



**UK 993 TO THE US MEGA ROAD TRIP PART 2**

# Total 911

THE PORSCHE MAGAZINE

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## 1970 Porsche 911E Targa Stock Number 11099

This excellent original 1970 Porsche 911E Targa with matching numbers is available in its original color code#1510 Irish Green with a black interior. It comes equipped with a manual transmission and Fuchs wheels. This extremely original car was with the same owner for many years and has just came out of storage.

**For \$48,500**



## 1981 Porsche 911SC Targa Stock Number 11259

This 1981 Porsche 911SC Targa with matching numbers and 66,730 miles on the odometer is available in a beautiful color combination of platinum metallic with a black interior. It comes with a salvage title and is equipped with a manual transmission, air conditioning, power windows and Fuchs wheels. This is a very clean and presentable car which is mechanically sound.

**For \$23,500**



## 1978 Porsche 911SC Slant Nose Conversion Targa Stock Number 11282

This 1978 Porsche 911SC Slant Nose Conversion Targa is available in white with a tan interior. It comes equipped with a 5-speed manual transmission, air conditioning, wide-body slant nose kit, Fuchs wheels and includes the spare tire and jack. This car is mechanically sound.

**For \$21,750**



## 1983 Porsche 911SC Stock Number 10911

The 1983 Porsche 911SC with matching numbers is available in red with a black interior. It comes with a clean Carfax and is equipped with a manual transmission, wide body slant nose kit, power windows, MOMO steering wheel, soft top with boot, ROH wheel and includes the spare tire and tool kit. This vehicle is mechanically sound.

**For \$26,500**



## 1974 Porsche 911 Targa Stock Number 11114

The 1974 Porsche 911 Targa with matching numbers is available in its original color code#516 desert beige with a tan interior. It comes equipped with a 5-speed manual transmission, Fuchs wheels and includes the spare tire and tool kit. This car is mechanically sound.

**For \$26,500**



## 1983 Porsche 911SC Sunroof Coupe Stock Number 10897

This very presentable 1973 Porsche 911T Targa is available in silver with a black interior. It comes equipped with a 5-speed manual transmission with a 2.4-liter engine, Fuchs wheels and includes the spare tire. It was with the same owner for many years and is an excellent weekend driver which is mechanically sound.

**For \$27,500**



## 1986 Porsche Carrera Targa Stock Number 10849

This 1986 Porsche Carrera Targa with matching numbers is available in blue metallic with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, power windows, Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which had the same owner for many years and is mechanically sound.

**For \$28,500**



## 1983 Porsche 911SC Targa Stock Number 10933

The 1983 Porsche 911SC Targa with matching numbers is available in its original color code#908 Grand Prix white with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire, jack and tool kit. The original owner's manual is included as well as some service documentation. This vehicle is mechanically sound.

**For \$29,950**



## 1985 Porsche Carrera Cabriolet Stock Number 11230

This 1985 Porsche Carrera Cabriolet 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, soft top with boot, Fuchs wheels and includes the spare tire and tool kit. It could use some light cosmetics. This is a mechanically sound vehicle.

**For \$29,950**



## 1980 Porsche 911SC Coupe Stock Number 11298

This 1980 Porsche 911SC Coupe with matching numbers is available in its original color code#867 racing red with a tan interior. It comes equipped with a manual transmission, air conditioning, power windows, sunroof, Fuchs wheels and includes the workshop manual. Very presentable. This is an excellent original California car which is very presentable and mechanically sound.

**For \$34,750**



## 1987 Porsche Carrera Cabriolet Stock Number 11221

This very presentable 1987 Porsche Carrera Cabriolet with matching numbers is available in its original color code#L908 Grand Prix white with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, solid wheels, power soft top with boot and includes the spare tire and jack. This is a very desirable weekend driver which is mechanically sound.

**For \$36,500**



## 1993 Porsche Carrera 2 Cabriolet Stock Number 11310

This very presentable 1993 Porsche Carrera 2 Cabriolet is available in its original color code#L39A Amazon Green with a tan interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, dual airbags, cruise control, power windows, power steering, power seats, power mirrors, power soft top, rear seat delete, solid wheels and includes the spare tire, jack and tool kit. The original owner's manual is included alongside receipts totaling over \$20,000 for miscellaneous mechanical work as well as a receipt for over \$2,000 for transmission work done as recently as 09/11/2019. This is a lot of car for the money. The Porsche is also mechanically sound.

**For \$39,950**



## 1987 Porsche Carrera Targa Stock Number 11316

This very desirable 1987 Porsche Carrera Targa with matching numbers and 69,970 miles on the odometer is available in its original color code#908 Grand Prix white with a tan interior. It comes equipped with a G50 transmission, air conditioning, cruise control, power windows, Fuchs wheels and includes the spare tire, jack, tool kit and air compressor. The original owner's manual is also included. This is an excellent weekend driver which is mechanically sound.

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# Welcome

**H**as there ever been a generation of 911 more celebrated than the 997? One of the most popular 911 eras, not just in terms of build numbers – as testified by the stats in our data file – but also by way of public opinion, the 997 has always been well received. While there are plenty of people bemoaning fried-egg headlights, a muted soundtrack and the general build quality of the 996, for example, the 997.1 that replaced it is universally loved, and always has been. Traditional styling, a solid build and more choice in the model range were all key factors which appealed right from launch, and which still endure today as the generation celebrates its 15th birthday.

And yet despite all of that, prices have continued to fall in the last year or so. In reality this suppression of values is likely a result of the 992's release, forcing a trickle-down in depreciation of the 991 and 997 generations. The 996 was the only water-

cooled 911 not to take a hit, but then these are still in the sub-£20k category, so they can't really go much lower as it is.

That means there's less daylight between the 996 and 997.1 than ever before, which is startling. Sure, the 996 might be on a crest of a wave in popularity at present, but the fact is the 997.1 is a better car, improved in nearly every way.

However you look at it, the 997.1 is even better value now than it was a year ago. Here is a 911 that's appropriately proportioned and boasts a useful injection of modern tech such as switchable exhaust, mapping and damping, all for a little over £20,000. We cannot emphasise just how much of a bargain that represents. So it's happy birthday to the Gen1 997, and happy browsing to you, if our celebratory feature tempts you into a cheeky look at the classifieds...

**“The 997.1 is even better value now than it was a year ago”**



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# 1911 Opening Shot

A new era on the horizon: after eight years of 996 production, Porsche used this picture to herald the introduction of the 997 generation, marking a return to more traditional 911 styling with rounded headlights and separate turn signals housed within the front PU. The first 'modern' 911 with switchable throttle maps and damping now celebrates its 15th birthday.

Photograph courtesy **Porsche AG**









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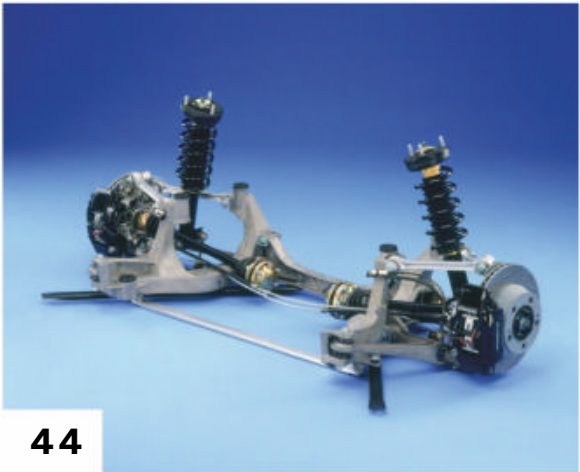
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# Update

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



## 992 GT3 Touring breaks cover

De-winged manual option will continue on the 992-generation GT3

Porsche looks set to continue with the successful 'Touring' option for its iconic GT3 after **Total 911**'s spies captured a prototype in testing. As we've reported in previous issues of **Total 911**, Porsche's 992-generation GT3 has been testing on public roads for the past year, but now is the first time the company has been spotted testing a 'flatback' version of its cult GT product, which is expected to boast a naturally aspirated engine once again.

Introduced for the 991-generation GT3, the Touring Package was available for manual cars only as a no-cost option, ditching the GT3's fixed rear wing in favour of an active component from

the 911 Cabriolet. The Touring also had cloth or leather seats rather than race-bred Alcantara, and is free from track-oriented gizmos such as a roll cage and fire extinguisher. The Touring found favour with those who wanted an under-the-radar 911 with GT levels of capability, and the option looks set to feature once again when the 992 GT3 is launched early next year.

The prototype in our pictures features clear GT3 styling, including the Carrera 4's wide body, albeit without the fixed rear wing seen on previous GT3 mules. **Total 911** expects the Touring Package to be released after official announcement of the GT3, in line with the 991.



## 992 GTS spied in testing

**Total 911**'s spies have also captured the 992 GTS in testing. Resplendent without camouflage, suggesting a release in the coming months, the Coupe example in our pictures is fitted with centre-locking wheels – a key aspect of GTS design – plus a Sport Design rear PU. Clear rear lights are visible instead of the usual red.

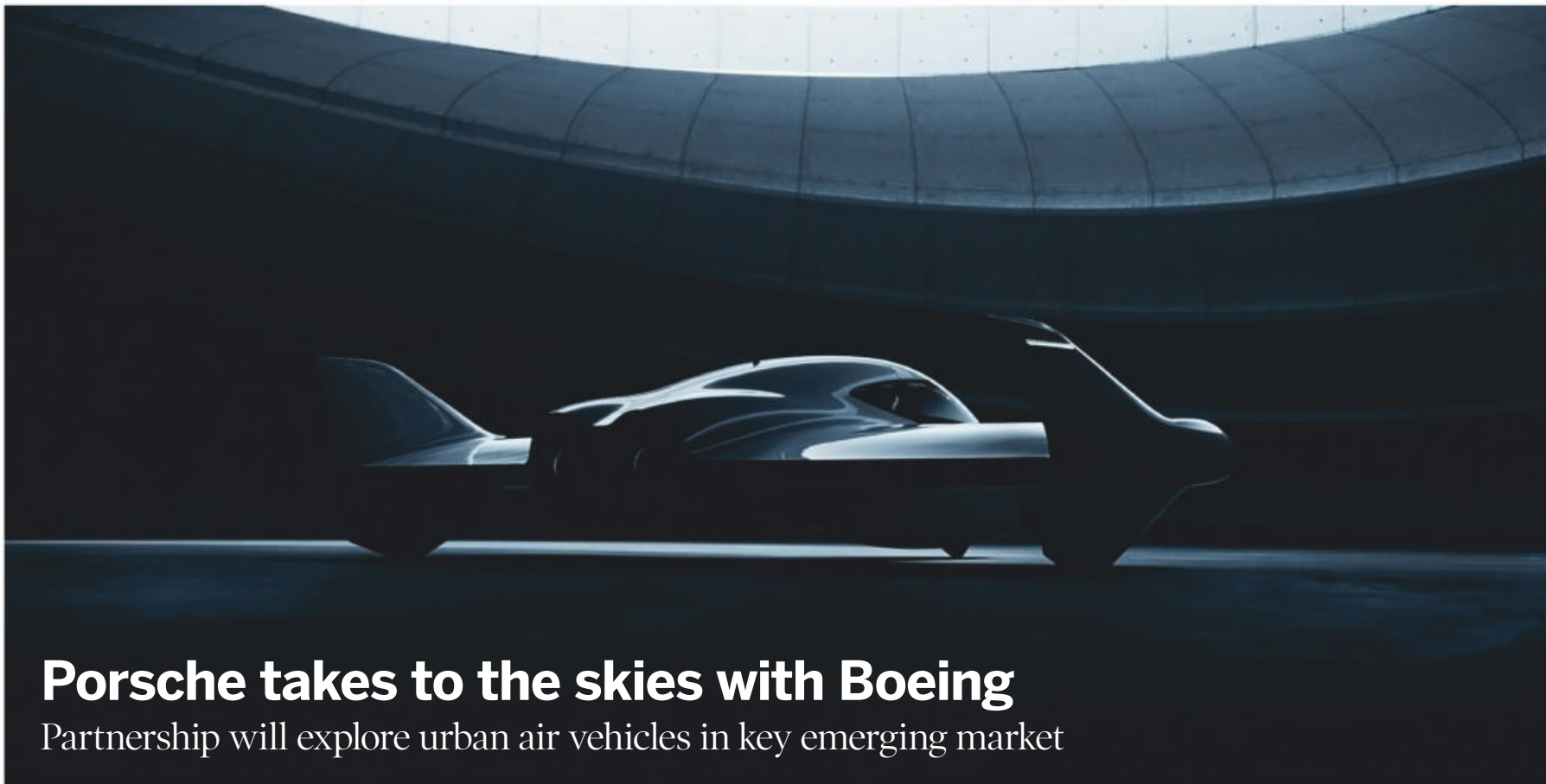


## Worldwide deliveries increase by three per cent

Porsche has posted an increase in deliveries of some three per cent worldwide in the first nine months of this year. A total of 202,318 vehicles rolled off the production line, with more than half of those vehicles going to China and the US. Deliveries fell in Europe due to product unavailability while the company implemented new WLTP-friendly GPF filters.







## Porsche takes to the skies with Boeing

Partnership will explore urban air vehicles in key emerging market

For the first time in over 30 years Porsche is returning its focus to the aviation industry after partnering with the world's largest aerospace company, Boeing. It was the 1980s when then-CEO Peter Schutz piloted a vision to fit Porsche flat engines into aircraft in the US, and three decades later a Memorandum of Understanding has been signed with Boeing, who will jointly

aim to explore 'the premium urban air mobility market' and 'the extension of urban traffic into airspace'.

"Porsche is looking to enhance its scope as a sports car manufacturer by becoming a leading brand for premium mobility. In the longer term this could mean moving into the third dimension of travel," says Detlev von Platen, member of the executive board for sales

and marketing at Porsche AG. "We are combining the strengths of two leading global companies to address a potential key market segment of the future."

Porsche and Boeing are already some way into a project to develop an e-powered vehicle with vertical take-off and landing abilities. An international team comprised of experts from both sides will soon begin testing a prototype.

### What's on in 2019/20

- SEMA Show **November 5-8**  
More than 60,000 buyers will descend on Las Vegas for this tuning extravaganza
- The Classic Car Show **November 8-10**  
The UK's NEC once again plays host to this indoor festival of classics
- Formula E 2019/20 race 1 **November 22**  
Porsche will make its first steps in the world championship for electric-powered cars in Saudi Arabia
- LA Auto Show **November 22 - December 1**  
Rumours persist that Porsche will wrap up the year by revealing the 992 Turbo
- Daytona 24 Hours **January 25-26**  
The 58th edition of America's most prestigious race takes place in Florida



## Porsche opens Experience Centre at Hockenheim

Seventh Experience Centre worldwide opened at celebrated race track

The PEC Hockenheimring has officially opened its doors as part of a celebratory 'Sports Car Together' day at the storied race track in the Rhine Valley. The new facility is the second of its kind in Germany and the seventh in the world, where customers can experience the dynamics of new Porsche models from behind the wheel on a handling

circuit, a dynamics course and off-road terrain.

The facility at Hockenheimring continues a Porsche tradition of building Experience Centres at famous circuits, certainly within its European portfolio. PEC Hockenheimring follows in the footsteps of Silverstone in the UK, and Le Mans in France.



## 992 wins another Car of the Year accolade

Eighth-generation 911 takes *Sunday Times* honour

The 992 Carrera S has scooped another prize by taking the Motor Awards Car of the Year accolade at a ceremony in London. The Motor Awards is put together by media entities *The Sunday Times*, *The Times*, *The Sun* and talkSPORT radio, with readers and listeners drawing a shortlist for a panel of experts to choose from.

Settling on the 450hp C2S Coupe, the panel of experts concluded: "For anyone seeking an extraordinary breadth of ability in one car, the Carrera S is hard to beat." It is the second time the 992-generation 911 has scooped an accolade from the British press, after claiming the *Auto Express* Performance Car of the Year in July.



# Motorsport

Prominent news and results from racing series around the globe



## Porsche takes clean sweep of 2019 IMSA titles

Six wins out of 11 wraps up stunning season for works team after Petit Le Mans finale

The Porsche GT Team has closed a spectacular 2019 season by taking a clean sweep of all titles, confirmed after a gruelling ten-hour Petit Le Mans race at Road Atlanta to close the season.

A fifth-place finish on the day for works drivers Earl Bamber and Laurens Vanthoor in the #912 RSR secured them the drivers' title for 2019, which also helped deliver the team title for the #912 squad. Teammates Nick Tandy and Patrick

Pilet in the #911 RSR finished sixth at Road Atlanta, securing second in the championship. The two sets of results mean Porsche also took the manufacturers' title to cap a thrilling season at the summit of GT racing in the States.

The team made light work of an extremely competitive GTLM class this year. Porsche secured six wins from 11 races, the two Coca Cola-liveried RSRs bowing out at the top after 50

races Stateside. The car will be replaced by an all-new RSR next season. Steffen Höllwarth, head of Porsche ops, IMSA Championship, said after the race: "Our competitors were better today. It didn't go so smoothly for us. But we have our eye on the big picture. We've won the manufacturers' title and claimed positions one and two in the drivers' and team classifications. All in all it was a phenomenal season. We'll enjoy our successes."



## Porsche adds to Formula E line-up

Porsche Junior Thomas Preining and female driver Simona de Silvestro announced as test and development drivers

The TAG Heuer Porsche Formula E Team has expanded its driver roster for its forthcoming debut in the premier championship for electric-powered single seaters. Simona de Silvestro and Thomas Preining have been revealed as test and development drivers for Weissach for this season, supporting Neel Jani and André Lotterer in the cockpit of the electric 9XX race car.

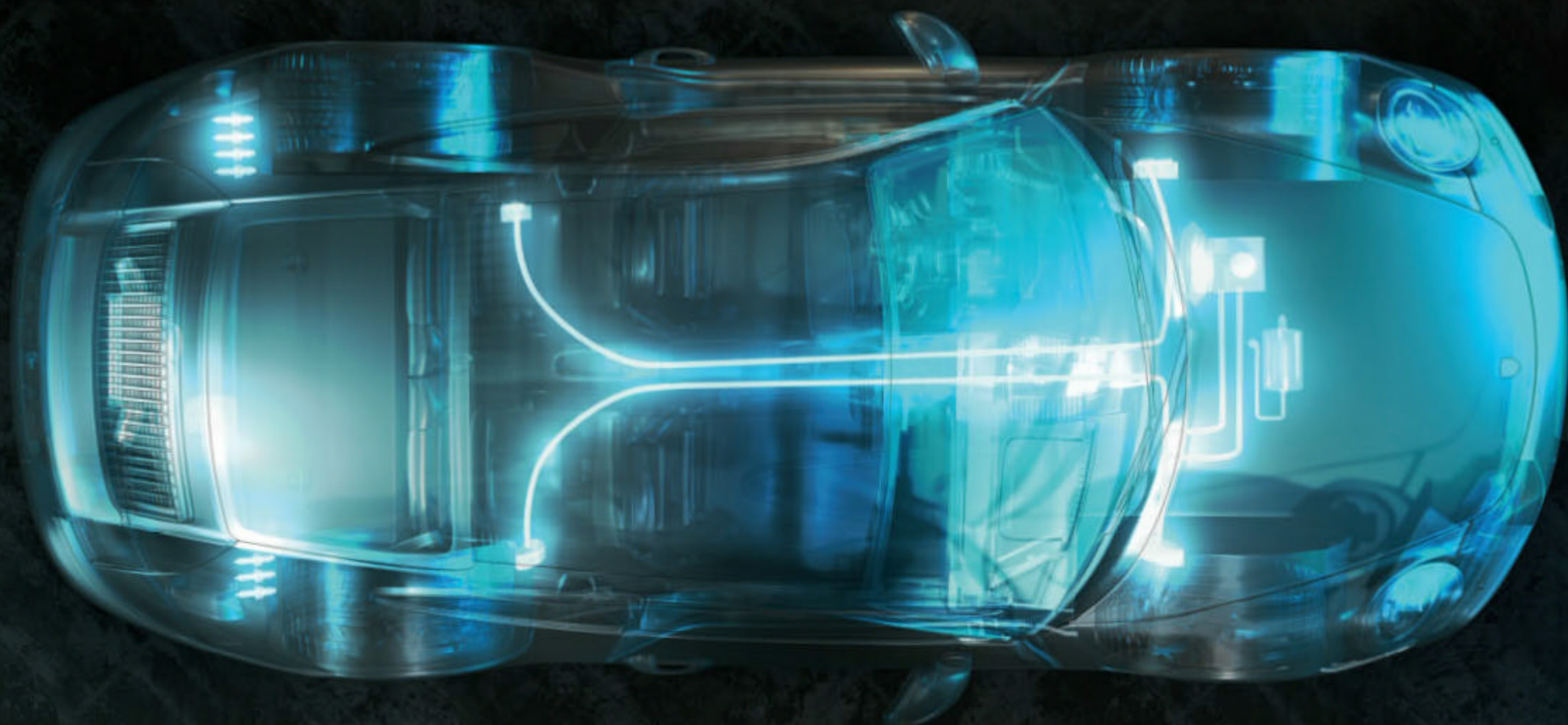
De Silvestro brings with her a wealth of experience in Formula E racing, having competed in the championship in both 2014/15 and 2015/16. Last year the 31-year-old Swiss driver was part of the Venturi Formula E team as test driver.

While de Silvestro will bring experience to Weissach's Formula E effort for 2019/20, Porsche

Junior Thomas Preining will bring momentum from rising up through the motorsporting ranks at the manufacturer. The Austrian won the Porsche Carrera Cup Deutschland in 2018, amassing race victories on his way to the title and also finishing 3rd in the Porsche Supercup before switching to the FIA WEC for customer RSR outfit Gulf Racing.

Fritz Enzinger, vice president Porsche Motorsport, said of the acquisitions: "In Simona and Thomas we have acquired two proven talents for the TAG Heuer Porsche Formula E Team. With the Formula E programme, we are giving Simona and Thomas the opportunity to develop as drivers and to make a positive contribution to the Porsche Formula E project."





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GUEST COLUMN

# Vic Elford

PART OF A  
SPECIAL  
MINI-SERIES

Vic Elford enjoyed a spectacular racing career with Porsche in the 1960s and 1970s. Vic sits down with Tony McGuinness for an exclusive series of interviews with **Total 911**

In 1969 at Le Mans, with my co-driver Richard Attwood, we had the lead in our 917 by over 50 miles. Everyone in the Porsche pit became optimistic. We were about three hours from the finish: Le Mans was ours to win and our dream was getting closer. Suddenly, Richard was forced to bring the car to a stop in front of the pits.

The car had indeed failed as predicted, but it was absolutely nothing to do with what Porsche's engineers thought would break. We didn't know it at the time, but because the engine transmission was so long, it was creating a strain in the middle. After 21 hours of stress and strain the bell housing cracked. That meant all the oil leaked onto the clutch. They tried everything to fix it, but nothing worked. That was it. We were out.

The 917 we drove in 1969 was neither a short-tail or a long-tail. It was just the 917. There wasn't a short- or long-tail at that time. If you look at a photo of that car, you could say it was a long-tail, but it wasn't the same long-tail we eventually campaigned. By 1970 Porsche and the aerodynamicists had done their work and we had what then became known as the short-tail and the long-tail. The new long-tail was similar in ways to the first one, but not identical.

At Le Mans in 1970 I was in the new, revised 917. My co-driver was Kurt Ahrens. Earlier in the year under the patronage of Ferdinand Piëch's mother Louise, Ferry's sister, the Porsche Salzburg team was formed. Kurt and I would team up in the Salzburg livery long-tail with the 5.0-litre engine. Testing had shown the long-tail would be 25mph faster than the short-tailed 917, but more delicate to drive. The second Porsche Salzburg entry was the 4.5-litre 917K short-tail #23 car, driven by my co-driver from the previous year, Richard Attwood, along with Hans Herrmann.

Our #25 Salzburg led after the first and third hour. It was a beautifully balanced car. On Sunday morning we were in 2nd place when unfortunately the engine went. However, history was made when our teammates Richard and Hans, driving the sister Salzburg car, crossed the finish line in 1st place, giving Porsche its first outright victory at Le Mans. The incredible 917 had achieved exactly what it was designed for.



I nicknamed the 917 the 'Undriveable Monster', but I loved it because it was just so fast. Piëch and I – pictured above at Le Mans in 1969 – used to have the same philosophy about Le Mans: the last thing in the world we wanted to do was race. We simply wanted the fastest car. Any time I caught somebody, I'd just sit behind and wait till we got around the next corner and then drive by. The 917 was devastatingly fast.

In 1970 Porsche signed an agreement with John Wyer and Gulf Oil to create a semi-private team to run the 917 programme. Piëch, though, had no intention of handing everything over to an entity beyond his control. People have asked me why I never drove for Wyer. I simply had never met him beforehand. Wyer reached out to drivers he knew. He had never bothered to talk to me, and I really liked Piëch. I don't think I ever could have worked for Wyer. I didn't like his personality. In fact, I don't know any drivers that actually liked working for him.

The relationship between Wyer and Piëch was strained to say the least. Wyer assumed that because he put his money in, there would only be one team running Porsche 917s, or Porsche anything in 1970 to 1971, and that was going to

be Gulf Racing. I don't know what the contract said between Porsche and Wyer, but Wyer gave the impression that he believed he was the official Porsche factory team with JWA and Gulf for 1970 to 1971 – anything new he was going to be first at. Piëch was obliged by the contract to offer all new technology to Wyer.

Piëch decided to run his own team, but he couldn't call it a factory team because they had handed that over to Wyer. Louise Piëch still lived in Austria and her and Ferdinand still had connections with Porsche of Austria, so they called it the Salzburg Austria team, a private team run by Porsche Austria. Of course, the man running the whole thing was Ferdinand Piëch. That worked out well for me as I was his top guy and the best driver he had, and we got on well.

Piëch wasn't paid by Gulf or JWA... he was paid to make sure Porsche won. The ongoing battle between the two continued. Piëch, though, wielded more influence. Next issue I will talk about how the Martini Racing Team replaced Porsche Salzburg, and what it was like to drive at Le Mans in 1971 piloting the most beautiful racing car I have ever seen: the Porsche Martini Racing 917 long-tail #21 car. **911**



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**Printed by** Wyndeham Bicester, Granville Way, Bicester, OX26 4QZ

**Distributed by** Marketforce, 5 Churchill Place, Canary Wharf, London, E14 5HU www.marketforce.co.uk Tel: 0203 787 9060

ISSN 1746-6130

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# Views

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## The very best of your Porsche opinions



## Targa to the Arctic: take two!

Dear Sir,

Just a quick note to say thanks for the route tips you shared in the 'Targa to the Arctic' story last year. It helped massively with some of the planning for our own trip after we decided to do the route ourselves. I created a route with just one ferry! Trollstigen was quite a treat doing it at night – top tip there. We had to navigate it during the day and it was packed with coaches and campers; I had to reverse up a switchback at one point!

We had amazing driving roads, some planned, some not due to closures. Both Sweden and Norway are utterly beautiful and in places have simply mindblowing scenery.

If I were to do it again I don't think I'd change much, maybe having a couple more days in Norway and exploring more of the islands. That said, we left on Friday just after lunch and rolled

back a week Sunday in time for dinner having done 4,748 miles.

It was a joy to do this trip and to see and pass through so many countries. I've attached a few pictures – in fact, just looking at these few pictures... wow, what a trip!

**Paul Downton**

**Paul, we're so pleased you and a friend decided to head from the UK to the Arctic Circle and back, just as we did in summer 2018. As you rightly point out, both countries are absolutely stunning, with some of the best driver's roads our planet has to offer. Some get put off by the strict speed limits, but with such breathtaking views on offer, it'd be a crime to simply blast through it all. Excellent choice of 911 for the trip, by the way – kudos to you for undertaking such an epic adventure.**



Email us with your Porsche opinions and the star correspondence will receive a complimentary Wax & Liquid Sample Box from detailers Angelwax, featuring three different types of wax along with a variety of cleaning liquids, wax applicators, microfibre cloths and an air freshener.



## More 911 please!

Dear Sir,

I've read your magazine for a long time and love the monthly deep-dive into the 911 and everything around it: the car, the drive, the culture. I was pretty stunned to see an article on the Taycan in last month's issue, and wondered if this is reflecting a change in direction of the magazine? I hope not. I love my monthly dose of 116 pages talking about nothing but 911s. Please don't change, ever.

Nathan Symes

**Fear not, Nathan. We're very aware of the specialty of our title in being dedicated purely to the Porsche 911. We are the only magazine**

**in the world with such a remit and do not intend on changing this anytime soon. The idea to cover the Taycan launch is out of a greater curiosity for the direction Porsche is heading in – a direction which will affect the 911, without any shadow of a doubt, in the future at some point. We hope you found last issue's Taycan first look to be interesting and informative from that perspective, as well as the first drive story this issue. From here on in it's business as usual, though we will strive to bring our readers detailed material which we believe will enhance their wider Porsche 911 ownership experience.**



## Porsche 911 model ratings

Dear Sir,

I'm a subscriber to *EVO* as well as **Total 911**. Both magazines use a five-star system for rating cars, however, where as yourselves and *EVO* seem to be in broad agreement in regards to the later models of 911 – 991.2 and 992 – there is a big difference between your ratings for the 996 and 997 Carreras. *EVO* rates these cars as 4.5- to five-star cars whereas **Total 911** rates them as two- or three-star cars. I'm sure there is a logical reason for the difference, but it struck me as strange that cars that won the *EVO* 'Car of the Year' award are ranked as average by **Total 911**.

Colin Lowdon

**It's difficult to compare our ratings to other, non-specialist titles as the parameters by which they are judged are entirely different. We judge individual models within the greater**

**scope of the 911; others judge a 911 against other marques within its sector. That said, our ratings are due an overhaul, as we feel they might not reflect the shift in trends of recent years. We'll look at this thoroughly in an upcoming issue and will await feedback from our loyal readers as to the results.**



## Ask the expert

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



**Scott Gardner**

**Job title**

Workshop manager

**Place of work**

Porsche Centre  
Bournemouth, UK

**Time at Porsche**

13 years

Dear Sir,

I'm in the US and own a 2009 997.2 C2S, which I'm very happy with. The other day while inspecting my engine compartment I noticed the soundproofing/insulation sagging down from the top of the engine compartment. I pushed it back up but it is down again today. Is it ok to run the car with this very close to touching the top of the engine? Secondly, how does one repair this condition? Thank you for any info you can provide me.

Chip Kalkhof

The engine sound deadening is attached to the engine bay with self-adhesive glue, and this degrades over time from the heat cycles that the engine bay goes through. It's difficult to picture it without seeing where the soundproofing is dropping on your car, however, I imagine it will be resting on top of the inlet manifold. This is not ideal, and the solution will be to replace the sound deadening, which unfortunately would require the engine to be removed. The current sound deadening needs to be removed, including the residual glue, ready for the new soundproofing to be applied.

If it is just a small section that's dropping down thou, a sharp Stanley knife could be used to trim the loose section away so there is nothing hanging down.







# 997.1

THE ALMOST-PERFECT 911

Arguably the most handsome of modern 911s, the 997 is also the last mainly analogue version. On its 15th birthday, Total 911 looks back on how the 997 shaped the modern sports car landscape

Written by **Kieron Fennelly**

A new model of 911 is always controversial. Porsche enthusiasts tend to get so used to the current version that they can be almost resentful when it is replaced. Indeed, the arrival of any new 911 is usually at least slightly controversial, and with over half a century of history, examples abound: the 964 disappointed for resembling its aging predecessor so closely; the 991 shocked some with its considerably larger dimensions and, for more conservative types, the 992 was not only wider still, but a daunting tech-fest. Then, of course, there was the 996, Porsche's imaginative and brave attempt to translate the 911 into the 21st century idiom. Such was the outcry that it was hard to distinguish whether it was the styling or the water-cooled engine which upset diehards more.

The original 901 attracted more curiosity than outright admiration, but in 1963 nobody knew what the future 911 would be capable of. 30 years later and the 993 was mostly favourably received, if still seen as quaintly old fashioned outside Porschedom. By contrast there was one 911 for which praise was unanimous when it appeared, and that was the 997. Here, Porsche managed to combine tradition and progress as never before or, for many people, since. Allow us to take you through the 997's history, tech, and current standing. ➔











**ABOVE** The 997 Targa featured a hatchback design for the first time

**BELOW** 997 GT3 addressed the harsh ride of its predecessor



## How the 997 differed from the 996: styling

Planning dictated that the 996 would run out six years after its launch, and preparations for that successor began within a year of the 996 appearing in the showrooms. In response to market and press reaction, ideas for its successor were already taking shape. Two things became clear: if aesthetically modern, the 996 was a little too radical. The Carrera was seen as a shade too refined-looking, lacking a certain aggressive element. If the Aerokitted versions partly addressed this, in reality they still looked too much like aftermarket modifications. The cabin, too, was not quite right: certainly it was more spacious, and ergonomically it addressed the classic faults of the old 911 cockpit, with its scattered and not always logical switchgear. But the 996 interior's curves were, for many observers, overstylised. There was also the matter that the 996 shared not just its cabin, but the entire body from the doors and A-pillar forward with the much cheaper Boxster.

Design director Harm Lagaaij wasted no time, recruiting interior stylist Franz-Josef Siegert from Daimler Benz in 1999 to oversee development of the 997's cabin. The architecture of the 996 interior, by far the most comfortable and efficient of any 911, would remain the same, but the revised instrument pod with its clear new graphics appealed to traditionalists and newcomers alike, while straighter lines replaced the curves of the 996's door furniture and fascia. The 997 would have four seat options, and the headrests would be two inches higher and angled closer for better support. There was more metal and less plastic, and such plastics as there were came in better quality, more tactile materials. As writer Randy Leffingwell commented at the time, the new interior felt and looked as if the 996 were the prototype and this new car was the working model.

Stylists Grant Larson and Matthias Kulla, who would reshape the body, were constrained in the knowledge that the basic platform, with its hardpoints – the wheelbase and A-pillar – could ➔





“There was one 911 for which praise was unanimous when it appeared, and that was the 997”

## 997.1 variants: year- by-year

● **2005:** The 997 Cabriolet was launched for MY2005 at the same time as the Coupe. The hood, made as a unit by Car Top Systems, was delivered whole to Zuffenhausen for installation. Essentially it was the same as the 996's mechanism, but with minor refinements such as additional rain gutters.

● **2006:** As was usual with Porsche, four-wheel drive followed a year after the rear-driven Carreras. Mechanically the same as the rear-drive 911s, Porsche had noted the success of the 996 Carrera 4S, and both the Carrera 4 and 4S would be built as a widebody.

● **2007:** The 997 Targa was announced, and like the Carrera 4 it was widebody only. Additionally Porsche offered it only as an AWD 911, emphasising its all-conditions GT capabilities rather than sportiness. The Turbo was also released, as well as the GT3.

● **2008:** The GT2 and Turbo Cabriolet added to a now very comprehensive 997.1 range, the widest, in fact, of any 911 to date.

● **2009:** This year would herald the 997.2 in place of the 997.1 with visually only minor facelift changes, but the completely new 9A1 engine range and PDK transmission instead of the long-serving Tiptronic.







**RIGHT** A 997 Turbo prototype is spied in testing  
**LEFT** Base Carrera is a cracking buy today for little over 20k

## The Turbos

The 997 Turbo was based closely on the acclaimed 996 Turbo: it used the stiffer widebody, but this time with aluminium doors and bonnet. The suspension had only detail differences, and the M70 engine was carried over from the 996. Modifications to gas flow and Porsche's Variable Turbine Geometry combined to give a big increase in power – over 60bhp, up to 480bhp.

There is little question which is the better car. The 997 has the superior, better finished cabin, and it also offers 60Nm more torque with a much wider 1,200rpm spread. On the road it ambles along with much less need to change down unless the driver really wants to fly, and then the Turbo's take-off becomes ballistic. Perhaps even more important, because the 996 Turbo was no shrinking violet in the acceleration stakes, is the improvement in handling and ride. The 997 chassis, developed around PASM combined with wider tyres and revised suspension settings, including more intuitive PSM, feels more reassured in fast cornering on uneven surfaces.

The market has certainly decided which is the more desirable: average 996 Turbos sell for around £34,000. An average 997.1 Turbo, admittedly a younger car, will go for £58,000 or more. The 997.1 also marked the final fling of the 'Mezger' Turbo engine. The Gen2 would use an entirely new 3.8 twin-turbo unit offering a barely discernible four per cent uplift in power and torque. For enthusiasts the 'traditional' Mezger is the Turbo to have.







not change. But what they could change, they did. The diameter of the wheels went up from 18 to 19 inches, and an inch more on the front and rear rims to fill the arches and endow the 997 with a more potent stance. Larson's sculpted rear wings combined with a narrowing of the waist to enhance this further, and revised lighting designs and a higher engine cover shutline slimmed the rear profile when viewed end on. Larson's remoulded front wings, clearly reprising the headlights of the 993, were as shameless as they were successful. Indeed, this was both the defining difference and defining visual improvement of the 997 over the 996, which in the end shared not a common panel except for the roof.

### Chassis and running gear

With the same chassis as the 996, the 997 had only detail changes underneath. Geometry was adjusted to take into account the larger, wider wheels and moving the four body-mounting points of the rear suspension, and certain components were strengthened to increase rigidity. The 996 was

the first 911 to feature PSM, and many drivers had complained it was too intrusive. For the 997 it was reined back, and thanks to a far greater number of sensors its interventions were more subtle. The 997's dampers were aluminium instead of steel, and the Carrera S featured PASM. Development of the PASM at the Nürburgring enabled Porsche to refine the suspension over the 996's set-up, and the PASM itself proved an intelligent halfway house between the track-oriented Sport suspension, a long-time 911 option often too harsh on the road, and the standard comfort-biased setting.

The 997.1 carried over the 996's Tiptronic five-speed auto again, with adjustments for the larger circumference of the wider rims and the greater torque of the S engine. For the manual 'box cars, Porsche abandoned its long association with Getrag, replaced by a six-speed from the Japanese Aisin.

### Engines

The 997.1 reintroduced a 911 with two engine sizes for the first time since the 2.7 911S and the 3.0 Carrera ➔





## “The 997.1 reintroduced a 911 with two engine sizes for the first time since 1976”

of MY1976. This time the nomenclature was the other way around, and the S was the more potent. The 997.1 Carrera carried on the 3.6 of the 996 with only minor modifications: the 5bhp and 20Nm increases were largely achieved by changes to the inlet manifold, which was also now in composite material, and an air-mass meter whose performance was enhanced by more sensors reading more dynamic parameters. In response to criticisms that the 996 was too quiet, Porsche provided the air filter with a switchable resonator to enhance induction roar if desired.

The crankshaft was now suspended on steel-bearing supports: alloy expands with heat and creates fractional lateral movement of the pistons. On the 996 this had required significant lubrication of the cylinders. The more ‘stable’ crankshaft of the M97 reduced oiling needs and enabled Porsche to fit a lighter, less power-consuming pump. Like the M96 engines, the M97 unit of the 997.1 had the same intermediate shaft between the crank and the camshafts. Starting from MY2006 the IMS bearing was replaced with a larger single-row bearing. This has proven more resilient, and Porsche technicians report that IMS failures are rare on the later M97s.

The Carrera S engine, at 3,824cc, shared the same 82.8mm bore as the 3.6, but the stroke was lengthened from 96mm to 99mm. It used the same Bosch ME 7.8 electronics, but with a higher compression ratio of 11.8:1 over the 3.6’s 11.3:1. It produced 355 horsepower and 400Nm, a boost over the standard Carrera’s 325bhp and 370Nm.

The X51 kit offered on the 3.8 boosted power output to 381bhp, but this was not achieved without some significant tuning: the X51 had a specific aluminium induction system and larger exhaust manifolds. Reprogramming of the Bosch 7.8 did the rest. It was an expensive modification nonetheless, and with maximum power and torque at 7,200rpm and 5,500rpm respectively, this was a less tractable engine than the standard production versions. Porsche attempted to soften the blow by making the Sport Exhaust standard and turning the usually anodyne plastic air box under the engine cover into a handsome carbon fibre affair. ➡



**RIGHT** A 2006 picture from Weissach shows the lineage of its GT cars as the 997.1 GT3 sits alongside the GT3 RS, GT3 Cup and GT3 RSR race cars





## The GT3s

Presented in late 2006, but not available until spring 2007, the 997.1 GT3 was worth waiting for: its engine, interior and above all chassis all revealed big advances over the 996.2 GT3. The biggest complaint about the 996 was its unforgiving ride on ordinary road surfaces. Porsche addressed this by fitting PASM, which softened the suspension when desired, as well as endowing the 997 GT3 with a 20mm lower ride height, improving handling. An unobtrusive traction control was part of the package, and anti-roll bars and ground clearance were adjustable so that enthusiasts, having driven to Spa in 'Normal' mode, could then reconfigure settings for the track. Alex Grobik has been the registrar of the GT3 section of the Porsche Club for many years and tracks his own GT3 regularly: "I think with the 997, Porsche wanted to make it that bit easier, a little more BMW-like, and it really did improve the chassis. You just have to look at the lap times achieved by the 997 compared with the 996 GT3."

Although it inherited the same 3.6 GT3 engine, the 997 GT3 was reworked to lighten reciprocating parts, including titanium connecting rods and a redesigned, more efficient Sports Exhaust fitted. The result was five per cent gains in power and torque, especially noticeable at high rpms, and the revised engine would now scream to a sensational 8,400rpm. The RS package added an aerokit, though expensive for an additional €15,000 when Walter Röhrl's best Nürburgring lap was only four seconds quicker than with the plain GT3. There were certain modifications to the 997 GT3 Gen2: it retained the Mezger engine, its capacity now increased by 200cc, which gave fractionally more torque. The RS version was further tuned add 20bhp more. The RS now cost €30,000 more than the GT3, and its comprehensive Aerokit, developed from the Cup cars, featured an adjustable wing and carbon fibre panels.

Grobik's view is that while the 997 GT3 is altogether superior to its predecessor, the Gen2 offers little difference for club racers. The RS versions, while more aerodynamically efficient – especially the Gen2 – are less versatile because of their dimensions, and are more a trailer-to-circuit rather than drive-to-circuit 911.



**BELOW** PASM, used for the first time on the 997.1, is an electronic damping control system, offering greater adjustability in an instant



## The designer's view

Royal College of Art graduate Matthias Kulla joined Porsche from Audi in 1989, one of a new generation of stylists hired by Harm Lagaij. To understand the 997, he says, you have to go back to the 996.

"The 996 was a success, and Porsche sold twice as many as the 993, but visually it was a huge departure, and we knew from reaction to it we should return to a more typically constructed 911. Grant Larson designed the 997 concept, but this had radically different proportions, and my job was to make a second proposal nearer to what we could actually build. The challenge was to save the freshness of the concept within the constraints of the same chassis and the same hardpoints as the 996; at the same time we also had to reuse as many 996 panels as we could, but hidden, which buyers wouldn't be able to see.

"We moved away from the organic curves of the 996 to straighter lines and a more muscular look. The 997 has very tightly drawn surfaces: the marketing catchline talked about clarity, precision and purity, all traditional Porsche values. We harked back to the form language of the 993, especially the narrower waist, the bonnet and the headlights."







**ABOVE** A completely reworked interior was an inspired move, particularly as designers had to work with the same parameters of the 996. Quality was greatly improved

In what was seen as a marketing rather than engineering decision, oil drain intervals for the 997 were extended to two years or 20,000 miles, but wise owners have continued with an annual oil change.

### How is the 997 viewed today?

Opinions have not altered in 15 years, and the 997 is still regarded as the styling success it was in 2004 – as handsome as the 993, but far more modern and usable. Subsequent 911s have maintained the look. The current 992 – with its 20- and 21-inch wheels – looks attractively proportioned in photographs, but in the flesh its dimensions are a shock to anyone with a sense of the 911's history. There is also a growing appreciation that the 997 was rather more than a 996 'reskin.' Without the fundamental re-engineering of the 991, the 997.1 nevertheless improves on every aspect of its predecessor, whether handling, comfort or the quality of cabin materials used. It is better built and more reliable, but even if the IMS problem is unlikely, the first-generation cars are deceptively old. They're now between 12 and 15 years old, but because they have not corroded visibly, they hide their age. However, they can also hide expensive problems.

Wes Thomas, senior technician at Northway Porsche, has seen many 997.1s on his ramp. He explains that most faults are age, not mileage related: "Winter is harsh on these cars – the top suspension mounts delaminate, the lower arms and fuel crossover pipes corrode. Buying a Gen1, you need to look for the fattest history file you can find. People acquire 997s assuming that when doing only a few thousand miles a year, the servicing doesn't matter as much. A car that has done only 40,000 miles and has averaged 3,000 miles a year often doesn't get money spent on it. These are the cars to avoid: a higher mileage car with evidence of regular maintenance is a far better bet."

Bore scoring is prevalent on M97s; coolant pipes corrode and leaks and corrosion of the vulnerable front-mounted air-con and coolant radiators occur. The best 997.1s will have service invoices showing recent replacement of all these components.

A 997.1 is a phenomenal 911: it has both looks and immense performance, and at around £25,000 can make a fine purchase, but never was caveat emptor more applicable... satisfy yourself that the seller has already spent the money where it matters. **911**

**RIGHT** 997's Sport seat was ergonomically refined over 996 and offered greater comfort and support





# MANUAL VERSUS TIPTRONIC

Manual transmission might be considered the 'driver's choice', but is Tiptronic really a poor relation? Total 911 tests both gearboxes in the 997.1

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







“A lot of customers come in wanting a manual and end up buying a Tiptronic,” says Darren Street of RSJ Sports Cars in Slough. There are a number of reasons why. Some, admits Street, are simply used to driving automatics, preferring their ease. There’s no right or wrong in the manual versus automatic debate, as every owner has differing expectations and desires – what’s right for one might not suit another. I’ll admit I’ve always had my foot in the ‘three pedals are good’ camp, but that shouldn’t necessarily translate to mean two pedals are bad. Right now, trickling through Slough’s stop-start traffic in a GT silver Gen1 997 4S Coupe, I can genuinely see the appeal.

Automatic Porsche aren’t anything new. Back in 1967 Porsche created a two-pedal 911 with the Sportomatic, and while there was a brief manual-

only era through most of the 1980s, when the 964 arrived it was offered with a four-speed Tiptronic automatic, the ‘tip’ said to relate to the German expression of flipping the gear lever around. Porsche actually owns the Tiptronic name, licensing it to other manufacturers. Porsche’s Tiptronic automatics endured through the 964 and 993 in four-speed guise, then gaining a ratio in the 996 and here in the Gen1 997 before it was replaced by the current PDK twin-clutch transmission.

The Tiptronic was Porsche’s first true automatic, with the later, updated Tiptronic S improved by being ‘intelligent’ – using a computer and fuzzy logic to analyse how it is being driven, and adapting its shifting strategy accordingly. The five-speed Tiptronic S, A9701 here if you like your numbers, replaced the A96 of the 996 for the 997. Supplied by ➡





Daimler, the A9701 used the same ratios as the 996, though the final drive ratio was adapted to suit the five per cent increase in circumference of the 997's larger wheels and tyres. There were further changes to the internals, the transmission using light running oil and modified plates inside to reduce frictional losses, while the shift pressures were increased to allow for the higher 400Nm torque of the 3.8-litre flat six of the Carrera S. Porsche also tuned the electronics to further improve the Tiptronic's driving appeal, changes over the 996 seeing Porsche suppress upshifts if the gear selector is in manual and PSM is off, abolition of a rev limit in Neutral and Park, the ability to speed up shifts via the optional Sport Chrono pack as well as the lock-up clutch now working in first if the car is accelerated at full throttle.

Like its 996 predecessor the Tiptronic S will suppress upshifts in corners or if there's a rapid lifting of the throttle, the gearbox also adjusting its shift points depending on the gradient. Manual control of the Tiptronic is via wheel spoke-mounted switches, pushing the top portion shifting up, pushing the bottom dropping a gear and pressing them with the gearlever still in automatic mode seeing it revert to full automatic mode in around eight seconds unless the transmission recognises driving conditions like overrun or high lateral acceleration.

A clever transmission, though stymied slightly by Porsche's clumsy controls, those wheel spoke-mounted buttons are now sensibly consigned to history. They didn't go easily though, as at the launch of the 997.2 where those buttons briefly remained fitted to the new PDK transmission, a Porsche engineer claimed customers liked them – despite convention dictating the use of paddles. The validity of that engineer's claims were quickly put into question, as Porsche quietly dropped them and added

paddle shifters as standard. I remember driving them when the 997.1 was new, recalling that they work better if you use the right-hand button for upshifts and the left-hand for downshifts. Do that and you can drive it manually, a surprising oversight that, unlike the later PDK, means there's no opportunity to shift gears manually via the stick itself.

Inevitably, the convenience of the Tiptronic does come with some compromises. It's heavier, the 4S Tiptronic here weighing 1,515kg to the manual's 1,475kg. The additional consumption on the official combined cycle is marginal enough to be ignored, with 23.7mpg for the Tip comparing well to the 23.9 of the manual. Likewise, the g/km CO<sub>2</sub> emissions it brought aren't worth talking about. What is, for a sports car at least, is the fact it robs the Carrera 4S of accelerative ability. The 4S Tiptronic takes 5.3 seconds to reach 62mph – doing the same in the manual 4S takes half a second less. That gap remains up to 100mph, where the Tiptronic achieves a time of 11.7 seconds to the manual's 10.8. Wring them both out to their respective maximums and the manual car will creep away doing 179mph to the Tiptronic's 174mph. It's pub stat stuff, and in reality still quick by any measure.

I'm not worried either, as the Tiptronic 997 glides effortlessly through that traffic. It's easy, pulling away in second unless I ask it for first, selecting its next ratio seamlessly. Only the slight change in the engine revs highlights what it's doing. There's no need for those buttons here, the Tiptronic S doing the job so well that it's changing gear at little over 2,000rpm, only hanging onto revs a little longer when the speed starts to creep up as congested city roads morph into faster-flowing suburbs and main arterial routes out of town. Getting on those sees the Tiptronic S adapt to suit, allowing the flat six to run around to its redline ➡

“There's validity to the Tiptronic S in the 997, that underlined by the fact that Porsche sold so many of them”











when I push the accelerator to the floor, immediately feeling a bit more lively than it did as it recognises the increased pace I'm asking from it.

I'd be lying if I said I'm a convert, but there's validity to the Tiptronic S in the 997, that underlined by the fact that Porsche sold so many of them. Around half of the 997s in RSJ's showroom are two-pedal cars, and Street admits there's a sizeable market for them. That's perhaps not surprising given RSJ's town location, a Porsche specialist out in the sticks more likely to stock sticks, RSJ's customers more likely to be using their cars in the city where the case for a Tiptronic becomes stronger. Customers like them more often than not use an automatic as their daily car already, so they're used to them.

There's also a financial argument, the Tiptronic cars always a bit cheaper than their manual alternative. There's a £2,000 difference between the

two cars we're testing here, despite their broadly similar specifications. You'll never be stung for a new clutch; indeed, the Tiptronic S in the 997 had its oil service interval increased from 100,000 to 112,000 miles, so there's very little maintenance required.

I'm deliberately keeping out of that Seal grey manual and exploring what the Tiptronic S has to offer. Inevitably it's a less physical experience, not just due to the lack of use of my left leg and arm, but the slight loss of immediacy to the accelerator that the automatic transmission brings. It's that you feel over any weight increase, the 997's ease coming with a trade-off in outright engagement. It's still fast, and the soundtrack is the same, helped here by the optional fitment of a Sports exhaust, though even when you're driving it via the wheel buttons the gearshifts aren't exactly lightning quick, whether going up or down the gearbox. It's still enjoyable, and better if you

actually drive it, but it definitely changes the 997's character to a slightly less-focused, easier car to live with, which isn't necessarily to its detriment.

That is, of course, down to how you plan on using it. I switch to the manual and I immediately feel more at home. The 997's six-speed manual (G97/01) was completely new for the 997, its shift shortened, the force required to move it also reduced. It's arguably among the finest manual transmissions out there, being light and accurate, and when it's mated to the 997's quick-responding, revvy 3.8-litre flat six it's an absolute joy to use. Every downshift is an opportunity to heel-and-toe, the pedal spacing and weighting making it so natural to do so, with upshifts similarly slick. I'll concede that the clutch might be considered by some a touch heavy in traffic, but it's worth the effort when the roads are clear, the manual transformative here, it defining the 997 as a driver's car, adding both to the engagement and dialling up the immediacy and control, too.

Even so, there's still a strong case for the Tiptronic S, and I'm more sold on it than I have previously been – enough, in fact, to not immediately dismiss it. That's me, too, a manual die-hard, and if buying a Tiptronic over a manual means more people will actually drive their 997s, then I'm all for it. There's genuinely a strong case for having one of each, a Tiptronic to remove the grind from the daily drive, and a manual for the weekend. With 997 prices currently at a level where that's possible for relatively sensible money, an alternate gearbox 997 combo in your garage perhaps isn't such a ludicrous suggestion... **911**



## Thanks

RSJ Sports Cars has a large selection of both manual and Tiptronic 997s available from its Berkshire showroom. For more information call 01753 553969 or visit [rsjsportscars.co.uk](http://rsjsportscars.co.uk).



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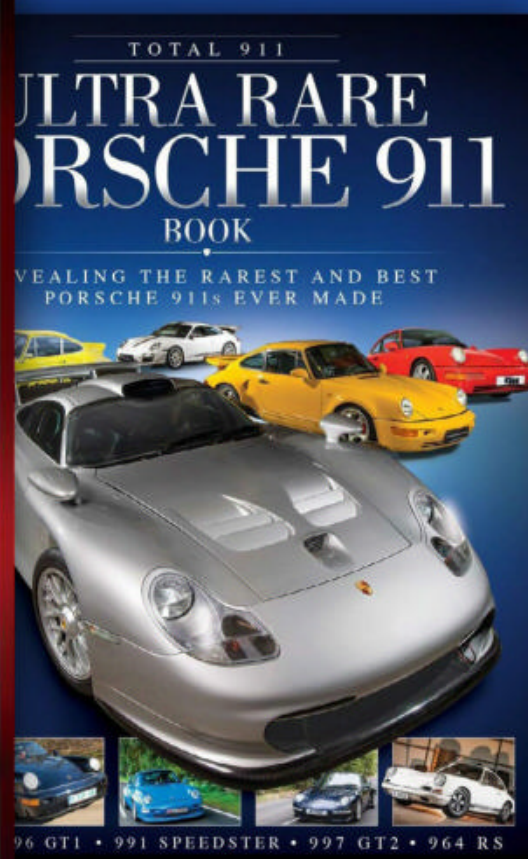
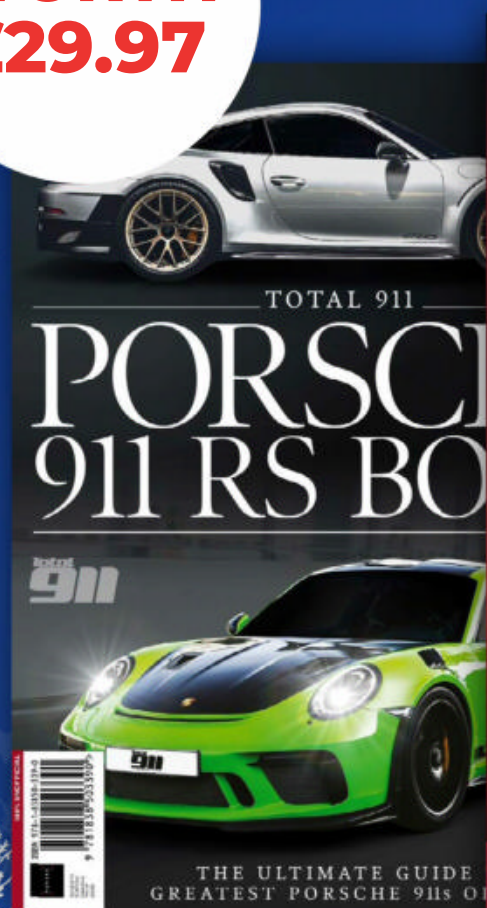


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PART TWO

# THE ROAD LESS TRAVELLED

A personal take on the classic American road trip: Anthony Coyne ships his own air-cooled 911 from London to the US for an adventure of a lifetime. The story continues in California...

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Written by **Anthony Coyne** Photography by **Anthony Coyne & Renée Logsdon**

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**LEFT** Technicians from Porsche Palm Springs at work on the C2S to fix a leak  
**RIGHT** Tackling the many curves on SoCal's Palms to Pines Highway

We woke up in California, happy not to be in a hotel for the first time in what seemed like ages, relieved we had managed to get this far in a car burdened by a flammable leak, temporarily patched up en route and pushed, sometimes to the extreme, across five states. Dropping the 993 at Porsche Palm Springs, we swapped for a Panamera 4S while it was fixed. Sports exhaust permanently on, suspension set low and stiff, and PSM off, we took it everywhere. It was no 911, but for a big car they've an impressive chassis, plenty of power and are a lot of fun. Coffee every morning, a range of eateries, old roadside attractions, a cable car ride up a mountain, Idyllwild... we built time here into our itinerary as rest and recuperation, unaware it would be the car most in need. A week later the call came: our car was ready, and to my surprise it also had cold air-conditioning – so cold that even in the Californian desert it could make us shiver a little.

With just one full day left in California, we eagerly hit the world-famous Palms to Pines Highway. It's a perfect road, fast in places and breathtakingly beautiful almost everywhere. Some stretches are twisty with hairpin switchbacks, and some of it is straight enough to pass anything in your way. Stopping halfway up for an ice cream and a chance to thaw out in the hot sun, we parked next to another Porsche 993 and a Boxster. Right-hand-drive cars are a novelty in this part of the world, and there appeared to be as much fascination at the non-symmetrical mirrors being on the other side of the car as the steering wheel position. There are no side repeaters on the US cars, no bumperettes on the UK cars and so on. The owners were heading to the Palomar Observatory in San Diego County and we joined the

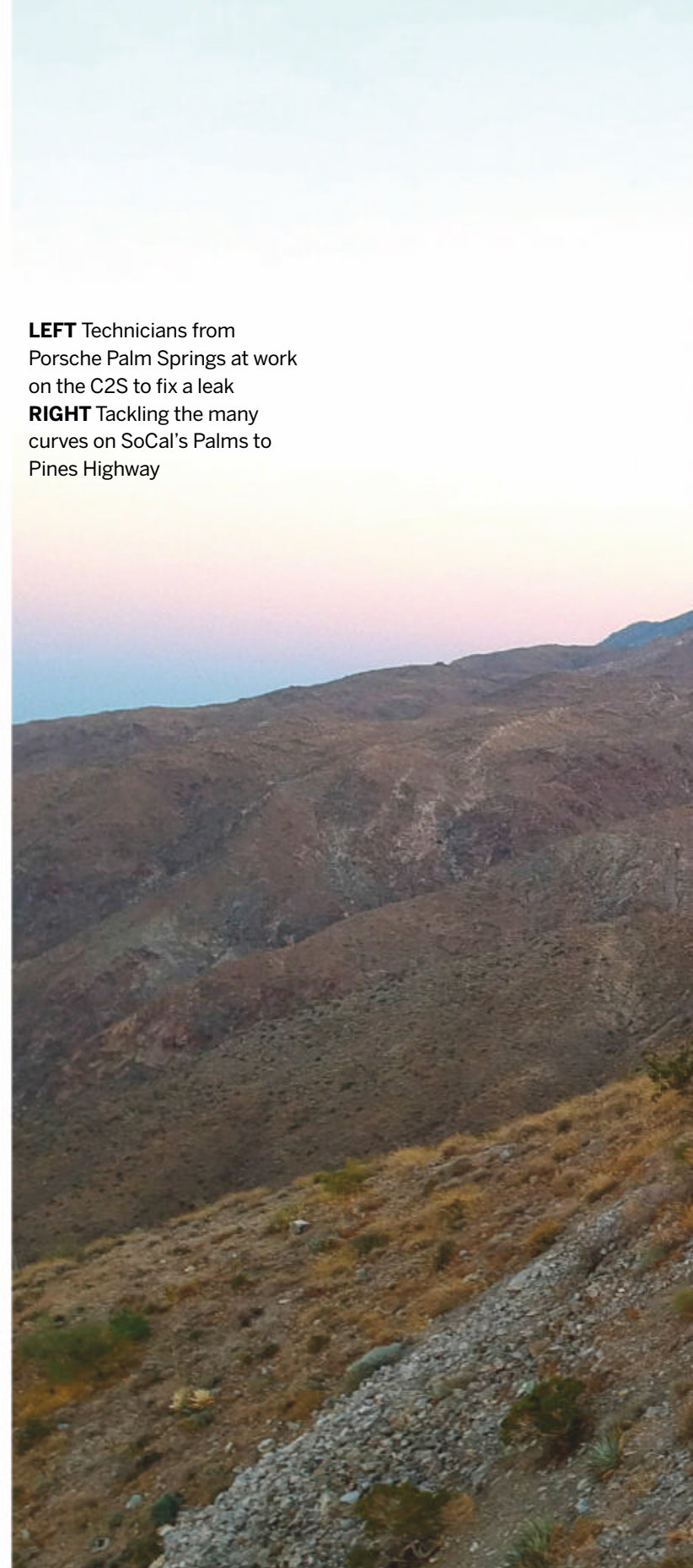
party. It was a proper workout hanging off the back of them for a couple of hours, fast driving at its finest.

It was dark before we returned to our mid-century home-from-home. Not intending to be out late, I only had prescription sunglasses with me, giving me no choice but to drive back wearing them. With the windows down, sunroof open with warm air blowing in, the noise of the flat six engine pushing through the traffic and Palm Springs illuminated by lights and neon, I felt far cooler than the Porsche geek I'd been up in the hills earlier. Days like this were exactly why I shipped this car to America.

The adventure continued though Slab City and Salvation Mountain, America's last free place – and in some ways lawless. With our newly repaired air-conditioning it should have been effortless, yet just 30 minutes in it was apparent the cabin wasn't as refrigerator cold as the previous day. A new problem, and sadly one I suspected to be buried deep behind the dashboard. We were heading to a place where temperatures can reach 130°F (54°C)! Suddenly the day looked tough, but despite the heat we discovered a fascinating place blurring the lines between art and religion.

We did our best to forget about the air-con and stayed hydrated as we moved on to Arizona, stopping as little as possible and skimming the Mexican border. As the sun lost power in the late afternoon life became easier and the drive enjoyable, Renée and I taking it in turns behind the wheel and helping ourselves to empty stretches of tarmac, cruising into early evening and enjoying the desert backdrop. Even the difficult days of this trip turned out to be brilliant, the reward at the end of this one being margaritas.

Consistent with all our time in the US, the days in Arizona that followed were crammed full: drinking in a bar that was once a funeral home in Tucson's ➔







“There are 318 turns both up and down hill, with aggressive cambers, side-of-a-cliff drops and more trees than I’ve seen anywhere. An ideal match for my old 911”

**BELOW** Salvation Mountain in Slab City, California







**RIGHT** In Palm Springs, this is how we roll

**MIDDLE RIGHT** A Panamera 4S loan car allowed us to see the sights of California for a week while the 993 was out of action

**FAR RIGHT** Replenishing the 993 at an old-school gas station in Lovell, Arizona







Barrio Viejo neighbourhood, visiting the only aeroplane boneyard civilians can get anywhere near, staying in a motel full of Americana charm – there's something very 'road trip' about being holed up in a motel room with your car parked right out front, walking to the office for a coffee. We tackled the twisty roads of Saguaro National Park late in the day, the dropping sunlight adding maximum drama. The passes cutting through Saguaro are excellent when you get an unimpeded run. Flicking up and down through the lower half of the gearbox, the engine and exhaust barked like an angry animal. Out of the car trying to take such immense visuals in, I looked back to see my own 993, with its British number plates, parked among huge, majestic cactuses symbolic of the American wild west. The moon on one side, sun setting on the other – it was almost surreal.

Next stop Texas, travelling through Tombstone, a town immortalised by the gunfight at the O.K. Corral, and onwards to the remains of the old mining town of Lovell. We were so close to Mexico that Google Maps offered alternative routes over the border. Everywhere we went served epic panoramas, movie-set towns and forgotten bits of America. On a dark desert highway in what felt like the middle of nowhere, the car humming along at 3,500rpm in sixth, the sky suddenly illuminated: the mysterious Marfa lights – be they extra-terrestrial, paranormal activity or atmospheric phenomena caused by shifting tectonic plates – put on a spectacular display in front of the windshield. An interesting part of the world, Marfa is a thriving arts community surrounded by landscape straight out of an old Western. Big Bend National Park sits to the south, as does Terlingua ghost town, the flowing roads nothing short of excellent for a 911. A park ranger flashed his blue lights to tell us the envelope of acceptability was being pushed a little too far – it's easy to get carried away when you're the only people around. We passed him again later and were given the thumbs up, clearly the right balance now found.

Route 90 was chosen to get us through Texas, having read online reports advocating it as a road to make swift progress. It's a highway in great condition, light of traffic and almost totally straight, with sight lines several miles ahead. The nearest Highway Patrol substations were proclaimed to be so far away, a patrol vehicle would need half a tank of fuel to reach it. It turned into a lesson not to believe the internet, because we were stopped for wandering into triple digits. Fortunately after talking to our potential jailer about our exploits, we were let off with a warning, telling us we may not have been so lucky in California, where popular American pastimes like shooting guns and driving muscle cars have been replaced by pilates and veganism.

A bland motorway trek was a fair trade-off in exchange for reaching one of America's most eclectic cities in time to enjoy the evening. New Orleans in Louisiana is a city famous for its music, food and voodoo. As a place to have fun it's hard to top. The past couple of weeks had been done with shorter driving times than part one of our trip. Today was an exception, however, as we passed





through Mississippi and Alabama, the pretty De Soto National Forest being the highlight – an ideal place for pushing a 911 of any era. The car is at odds with the pace of life here, but no one complained. Not that we saw anyone who'd complain. That said, we did pass through one small town, followed by an old, sinister-looking patrol car the entire length. We were probably tailed for no other reason than our car not fitting in – unpleasant scenes from scary movies flashed across my mind. Another road, clearly marked on both our paper map and our downloaded iPhone map, displayed signs proclaiming trespassers would not be welcome – we detoured the long way around, past trailer parks and bombing ranges, in their own way all highly entertaining.

The US is a vast place, almost incomprehensible to an Englishman like myself. Over the years I've seen a lot on my regular travels here, but the reality is I've merely scratched the surface. To offer an opinion as to the best roads I've driven, it would be fair and diplomatic to say any of the mountain or canyon regions. In my heart I'd choose the Smoky Mountains of East Tennessee where the state line criss-crosses between North Carolina, South Carolina and Georgia. In our final week we'd enjoy a slower pace with no fixed itinerary. Looking out at a blanket of trees covering every mountain top, the air is as clean as it gets. It felt good to be here after what was at times a gruelling schedule, driving across 20 states. Not only is Tennessee blessed with some of the world's best roads, it knows how to name them!

The Devil's Triangle. Deep in the woods, the Secret City used to hide here, where during World War II an atomic bomb with Japan's name on it was built. You can still find pieces of the past, like old railway bridges straight out of a *Walking Dead* film set. Nearby to a now-closed penitentiary is a noteworthy section of road, probably around five miles of turns and switchbacks followed by a sedate ten miles before it goes utterly bonkers again. It commands full concentration. A bandit landscape, the camber falls heavily in places, there are steep drop-offs with and without guard rails and one bend in particular has a concrete wall painted like something on a Tour de France cycling stage. Make a mistake here and you'll be lucky to pay the price against a barrier – a tree or descent off a rocky hillside the only other options. Clipping points on the tarmac could drop you immediately into the abyss – one wheel six inches out of place could end in disaster.

Linking combinations of the best local roads together with the Tail of the Dragon as a centrepiece occupied two days. The Dragon has a notorious reputation to be taken seriously: 11 miles with hundreds of corners, over 30 road users have died on this road in the past decade. The flipside of notoriety is popularity. It's a mecca for Harley riders, slowed by their bikes' dynamics through tight corners. However, people here share respect for one another. We witnessed many kindly moving over for the funny little car with a steering wheel on the wrong side. On a Friday afternoon the experience became the closest I have come to a Formula 1 qualifying session, ➡





“I looked back to see my own 993,  
with its British number plates, parked among  
huge, majestic cactuses symbolic of the American  
wild west. The moon on one side, sun setting the  
other – it was almost surreal”







**ABOVE** One of the 318 corners of the Tail of the Dragon, Tennessee

**RIGHT** My incredible adventure is brought to an end as the 993 is loaded onto a truck, headed for the ports and home to Britain



slowing down and pulling over, patiently waiting for a clear run. Away from the Dragon itself, traffic is not an issue. A chance meeting with three guys from Canada who'd driven a long way to sample these roads led to some group fun, the 993 at the front of the pack with a fancy-looking 5.0 V8 Mustang GT closely following. Those Mustangs have more than 400bhp and over 670Nm of torque, far more powerful than a C2S, but size and traction pulling out of corners levels any advantage. The thing about these roads is they make you feel you are travelling faster than you actually are, the joy coming from threading together a series of turns, picking the correct position, braking in the right place, looking through the turn and getting ready to accelerate out again.

Given the experience two days before, Sunday was not the ideal day for a clear rerun on the Dragon. Everyone from the North Carolina chapter of the Hell's Angels to picnicking families in SUVs would be there. But with a trailer due to pick up the 993 and deliver it to the port closing in, it was now or never.

I knew what I wanted from the day and set about building a route with a folded map over a couple of cortados in a coffee shop. 200 or so miles, starting with the Foothills Parkway and the Fighting Gap Creek Road, Newfound Gap, down to Cherokee and onto the Tail of the Dragon. A solo mission, everything surplus to requirements was left behind. Some traffic on the route was unavoidable, but other

bits were clear enough to enjoy to the full. Even the busy areas offered delights like stopping off to look at old Americana, or slowing down to avoid elk in the road – a first for me. As the Dragon got closer I became hopeful my caffeinated plan would manifest. Tennessee is Bible country, where family values are alive and well. Arriving around 17:30, everyone should be home enjoying dinner. It was a good call.

The photographers occupying the vantage points were gone, with just the hardcore and singletons remaining, piloting very fast bikes and a handful of sports cars. During my ownership of this Porsche I've rebuilt its engine to 3.8 litres with hotter cams, had the entire suspension refreshed, and modified the gear change. Putting aside the recent air-con issues it's beyond a well-sorted car. There are 318 turns both up and down hill, with aggressive cambers, side-of-a-cliff drops and more trees than I've seen anywhere. An ideal match for my old 911. The uninitiated are often wary of Porsche 911s, with the engine and weight at the rear. They fear becoming a pendulum, being spat off the road into a ditch – or coffin. It is simply not true. Once you understand weight transfer and adjust to take advantage of it, you begin to see why the 911 remains the most accomplished and engaging sports car since the 1960s. Most 911s understeer as they are light at the front, and they possess phenomenal grip at the rear thanks to their weight sitting over big rear tyres. Trail braking plays

to the 911's advantage, braking late into corners and getting fast onto the power once the anchor pedal is lifted. Putting together a series of turns, this technique was a joy to execute on my lonesome drive across America's most challenging of roads. The 993 C2S has no traction control or stability management electronics, so as a driver you plan ahead, make decisions and take reward from getting it right.

With the windows down, the angry noise of the air-cooled engine – with an accompanying exhaust that pops and bangs – became the soundtrack to this road. At times I could hear the tyres finding the limits of grip. It's without question one of the best drives I've had in any car, anywhere. A high point to the trip and a worthy end to a great adventure.

The next afternoon I helped load the car onto a trailer to begin its journey back to the UK. It was hard, the realisation that six months of planning followed by six weeks having the best of times was all but over. It took strength not to cry watching it drive off without us. Thank you Tennessee, and thank you America. There really isn't a superlative big enough to describe how good it's been. **911**

Our writer Anthony Coyne has compiled a blog with a wealth of information on how to take your own car to the US: [aircooledbug.co.uk](http://aircooledbug.co.uk)





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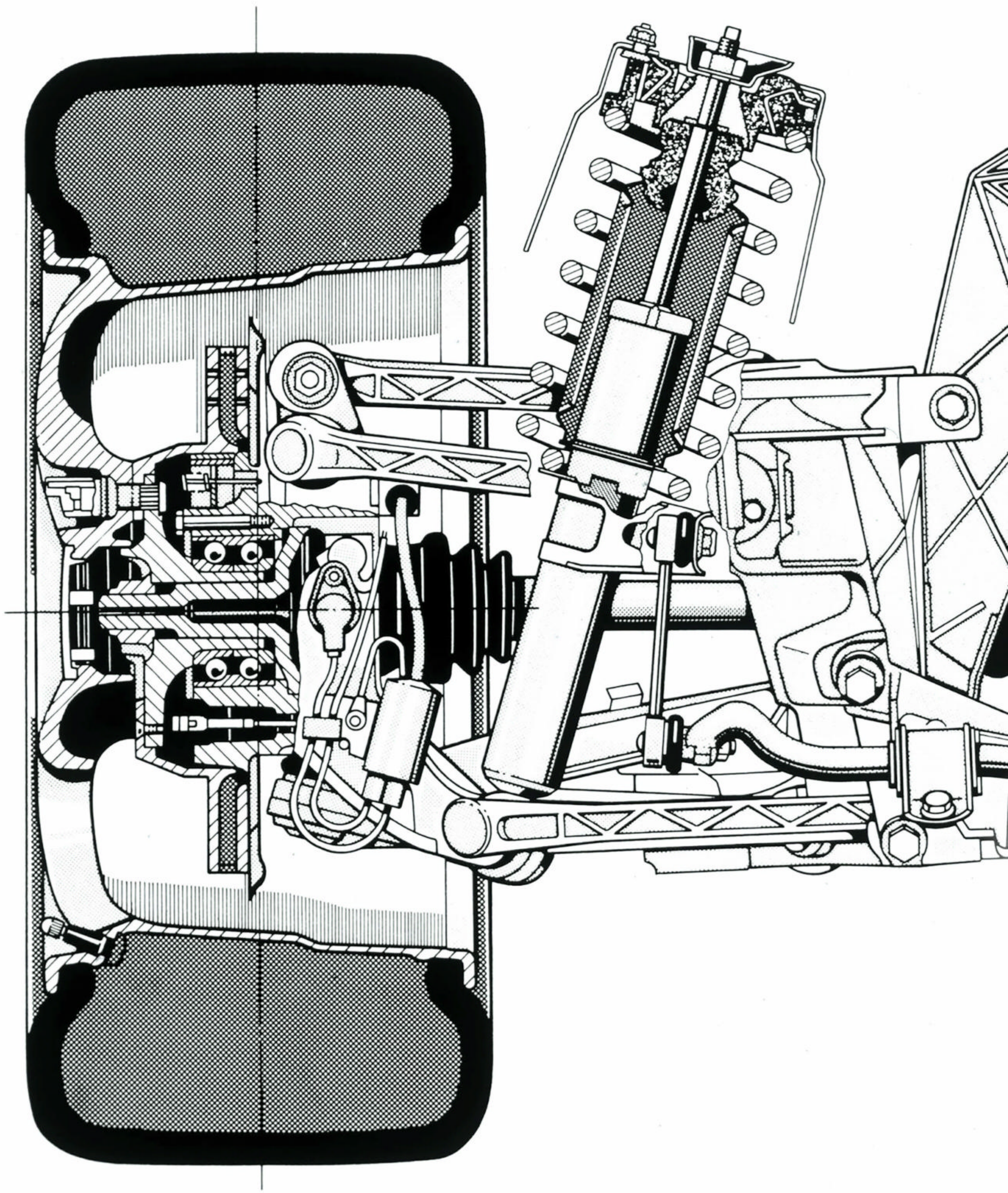


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## 911 TECH

# THE WEISSACH AXLE

An invention born of necessity became the basis of the Neunelfer's rear suspension. Total 911 looks at the Weissach axle

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

In 1971, as the influence of environmental and safety lobbies in the US began to find their way into legislation, newly appointed development director Ernst Fuhrmann – he would not become CEO until 1972 – began to worry about the future acceptability of the 911. It was already acknowledged within Porsche that the 911, a thoroughgoing sports car, was, at the limit, tricky to handle. Moreover, the drubbing received by the Chevrolet Corvair had clouded the future of rear-engined cars in America. A new kind of Porsche embodying a different approach was required, Fuhrmann believed, if the 20-year-old manufacturer were to remain successful.

In response to remarks from Ferry Porsche that the company did not have to stay wedded to an air-cooled engine, but that whatever it did make it would have to do it well, in 1970 Helmuth Bott already had instigated a study group to investigate alternatives. Its suggestion was a concept for a grand touring model, front-engined and combining its gearbox with the rear axle for better weight distribution and traction, as for example Ferrari's 365 GTB did. This was the genesis of the 928.

Development of the 928 began in 1972, and by 1973 the first 'mule', a Mercedes Benz 350SL, was being tested. Under the skin was not Sindelfingen's V8, but an unprecedented light-alloy Porsche V8, while at the rear was a five-speed transaxle. Using a Mercedes coupe was not an entirely anodyne choice on Porsche's part: although far more boulevard cruiser

than sports car, the refinement of the sophisticated 350SL, like that of BMW's new three-litre saloons, was something Porsche knew it had to emulate. Significantly, Mercedes had abandoned its traditional swing-axle rear suspension, a configuration which had made the original 300SL, which was a proper sports car, a vicious oversteerer. Mercedes engineers had designed a subframe to carry the differential for its independently sprung rear axle with semi-trailing arms. The BMW configuration was similar, and Weissach too would follow this route, in principle if not in detail.

In his memoirs, published in 2016, Peter Falk, who at that time was running passenger car development, recalled: "What happened [with the 928] was similar to the 911 ten years earlier: once again we had a brand-new car. The front and rear axles were completely new and featured a lot of rubber bushing because of the noise issue. The 928 was much better to drive than the first 911s had been because we were much more experienced, but it wasn't as if we now had a sophisticated BMW or great Mercedes SL. Much more work was needed to optimise the suspension settings."

This was where the problem occurred. If the engineering group was happy with the behaviour of its front suspension, the rear posed a challenge. At the highest cornering speeds – and Porsche always worked on the basis that owners would drive their cars to the limit, as originally designed – the 928 was rather too prone to lift-off oversteer. As conceived ➤





“We needed to eliminate the lift-off oversteer by allowing the rear suspension to adjust itself under cornering”

the rear suspension used wide lower wishbones with simple lateral links to the hub carriers. This was effective in terms of ride quality and noise suppression, but as it turned out it also created a tendency for the rear wheels to ‘splay’ or, more correctly, toe-out in the direction of travel during deceleration or braking. If at the same time the 928 was turning, the additional steering effect of the back wheels would make it turn more sharply and push the tail out. Porsche research into road accidents revealed that more spins were caused by cars running off the inside of bends or Autobahn slip roads than gyrating 911-style into the outer hedge. This suggested that an unwanted chassis steering effect, rather than inadequate adhesion, was most often to blame.

In typical Weissach tradition, a second 928 mule was assembled: Opel’s largest model, a Diplomat, was promptly converted with 928 underpinnings and drivetrain. Additionally, a steering wheel was built into its rear passenger footwell and connected to the rear axle, which was fitted with track rods so it could be steered. Peter Falk describes how they used this mule: “We needed to eliminate the lift-off oversteer by allowing the rear suspension to adjust itself under

cornering so that the toe-out became self-correcting. Walter Näher, one of my racing men [and later one of the brains behind the 956/962] was a key figure in developing the solution. He sat in the rear of the Opel and controlled the rear axle. The difficulty was that on the skidpad, the moment I lifted the throttle, the car would oversteer. Näher noticed that if rear toe-out could be reduced just as the driver lifted off, the rear did not lose adhesion. But in perhaps a tenth of a second, before the bushing had compressed, the back would come out.”

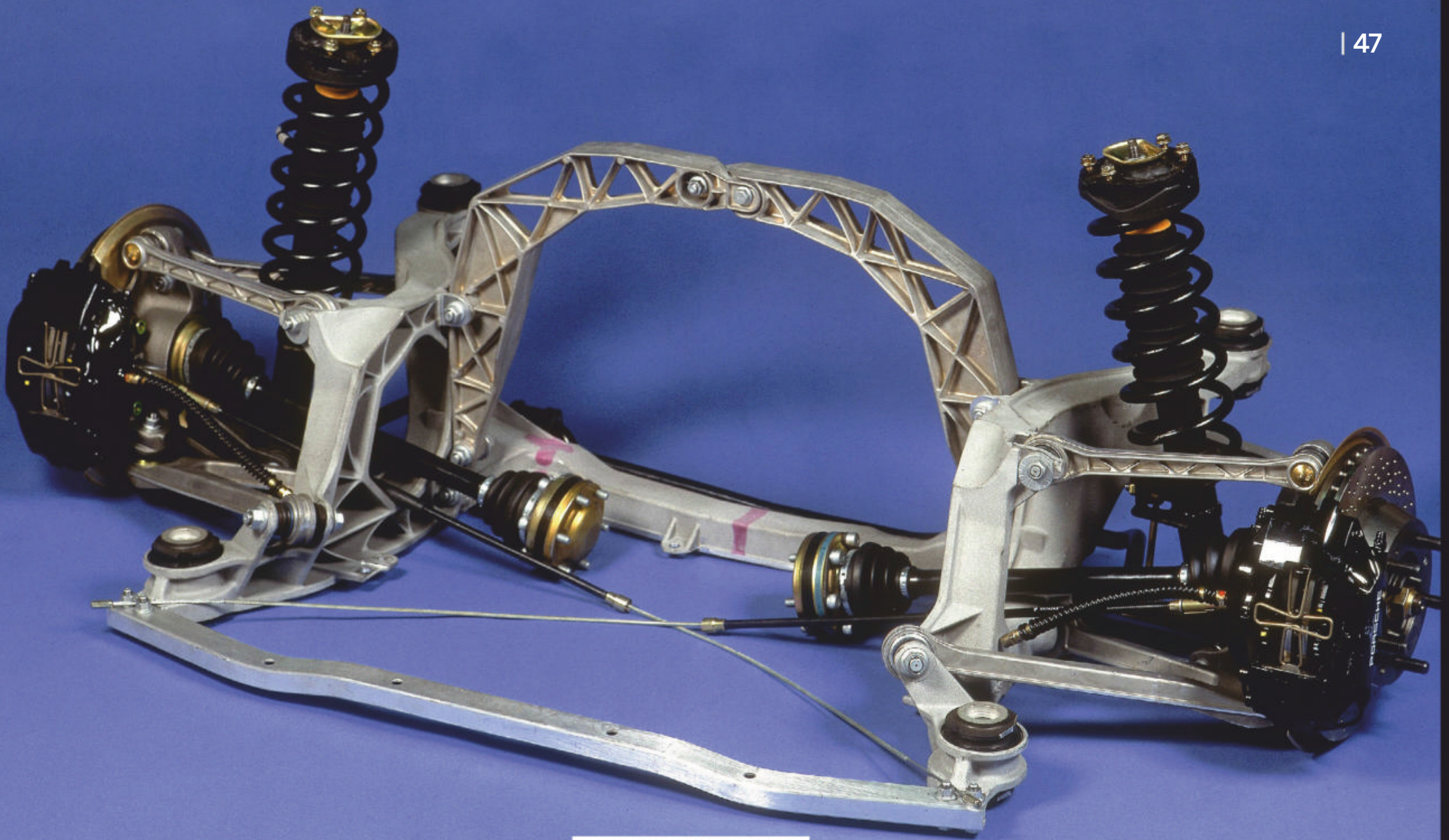
Resolving this in the days before computer simulation, which would have saved hundreds of hours of calibrating data on the test track was, said Falk, a huge task, and at the same time they could not compromise ride quality. Eventually Falk’s two-man test teams discovered through trial and error how large and how quickly corrections to toe-out needed to be made. Ultimately it was Hermann Braess from Porsche’s fledgling driving dynamics department who devised a solution. A control link in flexible mild steel pivoted the lower wishbone to toe-in under braking or lift-off, but to toe-out under acceleration. A top arm controlled camber – the angle of the wheel

to the road – while the hub carrier was located at the bottom by a wishbone and two torsional rubber bushings. The mild steel link formed a control parallelogram with the wishbone and spring-damper unit. The link moved rearwards under deceleration, offsetting the wheel’s tendency to splay out.

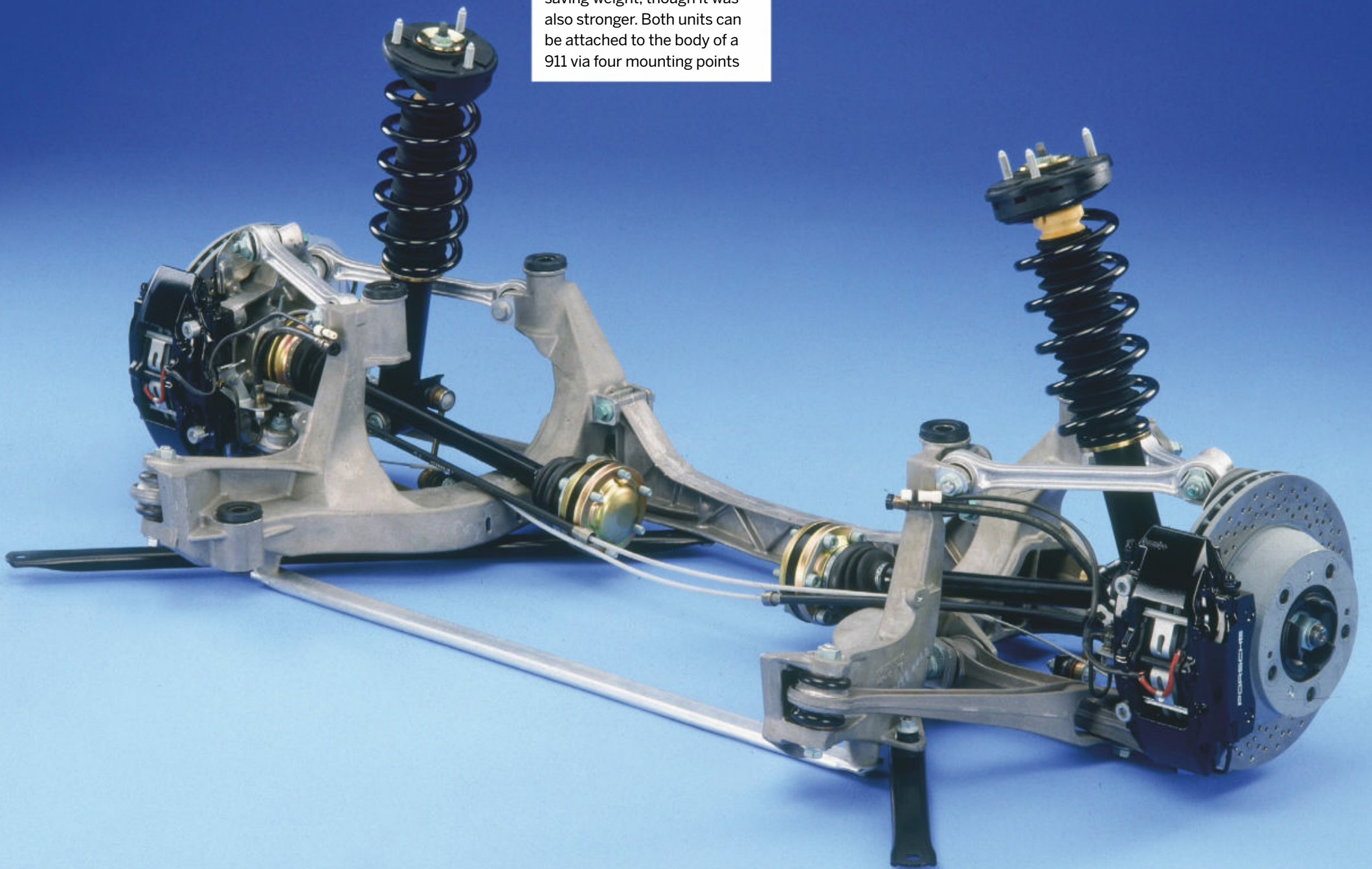
It was 1975 before suspension testing was completed, an overrun which caused significant delay to the launch of the 928. Its rear suspension would finally be named the ‘Weissach axle’, so called because so many individuals besides Falk and Näher had been involved, namely programme manager Helmut Flegl, chassis engineers Eyb, Gorissen and Bantle, and the overseeing Bott. The Weissach axle was a truly collegiate effort.

This design, or at least the thinking behind it, would resurface 15 years later on a 911: in the last years of his career at Weissach, Peter Falk was asked to write a paper on restoring the essential ‘Porscheness’ to the 911 that many company insiders thought was being lost. His 20-page Lastenheft made much of the future 911’s need to regain the agility and driver-responsiveness that had characterised the early cars. The upshot was the development of the ➔

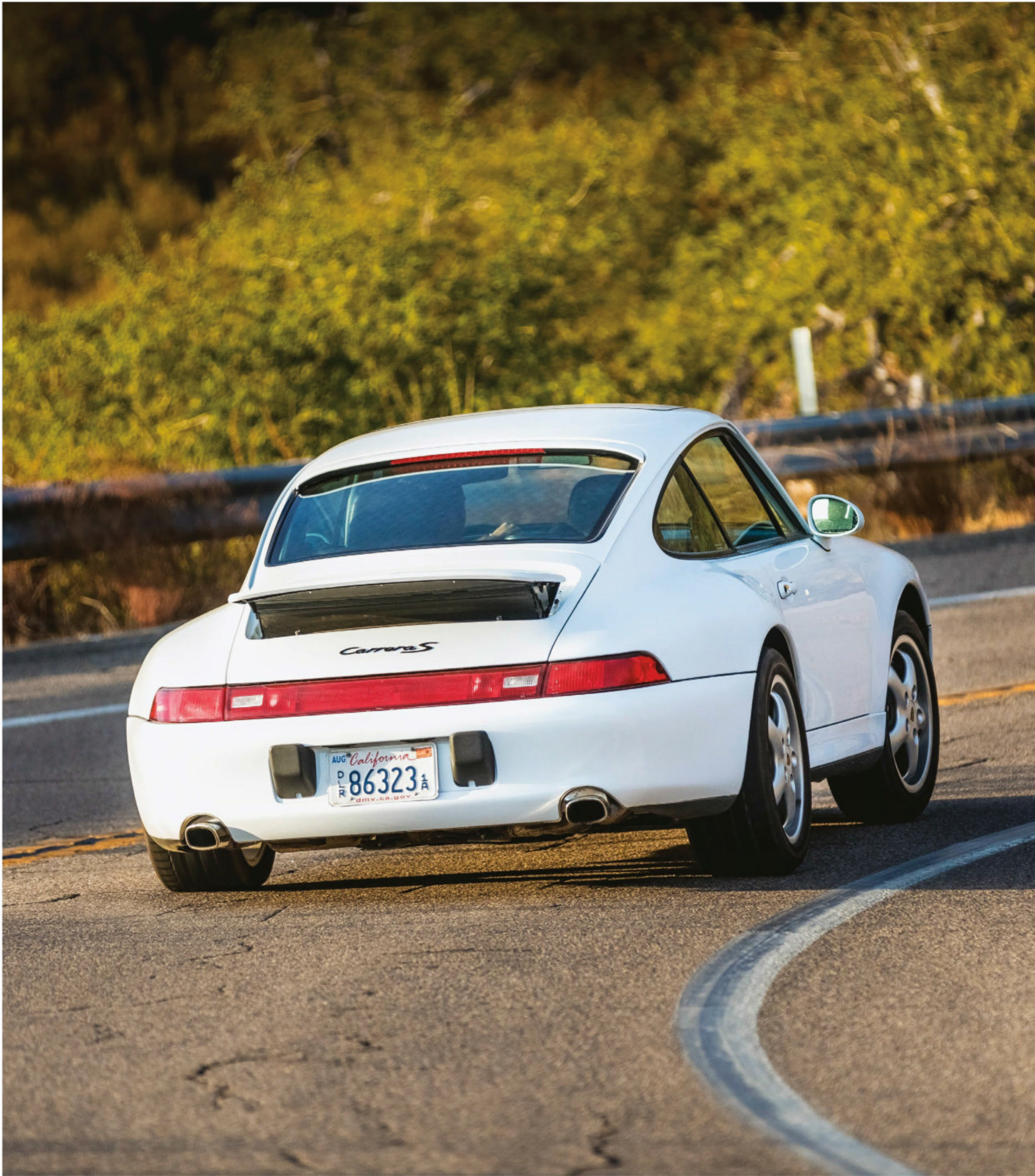




**TOP AND BOTTOM** Two iterations of Porsche's LSA rear axle are presented: above, the 993's unit, and below, the 996 which followed it. The 996's LSA was simplified, saving weight, though it was also stronger. Both units can be attached to the body of a 911 via four mounting points











**ABOVE** An LSA rear axle greatly improved the 993's ride, making it quieter than the 964 before it while reducing toe out



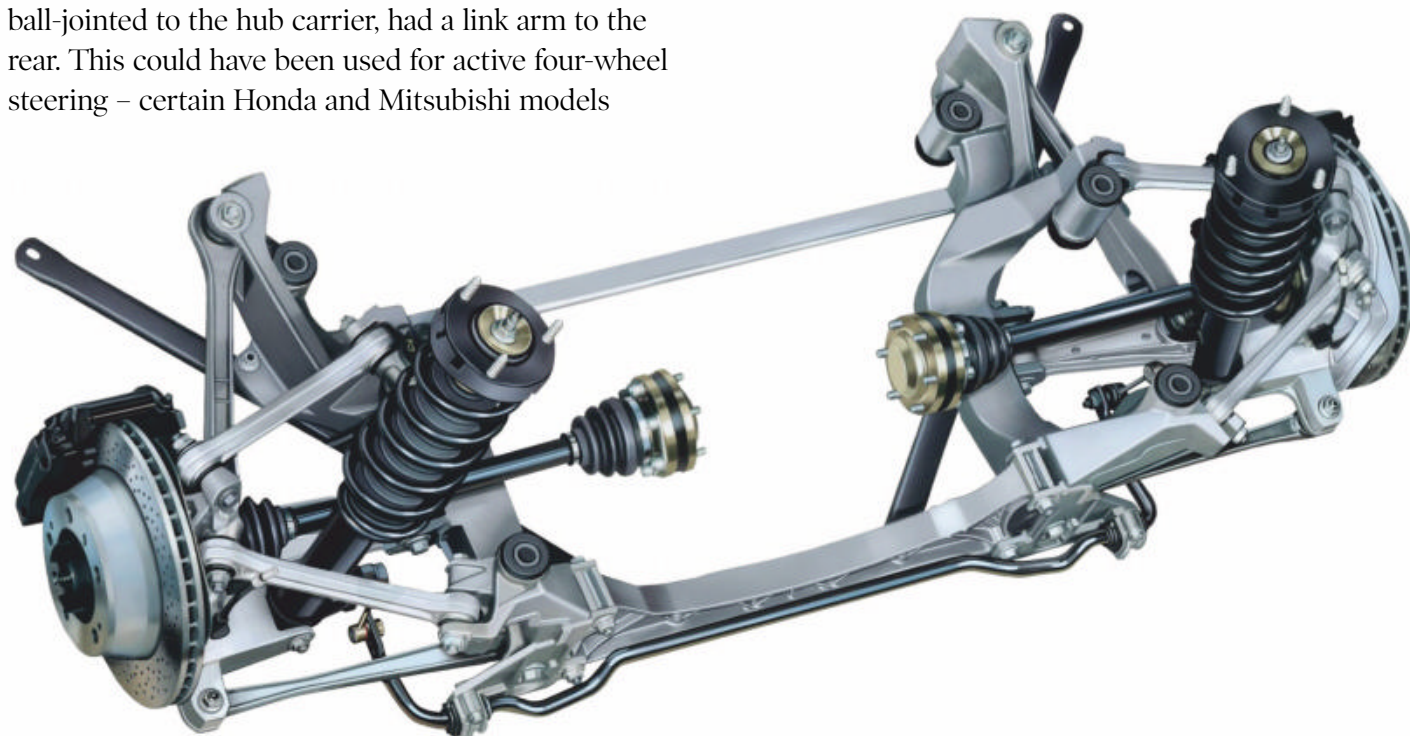
LSA – the light, stable, agile rear axle – which was to transform the 911.

A new engineering director in the shape of Ulrich Bez arrived at Porsche in autumn 1988. A former graduate apprentice, Bez had previously worked under Hermann Braess at Weissach R&D before leaving for BMW. A 911 fan, he was determined to make the 993 a significantly better car than its predecessor. He had been peripherally involved with the Weissach axle and he immediately understood the significance of the LSA. The 993 would be subject to much cutting of its development budget, so lean then were Porsche's resources, but Bez battled hard and successfully to get the new rear suspension approved for Typ 993, rather than the noise-transmitting trailing arms of previous 911s.

Essentially, the LSA was a parallel wishbone configuration which drew much inspiration from the Weissach axle. It was mounted in an aluminium frame, which was substantial, but light and thin-walled thanks to a special casting process called Vacural. Only the struts were in direct contact with the body, which was otherwise attached to the suspension by four rubber mounting points. All the components were stressed enough to allow for competition use. At the top, the frame had two converging links, and at the bottom the wishbone, ball-jointed to the hub carrier, had a link arm to the rear. This could have been used for active four-wheel steering – certain Honda and Mitsubishi models

offered this as an option – but Porsche would not pursue this until the 991. As it was it allowed for a degree or two of passive steering, the toe angle controlled to offset any tendency to oversteer.

The beauty of the LSA was not only that it was lighter, offered a more positive location and a more refined ride, but it could be manufactured entirely by a specialist, in this case Krupp Hoest, and delivered as complete units for attachment to the bodies at Zuffenhausen. The design was also eminently transferable: the 996 would use the same principle and supplier, but as the 996 body was designed to accept multi-link suspension, Porsche was able to simplify the configuration, reducing its cost and weight. For the 997 changes were only small details – an inch widening of the track, moving the four body-mounting points, strengthening to increase rigidity and a further lightening. For the 991.1 the Weissach principle of a modular multi-link arrangement remained, with a lower wishbone and twin top links, but Porsche had systematically redesigned virtually all the components in view of the larger body's greater mass and the stress likely to be exerted on them by a more powerful car, particularly in its later 991.2 turbocharged guise. **911**





# CARRERA CLUBSPORT

It might lack the legend of a Rennsport, but the Clubsport is no poor relation. Total 911 uncovers its story and assesses its collector credentials today

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Written by **Chris Randall** Photography by **Daniel Pullen**

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The proliferation of GT models over the last few years means we've arguably become a little spoilt when it comes to the concept of more focused, pared-back 911s. It was a rather more novel approach back in 1973 when the legendary 2.7 RS burst onto the scene, a model Porsche followed a year later with the much rarer 3.0 variant. The SC RS continued Porsche's burgeoning Rennsport tradition at the start of the 1980s, but the reality is it cannot be considered in the same vein as its predecessors. Just 21 were made, but it was also a pure competition car, unlike the homologated RS 911s of the 1970s.

It would actually take until 1991 for the Rennsport badge to make a comeback on the decklid of a road-going Porsche 911 as we know it, this time attached to the 964. That meant nearly a 20-year gap between these air-cooled homologation specials so coveted by enthusiasts today. There was, however, an attempt by Porsche between 1987 and 1989 to plug that gap with a lightweight special: the Clubsport.

There was certainly space in the Carrera range of the time for something a little more focused, and with the 964 waiting in the wings it could be considered a fitting last hurrah before increasing modernity swept away many elements of 911 tradition. Even if it isn't quite the real RS deal, this is a model that had more than a dusting of Rennsport magic, and today it's a **Total 911** favourite.

Work on a prototype designated by Porsche as '911 F22 prototype sports package 2' had begun in 1984, and it appeared on the road the following

year featuring glass-fibre bumpers and the older 915 transmission, neither of which made it to the production version that would make its debut at the IAA Frankfurt Motor Show two years later. Initially aimed at those with an urge to participate in club-level racing and other track events, it would go on to make for a magical road car, albeit a rare one. Of the 340 made, just 53 would come to the UK, with a further 28 examples heading Stateside – yes, this is a lightweight special that was permitted for the American market. The majority of Carrera Clubsports – 169 – were produced in 1988.

Numbers like those should have ensured instant desirability, but rather to Porsche's surprise the reality proved slightly different. Despite actually being cheaper than the 3.2 Carrera upon which it was based – not a strategy you could see Weissach embracing today, where less very much costs more – early sales were something of a struggle. The reasons for this have never been fully explained, although it's conceivable that the somewhat austere specification didn't really chime with the period of 1980s excess, a time when the well-heeled wanted to flaunt their financial status with luxury cars. Whatever the case, those that dismissed the new model were missing out on a very special Neunelfer.

So what did ticking the option box marked 'M637' actually get a buyer for their £34,389? Well, a peek beneath the engine lid wouldn't have revealed much other than the same 3,164cc flat six that propelled the regular 3.2 Carrera, although the sharp-eyed might have spotted the letters 'SP' stamped on the ➡

**ABOVE** Rear seats were removed altogether, and front seats ditched both their leather finish and electric adjustment. The G50 gearbox meanwhile boasted a shorter throw







## Clubsport: What do the experts say?

The experts in question are Hexagon Classics' Jonathan Ostroff, and Colin Belton from Ninemeister, and both take a very positive view of the Clubsport. Both also agree on the current values, an original example with around 50k miles on the clock likely to fetch in the region of £100,000 to £125,000. In the current market that's twice what an equivalent 3.2 Carrera might realise, which gives some idea of how the lighter variant is viewed, although it's worth pointing out that a 964 RS would command an additional £40k-50k. They also point out that the very best could easily approach £200,000, Jonathan adding that values are very mileage-sensitive.

So that's values, but what about desirability? Again our experts are in agreement, Colin describing the Clubsport as "greater than the sum of its parts dynamically, and very rewarding to drive". Being a genuine, limited-numbers 911, that's always something that's going to appeal to collectors, adds Jonathan. There certainly doesn't appear to be any shortage of interest among those that covet rare and focused Neunelfers, and while it would be a tall order for this car to approach the reverence (and values) afforded the likes of the 2.7 and 964 RS, it's a fine thing in its own right. Persuading an owner to part with one might prove a challenge, as they already know its worth...







**RIGHT** Official performance stats were the same as the 3.2 Carrera, but the Clubsport's flat six was fettled for an increase of around 20hp



crankcase and cylinder heads. That denoted a motor that had been specially tweaked for the Clubsport, one that now utilised lighter, hollow intake valves and a Digital Motor Electronics system that had been reprogrammed to raise the rev limit from 6,520rpm to 6,840rpm. The latter didn't contribute to any performance improvements, but it certainly allowed the flat six to sing that little bit longer, and that would always be welcome. Forged pistons remained, as did a 10.3:1 compression ratio, but the engine had also been blueprinted, so it might have come as a surprise to peruse the spec sheet and discover that power and torque appeared completely unchanged at 231bhp and 284Nm respectively. Porsche's natural understatement at play? Probably, because units that were later dyno-tested reportedly boasted power of closer to 245 to 250bhp, an improvement that contributed to half a second being shaved from the official 0 to 60mph time, with 0 to 100mph despatched in 13.1 seconds.

Both the engine and transmission utilised stiffer mountings borrowed from the 911 Cabriolet, and there was a lighter starter motor and simplified wiring loom. The gearbox itself was the same Getrag G50 unit as the Carrera, driven via a hydraulic clutch, but for its new application it featured a shorter shift and revised ratios for the upper gears. A ZF limited-slip differential was standard, and aside from stiffer Bilstein dampers, recognisable by their green paint, the suspension was borrowed wholesale from the regular production 3.2. That was no bad thing as the firmer damper tune didn't really harm the ride, instead just adding a further degree of handling bite.

The brakes were also carried over, more than up to the task given the newfound lightness. There was one departure, though, the Clubsport fitted with 16-inch wheels from the outset that were shod in broader and lower profile rubber: at 205/55 and 225/55 front and rear respectively, it was a small change,

but one that would have made the most of the new model's agility.

Mechanically the changes could be viewed as modest in the extreme, but that would be to ignore the Clubsport's true raison d'être. Demonstrating that the weight-saving ethos was alive and well, Porsche proceeded to strip all manner of equipment from its new model, binning the likes of fog lamps, headlamp washers and the rear wiper. The 'Carrera CS' script on the decklid was a sticker rather than a badge, and there was much less underseal, which resulted in a corrosion warranty of just two years rather than ten.

Inside you'd have searched in vain for electric windows, central locking or air-conditioning – even the automatic heater controls made way for a simpler arrangement – while the passenger sun visor and lids for the door storage compartments had also disappeared. The cabin also did without some of the sound deadening and a few trim panels, while the most obvious difference was the deletion of the rear seats. The fronts were manually adjustable and eschewed leather for lighter leatherette or pinstripe cloth. It seemed like a typically thorough approach to weight saving, one that officially shed 50kg, although it was probably a little more than that. There were a few contradictions in this approach to weight saving, though, the Clubsport shedding a few trivial ounces in some areas only to retain items like the standard steel panels and impact bumpers, although without the shock-absorbing mechanisms. Equipment could also be added back in via the options list too, which did rather defeat the object, much like that of a Carrera T today.

Clearly Porsche could have gone further, and the fact that it didn't perhaps played its own part in the slightly lukewarm reception to the Clubsport at the time. At least the colour scheme adopted for the Clubsport stood out, the vast majority of examples ➡

Model	3.2 Clubsport
Year	1987
Engine	
Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual
Suspension	
Front	MacPherson struts; torsion bar springs; anti-roll bar
Rear	Semi-trailing arms; telescopic dampers; torsion bar springs; anti-roll bar
Wheels & tyres	
Front	6x16-inch; 205/55/VR16
Rear	7x16-inch; 225/55/VR16
Dimensions	
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Performance	
0-62mph	5.1 seconds
Top speed	152mph







“It’s faster and more rev-happy. It feels alive compared to a 3.2 Carrera”



finished in Grand Prix white with red ‘Carrera CS’ script on the doors, the Fuchs wheels finished with India red centres. US models, however, did without the door script, and instead had the option of a special decal on top of the left-hand front wing. A limited number of other colours were available, too, which brings us rather neatly to the car you see in our pictures. A 1989 model, it’s in flawless condition and also has less than 50,000 kilometres on its odometer, but what really catches the eye is the unique paintwork. In Lintgrün metallic with the Fuchs wheels in the same colour, it’s a Clubsport like no other. Originally ordered in Germany, the car was later exported to Japan before returning to Europe around 2010 or 2011.

There’s no doubt that the Clubsport is a fascinating part of the 911 story, a model that sought to evoke the spirit of the fabled RS cars, but within a motoring world that had changed substantially since the 1970s. It’s admirable that Porsche sought to provide an alternative to the luxurious and hugely popular 3.2 Carrera, and when you consider the number of examples made, this is a car that sits among rarefied company. Only a relative handful of models have production figures in this range, and

it’s no surprise that the rarity and purity of purpose increase desirability – nowadays, at least – and value, the latter especially pertinent when compared with the Carrera. Could Porsche have gone even further down the lightweight path? Purists would almost certainly argue that particular case, but even as it stands the modest improvements in power and weight endowed on the Clubsport result in a transformational effect on the driving experience.

The changes imbue the car with a sharpness that’s absent from the standard Carrera, while the limited soundproofing adds to the aural drama. And even if its on-paper performance seems little-changed, well, there’s rather more to an entertaining drive than mere statistics, this car’s owner, Johan Dirickx, commenting that “it’s faster and more rev-happy. It feels alive compared to a 3.2 Carrera, which is more sluggish.” If ever there was a Neunelfer that represented more than the sum of its parts, this is probably it, and while the enthusiasts of three decades ago might have needed a little convincing of its charms, the same certainly isn’t true today. In an age where the headlong rush for complexity and sophistication seems unstoppable, this rather simpler approach is more desirable than ever. **911**





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# THE GENIUS OF FERDINAND PORSCHE

Ferdinand Porsche's automotive ambitions took him from electrical experiments to the world's fair, through close ties to the Nazi party and beyond

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Written by **Jack Williams**

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**I**n 2014 the Porsche Museum in Stuttgart, Germany, celebrated its five-year anniversary by putting on display a car that, in truth, actually somewhat resembled a wooden wagon. The vehicle had been discovered in an undisclosed Austrian warehouse a year earlier – a dusty, century-old creation that would have featured four seats, now missing; an open-air chassis that could be used in both summer and winter; an electric motor, also missing, and large wooden wheels that were wrapped with pneumatic tyres. Its official name was the Egger-Lohner electric vehicle, also known as the C.2 Phaeton model.

Most fascinating to the car world, however, was not the fact that a gem produced in 1898 and lost in 1902 could remain undiscovered for 112 years, but what happened to be stamped on the key components that still remained intact. 'P1', they read, the mark of one Ferdinand Porsche, and further affirmation that before the company that now bears his surname, before 911s and profit margins and even before ties to the Nazi Party, there was simply a man who was fascinated by the development of automobiles – one who was willing to experiment with electricity as a means of doing so.

Born in 1875, Ferdinand Porsche's interest in electricity stemmed back to his childhood in northern Bohemia – an area that was then part of

Austria-Hungary and now falls under the Czech Republic. Porsche's father, Anton, owned a workshop, and in his teenage years the younger Porsche would find himself helping his father by day, attending technical school by night. At home Porsche was installing doorbells by 13 and experimenting with electrical lighting by 16 – a positive attitude that, with the help of a recommendation, landed him a job with the Vienna-based electrical company Bela Egger & Co. when he turned 18.

It was here in the Capital that Porsche's formative work with the marvels of electricity began. Now with a day job that involved the medium, Porsche was able to attend occasional classes at a local university after work, which despite not ending with a formal education in engineering, saw Ferdinand develop the skills to produce an almost friction-free drivetrain by mounting electric motors in the front wheel hubs.

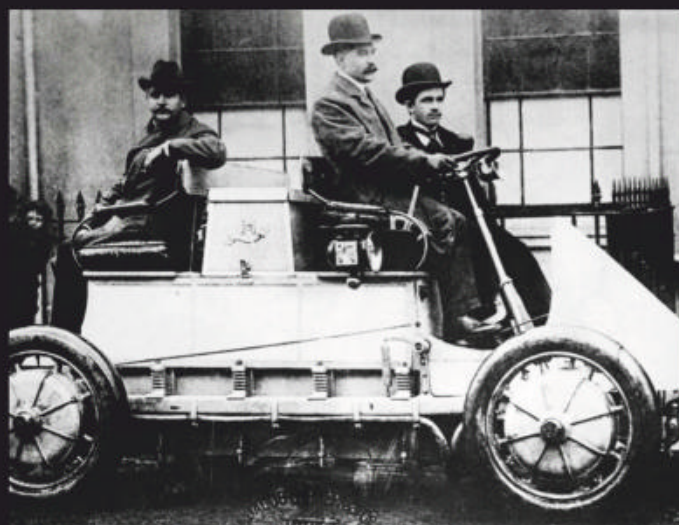
This work helped the engineer become his company's head of testing before landing a job at Jakob Lohner & Co. in 1896. Previously Jakob Lohner had built coaches for the likes of Emperor Franz Joseph I of Austria, but two years prior to Porsche's arrival the company declared its interest in moving into automobiles. Its first unveiling was the vehicle colloquially known as the P1. Weighing 1,359 kilograms, the 12-speed vehicle was mounted with an octagonal electric motor that was designed ➡





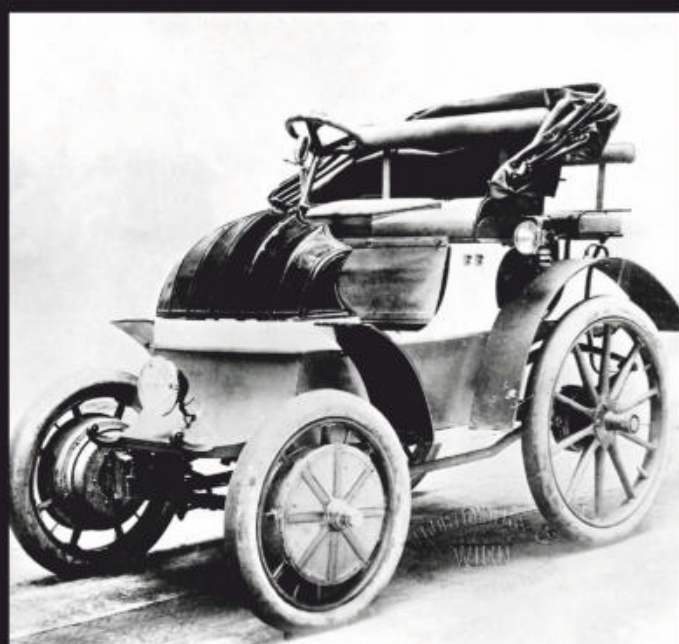


## Dr Porsche's best inventions



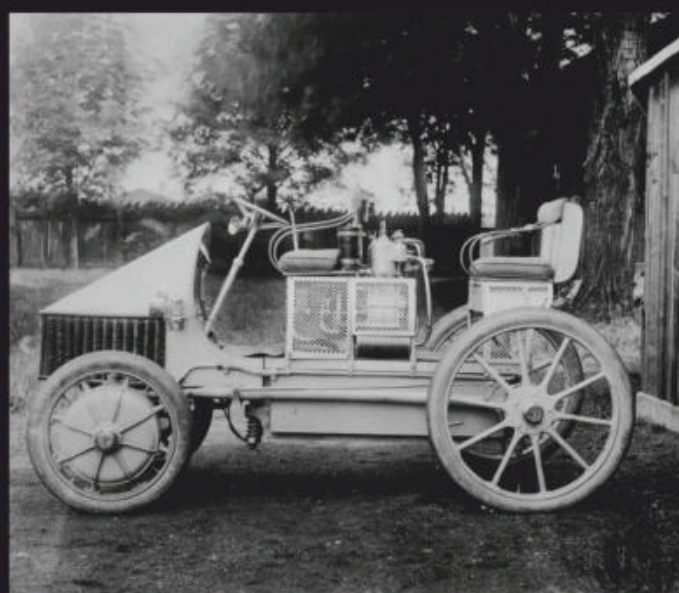
### Electrical wheel hub motor

During his time working for Bela Egger & Co. in Vienna, Porsche would take the concept of an American inventor, Wellington Adams, one step further, developing an almost-frictionless electrical wheel hub motor. The motor was first raced in the Austrian capital by Porsche in 1897, and a year later, having moved to work on coachmaker Jacob Lohner's automotive ambitions, an octagonal electric motor would be used to power the front wheels of the Egger-Lohner electric vehicle, the C.2 Phaeton model, colloquially known as the Porsche P1 – the world's first Porsche.



### First four-wheel-drive driven automobile

A revolution that would take even NASA more than 60 years to replicate, the Lohner-Porsche 'La Toujours Contenté' vehicle was the first in the world with four-wheel drive. It was revealed at the Paris world's fair in 1900. Each wheel hub was powered by its own electric motor, allowing the Lohner-Porsche to speed from five to 50 miles per hour, have four speeds forward and two in reverse and two electric brakes. The pioneering technology, however, was also its downfall: the weight of the batteries made it difficult to climb hills, despite the car's speed. Porsche had the last laugh, though, when the Lunar Rover that crossed the Moon in 1971 used the same technology – at the cost of \$320,000 per mile.



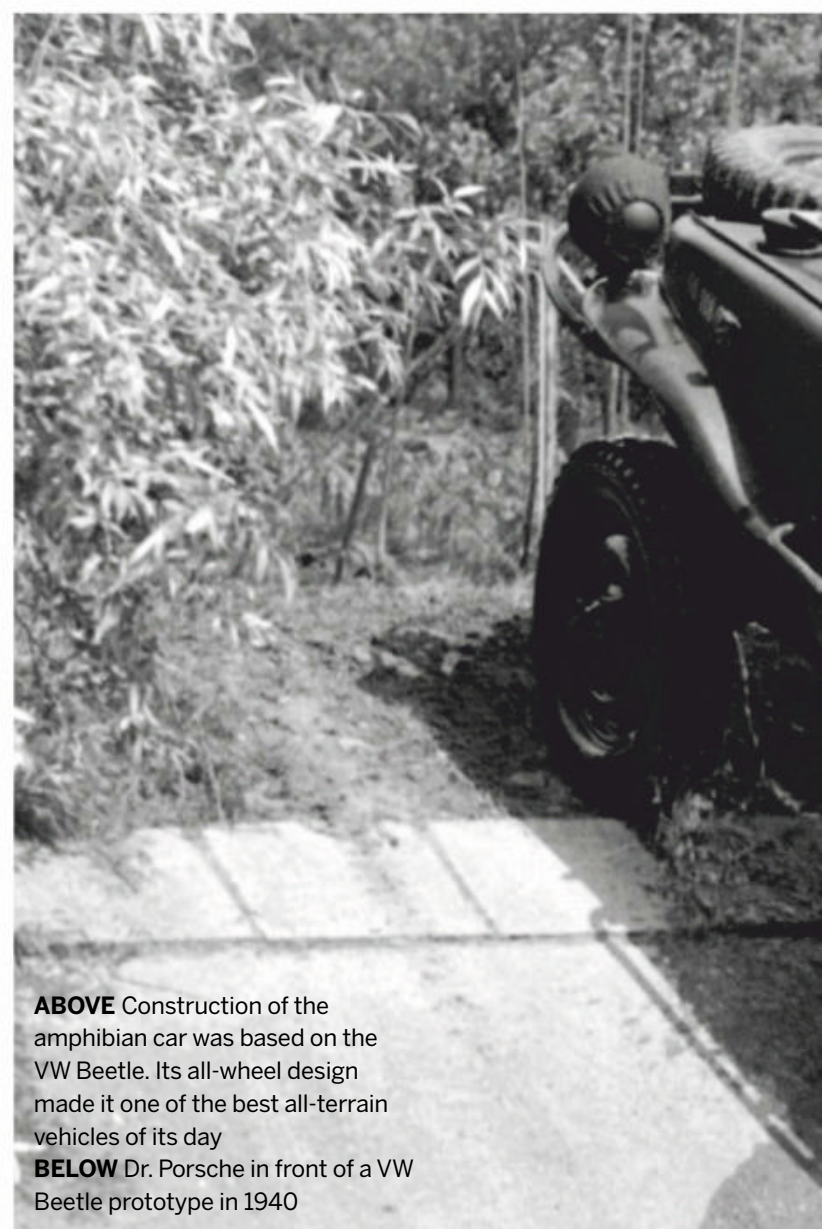
### World's first petroleum-electric hybrid car

Having seen the hindrances caused by the weight and life of the 1.8-tonne batteries necessary to run the four-wheel-drive Lohner-Porsche Toujours Contenté, Porsche set about fixing the problem. Cue the Lohner-Porsche Mixte Hybrid: the world's first petroleum-electric hybrid car. Instead of requiring a massive battery pack, an internal combustion engine, built by another firm, would drive the electric wheel hub motors. It would, however, take another century for hybrid cars to be considered by the mainstream automobile industry again, as the Mixte proved pricey – between £60,000 and £150,000 adjusted for inflation in 2018 – and only a few hundred sold.



### Pioneering mid-engined race cars

Decades before his company's time, many racers Porsche designed included a mid-engined, rear-wheel-drive layout. One of the earliest examples is the 1920s Benz Tropfenwagen – a racer that performed well in the Italian Grand Prix. In the 1930s the Auto Union, founded by the struggling automobile manufacturers of Germany, would also include a racing arm, to which Porsche introduced such concepts. These state-supported racers would go on to dominate in the years during the build-up to World War II.



**ABOVE** Construction of the amphibian car was based on the VW Beetle. Its all-wheel design made it one of the best all-terrain vehicles of its day

**BELOW** Dr. Porsche in front of a VW Beetle prototype in 1940





## “Dr Porsche was awarded the Pötting Prize for being Austria’s most outstanding automotive engineer in 1905”

by Porsche himself and could reach a top speed of 21 miles per hour. It could also travel 49 miles on a single charge.

The PI’s advancements were none more apparent than in September 1899, when Porsche took the car to an international motor vehicle exhibition in Berlin. The PI represented one of 19 electrical vehicle manufacturers; there were around 120 exhibitors in total, mostly with gas-powered vehicles. Over a 24-mile race for electric cars – which included a high-speed section and efficiency tests – the PI won by 18 minutes, claiming the efficiency title in the process. Many competitors failed to meet the minimum speed requirements or even reach the finish line.

This groundbreaking work on the PI saw Porsche become Jakob Lohner’s chief designer shortly after, and in 1900 Porsche would once again dazzle the automobile world. At the Paris Exposition Universelle, or world’s fair, he unveiled a Lohner-Porsche under the name ‘La Toujours Contenté’: a 23mph top-speed sports car fitted with four electric wheel hub motors – the first all-wheel-drive passenger vehicle in the world. For perspective, it would be more than 60 years later that NASA scientists would use the concept for the Lunar Rover.

But despite the vast speeds that could be achieved, the Lohner-Porsche’s weight and limited battery life meant it lacked range, so in 1901 Porsche introduced the Lohner-Porsche ‘Mixte Hybrid’, a car that saw an internal combustion engine drive a generator, which in turn drove the electric wheel hub motors. This was the first petroleum-electric hybrid vehicle on record, and with Porsche at the wheel, a front-wheel-drive version of the car won the Exelberg Rally the same year.

Most of the 300 Lohner-Porsche sold over the five years that followed were front-wheel drives, their speeds of 35 miles per hour breaking Austrian speed records. During this time Porsche also drove one of his own vehicles while serving as a driver for Archduke Franz Ferdinand. Porsche was awarded the Pötting Prize for being Austria’s most outstanding automotive engineer in 1905.

This growing reputation – and having only just turned 30 – meant it wasn’t long before other



**ABOVE** With a young Herbert Linge in 1949, a future race and rally driver for Porsche





car companies came calling for Porsche's services in higher roles. In 1906 he became the technical director of Austro-Daimler, now overseeing the model range for one of Europe's leading automobile companies. Jakob Lohner would say, perhaps somewhat prophetically: "He is very young, but is a man with a big career before him. You will hear of him again."

By 1916 Porsche had advanced to the role of managing director. Many of his achievements at the time came in the racing sector, with Porsche himself winning the 1910 Prince Henry Tour, a precursor to the German Grand Prix. His 1922 design captured 43 of the 53 races it was entered in.

After leaving the company in 1923, Porsche experienced more racing successes while at Daimler Motoren Gesellschaft in Stuttgart, designing the dominant supercharged Mercedes-Benz S series of the era. He would leave the company over differences, though, and after a short-lived move to Steyr Automobile, Porsche was made redundant during the Great Depression in 1929.

It was this redundancy that resulted in the transition from Porsche as a pure designer to someone who would now have considered himself a businessman. In April 1931 Porsche registered his own company in the centre of Stuttgart, helped by the financial backing of Anton Piëch and racing driver Adolf Rosenberger. Porsche's son, Ferdinand Anton Ernst Porsche, known as Ferry, also worked for the company.

Initially a consulting and design firm, the early work of Porsche as a company was representative of a nation which, in the early 1930s, saw only one in 50 Germans own a car, luxury models predominantly filling the streets. America, by contrast, had 46 per cent of households owning a car around the same era. That all changed, however, when struggling manufacturers formed the Auto Union in 1932, and the following year at the Berlin Motor Show, German Chancellor Adolf Hitler announced his plans to motorise the nation. Porsche would also lead the push for the Auto Union's racing arm, which would go on to dominate in the build-up to the war.

More opportunities meant Porsche was awarded the contract for designing the 'people's car' – or Volkswagen – in 1934. It was during this time that, as reports have since suggested, the greatest prism into Porsche's willingness to put business over ethical stances can perhaps be seen, especially with regards to close ties with the Nazi Party.

With Hitler viewing Czechs as 'subhuman', Porsche was advised to apply for German citizenship around the time of signing the Volkswagen contract. Despite not necessarily believing in the views of the National Socialist German Workers' Party, Porsche gave up his Czechoslovak citizenship in 1934, joined the Party in 1937 and later entered the SS, from which he also received drivers and security members at his Volkswagen factory.

Though early preproduction versions of the Volkswagen were rolled out, the start of World

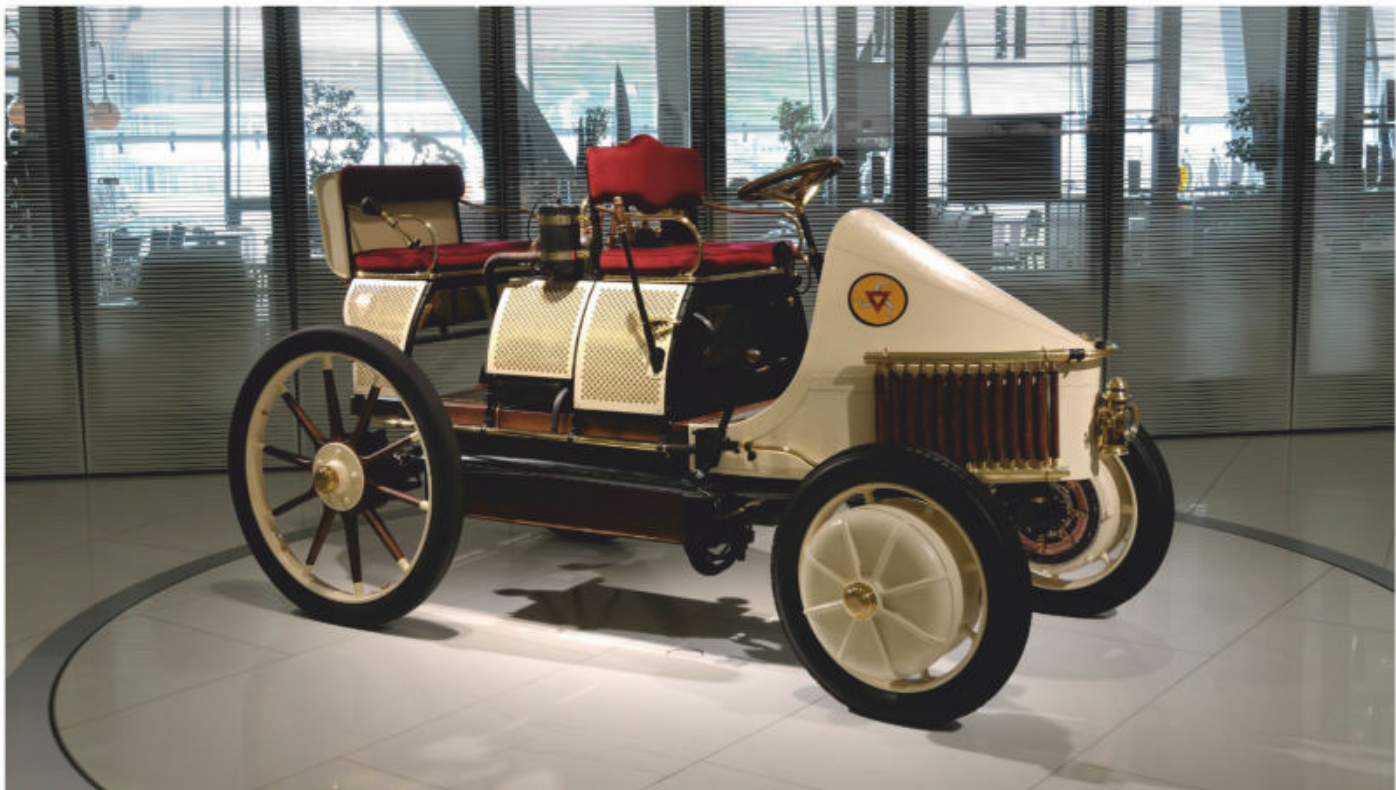






**ABOVE** Ferdinand Porsche (right) at the Targa Florio on Sicily in 1924. The 2-litre, supercharged Mercedes Benz race car took first place against larger-engined cars entered by Alfa Romeo, Hispano-Suiza and Peugeot  
**ABOVE LEFT** With Alfred Neubauer at the same race



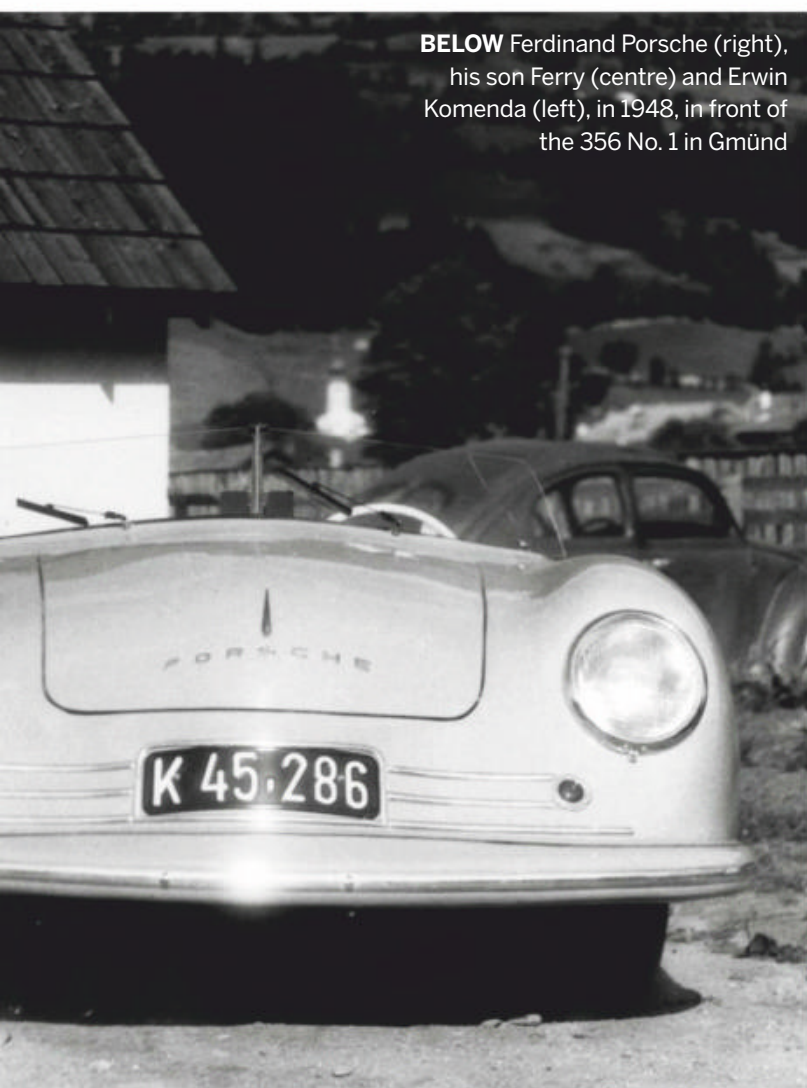


**ABOVE** Dr. Porsche alongside his son (and founder of Porsche KG), Ferry  
**TOP** In 2011 Porsche reconstructed the first workable hybrid car in the world, the Lohner-Porsche Semper Vivus, displayed in the Museum





**ABOVE** The Austro-Daimler Landwehr-Train, overseen by Dr. Porsche, on a trial run on the Semmering, located south of Wiener Neustadt, in 1913



**BELOW** Ferdinand Porsche (right), his son Ferry (centre) and Erwin Komenda (left), in 1948, in front of the 356 No. 1 in Gmünd

War II shifted the focus to its military equivalents, the Schwimmwagen and Kübelwagen, which had come about following 1938 discussions between high-ranking Third Reich army officials and Porsche, who was willing to oblige in making a lightweight military equivalent.

By 1942 Porsche had also produced a heavy tank, the VK4501, for Hitler, though the company lost out to fellow manufacturer Henschel, which would produce the renowned Tiger I. The 90 to 100 Porsche chassis that had been produced were converted into tank destroyers, known as Ferdinands. Reporting since has stated that despite being classed as a small engineering office in Stuttgart during wartime, Porsche's profits jumped from around 3,000 Reichsmarks in 1934 to more than two million in 1944.

After the war ended, and with Volkswagen's factory now under British control, Porsche was arrested by the French army for war crimes along with his son Ferry and Anton Piëch. Ferry was later released, and while Ferdinand served a total of 22 months in prison, it was up to his son to steer the company through this, the most difficult of times, repairing cars, water pumps and winches in an Austrian warehouse.

Ferry's determination helped secure a contract with Piero Dusio for the Cisitalia Grand Prix race

car – money from which was used to pay the bail of his father and Piëch. Observing his son's work, Ferdinand declared, "I would have built it exactly the same way, right down to the last screw."

In 1948, Porsche, through a company Ferry would set up after the war, would release its first production car, the Porsche 356. The 356 was designed by Ferry, but was seen as a direct cousin of his father's Volkswagen Beetle, which had entered mass production for civilians following the war. With the company struggling to borrow cash, Ferry helped to raise advance orders of the 356, while Ferdinand would receive a royalty for each of the Type I Beetles sold.

By 1950 Porsche Senior was once again serving as a consultant of Volkswagen. However, just weeks after visiting the Wolfsburg factory to advise on the future of Beetles, Porsche died as the result of a stroke, aged 75, on 30 January 1951.

Over the decades that followed, more than 20 million Type I Beetles would be built, making it the highest produced car of all time – a far cry from the ambitions of a 20-something-year-old who, with a whirling imagination, simply liked to play with electricity and would proudly stamp his first mark on the automotive world with that, the most modest of markings: Pl. **911**





DRIVEN

# TAYCAN

## TURBO S

It might have ‘Turbo S’ in its title, but this all-electric car presents an entirely new chapter for Porsche. We assess how it drives, and what impact it might have on 911s of the future





Written by  
**Kyle Fortune**  
Photography by  
**Porsche**

There has been much talk during the preamble to the Taycan about Porsche's four-pillar product strategy. It promises a solution for every customer. The 911 is in there, as you'd expect, under 'Brand Image' and 'Lifestyle', the Taycan the poster car for the 'Future' element. Underpinning that overall four-pillar strategy are three drive strategies, these featuring combustion engines, plug-in hybrids and pure, all-electric drive. Porsche's engineers are resolute that combustion has a place in the future of the car, at least while politicians allow it.

That the company has just spent a not-insignificant amount of time – and money – re-engineering the 911's 3.0-litre turbocharged engine into a 4.0-litre, high-revving, naturally aspirated unit for the Cayman GT4 – watch this space for eventual 911 derivatives featuring it – underlines

that commitment. So while the Taycan represents the future for Porsche, it only does so for a portion of it. We've all heard the line trotted out repeatedly that Porsche could not survive building sports cars alone, the Cayenne and the smaller Macan necessary evils for our readership. The all-electric Taycan is arguably another such model, a car that represents huge engineering significance to the company as much as it does a paradigm shift in the wider automotive industry. But is it, as the company attests, a true Porsche?

To ascertain that we're in Gothenburg, Sweden, to finally experience what it's like to drive the Taycan. We've done deep-delve engineering events and sat alongside chassis engineers in the Taycan's passenger seat around test tracks, but this is where we get the opportunity to really test the Taycan on the road, in the driver's seat. Real-world testing, too. With the Taycan, Porsche has eschewed the usual

launch format of flying the media to a single launch destination and driving the car around a circular route. Instead we'll be undertaking a road trip, which over 18 days will cover over 6,500km, visiting nine countries. Our leg will cover Gothenburg to Copenhagen, a 410km drive, which according to the official WLTP maximum range figure for the range-topping Turbo S I'm sat in is going to be tight. That maximum suggests it'll only manage 412km, and someone at Porsche has pulled the plug charging it before checking to see if it's full.

There's about 80 per cent charge – enough, reckons the trip computer, for 302km. For someone who gets antsy in a petrol car when the fuel gauge is less than a third, that's an issue. Usefully the route takes us past a couple of IONITY chargers, an OEM-backed charging network that's rapidly expanding throughout Europe and the UK. Able to charge at 350kW, it makes a reality of those ➔





oft-quoted 'best case, fast charging' scenarios trotted out when discussing Battery Electric Vehicles (BEV). The battery it charges in the Taycan is a 93.4kW one which powers a pair of electric motors, one on each axle. Combined there's 625hp as standard – in both this S and the Turbo – with overboost power for launch control being quoted at 761hp, and torque rising to 1,050Nm, or 680hp and 850Nm in the Turbo.

There's no need for 761hp of power as we pull out into the Swedish traffic, comprising heavily of Volvos and trams. The Taycan feels immediately familiar, deliberately so, Porsche's people saying it's more closely related to the 911 than any other car in its line-up. The seating position feels pure 911, from the position of the seat itself to that of the steering wheel and pedals, it's more sports car than sports saloon. The interior architecture is similarly reminiscent of that of this magazine's usual subject.

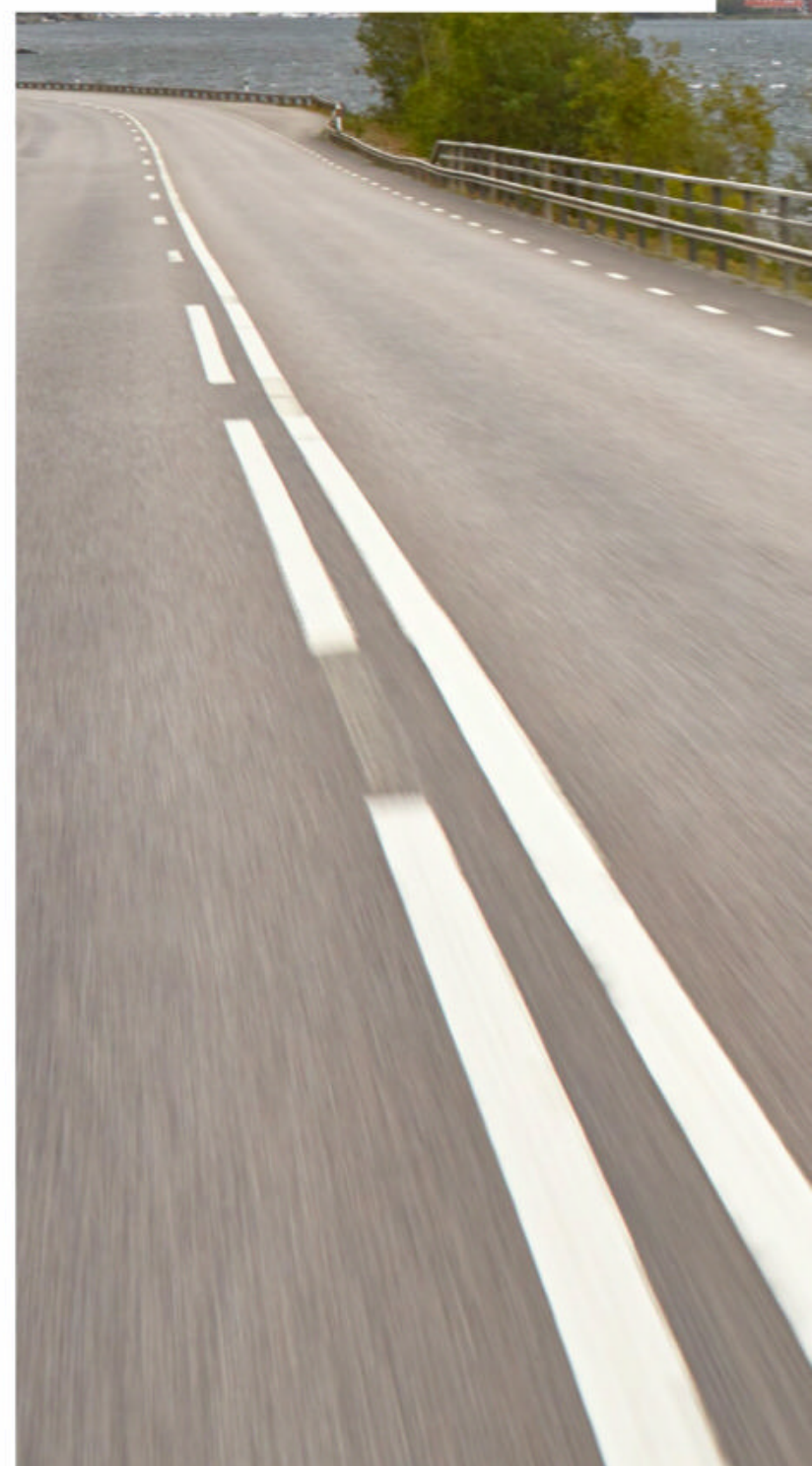
The driver-focused cockpit shares its overall look with the 911, yet with a modern twist, that being the use of touchscreens instead of buttons. The Taycan's interior is littered with screens: there are three as standard, and an optional fourth in front of the passenger. Whether you think that's a good thing or not is down to you, but we can't help but think that there's at least one screen too many as standard, the lower central one which takes care of functions like ventilation being needlessly fiddly for operations which could, and should, be better achieved with good old knobs and switches. The future shouldn't mean chucking out tried and tested solutions just for the sake of it.

The screen ahead of the driver, which makes up the instruments, is cool, its familiar lozenge shape containing digital representations of instrumentation, though unsurprisingly there's no need for a large central rev-counter. It's configurable, and usefully

there are touch buttons around its extremities that are just a short reach for the lights, ESP, PASM and more. The small automatic gearshift controller from the 911 makes an appearance in the Taycan, it positioned high up behind the steering wheel where it's mostly out of sight. There are no paddles on the steering wheel because there are no gears, at least ones you'd shift yourself, though there is a two-speed transmission on the rear motor that engages automatically depending on what mode you're in, the first gear used primarily for those launch control starts, and the other for top speed, as well as economy.

Drive modes are largely familiar, with Range, Normal, Sport, Sport Plus and Individual. That Range mode only pegs back performance when you're reaching a point where your battery consumption is greater than it should be to reach your destination. For it to work properly, admit Porsche's engineers who developed all the software that predicts the potential distance and trip meter readings, you'll need to be in the habit of putting your destination in the sat nav, doing so allowing the Taycan to best work out the drive strategy and any potential places to stop to charge.

If all that sounds rather involved, it really isn't. If there's one thing that's immediately obvious when driving the Taycan, it's its conventionality, odd as that might sound for such a revolutionary, all-electric Porsche. A good deal of that can be apportioned to the way it feels, that aforementioned familiarity, the fit and finish of the interior. BEVs to date usually feel a bit experimental, and unfinished as a result. With just 302km potential range reading on the odometer and the promise of fast charging mapped out ahead of us, cruising around Gothenburg is quiet and easy, though with all those tram tracks to cross and ➡







**FAR LEFT** Taycan's interior layout is broadly similar to 992, albeit with more screens and absolutely no buttons

**MIDDLE** Screen layout can be customised, though the centrally-mounted tachometer is consigned to the past

**LEFT** IONITY chargers are OEM-backed, though it will take time for a substantial charging infrastructure to be developed





the Turbo S's standard fitment of 21-inch wheels, the standard Panamera-derived three-chamber air suspension is left in its Comfort setting, there being no need for the more brittle frequencies that dialling up to the Sport choice brings.

If BEVs reveal one thing on the road it's more often than not serenity and ease, and the Turbo S demonstrates exactly that. Around town it's a paragon of ease, the brisk acceleration making light work of city traffic, that suspension riding with real composure, even when it's asked to cross those tram tracks, roll over ravaged city surfaces and cope with the sometimes-brutal traffic calming measures inflicted on those who dare to drive in the city.

Doing so in the Taycan Turbo S feels entirely correct – after all, you're not adding any emissions, locally at least, which is a good thing indeed. Both here and at a motorway cruise it's quiet inside, with only the faintest sounds from the electric drivetrain and some light tyre noise. In this Turbo S there's the potential to hear its electric motors with the standard fitment of the Porsche Electric Sport Sound (PESS), also optional on the Turbo. Do that and there's a Porsche-composed sound that's "a clear electrical statement, but unquestionably the sound of a genuine Porsche". While I'll admit I was cynical of that promise, I concede there's truth to it, the Taycan's PESS creating a sound that gives the impression of an electric motor that's been mixed with an exhaust and put through a Moog synth. Outside it's as if there's been some combustion notes mixed in, while inside it's more electric in its tone, it proving to be a useful audible reference to your speed.

That's useful because the Taycan Turbo S always seems to be about 20 to 30 per cent higher than the posted limit. That's undoubtedly down to sensation or the lack of audible cues – be it road, wind or a conventional engine sound – to your speed, which results in you carrying more of it more of the time. Like the need to charge, it's one of those areas you

need to get your head around with electric vehicles, your senses needing time to recalibrate from the perceived norm to this new reality. The figures say the Turbo S will accelerate to 62mph in just 2.8 seconds, and try a launch-controlled start and there's no doubt in the validity of those numbers as you find yourself pinned into the seat when you push the accelerator to the floor and release the brake. The force is more immediate than a conventionally powered car, again the relative lack of sound when you're hurtling towards the horizon scrambling your perception of the forces you're being subjected to. The Taycan Turbo S is indecently quick, as befits the somewhat uncomfortable old-world nomenclature that it wears on its boot lid.

Acceleration in a BEV is one thing, but the Taycan isn't defined merely by its ability to undertake stopwatch-monstering runs. That it can do so repeatedly is part of its make-up, Porsche's engineers citing 'repeatability' as crucial to its performance – an idea borrowed from the 911. To enable that, Porsche has had to get innovative, from the make-up of the Taycan's motors – which use hairpin copper elements rather than conventional winding for better power density and thermal management over rivals' motors – to the adoption of a two-speed gearbox, it's all been done to the company's core engineering philosophy about how its cars produce their performance. The 800V electronics are double what other manufacturers use, too, Porsche as ever carving its own engineering and performance-led path in this respect. The advantages here include faster charging, better power and a future-proofed vehicle, as well as a reduction in weight, 800V cabling significantly lighter than that of 400V systems – if you can get your head around that.

What's difficult to rationalise is how a car weighing 2,295kg can be so agile. Yes, the battery position under the floor allows a centre of gravity lower than the 911, but there's still a lot of mass to ➔

Model **Taycan Turbo S**  
Year **2019**

**Powertrain**

**Layout** Two permanently excited synchronous electric motors

**Maximum power** 761hp (in Launch Control Overboost)

**Maximum torque** 1,050Nm (in Launch Control Overboost)

**Transmission** Fully automatic four-wheel drive; two-speed transmission on rear motor

**Suspension**

**Front** Aluminium double wishbone with adaptive three-chamber air springs and PASM

**Rear** Aluminium multi-link rear suspension with adaptive three-chamber air springs and PASM

**Wheels & tyres**

**Front** 9.5x21-inch; ET 60 265/35/ZR21

**Rear** 11.5x21-inch; ET 66 305/30/ZR21

**Dimensions**

**Length** 4,963mm

**Width** 1,966mm

**Weight** 2,295kg

**Performance**

**0-62mph** 2.8 seconds

**Top speed** 161mph (governed)







**FAR LEFT** Taycan's wheels are a heritage throwback to the 'Turbo Techno' option on the 996

**LEFT** Plug-in for charging is housed in the area Porsche traditionally dedicated to a fuel nozzle

**BELOW** Charging is fast and easy, though filling a petrol tank is still quicker for minutes taken v miles gained







“The Taycan reaffirms what a BEV can be... genuinely sharing attributes with the 911”

manage. With the Turbo S there's standard rear-wheel steering, which like the 911 virtually shortens the wheelbase for greater turn-in speed while bringing advantages at high speeds, as well as allowing a tighter turning circle when manoeuvring at low speeds. The electronic driver aids are all familiar to the combustion world, only with the stability and traction control systems, as well as torque vectoring, the nature of the electric drivetrain allows them to operate at speeds many multiples quicker than they can in a car with pistons.

The results are little short of incredible, the Taycan Turbo S being ludicrously quick not just between the bends, but through them also. It's all enough to park concerns of the potential range and just drive it, like you would your 911. The Taycan Turbo S's turn-in response is direct and faithful, the steering offering the sort of immediacy that's a Porsche hallmark. If I'm being hypercritical it's lacking a bit of feel, such as it is these days, but at no point will you be turning the Taycan's steering wheel, at road speeds at least, and wondering what the front wheels are up to. PDCC plays its part here, the Taycan's body and wheel control mesmerising. Indeed, the way the Taycan Turbo S rides is one of its most impressive facets, which given the always-available, mind-altering acceleration on offer speaks volumes as to the fine job the chassis engineers have done.

It is part of a cohesive whole, though. The Taycan reaffirms what a BEV can be while retaining all the characteristics of a Porsche and genuinely sharing attributes with the 911. The control weights – be it

that steering and, even more crucially and difficultly, the pedal responses and feel – are all familiar, the brake pedal in particular being beautifully judged. That is all the more incredible given the vast majority of the braking is undertaken via the motors regenerating, rather than using the conventional friction brakes – PCCB here on the Turbo S.

There's very little actual lift-off regeneration, something that's usual with BEVs, Porsche reckoning that the car should glide when you lift off the accelerator, with the advantages that brings to range. Without that engine braking effect – something that some manufacturers allow by using steering-wheel paddles – you're on and off the brakes and accelerator on more interesting roads, but that's actually to the benefit of involvement, the Taycan Turbo S engaging enough to forget battery management and any range anxiety and be enjoyed properly as a driver's car. Do that and it's satisfying to note that the range doesn't drop off a cliff, as is the norm if you push an EV, giving credence to Porsche's claims that it's worked extensively here to give accurate, achievable and trustworthy potential distances.

Charging it twice via rapid IONITY chargers had it reach over 80 per cent in under 25 minutes from about 40 per cent, a later stop seeing it plugged in for five-and-a-half minutes to gain 80km range. That's quick enough for it not to be an inconvenience any more. Though in the UK at least, it'll be a waiting game for that speed of charging to become widely available. A wallbox at home and nine hours overnight will cover it for regular journeys.

What's remarkable is that it's not just a credible, enjoyable and deeply impressive electric car, but as a car in its own right – and it's genuinely a Porsche, as opposed to an approximation of one to fit the zeitgeist. That bodes well for not just the future of the company, but the car we're most interested in here, however it ends up being powered... **911**

## Total 911 verdict

No, it's not a 911, but the Taycan Turbo S is closer to the 911 in execution and concept than any of Porsche's other models. Given it's Porsche's first model in the fully battery-powered future, it's raised the bar not just for the competition outside, but internally. This exciting machine underlines that electrification isn't something that should cause concern, but something that can add an all-new dimension and, crucially, do so without denying the pleasures that define Porsche's past.

### LIKES

- **Feels like a Porsche, drives like a Porsche and is a credible daily to have while keeping a 911 for the weekend. Fast charging potential is good too...**

### DISLIKES

- **Lack of fast charging infrastructure. The Turbo S feels a bit cynical compared to the same-power Turbo. Not cheap, either.**





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# ESPORTS THE RACE FOR VIRTUAL GREATNESS



## Does the future of competitive racing belong in the virtual world? Total 911 gets the inside line from works driver and keen gamer Nick Tandy

Written by **Lee Sibley** Photography by **Lee Sibley & Porsche**

“I suppose I’d better serve up a good lap time for your cameras,” jokes Porsche works driver, Nick Tandy, as he settles himself into the fixed Nomex bucket seat.

A few adjustments are made before he takes a grip of the steering wheel ahead, pins the accelerator pedal with his right foot, and powers the 991 RSR out onto a sun-bleached track at Laguna Seca. Only we’re not at the famous track on the Monterey peninsula. In fact, we’re not anywhere near the state of California at all. Instead, we’re 5,000 miles east in the cooler, comfier confines of Tandy’s home, nestled in the middle of England.

As you may have guessed, the RSR Tandy is currently peddling is a virtual one. Today we’re going e-racing, a new form of competition which doesn’t even involve us putting our shoes back on, let alone venturing anywhere outside.

The surge in online gaming in the last decade has given rise to e-competition, borne from the fact around a fifth of gamers spend 80 per cent of their time playing online multiplayer games. At the top level, this isn’t mere recreational time: serious money can be made, and established commercial powerhouses are already heavily involved. In the world of football, for example, clubs such as Manchester City, Real Madrid and Bayern Munich have ‘signed’ world-class FIFA gamers to represent them in eSports competition. In racing, Porsche has entered the fray, officially linking up with online racing sim *iRacing* to create the Porsche Esports Supercup, taking its fastest one-make racing series into the virtual world.

Starting this year, there were ten rounds at simulated versions of storied tracks such as Barber Motorsports Park and Monza – all streamed for a global audience on YouTube – with a handsome prize pool of \$100,000 up for grabs. Porsche is to recognise the winner of its inaugural Esports Supercup at this year’s Night of Champions, essentially meaning the winning gamer will be rubbing shoulders with real-life factory racers such as Earl Bamber and Patrick Long, as well as the man who’s let us into his home for the afternoon.

Tandy, as we know, is one of the most decorated racing drivers of his era. Name a notable race and chances are he’s conquered it: the 24 Hours of Le Mans, 24 Hours of Daytona, N24, Petit Le Mans and the 12 Hours of Sebring being just a few. But he’s also a keen gamer, admitting to us he spends some of his free time – and there’s not a lot of it – racing online. He uses his homemade simulator for this: boasting a pedal box, three screens, a bucket seat and a steering wheel, Tandy uses it to compete on the *iRacing* platform. “I see the level of the good guys on there, which I’m not at,” he admits as he finishes his virtual session in the RSR.

Simulators have long been part and parcel of real-life driver development, but with online gaming now becoming so realistic and so competitive, are we reaching a crossroads? Will virtual competition ever overtake real-life racing? And can an e-racer ever make it as a real-life factory driver? Who better to ask than Nick Tandy himself...





**“You cannot replicate barrelling into a corner with 3G lateral and 2G longitudinal and feeling what’s going on underneath you on four contact patches”**

**T911: As someone who races in the real world, what do you make of e-racing?**

Tandy: [laughs] Well, I’ve now experienced it myself, and at the moment it’s still in its early stages. It’s an accessible thing for people to get involved with, and I can see it being very big.

**Could the popularity of Esports usurp real-life racing?**

I don’t – well, I hope not. You see the popularity of stuff like shooting games, because of course you can’t go outside and shoot someone. In racing, you can do it in real life, so in my view the virtual equivalent will always be secondary. That said, e-racing opens the sport up to a lot more people, those who don’t live near a race track, or even have a race track in their own country, for example, or those who don’t have a racing car in their garage. Anyone can get hold of a laptop and a steering wheel and go e-racing, and that’s the beauty of it. It’s cheap enough to get involved in. It can get expensive if you want to get really good at it, but that’s the same as real life.

**Can an e-racer be as competitive as a real-life racing driver?**

Yes, they can. There are crossovers, for sure, but there’s also a strong part of it which doesn’t cross over. A competitive racer will know the theory of driving fast and put it into practice online; you get to learn how to react to a car that’s moving on the track, how to bring in a set of tyres and look after tyre wear, so the tactical side of things is definitely relevant. However, what you can’t practise is the actual physics of being in a car, on a track, moving at 200mph. You simply cannot do that. That can only come with practise in the real thing, currently. You cannot replicate barrelling into a corner with 3G lateral and 2G longitudinal and feeling what’s going on underneath you on four contact patches.

But it’s the same if you flip it the other way around: can a professional racing driver become a pro e-racer? They can, but you need to go through the whole learning scenario all over again. There are defined differences between the two disciplines. Essentially, these are two different sports we’re dealing with here.

I’ve been racing online for quite a while because I enjoy it. I’ll never be as good as the really good guys, as I don’t practise enough. The

same way I know some guys who race six times a year and practise four times a year won’t get to the level I’m at in a sports car, because I’m out there doing it every weekend, and have been for years. As with anything, you need thousands of hours of practise at the top level in order to excel.

**The use of computerisation and simulation is more prevalent in racing today, particularly with regards to strategy. You have sophisticated telemetry, plus comprehensive rig set-ups costing tens of thousands...**

Technology can help you, but it can only replicate. At Porsche we have a very high-level simulator, which drivers and engineers use, to fast-track our learning of a track: for example, we might try and play with BoP [Balance of Performance]. What will an extra ten kilos in weight do to our lap time? What will a weight distribution change do to the set-up of our car? What will a change in the weather do? Nowadays we can simulate all that if the simulation tools are accurate enough. However, you’ve still got to turn up to a track and physically do it to find out, because that’s reality.

**How has technology helped you to be a real-life pro driver?**

One of the reasons I use my rig at home is for track learning. With the software available now, tracks are 99 to 100 per cent accurate. They are so good in the way they laser scan the landscape and corners, and replicate it all into a computer model – it’s unbelievable. When I first started racing in IMSA, for the tracks I hadn’t been to, I simply downloaded the tracks and did a thousand laps in each before I got there. I didn’t need to leave my house to do that – I’d have lunch on a weekday and then do a thousand laps of Limerock Park, for free. So fast-tracking knowledge is a key advantage of the technology.

What it can’t replicate is g-force and feedback from the car to you, which is something you respond to when physically out on the track. At home, you can only respond to vision and noise. That said, force feedback wheels are so well replicated into what you have in a race car, that also translates. I know when I get to the point of understeer when I’m racing because I turn into a corner and the steering loads up, and it keeps loading up as you build lateral force,











**RIGHT** Tandy says a good pedal box can be a costly buy, but otherwise e-racing is an accessible way for everybody to race a GT3 Cup car



then as you go over it the steering goes light. It's only small margins, but it's replicated in games these days. Again, it goes to show how far things have come.

#### **Can a racing simulator help to make you a better driver?**

Potentially, yes. What it can help you with is mindset. It helps me when I've been out of the car for a long time, for example over the winter break. It helps you to focus solely on driving a car for, say, a 30-minute stint. You can do this without having to fork out on practice sessions on a track, new tyres, a team of engineers and so on. You just can't do that in real life – unless you're Porsche, of course! However, it can't teach you to be quicker as a driver – you can learn better lines, for example, but it can't teach race craft.

#### **Can you see a scenario where an e-racer can compete for Porsche at Le Mans?**

If they're a good enough racing driver, yes. With e-racers, they love the sport because they are interested in cars, and may even have racing backgrounds already.

#### **You came third at a Porsche racing sim summit last December in Leipzig. You previously told us it made you look at racing from a different perspective, this being the gentlemen's side of the sport...**

There were 30 drivers invited via an online qualifying session: these guys and girls posted

the fastest lap times. There were then two guests from Porsche's racing division: I put myself forward as an avid sim racer, plus a guy from Porsche Germany who is into sim racing in a big way. I went in with hope of not being the slowest – bearing in mind these are the 30 fastest guys and girls from all over the world. I managed to qualify in the top 16 on day one, which I was over the moon with. For day two the top 16 were paired up, and I was paired with the fastest guy from the day before. He was a good driver, really top level. We finished third in an endurance race at Spa in a 919, doing half an hour each with a proper driver change in the middle. We'd have about 15 seconds to get out the seat and the other guy back in!

Unlike in real life where I'm a pro driver of a pairing, say in Pro-Am, this time I was there as the amateur and I was racing with a pro. I quickly realised the biggest pressure I had on myself was not to let the pro driver down. I've never really considered that when racing as a pro driver in the real world: it put a different perspective on Pro-Am racing as a whole, which I got from an Esports race in Germany. I was happy with the result, and happy I didn't screw up too much! It was a real eye-opener.

#### **The buzz of a real-life endurance race cannot be usurped by an equivalent esports race though, can it?**

I'm not sure, because it's still competition. What I've learned is I love racing, but not because it's driving: it's competing and beating people. You

still get that aspect with Esports. It's different though, for sure: you don't have the experience of going into Indianapolis at 230mph, but you still have this competition aspect, where your rival is sat right next to you. There are also huge crowds and online viewers, so there's pressure from lots of eyes watching you, just as with real-life sport. The fun factor and thrill factor can be just the same – it's interesting!

#### **What level of investment must someone have to compete in e-racing at the highest level?**

It's like in anything. To find the last two per cent does take the right kit, same as in golf, same as in tennis. But you can be very, very competitive with equipment for £1,000. You get a decent wheel and pedal set, you run the software off a decent laptop and be competitive. The thing I find which makes the biggest difference is the pedal set: there's either a potentiometer pedal set, which works on movement, or there's load cell pedals, which work off pressure. I recently upgraded to a load cell pedal set, and gained a lot of lap time – but you can spend a thousand pounds on that alone.

I put together my rig myself: I bought a bespoke PC to play it on with a good graphics card, that was a thousand [pounds]. The wheel I got is £500, the pedals are £800, the rig was £500 with the seat, then there's three screens at £220 each. If you had one screen and went for cheaper pedals you could have a really top-level set-up for less than 3k. By comparison, that's two sets of tyres in Carrera Cup! **grr**





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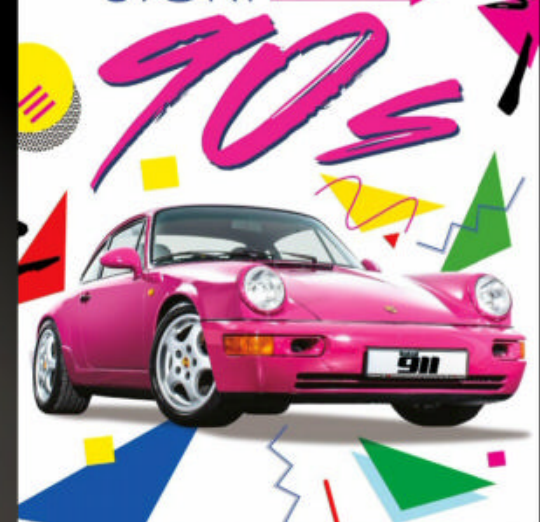


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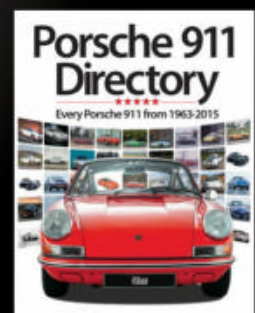
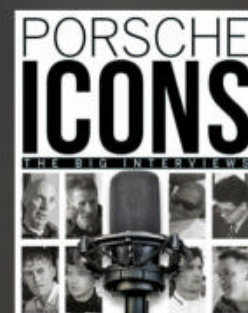
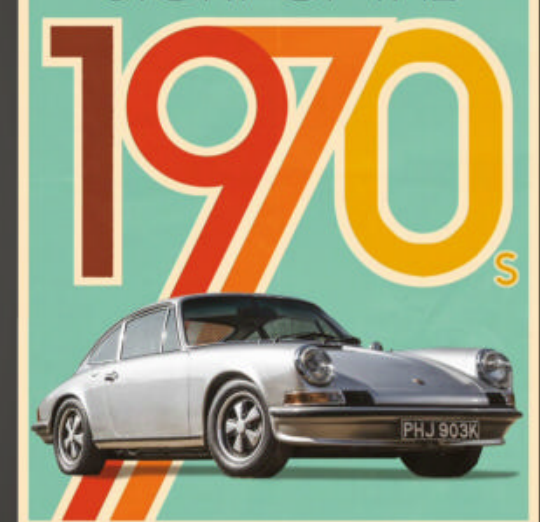
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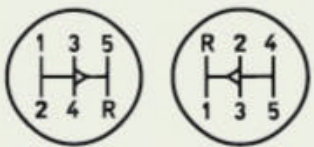


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# Living<sup>the</sup> Legend

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



**Nick Jeffery**  
Surrey, UK

 @npjeffery

 @npjeffery

Model **996 CARRERA 4S**  
Year **2002**  
Acquired **JUNE 2014**

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

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



France, Belgium, Luxembourg, Germany, Austria, Switzerland and Italy. We had six Porsche: a GT3 RS, two Carreras, two Boxsters and our GTS. The GTS was selected for two reasons. Firstly, I tend to keep it tucked away, which feels wrong, as these cars are meant to be driven. Secondly, it seemed the obvious choice for the job, given it's ten years newer and two generations on from our 996s.

The first day was all about 'getting there'. We used motorways and

This month's column is about our recent road trip. We planned the 11-day adventure ourselves, including the route, pit stops and hotels, crossing

autobahns to cover ground quickly. The second day brought more autobahns, but we were unable to better our top speed on derestricted sections due to torrential rain and a GT3 RS shod with Cup tyres!

After lunch in Passau we crossed from Germany into Austria, and quickly found some glorious flowing roads and a few switchbacks, providing us with an excellent opportunity to test our cars! The local roads were a huge surprise with elevation changes, long, sweeping, fast corners and tight bends.

We spent the third day taking a well-earned break with a trip into Salzburg. Our fourth day brought the first of the passes, Fern, then the mighty Hahntennjoch. The GTS was simply epic on those mountain roads!

Day five offered more of the same glorious fun along the passes – Fuorn, Flüela, Julier – then lunch in St Moritz followed by the run to Varenna by Lake Como in Italy. The GTS had already proved its breadth of ability, able to soak up the miles crossing countries. We took the opportunity to rest up on our sixth day, enjoying a boat trip to Bellagio followed by a swim in Lake Como.

Day seven brought Varenna to Monte Carasso – the ferry from Varenna to Menaggio versus the long way around Lake Como for the Boxster and our GTS. I am pleased to report the car-only route won the day. More passes followed as we headed to Interlaken, taking in some epic roads with the likes of the Nufenen, the world-famous Furka and finally the





Susten. The latter was arguably my favourite pass as it offered higher cornering speeds and a superb flow.

Our eighth day took us from Interlaken to Baden-Baden and the Black Forest where we tackled the mighty B500, offering a series of long, sweeping bends aligned to plenty of gradient change. Highly recommended!

Day nine involved a trip to Porsche Stuttgart, the Porsche Museum and Factory Tour, all of which were fascinating. Our penultimate day effectively started the long journey home with the opportunity to visit the historic Circuit de Reims-Gueux.

Day 11 meant saying our goodbyes after an awesome adventure covering 2,345 miles, making some unforgettable memories along the way. The GTS never missed a beat and my love for the car has grown immeasurably. The GTS is now booked into Paragon for an oil change, MOT and to investigate a couple of small items.



**Joe Williams**  
Weymouth, UK

 @joewilliamsuk

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



The weather has finally turned and what seems like a really long summer has finally come to a close. Dark

mornings, shorter days and a general downturn in car-related activity is always disappointing. A few recent conversations have led to a similar theme. Who's actually out there enjoying their cars and who is getting the best bang for their buck?

For a while we've been living in a world where only a GT car will do, and if it doesn't end in RS then it's still on the B-list. Supposedly the rarest of the rare, yet Porsche has been making thousands of GT cars on production runs over the last few years. Gone are the days of double- or even triple-digit rare cars. Yet there are long waiting lists and a whole game to play just to be considered!

This then asks the question for those lucky golden ticket winners, what do they actually do with their new track-focused weapon? It seems the done thing is to make it your new Instagram accessory, tell the world how rare it is and how fast it can go but at the same time make sure not to actually drive it too much as miles affect resale!

I think the Porsche Club track days are great. Really well run, sensible numbers on track and the driving is kept to a sporting level. But using them as the benchmark for GT use, as the cars were designed for, let's say the average track day has 60 or so attending – only maybe half of those are GT cars. Covering the various dates and different locations which at best would give us a couple of

hundred GT cars in use, where are the thousands sold and changing hands each year? Obviously these are totally made-up guesses, but however you do the maths it doesn't add up.

It's really hard to think of many things where you go to great lengths to even be able to buy one and then don't use it for what it was made for. Especially when there are better options for both weekend, daily or road trip drivers. People collect various high-value things, but they don't generally then put them under a cover and shut them away in a dark garage never to be seen. Is it time to boycott the GT badge club and make them uncool again? People forget that only ten years ago the OPCs struggled to sell GT cars and anyone could wander in off the street and buy one. People didn't want them because they're noisy, uncomfortable and generally a bit obnoxious on the road, so what's changed?!

I heard recently of a planned OPC event where they are going to have GT parking only! Porsche has always been an inclusive brand and a culture where people at all levels come together to share a passion. Now it seems even from the top down they want to breed this elitist divide of who has the biggest cheque book and the highest Instagram following. And let's face it, a line-up of new GT cars actually becomes a bit boring... they may be all different colours and have different stickers to 'stand out', but the majority are essentially the same.

Well that definitely turned into a bit of a rant, and if you're one of the Insta-only GT owners then shame on you! Either go and book a track day for next week or sell it without a profit to someone that will!





**Lee Sibley**

Poole, UK

@lee\_sibs

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



I've always said a ducktail suits any generation of 911. First introduced on the 2.7 Carrera RS of 1973, the ducktail then made its

way onto 1974 Carrera MFIs, and since then has been fitted to all manner of air-cooled and water-cooled 911s via aftermarket companies. The factory even revived the ducktail for the 991 as part of its Sport Design range, so I'd like to think my point has been proven.



Anyway, as much as I love the 996's active rear wing, I've long been smitten with the CSR ducktails offered by RPM Technik. I've driven a fair number of 911s with this particular ducktail fitted. One example that stands out is a 997.2 CSR development car which I drove back to the UK from Germany: I recall just staring into the internal mirror at the gorgeous Sport Classic-style profile of the ducktail out back. I had to have one for myself, and my 996.1's colour change to Irish green presented the perfect opportunity.

As we've learned in previous issues, the CSR ducktails are made of carbon fibre, rather than the usual fibreglass items elsewhere on the market. This ensures a high-quality fit and finish, as well as the items being extremely lightweight and durable.

I'm a sucker for carbon fibre, and really wanted to showcase the beautiful weave on my CSR ducktail by just lacquering it and affixing it to the 996 'as is'. The guys at Poole Accident Repair fulfilled my wishes, but there was a problem: with the ducktail fitted, it just didn't look right. The carbon ducktail clashed with the rest of the car and its Irish green hue. It had to be put right, so the ducktail was hauled off, flattened back and painted Irish green with the rest of

the car. I was gutted to lose the carbon weave visuals, but I know it's carbon fibre underneath, and now you do too!

RPM Technik's CSR ducktails aren't cheap – I went for the most cost-effective ducktail with no third brake light or back grilles – but it's a bit of an investment as I can't see that these ducktails will lose money. More importantly, the fit is absolutely incredible – panel gaps are exacting all the way around, and you don't get that with fibreglass.

I didn't manage to weigh the carbon-fibre ducktail before the cooling fan, electrical wires and gas strut were fitted to it, but picking it up, it was no heavier than the mat in my driver's footwell, so there's a huge weight saving over the heavy factory decklid. There's a noticeable increase in downforce at the rear of the car above 80mph too, though the caveat to that is I'll need to balance that out by increasing downforce at the front of the car too in the near future.

I think the ducktail looks right at home on the back of the 996, and I absolutely love the new profile it's given the car. To complete the look I aim to add some decals to the 996, plus there could be a change to the wheels soon too – it's going to be a fun project over the winter!



**Gina Purcell**

Oxford, UK

@ginapurcell1

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



Two 911-based driving holidays a year could be considered greedy, but we've just got home from another 2,500-mile epic

European road trip. We took my husband Alan's Carrera 3.2 as I'd used my SC for a Scottish raid earlier this year. Once more we teamed up with our TIPEC chums from the Kent region, and as a group of eight 911s and a Cayman R we took in the delights of the Dolomites via spirited driving to the banks of the Meuse Valley in the Ardennes and through the Black Forest before stopping at Lake Garda for a further three days. The return journey was through the Austrian Dolomites, Grossglockner Pass to Salzburg and Lake Mattsee for the Ferdinand Porsche Museum, then Bavaria and Monschau.

Normally Sabine the 3.2 Carrera never drops the ball or misses a beat. However, this visit saw a blown headlight bulb, and during replacement some wiring came loose in the nearside headlight, rendering it inoperable. More seriously and three days from the end of the trip, Sabine decided not to fire up.



Fortunately this occurred at our hotel, but as she was so determinedly not going to start we instigated the breakdown process. Just before the breakdown truck arrived we decided to give Sabine one more try... and she fired up immediately! The only cause seems to have been heat soak after much hard driving.

The best part of the trip was an unplanned surprise. While our group was parked up at one of our overnight hotels, its proprietor approached us during dinner and asked if we would like to visit a Porsche collection not five minutes

walk away. The owner is a friend of the hotelier and had seen our group arrive, and out of respect for the collector's privacy I shall neither mention his name nor location, but suffice to say that when you are confronted by 40-or-so air-cooled 911s in perfect condition spanning that golden period, the impact stays with you. Then we learned he owns a further 20 air-cooled cars awaiting restoration! We were truly honoured to see such a large display of pristine Porsche perfection, and the photo simply doesn't do justice to the cars. Thank you, sir!





**Michael Meldrum**  
Houston, Texas

@p911r

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

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

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

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

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

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

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

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

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

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

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



The RS America is an odd duck. I've been told that the powers at Porsche felt the full-blooded 964 RS would be too aggressive for

the US market, so it was decided to release a special US-only version. It has the prestigious RS name, but in 1993 it was the cheapest 911 available, a full \$10k cheaper than the 964 C2. Ironically the RSA now sells for more than double the price of a 964 C2. Low production numbers – with just 701 examples made – win every time for collector cars.

The RSA is a no-frills 964 C2 put on a crash diet, with no power steering, rear seats, door pockets and most of its sound deadening removed. It did, however, get 17-inch wheels, Sport suspension and a fixed spoiler. The options list featured only four choices: sunroof, radio, air conditioning and a limited-slip differential, a refreshing alternative to the modern Porsche lists.

I currently have two RSAs in the clan, the race car and a DE/track-optimised example. The game plan was to use the race car as the starting point for a build, but when the nicer DE example became available I thought it would save time and money for a custom build. I have shaped



the build to accentuate the feel and upgrade the performance while keeping a civilised level of comfort.

The mechanical upgrade list far exceeds the cosmetic, including a rebuilt transmission and upgraded 3.8 with mild camshaft, 993 heads, Carrillo rods, high-performance springs and titanium retainers. Power is nothing without control, so RS-Werks sourced upgraded coilovers, RSR adjustable sway bars, 964 'Big Red' Turbo brakes and more.

Cosmetic modifications are more understated: it's staying its factory-delivered Guards red, with a ducktail and a set of BBS E88s. The interior will have some custom features, including liberal doses of a custom tartan – obviously not to everyone's tastes, but I love it.

The build is progressing nicely. It's completed its bare-metal paint job and will be moving to assembly next. Hopefully this one will see the road before the end of the year.



**Chris Wallbank**  
Leeds, UK

chris\_wallbank

@chrisjwallbank

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



This month has been a strange one for me... I really can't decide what to do for the best. Do I keep the 997.1 C2S Cabriolet that I've

now had for seven years and get a track-based toy alongside it, or sell the 997 while it is in concours condition, having just had a fully renewed suspension and front-end paintwork to make way for a 991.1 Carrera 4S?

It's a real tough one. Part of me is thinking why would I sell the 997 when it's back to almost-new condition and I should be enjoying it, then the other part of me thinks it's a good time to sell it as a perfect low-mileage example. I've also been really spoilt as I bought the 997 when values bottomed out in 2012, meaning I stand to lose practically nothing financially even if part exchanging the car.

The only problem is trying to find a used 991 4S with low mileage in the exact spec that is right for me. There's not a great deal of choice out there as the market has been fairly static for 991s.

Coming from a Cab I feel that a sunroof is a must for me. I don't put the roof down much, but I do still like to have that view above, especially on some of the long drives I intend to do this year coming, like the epic Route Napoléon in France. Having done that route in a Cabriolet, I feel I would be missing out not having that view above.

Other must-haves include a Sports exhaust, PDK with Sport steering wheel and paddles, Bose sound system and Sport seats. It seems every one I find has

at least one missing... and as I type this the search continues.

Meanwhile it was MOT time, so I booked the 997 into JCT600 Leeds Porsche Centre so I could have a little nose around the new 992 models while I waited... as I'd expected it flew through the MOT with no advisories at all.

If anyone reading this is interested in purchasing my 997 C2S please do get in touch through my social media, or email [chris@chriswallbank.co.uk](mailto:chris@chriswallbank.co.uk) and I will send all the details and specification through.







**Peter Wilson**  
Adelaide, Australia

Model **930 3.3**  
Year **1980**  
Acquired **2011**



Finally spring has appeared, providing some opportunities to get out on the road in my Porsche. Last weekend was perfect with bright

sunshine, so we headed off on a day trip to the south coast and then home via the Southern Vales, one of South Australia's premier red wine regions.

The rolling roads through the Fleurieu Peninsula also provided the first chance to see if my new wheel alignment settings had improved the unsettled rear end of the car. The answer is definitely yes – two degrees of negative camber now enables the car to drive confidently

through high-speed sweepers without me needing to constantly balance it on the steering. It's not perfect, however, as the 911 suspension geometry introduces toe-out as negative camber is increased, and at minus two degrees I have used up all the toe adjustment on the left-hand side. I can't achieve any toe-in, let alone the recommended two millimetres. I will have one more go at it, backing off a little on camber and trying to get the toe symmetrical on both sides to make sure the car is tracking properly.

We drove to the river port of Goolwa where the Murray River flows into the ocean. Goolwa was important to the fledgling colony of South Australia before railways, as most of the wool and grain produce was shipped down the river by paddle steamers before transfer to ocean-going ships for export to the rest of the world. The wharf and a retired steamer are reminders of this history.

Next stop was Willunga where the vines and almond groves of the Southern Vales fill the landscape. We visited a couple of wineries to taste their produce and absorb the atmosphere. When we arrived at Coriole a chap came up and complimented me on the 930, saying that a friend had one in the 1980s and he still remembers the wild combination



of speed and dodgy handling. Nothing has changed!

We made a final stop at an antique record shop to buy some second-hand vinyl, commenced the trip home in heavy weekend traffic and the car started to get warm. The air-conditioning was just coping. Any hotter and I tend to use more modern machinery during the day and take the Porsche out in the balmy evenings, which is beautiful with the sunroof open. The oil temperature gauge crept up as we crawled through the traffic, but never exceeded halfway up the gauge, and the oil pressure was rock solid. This is in stark contrast to before I rebuilt the engine, when any heat led to plummeting oil pressure, despite 20w-60 oil! The car is safely back in the garage now with a light coating of dust and squashed bugs, testament to a great day of touring.



**Tony McGuinness**  
San Diego, USA

@tonymcguinessgt3rs

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

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



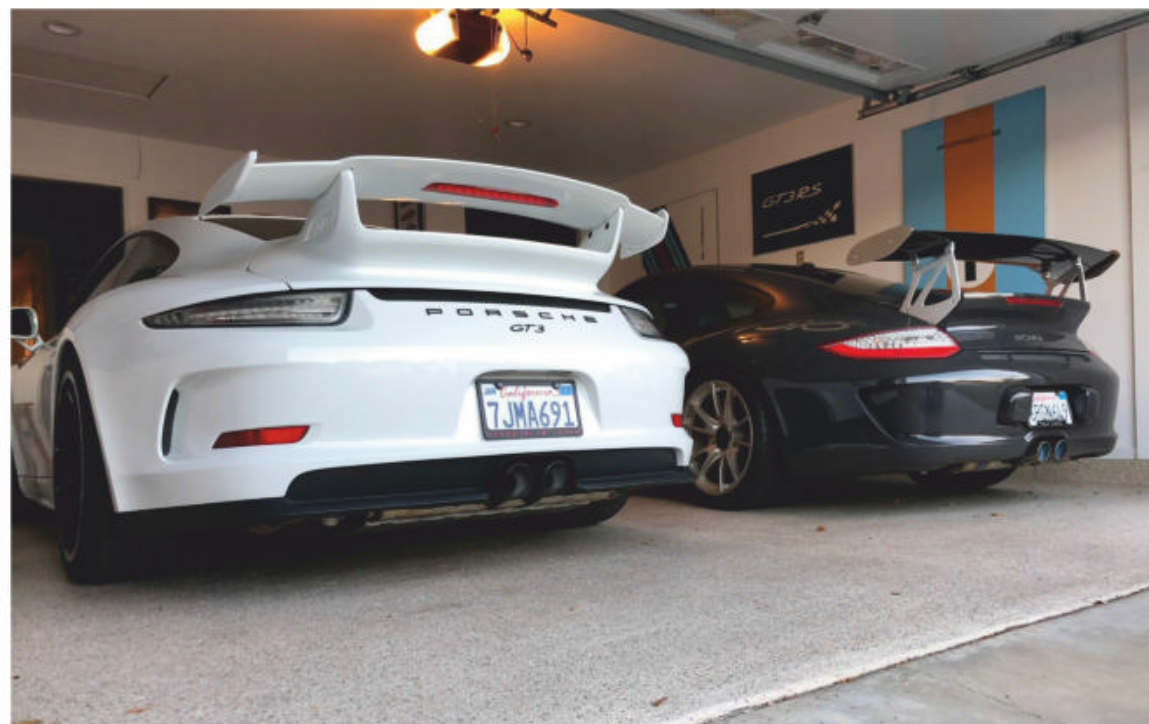
In December my 2015 GT3 will be five years old. Long-time readers will recall I bought the car brand-new in December 2014

before the prices of the 991.1 GT3 cars went through the roof.

This past week I took the 991.1 GT3 to the newly redesigned Porsche Carlsbad – previously named Hoehn Porsche – for its annual service. Last year I had the 911 serviced at its temporary dealership. The company had been using the temporary facility while the new, state-of-the-art building was under construction.

For those readers who have been following my column, you will recall the car has had issues at times with smoking on start-up, which can be extremely annoying and slightly embarrassing. I mentioned I would keep everyone informed on the smoking issue.

However, since I wrote the column about the GT3 occasionally puffing smoke at start-up, I don't really have an update to provide. At least for now. The last time it puffed massive amounts of



smoke on start-up was during the winter months earlier this year. Interestingly, it doesn't seem to smoke on start-up when temperatures are warm. At least it hasn't yet anyway.

I will of course keep everyone posted when and if the smoking issue occurs again. For now though, the GT3 has had the oil changed and the tyres checked for wear. I completely expected to be informed that the tyres needed to be



replaced. Fortunately they aren't at that point yet.

I will say the Michelin Sport Cup 2 tyres are a significant improvement over the Cup 1 tyres which were fitted to my GT3 RS. The Cup 1 tyres wore down substantially quicker than the Cup 2 models. Tread life on the Cup 1 tyres left a lot to be desired. Next month the GT3 RS will need its annual service. Hopefully it will be a routine service also!





**Rob Clarke**  
Bristol, UK

 @rob911\_itl  
 @Rob996LTL

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



My time with this 911 is drawing to a close, so this will be my last Living the Legend article. I have owned my car for five-and-a-half years, put over 30,000 miles on it and had a great time, but for now this chapter will be closing as I will be selling the car and looking for a replacement.

During my years of ownership there have been plenty of highs and lows, but luckily many more highs! Picking up a car is always exciting, and picking up my 911 was no exception. I won't lie though, in the first few weeks of ownership the car

spent more time back at the independent dealer than with me. I did go through the 'what have I done' phase, but all issues were resolved and I took the opportunity to get the IMS replaced while the engine was out, so after that point things started looking up. Soon after buying the car and a few email exchanges later my first column for **Total 911** was submitted, starting a long relationship with the magazine and introducing me to a great group of people.

Something I had never experienced before with a car was the whole lifestyle experience. As with all the guys at **Total 911**, joining both Porsche GB and TIPEC resulted in a new group of friends with

a shared passion, events to go to and drives to enjoy. This is probably the most significant takeaway for my five years of ownership – great friends and memories.

Special thanks to Lee Sibley, firstly, for letting me write for the magazine, but more importantly introducing me to the B4391 – probably one of the best roads I have driven. There are plenty more good roads out there, but I think this sticks in my mind as that weekend was one of my first road trips where it was all about the cars.

My 996 has had a lot of work over the years. Three events stick out: the first was when a Porsche health check flagged that my rear boxes needed replacing – an opportunity for a stainless system. The mild sport unit from Top Gear was ordered, a fraction of the cost of the main dealer, but it sounded so much better. The second key event was arriving to work in a cloud of steam when my water pump failed. Recovery was required, but after a pump, thermostat, new header tank and a boroscope the car was back in full health.

My final high was getting the car's geometry sorted. The guys at Center Gravity did a fantastic job. The end result is a car that drives better, corners far more confidently and seems to cover ground with ease. The next step is to sell the car and start the search for a replacement. Porsche do feature on my list, so I may see you again in the pages of **Total 911** in the future.







**Harold Gan**  
Perth and Sydney, Australia

@drivenbytaste

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

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

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

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

Model **996.1 GT3**  
Year **2000**  
Acquired **APRIL 2019**



Low-mileage garage queens. The concept has always interested me. My cars have always been owned to create memories in, meaning that

none are garage queens. Even the most sentimental of them, the 993 4S, has always been a daily driver.

I was once again presented with this thought with the purchase of the Fitzgerald Racing 996.1 GT3 – or the Fitzzy Mobile as I like to call her. At the time of the purchase, for the price of the Fitzzy Mobile there was the option to purchase a perfect low-mileage 996.1 GT3 in Speed yellow, complete with the new car smell, tight chassis and the immaculate paint. What more could I want? Yet something was missing.

The Fitzzy Mobile by comparison was a car that had been seen on TV back in the day, telecasts of the Nations Cup series immortalising every hard mile that the car had been put through. This car had lived and breathed an amazing life at the limit, and all of it recorded for the world to see. There's no getting away from the fact that a Ferrari 360 CS had hammered the right door of the car during the heat of battle, for example. This was no accident-free car, and would never be



portrayed as such. Yet it was the same price as the immaculate, low-mileage, accident-free Speed yellow GT3.

The family thought that the answer was a simple one, the Speed yellow car. But the answer for me was the exact opposite. A low-mileage car could always be found again at some point. It was really not the unicorn the sellers were touting it to be. What was clearly more special was a car that had lived a hard yet extraordinary life, manhandled by a gentleman of immeasurable skill at the prime of his career at its wheel.

That was a true unicorn. And that was what convincingly won me over in the end. To this day, many videos on the

internet still exist of the Nations Cup telecasts from 2000 and 2001 showing the car in battle. I regularly watch them with a beer in hand before going to my garage, full of respect that such a piece of history is sitting quietly in wait, keeping all her secrets to herself, if not for all the televised evidence.

The Fitzzy Mobile is a genuine rock star. The Mick Jagger of my car collection. I am still truly amazed being in the presence of greatness. She is her own time capsule. She has seen things and experienced things few other cars in Australia of her generation have. And she is the ultimate outlaw. She has soul. She has lead a life less ordinary.



**Ben Przekop**  
Mercer Island, WA

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



I can't believe it! Can our glorious summer, and with it our track season, be over already? I probably say the same thing

every autumn, but this year it truly feels as if summer has absolutely flown by. To soften the blow our PCA chapter made sure that our last DE of the year this past Saturday at The Ridge Motorsports Park in Shelton was the best one yet.

Somehow they convinced the weather to cooperate, and we were blessed with ideal conditions for the day: partly cloudy with pleasant temperatures and not a hint of rain. To recognise our chief driving instructor Curt Smith and DE chair Shay Hoelscher, who were 'retiring' after several years in those very demanding positions, all of the participants signed a large poster-sized photo of their two GT3 RS cars on track and presented it to them as a token of our gratitude.

When Curt and his wife Shay took over the programme a few years back, both attendance and enthusiasm were dwindling. But fast-forward to 2019 and our events now sell out within five



minutes of going live, and there are long waiting lists for every event. Their secret? Putting on a very well-organised and safe event, ensuring that participants have maximum track time and treating everyone as adults while managing everything with constant good humour and a light touch.

As anyone knows who has had a similar responsibility, leading this kind of programme takes an incredible amount of time, and both Curt and Shay are very high-level executives with major worldwide responsibilities in their day jobs. How they ever found the time to do all this is beyond me, and how they manage to stay so upbeat and positive

despite all the headaches and hassles is a total tribute to who they are as people.

I enjoyed spending the day with my student, Mark, who came into the event with solid skills, improving those so substantially during the day that I was able to promote him to solo status for the last session and for his future events as well. I had a great time in my own solo sessions, and by day's end was finally pushing on what is still a rather new track to me. All in all the day was a fitting end to a busy and fun-filled year, and I can't wait until next summer! In the meantime, as I resign myself to the already shorter autumn days and cooler temperatures, I will have some great memories...





**Ron Lang**  
Ashland, Oregon

@ronlangsport

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



I recently enjoyed providing some feedback to a friend in pursuit of his next 911, and I am simultaneously having fun searching

for the next 911 for my garage. My friend has owned a few 911s and was leaning towards getting his first GT car. He got behind the wheel of a few 911s, drove a couple of my cars and the hunt began. It was so interesting observing and occasionally participating in his process.

He ended up acquiring a 2010 997.2 GT3 in Basalt black metallic. He had considered a 997.1 GT3, a 997 Turbo and then found his dream 997.2. With just over 22,000 miles on the clock and full history of two prior enthusiast owners, this car is in a sweet spot of the GT range. High enough miles to feel good about adding more, but low enough miles to remain in great condition.

This car has the full complement of what makes the 997 GT cars so special: the Mezger engine redlining at 8,500rpm, the taught shifting and clutch of the six-speed manual 'box, the high-feedback hydraulic steering and of course the exhaust music. Now he is learning how to play with the car, taking it on short trips, driving it frequently, sharing it with his family and participating in Porsche Club drives and events. I am vicariously in the passenger seat with him along the way. We just did a drive on one of our favourite mountain loops. The accompaniment of his 997.2 GT3's music made this drive memorable. We also had clear roads, good pavement and nice weather. I'm so happy that he loves his GT3!

My current search is book-ended by long-hood 911s from the 1970 to 1972 model years, and at the other end looking at 996 and 997 GT2s. This hunt has been a lot of fun too. I recently met up with a friend who permitted me to drive his hot-



rodded 1970, sympathetically restored and looking very original. The clean lines of a slim-hipped early 911 are so compelling. Finding a good one available for sale is difficult and will probably take some time, however.

The car I drove has a 3.2-litre engine and a nice-shifting 915 gearbox. The suspension has been set just right for back-road driving. The car also has shorter gears first through fourth, and therefore frequent up and downshifts are part of the joy. That car is a true sleeper – it looks 100 per cent like an original 1970 car, but is surprisingly fast. Feeling the rear end move around a bit on relatively skinny tyres is a delight. I want a narrow-bodied early 911, and I am determined to be patient and find the right one for me.

As for GT2s, I've so enjoyed the water-cooled GT3s and RSs. I keep thinking that a GT2 would be a nice complement to the 991.2 GT3 and the 997.2 RS in the garage. But which one? Much to my own surprise, I find the 996 GT2 to be the current target. The 996 GT2 is relatively very analogue compared to the later cars. It only has ABS – no traction or

stability control. More of a true driver's car than the later GT2 models that come with more electronic driver aids. Perhaps the 996 is the last of the 'widowmakers', requiring driver skill to canyon-carve at a good clip without the aids.

As I'm currently rationalising a GT2, the 996 version is almost a modern-day 930 Turbo. Two-wheel drive, fine handling, the smallest footprint of the water-cooled GT2s – and hang on when the boost hits. That feels about right for the next 911 GT adventure.

Of course, the irrational choice is to make no choice and get both: a narrow early car with some hot-rod mods, and a GT2. Since rational decisions and 911 emotions create a Venn diagram with a small overlap, the hunt is both confusing and exciting. I've had about a 50/50 success rate in acquiring great cars. I'm beginning to think the learning process can be just as much fun as the subsequent drive. Perhaps I'll get better and smarter about future decisions, but likely I'll repeat the pattern of getting it right about half the time. I'm grateful to enjoy both the hunt and the cars that result, both for my friends and for myself.







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## EVERYTHING YOU NEED FOR YOUR 911

### Data file

Full specs, ratings and market values of every 911, including the Mezger-engined 996s, can be found beginning on **page 92**



### Plus

#### Showroom

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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# Data file

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



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



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2020 Q1 will be January. The review for 2019 Q4 was October.



## Ratings

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



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

Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3 sec
Top speed	131mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F	4.5x15 inch; 165/80/R15
R	4.5x15 inch; 165/80/R15



● (O series) ★★★★★  
**911R 1967**  
The lightest 911 of all time, the R was essentially a prototype racer fitted with a 906 flat six engine producing 210hp. Of the 19 produced, four would stay at the factory as works cars.

Production numbers	19
Issue featured	94
Engine capacity	1,991cc
Compression ratio	10.5:1
Maximum power	210hp @ 8,000rpm
Maximum torque	152Nm @ 6,800rpm
0-62mph	5.9 sec
Top speed	152mph
Length	4,163mm
Width	1,610mm
Weight	800kg
Wheels & tyres	
F	6x15 inch; 185/70/R15
R	7x15 inch; 185/70/R15



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

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



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

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



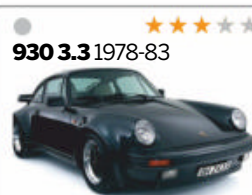
▼ (F series) ★★★★★  
**911T 1973**  
US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

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



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

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



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

Production numbers	5,807 (plus '78 to '79 Cali cars)
Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	8x16 inch; 225/50/VR16



▼ (F series) ★★★★★  
**911 SC 1978-83**  
From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

Production numbers	60,740
Issue featured	156
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204hp @ 5,500rpm
Maximum torque	265/265/267Nm
0-62mph	6.5 sec
Top speed	141/146mph
Length	4,291mm
Width	1,652mm
Weight	1,160kg (1978)
Wheels & tyres	
F	6x15 inch; 185/70/VR15
R	7x15 inch; 215/60/VR15



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

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



● (O & A series) ★ ★ ★ ★ ★

911S 1967-68



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

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
0-62mph	8.0 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Wheels & tyres	
F	4.5x15 inch; 165/80/R15
R	4.5x15 inch; 165/80/R15

● (A series) ★ ★ ★ ★ ★

911L 1967-68



In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	173Nm @ 4,600rpm
0-62mph	8.4 sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	
F	5.5x15 inch; 185HR
R	5.5x15 inch; 185HR

● (A & B series) ★ ★ ★ ★ ★

911T 1967-69



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

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

● (B series) ★ ★ ★ ★ ★

911E 1968-69



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

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

● (B series) ★ ★ ★ ★ ★

911S 1968-69



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

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



● (C & D series) ★ ★ ★ ★ ★  
**911E**  
1969-71  
Engine improvements included revised cylinder heads, larger valves and stronger con rods. The 1970 'D' series cars had hot-zinc coated undersides.

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	196Nm @ 4,500rpm
0-62mph	7.0 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	6x15 inch; 185HR
R	6x15 inch; 185HR

● (E series) ★ ★ ★ ★ ★

911E 1972



2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	6x15 inch; 185HR
R	6x15 inch; 185HR

● (E series) ★ ★ ★ ★ ★

911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

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

● (E series) ★ ★ ★ ★ ★

911S 1972



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

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



● (F series) ★ ★ ★ ★ ★  
**Carrera 2.7 RS**  
1973  
The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail. Sport and Touring available.

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

● (F series) ★ ★ ★ ★ ★

911E 1973



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

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

● (F series) ★ ★ ★ ★ ★

911S 1973



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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F	6x15 inch; 185/70/R15
R	6x15 inch; 185/70/R15

● (G, H, I, J series) ★ ★ ★ ★ ★

911 1974-77



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

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

● (G, H, I, J series) ★ ★ ★ ★ ★

911S 1974-77



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

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



▼ (G & H series) ★ ★ ★ ★ ★  
**911 Carrera 2.7**  
1974-76  
From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3 sec
Top speed	148mph
Length	4,291mm
Width	1,652mm
Weight	1,075kg
Wheels & tyres	
F	6x15 inch; 185VR
R	7x15 inch; 205VR

● (I & J series) ★ ★ ★ ★ ★

911 Carrera 3.0 1976-77



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

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



● ★ ★ ★ ★ ★  
**930 3.0**  
1975-77  
Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, whaletail rear wing and four-speed gearbox were standard.

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



● ★ ★ ★ ★ ★  
**930 3.3**  
1984-89  
Revised engine added power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	161mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	8x16 inch; 225/50/VR16

▼ ★ ★ ★ ★ ★

Carrera 3.2 1984-89



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	
F	7x16 inch; 205/65/VR15
R	8x16 inch; 215/60/VR15 (16" for '89)

● ★ ★ ★ ★ ★

930 SE 1986-89



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	9x16 inch; 245/45/VR16



● ★ ★ ★ ★ ★  
**959**  
1986-1988  
Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Maximum power	450hp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9 sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Wheels & tyres	
F	8x17 inch; 235/45/VR17
R	9x17 inch; 255/40/VR17

● ★ ★ ★ ★ ★

Speedster 1989



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

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



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★★★★★  
**930 LE  
1989**  
Essentially an SE but without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

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

★★★★★  
**3.2 Clubsport 1987-89**



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

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



★★★★★  
**964 Turbo S 1992-93**

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

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



● (C & D series) ★★★★★  
**964 3.8 RS  
1993**

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

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



★★★★★  
**993 Carrera 4S  
1995-96**

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

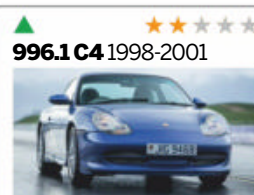
Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.3 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,520kg
Wheels & tyres	
F	8x18 inch; 225/40/ZR18
R	10x18 inch; 285/30/ZR18

★★★★★  
**993 Carrera RS 1995-96**



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

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



★★★★★  
**996.1 C4 1998-2001**

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

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



★★★★★  
**996.1 GT3 1998-2000**

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

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



★★★★★  
**996 Turbo 2001-05**

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

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



★★★★★  
**964 Carrera 4** 1989-93



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

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

★★★★★  
**964 Carrera 2** 1990-93



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

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



★★★★★  
**964 Turbo** 1991-92

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

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

★★★★★  
**964 C4 Lightweight** 1991



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

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



★★★★★  
**964 RS** 1991-92

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

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

★★★★★  
**964 C2 Speedster** 93-94



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

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

★★★★★  
**964 Turbo 3.6** 1993-94



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

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

★★★★★  
**964 Anniversary** 1993-94



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

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



★★★★★  
**964 RS America** 1973

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

<b>Production numbers</b>	701
<b>Issue featured</b>	157
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	164mph
<b>Length</b>	4,250mm
<b>Width</b>	1,650mm
<b>Weight</b>	1,340kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/50/ZR17
<b>R</b>	8x17-inch; 255/40/ZR17

★★★★★  
**993 GT2** 1995-96



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

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

★★★★★  
**993 Turbo** 1996-98



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

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



★★★★★  
**993 Carrera S** 1997-98

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

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

★★★★★  
**993 Turbo S** 1998



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

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



★★★★★  
**996.1 Carrera**

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

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



★★★★★  
**996 Carrera 4S** 2001-05

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

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

★★★★★  
**996 GT2** 2001-03



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

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

★★★★★  
**996.2 C2** 2002-04



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

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



★★★★★  
**996.2 C4**

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

<b>Production numbers</b>	10,386
<b>Issue featured</b>	107
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.0 sec
<b>Top speed</b>	177mph
<b>Length</b>	4,430mm
<b>Width</b>	1,770mm
<b>Weight</b>	1,430kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	7x17-inch; 205/50/R17
<b>R</b>	9x17-inch; 255/40/R17

★★★★★  
**996 Anniversary** 03-04



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

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



# Sales debate

Do Cabriolet and Targa prices tail off in winter?



We're back to myth-busting again this issue as we address another oft-muttered assumption within our Porsche marketplace: that prices of Cabriolets and Targas change according to the season. So can their values really spike in spring and fall in autumn, for want of a better phrase?

Karl Meyer, owner of Porsche buying specialists 2911, believes the idea that an open-topped Porsche will be cheaper to buy in the colder months is “pure fiction”. He told us: “Porsche as a brand isn’t seasonal. There’s no doubt that sports cars in general in the main dealer network come off sale slightly from September, with the bulk of sales at OPCs moving more towards 4x4s. Dealers want to limit stock holding on sports cars at this time, but the Cabriolet and Targa aren’t treated separately to a Coupe in this regard – the 911 and all its iterations are treated the same as Porsche’s other sports cars in the Cayman and Boxster. It’s therefore extremely unlikely someone will nick a 992 C2S Cabriolet off a dealer simply because the summer is over.”

Karl’s offerings into the operations of the dealer network are insightful for us mere mortals on the outside, but what about the classic market? Jamie Tyler at Paragon Porsche can draw on more than 25 years of experience in the marketplace when delivering his verdict: “Prices don’t really change depending on the season. There are many factors in play which dictate prices, and these market conditions are in place all year round. What’s more, 911 owners tend to be astute buyers – they don’t get to the first morning of spring before deciding they might like an open-topped car, which would push prices up under the laws of supply and demand. You might get one or two cars offered on the cheap heading into winter, but don’t be tempted. They will likely be hiding big bills – particularly if it’s a classic, where structural repairs aren’t uncommon.”

It seems our experts are unanimous in their verdicts that no matter if it’s a new or classic Cabriolet or Targa, their prices won’t fluctuate according to the seasons. It just goes to show that any time is indeed a good time to buy a 911.

★★★★★

996.2 GT3 2003-05

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

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

★★★★★

997.1 GT3 2006-07

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

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

★★★★★

997.2 GT3 RS 09-12

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

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

★★★★★

997 Turbo S 2011-13

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

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

★★★★★

996 GT3 RS 2004-05

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

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

★★★★★

997.1 GT3 RS 2006-07

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

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

★★★★★

997 Speedster 2010

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

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

★★★★★

997 Turbo S 2011-13

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

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

★★★★★

996 Turbo S 2004-2005

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

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

★★★★★

997 GT2 2007-09

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

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

★★★★★

997 Sport Classic 2010

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

Production numbers	250
Issue featured	146
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

★★★★★

991.1 Carrera 2011-15

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

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





▼★★★★★  
**997.1 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.

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



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

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



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

<b>Production numbers</b>	8,533
<b>Issue featured</b>	3
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	325hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.1 sec
<b>Top speed</b>	174mph
<b>Length</b>	4,427mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,450kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18 inch; 235/40/R18
<b>R</b>	11x18 inch; 295/35/R18



The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

<b>Production numbers</b>	30,973
<b>Issue featured</b>	111
<b>Engine capacity</b>	3,824cc
<b>Compression ratio</b>	11.8:1
<b>Maximum power</b>	355hp @ 6,600rpm
<b>Maximum torque</b>	400Nm @ 4,600rpm
<b>0-62mph</b>	4.8 sec
<b>Top speed</b>	179mph
<b>Length</b>	4,427mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,475kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x19 inch; 235/35/R19
<b>R</b>	11x19 inch; 305/30/R19



●★★★★★  
**997.1 Turbo**  
**2005-08**  
 Similar to 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. V.TG gave best of small/large turbos.

<b>Production numbers</b>	19,201
<b>Issue featured</b>	159
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	9.8:1
<b>Maximum power</b>	480hp @ 6,000rpm
<b>Maximum torque</b>	620Nm @ 1,950
	5,000rpm
<b>0-62mph</b>	3.9 sec
<b>Top speed</b>	193mph
<b>Length</b>	4,450mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,585kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8.5x19 inch; 235/35/R19
<b>R</b>	11x19 inch; 305/30/R19



▼★★★★★  
**997.2 Carrera**  
**2008-12**  
 Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

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



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

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



▼★★★★★  
**997.2 C4S**  
**2008-12**  
 Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

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



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

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



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

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



▼★★★★★  
**997 GT3 RS 4.0**  
**2010**  
 Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

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



●★★★★★  
**997 918 Edition**  
**2010**  
 These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

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



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

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



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

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



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

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



▼★★★★★  
**991.1 Carrera S**  
**2011-15**  
 Same as Carrera, with seven-speed manual 'box but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

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



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

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



▼★★★★★  
**991.1 Carrera 4S**  
**2012-15**  
 Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. PTV spread torque more evenly.

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



▼★★★★★  
**991.1 GT3**  
**2013-15**  
 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.

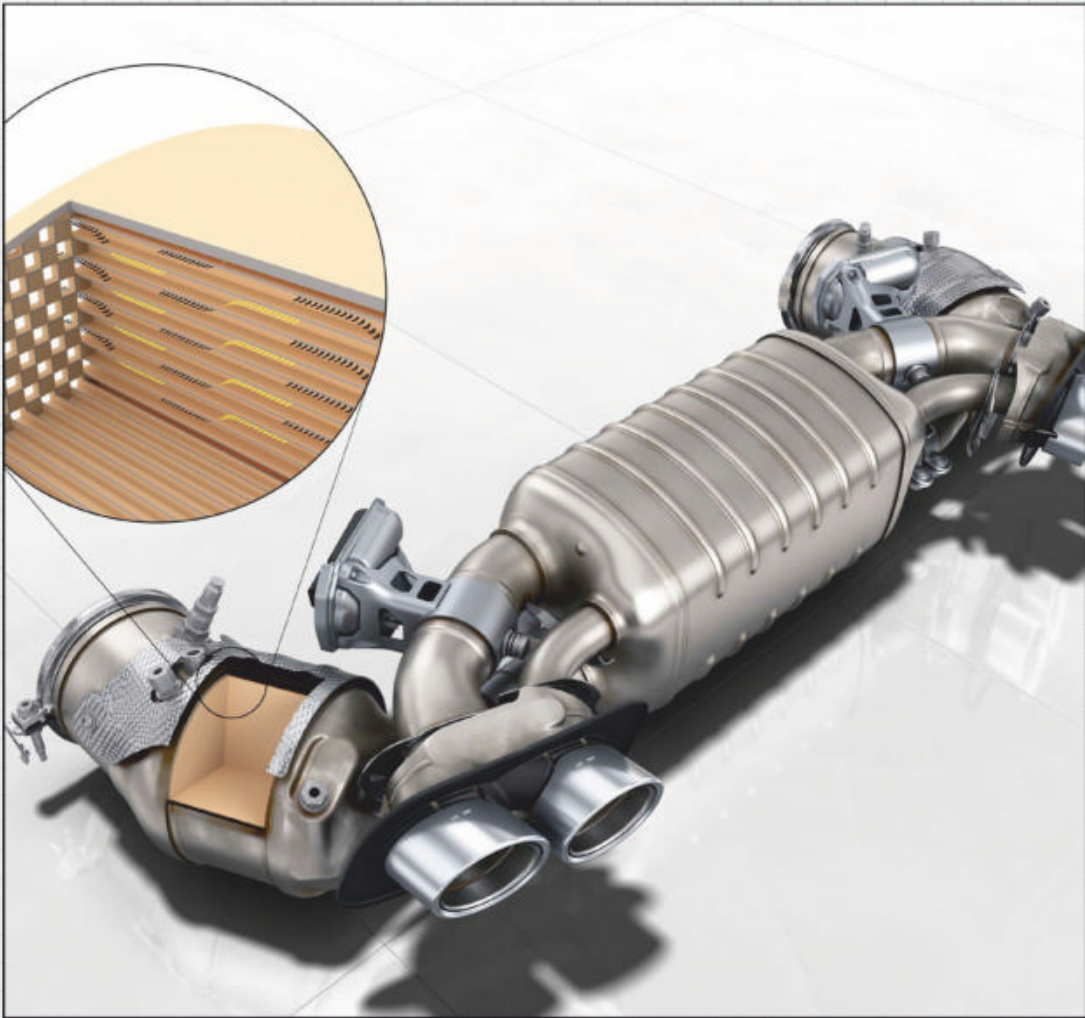
<b>Production numbers</b>	3,000 (estimate)
<b>Issue featured</b>	143
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	12.9:1
<b>Maximum power</b>	475hp @ 8,250rpm
<b>Maximum torque</b>	440Nm @ 6,250rpm
<b>0-62mph</b>	3.5 sec
<b>Top speed</b>	196mph
<b>Length</b>	4,545mm
<b>Width</b>	1,852mm
<b>Weight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



# Technology explained

## 029 GASOLINE PARTICULATE FILTER

With more stringent emissions regulations, these filters are being added to all new 911s



Whether you've purchased a 992, a late-production 991.2 GTS or even a batch two GT3 RS, one thing is for certain: if it's a MY2019 sports car from Porsche for the EU market, it'll now come fitted with a Gasoline Particulate Filter (GPF). This is to ensure all cars made by the company comply with the new Worldwide Harmonised Light Vehicles Test Procedure (WLTP) measurement cycles which came into effect from 1 September 2018. A GPF is a fairly discreet device fitted to the 911's exhaust and ensures that the car is future-proof in the battle to reduce emissions against a backdrop of ever-tighter legislation from governments.

The technology is borrowed in principle from diesel engines, which have used particulate filters for a number of years now. It's also delightfully simple. In the case of Porsche, its GPF contains enclosed ceramic filters, into which exhaust gas is fed from alternately sealed channels. The particulates gathered here are then burned off naturally under what Porsche calls 'an automatic regeneration process'. The process is then repeated.

For Porsche, a GPF allows the 911 sports car, with its internal combustion engine, to live on in a world where harmful exhaust gas emissions are under intense scrutiny. There are caveats though, the chief one being weight: each GPF weighs seven kilograms, the weight penalty coming right where the 911 could do without it – in the rear corners. Also, there's no denying the GPF has muted the 911's soundtrack rather spectacularly, to the point where a 911 with a particulate filter is clearly distinguishable against one without it.

Really, though, these are just small prices to pay for the pleasure of being able to continue with the joys of driving the iconic Porsche 911 in the modern world.



★★★★★

**991.1 Turbo 2013-14**

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

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



★★★★★

**991.1 Turbo S 2013-15**

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

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



★★★★★

**991.2 Carrera S 2015-18**

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

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



★★★★★

**991.2 Carrera 4 2016-18**

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

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



★★★★★

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



★★★★★

**991.2 C4 GTS 2017-19**

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

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



★★★★★

**991.2 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.

Production numbers	100 UK cars (est)
Issue featured	164
Engine capacity	4,000cc
Compression ratio	Unknown
Maximum power	520hp
Maximum torque	480Nm
0-62mph	3.2 sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



★★★★★

**991 Speedster 2019**

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

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





▲★★★★★  
**991 Anniversary 2013-14**  
Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

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



▼★★★★★  
**991.1 Carrera GTS 14-16**  
Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

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



▼★★★★★  
**991.1 C4 GTS 2014-2016**  
Almost the same as the C2 GTS, but with additional traction offered by four-wheel drive. As a result, performance times are altered slightly over its rear-driven variant.

Production numbers	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	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



▼★★★★★  
**991.1 GT3 RS 2015-17**  
Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Features modified 4.0-litre DFI version of 991.1 GT3 engine; PDK-only.

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



▼★★★★★  
**991.2 Carrera 2015-2018**  
Facelift model substantially changed underneath with power coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.

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



▼★★★★★  
**991.2 Carrera 4S 2016-18**  
As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

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



▼★★★★★  
**991.2 Turbo 2016-18**  
Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

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



▼★★★★★  
**991.2 Turbo S 2016-18**  
As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever 911 from 0-62mph.

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



▼★★★★★  
**991 R 2016**  
991 GT3 RS engine mated to revised six-speed manual gearbox. Features Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	991
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.8 sec
Top speed	201mph
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	12x20-inch; 305/30/ZR20



▼★★★★★  
**991.2 GT3 2017-19**  
New 4.0-litre engine from 991.2 Cup car. Retains 9,000rpm redline; six-speed manual Sport transmission now a no-cost option. Revised airflow to front and rear.

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



▼★★★★★  
**991 GT2 RS 2017-19**  
Fastest factory 911 of all time. Highly modified Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New inlets on bonnet feeds air to brakes.

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



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

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



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

Production numbers	5,000
Issue featured	162
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	
F	8.5x19-inch; 235/40/ZR19
R	11.5x19-inch; 295/35/ZR19



●★★★★★  
**992 Carrera S 2019-**  
All-new eighth generation of 911 carries over 9A2 engine from 991.2, though all cars are now wide bodied with subtle visual tweaks.

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



●★★★★★  
**992 Carrera 4S 2019-**  
As with the 992 Carrera S, but with active all-wheel drive providing variable torque to the front axle. Identifiable by silver decklid slats (C2S has black).

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



●★★★★★  
**992 Carrera 2020**  
The base 992 was revealed some nine months after the S. Visually different to the C2S thanks to smaller wheels and two single-exit exhaust tips.

Production numbers	In production
Issue featured	183
Engine capacity	2,981cc
Compression ratio	Unknown
Maximum power	385hp
Maximum torque	Unknown
0-62mph	4.0 sec
Top speed	182mph
Length	4,548mm
Width	1,852mm
Weight	Unknown
Wheels & tyres	
F	8.5x19-inch; 235/40/ZR19
R	11.5x20-inch; 295/35/ZR20



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**M**eeet Emma Airey. She's the head of RH and has been dreaming about one particular Porsche for 30 years. Indeed, she only got into the insurance industry because of it.

Back in the late 1980s, Emma had been training for a job in healthcare when she realised what really mattered. We'll let her explain.

'I set my heart on a mid-80s Guards Red 911 Carrera with whale tail and a Pascha interior,' she says. 'I thought I could make enough money to

buy one within a year if I did really well, so I began selling accident insurance door to door. Turns out it takes a little longer than I thought to realise a dream.'

Emma's head was turned by another sporting symbol of the 1980s, a TVR Tasmin, and she went on to own many more TVRs over the years as the Porsche dream receded into the distance. But much later, around 2009, Emma found herself at Anglia Classic Auctions.

'This Guards Red 911 Carrera rumbled past,





RH's customers produce real results. In the last year, Emma has introduced several ideas that have come directly from classic car owners.

'One example is what happens when you change your cover,' says Emma, 'for instance, you might switch to a laid-up policy over the winter. We'll refund the difference on a pro-rata basis and you won't pay a single penny in admin fees.'

'No fees' is something you'll hear a lot from RH. They may not have the biggest marketing budget, preferring to keep premiums really competitive, and perhaps their biggest strength, apart from 'no policy admin fees', is offering these amazing benefits.

- Full UK and European accident breakdown and recovery, including home service, is standard on all policies.
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looking and sounding amazing,' she recalls. 'It even had the whale tail and the striking Pascha check inside. But my partner at the time said we were 'finished' if I bought that car...I already had a Rolls-Royce Silver Cloud that was eating all my money. So I stood there, my hand twitching at my side, while it was bid up to just £8000, when the hammer came down.'

A crazy price, even then, and we all know what such a car would be worth ten years on. But it's not the lost investment that bugs Emma, it's everything else.

'Obviously I should have bought it. I've missed ten years of the pride and enjoyment of ownership, of that experience on the road. And a few sizeable bills, probably, but that's the same for most classics. But I'm looking once more...the dream isn't dead yet!'

### An office full of petrolheads

Emma is far from the only car nut in RH's small enthusiast team. To take just two examples,

Andrew Thomas is known as the team's walking encyclopaedia and started working on classics with his grandfather when still a schoolboy, while Phil Hunt was even younger when he wrote to every car maker in The Observer's Book of Automobiles to ask for brochures...and he's still got all the replies.

'We like chatting to people about their classics,' says Andrew. 'It helps us to understand how much cars means to their owners, and it can also help to tailor the policy to their personal needs.'

RH doesn't run a giant impersonal call centre where you never speak to the same person twice, so if you want to talk to Andrew or anyone else on the team, you ring up and ask by name.

That even goes for the boss...if you've got a query or a suggestion for ways RH could help you out, email Emma to arrange a mutually convenient time to speak.

### RH out-performs the rest!

Those conversations between Emma Airey and



*\*providing cover is on a like for like basis and the renewal premium meets, or exceeds, RH's minimum premium for modern cars which is currently £240 + Insurance Premium Tax.*

### Example quote:

Based on a 1982 911SC Carrera targa valued at £39,000, owned (in her head!) by Emma Airey.

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1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black Leatherette. 1 of 6 RHD with E/sunroof	N/A
1973 911 2.7 Carrera RS Lightweight	Blood Orange / Black Cloth. 1 of 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
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 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 Leather. Hard back seats, Turbo S spoiler	23,700
1996 993 Carrera 2 Cabriolet	Midnight Blue / Grey Leather, Porsche Classic Nav, Varioam	43,700
1996 993 Carrera 2 Coupe LHD	Guards Red / Black-Grey Leather. 18" Speedline wheels, LSD	45,500
1995 993 RS Club Sport LHD	Guards Red/Black Cloth Bucket seats, C00 German supplied	24,300
1996 993 Carrera 2 Coupe LHD	Speed Yellow / Black Leather, RS Speedline, Engine rebuilt	27,600
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
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 Cabriolet	Carrara White / Black Leather/ Alcantara, Heated Seats	15,500
2011 997 GTS PDK Coupe	Carrara White / Black Leather/Alcantara. Sports Exhaust	18,400
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

For further details please see

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22,000 MILES - £89,500



1996 - PORSCHE 993 C2 TARGA  
15,000 MILES - £79,000



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**£69,995****911 Carrera 4 (993)**

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

**£57,995****911 Carrera 2 GTS (997)**

Carrara White • Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 19" Centre Lock Wheels • 61,083 miles • 2011 (11)

**£54,995****911 Carrera 4 S (997) GEN II**

Meteor Grey • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Turbo Wheels • 65,882 miles • 2010 (59)

**£43,995****911 Turbo (996)**

Lapis Blue • Dark Blue Leather Seats Manual Gearbox • 18" Turbo II Wheels BOSE Sound System • 75,992 miles 2002 (02)

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Arctic Silver • Black Leather Seats Manual Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 44,120 miles • 2009 (59)

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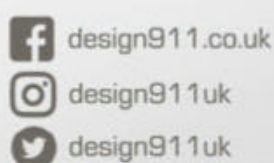
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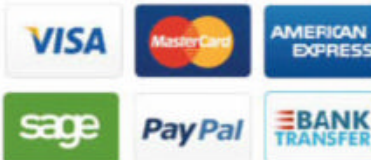


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<p><b>911 991 "2S" 3.8 pdk (61 - 2012)</b> Basalt black with black leather 62,000 miles <b>£48,000</b></p>	<p><b>911 997 Turbo 3.8 pdk (10 - 2010)</b> GT Silver with black leather 26,000 miles <b>£75,000</b></p>	<p><b>911 997 Turbo 3.8 pdk (11 - 2011)</b> White with black leather 56,000 miles <b>£68,000</b></p>	<p><b>911 997 "4S" 3.8 pdk (11 - 2011)</b> Basalt black with black leather 50,000 miles <b>£47,000</b></p>	<p><b>911 997 "2S" 3.8 pdk (10 - 2010)</b> Meteor grey with black leather 30,000 miles <b>£46,000</b></p>
<p><b>911 997 "4S" 3.8 pdk (59 - 2009)</b> Red with black leather 38,000 miles <b>£45,000</b></p>	<p><b>911 997 "4S" 3.8 pdk (60 - 2011)</b> Dark blue with sand leather 59,000 miles <b>£44,000</b></p>	<p><b>911 997 "4S" 3.8 (09 - 2009)</b> Basalt black with black leather 49,000 miles <b>£43,000</b></p>	<p><b>911 997 "4S" 3.8 pdk (59 - 2010)</b> Basalt black with black leather 59,000 miles <b>£42,000</b></p>	<p><b>911 997 "4S" 3.8 pdk (09 - 2009)</b> Basalt black with black leather 55,000 miles <b>£42,000</b></p>
<p><b>911 997 "4S" 3.8 pdk cab (59 - 2009)</b> Meteor grey with black leather 47,000 miles <b>£42,000</b></p>	<p><b>911 997 "2S" 3.8 pdk (09 - 2009)</b> Basalt black with black leather 55,000 miles <b>£40,000</b></p>	<p><b>911 997 "2S" 3.8 pdk (10 - 2010)</b> Basalt black with black leather 72,000 miles <b>£38,000</b></p>	<p><b>911 997 Turbo 3.6 tip (57 - 2007)</b> Basalt black with black leather 58,000 miles <b>£48,000</b></p>	<p><b>911 997 "4S" targa 3.8 tip (08 - 2008)</b> Basalt black with black leather 49,000 miles <b>£35,000</b></p>
<p><b>911 997 "4S" X51 (57 - 2007)</b> Atlas grey with black leather 64,000 miles <b>£34,000</b></p>	<p><b>911 997 "4S" 3.8 (57 - 2007)</b> Meteor grey with black leather 50,000 miles <b>£34,000</b></p>	<p><b>911 997 "2S" 3.8 (08 - 2008)</b> Atlas grey with black leather 48,000 miles <b>£33,000</b></p>	<p><b>911 997 "2S" 3.8 (57 - 2007)</b> Meteor grey with black leather 58,000 miles <b>£33,000</b></p>	<p><b>911 997 "4S" 3.8 (08 - 2008)</b> Meteor grey with black leather 75,000 miles <b>£32,000</b></p>
<p><b>911 997 "2S" 3.8 (57 - 2008)</b> Atlas grey with black leather 52,000 miles <b>£32,000</b></p>	<p><b>911 997 "2S" 3.8 (07 - 2007)</b> White with black leather 58,000 miles <b>£32,000</b></p>	<p><b>911 997 "4S" 3.8 (06 - 2006)</b> Seal grey with grey leather 53,000 miles <b>£31,000</b></p>	<p><b>911 997 "4S" 3.8 (57 - 2007)</b> Atlas grey with black leather 63,000 miles <b>£30,000</b></p>	<p><b>911 997 "4S" 3.8 (07 - 2007)</b> Basalt black with black leather 58,000 miles <b>£30,000</b></p>
<p><b>911 997 "4S" 3.8 (08 - 2008)</b> Basalt black with black leather 63,000 miles <b>£30,000</b></p>	<p><b>911 997 "4S" 3.8 tip (57 - 2007)</b> Meteor grey with black leather 62,000 miles <b>£30,000</b></p>	<p><b>911 997 "2S" 3.8 (07 - 2007)</b> Basalt black with black leather 72,000 miles <b>£30,000</b></p>	<p><b>911 997 "2S" 3.8 tip (06 - 2006)</b> Midnight blue with ocean blue leather 31,000 miles <b>£30,000</b></p>	<p><b>911 997 "4S" 3.8 tip (06 - 2006)</b> GT Silver with black leather 62,000 miles <b>£30,000</b></p>
<p><b>911 997 "2S" 3.8 (57 - 2008)</b> Silver with black leather 59,000 miles <b>£30,000</b></p>	<p><b>911 997 "4S" 3.8 tip (06 - 2006)</b> Seal grey with ocean blue leather 55,000 miles <b>£29,000</b></p>	<p><b>911 997 "2S" 3.8 tip (57 - 2007)</b> Silver with black leather 53,000 miles <b>£28,000</b></p>	<p><b>911 997 "4S" 3.8 (07 - 2007)</b> Atlas grey with stone grey leather 69,000 miles <b>£28,000</b></p>	<p><b>911 997 "2S" 3.8 tip (07 - 2007)</b> Meteor grey with black leather 48,000 miles <b>£28,000</b></p>
<p><b>911 997 "2S" 3.8 (06 - 2006)</b> Arctic silver with black leather 68,000 miles <b>£28,000</b></p>	<p><b>911 997 "2S" cab 3.8 tip (06 - 2006)</b> Basalt black with black leather 66,000 miles <b>£28,000</b></p>	<p><b>911 997 "2S" 3.8 tip (56 - 2006)</b> Atlas grey with black leather 72,000 miles <b>£27,000</b></p>	<p><b>911 997 "2S" 3.8 tip (55 - 2005)</b> Arctic silver with black leather 67,000 miles <b>£25,000</b></p>	<p><b>911 997 "2S" 3.8 tip (55 - 2005)</b> Midnight blue with sand leather 65,000 miles <b>£25,000</b></p>

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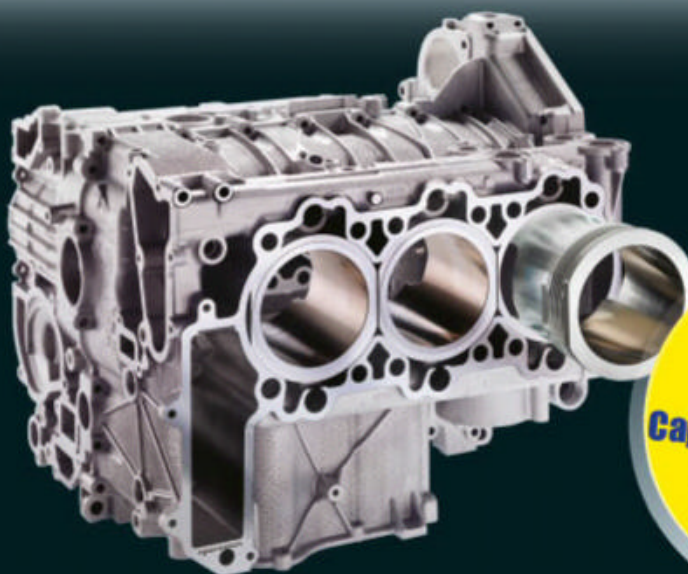


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## 997.2 V 991.1: 50K 911S

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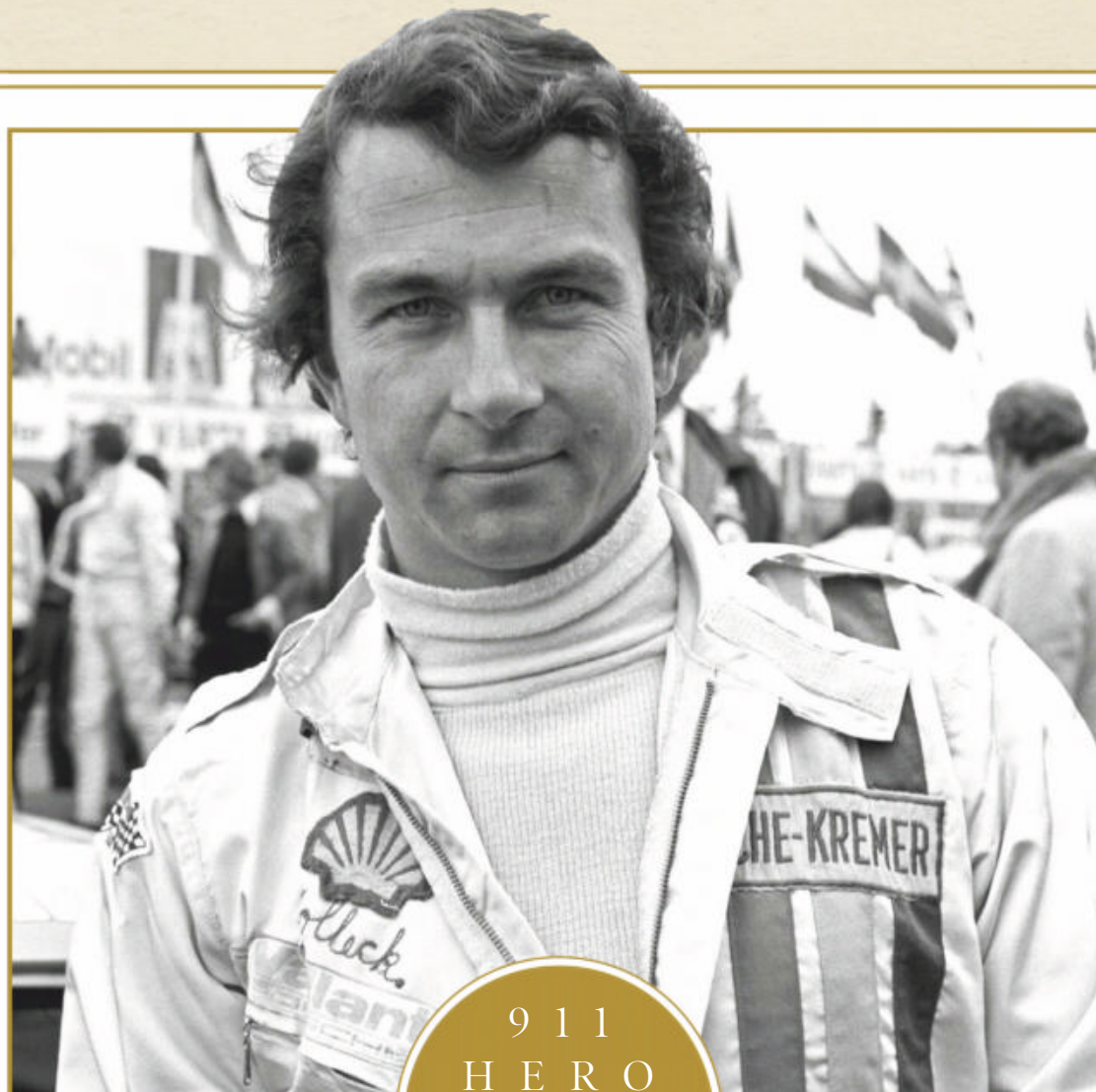
The amazing story of this decorated RSR racer turned 934 and 935



## 'GB LE MANS' UNCOVERED

T911 tours a UK route once outlined for a 'Le Mans-style' road race





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HERO

BOB WOLLEK

Few drivers have been more closely associated with Porsche's racing activities than the late Bob Wollek. Total 911 looks back on his legendary story

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

Born in Strasbourg in November 1943, Robert Jean Wollek was soon to demonstrate the competitive skills and spirit that would later make him one of Porsche's greatest drivers. His story began with skiing, a sport at which he excelled, but that career was ended by injury during preparations for the Winter Olympics. Fortunately for us he turned his considerable talents to motorsport, a career that began in single-seater racing in the late 1960s where he achieved modest success. But 'Brilliant Bob' wanted more and switched to sports car racing, a decision that led to him spending more than two decades in the very highest echelons of the sport and a first World Sportscar Championship victory at Hockenheim in 1977 behind the wheel of a Kremer Porsche 935.

Many more wins would follow – the overwhelming majority of them in the cars from Weissach – and he'd take the chequered flag driving the likes of the 935, 936 and 956. The 962 also played a major role in his racing career, and it was that car that allowed him to win the 24 Hours of Daytona on no fewer than four occasions between 1983 and 1991. Oh yes, and he also won the Porsche Cup seven times, and there would also be a clutch of class wins with a 996 GT3 in the 2000 American Le Mans Series.

For many it will be his exploits at La Sarthe that best encapsulate his desire to compete at the highest level, and it was a race he would enter no less than 30 times. Amazingly, not one of those starts would end in victory, though he did cross the finishing line in 2nd place in 1995, 1996 and 1998 – it's worth bearing in mind that he was more than 50 years old at the time, so his passion for racing clearly remained very much undimmed. It's also worth recalling that 1998 was the year of Porsche's one-two with the GT1, Wollek then competing at the Le Mans 24 Hours on two further occasions in a 911 GT3, resulting in a 19th place overall and a disqualification.

By 2001 he had announced his retirement from racing and was to become an ambassador for Porsche, but it was a position that he sadly never lived to fulfil. That year's 12 Hours of Sebring was planned to be his final race – and his 12th start at the famous event – and he was due to share a Petersen Motorsports 996 GT3 RS with Johnny Mowlem and Michael Petersen. But on 16 March while cycling away from the circuit after practice, he was hit by a van and killed. Following his death, Porsche CEO Wendelin Wiedeking said: "We lose one of our greatest and most successful drivers. Porsche has a lot to thank him for." We can't and won't sum up Bob Wollek any better than that. **911**



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The image shows a tablet displaying the Elephant Racing website's Suspension Builder tool. The website has a navigation bar with links: Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. It also features the Elephant Racing logo, a tagline 'Advanced Suspension Systems For Porsche Cars Design & Development', a globe icon for 'Fast Shipping Worldwide', and contact information 'Sales & Support +1.408.297.2789'. A dropdown menu shows car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. The main section is titled 'Suspension Builder' and includes 'ONLINE TOOLS' like 'Suspension Navigator' and 'Suspension Builder'. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Review & Approve. It displays 'Front' and 'Rear' suspension components in a grid. A 'PACKAGE CHARACTERISTICS' table shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is at the bottom. In the foreground, a red Porsche Carrera GT is shown, with other Porsche models visible behind it.

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**2 Select Your Package**  
Street Performance 2

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

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