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ISSUE 186

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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.

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1983 Porsche 911SC Sunroof Coupe Stock Number 10897

This very presentable 1983 Porsche 911SC Sunroof Coupe shown here with matching numbers is available for sale in red with a grey interior. It comes equipped with a manual transmission, air conditioning, power windows, and Fuchs wheels. This is an excellent weekend driver which is also mechanically sound.

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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.

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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.

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1983 Porsche 911SC Cabriolet Stock Number 11378

This 1983 Porsche 911SC Cabriolet with matching numbers is available in its original color code #908 Grand Prix white with a burgundy interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, soft top, Fuchs wheels and includes the spare tire, jack and tool kit. This is the first year of the 911 Cabriolet. The car is mechanically sound.

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1991 Porsche 964 Cabriolet Stock Number 11407

This beautiful 1991 Porsche 964 Cabriolet is available in its original color code #L700 black with a combination of red seats and a tan interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, dual airbags, power windows, power steering, solid wheels, power soft top and includes the spare tire and air compressor. This is an excellent original California car 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.

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1974 Porsche Carrera Targa Stock Number 11399

This very rare 1974 Porsche Carrera Targa with matching numbers which includes the Certificate of Authenticity, is available in black with Carrera script and a black interior. It comes equipped with a manual transmission, air conditioning, wide body kit, RS door panels, and BBS wheels. This is a highly collectible car which was with the same owner for many years. The Porsche is also mechanically sound.

For \$39,950



1973.5 Porsche 911T Targa Stock Number 11318

This highly collectible 1973.5 Porsche 911T Targa with matching numbers is available in its original color code #114 Signal Yellow with a black interior. It comes equipped with a 5-speed manual transmission, CIS injection, Recaro seats, Fuchs wheels and includes the jack, spare tire and tool kit. This is a very presentable car which is also mechanically sound.

For \$44,500



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 recently come out of storage.

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1973 Porsche 911E Sunroof Coupe Stock Number 11404

This 1973 Porsche 911E Sunroof Coupe with matching numbers is available in black with a black interior. It comes equipped with a 5-speed manual transmission with a 2.4-liter engine with mechanical fuel injection, air conditioning, sunroof, Fuchs wheels and includes the spare tire and original owner's manual. It was with the same owner for many years and is an extremely clean and presentable car which is also mechanically sound.

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Welcome

The subject of this month's cover story was initially looking at the wider Porsche market. It's no secret that values have fallen back quite substantially compared to just two years ago: the cars are the same, of course, but the numbers in their windows these days aren't quite mimicking that of a telephone number.

However, it was only after chatting to numerous specialists right around the industry that we realised this change in values might be a little less generalised. The Porsche Turbo, a staple of the 911 line-up since 1975, has clearly taken a big hit of late. Values have been on the slide over the last 12 months, with prices softening by up to 30 per cent. For a 964 3.6 creeping past the quarter of a million mark not long ago, that's quite a drop.

Perhaps this fall was inevitable: once the 991.2 Carrera lineup adopted turbocharging, I worried what this might do for

“Prices are off-boost, so now's the time to nab yourself a Turbo bargain”

the 911 Turbo, old and new. Would the model still be viewed as special? For a long time values were unshaken, even continuing to creep upwards, good examples of the 993 Turbo touching £150k around 24 months ago. That's a big contrast to one of my first issues at **T911**, where we ran a cover story on the 993 Turbo v 997.1 Turbo at £60k a pop in summer 2013.

Prices have fallen back since, but the cars are the same. What this means, picking up on a theme I've often touted from this very page throughout this year, is that there are some brilliant 911s out there offering great value for money. When it comes to the Turbo, no 911 is more blistering in the performance stakes or, perhaps, more historically important. It's the 911 on steroids, and I believe every collection needs one. Prices are currently off-boost, so now's the time to nab yourself a Turbo bargain.



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1911 Opening Shot

As UK clocks went back, a dedicated group of Porsche owners also took the opportunity to look back in time with a special gathering to celebrate the first water-cooled 911. A total of more than 50 cars gathered for a morning of 'Fried Eggs', dedicated entirely to the Porsche 996, highlighting a marked turnaround in popularity for this once-unloved 911 generation.

Photograph by **Steve Hall**



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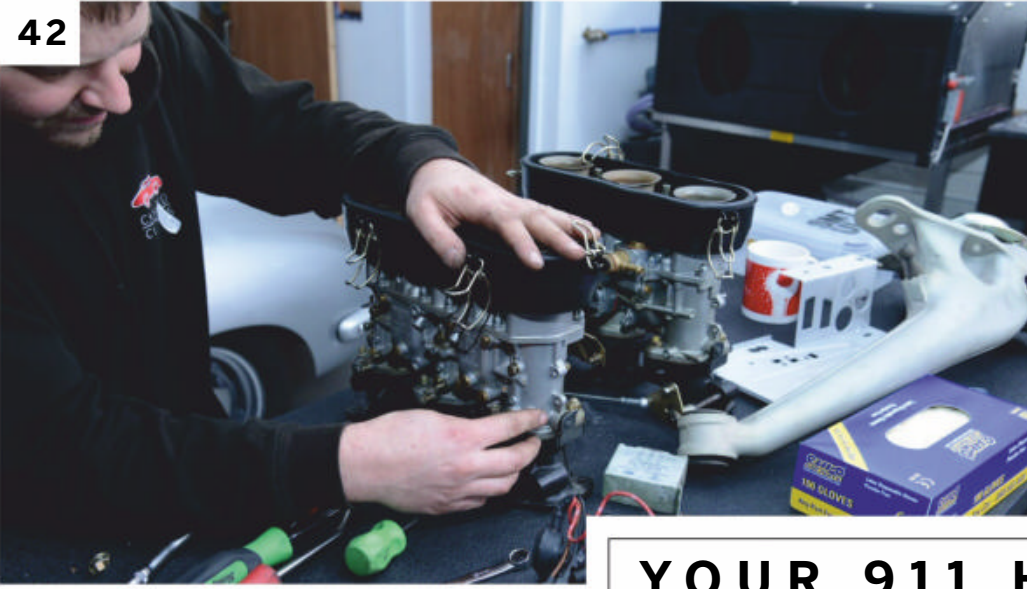


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Update

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



The manual 992 is here!

Porsche North America announces seven-speed gearbox is a no-cost 992 option

A full year into 992 production, Porsche has finally revealed a manual transmission for its Carrera S and 4S models in both Coupe and Cabriolet body styles.

The manual gearbox is – like the 991 generation before it – seven-speed, though it will be offered in the US as a no-cost option to the standard eight-speed PDK transmission. Other territories are yet to confirm price or availability. On the 991 generation manual transmission was standard, with PDK a £1,700 extra. The 'stick

shift' will once again be paired with a mechanical limited-slip differential, including Porsche Torque Vectoring, as opposed to the electrically controlled differential allocated to the PDK unit.

Development engineers have previously told **Total 911** the new seven-speed gearbox is much revised over the 991's, though the divisive rev-match function will remain – in the 991 this could be deactivated by switching off PSM.

In terms of performance, the presence of a manual gearbox does marginally affect the

992's sprint and top-speed figures, its 0 to 62mph time now half a second slower at four seconds compared to PDK, topping out at 190mph, a nominal 1mph slower than the automatic gearbox.

Porsche NA says manual 992s can be ordered immediately, with first deliveries expected by spring of 2020. **Total 911** has asked Porsche for comment on why the manual transmission is currently only available for the 992 'S' models and not the entry-level Carrera and Carrera 4.

Supercup continues F1 support to 2022

Porsche signed a three-year deal to continue racing as part of the Formula 1 support calendar up to and including the 2022 season. The Porsche Mobil 1 Supercup has been part of the F1 support programme since its debut season in 1993. Michael Ammermüller has been crowned champion for the last three seasons.



Porsche sales revenue increases by 7 per cent

In the first nine months of 2019, Porsche posted a seven per cent increase in sales revenue. "We currently find ourselves in a politically and economically challenging environment – and Porsche nevertheless remains on track. This is most of all supported by our attractive product range," says Oliver Blume, chairman of the executive board at Porsche AG.



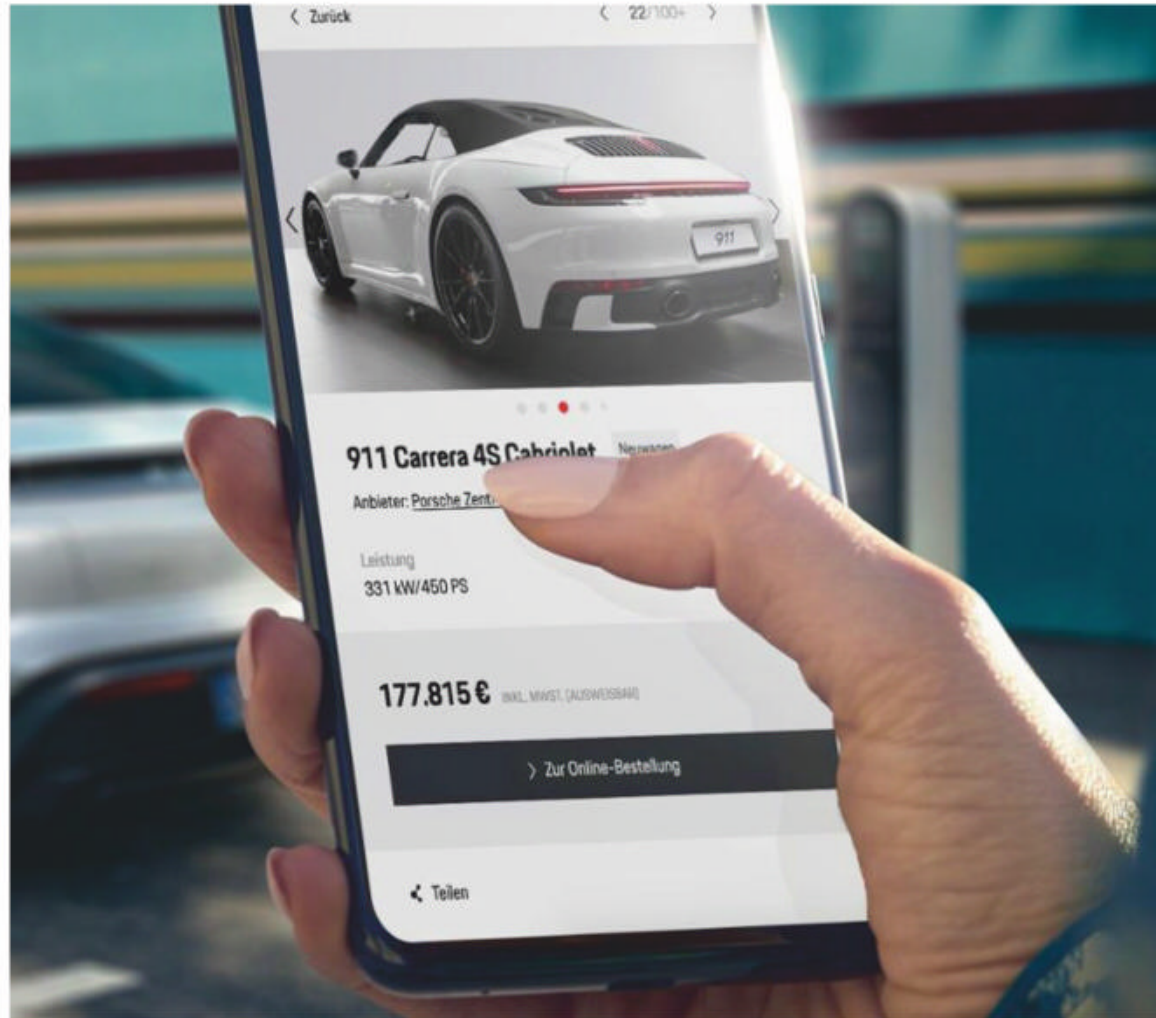
Porsche AG opens digital sales channel

Partnership with 88 OPCs in Germany allows customers to purchase ready-made vehicles online

It is now possible to purchase the 911 of your dreams online after Porsche Germany announced it was adding a digital arm to its car sales repertoire. For the first time customers can browse a comprehensive selection of new and pre-owned stock ready for immediate purchase via **porsche.de**.

“With the introduction of online car sales, we will safeguard the competitiveness of our Porsche Centres in the era of digitalisation. We are very proud of the fact that we can offer our customers a digital purchase option within the established Porsche environment and can implement this integrated solution for Porsche on the German market for the first time,” says Alexander Pollich, CEO of Porsche Deutschland GmbH.

This digital initiative was originally piloted in the United States in collaboration with 25 of the 191 dealerships. Germany will be the first country to fully adopt the scheme though, with all 88 dealerships signed up to offer 4,000 new and pre-owned Porsche ready to drive away immediately. A Europe-wide rollout will be offered “in the coming months”, a



Porsche spokesman told **Total 911**. The move doesn't mean you can buy a new or pre-owned Porsche without visiting an OPC entirely, however.

Customers will still need to visit their nearest Porsche Centre for customer authentication and final conclusion of the contract.

What's on in 2020

- Autosport show **9-12 January**
Europe's largest motorsport show returns to the NEC in Birmingham
- Formula E 2019/20 race 3 **18 January**
Porsche will take to the streets of Santiago, Chile, to resume battle in this all-electric competition
- Daytona 24 Hours **25-26 January**
The 58th edition of America's most prestigious race takes place in Florida
- Six Hours of São Paulo **30 January - 1 February**
Round five of eight in the 2019/20 FIA WEC sees the new RSR race for the first time in 2020
- Geneva Motor Show **5-15 March**
The 992 GT3 will be presented to the world's media and enthusiasts for the first time



Porsche invests in Israeli start-up Tactile Mobility

Minority share in tactile data will focus on roads

Stuttgart has once again turned to the burgeoning start-up hub of Tel Aviv after Porsche announced it was intensifying its partnership with Tactile Mobility, a world leader in the field of tactile data, which simulates a sense of touch.

The technology works using an algorithm processing data provided by physical sensors to give clear,

detailed information about, in this case, the exact condition of vehicles and roads. This can be used to monitor the friction coefficient between car and vehicle, engine and brake efficiency, and the general condition of the vehicle. Integration of this technology into series production cars is planned to be within the next few years.



Milestone birthdays for Singer and Mezger

Porsche stalwarts turn 80 and 90

Two of the most influential figures in the history of the Porsche 911 celebrated milestone birthdays in the last month.

Race engineer Norbert Singer, whose clever interpretation of FIA rules from 1970 to 2004 gave rise to unprecedented success with the 935 and 956, turned 80 on 16 November, while Hanz Mezger,

the man responsible for crafting some of the most decorated Porsche road and race engines, reached 90 years of age on 18 November.

Both legends are officially retired, but continue small undertakings of work with Porsche, Singer most recently helping with the restoration of 917 001.

Motorsport

Prominent news and results from racing series around the globe



Works 911 RSR bows out of competition

Mid-engined 911 race car retires after unprecedented WEC and IMSA success

After three seasons, 13 wins, 34 podiums and titles in the FIA World Endurance Championship and the IMSA WeatherTech SportsCar Championship, along with victories at Le Mans and Sebring, the 911 RSR has retired. It will go down in motorsport history as one of the most successful Porsche race cars of all time.

In the 2019 IMSA competition the RSR scored six GTLM class wins, including a record string of five in a row. Included in those were the endurance races at Sebring and Watkins Glen, as well as the sprint races at Canadian Tire Motorsports Park, Virginia International Raceway, Mid-Ohio and the streets of Long Beach, California.

Earlier in the season we sat down with Earl Bamber to discuss the championship and RSR. "One advantage is that we have a flat six engine, which is better for weight distribution. Our car was designed to run to the limit of the rules. We all have idiosyncrasies, as we are a short-wheelbase car, which is better on a tight circuit, whereas BMW is a long-wheelbase car, which is better on a track with high-speed corners, like Road America. Our car is well suited for the variety of tracks we run on in IMSA. You can't be good everywhere. That's why we do a championship, right?"

The Porsche 911 RSR proved to be the right tool for the job, both in the IMSA and in the FIA-

WEC, where Porsche also won the drivers' and manufacturers' world championships. Frédéric Makowiecki, the third driver in the #911 car at Petit Le Mans, summed it up the best. "It was a perfect season for Porsche. If you take home all the titles in the enormously competitive GTLM class, then it's proof of perfect teamwork, strong performances in the cockpit and an extremely competitive car. The Porsche 911 RSR has enabled us to secure many victories. The new 911 RSR has some big shoes to fill next season." We anxiously await the start of the 2020 season at Daytona in January and the debut of the next generation of the venerable Porsche 911 RSR.

Sumpter takes 2.0L Cup crown

Successful second season for SWB 911 racing ends with a new champion

The last round of the 2.0L Cup, a special one-make racing series for early Porsche 911s held in conjunction with the Peter Auto series, has concluded for 2019 with Paragon Porsche proprietor Mark Sumpter crowned as overall champion.

The sixth and final round of this fiercely competitive championship headed to France's Paul Ricard circuit, with championship leader Sumpter, who's raced for much of the season with Andrew Jordan, looking for a positive result to take the overall title.

The pairing's #77 car rolled into the last weekend for Peter Auto's Dix Mille Tours having not won a race all season, their lead at the top of the table down to reliability and consistency after podiums at Barcelona, Spa and Dijon. However, Sumpter's performance over the weekend underlined his championship title credentials: the Briton finished 1st in qualifying before securing his first win for the season a day later. Sumpter finished a worthy overall champion, some 24 points ahead of runners-up Andrew Smith and Oliver Bryant.



credit: @2litrecup

After a successful debut season last year, the 2.0L Cup was expanded from four to six races around Europe for 2019, taking in storied race tracks such as Spa Francorchamps, Monza and Paul Ricard as part of the Peter

Auto racing calendar. The 2.0L Cup will return in 2020 for a third season, with regulations already sent out to competitors. For more information on the competition, visit 2litrecup.com.

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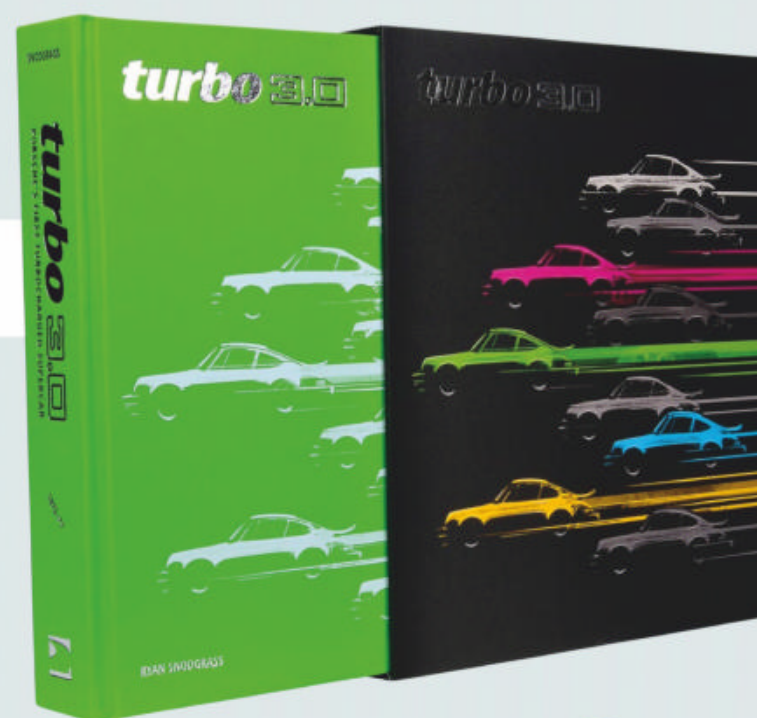
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TURBO 3.0 BOOK

Price: €595

The exceptional *Turbo 3.0* book takes the reader on a time-travelling journey back to the very roots of Porsche's legendary Turbo. The first-generation 3.0-litre 930 is extensively detailed with hundreds of never-before-seen photographs and well-written prose explaining Porsche's development of this special car. From the bright paint and interior colours of the 1970s, to the special one-off models, to coverage of Turbo RSR and 934 racing, Ryan Snodgrass' book should be on every serious Porsche enthusiast's bookshelf.

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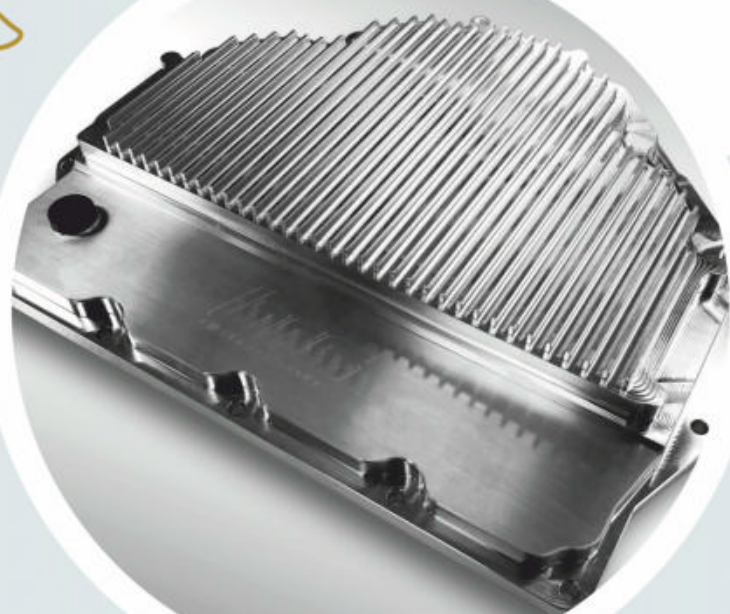


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LN Engineering, well known for its IMS Retrofit, IMS Solution and Nickies cylinders, offers an extensive line of engine and gearbox products. On 997.2- and 991-generation 911s, where the factory plastic PDK pan requires regular replacement due to its integral filter, the BRS Billet 6061-T6 aluminium PDK Pan features added cooling fins, a magnetic drain plug, pan gasket and hardware. It is ideal for cars that will see track use, where more frequent fluid and filter changes are required.

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GUEST COLUMN

Vic Elford



The legendary 'Quick Vic', winner of Sebring, the Daytona 24 and Targa Florio, sits down with Total 911's Tony McGuinness to talk about his remarkable racing career at Porsche

Last issue I touched on the intense rivalry between John Wyer and Ferdinand Piëch. What had been the Porsche Salzburg Team in 1970 had wound down and was replaced by the Porsche Martini Racing Team in 1971. There was no question Martini was now a factory team, and therefore benefited from Porsche and Piëch's full support. Being a member of Piëch's Martini Racing Team allowed me to personally benefit. While I wasn't involved in the political situation between Piëch and Wyer, the daggers drawn between Wyer's Gulf Racing and Porsche simply became bigger.

Wyer and Piëch continued to argue about who got what. Wyer was always offered first choice on engines and so on due to the contract they had at the time. Usually Wyer would say, "If I don't use it, you're not using it." Piëch's reply was always, "If you don't use it, Elford gets it." One time I profited from this was at Le Mans in 1970. Wyer was offered the powerful five-litre engine, but he declined it and said he would use the 4.5-litre instead, so I got the five-litre engine.

Not only did I have the fastest car with the long-tail, but also the best engine. During practice at the 1970 Le Mans I was the first driver to ever complete a lap at an average speed of over 150mph. To prove it was no fluke, I did it again in the race... at night. The car was so good it felt glued to the road at almost 250mph! However, even a tiny lift would change the balance.

The rivalry between Salzburg and Gulf had previously been fairly limited, or fairly innocuous. Once Martini came in, however, at any and all major race meetings, Ferdinand Piëch, Helmuth Bott, Peter Falk and Hans Mezger all became involved to support Martini Racing. If you think about those names, all are Porsche legends.

At Le Mans in 1971, I was paired together with my friend Gérard Larrousse in the #21 Martini Racing 917 LH (long tail), fitted with a five-litre engine. If you recall, the long tail, which had been specifically designed for Le Mans, had still not won the race, nor had the 917s of the Gulf-Wyer team. Disappointingly, I hadn't won it either!

There were two Martini cars entered for 1971. The second was the special magnesium-framed



917K short tail driven by our teammates Helmut Marko and Gijs van Lennep. Our #21 long tail was the only Martini car with the five-litre engine. There were a total of three long tailed 917s entered in the race: two from Gulf-Wyer and mine from Martini. All three of these had the five-litre engine, making them the fastest cars.

Unfortunately the five-litre engine suffered from a bad supply of nuts and bolts that held the air-cooling fan on top of the engine. On Saturday evening mine was the first to break loose, and flew straight off into the trees!

Accelerating out of Arnage up towards Porsche Curves, I probably got to 150mph when it was just gone. It couldn't work without the fan, so that was it for us. Then about an hour later the Gulf-Wyer 917 driven by Pedro Rodríguez experienced the exact same thing in almost the same spot. Eventually all the 917 long tails were out.

Victory at Le Mans in 1971 went to our Martini Racing 917K sister car driven by Helmut Marko and Gijs van Lennep. They had won by over three laps and were followed home by Richard Attwood and Herbert Müller in the Gulf-Wyer 917K.

It was the end of an era. Regulations were changing, limiting engine size. The unmistakable sound of the 917's engine would soon be gone from Le Mans. It was also the last year the race was run on a circuit that had essentially stayed the same for 39 years.

The Martini 917 I drove at Le Mans in 1971 has become one of Porsche's most recognised and iconic race cars ever. The Martini paint scheme is a factor in it being so popular, along with the pure speeds. It was clocked at almost 250mph.

I think it is the most amazing car I have ever seen. The Martini livery was beautiful then and

is still beautiful today. It was an icon right away. Everyone seems to feel the same way. I even have a big painting of the car on my wall.

This special, iconic 917 is on display at the Porsche Museum in Stuttgart, and a replica is on display at the Le Mans museum. It's a phenomenal car for both Porsche and Le Mans. I didn't get to choose the number for the car. In those days they were assigned by the race organisers, so it just happened.

I had tremendous success with Porsche. I was the only driver who had lived through an entire era. In 1966 I had convinced Huschke von Hanstein and Porsche that the 911 could be a world beater. I led the marque to victory at Monte Carlo and its first championship.

I earned my way onto the racing team with Hanstein and Piëch from the days when a class win was the most important thing that could occur, to the present, when we expected to win every race we entered, including the World Championship. I am extremely proud to have played an important role alongside some amazing people in the growth and success of Porsche Motorsport through that very special time period.

I loved every Porsche I drove and won some of the most prestigious races in the world. Often in doing so I managed to set world-record times and track records. Yet unfortunately, while I came close, luck went against me during my attempts to secure outright victory at Le Mans. My extraordinary five-year journey at Porsche came to an end after the 24 Hours of Le Mans in 1971.

Next month will be my penultimate column for **Total 911**. I will share some additional stories and anecdotes about my racing career with Porsche during the golden era of motorsport. **911**

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The very best of your Porsche opinions



997.1 v 997.2

Dear Sir,

Great to see you heap praise on the 997.1 last issue – however, I do think you’ve missed a trick. For all the great value the 997.1 offers over a 996, the second-generation 997 cars are even better. In switching to a completely new flat six with direct fuel injection, gone are any problems associated with the 997.1 such as scored bores or incompetent IMS componentry. In its place you’ve a pretty much bulletproof engine. Your manual v Tiptronic gearbox comparison was also interesting, as Porsche introduced a completely new automatic transmission for the 997.2: PDK. You might have heard of it, as it’s still available in the 911 today...

As the 991 has come down in price, it’s knocked 997.2 prices down too, so you can have a car that remains loyal to the 911’s nimble proportions – the last generation to do so before the 991 bloated things. The 997.2 has aged beautifully. You would not think it’s a ten-year-old car. My non ‘car’ mates believe my 997.2 Black Edition is ‘nearly new’ thanks to a private plate. The magazine is indeed commendable in highlighting the merits of the 997.1, but the 997.2 is a better car, it’s not much

more money to purchase and at less than £40k is possibly the best-value 911 you can buy.

Alex Bloomfield

We’ve said for a very long time now the 997.2 generation is arguably the sweet spot in terms of offering the complete 911 package. It’s still got a slender profile and modest proportions, has a traditional 911 layout inside and isn’t completely overrun by technology such as electrically assisted steering and an active rear axle. It’s also got a robust, reliable engine and enough power to not get embarrassed by modern hot hatches.

However, that does all come at a cost: 997.2 prices are still up near used 991.1 values at £40k-plus – you’ll pay more than £60k for a GTS. The 997.1 on the other hand is still battling the 996.2 around the £20k to 25k mark. In percentage terms that’s another leap forward of around 75 per cent in value for a 997.2 compared to a 997.1. It’s for that reason that although the 997.2 is the superior 911, the 997.1 is deemed better value.

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Will Formula E feature?

Dear Sir,

It seems that Porsche is preparing itself for an electric future. I for one thoroughly embrace this new technology and the route taken with the 918, 919, Taycan and soon to be e-hybrid 992.

I appreciate that **Total 911** covers all things 911 related, however, I was wondering if you are going to cover the 99X – perhaps with an in-depth look at the car and its exploits in Formula E through your Motorsport coverage?

Philip Murray

It's clear the 911 is heading for a future that mixes both e-power as well as the fruits of the

internal combustion engine. As is always the case with Porsche, the company's direction is spearheaded by its motorsporting exploits.

Although we are indeed 911-centric, we have always followed the company's wider racing programme, in light of this being a grounds for testing and development of road technology for the future. It is for this reason we followed the escapades of the 919 e-hybrids during their LMP1 years, and why we will indeed be closely following Weissach's foray into Formula E this year. We'll get up close to the 99X and bring you the full lowdown on this all-electric racer in an upcoming issue.



991.1 GT3 engine issues

Dear Sir,

Further to my recent correspondence, I am just having my 991.1 GT3 engine replaced under warranty by Porsche due to what it describes as 'engine issues'. Similar to what Tony has previously reported in his 'Living the Legend' column, I too was seeing white smoke from the back of my car on start-up. Porsche has replaced it with another 3.8-litre engine. I'd like to know if any of your readers have had any issues with the latest 3.8-litre replacement engine. I would be very grateful for the feedback.

James Wyatt

We shall find out! If there are any 991.1 GT3 owners who have had engines replaced and would care to offer James some feedback, please do get in touch. We can put you in contact privately if you prefer.



Ask the expert

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



Scott Gardner

Job title

Workshop manager

Place of work

Porsche Centre
Bournemouth, UK

Time at Porsche

13 years

Dear Sir,

I've a 2004 996.2, which I've owned for around four months. After a period of very heavy rain here in the UK, the car is absolutely sodden inside. I do have a sunroof, but have checked that and water is definitely not coming in through there, so where else should I look? My carpet is absolutely soaking behind the front passenger seat. On that note... how can I get rid of all the water/moisture?

Jack Stimson

Water can leak in from a number of places in the 996.2. The first thing I would check would be the door panel membranes. After a heavy downpour, check to see if the door panel lower carpet is wet – if it is, then these membranes will have failed.

If the sunroof drains are okay, then I would check the bulk head panel drains. If you open your front lid and remove the battery cover, you will see about three black circular drains – make sure these are clear and not blocked. Typically you will see a puddle of water if they are blocked.

To dry your carpet out, there is no easy way other than to strip it out and let it dry naturally – there is approximately two inches of dense foam underneath the carpet, which takes a long time to dry out fully.





CUT PRICE PORSCHE

The big price drop: Total 911 presents ten classic and contemporary Porsche now offering outstanding value compared to just 24 months ago

Written by **Kyle Fortune** Photography by **Steve Hall**





The line on the graph in front of me isn't quite as steep, but there's a definite correlation between the plot of the 930's torque curve and that of its value in recent years. A steep rise, then a relatively lengthy sustained high before a gentle dropping off. That's true across the 911 marketplace, but the Turbo's meteoric price rises have stalled, and they've started to adjust... downwards.

Market forces at work, as with any rise there's an inevitable drop, or at least a re-adjustment. Don't fret though, Turbo prices have softened rather than fallen off a cliff, that arguably true across more than just Porsche's forced-induction models. The reasons are as numerous as they can be complicated, some inevitably down to opportunistic sellers and unrealistic prices, though wider social factors don't help.

It is impossible to speak to any car dealer today without the turbulent effects of Brexit and a looming general election – here in the UK, at least – impacting on buyers' confidence. Kees Deacon of Paragon Porsche admits as much, as well as highlighting the sheer number of cars making it to market, not all of a quality that could justify their inflated prices.

If you've bought at the peak of the market a drop might be unwelcome, but universally the specialists we've spoken to will tell you that the very best cars will always be coveted, and hold value. Overall the numbers are still significantly higher than they were as recently as four to five years ago. Taking the 930 as an example, in January 2015, £75,000 to £80,000 was strong money. By February 2018 the most expensive for sale in the UK was around £175,000, with that peak dropping back to around £125,000 today. As with any market analysis, there are anomalies – you might well know of a car being advertised at prices well in excess of that, but what the price on the windscreen says doesn't always represent the reality of the eventual deal.

It isn't just the 930 that's seen a drop. The original Turbo's successors followed the same upward trajectory with a similar, perhaps inevitable softening of their values over the past 12 months. Prices of 964 and 993 Turbos are fluid, the latter seeing a drop of around seven per cent in the past year to more realistic numbers. Water-cooled 996 Turbos have moved from the mid- to high-£50,000 mark in 2017 to the mid- to high-£30,000 sphere today. A Tiptronic with high miles can be had for around £30,000. Not catastrophic by any means, but if you're after a Turbo of any era then there's opportunity for a patient buyer in this marketplace to buy a good example of

one of Porsche's most iconic 911s. As James Turner, founder of Sports Purpose, admits: "It's a return to sense, with the right cars selling for sensible money, and that's good for enthusiasts." RPM's Greig Daly adds: "people are buying again for the love of it, not value," and that can only be a good thing. 🚗





930

● **AVG PRICE IN 2017: £130,000** **AVG PRICE IN 2019: £100,000**

Nobody at Porsche could have predicted the impact that the 911 Turbo would have when it was introduced in the mid-1970s. Initial plans were to build just 400 in basic RS-like specification to satisfy build numbers for Group 4 regulations – allowing Porsche to race its turbocharged 911 RSRs. Porsche's management, however, spotted an opportunity for a luxurious, high-performance flagship. With its huge price tag came prodigious performance, a confident move in the economically ravaged 1970s, yet Porsche managed to find buyers, the Turbo proving a huge commercial success.

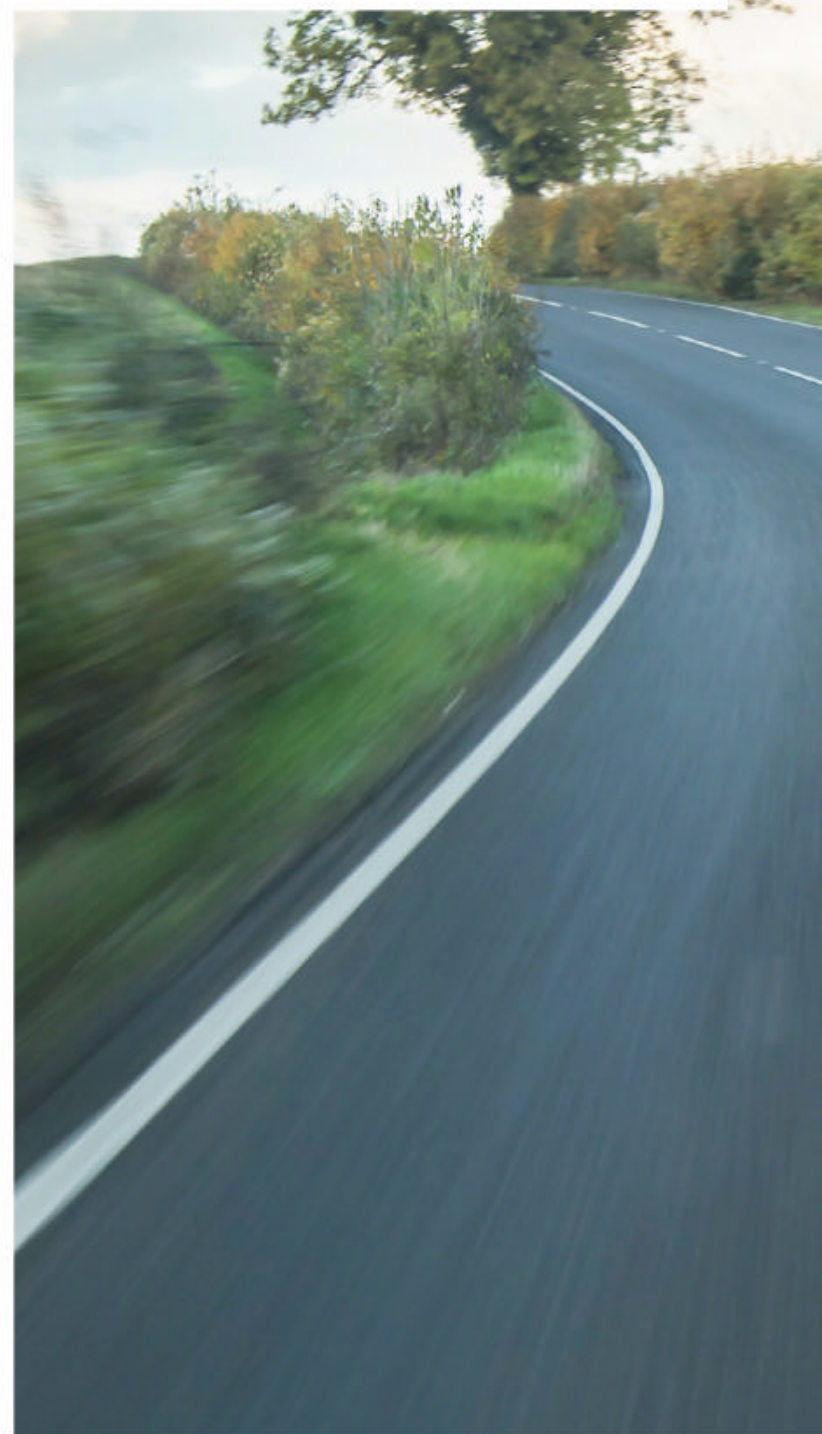
Just as the 5.5-second 0-62mph time and 155mph top speed – enabled by the KKK-turbocharged 260hp 3.0-litre flat six engine – wowed, so too did the Turbo's overt looks. Its signature whaletail and flared front and rear bodywork covering a wider track, its RSR-based suspension and 917-derived brakes made the overtly styled Turbo a poster car throughout its lengthy production run. A 'supercar' to rival the exotic best from Lamborghini and Ferrari, Porsche's Turbo became – and remains – a performance icon, it selling from the mid-1970s right through to the end of the 1980s.

Porsche incrementally improved it during its production run, the engine growing to 3.3 litres in 1978, the addition of an intercooler atop the flat six

necessitating the adoption of the 'tea tray' rear wing. Newer engine management was added, while the four-speed transmission eventually gained another ratio in its final year of production in 1989. From 1978 to 1989 the 930 developed 300hp and a potential top speed in excess of 160mph. Porsche might have fettled it throughout its life, but the 930 never shook off the reputation for being a challenging, if engaging car to drive.

That is always with you when you drive a Turbo, even if its output today looks paltry compared to modern sports and supercars. It's all largely familiar Carrera inside, but look down the wings and you can see the flared-out front, the flag wing mirrors also highlighting the Turbo's more expansive rear.

When driving you do have to be mindful of the turbocharger, which rushes ferociously, the small boost gauge in the rev counter telling you nothing your body doesn't already know. Modern tyres help tame the 930 without denying it the hilarious rush as that big turbo spools up. If you dreamt what that must have felt like as a kid, then you must try it, the Turbo's performance as addictive as its looks are wild. All that and yet it remains a car that's eminently usable and capable. Sensible money, too, and relatively simple to maintain, presuming you spend the time to get a good example. ➡





930 buying guide: five key points

1 The 930 might have been zinc coated, but rust is an issue, particularly in cars repaired following any accident damage or subject to poor restorations.

2 Listen out for suspension knocks, rattles or clonking: the suspension bushes do wear, and hugely affect the handling if they're worn.

3 Smoke from the engine is never good, and even less so in a Turbo. Start it from cold, let it get up to temperature and keep an eye on the exhaust.

4 While you're looking at the exhaust, have a good look around underneath and around them for corrosion.

5 Check the brakes for corrosion, particularly around the rear of the calipers and discs.



964 Turbo buying guide: five key points

- 1 It's worth having a cylinder leak down test to ensure the engine's healthy.
- 2 Like the 930, the 964 can suffer from perished bushes in its suspension – a pair of front wishbone bushes will cost £500 each.
- 3 Check the heating and ventilation, particularly on little-used cars, as they're prone to playing up.
- 4 The bodywork should be immaculate, though 964s do rust. Check under the wings, as well as around the windscreen seals.
- 5 Those Speedline alloy wheels can corrode badly. Take them off and have a proper look. While you're at it, check the alloy brake calipers for corrosion.





964 TURBO 3.6

● AVG PRICE IN 2017: **£265,000** AVG PRICE IN 2019: **£190,000**

If the 964 would pan out to be something of a short stopgap for the standard Carrera in the 911 life cycle, then the Turbo model would prove even more of a rush job to sate the appetite of Porsche customers wanting a powerful flagship model. It arrived in 1990, it taking the 964's neater body and adding the 930's 3.3-litre engine under the Turbo's signature rear wing. If the 964 is considered a high point in 911 design, then the Turbo surely must be considered its zenith, the shapely wider rump and front wings working particularly well with the 964's smoothly integrated bumpers, Speedline alloy wheels and Cup mirrors. In short, the 964 Turbo looks sensational.

Not to take away from the 930, but park one of the last 1989 930s alongside a 1990 964 Turbo and you'd be astonished only a year separates them. Indeed, the 964 Turbo still looks relatively contemporary today, and its performance feels it, too. That underlines just how fast the 930 it borrows its flat six from was before it, the 964 gaining a larger, more efficient intercooler, a bigger turbocharger, an additional oil cooler and a lower pressure exhaust system for an output of 320hp and 450Nm of torque. More was able to be coaxed from the engine: much like the 930 had its LE and SE special models, Porsche would spin the

Turbo S off the 964, its output significantly increased to 381hp, its rarity – and that of its later 3.6 Turbo S relation – putting it in the realms of the most well-heeled collectors.

The 3.6-litre 964 Turbo arrived in 1993 as something of a last hurrah for the Turbo. Its short run through to 1994 saw it attain serious collector status, though all our specialists admit that Turbo prices, and in particular those for the 964 Turbo, are somewhat difficult to pin down, most saying that despite this they have not been immune to a drop in the last 12 months.

Many will argue that the 3.6-litre is the car to have, its engine more tractable – and obviously more potent – but there's real fun to be had with the 3.3-litre engine which, while improved from the 930, still feels somewhat old-school in the way it delivers its performance. The power might be big, but the scale isn't, it shocking how tiny even these widest of 964s feel on the road today. The performance is very much in the realms of modern sports and supercars, a 0-62mph time of 5.4 seconds still impressive, as is its near-170mph top speed. Rare and exciting, 964 Turbos rarely come up for sale, and the best ones even less so, buyers tending to hang onto them... and for good reason. 🚀



993 TURBO

● AVG PRICE IN 2017: **£150,000** AVG PRICE IN 2019: **£120,000**

Porsche would make its customers wait for a new Turbo, but with the 993 Porsche's engineers promised something more radical, and that's exactly what was delivered. It arrived in 1996, three years after the standard Carrera was introduced. The 993 Turbo was quite a departure from the 964 and 930 Turbos before it, coming with twin turbochargers on its 3.6-litre engine and driving all four wheels via a six-speed manual gearbox.

Power was 408hp at 5,750rpm and torque 540Nm, eclipsing the outputs of its predecessors, its four-wheel drive giving it the traction to exploit it for a 0-62mph time of 4.3 seconds. Prices back in 2018 reached as high as £180,000, Adam Daniell from JZM Porsche describing the 993 Turbo as "really hot for a while", also adding that "the right cars are still selling". Averages today are around the £120,000 mark, but as Daniell says, the best cars will still command a sizeable premium.

The last of the air-cooled Turbos was a formidable car in its day. Bettering contemporary Ferraris for pace, the 3.6-litre unit was significantly revised over its 964 predecessor, with stronger internals to cope with the bigger forces working

inside this – GT2 and later Turbo S aside – ultimate road-going iteration of the air-cooled flat six. Most significant were the small, fast-reacting KKK K16 twin turbochargers, these working not sequentially, but on each individual bank of cylinders – as did the intercoolers and exhausts – helping not to eradicate, but at least reduce the throttle lag that was something of a 911 Turbo signature.

Four-wheel drive would tame the 911 Turbo's sometimes wayward dynamics too, the 993 Turbo a car that could exploit its prodigious power more often, even in the rain. Taking the 993 hallmarks of finer wheel and body control, allied to the four-wheel-drive system's huge traction and grip, the 993 Turbo is one of the best all-round performance cars you can buy. If that's not enough to tempt you, we're not sure what will. Softening values might help, as does the fact the 993 Turbo is a car that's still genuinely usable. It's less demanding, but no less thrilling than its forebears to drive. If you're after the ultimate air-cooled 911 Turbo then this is it, the 993 Turbo arguably dictating not just the direction the Turbo cars would take with the introduction of the 996, but also that of the standard Carreras. ➡





993 Turbo buying guide: five key points

1 Check the brake calipers. They can corrode, and if they've been left to do so they'll need replacing – at around £900 each for the front ones.

2 Like all 993s the Turbo can be blighted by the windscreen creaking. It can be sorted, but it'll require removal of the screen.

3 Taking the screen out is worth doing to check for any signs of corrosion around it, which is something of a problem in 993s.

4 Oil can seep into the turbos, exhausts and intercoolers on little-used cars. It's possible to fit a check valve to stop this.

5 The Turbo suffers the same issues as its Carrera relations, so check the door stop straps, the rear lights and the ventilation system. You should also take a look at the rear chassis leg mounts, which can corrode.



996 Turbo buying guide: five key points

1 Watch out for a heavy clutch. They tend to wear by about 80,000 miles, or earlier if they've been abused.

2 Check for corrosion around the turbos. Where they're positioned they get – and stay – wet, and they rot.

3 While you're checking the turbos take a look at the exhausts and heat shields, as these are also prone to rot. It's worth taking the bumper off periodically for a good poke around.

4 Other areas to check include the front radiators, which can fill with detritus, limiting their effectiveness and setting in the rot. It's also worth checking behind the scuttle panels up front, where water can gather if the drain holes become blocked.

5 The brakes are also prone to corrosion. Check behind them, and take it for a run after washing to dry them out.





THANKS

The Turbos in our feature are for sale at Paul Stephens. For more information visit paul-stephens.com or call +44 (0) 1440 714884



996 TURBO

● AVG PRICE IN 2017: £50,000 AVG PRICE IN 2019: £30,000

Ah, the 996. Porsche's divisive 911, the car that will forever be associated with the addition of water into the cooling mix and a departure from the ancient architecture that had served its air-cooled predecessors so well. A next-generation Porsche for a new generation, the Turbo exemplified this, also pleasingly introducing replacement lights to address the somewhat vocal disquiet about those 'fried eggs' on the Carreras.

It's always represented something of a Turbo bargain for the non-snobbish buyer, and while its values have risen over the past few years, RPM's Daly admits: "The 996 Turbo has taken a tumble." He highlights a number of factors contributing to this,

one being the relatively low sticker price not being echoed with low running costs, the 996 Turbo's age pitching most into the 'needing work' category. Its rounded usability here is arguably its undoing, many having done big miles, too. Add that the 997 Turbo above it started to look fairly affordable and the inevitable has happened – prices dropped.

Don't let that put you off. We know of several 996 Turbo owners who've traded up to the later 997 Turbo, only to regret it and move back into a 996. Why? They're great fun: hugely fast, but engaging at lower speed. They're eminently tunable, too, thanks to that amazing Mezger flat six, which for some is a huge part of the appeal. ➡

911 R

AVG PRICE 2017: £400,000
AVG PRICE 2019: £280,000

It had to happen. The gold rush for the 911 R wasn't surprising, what with the ludicrous prices the earliest speculators were asking for. Rumours of \$1 million sales – if they ever did transact – represent a lottery-win car sale if you were lucky enough to get on the 991 limited-build allocation. It ticked every speculator's box: low numbers, last of a series, all mashed up with some historical significance. They are special. To drive the 991 R is arguably one of the most enjoyable, purest 911s ever, but at any price? The market doesn't seem to think so.

"Porsche priced the R right," says Sports Purpose's Turner. The high overs the R might have commanded were, admit all our specialists, 'unsustainable'. The 911 R has dropped back to more sensible levels, if you can describe a car still commanding comfortably over double its list price as such. RPM Technik's Greig Daly says: "You have to really want an R," particularly since the arrival of the GT3 Touring – Porsche's unsubtle riposte to the speculator market. Turner adds: "They will find their level," which currently seems to be around the £280,000 mark, though many think that's still a bit on the high side.



CARRERA 2.7 RS

AVG PRICE 2017: £750,000
AVG PRICE 2019: £500,000

"A heyday car," says JZM's Daniell, the rush for 2.7 RSs among collectors seeing prices reach levels where the best cars, Lightweights, demanded six noughts on their windscreen. Jonathan Ostroff, sales manager at Hexagon, says of the rest: "Cars that were around £700,000 to £750,000 are nearer £500,000 today," adding that the very finest Lightweights are still in the big money league.

The 2.7 RS has always been an interesting barometer of the market. Every time it rises 2.7 RSs are wheeled out, with sellers hoping to ride the wave of speculation. There remains a lot of poorly restored cars out there, the chasm between a good 2.7 RS and a poor one being sizeable. Before they were solid-gold investment pieces, the majority of RSs were driven properly, with daily use and abuse taking its toll. That explains why there's such a breadth of quality out there, Paragon's Kees Deacon saying: "There are a lot of horrors" among RSs, something that all our specialists highlight.

Original, unmolested, matching-numbers, full-history RSs will always be at a financial level above that of mere mortals, but even so, Porsche's most iconic model isn't completely immune to the prevailing market, which is why now might be the time to buy if you need one for your collection.

997.2 GT3 RS

AVG PRICE 2017: £190,000
AVG PRICE 2019: £160,000

997.2 GT3 RS prices dropping? “Bring it on,” says this writer, who’d love one. Sadly for me (not owners), the drop is relative, the 997’s ultimate Rennsport model – if we ignore the 4.0-litre – still a car commanding strong money. Rightfully so, you might justifiably argue, a combination of factors making it one of the purest, most engaging driver’s cars ever to roll out of Porsche’s motorsport department. RPM’s Daly reckons as good as it is, there’s influence from above, with prices of the 991 GT3 helping pull it down. He adds the RS has “a ripper of an engine”, and we’re not about to disagree. The title of ‘last’ manual GT department car is no longer applicable now, since Porsche U-turned and offered its 991.2 GT3 with a stick and a third pedal in winged regular GT3 form, or as the more understated Touring.

Even so, the RS badge will always retain cachet, as does the overall love of the 997. Hexagon’s Ostroff says “they went up too fast”, JZM’s Daniell concurring: “They were very hot.” Things have slowed a good deal, and prices are sliding back. Not enough to see the 997 GT3 RS drop from six figures, unless you’re happy with a more used example.



993 C2/C4S

AVG PRICE 2017: £100,000
AVG PRICE 2019: £70,000

“There was a point where these were knocking on 993 Turbo money,” says JZM’s Daniell, which, whatever way you look at it, is madness. Nobody here is denying that the C2S and C4S aren’t gorgeous, the 993’s shape particularly suited to the wider Turbo-look bodywork that the S delivered. Arguably better looking than the Turbo itself with its slightly amorphous rear wing, but for all its outstanding looks it’s arguably not as good a drive as its slimmer-hipped relations, Hexagon’s Ostroff saying: “They’re not twice the car of a standard Carrera.”

It’s certainly no Turbo rival, which is why it’s not surprising that prices have taken a drop back. Not hugely, mind: Paragon’s Deacon has sold a number of them through the years, and he admits they’re typically bought by customers who are prepared to pay that little bit more, know what they’re buying and have the means to keep them meticulously maintained. That relative value, thanks to their rarity, does work in their favour, it unlikely a C2S or C4S has been bought, owned and run by someone who’s doing so on a shoestring. They’ll always be worth more than their standard Carrera siblings, but the market’s adjusted to haul them back from the heady heights of the Turbo their widebody specification emulates, but doesn’t rival – on the road at least. ➔

AVG PRICE 2017: £110,000 AVG PRICE 2019: £75,000

991 CARRERA T

Porsche sent its 991 Carrera out with the narrow-bodied, lighter T, aimed at purists. It seems to be a little misunderstood. Many jumped on the somewhat cynical weight loss – 10kg or so was quoted – but as with so many of Porsche's specials, the sum of the collective tweaking is so much greater than it looks on paper, or Porsche will ever readily admit to. Drive a T back-to-back with a regular Carrera or an S and it feels sharper, more engaging, the engine revving with an enthusiasm that had us asking Porsche whether it had a single-mass flywheel.

They're rare – GT-department cars are positively common in comparison. Daly says: "They're cool cars, great value and good for road miles," but he adds that the buyers don't really understand them, so they've "taken a tumble in the last few months". Daly reckons it's not over yet, with the T likely to drop a bit more. Paragon's Deacon says: "They're a bit special, but they're tricky to sell." Might that be an opportunity for a smart buyer wanting a fast, engaging road car? We think so, particularly if the market wakes up to them, as it perhaps should.



AVG PRICE 2017: £180,000 AVG PRICE 2019: £120,000

991.2 GT3

A victim of its own success, and no sooner than a GT product is released there's another along shortly after, say many of our specialists. "The overs market for the 991.2 GT3 is over," says JZM's Daniell, adding that buyers are prepared to wait. RPM's Daly adds: "We're seeing people using them, too, which is cool," prices having dropped back from the speculative highs. Paragon's Deacon comments: "They're in that tricky limbo of being too new to be considered classic, and there's a new one around the corner." That's impacting prices, people who want one already likely to have one, too.

There isn't any shortage of them either, the GT3 turned out in bigger numbers than it's ever been. Sports Purpose's Turner thinks that's a mistake, saying: "Porsche has sold a lot of GT products to non-GT customers." That might well be the case, but if it means there's a surplus of GT3s down the line at prices more palatable to the enthusiast marketplace, then it's not necessarily such a bad thing. Certainly the 991.2 GT3 has room to fall some more, and with its 992-based replacement due imminently, it'll be one to wait for and watch.

AVG PRICE 2017: £120,000 AVG PRICE 2019: £80,000

991.1 TURBO S

Five years ago your local Porsche dealership would give you the keys to a 991.1 Turbo S in exchange for £152,000. Sure, that's without options, but then the Turbo S was so fully loaded as is, the only tweaks from car to car were a result of personal taste. This rip-roaring 991 was a technological tour de force, equipped with 560hp, a sub-three second 0-60mph time and a list of Porsche acronyms so long you could genuinely have thought somebody might have leaned on the computer keyboard and fallen asleep when typing up the spec.

A real do-it-all 911 in the very best Turbo guise, offering power, luxury and an aggressive appearance, the Turbo S sold well, released alongside the standard Turbo, despite its £32,000 superior price tag.

Today those same cars have nearly halved in price. That's right, this indomitable 911 Turbo can be yours for around £80,000, which really does represent a hell of a lot of car for your money. "The 991.2 cars have pushed prices of the 991.1 down, and when the 992 Turbo arrives it'll have another impact on values," says Karl Meyer from Porsche buying specialist 2911. Not an investment car, but absolutely a modern-day supercar for sports car money. **911**





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9 9 7 v 9 9 1

With a theoretical circa-£50,000 budget, Total 911 assesses the merits of two modern-day Neunelfers delivering different driving experiences

Written by **Kyle Fortune** Photography by **Steve Hall**

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“The 997 is such an engaging, interesting car to drive”



BELOW 997's interior is far more traditional, and has stood the test of time in both quality and layout. Its six-speed manual is one of the 911's best ever





Model **997.2 Carrera S**

Year **2010**

Engine

Capacity **3,800cc**

Compression **12.5:1**
ratio

Maximum power **385hp @ 6,500rpm**

Maximum torque **420Nm @ 4,400rpm**

Transmission **Six-speed manual**

Suspension

Front Independent; lightweight spring-strut; MacPherson type; anti-roll bar

Rear Independent; lightweight multi-link with wheels independently guided on five suspension arms; anti-roll bar

Wheels & tyres

Front 8x19-inch; 235/35/ZR19

Rear 11x19-inch; 295/30/ZR19

Dimensions

Length 4,435mm

Width 1,808mm

Weight 1,425kg

Performance

0-62mph 4.7 seconds

Top speed 187mph

A tough decision, or a foregone conclusion? I'll admit, when I first started trawling the classifieds for a water-cooled 911 around £50,000, I thought a 997 would be the only option. There are enough of them out there, later Gen2 cars in particular, and with a bit of a stretch, a GTS is possible. However, as is always the case when browsing the classifieds, there's scope for distraction, and with that budget the 991 represents exactly that.

I remember its launch vividly. I covered it back in issue 83. Along that magazine's spine is a quote from my first drive: "The 911 does feel like it's entering the territory of the true GT car now." The 991 ultimately represents something of a paradigm shift in the 911's make-up. Even so, subsequent drives in all the different versions would prove Porsche had achieved that trick while still retaining its core driver appeal. I've driven countless 997s and 991s, but with the exception of those hailing from the GT department, I cannot recall jumping out of a 997 Carrera directly into the driver's seat of a 991. That's exactly what I've been doing today though, over the same roads, in the same conditions, with Steve Hall along with his camera for company. Even on the way to pick up the 991 Carrera from Paragon I was pretty convinced I'd be firmly in the 997 camp, as more often than not I subscribe to the 'older is better' mantra.

I'll not deny that I was smitten with the 997 Hall arrived in. It's owned by a friend of his who chucked him the keys before Hall stuffed it full of his camera gear and pointed it in the direction of Paragon's Sussex showroom. That 997 is a Carrera S, which would, as it stands, leave some change from our £50,000 budget, but is in fine enough fettle to represent its type and, indeed, represents an opportunity in itself. It's been used, with nearly 110,000 miles on its clock, which immediately pleases me – this is a 911 that's been enjoyed as it should be and I cannot help but heartily applaud that.

The 991 borrowed from Paragon is, by comparison, box fresh. A 2014 example in GT silver, it's covered just over 13,000 miles with one previous owner. It feels as new as that sounds, getting in it today little

different to stepping in it the day it was delivered. Odometer aside, there's no indicator that it's been used at all. Pleasingly simple in its specification, it's about as close as you can get to being a standard Carrera, its first owner clearly disregarding the many tempting check boxes on the Porsche configurator when ordering. That's to its benefit: basic Carreras are more often than not the best Carreras. As an ownership proposition the lack of additional, complicated equipment – which could in the future involve expensive bills – is no bad thing. As much as us journalists extol the virtues of options like rear-wheel-steering systems and suchlike on the 911 when new, the realities of real-world ownership and potentially costly repair and replacement scenarios arguably make such technology less appealing long term. The 991 here is, thanks in no small part to its uncomplicated specification, more directly comparable to its 997 predecessor, too.

The older car has the bigger numbers, at least relating to its power. The 3.8-litre engine of the 997 Carrera S pushes out a respectable 385hp at 6,500rpm, its full 420Nm of torque reached at 4,400rpm. That's enough for a 4.7 second 0 to 62mph time and a 187mph top speed. The 991 Carrera, being the base model to the 997's S, isn't able to offer quite that muscle from its 3.4-litre engine, but then 350hp isn't exactly lacking, nor is the 390Nm of torque it produces. Looking at where it produces it is also interesting, the 3.4's peak outputs developed higher up the rev range, that full 350hp arriving at 7,400rpm and the maximum torque produced at 5,600rpm. It's slower, but infinitesimally so. It almost matches the 0 to 62mph time, only missing out by 0.1 seconds at 4.8 seconds, and losing out when you're running in its home country by 8mph off the 997's 187mph potential top speed.

It doesn't feel slow by any measure, and indeed, the need for more revs means that in the 991 you find yourself wringing it out that little bit more than you do in the 997. That's because the engine feels like it wants you to do so, not because it's necessary. Don't for a second think that the 3.4 is peaky or difficult in its delivery; it's tractable, effortless and





quick however it's driven. It's rousing enough, too, even here when sampled without an optional Sports exhaust. There's plenty of engaging aural timbre from the 3.4, more so when the Sport button's pressed and the Sound Symposer opens a valve to give that flat six a bit more presence in the cabin.

The seven-speed manual, maligned when new, just isn't an issue, even if its shift lacks the clarity of movement and ease of the six-speeder in the 997. That 997 gearbox remains one of the very best of its type. The six-speed is so crisp, so easy and quick, even here on a car that's had so many miles of use. The steering too, swift, light and accurate in the 991, is bettered by that in the 997, Porsche's earliest attempts at electrically assisted power steering lacking the sort of fine-grained feel that is a 997 signature, and a serious part of its overall appeal.

Taken in isolation, however, the 991 doesn't feel like it's in any way lacking. Indeed, having the 997 here only underlines what a good job Porsche did in making its then-all-new 911 carry over so much of the 997's driving character, albeit applied to a car offering a greater bandwidth. I'm utterly seduced by 997s, but the 991 makes a hugely compelling case for itself here, and that's based predominantly on how you might end up using it.

Taking the not-inconsiderable £50,000 budget into consideration underlines that. For many that amount isn't going to be a problem, while for others it might well be the culmination of many years of saving. That's where the difference lies between both cars, as buy right and the 997 is likely on a gradual upward trajectory price-wise over time, while the 991 is still in its depreciation curve.

That's significant as it will likely dictate how you might find yourself enjoying the car, the 997 more likely to be a car that's secreted away for occasional weekend use – hopefully more driving than polishing, but whatever your poison, it's your car – the 991 here a car that you can buy and use daily. This 991 in particular is begging for that kind of owner, it a car you could buy to run over three,

four or more years, winding tens of thousands of miles onto it as a near-as-new daily driver before gently retiring it to second-car, weekend-toy status in your garage. Do some maths and there's a compelling argument for doing exactly that – it's as good as a nearly half-price new 911, which is one hell of a convincing argument.

That's the opportunity with the 991, and driving it to and from the photoshoot location only confirms that it's a hugely appealing one. The 991 is a 911 that's more comfortable, with a broader driving remit that makes it even more usable as a daily driver. The bigger cabin feels current when compared to that of the 997, the 991's smarter PCM screen and instruments with digital configuration not old enough to look dated, yet. Sadly both 997 and 991 here feature one of Porsche's least appealing steering wheel designs, though that's easily fixed with a Sport Design.

The 991's greater refinement is obvious, the road noise better contained from the front axle, while Porsche's shifting of the wing mirrors to the doors does reduce wind noise around the A-pillar. The slightly longer wheelbase helps for comfort too, inside for driver and passengers as well as on the road, where the 991's ride is more accomplished, its nose more resolute. This Carrera has seen PASM remain on the options list – and it's another choice that's not been ticked in this example.

That sharper chassis, improved turn-in and more faithful front axle, when new, were seen as something of a departure from the traditional 911 lightness of nose, but it's not to its detriment today. Indeed, it's welcome to all but the most die-hard 911 traditionalists. Not that I'm doing so today, but from previous experience the 991 retains the typical 911 ability to use its unique weight distribution to bring the rear into play if you want to.

While Hall's shooting there's time to really consider the differentiators between the two cars. The 997 remains one of the best-looking 911s ever. The Gen2 car builds on the successful styling ➡

Model 991.1 Carrera
Year 2014

Engine

Capacity 3,436cc

Compression 12.5:1
ratio

Maximum power 350hp @ 7,400rpm

Maximum torque 390Nm @ 5,600rpm

Transmission Seven-speed manual

Suspension

Front Independent; lightweight spring-strut; MacPherson type; anti-roll bar

Rear Independent; lightweight multi-link with wheels independently guided on five suspension arms; anti-roll bar

Wheels & tyres

Front 8.5x19-inch; 235/40/ZR19

Rear 11x19-inch; 285/35/ZR19

Dimensions

Length 4,491mm

Width 1,808mm

Weight 1,380kg

Performance

0-62mph 4.8 seconds

Top speed 179mph





LEFT Relocation of Sport button from lower dash to centre console is evidence of another logical step forward, as is the full-width rear wing. E-brake replaces 997's cable handbrake



“The 991’s
greater
refinement is
obvious”

of the GenI, gaining different lights front and rear as well as revisions to the air intakes up front, and improvements inside, too. It retains old-school signifiers like a proper handbrake, the electronically operated version on the 991 always something of a frustration, especially as it doesn't engage automatically when you switch off the ignition. Not all progress is good progress.

The 991 outwardly is obviously a 911, only a more modern interpretation than even the 997.2. Yes, it's bigger, but not to the point that it's restrictive. Indeed, at 1,808mm wide it's actually the same width as the 997 Carrera S, it the front axle where the 991 grew over its 997 relation, as well as that useful stretch in wheelbase. Proportionally it looks right, the headlights looking round when viewed straight on, the cool curvature of the glass in profile a particularly neat styling touch. Overall it looks more substantial, yet there's a lightness to it thanks to neat detailing like the slimness of the rear lights. The pop-up rear spoiler, a 911 signature since the 964, is substantially different with the 991, with nearly the entire trailing edge at the rear raising at speed. It's unquestionably a more effective, if not as elegant solution as the 997's, of generating stabilising airflow at the back of the 911.

The 991's modernity is appealing, the stiffer chassis, which overall weighs no more than the 997 despite the additional safety equipment, gives the suspension a better platform to work from. Even so I'm conflicted – the 997 is such an engaging, interesting car to drive at any speed, it's little surprise it's so coveted by people aspiring to 911 ownership. Quite rightfully there's plenty of praise heaped on the 997, the slickness of its six-speed manual, the polished, if still old-school dynamic make-up and the wonderful feel from its hydraulically power-assisted steering marking it out as one of the great driver's 911s, if not the greatest.

That put Porsche in a difficult position when it replaced it, but with the 991 they achieved a clever trick, retaining most of that core driver appeal but adding serious comfort, refinement and quality into the mix, as well as a good deal of efficiency. You need to be pushing the 991 a little bit harder for it to reveal its more sporting side, but when you do the rewards are high, the 991 a hugely accomplished and capable driver's car. The offshoot of Porsche's development is that it's a more usable car more of the time, which in reality means you might actually drive it.

Sure, the 997 is no less usable, but there are compromises, chiefly around refinement and comfort. The 997 has already reached the status of modern classic now, and as such is certain to be treated differently by most owners, insomuch that increasingly it'll be parked or pulled out for occasional, special use. The 991 is a very different proposition, it still in the realms of being essentially a new car. And that's significant, as while at their very base they're both 911s, and representative of their respective eras, however close they might be, they both should be driven. I've always promised myself a 997 in the garage one day, but the idea of a 991 on the driveway is actually an equally, if not more appealing proposition. **911**



THANKS

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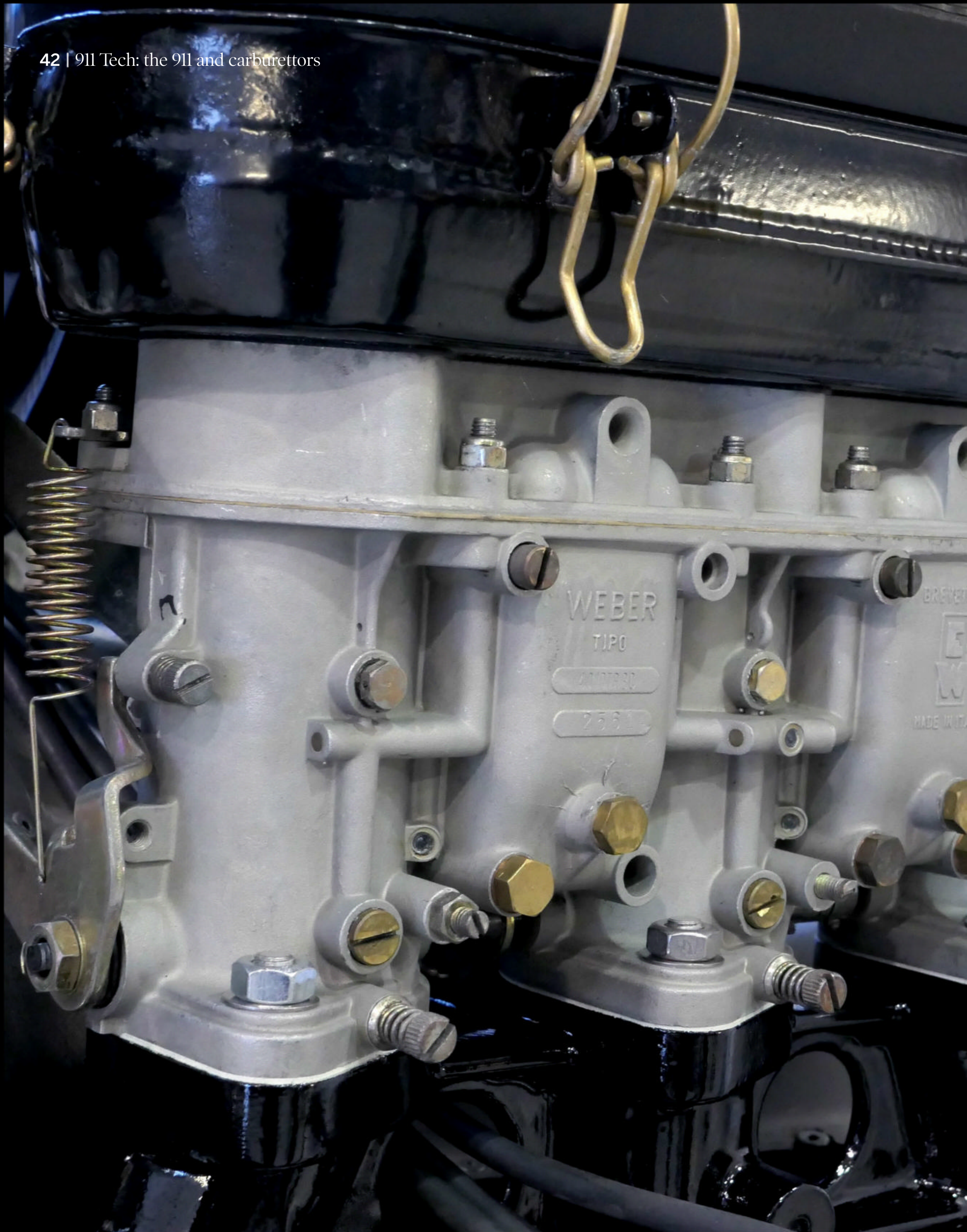


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911 TECH

THE 911 AND CARBURETTORS

Porsche used Solex followed by Weber carbs in the decade before fuel injection took over. Total 911 looks at how they work with the flat six

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

When Ferry Porsche first began building sports cars, virtually all the components came from Volkswagen. This included engines and running gear, but as the 356 developed, it rapidly outgrew VW parts – already by 1951 Porsche engines with twice the torque of the Beetle were overwhelming the VW gearbox and Porsche had to build its own. By the end of the decade the relatively sophisticated 356B shared very few major components with Wolfsburg.

One component which did not change, however, was the Solex carburettor, made by the French builder of the 'VéloSoleX' moped. Solex had subsidiaries or licenced production in several countries, and in the post-war years was the biggest volume carburettor maker in Europe. As the Porsche flat-four production engines gained capacity and horsepower, they would simply use larger types from the wide Solex range. ➡



“Unlike the Solexes, Webers had not been developed specifically for Porsche, but for the V6-engined Lancia Flaminia”

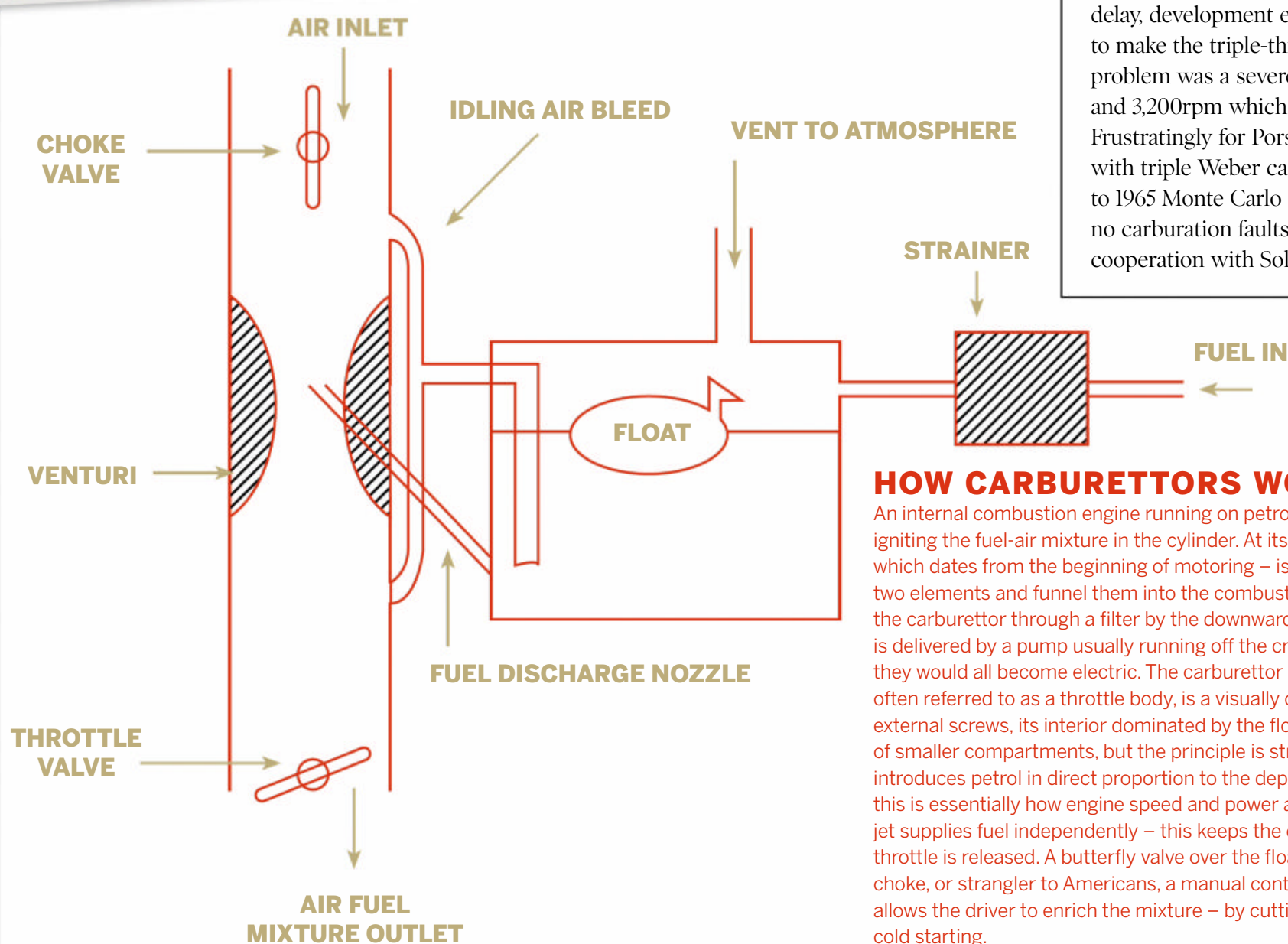
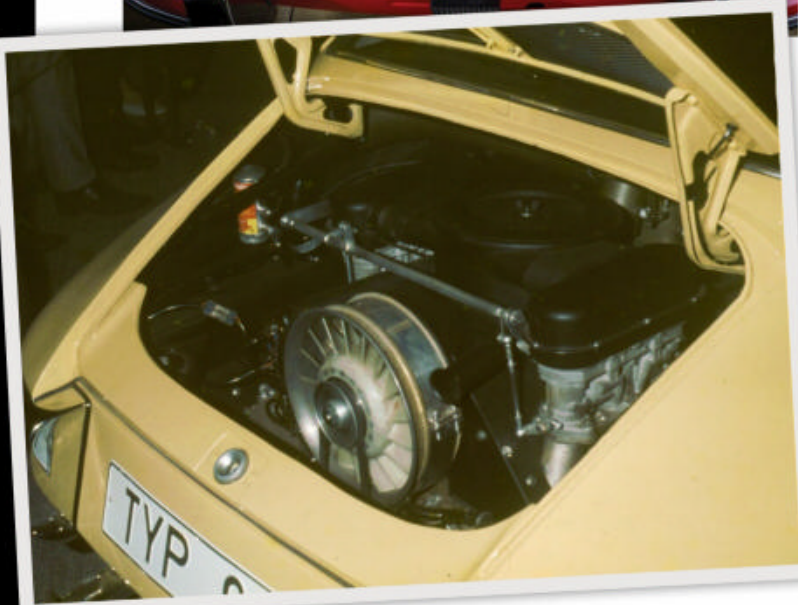
In 1953, as its competition ambitions increased, Porsche experimented with Italian Weber carburetors for its Le Mans and Mille Miglia cars. Zuffenhausen found no difference in power, but the Webers offered much quicker throttle response. They were too expensive for the production cars and were used only intermittently on Porsche's racing models.

It was logical that the flat six conceived for the 901, both the initial Typ 821 OHV – abandoned because it failed to make Porsche's specified 130bhp – and the 'Mezger' OHC version, would be designed around a Solex carburettor. There were good technical reasons for choosing Solex again: Solex's German licensee Deutschen Vergaser Gesellschaft had specifically developed a casting which had a very neat arrangement of three carburetors on a

common base and manifold, one each side of the engine, largely designed with Porsche in mind. These carburetors had no floats – the chambers which floats would have occupied were kept full by a Bendix electrical pump. Twin mechanical pumps driven off the left-hand crankshaft returned fuel to the petrol tank.

This mechanism was attractive because compared with more complex carburetors it was less expensive, yet promised to eliminate the problems of conventional float-controlled carburation such as the critical nature of float height adjustment and the power losses that occur under cornering or braking as centrifugal force upsets float levels and causes fuel starvation.

The 901, or 911 as Porsche later had to rename it, was shown to the public in September 1963, but was not ready to market before autumn 1964. Despite this delay, development engineers had still not been able to make the triple-throat Solexes work properly: the problem was a severe flat spot between 2,500rpm and 3,200rpm which affected virtually all cars. Frustratingly for Porsche, competition models fitted with triple Weber carburetors, such as the 1964 to 1965 Monte Carlo 911 or the 904 GTS, exhibited no carburation faults. However, in view of the long cooperation with Solex, Porsche elected to try ➔



HOW CARBURETTORS WORK

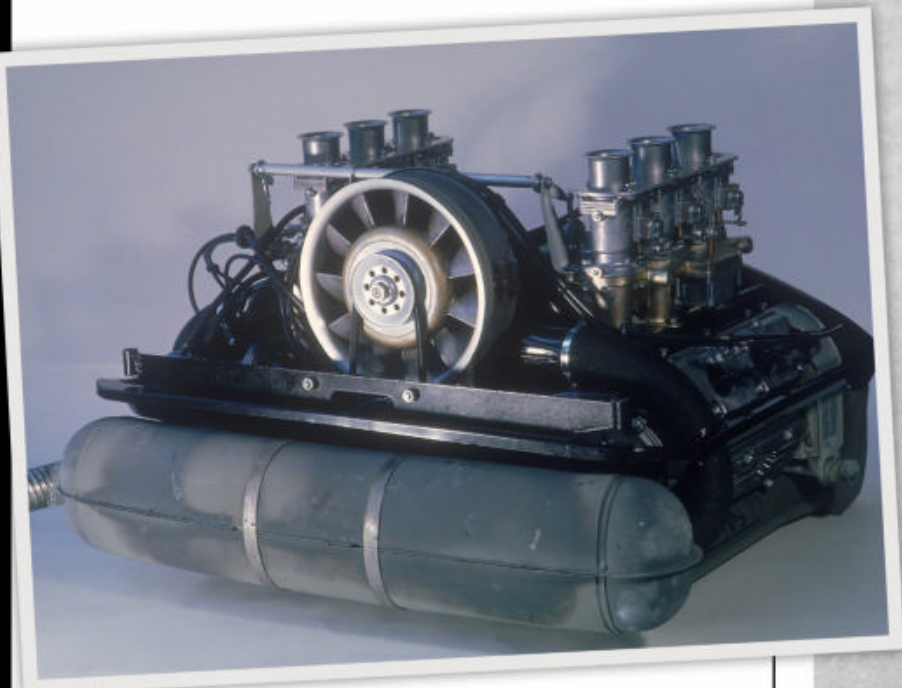
An internal combustion engine running on petrol works by compressing and igniting the fuel-air mixture in the cylinder. At its simplest the carburettor – which dates from the beginning of motoring – is a device to combine these two elements and funnel them into the combustion chamber. Air is sucked into the carburettor through a filter by the downward stroke of the pistons and fuel is delivered by a pump usually running off the crankshaft, though eventually they would all become electric. The carburettor body, on modern retrofits often referred to as a throttle body, is a visually complex item with various external screws, its interior dominated by the float chamber and a honeycomb of smaller compartments, but the principle is straightforward. The main jet introduces petrol in direct proportion to the depression of the accelerator, and this is essentially how engine speed and power are controlled. A smaller, idle jet supplies fuel independently – this keeps the engine ticking over when the throttle is released. A butterfly valve over the float chamber is operated by the choke, or strangler to Americans, a manual control on the dashboard which allows the driver to enrich the mixture – by cutting off the air supply – to assist cold starting.

Once electronics arrived, far more precise control of fuelling and emissions were possible, and indeed necessary as environmental regulation demanded cleaner exhausts and better mpg. By 1993, the date of the catalytic converter in Europe, classic carburetors had become obsolete.



ABOVE Weber's 40 IDA carbs were used on '66-'67 models, with 40 IDS used for the '67-'68 911S
BELOW The earliest 901 and 911 models used Solex carburetors, before switching to Webers in 1966

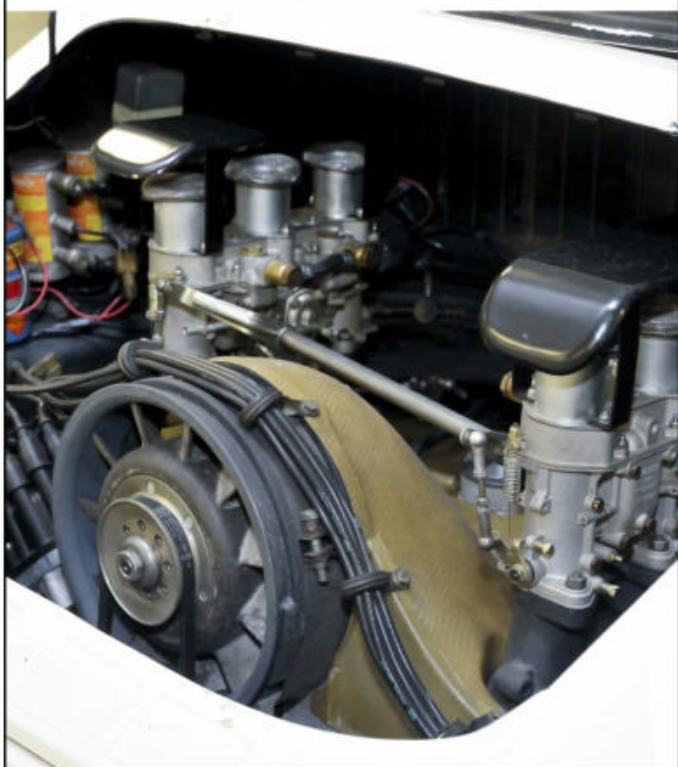




THE CARBURETTOR MAKERS

Solex was established in France in 1905 and made bicycle parts and automotive components such as starter motors, centrifugal radiators, sparking plugs and carburettors. Its founders' abiding interest in two wheels led to the post-war development of a 45cc motor mounted on the front forks of a bicycle, the beginnings of the VeloSoleX moped, which in the 1960s and 1970s every other schoolchild in France seemed to be riding. The VeloSoleX was widely exported and probably unique in being the only front-wheel-drive motorcycle ever made. Solex's carburettor business was sold to Matra in 1973.

Weber was founded in 1923 by Edoardo Weber, a Fiat engineer. Initially tuning kits for Fiats, by the 1930s Weber was making double-barrel downdraught carburettors for racing Maseratis and Alfa Romeos, effectively a carburettor per cylinder arrangement. Post-war and under Fiat ownership, Weber continued to make carburettors for performance and competition cars, and for tuners, a Weber conversion became part of their stock-in-trade. Electronic fuel injection and emissions regulations would eventually see off all the original carburettor manufacturers except Weber, which still makes carbs for classic cars and historic motor racing. Rebuilders of 911 engines such as the 2.7 RS, which had Bosch mechanical injection, or earlier 911s, which ran on Webers, often turn to US-made PMO carburettors, which to a large extent replicate the Weber designs, but which have larger apertures and – it is claimed – better breathing.



to resolve the problem, and even sent engineers to the plant at Deutschen Vergaser Gesellschaft. Alas, after a year their combined efforts were to no avail, and from March 1966 Porsche switched to Weber units for all its production. These were 40 IDA carburettors, and their design meant that the two mechanical fuel pumps could be deleted. Unlike the Solexes, the Webers had not been developed specifically for Porsche, but for an earlier and almost as sporting a car, the V6-engined Lancia Flaminia.

The 911 would retain Weber carburettors until 1969, when the L and S models would switch to mechanical fuel injection and the cheaper T returned to carburettors, this time Zenith, by then part of the Solex group. Petrol injection was far from new, but hitherto it had been bulky, heavy and much more expensive. Mercedes Benz used it on some versions of the 300 SL in the 1950s, but in mass production generally it was unknown. By the mid-1960s though, Bosch, German pioneers in this field, had produced a smaller unit, a six-plunger injection pump powered by a cogged belt from the camshaft which fuelled injectors mounted in each of the inlet ports. Porsche had been using it on its competition engines, where injection alone raised power output from the usual 210bhp of the 1,991cc flat six to 220bhp.

Mechanical fuel injection had a relatively short life on 911s: as early as 1964 exhaust emissions were under scrutiny in California, and Porsche had to include positive crankcase ventilation on the 356C. This precursor of exhaust gas recirculation involves venting the crankcase through the air filter so that fumes are re-ingested by the engine rather than being vented into the air. By 1968 emissions from the carburetted 911S, the most highly tuned of the 911 trio, rendered it no longer acceptable in the US; 1969 fuel-injected 911S models were readmitted, but both L and S were fitted with power-sapping air pumps which delivered clean air to the exhaust manifold to dilute tailpipe hydrocarbon emissions.

The mechanical-injection era of the 911 lasted only a year longer than Weber carburettors had. The advent in 1975 of the catalytic converter in the US meant that much more precise monitoring of fuelling was needed. In order to ensure that the catalyst functioned correctly, the stoichiometric ratio, 14.7 parts of air to one of fuel, had to be met. Porsche once again turned to Bosch, and from 1974 911s were fitted with Bosch's K Jetronic electro-mechanical injection, and the 911 has subsequently always used a Bosch-developed electronic fuel injection system. **911**



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THE STORY OF MAX HOFFMAN

He's the man widely regarded for making Porsche a success in the US, but who was Max Hoffman, and what's his story?

Written by **Jack Williams** Photography courtesy **Porsche**

When it comes to brands and breaking America – and that means *really* breaking America – there's usually some little-known individual who, if it weren't for them, the house of cards and the millions that followed would never truly have been built. For the Beatles it was Sid Bernstein, a promoter who, having seen the Fab Four's manager Brian Epstein deterred by low US record sales, decided to book two Carnegie Hall gigs in New York himself. He paid the band \$6,500 to come over from England and perform in an event that followed a promotional TV appearance, reaching 73 million.

For Porsche and its American enterprise there was no *Ed Sullivan Show* moment per se, but there was still that individual who is widely acknowledged with envisioning it all: what European sports cars could offer an American audience, and who had the contacts necessary to build a pipeline that meant the likes of Porsche, Mercedes-Benz, BMW, Volkswagen and Jaguar all have a presence in the US today. That man was Max Hoffman, born in Vienna, Austria, on 12 November, 1904.

Hoffman grew up with a Catholic mother and a Jewish father, and during his younger years showed a fascination for working automation in his father's

bicycle manufacturing business. This led to Hoffman developing the necessary racing skills to become a factory driver for Amilcar of France – and more importantly to this tale of his life, at least, a dealer for the brand. By 1934 Hoffman had retired from racing, but his traits as a salesman were evident for all to see. As well as importing American iron into Europe, Hoffman became the first agent to pitch selling Volvos outside of their native Sweden.

With the rise of the Third Reich, however, the salesman was forced to look at the Anschluss annexation of 1938 and consider its effects on his Jewish ancestry. As German influence began to spread across Europe, Hoffman first moved his business to Paris before heading to New York during the height of the war on 7 December 1941.

It was here that the Austrian car dealer was faced with a rather unenviable landscape: a nation that had little interest in purchasing vehicles during the wartime efforts – let alone from the Axis nations that the US was fighting. To make ends meet Hoffman began making costume jewellery, which allowed him to raise the funds to open car dealerships in Manhattan and Los Angeles once the war was over.

In 1947 the Hoffman Motor Company was established with a marvellously simplistic pitch. Hoffman's vision was essentially this: to those ➞

Max Hoffman: Three key cars for America



Mercedes-Benz SL 300 gullwing

An off-the-cuff decision by Hoffman led to the creation of the Mercedes-Benz SL 300 – later voted the sports car of the century. Hoffman felt affluent Americans would be interested in a street version of Rudolf Uhlenhaut's record-breaking Grand Prix racer, the W194 300 SL. Despite pushback the dealer ordered around 1,000 cars before the vehicle had even been approved. It became Mercedes-Benz's first major success outside of Germany, with around 80 per cent of the 1,400 total units selling in the US.

Porsche 356 Speedster

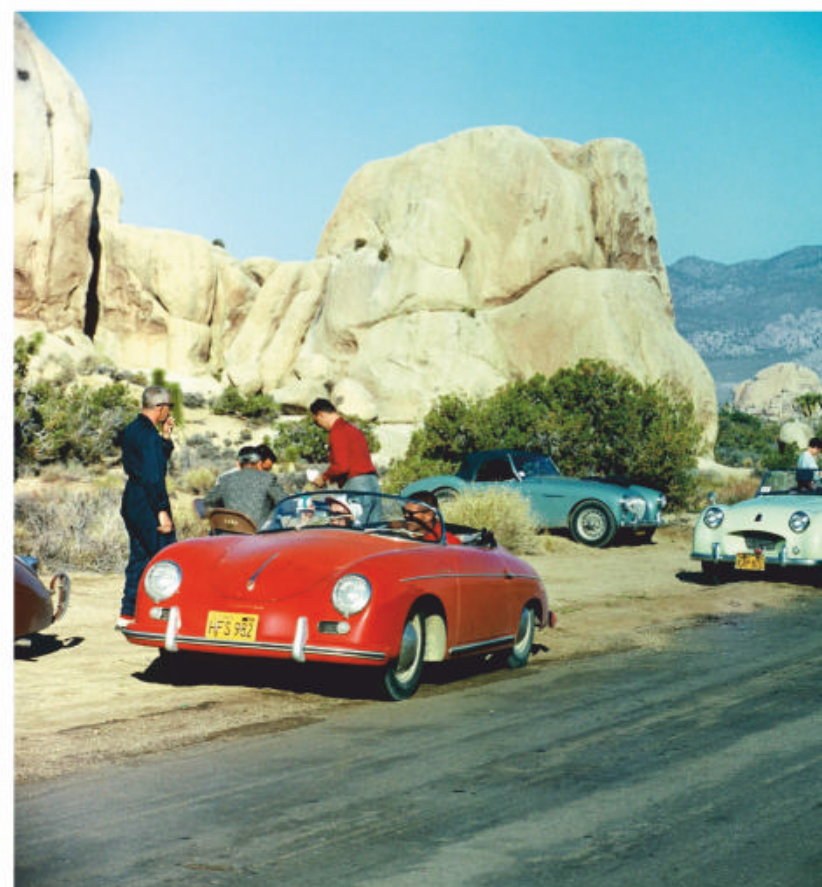
Hoffman was a firm believer in tailoring European sports cars to the US market – from adding electric windows to heating. The Porsche 356 Speedster was his vision for a stripped-down version of the original 356, which Hoffman had purchased two of when he first met Ferry Porsche in the early 1950s. Hoffman tweaked the branding of the original 356s too: he asked the company to opt for a model name and not a number in the US, resulting in the Continental and the European, both very rare finds today.

BMW 507

While the car itself was a financial failure, selling just 242 units and almost bankrupting BMW because of its high production costs, it shows Hoffman's stature and ability to influence manufacturers. Following the success of the 300 SL, Hoffman convinced BMW to create the 507 as an affordable option – a vehicle he would then sell in the US. Despite the car's failure, its stunning design would go on to influence the incredibly popular Z3, Z4 and Z8 models decades later.



ABOVE Hoffman was a keen racer, which went hand in hand with Porsche's mantra of motorsport being integral to car sales. Hoffman brought a host of European car companies to the States





“Hoffman’s vision was essentially this: to those returning from war, your Detroit-based manufacturers are asking you to wait for the cars of tomorrow, but they’re today – and they’re from Europe”

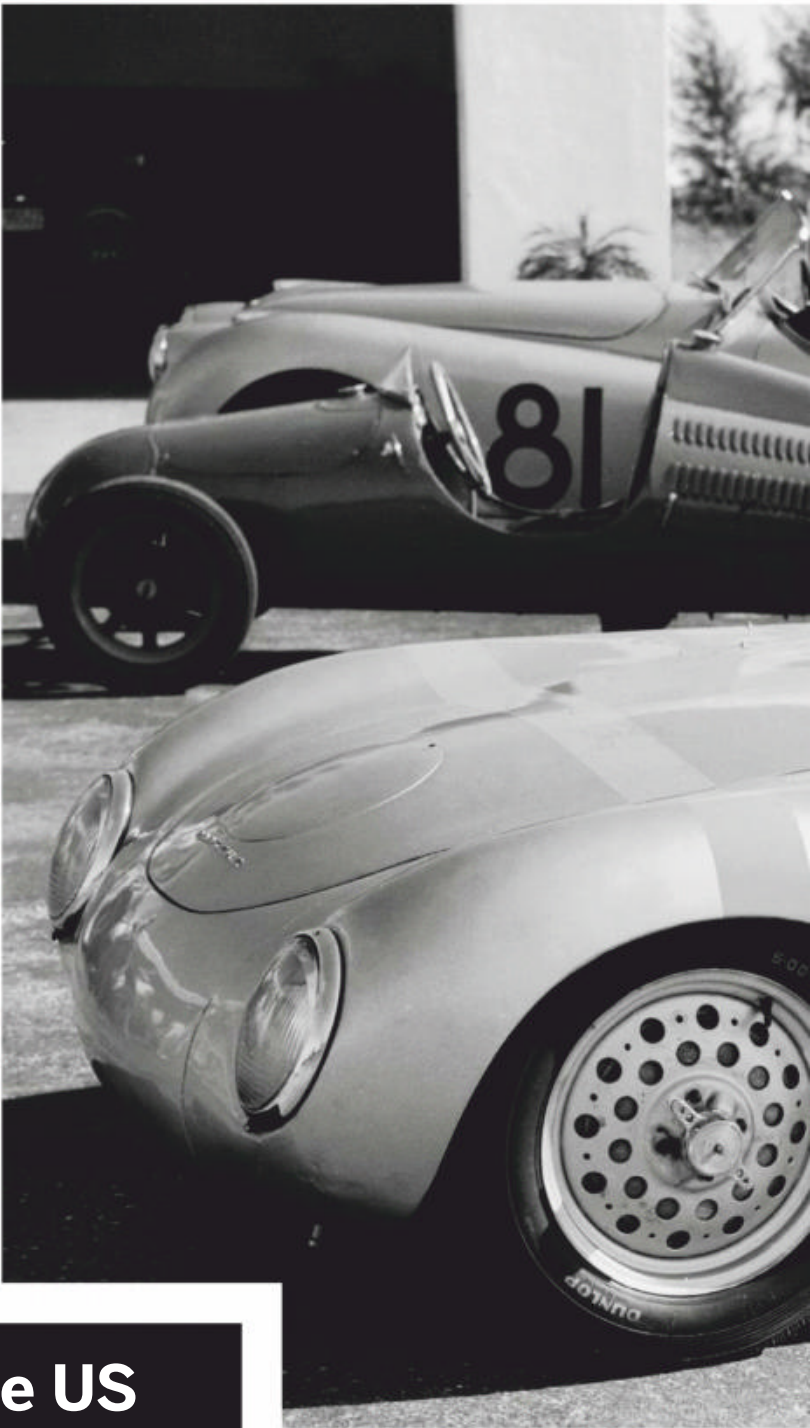
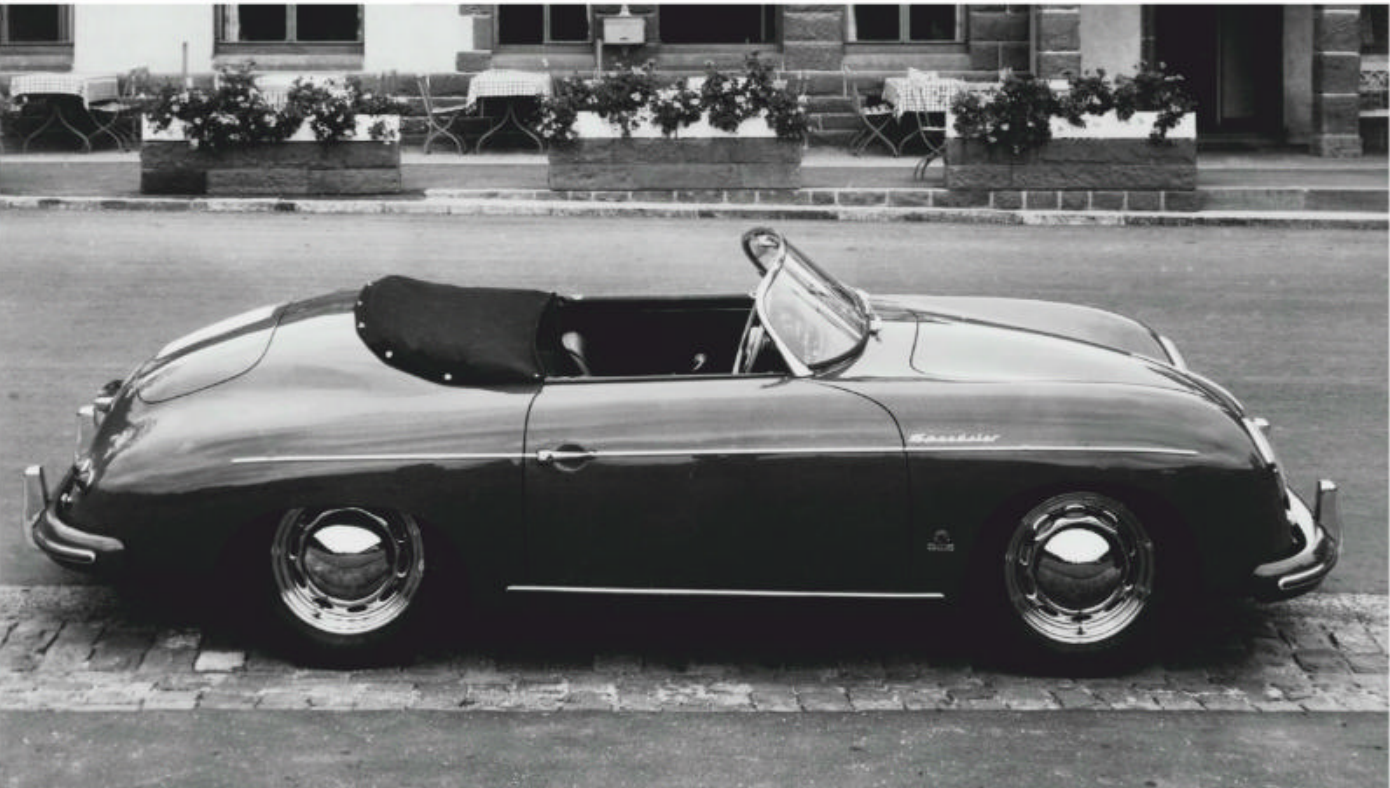
returning from war, your Detroit-based manufacturers are asking you to wait for the cars of tomorrow, but they’re today – and they’re from Europe.

With this approach Hoffman re-established connections across the Atlantic, where nations were being encouraged to export their goods. Such marques’ vehicles Hoffman imported included Lancias from Italy, Delahayes from France and Austins and Jaguars from England, with the XK120 being one of Hoffman’s personal favourites – there were some duds, too, like the Jowett Jupiter.

By the end of the 1940s Hoffman was supplying Jaguars to the eastern coast of the United States, as well as expanding the appeal of luxury European models into the likes of Beverly Hills. He also saw the potential of a ‘people’s car’, becoming the first person to bring Volkswagen to the US, having noticed the cars’ potential when they were first showcased in North America. Having received the first instalment of 20 Volkswagens, Hoffman would make acquaintances with Ferry Porsche, the son of Porsche’s founder, Ferdinand, in 1950.

Porsche would discover a man who was fond of the company’s 356 model, and who many have since described as working in the motoring business but having the interests and poise of a fine art dealer. Hoffman was previously declared the ‘Duveen of the motor business’, after the legendary art dealer Joseph Duveen. Hoffman had a penchant for perfection, ➡





TOP Hoffman insisted on a stripped-down 356 Speedster as the car that would make Porsche big in America. The reputation garnered from this has resulted in the US being the largest single market for its successor, the 911 (above)

Porsche in the US

- Porsche has enjoyed ten years of continuous growth in car sales in the USA and Canada.
- The US is the largest single market for the 911 – every third 911 is sold there. In 2018, 9,647 Porsche 911s were sold in the US.
- If California was a country, it would be Porsche's fifth-largest market in the world.
- Porsche, like other brands, has tailored specific models to the US. When the 911 Turbo was introduced in Europe in 1974, it was dubbed the Turbo Carrera for the American market.
- Despite coming to the US as a sports car manufacturer, Porsche's most popular vehicles in North America today are its SUVs, like the Macan.
- Established in 1984, Porsche Cars North America, based in Atlanta, is now the exclusive US importer of the Porsche 911, 718 Boxster and 718 Cayman, Macan, Cayenne, Panamera and Taycan.
- Despite large sales numbers in the US, China is Porsche's biggest market today.

ABOVE Max Hoffman in his Glöckler-Porsche, in 1951
BELOW Hoffman is seen racing his Glöckler-Porsche a year later in 1952





ABOVE The non-profit organisation, Porsche Club of America, was formed in 1955 for enthusiasts to share their passion for the Porsche brand in the US

“Hoffman had a penchant for perfection, an appreciation for fine art itself and a level of forcefulness”

an appreciation for fine art itself and a level of forcefulness that, to Porsche, made him the perfect candidate to bring the brand to America for the first time. Hoffman reportedly ordered two 356s to be shipped during their first meeting.

By the early 1950s, Hoffman's influence in the States had also moved far beyond simply providing a point of sale for cars that were being designed and built by others across the Atlantic. Due to his expertise and stature, Hoffman found he could now make demands on the types of cars European companies should be making for the growing market in the US.

Take, for example, his relationship with Mercedes-Benz, who Hoffman began working with in 1952. Believing that wealthy and flamboyant Americans in a booming post-war economy would be interested in a road-going Grand Prix racer, Hoffman made a seat-of-the-pants decision to ask the company to build a brand-new street vehicle that would be based on Rudolf Uhlenhaut's record-breaking W194 300 SL race car, which was driven by British racer Stirling Moss.

There was pushback, of course, but Hoffman trusted his gut and ordered around 1,000 of the

vehicles before they had even been approved. The result was the Mercedes-Benz 300 SL 'gullwing', which was unveiled at the 1954 New York Motor Show – not in Europe – and would go on to sell around 80 per cent of its 1,400 run in the US, making it the company's first successful vehicle outside of its home country.

Vindicating Hoffman even more, the 300 SL was voted the 'sports car of the century' in 1999, and its first buyer was none other than the renowned entrepreneur and racer Briggs Cunningham. Through working with Mercedes, however, Hoffman lost his lucrative relationship with Jaguar – but the company still continued to pay him a percentage of royalties on cars sold in his territory over a number of years.

A fine salesman such as this also needed a fine showroom, and in the mid-1950s Hoffman began working with legendary architect Frank Lloyd Wright on a showroom at 430 Park Avenue, right in the heart of Manhattan. Wright's design for the Hoffman Auto Showroom fitted in with Hoffman's 'tomorrow today' approach: clean lines, rotating turntables and an ascending spiral of customers that would also feature in Wright's later, more-established creation, the Solomon R. Guggenheim Museum. ➔

The success of the 300 SL and Hoffman's growing image also strengthened his position when working with other brands. He successfully convinced BMW to create the 507 as a more affordable counter to the 300 SL, but despite its stunning design – which would later go on to influence the likes of the Z3, Z4 and, most notably, the Z8 – the vehicle itself was a huge disaster, selling only 242 units and having huge production costs that nearly bankrupted the company. During this time Hoffman also convinced Alfa Romeo that its Giulietta Spider needed roll-up windows, a soft top and a heater, giving it an edge over British rivals in the US.

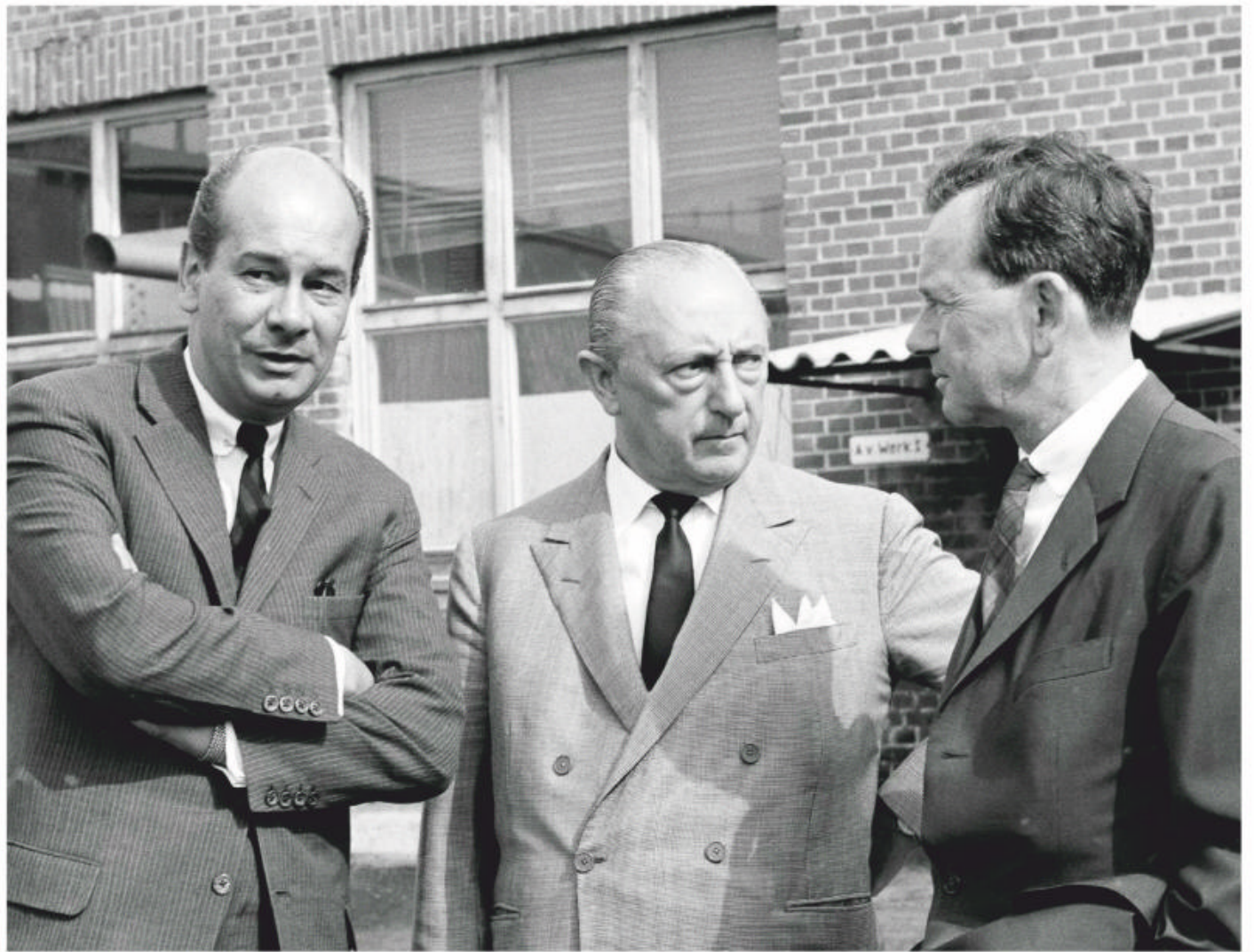
For Porsche, whose vehicles featured heavily in the Park Avenue showroom, Hoffman encouraged the company to create the iconic 356 Speedster, a stripped-down version of the vehicle he had first imported for Ferry Porsche in 1950. There was also a lawsuit from Ford manufacturers Lincoln, as Hoffman wanted a model name and not a number on the original 356s, opting for the 'Continental'. Hoffman also advised the company on the creation of the Porsche crest, and in an era of national pride and giant American-made V8s, raced the likes of the 356 across America, promoting the brand.

By the end of the 1950s, however, car manufacturers like Porsche had begun to notice the vast appeal of the American market Hoffman had essentially created for them – a change which saw Daimler-Benz AG buy Hoffman out of his distribution rights for Mercedes-Benz, and even purchase his showroom in 1957. Two years later the Porsche of America Corporation was formed, leaving Hoffman with only five more years controlling territories east of the Mississippi. Other manufacturers followed. By the mid-1960s Hoffman found himself all-in on BMW, which had seen a revival come in the form of the 1500 series of sedans in 1962.

Well aware of Americans' interest in hot-rod racing and the muscle cars of the 1960s, Hoffman convinced BMW to put a two-litre engine in one of its 1600 models, resulting in the 2002. This in turn resulted in the 2500 and 2800 – a line that would later become the 7 Series – which many attribute to creating the company's image of being focused on leading sports sedans.

Eventually, however, BMW would also go on to realise the potential of controlling its own destiny across the Atlantic. A US company was formed, and after selling his distribution rights, Hoffman retired to homes in Florida, California and Germany, building a fine art collection in the process.

The grand showroom on Park Avenue may have since been demolished, but a 1950s home that Frank Lloyd Wright designed for Hoffman still stands in Rye, New York, today. As with many of Wright's designs, the home is beautiful in its simplicity, featuring giant windows and working with natural elements to bring the outside in – it brings America in. On the driveway, residents have said, there were often European sports cars that, if it wasn't for Max Hoffman, who died in 1981 with just a three-page will, might not have even been brought into America in the first place. **gill**



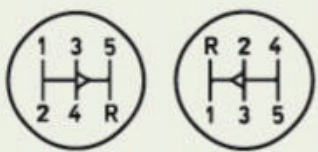
“For Porsche, Hoffman encouraged the company to create the iconic 356 Speedster”

ABOVE Hoffman with Ferry Porsche. Stateside foundations laid by Hoffman lead to the Porsche of America Corporation, then Porsche Cars North America, headquartered today in Atlanta



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Manfred Jantke

Total 911 speaks to Porsche's long-serving PR man who was at the heart of the company for two momentous decades

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

Manfred Jantke attended 23 Le Mans races and saw 11 Porsche victories. It's a hell of a stat that underlines not only his longevity at Porsche, but the golden age at which he was present at the company: "Porsche was consistently the top race car and the top race team," Jantke tells us from a quiet corner of Porscheplatz. "What I learned was that it is not the best driver or the fastest car that wins, it's the driver and the team that make no mistakes. If the mechanics in Weissach overtighten bearings, for example, the engine will fail. Zero mistakes – that was the key to Porsche's successes."

Although he left the firm more than a quarter of a century ago, Jantke still exudes that sense of commitment, the fundamental belief in what they were doing which exemplifies so many Porsche men from the time. "Preparation is also a German strength – witness Audi's string of victories, and it's especially so among the Swabians who made up Porsche. Ferrari by contrast was always creative, capable of fantastic cars, but never had the zero-mistake element.

"And the Japanese," he asks rhetorically, "why have they always struggled at Le Mans? They plan the whole race lap by lap. They are ultra organised,

except when developments occur outside the plan, they can't react."

These are revealing comments from a man who initially turned down a job at Porsche, a company he would come to esteem: "Porsche was like being in a big family. It began with Ferry, who was always so polite. Ferry was not technical, but he ran a technical firm, and the racing programme was to prove that technology. It was never a question of money. There was never enough anyway, but it didn't mean there weren't good people. No decisions were taken without Helmuth Bott, a brilliant engineer and manager, and he had very good lieutenants in Mezger, Falk and Singer, all very strong technically, but modest people, and the Porsche family trusted us to get on with it and did not interfere."

For his age, Jantke looks remarkably fit, still the competitive sportsman he always was. His early years were difficult: his father never returned from the Russian front, and his family had to leave its native Silesia, which at the end of the war was seceded to Poland, and trudge 250 miles across a defeated Germany. They eventually reached a refugee camp near Hanover, but not before a seven-year-old Manfred had almost died of fever. The 1950s would see the astounding rebirth of

West Germany, and by the end of the decade Jantke was an unpaid apprentice at *Auto Motor und Sport*. The rise and rise of the German car industry brought a concomitant rise in readership, and by 1970 he was chief editor.

He discovered another talent: "Manufacturers used to lend us cars to test, and I found I could drive very fast. I started driving on circuits whenever I could. In the mid-1960s Formel Vee started. The cars weighed only 370kg, so it was cheap motor racing and I could just about afford it. My biggest win was at Hockenheim in 1969, two semis and a final when I beat Markko and Lauda. My dream then was to be a professional racing driver, but I had to keep working."

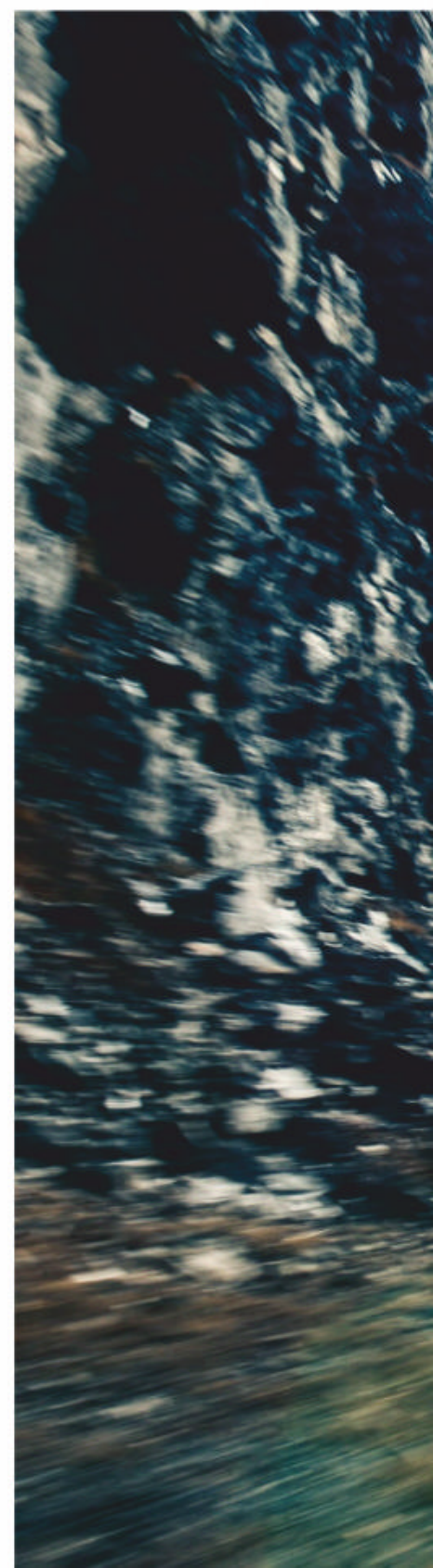
Working involved writing about cars, and not a few Porsche. In his columns in *AM&S* he had reported very favourably on the 911R in which Vic Elford had obligingly whisked journalists largely sideways around Hockenheim. But neither was he beyond offering advice to Porsche through his editorials. There is little doubt that Jantke's feeling for Porsche was an element in him being offered the position of PR manager in 1972. His first reaction was one of caution: "I thought I would not be true to my role as a journalist if I accepted a salary from the industry. I would have to filter ➡



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TOP Manfred with Graf Rossi at the presentation of the Martini team in Paris, 1973, with the prototype RSR behind
ABOVE With Peter Schulz and Norbert Singer discussing a Porsche 956 LH model
RIGHT Jantke spoke favourably of the 911R



information. Then I decided to accept because it would give me a view of the industry from the inside – I'd give it two or three years and then return to journalism."

He ended up staying rather longer, for as racing manager as well, replacing Rico Steinemann, Jantke became totally immersed in Porsche. The role was wide-ranging, and its autonomy suited him. In his first encounter with Ernst Fuhrmann, the CEO asked him what he was doing there, to which Jantke replied that he was the press manager. "Get on with it then," was the full extent of Fuhrmann's instructions. 13 years as a journalist had given Jantke wide horizons and a comprehensive address book. He would prove very effective at getting Porsche's name into lights beyond the usual motor racing columns, yet with budgets which today would be risible. Through his tennis connections he started the Porsche Tennis Grand Prix, which would feature the likes of Wimbledon champions Tracy Austin and Ivan Lendl playing in Stuttgart; he organised a bike race around Weissach open to all racing teams, but not professional cyclists. "I began to see the need to have ever-stricter rules when Rolf

Stommelen turned up with a tandem and he and his partner scorched away down the straights at 70kph when the others were doing 45kph!"

One of Jantke's first major outings with Porsche was the East African Safari Rally: "Bott loved the rallying side and had Weissach develop two 911s, but that was almost the extent of the budget. I found an African airline which flew from Geneva to Nairobi for a fraction of what the usual airlines wanted, and once on the ground in Kenya we rented a private workshop. I went out and bought two battered, used Beetles which we serviced and fitted with Bilstein dampers, and we used these as practice cars for two weeks before the start. We also bought a used VW 412 estate car as our service vehicle. What let Porsche down each time at the Safari was broken suspensions, which took so long to replace, we lost the lead."

It was around this time that Porsche's dominance in the CanAm series led once again to the organisers objecting to the 917. "I tried to persuade the Americans to let us continue," recalls Jantke, "but after two seasons they'd had enough. Then Roger Penske came up with the brilliant idea for Mark Donohue to make an

attempt on the closed-circuit land speed record using a 917/30. We went to the Talledega Oval, but initially there was too much downforce – it was almost undrivable. So Penske said take out all the downforce and we adjusted the suspension so the car was always turning to the left. Donohue had to fight the car's tendency to turn off the straights. I thought he was brilliant, extraordinarily courageous. It was entirely Penske's initiative – Porsche would never have thought of it." The resultant 221.2mph gave the now-obsolete 917 – and of course its maker – a final burst of publicity.

In the 1970s Jantke had become friendly with Mario Andretti. It was the period when contracts were often still handwritten and agreements sealed with a handshake. Andretti, he says, was a hero of the old school. The extent of Porsche's largesse, or rather Jantke's budget, was to present Andretti with an exclusive black designer watch, the first to emerge from Butzi's design studio.

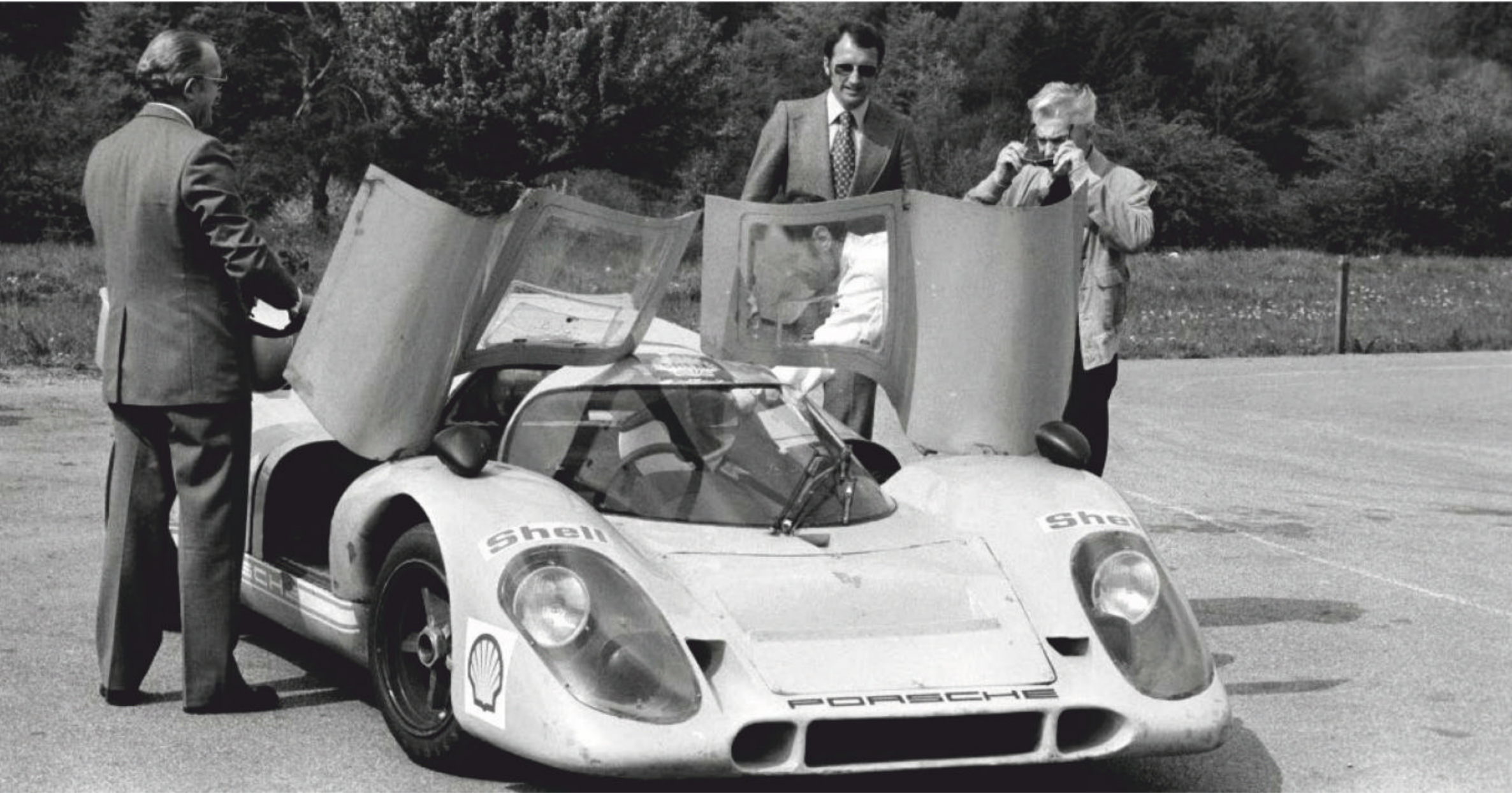
"When Porsche decided to have another go at Indy car racing in 1986, we badly lacked single-seater experience. I asked Mario to come to Weissach to assess the car for us. He spent a whole day testing, 12 hours, before telling us

"I knew Bellof; I knew he was going to try to pass Ickx at Eau Rouge"





CLOCKWISE FROM TOP LEFT With Derek Bell at Le Mans 1987; a Porsche Cup celebration in 1977 with Jochen Mass, Jürgen Barth, Rolf Stommelen and Manfred Schurti; Porsche's exit from the American CART series was frustrating for Jantke; Showing Herbert von Karajan a 917 'taxi' in Weissach, which von Karajan was allowed to drive; Jantke enjoyed a close relationship with Ferry Porsche, even after his retirement





the car was simply not going to be competitive, and we believed him. He asked for no money for his time, neither did Porsche offer any. What we did though was enter a third 962 at Le Mans for Andretti and his sons to drive in the 1988 race. It was always his ambition to win there. In the event, they finished 6th." The American has always stayed in touch: "I have a standing invitation to visit him, but I'm over 80 now and long aeroplane journeys don't have much appeal."

Another driver with whom Jantke's friendship was all too brief was Stefan Bellof: "I discovered Bellof," he says. "I saw him racing in F2 at the Nürburgring. He was so smooth, so efficient, he reminded me of Lauda. I invited him to Weissach. Bott's first reaction was to complain that young drivers always destroyed the cars, but he was so taken by Bellof's enthusiasm that Porsche offered him a contract." Bellof joined the Rothmans-backed factory team, and driving a 956 with Derek Bell won first time at the Silverstone 1,000km. His exploits in a Formula 1 Tyrrell had already earned him a place as a Ferrari works driver when he was killed at Spa in a privately entered 956.

Jantke's recollection of the accident makes it seem as if it happened far more recently than 1985: "I knew Bellof; I knew he was going to try to pass Ickx at Eau Rouge. That's an impossible place to pass and Ickx would never have been expecting it, but Stefan was like that. He knew he was faster and wanted to beat Ickx the Belgian hero in front

of his home crowd. It was a terrible loss – he had the class of Senna and Schumacher."

Shortly after he left Porsche, and already doing commentary for Eurosport, Jantke was approached by a television company which wanted him to interview Ferry, who had retired to Zell am See. Ferry was 85, and his office indicated he was not able to give interviews. Undaunted, Jantke asked Butzi to convey his request. Ferry contacted Jantke and explained he was prevented by his PR handlers from offering interviews, but they could meet 'by chance', suggesting a small church which Jantke knew about a mile down the road from the house in Zell am See. And then, he added: "When they find out, we'll just tell them we happened to bump into each other!" For Jantke, the incident said everything he appreciated about the Porsche family.

Although Ferdinand Piëch had left Porsche some months before Jantke joined, he decided to stay in touch with Porsche's former technical director, now at Audi, whom he knew from various AM&S interviews. "I used to go to Ingolstadt once every year to talk to him. He always gave me a whole day and it always ended the same way: he would give me the keys to his car – always the fastest Audi was building – and I'd drive it around for 20 kilometres or so."

It was telling how the four Porsche CEOs under whom Jantke worked reacted to his associating with the competition. Characteristically Ernst

Fuhrmann raised no objection, and his successor Peter Schutz was distinctly positive: "A brilliant idea – learn as much as you can." Heinz Brannitzki was very dubious, but did not attempt to stop Jantke: "It was typical Brannitzki," says Jantke. "He didn't have the Porsche spirit."

For Jantke, a man even more lacking in Porsche spirit was Brannitzki's 'interim' successor, Arno Bohn. Jantke was already upset that Ulrich Bez, who had replaced Bott as technical director, had decided to withdraw from the North American CART series, in which Jantke himself had long been involved. Now Bohn elected to pull Porsche out of Formula 1 as well. For Jantke, the Porsche traditionalist for whom the company's racing shop window was a vital communications arm, the combination of these withdrawals was almost sacrilegious. He had always reported to the CEO at Porsche, but Bohn believed Jantke had no empathy, no feeling for Porsche: "He was the reason I left Porsche. I couldn't work for a boss in whom I had no confidence."

His resignation came after 20 years at Porsche. If he has any regrets it is because the company had changed so much from the one he joined. He returned to journalism and did commentaries for Eurosport, though he retained his connection with Porsche, becoming an independent consultant. Naturally less active as he enters his 90th decade, Jantke remains a committed observer of the sports car racing scene. **gill**



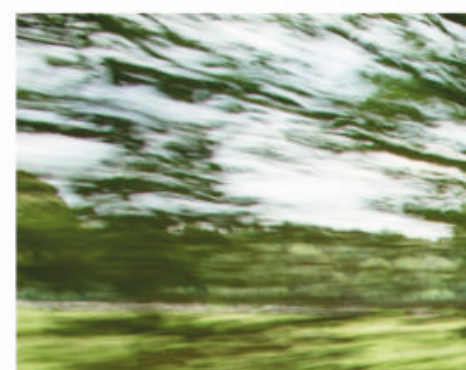
UNCOVERING

THE BRITISH LE MANS

If history had played out differently, the UK mainland would have its own endurance road race. Total 911 heads to Derbyshire to drive what might have been Britain's answer to Le Mans

Written by **Lee Sibley** Photography by **Ali Cusick**





BELOW 12 miles of sweeping, open roads with narrow, leafy sections: the Parsley Hay loop would have had it all

Le Mans. Not only is it the most famous endurance race, but surely a prime candidate for the most alluring road circuit on the planet. Comparable to what the TT is to bikers, Le Mans is simply the highlight of the motor-racing season. Winning it is considered the peak of any driver's career; just being there to witness the action is enough for spectators young and old.

For us Brits the middle weekend of June is all about that pilgrimage down to La Sarthe, where we'll watch racing versions of our own 911 sports cars take on contemporary rivals. Yet if history had played out differently, we might not have had to go anywhere at all to watch a world-renowned endurance road race.

These days the Peak District National Park is known for its limestone valleys and enveloping moorland, but in the 1950s serious moves were made by local authorities to configure a 12-mile circuit on roads near Buxton, Derbyshire, which would rival – no, usurp – that famous French spectacular. Simon Taylor tells an excellent story in *Motor Sport* magazine's May 2012 issue about how an amendment to a new Road Traffic Bill was proposed in 1955 to allow for public roads to be closed on certain days per year for the purpose of a motor-racing event. This would have given a green light for what we'll call the Parsley Hay loop – named after a quiet village the circuit was set to circumvent. The concept was tantalising: promising Le Mans speeds amid a TT-esque landscape, this really did have potential to be the world's ultimate road race.

Alas, the Bill was never passed. Unfortunate tragedies occurred in quick succession at Le Mans and then Dundrod, a fast road circuit just over the water in Northern Ireland which, like Le Mans, is still in existence to this day, hosting the notorious

Ulster motorcycle GP. Ministers got cold feet, and the idea was thrown out almost as quickly as it was conceived. Not a brick had been laid on a grandstand, not a line of paint etched onto any tarmac.

You can drive pretty much the entire 'circuit' today, and it's for this reason I find myself soaking up the autumn sun from the confines of a 2019 Carrera S Cabriolet, its roof stowed. The rag-top 992 is a deliberate choice, mimicking the open-cockpit nature of race cars of the time which would have taken to Parsley Hay, had an event come to fruition.

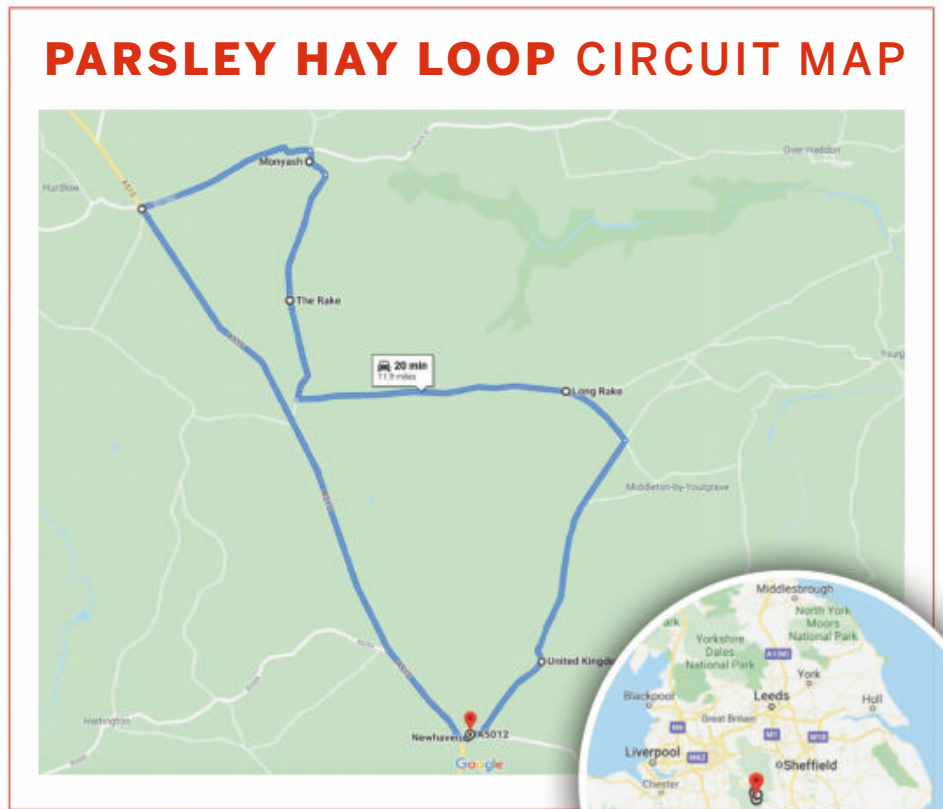
My mission is a fact-finding one to assess what might have been had this 'British Le Mans' road race taken off. Unlike our usual sojourns in this magazine, this trip will be rather archeological in nature, digging beneath the surface and using more than a thread of imagination to make this one come alive. If you're up for it, we'll crack on.

A five-hour slog up from the south coast finally brings us to the A515 between Newhaven and Hurdlow. A long, arrow-straight stretch of road rides down a dip before climbing up and over the horizon a good couple of miles ahead. There's green farmland all around, a couple of trees and an old shed in a field to my left. Other than that there's simply nothing here – at face value at least.

This lengthy patch of tarmac would have been the home straight. Curtailed today by a 50mph limit – with plenty of signage to remind us so – it's not hard nevertheless to compare it to La Sarthe's Mulsanne straight and the heady speeds sports cars in competition might be able to amass along it.

The middle section of the stretch, where the land falls into a dip, was to be the start/finish line, where circuit organisers would have erected grandstands akin to those still standing today at another famous old road circuit, Reims-Gueux. ➡









BELOW The 992's active rear wing is called into action. These roads might have once seen the 2.8 RSR's ducktail
LEFT The 'home straight'



I pull over, kill the 992 and hop outside. Traffic periodically hurtles past in both directions, but I try to shut all that out. Instead, gazing up and down the road, I imagine what this place could have been like. I begin to see Richard Attwood screaming past in 917 chassis 023, or the thunderous rumble of Jacky Ickx flying along in 956 chassis 002. It could have happened here! What might have been...

A drop of rainwater on my head brings me back to reality. Dark grey clouds have gathered above, threatening a quick shower. I dive back into the 992 and continue my journey, a pull and hold of a toggle in the centre console calling the roof mechanism into action as the canvas top glides quietly back over my head and latches onto the frame of the windscreen. Like in the 991, speed in the 992 Cabriolet is limited to 30mph while this takes place, but it's no hardship as I sit behind a slow-moving campervan struggling against the road's uphill gradient after the dip. 12 seconds later, the Cabriolet assuming a Coupe silhouette once more, I drop a couple of cogs and blast quickly out and around the slower moving traffic, the flat six's two turbochargers giving me the instant boost required to complete a speedy but safe manoeuvre in search of a clear road ahead.

Soon we turn right, off the long stretch of busy road and onto a much quieter slither of tarmac, Tagg Lane, cutting through the Derbyshire countryside down towards Monyash. Away from the main road, I squeeze the accelerator in second gear and the Cabriolet launches forward with frankly audacious pace. Third and then fourth ratios are called upon in succession, all with a flick of the right wheel-mounted PDK paddle, before I short shift into fifth and bring the 992's speed back into line.

The ground becomes much more uneven along here, which would usually incite that famous 'nose bob' from older 911s, but there's none of that with the 992. Its nose stays glued to the floor, the steering

never going light, the ride staying brilliantly polished all the while. How can a Cabriolet with Sport chassis ride with such conviction?

The road rolls down into a quick right-left S-bend. A snappy change down to third on the paddles, a dab of the brake pedal then a measured turn-in and hold of the throttle sees the 992 corner beautifully, its nose damn near flat. Holding the revs at three grand, I flick the wheel from two o'clock to nine o'clock for turn two, easing back to dead ahead as the car rounds the corner, my right foot squeezing the power back in once more and... whoosh! The Cabriolet is horizon chasing again, the level of its cornering abilities certified ridiculous.

Hard on the brakes to meet a 30mph limit, we enter the village of Monyash, but the reality is this quiet little village would have been cut out of the mooted circuit layout. That aforementioned right-left would have just been a right, cutting across the dip of a meadow to rejoin the main route out from Monyash's easterly side. The road bends this way and that up out of Monyash on what would have been a flowing, fast section of this 'circuit that never was'. It's well sighted and very quiet, so today I'm staying loyal to the racing line, forging a straight line ahead as the road falters slightly left and then right, the 992's big wheels kissing the tarmac's edge as it does so.

A fast S-bend approaches, a wonderful bit of camber to its surface allowing for only minimal lift through it. We're now only 400 or so yards from intersecting the main straight, where those grandstands should be, but the loop isn't over yet. Instead I'm forced to get hard on the 992's 'Big Red' brakes for a sharp left turn, enough to get the nose really tucking in in classic 911 fashion. I follow the road over a rise and through another meadow, past a little stone bridge before another right turn, where the open scenery is swapped for leafier surroundings. There are grass banks either side, and the road ➡

Model 992 C2S Cabriolet Year 2019

Engine

Capacity 2,981cc

Compression 10.2:1
ratio

Maximum power 450hp @ 6,500rpm

Maximum torque 530Nm @ 2,300 to 5,000rpm

Transmission Eight-speed PDK (optional seven-speed manual)

Suspension

Front Independent; lightweight spring-strut, MacPherson type; Sports PASM (-20mm); anti-roll bar

Rear Independent; lightweight multi-link with wheels independently guided on five suspension arms; Sports PASM (-20mm); anti-roll bar

Wheels & tyres

Front 8.5x20-inch; 245/35/ZR20

Rear 11.5x21-inch; 305/30/ZR21

Dimensions

Length 4,519mm

Width 1,852mm

Weight 1,585kg

Performance

0-62mph 3.7 seconds

Top speed 190mph





“Richard Attwood screaming past in 917 chassis 023... the thunderous rumble of Jacky Ickx flying along in 956 chassis 002. It could have happened here! What might have been...”

surface is noticeably more slippery thanks to the presence of rotting leaves scattered en-masse.

Forming the back end of Parsley's circuit, it's much narrower here too, bringing the 992's sheer size under scrutiny. It's just so damn huge! On dainty British B-roads such as here, placing the 992 with any real authority becomes an issue. A modern car such as this really isn't designed for 80-year-old countryside cut-throughs.

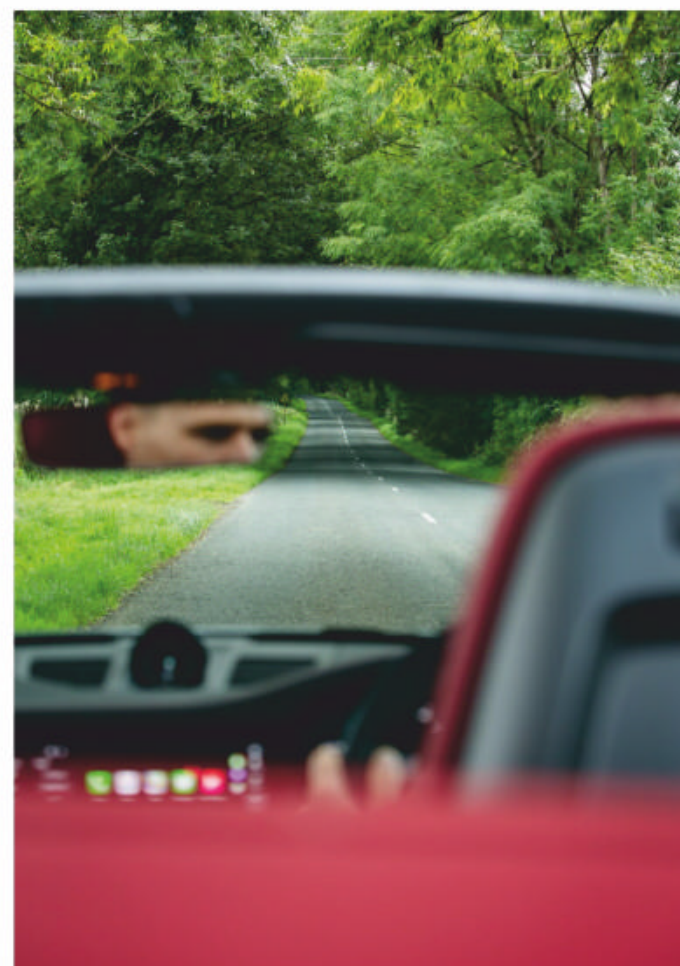
Another sharp right turn and we're on a smoother and wider thoroughfare with waist-high stone walls set slightly back. It soon becomes enclosed by a small wood, dipping down and then back up through a real sweeper of a right bend, the camber once again working in our favour. This sector is probably my favourite of the circuit, the proximity of trees either side adding to the intensity of the drive. Through a quiet hamlet, we shoot under a little bridge before what would be a lovely double right-hander to take us back onto the main straight. Today though, it's a T-junction with a garage forecourt on the inside corner – a modern-day pitstop, perhaps?

Back on the A515, my first lap is complete, a subsequent couple of laps broken up for Ali to bag

his photography. It's evidential there's absolutely no reference anywhere in the locale as to the history of these roads around us. And why would there be? The reality is, nothing happened. Aware we're the only party fully aware of the alternative history of our surroundings, we indulge in sewing together another half-dozen loops around Parsley Hay, some taken at a more steadier pace than others.

In all we complete nine laps, interrupted only by the illumination of a fuel light, which prompts us to look at our watches. The car needs to be back by the evening, and darkness will soon be drawing in...

With that I point the 992 southbound on the A515 for the first time, headed for Porsche GB's HQ down in Berkshire. It's been a fascinating day looking at the world through my own interpretation of 'virtual reality', overlapping the topography of today with feasible invention of what this place could look like. Parsley Hay would have had everything: pace, danger and excitement, the latter perhaps a product of the former two. But would England's effort have diluted the appeal of road racing? Such meanderings at this point are immaterial. Some things just aren't meant to be... it looks like Le Mans will have to suffice! **911**





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TIME HOP RSR

The RSR was the beginning of a racing journey which, via the 934, culminated in the indomitable 935. Total 911 uncovers an example that's raced as them all

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





Porsche has long boasted an enviable motorsport pedigree, and a large chunk of its success can be attributed to the 911. The car you see here has certainly played its part in the story, and we'll return to that a little later, but first we should rewind to 1972 and the world of Group 4 racing. It was for that year's season that the Commission Sportive Internationale (CSI) announced a change in the rules, with engines of more than three litres banned from the World Championship of Makes. That spelt the end of the 917's participation, but Porsche had the perfect answer in the form of the 911 2.7 RS.

Given the option code M491, an RS transferred to the Werks 1 building would become a 2.8 RSR, the enlarged 2,808cc flat six featuring a 92mm bore instead of 90mm along with larger valves and ports and more durable four-bearing camshafts. Both strong and reliable, the new engine produced 308bhp at 8,000rpm, accompanied by a raft of other mechanical upgrades including brakes borrowed from the 917 and lowered suspension that now featured coil springs in addition to the torsion bars. Bigger wheels and tyres were covered by enlarged wheel arches, and the aerodynamics were improved. A winning package straight out of the box, the Brumos-entered car of Peter Gregg and Hurley Haywood claimed victory at the 1973 Daytona 24 Hours – though running in Group 5, as Group 4 homologation was not yet complete – followed by wins at the Sebring 12 Hours and the infamous Targa Florio later the same year. Constantly developed, it would morph into the highly successful 3.0 RSR that dominated various championships throughout 1974 and 1975.

But yet another change was on the horizon, the CSI revising the Group 4 rules yet again for the 1976 season. Not that it worried Porsche, a team

led by Wolfgang Berger starting work on the new racer in 1975, a car now based on the 930 Turbo. With homologation requirements dictating that 400 examples needed to be built over two years it was the obvious choice, and constructed to Group 4 specification it became the 934 – the RSR name now dropped. The engine was fuelled by Bosch K-Jetronic injection, marking its first appearance on a Porsche racing motor, and there were revised camshafts, along with a pair of air-to-water intercoolers. With 1.4 bar of boost the result was a substantial improvement over the previous RSR, maximum power now claimed as 485bhp at 7,000rpm.

Driving through the 930 Turbo's standard four-speed manual gearbox, albeit with revised ratios and lubrication arrangements and a limited-slip differential, the 934 still featured the 917's brakes and centre-lock wheels. Applying the CSI's equivalency formula of 1.4 for blown engines placed the new racer in the 4,001 to 4,500cc class, requiring a minimum weight of 1,120kg, but Porsche was well ahead of that particular requirement. Having easily achieved a fighting weight of 1,080kg with fairly minimal changes, engineers were able – not for the first time in a 911 – to add ballast in the car's nose to fine-tune the weight distribution. In fact, such was the ease of the transformation to race car that the 934 also retained electric windows! Unsurprisingly the new model continued the RSR's success, winning championships in Europe and America as well as taking Group 4 class wins at Le Mans in 1977, 1979 and 1980.

But that wasn't enough for Porsche's flourishing motorsports department. By the early 1980s Group 5 was on the agenda, and with an opportunity for even greater levels of modification, full advantage was taken by one Norbert Singer. The result was ➡



ABOVE RSR's flat six was upgraded to twin plug specification as part of an overhaul resulting in a 98hp boost over a 2.7 RS

RIGHT This 2.8 RSR morphed into a 934 and then 935-spec racer, the same in principle as the cars here

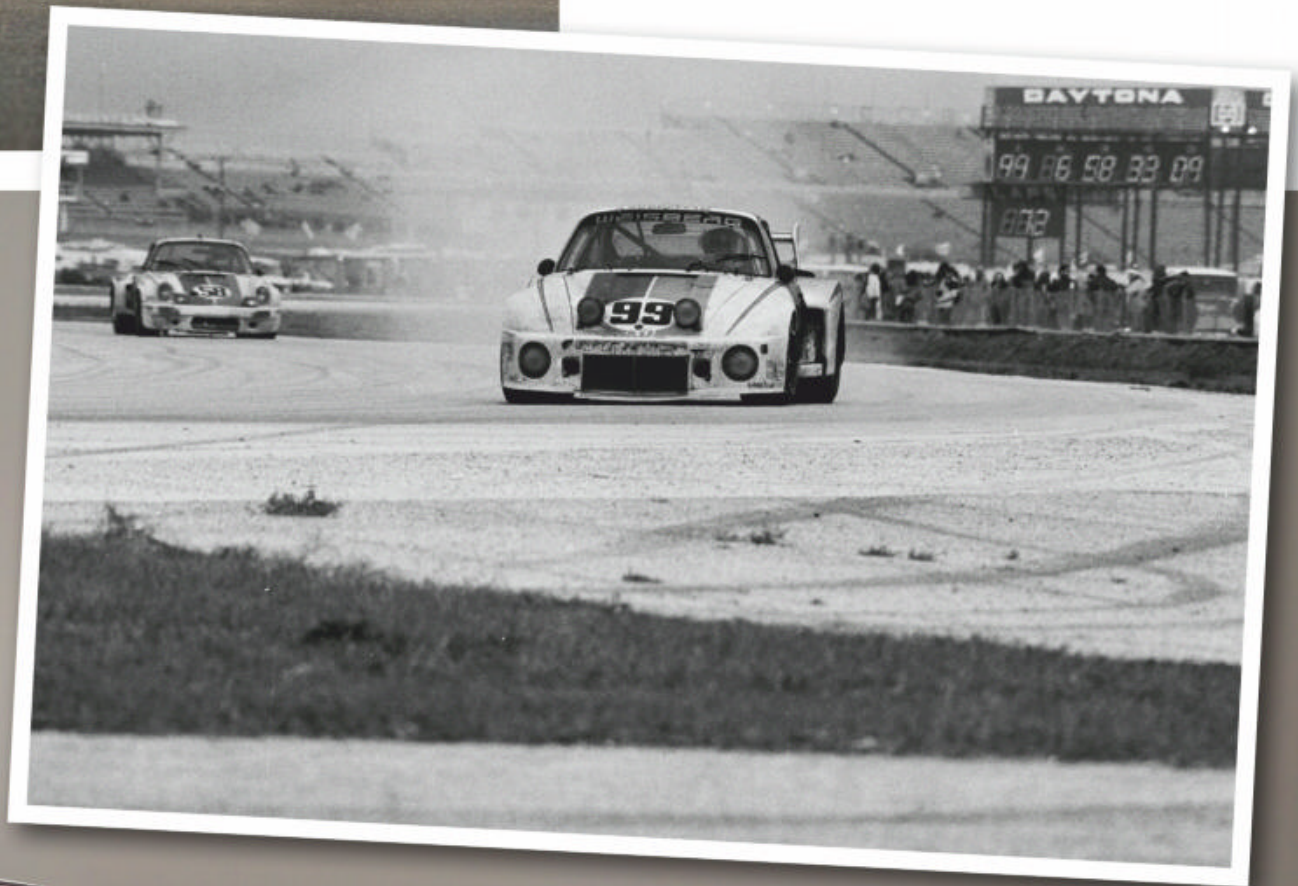
BELOW RSR tachometer runs to 10,000rpm, with peak power arriving at 8,000rpm





LEFT RSR's arches are much wider to accommodate nine and eleven-inch wide Fuchs

“Given the option code M491, an RS transferred to the Werks 1 building would become a 2.8 RSR”





Model 2.8 RSR
Year 1973

Engine

Capacity 2,808cc
Compression ratio 10.3:1
Maximum power 308hp @ 8,000rpm
Maximum torque 285Nm @ 6,500rpm
Transmission Five-speed manual

Suspension

Front MacPherson struts; torsion bars; additional coil springs
Rear Rear semi-trailing arms; telescopic dampers; torsion bars; additional coil springs

Wheels & tyres

Front 9x15-inch; 230/600-15
Rear 11x15-inch; 260/600-15

Dimensions

Length 4,147mm
Width 1,752mm
Weight 920kg

Performance

0-62mph Unknown
Top speed Unknown



the 935, once again based on the 930 Turbo, a car that built on the experience gained with the dominant 934. While the major components of the flat six needed to be based on the production unit, the increased scope for alteration saw Porsche reduce the bore from 95mm to 92.8mm, giving 2,856cc, while the fuel injection was retained, along with the 934's intercoolers, valves and camshafts.

Using the same 1.4 equivalency formula meant the 935 now came in below four litres, which in turn meant that the overall weight could be reduced to just 970kg. And with 590bhp to play with, the result was predictably rapid. Not that the engine was the only area that came in for significant changes, the torsion bar suspension now swapped for an entirely coil-sprung arrangement, while the rear set-up was substantially altered, allowing far greater levels of durability and adjustability. Anti-roll bars that could be adjusted from within the cabin were another new feature, and the 935 also looked very different compared to its predecessor, Singer spotting an opportunity within the Group 5 rules to equip the new racer with the flat nose that would later appear



on some very special road cars. With a recipe like this it is no surprise that track success was a given, the 935 passing into Porsche's motorsport folklore as one of the most compelling Porsche race cars of all time and giving rise to legends such as 'Moby Dick'.

Looking back, it's hard to believe less than ten years separated the naturally aspirated and 911-silhouetted RSR with the powerful and bodykitted 935, the latter ceasing production at the factory in 1981, though privateers such as Kremer and JLP would continue to develop the car in the ensuing years. Such is the magic – not to mention interchangeability – of the 911, it was possible for one single race car to adapt and evolve through every step of this incredible journey through the 1970s and 1980s, morphing from RSR to 934 and then to 935.

It's a fate that fell upon the very car you see in our pictures, which means it has a very interesting story to tell indeed. It's been resident in the JFD Collection for the last 15 years, something of a Mecca for those fascinated by competition Neunelfers. Painted in its original colour of Signal yellow, this 2.8 RSR exudes the purposeful, hunkered-down look of the true racer,

the simple cabin little different from that of any other road-going 911. Only the roll cage and Recaro race seats give away its track-focused intent, and it is circuits where chassis number 911 360 1099 has spent plenty of time. It was bought new by Mexican driver Juan-Carlos Bolaños, a talented racer whose results include a 9th-place finish in the 1975 Le Mans 24 Hours at the wheel of a Kremer Racing RSR – driving a Kremer 935 in the following year's event ended in a DNF. The first competitive outing for the car here was the 1973 Nürburgring 1,000km, where it too recorded a disappointing DNF.

The 1975 season proved more fruitful, with a 4th-place finish at the 12 Hours of Sebring, but at some point over the next couple of years Bolaños parted company with the RSR. It ended up in the hands of Colombian driver Mauricio de Narváez, who campaigned the car extensively throughout the 1978 season, its best result a 5th place at Daytona. The following season would be even busier, the campaign beginning and ending at that same track, and while results would be mixed, it was there that the car recorded its best finish of 7th. Another ➔

2.7 RS v 2.8 RSR: the differences

Engine changes: As well as the increase in bore size, the 2.8 engine was fitted with 49mm inlet and 41.5mm exhaust valves. For the 2.7 these were 46mm and 40mm respectively. RSRs got twin-plug ignition too.

Higher compression: It wasn't just the increased capacity and intake/exhaust changes that were responsible for the 98bhp increase over the 2.7 RS. The compression had been upped from 8.5:1 to 10.3:1 for the RSR.

Bodywork and wheels: Featuring six- and seven-inch rims, the RS was the first 911 to get wider wheels at the rear. The RSR took things a lot further and wore nine- and 11-inch items, covered by wheel arches widened by 5cm.

Better brakes: Where the RS was fitted with ventilated disc brakes front and rear, the RSR borrowed its stoppers from the 917. That meant cross-drilling of the discs too, and twin master cylinders.

Suspension: There were notable differences for the RSR. Works cars got additional titanium coil springs, shorter rear suspension arms were fitted, and metal bearings instead of the rubber bushes used in an RS.

Cabin changes: The 8,000rpm tachometer was replaced with a 10,000rpm item in the RSR, which also got a standard roll cage and fire extinguisher system.



THANKS

Thanks to the JFD Collection for access to the 2.8 RSR in our pictures

busy race schedule for 1980 would see de Narváez repeat that result, this time at the Daytona 24 Hours. Interestingly, he was another seasoned Porsche campaigner, driving a 956 at Le Mans for Joest Racing, a partnership that bagged 4th place in 1983. He would also win the 1984 Sebring 12 Hours in a 935, co-driven by Hans Heyer and Stefan Johansson.

The following year would be much quieter in terms of racing activity, and here our trail goes a little cold, but what we do know is that the car that had begun its career as a 2.8 RSR had been through a number of updates. Common practice given the cost of purchasing a brand-new racer, it was first upgraded to a 3.0 RSR before progressing to 934 and then 935 K3 specification. Fast forward to 1992 and now in the ownership of Conrad Casado, who had found the car in South America, it was sold to Porsche specialist Jim Torres of Burbank, California, who embarked on the unenviable task of restoring it back to its original 2.8 RSR incarnation. Then sold by specialist dealer David Mohlman to a client in the Far East, the car actually remained in the US until 19 October 2004, when it was purchased by the JFD Collection.

Already the owner of a number of fabled RS models, the current owner was looking for a usable race car that might eventually be used on the road, and had considered others before settling on this

particular example. Perhaps the fact that his father had owned a yellow RS Touring in 1973 influenced the decision, but you only have to look at it to see how hard it would have been to resist the lure of this car. It now appears exactly as it would have done when it raced at the Nürburgring way back in 1973, though for the majority of the time between 1977 and 1980 it actually raced as #46. The circuit is exactly where it belongs, the JFD Collection taking full advantage of this car's abilities at the likes of Spa, the Nürburgring, Magny-Cours and Abbeville.

"It's the damn best 911 RSR ever built by Porsche, usable on the street and fast on the track" the current owner says. "It's so easy to cope with as the clutch, brakes and steering are firm but not hard to operate, and it's a wonderfully balanced car. Easy to set up and slide, the only way to take a corner is to set it up, be a little sideways at the apex and accelerate it sideways out of the corner. Driving this car is a very visceral experience." It was at Abbeville where Gijs van Lennep recently got behind the wheel, leaving JFD full of respect for the skills of those that raced the RSR competitively.

But we've got slightly ahead of ourselves, as 2007 saw another twist in this RSR's story. Having already received an e-mail from the car's previous owner alluding to the fact that the original engine resided

in southern Florida, October that year saw the JFD proprietor making plans to visit the third Rennsport Reunion. Those plans included a visit to Bruce Ellsworth at Klub Sport in Riviera Beach, Florida, and it was there that the original motor, 6930152, was eventually discovered.

Taken by Bruce as a down payment on a 935 engine that a client had asked him to build, missing components were collected over time so that a complete RSR engine could be built. Today it still contains a number of the original parts, including much of the valvetrain, although the pistons and cylinder barrels are new stock. A mere 46 years after making its track debut, this stunning RSR is once again a matching-numbers car and – crucially – returned to RSR specification, with meticulous detail taken even to place the decals and race number exactly as they were in period photos.

Today, the reborn RSR takes pride of place in the JFD Collection, and despite the collection containing some incredible Porsche examples, it is clear that this particular car remains special. "I feel privileged to have and be able to drive such an iconic 911. Much faster 911s have been developed since, but this one remains the essence of a race car," its doting owner says. I don't think we could have summed up the RSR better ourselves. **911**

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Living the Legend

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



Ian Harris
Shoreham, UK

 @harrisclassics

Model **997.1 GT3 RS**
Year **2007**
Acquired **AUGUST 2014**

Model **2.4S**
Year **1972**
Acquired **JANUARY 2018**

Model **964 CARRERA 2**
Year **1993**
Acquired **MARCH 2019**

Model **3.2 CARRERA SPORT**
Year **1989**
Acquired **OCTOBER 2019**



My passion for cars started at 13 when I got my first car, a Ford Cortina, which I would race around the fields surrounding my

family home in Sussex. Dad was always into cars and racing, and I – like so many young boys my age – had childhood visions of being the next Colin McRae!

I started my first company in my early 20s, restoring classic Volkswagen campervans in my dad's garage. It was this that really started to pave the way for my knowledge and complete love of restoring classic cars.

My earliest memory of Porsche was when I was just six years old, sitting in my father's 1986 Porsche 3.2 in Midnight blue with a cream leather interior. This

memory has resonated with me all my life, and I just knew one day I had to own my own Porsche. I've since done that by owning 17 Porsche in my 39 years, all in varying condition, price and desirability.

Many I deeply regret parting with, but I feel equally proud that they have brought me to my current collection today, which consists of my 1972 right-hand-drive 2.4S in Viper green, 2007 997.1 GT3 RS in Viper green, 1993 right-hand-drive 964 in RS-spec and a 1989 Carrera Sport Coupe with a G50 box. Two grey cars and two green cars in the collection!

If you're a fan like me I'm sure I don't need to explain how special they are and that the earlier air-cooled models, with their perfect steering, balance and engagement, make it truly special. The joy that comes from ownership is more than just the driving for me. Early



on a Sunday morning you can find me detailing and tinkering before going out on the empty country roads to enjoy that harmonious sound and feel of the car. There is truly no greater feeling! I love the car meets and clubs too: meeting with like-minded people sharing the same passion, eager to discuss all the facets of the topic of Porsche!

I'm constantly making small changes to my cars, from sports exhausts to interior and exterior upgrades to even overseeing a full restoration of my 1972 2.4S that won the Secretary's Trophy at Salon Privé, chosen by Porsche UK, earlier this year – something I'm incredibly proud of. I'm excited to be contributing each issue, detailing what I've been up to with my cars, and hope to share with you some of the enjoyment they bring to me.





Chris Wallbank
Leeds, UK

 [chris_wallbank](#)
 [@chrisjwallbank](#)

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



This month my 997.1 C2S Cabriolet officially went up for sale while I keep searching for that perfect 991

4S, so the car had a meticulous wash, detail and valet before I took the photos to go online.

Ironically I very rarely spend much time shooting my own car, being a car photographer by trade, so it was nice to spend some time on it. It wasn't until I took all the photos and got them up on my iMac screen that I was reminded just how stunning the car looked in its immaculate Basalt black

paintwork against the black 19-inch Carrera Classic wheels! I'm not going to lie... it was weird putting the car up for sale after having owned it for seven years! If only I could afford to keep it and start a 911 collection.

Meanwhile, I found a near-perfect 991.1 4S, one of five exclusive editions built for the UK only in a stunning flat grey called 'RAF grey' with Sport Design kit and a ducktail. The only thing that stopped me buying it was the mileage, which at 39k is around 15k more than I'm looking for. The search continues, and once again if anyone is interested in buying my 997 C2S, please feel free to drop me an email on chris@chriswallbank.co.uk.

80 | Living the Legend – 911 owner reports



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**



I've been a member of the Porsche Club of America since 2008. Founded in 1955, PCA is a massive club comprising 14 zones.

Within these zones are over 145 local regions throughout the United States and Canada. Living in the San Diego area I naturally belong to the San Diego Region. Currently PCA San Diego has approximately 2,500 members and is considered one of the most active regions in the United States.



This past October PCA San Diego held its annual 'Concours by the Bay'. The last time I attended was more than seven years ago. While I didn't enter my GT3 RS or my GT3 this year, I was looking forward to finally getting back to this fantastic local Porsche club event.

The name 'Concours by the Bay' is fitting because it is exactly that... by the bay. This gathering of Porsche is held in an area called Spanish Landing Park, situated along the vibrant San Diego waterfront leading to Harbor Island. If you are familiar with this area of Southern California, you will also know it is very close to San Diego International Airport.

Spanish Landing Park is the ideal backdrop for showing off Porsche. There are stunning views of luxury yachts moored close by in the marina. The park is also within walking distance of a Sheraton hotel. In fact, because I arrived early with my Porsche friends, we decided to have breakfast at the nearby Sheraton, which provided an unbelievable view of the harbour.

I am glad I was able to attend Concours by the Bay this year. In addition to viewing all the Concours Porsche being judged, a non-judged

Porsche 'display' corral was available with free parking.

Overall there seemed to be well over 100 or more Porsche in attendance. The local Porsche San Diego dealer had also brought two new 992 911s to display. I can certainly see why the new 911 has received such positive reviews, as it looks fantastic!

There were an assortment of Porsche 356 cars and a large variety of 911 models, including several GT3 variants, two 991 second-generation GT3 RS Neunelfers and multiple 996, 993, 964 and earlier 911s.

I've always been a huge fan of the Carrera GT, so I couldn't take my eyes off the Speed yellow example on show. When the owner fired up that phenomenal 5.7-litre V10 engine, it sent shivers down my spine.

There was something for every Porsche enthusiast to appreciate, and Concours by the Bay was as amazing as I remembered. The incredible San Diego weather added to a great Porsche Club event. Maybe I will start thinking about entering my GT3 RS at next year's event... But before I do, I need to start cleaning that RS engine bay sooner rather than later.



Lee Sibley

Poole, UK



@lee_sibs

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



Regular readers will know I've enjoyed a great number of track days this year. I've revisited some favourite stomping

grounds such as Spa Francorchamps and Silverstone, and tried new circuits such as Goodwood and Snetterton.

I didn't want the fact I'd had my car repainted to stop me from doing track days, or anything else for that matter – these cars are there to be used, and I've worked hard to own mine. I don't plan on just staring at it. It was for this reason I found myself at the Circuit d'Abbeville last month. This was part of a week-long track event organised by Belgian-based concern 911 Motorsport. I took part in just the one day, and it proved great fun. Abbeville is a fun little circuit which I had the pleasure of experiencing earlier this year in a 964 RS (cheers, Warren). This though was the first time I'd driven the circuit in my own 911, and boy, was it fun.

It was great to really push the 996 again and remind myself just how much fun this car is to drive. It also made me realise I definitely need better seats: the Comfort seats currently installed offer no lateral support whatsoever. Never mind



managing grip between car and floor, my main concern at times was establishing some sort of adhesion between myself and the driver's seat!

Coming back from France, I saw a post on Instagram which piqued my interest. It was from two UK-based OPCs who had organised a 'GT-only' event. Others could attend, but with parking strictly reserved for GT cars, the rest had to make do with parking around the corner. I found this abhorrent. It stands for everything that's wrong with the Porsche scene at present: too much snobbery, faux exclusivity and general elitism, which in this case was being peddled by Porsche

Centres. So I organised my own meet, for 996 owners only. These cars are usually (and wrongly) considered the runt of the 911 litter, so to speak, so I wanted to do something which heaped some limelight, and perhaps a gentle helping of praise, onto the first water-cooled generation, as well as the owners who run them.

It was a great turnout, the event itself kept simple: no colour-coded parking or any of that carry-on, just turn up, park your car, grab a coffee and shoot the breeze with like-minded enthusiasts. I'll likely be doing a few more of these, so stay tuned via my Instagram page @lee_sibs for more information.



Peter Wilson
Adelaide, Australia

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



I enjoy driving my Porsche, and here in South Australia we have a permit system for registering classic cars over 30 years old that allows up to

90 days use per year on a logbook basis. I would be lucky to have 20 planned days of car club runs, race meetings or drive days in a year, and to get the best use out of both the car and permit I use the 930 for errands and transport whenever the weather and traffic conditions permit.

A couple of weeks ago I found myself travelling to an unnecessarily distant hardware store. The route was about 30 kilometres each way, with a combination of winding hills, roads and freeway. Everything was lovely until the freeway off ramp, when the car misfired a few times. Not a problem, I thought; it was just getting a bit fouled by the low throttle and load. However, when I fired her up after the hardware stop, I had a steady misfire on one cylinder, which then increased to two – interesting...

What may initially have been a dirty plug was now getting more sinister. I wondered if it might be a fuel blockage in the CIS system or a breakdown of my aftermarket MSD ignition. My first reaction was to run it through the rev



range under load and 'blow out the cobwebs'. I coughed and spluttered through town until I could stop and check the fuel pump relays and main ignition connections – everything seemed fine.

Once back out into the country I was finally able to get past 3,000rpm, and sure enough the engine cleared up and pulled strongly, so back to the fouled plug theory as they had been in there for two years and 10,000km. I bought six new NGK BP7ES plugs for the grand total of \$30 and regapped them from 30 to 40 thousand because of the increased boost that I run. I used to run the factory-spec Bosch W3DPO iridium plugs which cost over \$30 each, but didn't find they lasted any longer, and I would rather treat plugs as a true consumable.

Then came the joyous job of changing plugs in a 930. How I admire the lean



simplicity of a carburetted race 911 with plug leads and valve covers proudly on display! I need to remove the intercooler, dismount the air-con compressor and lay it aside onto the right-hand guard before finally removing the 'dutch oven' air cleaner. Then I break out the telescopic ratchet and double-jointed wrist, especially for the left-hand bank, which is still very obscured by the CIS manifold.

An hour later and all six plugs were on the bench. They were damp with petrol as the last start had just been to move the car in the driveway, but they weren't covered in oil or carbon. In went the new plugs, but the old ones were clearly not the culprit for all the misfiring and carrying-on. I think I have a fuel or ignition gremlin on board, and I know it will next turn up when I'm a long way from home!



Gina Purcell
Oxford, UK

@ginapurcell1

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



Steffi the SC has barely turned a wheel since Silverstone Classic due to my mysterious rear suspension malady that so far remains

unsolved. Applying power for an overtake or to get moving out of a junction quickly causes a large amount of either toe-in or toe-out on the driver's side wheel, resulting in some 'interesting' handling.

BS Motorsport stripped down the suspension to the point where any more work would undo the good work of Center Gravity, but found nothing wrong. A chat with CG's Chris Franklin puzzled him, but he didn't have the car at hand to inspect. He recommended the car go to nearby Fenn Lane Motorsport, as he's certain the problem lies within the torque tube. We drove over to meet Fenn Lane's proprietor, Chris Flavell, to get Steffi booked in. He gave us an insight into the weaknesses of the torque tube in the SC; apparently it's the most susceptible air-cooled car for letting moisture into the ends of the torque tube, allowing it to cause all sorts of corrosive havoc.

Listening to Chris, whose doctorate was in metallurgy, explain all this in great detail made us sit up and pay attention. We left feeling reassured knowing he's the chap for the job. The fix primarily comes from a combination of his own designed and produced parts plus some OEM components from the pre-G-series cars. My dread fear was that the torque tube would have to be replaced, which would have been a major disaster requiring the back end of the floor pan needing replacement!

Thankfully Chris assured us this wasn't the case, and a description of the work will follow. By the time you read this the work should be complete.

On a more upbeat note, we attended the autumn Bicester Heritage Sunday Scramble, taking my husband's Carrera 3.2 for the event. Many modified air-cooled cars were in attendance, which highlighted that standard cars are becoming rare. It's amazing how fresh a stock air-cooled 911 can look, even today. Biased? Of course!



82 | Living the Legend – 911 owner reports



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**



The GTS has been into Paragon for some TLC and an upgrade following our recent road trip across Europe. It's on a two-year service

interval, but I really don't like the thought of leaving the same oil in the car for that length of time. The car has covered around 6,500 miles in my care, so as it needed an MOT, I asked Paragon to carry out a precautionary oil and filter change.

In addition I asked them to conduct a full inspection and re-torque the centre-lock wheels, plus double check the tyre pressures. They were also good enough to remove a minor scratch I'd picked up during the 'Alpine escape' on my offside rear wing!

Unfortunately the MOT picked up some play in the rear wishbones, leading to early signs of uneven wear on the inner edge of the rear tyres, particularly the nearside rear. I could have left it as an advisory on the MOT, but elected instead to have both wishbones replaced. Interestingly, Porsche no longer manufactures the 997 wishbones, and 991 items are now used instead, so my 997 now has a partial 991 rear end! In truth, I cannot feel any difference driving



the car on the road, and the parts look relatively similar, as you would expect from a manufacturer that steadily evolves its products over the years.

Given the suspension work required, the car was then placed on Paragon's rig for a full geometry check and OEM set-up. I also took the decision to address the only weakness I could find with the car in my first year of ownership and retrofit cruise control. This is a relatively simple, cost-effective upgrade that takes around an hour or so, looks factory fitted when finished, and works a treat!

As I write this month's column we are having some building work done at home, so both the GTS and Turbo have now gone into hibernation for a bit at my secret storage location while the work is carried out. I'm missing both cars like crazy – it's coming up to four weeks without them as I write this – but I'm fortunate enough to have my trusty 996 Carrera 4S to fall back on! Next up we have another road trip, this time touring France, although I am not sure what car we are taking yet! More on that next month.



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**



If there is one thing that I have begun to appreciate over the years, it's that a car is only as good as the memories that it creates. It's the

events that the car has lived that makes it special. A plan was hatched to finally start using the 964 Turbo-look Cabriolet as Ferry had intended.

It's a special car numbers-wise. With production worldwide limited to just 1,532, and only 11 cars brought into Australia, this car could live its life as a garage queen. The decision was made to drive the 964 from Sydney to Melbourne and back, but before the road trip began I had decided to reach out to a couple of other Sydney Porsche owners over coffee and drives in the preceding week to get into the Porsche zone.

The first of these was with an Instagram buddy, Paul, who owns an immaculate 993 Carrera S in Arctic silver with Speedline-style three-piece rims. As so often happens, the small catch up with Paul ended up being a collection of eight other car nuts joining in on the early Sunday morning. One of



the other gentlemen I met that day had a car that I was immediately drawn to, an Iris blue 993 Carrera almost identical to my Project Iris Blue. After chatting with the owner, I discovered that he also happened to be another Instagram buddy I'd organised to meet the following Tuesday for a drive by the name of Shen.

At the breakfast Shen mentioned to me that he wanted to bring another of his cars for me to try, given my love of

the 993, in order to get my feedback. My interest was piqued, all the more as he said we should swap cars on the Tuesday.

That Tuesday Shen turned up in a stunning PTS Midnight blue 991 GT3 Touring. It was going to be a special day indeed, first driving in my own car and Shen leading in his beast. But I will have to report on the drive and the rest of the road trip next month as I've once again written too much!



Ron Lang
Ashland, Oregon

@ronlangsport

Model **2.4S**
Year **1972**
Acquired **2018**

Model **964 CARRERA 4**
Year **1989**
Acquired **2015**

Model **964 CARRERA 2 REIMAGINED BY SINGER**
Year **1991**
Acquired **2018**

Model **964 C4 SAFARI**
Year **1993**
Acquired **JUL 2018**

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

Model **993 TURBO**
Year **1997**
Acquired **2015**

Model **997.2 GT3 RS**
Year **2011**
Acquired **2016**

Model **991.2 CARRERA 4S**
Year **2017**
Acquired **2017**

Model **991.2 TURBO S**
Year **2018**
Acquired **2017**



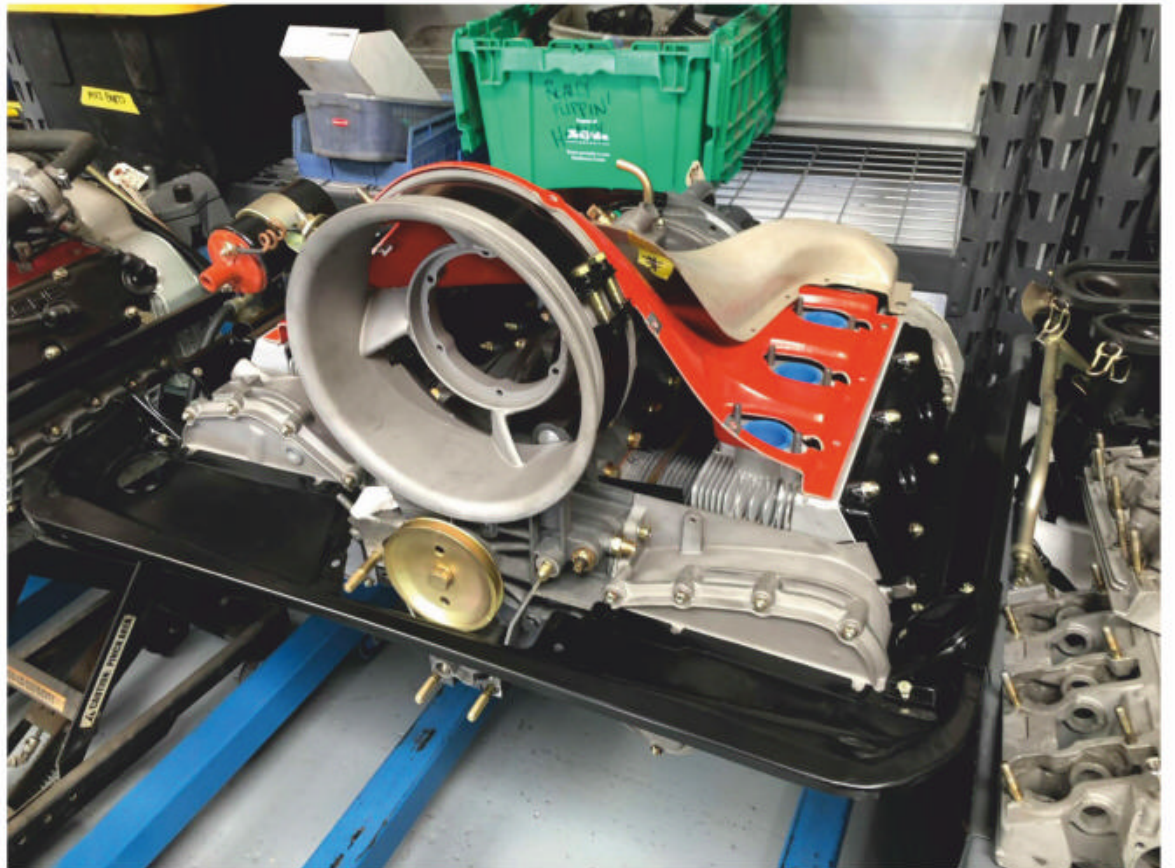
Getting closer to being back on the road, the restoration of the 1972 911S continues. The process started with acquisition of the car

in January 2018, with metal bodywork and paint completed by the middle of that year. Mechanical restoration has taken the usual twists and turns, starting with a crack found in the crankcase.

Rebuilding these nearly 50-year-old cars is similar to an archeology dig. The deeper you digs, the more you finds. The crankcase was sent to a specialist who welds and machines magnesium for a living. I'd always been warned that magnesium is highly flammable, so how this gets done safely and with a good prognosis remains a mystery to me. I suppose a decision to obtain a replacement case was an alternative, but keeping the car with all mechanical and body stampings original is part of the charm of these classics, so the repaired case will be used with reasonable expectations of a long and healthy life.

Then there are the nuances. The engine has been rebuilt to 2.7 RS spec. The intake trumpets for the mechanical fuel injection on the 2.7 RS have a larger bore where they attach to the heads compared to the original spec 2.4-litre motor. Those trumpets are now with a specialist who has figured out how to enlarge the bore of the trumpets, as original 2.7 RS intakes are no longer available. As is often the case with this type of work, there is the 'one guy' who does this work correctly, and he has a long queue of customers.

I asked the interior restorer to build with black leather instead of the nice German vinyl as original to the car. The black leather was not a problem to



source. The feel and the smell are lovely, but I also wanted 'Pepita' seat inserts that would reflect the Viper green paint. Through his contacts in Germany the restorer was able to locate the three-colour fabric, replacing grey with green yielding a black, white and green pattern. The factory Sport seats are ready.

Air conditioning is being installed, with modern mechanicals inside period housings. The larger engine should be able to take the load of the compressor without difficulty – time will tell, but I'm looking forward to comfortable drives in our summer heat.

For some of the early 911 purists, this car is likely being over-restored. For example, the paint in the front compartment is even and lustrous throughout. The original front compartment had variations in paint coverage and some of that overspray look. Concours judges would likely disapprove and deduct points, but I'm putting this baby together to drive, not to show. Perhaps a better description of the process is that the car is being remanufactured more than restored. Is 'better than new' better or worse? The

trade-off of authenticity versus usability is part of every restoration decision. Indeed, the ultimate early 911S would be entirely original, including the effects of 'the tin worm' having feasted on the old untreated metal.

How important is it to have correct period date-stamped Fuchs alloys? I decided to go with 'deep six' wheels. They are still six-inches wide as original but show more exterior lip than the narrow sixes. An important part of the restoration for me was to keep the original narrow, slim-hipped body. A fair number of these restorations go for the RS look, with wider wheels and quarter panels at the rear. To my eye these original cars look quite charming and so dainty with their original bodies, so that's what we will retain.

Another decision was around suspension and brakes. I decided to stay original, knowing that cornering speeds will be less than the result of some modest suspension hot-rodding would yield. Original 911S brakes are good, not great, but with 210hp, I'm looking to maintain a balance of braking and acceleration with hopes that I've got it right.

I've recently driven a 1970 T that had been restored with a later 3.2 engine and sports-purpose suspension. That car produced amazing acceleration and cornering speeds, most impressive. Upgrading suspension bits will be an option in the future, after some road miles have informed on the fun factor with the stock pieces. I will update with early driving impressions once this car is on the road next spring.





Ben Przekop
Mercer Island, WA

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



How close to a ‘real’ GT car is the Cayman GT4, and does it have any advantages over the 911 GT3? I get asked this question a lot, because earlier

this year I bought a 2016 GT4 to be my new track car, and folks know I have owned a couple of GT3s in the past. Both of those 911 GT cars were 997.1 models in which I did thousands of miles on race tracks, as well as plenty of street driving.

This past summer I drove my GT4 over six weekends on two different tracks here in the Pacific Northwest. In my advanced driver’s group the track weapon of choice is overwhelmingly a GT3 or GT3 RS, so I had plenty of

opportunity to gauge the relative ability of my car versus the 911 variants. Clearly the GT3 cars were faster, due to both greater horsepower – over 500bhp for them and just under 400 for me – and other handling and braking features like PDK for faster shifting, rear-wheel steering and carbon brakes. But what about the GT4’s mid-engine design, isn’t that better?

I do believe the mid-engined platform is a bit more forgiving of mistakes, but when driven properly and within its very high limits, a modern 911 GT3 is almost foolproof in that regard. So with all that, why did I buy a GT4 instead of a faster GT3, which after all is the ‘real’ GT car? First of all, the GT4 is definitely a real GT car, says Andreas Preuninger, Porsche GT product manager, so who am I to argue! After all, it has GT3 suspension and brakes and a Porsche Motorsport-tweaked 911 engine and transmission. It is an awesome and serious piece of kit, and I am far from the point of realising its full potential on the track so, for now at least, it is all the GT car I want or need.

It is also a blast to drive everyday on regular roads, thanks to its reasonably compliant PASM suspension, razor-sharp steering and perfect six-speed manual transmission making the most of that



Carrera S engine screaming right behind my head. Plus, there was the value for money consideration.

When I started my search for a new GT car several months ago, there was about a \$50k difference between used 991 GT3s and 981 GT4s with comparable equipment – carbon buckets were a must for me – and my wife and I decided to use the difference to order a brand-new 2019 Porsche Macan S to be our new daily driver.

But if money were no object, wouldn’t I really rather have a GT3? Of course! And while the latest 991.2 GT3s are still commanding prices around \$175k, the earlier 991.1 cars are coming down closer to the \$100 to 125k range, which starts to make them look awfully attractive. So watch this space, perhaps in the not-too-distant future my article will be about why I love my 911 GT3...



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**



Back in issue 183 I shared my plans to sell my Speed yellow 993. I shipped the car to AutoKennel in California. Things did not go to plan;

despite its best efforts it was not able to find a new home for the 1996 911.

Timing is everything. The US market had been vibrant through the summer, but alas things started to cool down at the time I listed mine. The team gave it their best shot, the listing was great, the photos were spot on, it was well marketed and so on. We tried changing the pricing, but alas the interest level was still low. Many prospects commented that the colour, Speed yellow, was not to their liking, I guess 993 guys like more serious colours?

We decided the best thing would be to pull the listing and bring it back to Texas to enjoy the perfect October weather. I do see my 993 as a placeholder until I do my own custom, personal interpretation of the 993, so I will keep it around in the meantime.

Upon its arrival back in Houston, the first item on the agenda was to get the

Turbo Twist wheels off and put the BBS E88s on. I don’t know about you, but there’s something about the Turbo Twists that I just find hard to like.

The timing of the return of the 993 worked out fantastically, as Austin-based photographer Kurt Bradley scheduled a visit, and he really wanted to shoot the 964 and 993. Upon his arrival we took

both cars out for a tour of Houston for some beauty shots.

Driving both cars all day reminded me how close they are in terms of comfort and convenience, but stylistically they are much further apart. The most sensible – in factory configuration – of the air-cooled generations, if I had to choose one... I think it would be the 964.





Joe Williams
Weymouth, UK

 @joewilliamsuk

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



Love them or hate them, the 996 is having a massive comeback. It's gone from unloved and uncool to the new must-have retro

classic. From someone who was a bit of a hater, even I'm starting to come around to the dark side! What better way to appreciate the model than a full immersive 996 experience? That came in the form of the recent 'Fried Eggs' event put on by the biggest Marmite 911 lover of them all... our Editor Mr Sibley.

A friend with a few 996s in his collection very kindly offered up his stunning, showroom-condition 40th Anniversary Edition with only 11k on the clock so I could join the convoy en route. Starting early in the dark, I really didn't appreciate the car I was in until the sun came up! A stunning cabin, full immaculate leather and that new showroom smell still firmly intact. A manual with 345hp, Sport suspension and heated seats for the chilly Sunday morning made for a perfect spec.

Arriving at the venue a few minutes early, there were already ten or so 996s lined up in the car park. Not a bad turnout, I thought... but then I noticed the queue behind us. They just kept coming. There was a great mix of every model and variety, including Carrera 2s, 4s, Ss, Turbos, Targas and Cabs, GT3s, Clubsports and an RS! I think the final headcount topped 50 cars, which has to be an amazing result for a one-model meet.

What was really interesting was the mix of drivers, and how this little segment of the 911 world is both attractive and accessible to everyone. The purchase budget ranged from £4k – yes, you read that right – all the way up and over £100k for the really collectible examples. The accessibility of the 996 really does level the playing field for entry into the Porsche brand, and this meet really made you feel proud to be a Porsche owner and a 996 owner. I spent a bit of time chatting to lots of really nice people, and my feeling was that there was a very different, really positive vibe compared to other Porsche events.

One subject that came up really surprised me, and that was being embarrassed of taking a 996 to other Porsche events, as if it's not a 'worthy' 911. I think that's a really sad state of affairs and something we need to campaign against. Porsche doesn't make a bad car, and it should be an inclusive, not elitist brand. Owners should be proud to own such a forward movement in Porsche history. Was the 996 a better car than its predecessors? Of course it was.

Back to a more positive note... the breakfast spread was good and the coffee passable, so that got a thumbs up from all. The opportunity for a great photo didn't go amiss, with a massive green field at our disposal. Everyone braved a bit of off-road adventure to capture the moment! Was that a record for the most 996s photographed together? Either way, it was definitely worth the effort. All in all 'Fried Eggs' was an 'eggcellent' event with a great turnout, supported by genuine Porsche enthusiasts. I'm looking forward to the next one.





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1960s



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STORY OF THE
2000s



PORSCHE 911
STORY OF THE

90s



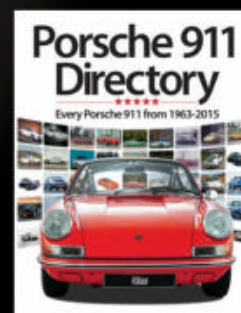
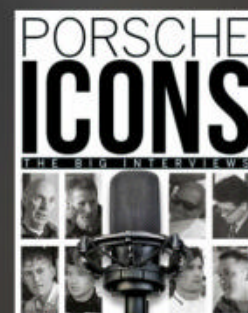
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EVERYTHING YOU NEED FOR YOUR 911

Data file

Full specs, ratings and market values of every 911, including the early 'O-series' models, can be found beginning on **page 92**



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COMMISSION YOUR PORSCHE 911 AS FINE ART

Many 911 owners would already consider their car to be a piece of automotive art – we certainly do – and gazing over the curvaceous bodywork can give many hours of pleasure. But there's more than one way to enjoy the stunning appearance, and having it committed to canvas would be special indeed. Which brings us to the work of renowned artist, Rob Hefferan. Fascinated with art since childhood, his first exhibition in 2003 showcasing his skills in figurative work and portraiture was a resounding success. It's those skills along with an international reputation for quality and unrivalled attention to detail that has led to his work being commissioned by numerous celebrity clients, and it turns out that Rob has another passion; "I've been obsessed with cars since I was young, and that developed into a love for Porsches, and the 911 in particular".

A serial owner of our favourite sports car, his collection has included the 996, both generations of 997 model, and he now enjoys a 991 Carrera S. A proper car guy, then, which is why he's decided to focus his talents on the Zuffenhausen marque, offering owners and enthusiasts the opportunity to have their pride and joy recreated as fine art. He admits this is a new challenge and one he relishes, already having set to work creating around a dozen paintings of various Porsches. While such artwork isn't entirely new, what's different here and core to Rob's ethos is capturing even the smallest of details that make each car unique. And having seen it for ourselves we are talking about beautiful pieces of art here, the sort of work that would complement

911 ownership in a way that other pictures just can't. Painted either in oils or acrylic depending on the timescales involved, each work can take anything from 150 to 300 hours to complete and the work is also unusual compared to other automotive artists in that he is happy to depict not just the car but to include the owner as well. It's where the talent for portrait work really pays off.

As for the process of commissioning a painting, an owner can either provide pictures of the car or Rob will travel to view your 911, employing a professional photographer to take dozens of detailed reference shots from which to work. It's a painstaking process but one that results in something very special, but there was something we were keen to ask and that's whether he had a favourite 911. "Not really" says Rob. "I love all of them, but if pushed I guess I'd have to say it's the cars from the 1960's that most capture my attention."

"It's the shape and form that I find so appealing, and the way the light falls on the bodywork. There are few cars like it, and I really admire Porsche's heritage, especially when it comes to motorsport." That emphasis on history and quality really shines through when it comes to the finished painting, and whether you own just the one car or are lucky enough to have a collection to see them represented in such a way is likely to prove very hard to resist.

You can see examples of Rob's work by visiting his website at www.robhefferanautomotiveart.com, but we'll say now that you should be prepared to find yourself as tempted to commission his services as we are. **911**





“I’ve been obsessed with cars since I was young, and that developed into a love for Porsches, and the 911 in particular”



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.



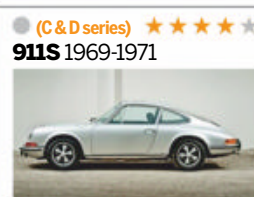
▲ (O series) ★★★★★
911 2.0-litre
1964-1967
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

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 1969-1971
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 1969-1971
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 1978-1983
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 1978-1983
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 1967-1968



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 1967-1968



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 1967-1969



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 1968-1969



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 1968-1969



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 1969-1971

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 1974-1977



'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
Maximum torque	(165bhp from '76) 235Nm @ 3,800rpm
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 1974-1977



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 1974-1976

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 1976-1977



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 1975-1977

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 1984-1989

Revised engine added power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	300hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	161mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	8x16 inch; 225/50/VR16

▼ ★★★★★

Carrera 3.2 1984-1989



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	
F	7x15 inch; 195/65/VR15
R	8x15 inch; 215/60/VR15 (16" for '89)

● ★★★★★

930 SE 1986-1989



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16 inch; 205/55/VR16
R	9x16 inch; 245/45/VR16



● ★★★★★
959 1986-1988

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

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Maximum power	450hp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9 sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Wheels & tyres	
F	8x17 inch; 235/45/ZR17
R	9x17 inch; 255/40/ZR17

● ★★★★★

Speedster 1989



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

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

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	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 1987-1989



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

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

★★★★★
964 Turbo S 1992-1993



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
1995-1996**
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 1995-1996



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.

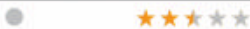
Production numbers	1,858
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8 sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F 8x18 inch; 225/40/R18	
R 10x18 inch; 285/30/R18	

★★★★★
996 Turbo 2001-2005



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 1989-1993



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

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



964 Carrera 2 1990-1993



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

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



964 Turbo 1991-1992

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

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



964 C4 Lightweight 1991



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

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



964 RS 1991-1992

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

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



964 C2 Speedster 93-94



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

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



964 Turbo 3.6 1993-1994



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

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



964 Anniversary 1993-94



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7 sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



964 RS America 1993

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

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



993 Carrera 1993-1997



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VarioRam available from 1996.

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



993 Carrera 4 1994-1997



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

Production numbers	2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8 sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/45/ZR16



993 GT2 1995-1996



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

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



993 Turbo 1996-1998



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

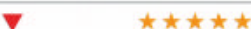
Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3 sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



993 Carrera S 1997-1998

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

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

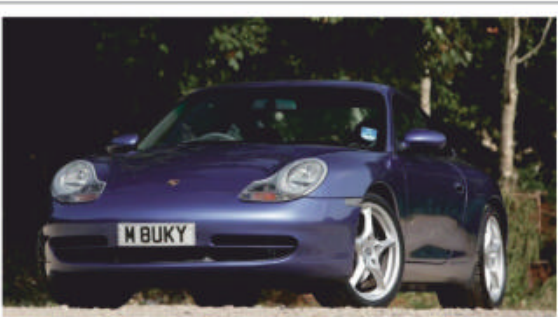


993 Turbo S 1998



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1 sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



996.1 Carrera 1998-2001

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

Production numbers	56,733
Issue featured	160
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



996 Carrera 4S 2001-2005

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

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



996 GT2 2001-2003



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

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



996.2 C2 2002-2004



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

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



996.2 C4 2002-2004

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

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



996 Anniversary 03-04



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

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

Sales debate

Why are 997.1 prices on par with the 996?



As we discovered from our ‘15 years of 997.1’ special last issue, values of the first 997 generation have continued to come down ever so slightly in the last year, despite its perennial popularity among enthusiasts. This now means the 997.1 is right in the firing line of the once-unloved 996 generation, which conversely has witnessed a modest upturn in values over the same period.

With plenty of options from either generation available on the market to choose from, the question on the minds of many is where will values of the 997.1 go from here? Will we see a hike in values to elevate the 997 above the 996 once more, or will the first water-cooled 911 usurp its successor? “What has happened is that good 996s have become hard to find, and it is these which have gone up in value. 997s, on the other hand, are plentiful, so buyers are spoilt. As with 996s in the past, there are more than a few ropery 997s out there, as prices have dropped and they’re not being maintained properly,” says Philip Raby, proprietor at the eponymous Philip Raby Specialist Cars.

It’s a view echoed by Kees Deacon at Paragon Porsche, around an hour east from Philip Raby on England’s south coast. He says: “There’s quite a large band in values of the 996 and 997.1. Our 997 examples are at the higher end of the scale, in the late-20s, as they’re better cars, but lesser examples of the 997 are mixed with good examples of the 996. There’s a lot of overlap.”

But what will happen going forward? “In time I believe values of good 997s will stabilise and then rise. In many ways the 997 is better and more desirable than a 996 in terms of looks, performance and handling,” says Phil, who’s a clear advocate for the 997 generation. Kees also predicts the 997 to establish itself once again: “Once people invest in the stock of 997s they will improve, as they are a better car and far less controversial over the 996.”

It looks like there’s no debate to be had. Our experts both believe the 997 will once more establish some clear daylight over the 996 in the marketplace, but in the meantime the market is well placed for you to decide whether you’d like to own a well-sorted 996 or a more well-rounded 911 in the 997 for the same money.

★★★★★

996.2 GT3 2003-2005

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

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

★★★★★

996 GT3 RS 2004-2005

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

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

★★★★★

996 Turbo S 2004-2005

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

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

★★★★★

997.1 GT3 2006-2007

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

★★★★★

997.1 GT3 RS 2006-2007

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

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

★★★★★

997 GT2 2007-2009

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/R19
R	12x19-inch; 325/30/ZR19

★★★★★

997.2 GT3 RS 2009-2012

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

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

★★★★★

997 Speedster 2010

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

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

★★★★★

997 Sport Classic 2010

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

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

★★★★★

997 Turbo S 2011-2013

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

★★★★★

991.1 Carrera 2011-2015

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**
2004-2008
Fully revised Porsche 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

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



▼ ★★★★★ **997.1 Carrera S** 2004-08

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

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



▼ ★★★★★ **997.1 Carrera 4** 2005-08

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

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



▼ ★★★★★ **997.1 C4S** 2005-2008

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

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



● ★★★★★ **997.1 Turbo**
2005-2008
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.T.G gave best of small/large turbos.

Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950
0-62mph	5.000rpm
Top speed	3.9 sec
Length	193mph
Width	4,450mm
Weight	1,852mm
Wheels & tyres	1,585kg
F	8.5x19 inch; 235/35/R19
R	11x19 inch; 305/30/R19



▼ ★★★★★ **997.2 Carrera**
2008-2012
Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

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



▼ ★★★★★ **997.2 Carrera S** 2008-12

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

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



▼ ★★★★★ **997.2 C4S**
2008-2012
Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

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



● ★★★★★ **997.2 GT3** 2009-2012

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

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



● ★★★★★ **997.2 Turbo** 2009-2013

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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950
0-62mph	5.000rpm
Top speed	3.4 sec
Length	194mph
Width	4,450mm
Weight	1,852mm
Wheels & tyres	1,570kg
F	8.5x19 inch; 235/35/ZR19
R	11x19 inch; 305/30/ZR19



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

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



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

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



▼ ★★★★★ **997 GT2 RS** 2010-2011

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

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



▲ ★★★★★ **997 C2 GTS** 2010-2012

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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200 5,600rpm
0-60mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F	8.5x19 inch; 235/35/ZR19
R	11x19 inch; 305/30/ZR19



▲ ★★★★★ **997 C4 GTS** 2011-2012

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

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



▼ ★★★★★ **991.1 Carrera S**
2011-2015
Same as Carrera, with seven-speed manual 'box but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

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



▼ ★★★★★ **991.1 Carrera 4** 2012-2015

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

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



▼ ★★★★★ **991.1 Carrera 4S**
2012-2015
Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. PTV spread torque more evenly.

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



▼ ★★★★★ **991.1 GT3**
2013-2015
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.


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

Technology explained

030

G-SERIES AUTOMATIC HEATER SYSTEM

A system as clever as it was complicated, here's how the air-cooled cars kept you warm




The inherent problem of all air-cooled 911s is that heating relies on engine speed. Pre-impact bumper 911s used a basic mechanism to bring in air via the car's heat exchangers to the cabin through the sills, manually regulated thanks to those stubby levers mounted between each front seat. This simple set-up wasn't entirely effective because the temperature inside the cabin was governed by how hot the flat six was, and the engine's cooling fan was left in sole charge of the ferocity of air pumped into the cabin.

For the G-series in 1974, Porsche introduced that infamous bank of slider controls into the centre of the 911's lower dashboard, and they've been bewildering occupants ever since. Not only is their effective operation hard to muster, their purpose is often misunderstood. They are *not* for manually regulating temperature, just directing where the warm air is going.

From the 930 Turbo in 1975 – and Carrera 3.0 in 1977 – Porsche used an automatic thermo temperature control system (M424) which featured two temperature sensors: one near the heat exchanger, the other between either sun visor, though in 1986 it was moved to the dash. They worked with the heating control unit, which controlled the opening of the heat valve from the engine bay, done via a servo motor, plus the fan speed of the auxiliary footwell blowers. For the SC, an electric fan was also installed in the engine bay to help blow hot air from the heat exchangers into the cabin. You could also manually adjust the heating system via a rotary controller nestled between the front seats. This could be rotated from zero to nine, controlling both fan speed and temperature at the same time. This replaced those two stubby levers which had traditionally been housed here beforehand (above).

The system was found to be more effective, and operated separately from the 911's air-conditioning system. This setup remained largely the same until the adoption of water-cooling at the end of the 20th century, when engineers could simply flow fresh air through a radiator and into the cabin, a much more efficient system altogether.



★★★★★

991.1 Turbo 2013-2014

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 2013-2015

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 2015-2018

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 2016-2018

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 2017-2019

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 2017-2019

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 2018-2019

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 2013-2014
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 2014-16
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 2015-2017
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 2016-2018
Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

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



▼★★★★★
991.2 Turbo S 2016-2018
As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever 911 from 0-62mph.

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



▼★★★★★
991 R 2016
991 GT3 RS engine mated to revised six-speed manual gearbox. Features 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 2017-2019
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 2017-2019
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 Edition
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 2018
Purist take on the 991.2 Carrera with 20kg of weight saved and regearing of seven-speed manual gearbox. Same 370hp engine as Carrera, PDK optional.

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

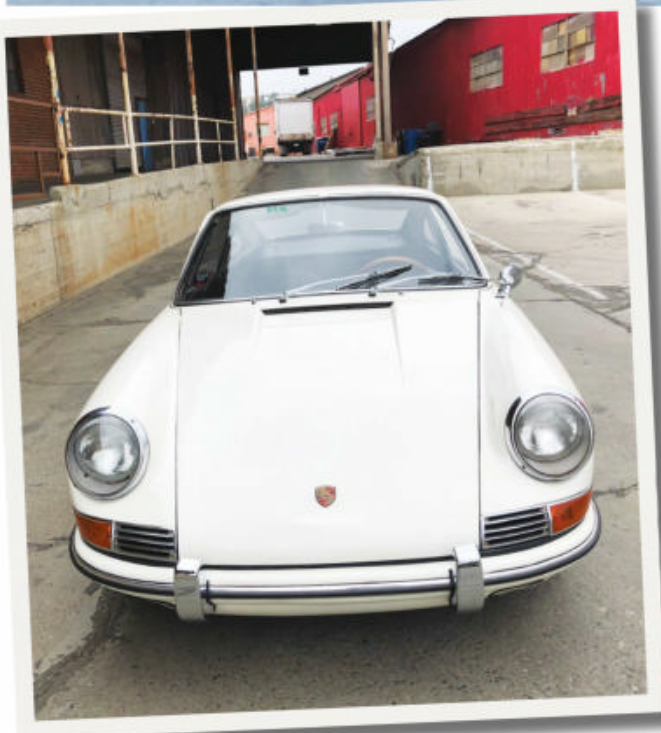


●
992 Carrera 2020-
The base 992 was revealed some nine months after the S. Visually different to the C2S thanks to smaller wheels and two single-exit exhaust tips.

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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Beverly Hills Car Club is privileged to buy and sell some of the world's most beautiful and unique vintage automobiles as well as project cars for enthusiasts who are wanting to build the cars themselves. Selling internationally, they also buy anywhere in the US, in any condition,

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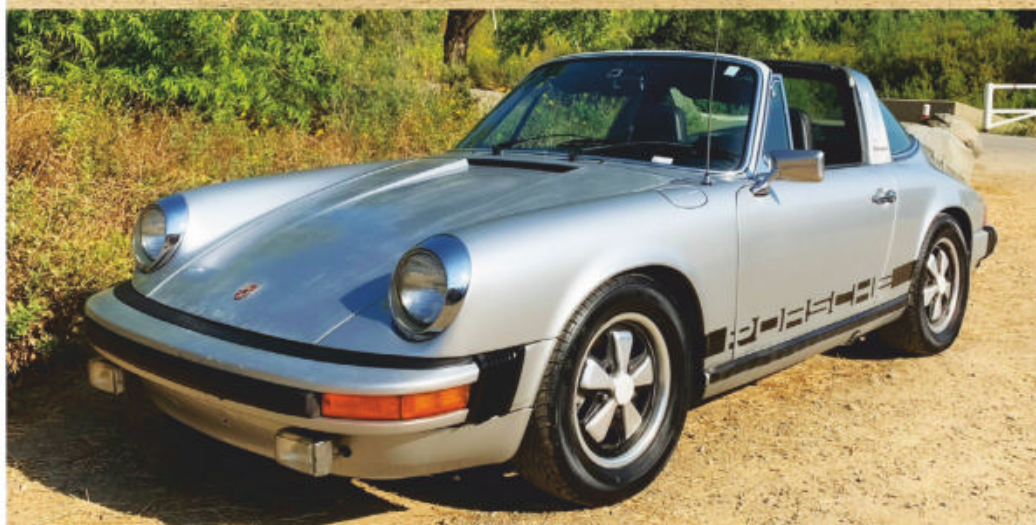
Specialising in older European luxury and sports cars and with a strong enthusiasm for collectible Porsches, Beverly Hills Car Club is established as one of the leaders in their game.

Beverly Hills Car Club is also very active within community and industry projects alike, for instance, they just presented an advance screening of Ford vs Ferrari at the Fox Studios lot, in association with the Petersen Museum.

You can view the wider range of Porsches available from BHCC on the front inside cover of this issue or by visiting the website at:

www.beverlyhillscarclub.com. **911**

You can find them on Instagram at
[@beverlyhillscarclub](https://www.instagram.com/beverlyhillscarclub) and [@mralexmanos](https://www.instagram.com/mralexmanos)



My Favourite Porsche Owner of BHCC, Alex Manos

Here is Alex Manos in front of his prized 1975 Porsche 930 Turbo.

"There's everything to love about this car. It's a true piece of automotive history with only 284 Porsche 930 Turbos ever built. This one is #255 and of these, there are only 20 of these in the US. 1975 was also the first year that the Porsche Turbo debuted. The Turbo has been in my collection for over 5 years and I love it because it has a lot of features on the car. A single mirror, and the look of the Whale Tail on the Turbo body makes it a very fascinating car and makes you feel quite special when you have this in your collection. The first-generation 930 also introduced wide-flared fenders which indicated its power potential."



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MODEL	COLOUR	MILEAGE
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
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
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1992 964 RS Lightweight LHD	Midnight Blue / Black & Grey Leather, C10 Swiss Supplied	20,600
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1995 993 RS Club Sport LHD	Guards Red/Black Cloth Bucket seats, C00 German supplied	24,300
2010 997 Turbo S PDK Cabriolet	GT Silver / Cocoa Full Leather, Sports Chrono Turbo, PCCB	1,800
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2011 997 GTS Manual Cabriolet	Carrera White / Black Leather/ Alcantara, Heated Seats	15,500
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2011 997 Turbo S PDK Coupe	Meteor Grey /Black Leather. Heated seats, Park assist, PCCB	26,900
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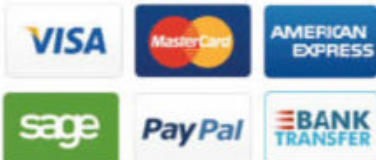


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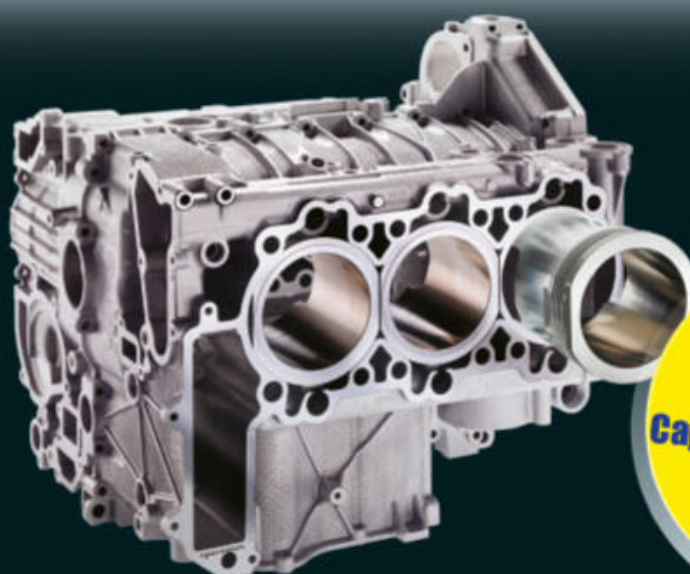


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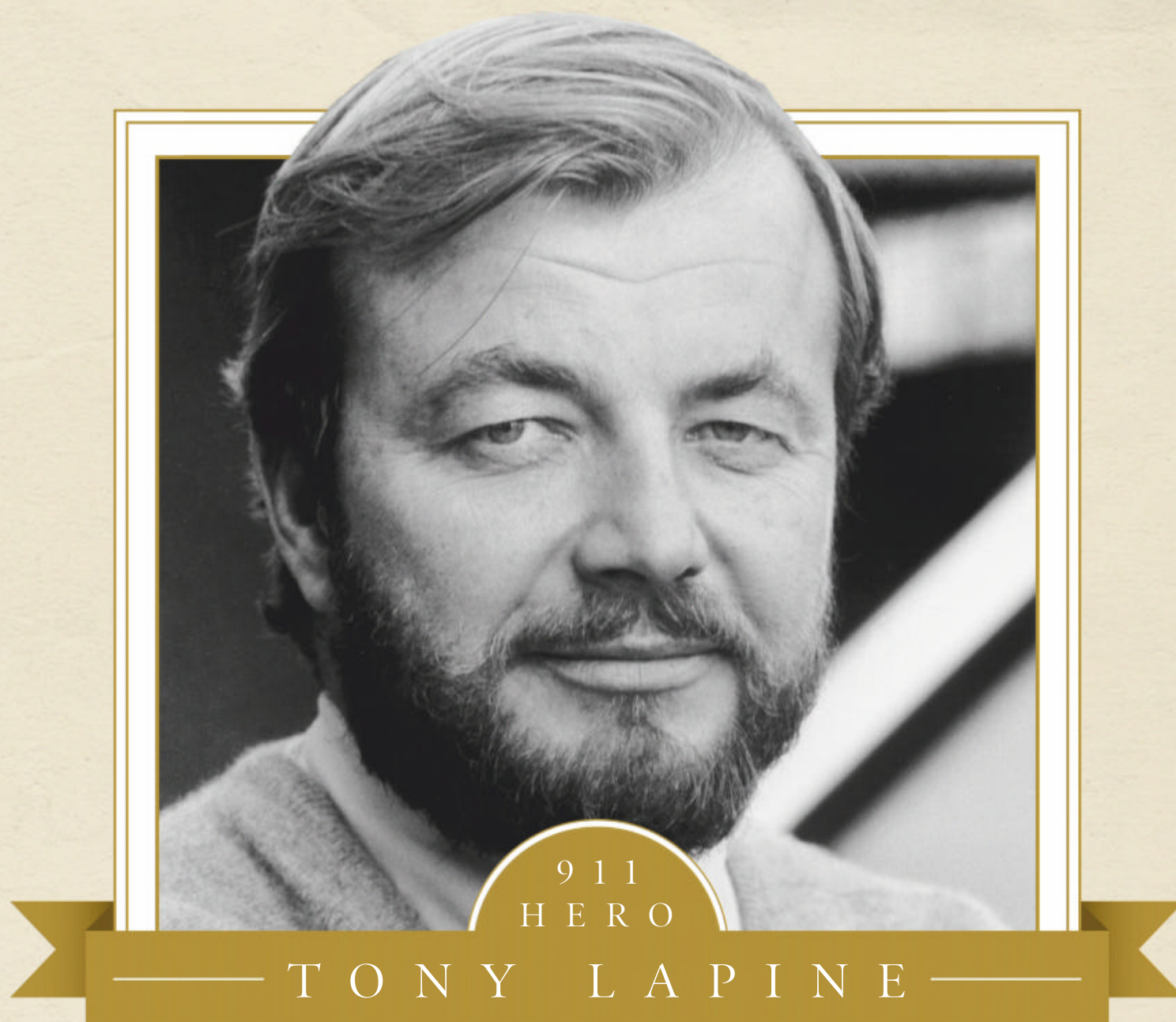
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BIG INTERVIEW: NORBERT SINGER

The man who reinvented the motorsport rulebook speaks to **T911**



Head of Porsche Design for almost 20 years, we take a closer look at the life and work of a true 911 hero

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

Anatole Carl Lapine – known to many as Tony – was born in Riga on 23 May 1930, but as World War Two loomed things were about to get very difficult for him and his family. As refugees from Latvia they moved first to Poland and then to Germany. But, having shown a flair for design, 1950 would see Lapine working for Daimler-Benz, and just a few years later the family relocated to America and the state of Nebraska, where he ended up working on snow ploughs. The beginning of a glittering career was just around the corner.

After working for General Motors in the US and Opel in Germany – involved with the Chevrolet Corvette and as head of the Opel Research Centre respectively – he would join Porsche on 15 April 1969. He'd known Ferry Porsche since 1957, and they'd subsequently met on a number of occasions; it was perhaps inevitable that someone as talented as Lapine would find himself welcomed into the Zuffenhausen fold. Having owned a 356 for a number of years he knew exactly what made these cars tick, and while his role saw him oversee a number of significant models, including the 924, 944 and 928, it's his work on the Neunelfer that interests us here.

Lapine had lived through something of a tumultuous time at Porsche, what with internal politics, strong characters and the

potential demise of the 911. Indeed, as head of Porsche Design he'd worked under both Ernst Fuhrmann and Peter Schutz, and while he'd overseen the introduction of the G-series models, a much bigger challenge lay ahead. We've covered the 964's development and importance on numerous occasions, but suffice to say Lapine and his team faced a huge task in transforming the styling and

technology and ensuring the 911's long-term survival. Although reportedly unhappy with the restrictions imposed on the project, the result was a success, this being the Neunelfer that broke with the past and marked the beginning of the technological cars we know today. And it's even more of an achievement given that Lapine never owned a 911, nor did he especially like them.

The development of the 964 would be his swansong, as he retired from Porsche in 1988, a move no doubt accelerated by the heart attack

he suffered not long beforehand. It was the end of an amazing career, one that had seen him oversee a vital model in the 911 story. After all that, perhaps it's no surprise that a quiet retirement wasn't really on the cards, and his life post-Porsche would include sailing across the Atlantic. He passed away on 29 April 2012, and the automotive world lost one of its brightest stars – and a true 911 hero as far as we're concerned. **911**



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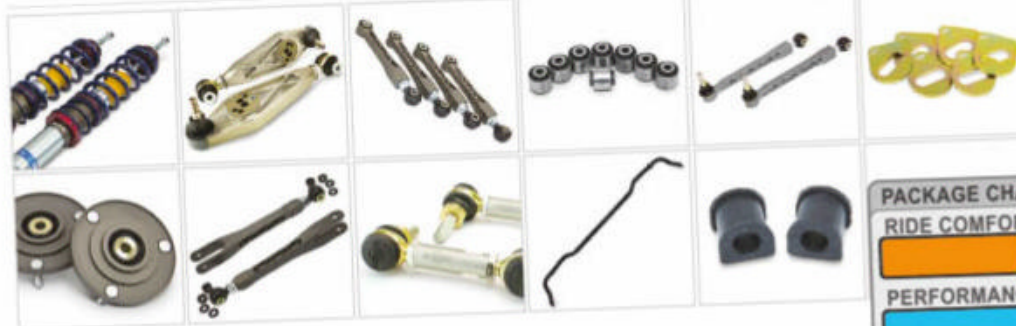
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