Top speed



0-62m

Top spee

Length

Width

#### 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

991.1 Turbo S 2013-15

Same dimensions as 991

Issue featured Engine capacit

0-62mph

Top speed

Weight Wheels & tyres F 9x20-inch; 245/35/ZR20 R 11x20-inch, 305/30/ZR20

(3)

991.2 Turbo 2016-2018

Turbo, but with a tweaked man

to provide extra 40bhp. Turbo

options standard, including centre-lock wheels and PCCB.

Production numbers Unknown

mum torque 700Nm @ 2,100-4,250

\*\*\*\*\*

115

3.8000

6,750rpm

3.1 sec

197mph

4.506mm

1,880mm 1,605kg

\*\*\*\*\*

9.8:1 560hp@6,500



++++

**991** Anniversary

Carrera S with wide body

and generous spec. Many

styling cues inside and out

\*\*\*\*\*

Unknowr

3,8000

4,000rpm

2.9 sec

205mph

145

9.8.1

taken from original 901.

991.2 Turbo S 2016-2018

Powerkit only came as standard spec in US.

2013-14

Exuberantly styled

Production numb

Engine capacity

0-62mph

Top speed

e featured

Compression ratio

mum torque

Weight Wheels & tyres F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991 R 2016

991 GT3 RS engine mated

to revised six-speed manual

gearbox. Features Carrera Cabriolet active rear wing with

diffuser aiding downforce. Lightweight flywheel optional.

 Maximum power
 500hp @ 8,250rpm

 Maximum torque
 460Nm @ 6,250rpm

 0-62mph
 2.9

Production numbers

Issue featured Engine capacity

Top speed Length Width

Weight Wheels & tyres F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

Maximum power 400hp @ 7,400rpm



991.1 Carrera 2011-15

\*\*\*\*

Weight Wheels & tyres F 8.5x19-inch; 235/40/2F R 11x19-inch; 285/35/ZR1

1.963

3.800cc

4.5 sec

188mph

1,852mm 1,420kg

Weight Wheels & tyres F 9x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20

991.2 C2 GTS 2017-19

Similar specification and 'black

accent' styling as per 991.1, available in both rear-wheel and

all-wheel drive form. C4 GTS

quicker than C2 GTS

Production numbers

Issue featured

0-62mph

Top speed Length Width

Engine capacity Compression ratio

\*\*\*\*\*

440Nm @ 5,600rpm

\*\*\*\*\*

991

201mph

4.532mm

1,852mm 1,370kg

3.9960

12.5:1



Production number	rs Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.4 sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	
F9x20-inch; 245/3	5/ZR20
R 11.5x20-inch: 305	/30/ZR20

| 93





150 2,981c Maximum power 450hp @ 6,500rpm 5,000rpm 4.1 sec 194mph 1.852mm 1,450kg





991.1 GT3 2013-2015

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

Production number	rs 3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
<b>Compression ratio</b>	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5 sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	
F 9x20-inch; 245/35	/ZR20
R 12x20-inch: 305/3	0/7R20



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

Production numbers	unknown
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-
	5,000rpm
0-62mph	4.1 sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,480kg
	10 : 1 005 (40 /





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 optiona

Production number	s 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;	295/35/ZR19





GT3 RS 2018-19 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.

mach		1,00011111
È I I	Weight	1,595kg
	Wheels & tyres	
	F 9x20-inch; 245/	35/ZR20
	R 11.5x20-inch; 30	5/30/ZR20
_	L	
19		A 439 14
13	C. (238 - 1	12 3 4 12
2.53	A ALL ALL ALL	
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		and the second se



As per 991.2 Turbo but with Revised 9A1 e ine from 991.1, power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever 911 from 0-62mph Production numbers Unknown 135 Issue featured Engine capacity Compression ratio 3,800cc 9.8.1 9.8:1 Maximum power 540hp @ 6,400rpm Maximum torque 710Nm @ 2,250-Maximum power 580hp @ 6,750rpm m@2,250-4,000rpm 0-62mph 3.1 sec Top speed Length Width 199mph 4,507mm

4,507 1.880mr Weight 1.600kg Wheels & tyres F 9x20-inch; 245/35/ R 11 5x20-inch: 305/30/7R20



Limited-edition special fron Flacht to mark 70 years of Porsche. Engine taken direc from 991.2 GT3 with its six-speed manual compulsory. irectly

Production number	ers 1,948
Issue featured	172
Engine capacity	3,996cc
Compression ratio	<b>)</b> 13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9 sec
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	unknown
Wheels & tyres	
F 9x20-inch; 245/3	5/ZR20
R 12x12-inch; 305/3	30/ZR20



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

Production number	s In produ
Issue featured	
Engine capacity	2,9
Compression ratio	1
Maximum power	450hp @ 6,500
Maximum torque 53	30Nm@ 2-5,000
0-62mph	3.5
Top speed	191
Length	4,548
Width	1,852
Weight	1,5
Wheels & tyres	
F 8.5x20-inch; 245/3	5/ZR20
R11.5x21-inch; 305/3	0/ZR21



### 174 174 981cc 10.5:1 2019-Orpm Orpm 5 sec 1mph 8mm 2mm 515kg

drive providing variable torque to the front axle Identifiable by silver decklid slats (C2S has black).

Wiat.. Weight Wheels & tyres F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

992 Carrera 4S As with the 992 Carrera S, but with active all-wheel



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1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black Leatherette. 1of 6 RHD with E/sunroof	N/A
1973 911 2.7 Carrera RS Lightweight	Blood Orange / Black Cloth. 1of 17 RHD Versions	N/A
1974 911 Targa 2.7 MFI	Gemini Blue / Beige Leatherette & Twill, Total restoration	82,200
1986 911 Super Sport Targa	Grand Prix White / Black Leather piped white	29,300
1986 911 Super Sport Cabriolet	Nougat Brown / Mahogany Pinstripe Velour, Porsche Hardtop	20,600
1987 928 S4 Automatic	Venezia Blue / Navy Leather. Air Cond, Electric Sunroof	44,100
1988 911 Carrera Targa Jubilee Edn LHD	Diamond Blue / Dark Blue Ruffled Leather. G50 Gearbox	91,000
1989 911 Super Sport Cabriolet	Guards Red / Linen Leather, piped red, G50 Gearbox	28,000
1989 911 Carrera Sport Cabriolet	Guards Red / Linen Leather & Pinstripe, Air Con, Sports Susp	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 Full Leather, Air Cond, E/Sunroof	22,500
1993 964 Speedster LHD	Guards Red / Black-Grey Leather RS interior, Air Cond	9,800
1995 993 Turbo	Arena Red / Black Full Leather, Air Conditioning, E/sunroof	2,200
1996 993 Turbo X50 LHD	Grand Prix White / Black Full Leather, Air Cond, E/sunroof	26,200
1996 993 Turbo	Midnight Blue / Grey Full Leather. E/sunroof, Air Conditioning	23,600
1996 993 Carrera 2 Cabriolet	Midnight Blue / Grey Leather, Porsche Classic Nav, Varioram	43,700
1997 993 Carrera 2 Tip Cabriolet	Polar Silver / Black Leather, Air Cond, Varioram	24,700
2004 996 Turbo Tip S Cabriolet	Atlas Grey / Black Full Leather. Hardtop, PCM, BOSE	37,500
2010 997 Turbo S PDK Cabriolet	GT Silver / Cocoa Full Leather, Sports Chrono Turbo, PCCB	1,800
2010 997 GT3 Clubsport	Guards Red / Black Leather Clubsport. PCCB, DEM	13,600
2010 Carrera 2 PDK Cabriolet	Basalt Black / Black Full Leather, PCM Navigation, Heated Seats	10,700
2011 997 GTS PDK Coupe	Basalt Black / Black Full Leather, Sports Chassis. Heated Seats	22,900
2011 997 GTS PDK Coupe	Guards Red / Black Leather, 19" Centre Lock Alloys	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, PCCB	9,600
2011 997 C4 GTS PDK Coupe	Meteor Grey / Red Leather, Sports Bucket Seats, Spt Exhaust	9,700
2012 997 Turbo S PDK Coupe	Carrara White / Black Full Leather, Sports Chrono, PCCB	17,300
2012 991 Carrera 2 3.4 Manual Cabriolet	Guards Red / Black Full Leather, Bi-xenons, Sports Exhaust	26,300
2013 997 Turbo S PDK Coupe	Guards Red / Sand Beige Full Leather, Centre lock Alloys	1,600
2016 Boxster 2.7 Manual	Basalt Black / Black Leather, Black Edition, Sports Exhaust, PDLS	10,100

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1989 - PORSCHE 964 C2 COUPE 131,000 MILES - £50,000



1996 - PORSCHE 993 C2 TARGA 15,000 MILES - £POA



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911 GT2 (996)

Polar Silver · Black Leather Sport Seats · Manual Gearbox · Porsche Ceramic Composite Brakes · Sports Exhaust • 21,725 miles • 2003 (03)

£134,995



911 GT3 (996)

Atlas Grey · Black Leather Sport Seats Manual Gearbox • 18" GT3 Wheels Air Conditioning • 37,370 miles • 2003 (53)

£74,995



911 Carrera 2 (991)

GT Silver · Black Leather Seats Manual Gearbox · Touchscreen Satellite Navigation · 19" Carrera S Wheels 13,167 miles · 2014 (64)

£57,995



911 GT2 (996)

Arctic Silver · Black Leather Bucket Seats · Manual Gearbox · Rear Roll Cage · Porsche Ceramic Composite Brakes • 49,352 miles • 2002 (02) £114,995



911 Turbo S (997)

Carrara White . Black Leather Sport Seats · PDK Gearbox · Porsche Ceramic Composite Brakes • 19,524 miles · 2011 (11)

£89,995



911 Carrera 4 GTS (997)

Platinum Silver · Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation · 19" Centre Lock Wheels • 16,670 miles • 2012 (12) £69,995



911 Carrera Sport Targa

Grand Prix White . Dark Blue Leather Seats · Manual Gearbox · 16" Fuchs Wheels . Fully Electric Seats 22,373 miles · 1988 (F)

£84,995



911 Carrera 2 Race Car (996)

Paragon Race Colours · Black Racetech Seat · Manual Gearbox · GT3 Bumper/ Side Skirts - GT3 Suspension Upgrades Fuchs Lightweight Wheels • 1998 (R)

£64,995



911 Carrera 2 S (997)

Guards Red · Black Leather Seats Manual Gearbox · Satellite Navigation 19" Carrera S Wheels · 50,938 miles 2006 (06) £31,995

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911 Carrera 4 GTS (997)

Guards Red · Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation - 19" Centre Lock Wheels • 28,593 miles • 2011 (61) £69,995



911 Turbo (996)

Basalt Black · Black Leather Seats Tiptronic Gearbox · Satellite Navigation BOSE Sound System • 55,346 miles 2003 (53) £49,995



911 Carrera 4 S (996)

Arctic Silver · Dark Blue Leather Seats Manual Gearbox · Satellite Navigation Sports Exhaust • 35,064 miles • 2005 (05)

£35,995







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# PORSCHE PROTOTYPES

A fascinating look at some of the best factory prototypes and the stories behind them





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**50K 911S DO BATTLE** 997.2 C2S takes on 991.1: which offers better value?



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#### You'll be familiar with his films, but the "King of Cool" was also a discerning 911 owner

Written by Chris Randall Photography courtesy Porsche Archive

orld-famous film stars aren't the usual preserve of these pages, but when they also happen to be enthusiastic owners of our favourite sports car they merit a closer look. When it comes to the Neunelfer, few are

quite as famous as Steve McQueen, and naturally we need to start with *that* film. Using footage shot at the previous year's race, *Le Mans* hit the big screen in 1971 and saw McQueen's character, Michael Delaney, battle with

Ferraris before taking the chequered flag in a Porsche. Needless to say, the film has gone down in Porsche folklore as one of the most captivating films you can hope to watch as a fanatic of Stuttgart's prancing horse – even today it's considered a right of passage for any aspiring Porsche owner or enthusiast to sit down and take in every frame.

But it's the opening scene and the 1970 911S in Slate grey that will have

resonated with many of us, a car that the actor took back to the US after filming had finished. He kept it for around 18 months before selling it and, having spent time with various owners over the years, it would be sold by RM Sothebys in 2011, where it fetched just shy of \$1.4 million. A highly specced example that reportedly cost DM 30,000, we've previously been told by McQueen's son, Chad, that it was Rico Steinemann who asked which car the actor would like to use during the making of the film.

Choosing the 2.2-litre S was probably an easy decision given the actor already owned a 1969 S, a car he'd taken delivery of in November 1968. Also finished in Slate grey, it remained a treasured part of his collection and one that saw plenty of action on the streets of LA. His taste for 91Is extended further than the delicacy of the early models, his skill behind the wheel calling for something

> a little quicker. In fact, the 1970 Sebring 12 Hours saw him share a Porsche 908 with Peter Revson, and despite the actor having to drive with his left leg in plaster, the pair finished in 2nd behind the Ferrari of Mario Andretti. Returning to road cars, that faster model came in the form of a 1976 930 Turbo, once again painted in his preferred colour of – you guessed it – Slate grey.

> McQueen's love of cars and engineering is widely known. His personal collection contains some of the finest road cars ever made, but Porsche had always played their part, and it's

reported that the first car he bought new was a 1958 356 Speedster. That he would go on to favour the 911 was always going to cement his relationship with the Porsche faithful, who celebrated not only his automotive taste, but also his fashion sense. The "King of Cool" didn't just take the race track to the big screen, he also brought a little bit of Hollywood to automotive circles. Simply put, most of us wanted to be him. Cruelly robbed of a full life in 1980, his impression on Porsche fans will surely last forever.

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