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CUP CAR

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FORMULA E

Porsche's new dawn of motorsport explained

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TARGA SPOT Final testing before official release



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1993 Porsche Carrera 2 Cabriolet Stock Number 11310

This very presentable 1993 Porsche 964 Carrera 2 Cabriolet is available in its original color code#L39A Amazon Green with a tan interior. It comes with a clean CarFax and is equipped with a 5-speed manual transmission, air conditioning, dual airbags, cruise control, power windows, power steering, power seats, power mirrors, power soft top, rear seat delete, solid wheels and includes the spare tire, jack and tool kit. The original owner's manual is included alongside receipts totaling over \$20,000 for miscellaneous mechanical work as well as a receipt for over \$2,000 for transmission work done as recently as 09/11/2019. This is a lot of car for the money. The Porsche is also mechanically sound.

For \$39,950



1969 Porsche 9115 Targa Stock Number 11381

This rare and iconic 1969 Porsche 911S Targa is available in a vibrant color combination of red with a black interior. It comes equipped with a manual transmission, MSD ignition, Fuchs wheels and also includes the spare tire. This is a very clean and presentable car which is highly collectible and extremely sought after, as well as being mechanically sound. Don't miss out on this excellent investment.

For \$59,500



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. The Coupe was with the same owner for many years. It is an extremely clean and presentable car which is also mechanically sound.

For \$54.500

For \$54,500



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 \$42,500



1974 Porsche Carrera Targa Stock Number 11399

This very rare 1974 Porsche Carrera Targa with matching numbers with the Certificate Of Authenticity included, 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 that was with the same owner for many years. The Porsche is also mechanically sound.

For \$37,500



1974 Porsche 911 Targa Stock Number 11525

This very clean and presentable 1974 Porsche 911 Targa with matching numbers is available in its original color code#042 of Peru Red with a black interior. It comes equipped with a 5-speed manual transmission with a 2.4-liter engine, MOMO steering wheel, Fuchs wheels and includes the spare tire and jack. This car is becoming more and more collectible. Don't miss out on this very desirable weekend driver which is mechanically sound.

For \$28,500



1975 Porsche 9115 Targa Stock Number 11277

This 1975 Porsche 9115 Targa is available in an excellent color combination of light yellow with a tan interior. It comes equipped with a 3.0 liter with a manual transmission and Fuchs wheels. The car was with the same owner for many years. This Porsche has a lot of potential and is an excellent opportunity to climb into vintage Porsche ownership.

For \$24,750



1975 Porsche 9115 Coupe Stock Number 11416

This 1975 Porsche 911S Coupe with matching numbers is available in blue with a tan interior. It comes equipped with a 5-speed manual transmission with a 2.7-liter engine, Fuchs wheels and includes the spare tire. A Very presentable 911S Coupe that could use some light cosmetics. This vehicle has had the same owner for many years and has just come out

For \$23,500



1983 Porsche 911SC Cabriolet 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. The Cabriolet is also mechanically sound.

For \$25,750



1983 Porsche 911SC Coupe Stock Number 11469

This very desirable 1983 Porsche 911SC Coupe with matching numbers is available in its original color code#027 of Guards Red with a black interior. This 911SC Coupe comes with a clean Carfax and is equipped with a 5-speed manual transmission, cruise control, MOMO steering wheel, power windows, sunroof, Fuchs wheels and includes the spare tire, jack and tool kit. A very desirable weekend driver that is mechanically sound. For \$33,500



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 space fire and air compressor. This is an excellent original. whiledway power seecing, solid wheels, power solid op and inclu the spare tire and air compressor. This is an excellent original California car which is mechanically sound.

For \$33,500



1991 Porsche 964 Cabriolet Stock Number 11502

This 1991 Porsche 964 Cabriolet featured here with 87,043 miles on the odometer is available in its original color code#37W of Midnight Blue Metallic with a white interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, dual airbags, power windows, power steering, power seats, power soft top and solid wheels. The spare tire, jack, tool kit and air compressor are also included. This is a very presentable car that is mechanically sound.

For \$33,500



1992 Porsche 964 Cabriolet Stock Number 11487

This 1992 Porsche 964 Cabriolet is available in its original color code#908 of Grand Prix White with a grey interior. It comes with a salvage title and is equipped with a Tiptronic transmission, air conditioning, cruise control, power windows, power steering, power soft top, solid wheels and includes the spare tire and jack. This car is

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n Porsche circles, 2019 wasn't the most spectacular of years. Values of our 91ls went down almost across the board, with many cars sitting for sale for months. Meanwhile, expansion of the latest 992 model lineup from the manufacturer proved slow. Clearly lost among the hype of Porsche's all-electric Taycan range, not a single 992 production car was built with a manual gearbox, the new 91l range consisting simply of a PDK Carrera or Carrera S in two or four-wheel drive, in Coupe or Cabriolet body styles.

For 2020 though, all that is set to change. The 992 generation will burst into life in spectacular fashion, its range set to blossom with the imminent arrivals of a Targa and Turbo. The early days of this new year will see a return of the manual transmission to the cockpit of Carrera models – at last! – then, before spring, the GT3 will arrive, moving Porsche's GT department onto the 992 programme for the first time.

"The 992 will burst into life in spectacular fashion, its range set to blossom" While I can't hazard a guess as to the outcome of the political reins strangling the used marketplace, what I do know is values cannot sink any lower. If buying, you can afford to take your time and find the best 91l you can, whether it be your first foray into the marque, upgrading your steed, or adding to your collection. There's plenty of events taking place all year round to get you out in these fine sports cars and meeting people, too.

As for T91l, you can be sure we're going to deliver you a fine package of Porsche-centric content each month, with drives in the latest cars, ever-more ludicrous road trips, and comprehensive head-to-head tests of models throughout the 91l's 57-year history. Subscribing to us means you'll get the magazine delivered early, right to your door, wrapped in our exclusive, subscriber-only cover. 2020, you're going to be beautiful.













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Introducing Formula E

It's a new dawn for Porsche Motorsport as the manufacturer returns to single-seater racing with Formula ${\sf E}$

The big interview: Günter Steckkönig

An experimental engineer turned racing driver, Steckkönig offers a fascinating insight into the early 911's development

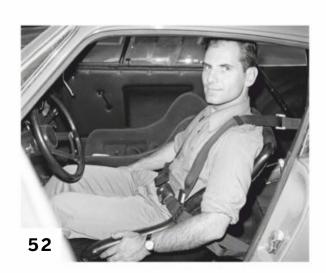


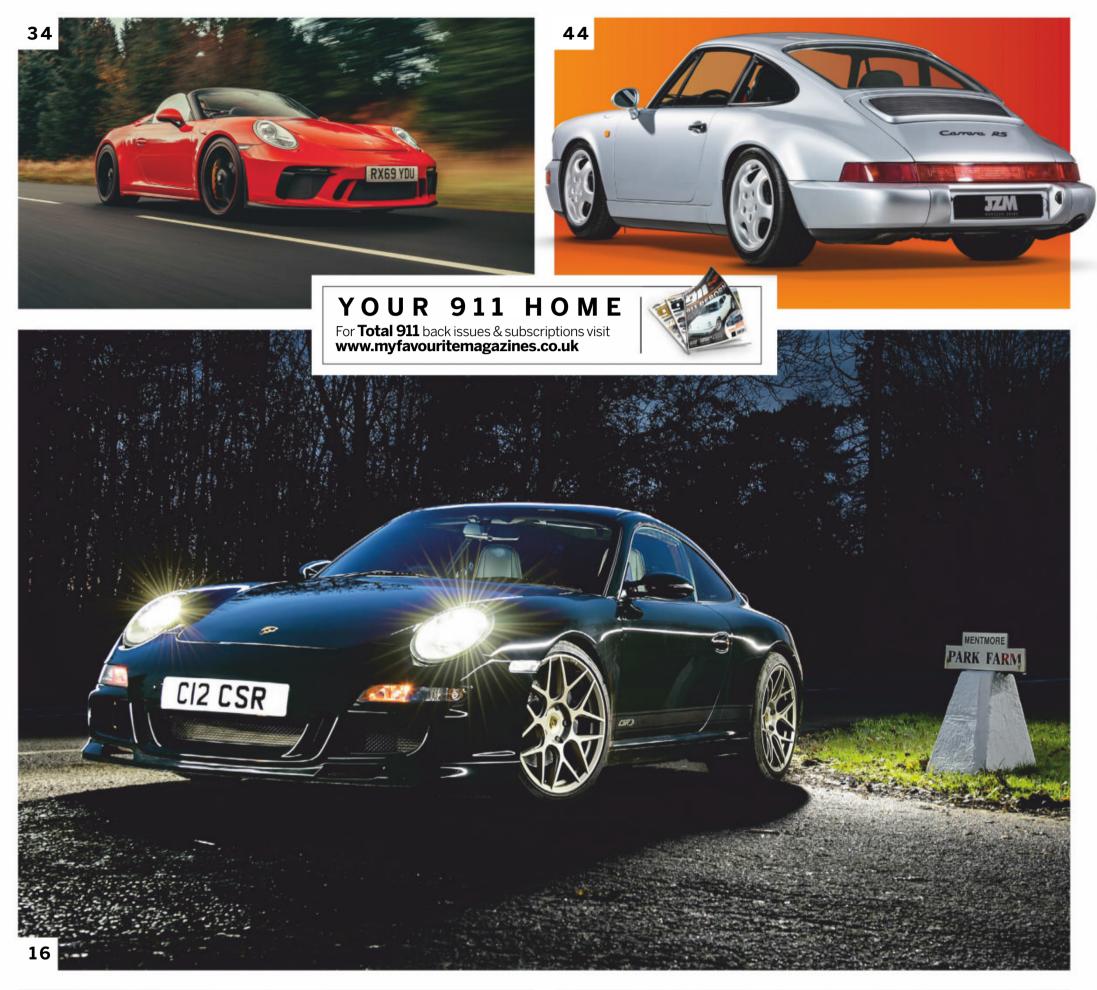
Spotlight: Fuchs wheels

The five-leaf design is perhaps the most iconic wheel of all time. Here's how one company restores the Fuchs wheel













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









992 Targa spotted winter testing

Imminent production reveal after final shakedown in cold weather

Total 911's spies have captured the 992 Targa in cold-climate testing – Porsche's extreme weather study - suggesting a final production reveal is imminent.

Spotted in the snowy terrain of northern Sweden, where temperatures dropped to minus 13 degrees Celsius, the mules are almost entirely free of camouflage, matching the appearance of previous tests in warmer climates elsewhere in Europe during 2019.

As our previous spy pictures have shown, the 992 Targa will carry over the innovative roof design of the 991 generation before it, applied to the 1,852mm-wide body seen on 992 Coupe and Cabriolet sister models. As with the 991 era, all Targa models are expected to be available in four-wheel drive only.

Rumours persist that the Targa will be offered with the optional 'Heritage Design Package' first seen on the 991 Speedster. This means a revised

interior colour scheme with new materials deployed, plus gold badges and a white-painted front section. There are also rumours a striking new red will be released for the Targa model in conjunction with the Heritage Pack.

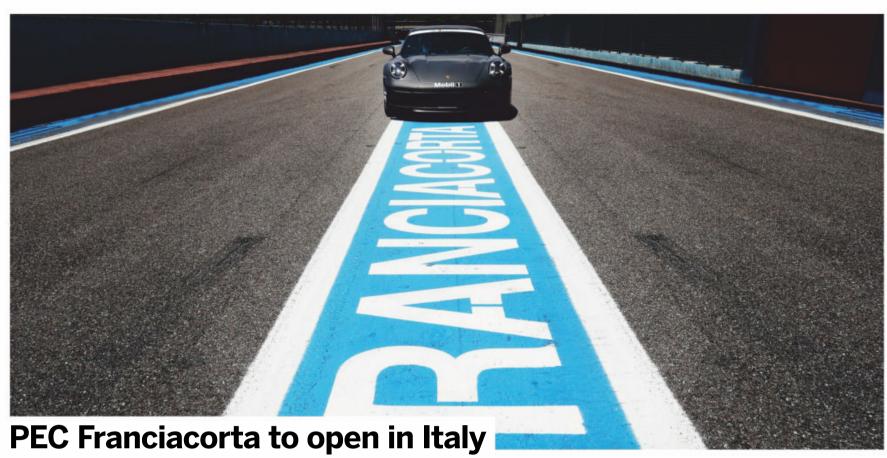
Total 911 expects the new-generation Targa to be revealed by the Geneva Motor Show at the very latest, though this would clash with the 992 GT3, which is also set to make its public debut in Switzerland in March.

Awards for Porsche Approved



Porsche tops JD Power satisfaction survey





Eighth Porsche Experience Centre worldwide to open in 2021

The 'biggest PEC of its kind' is set to open in northern Italy next year as the Stuttgart manufacturer extends its portfolio of worldwide PECs to eight.

Autodromo di Franciacorta's race track will play host to a 559,000-squaremetre site, due to be opened for the start of 2021. "The Experience Centres embody what Porsche is all about: first-hand experience that gets under your

skin," says Detlev von Platen, member of the Executive Board for Sales and Marketing at Porsche AG. "Franciacorta will be a further contact point for customers and fans from all over Europe who want to experience the Porsche feeling for themselves."

Consisting of various handling circuits and a customer centre, PEC Franciacorta will follow in the footsteps

of similar centres at locations around the world, including two in the US, two in Germany and one each in China, France and Britain.

Porsche says PEC Franciacorta is strategically located, as the wider area is renowned for fine food and wine. Major cities such as Milan and Verona are a short journey away, while to the north, Switzerland and Lake Garda are nearby.

What's on in 2020

- Autosport show
 9-12 January
 Europe's largest
 motorsport show
 returns to the NEC
 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
- Daytona 24 Hour 25-26 January The 58th edition of America's most prestigious race takes place in Florida
- 6 Hours of São Paulo 31 January 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 wil
 be presented to
 the world's med
 and enthusiasts
 for the first time



Tony Hatter addenda

Further information provided for our '25 years of 993' article

993 Coupe designer Tony Hatter has asked us to make clear that it was Steve Murkett who styled the 993 RS and GT2. Our article also implied that Tony designed the graphics of the GT1, but in fact he drew the coachwork of the three GT1s himself and coordinated the graphic designs of several others.

Elsewhere, modeller Heinz Unger is erroneously referred to as Hans Ploch, a previous modeller. Porsche

designers prefer to translate Canonrohr as cannon tubes rather than gun barrels as the profile did.

There was a caption missing from the picture of Hatter with a church organ in the background. This relates to Porsche's contribution to the restoration in 2004 of the organ in Dresden's Nikolai Kirche. Hatter, who led the project, is shown with Anke Wilhelm, a Porsche interior designer.

Book review: Excellence was Expected VI

Karl Ludvigsen has once more delivered the definitive history of Porsche

Much has happened in the last ten years: the VW takeover, the Panamera and Macan models, the advent of the 992, the exploits of the 919 at Le Mans and the Taycan electric programme to mention only the major milestones.

The additional decade adds a fourth volume, making a total of 3,000 pages, but it is not so much its sheer size that makes *Excellence* stand out, but the way it is written. Ludvigsen is not only a lifetime auto journalist and professional writer, but a natural communicator. His prose is thoughtful, stylish and varied. Rare among automotive histories, it engages the reader like a work of fiction. The author, whose original research for the first 1977 edition involved hours absorbing dry records in German in the Porsche



Archive, understands better than most how numbing reading endless technical detail can be.

Ludvigsen has revisited the entire enterprise, updating, refocusing and even occasionally recasting a paragraph when new information meant an account needed revision. Without a doubt this is definitive work on Porsche, and like previous editions it will continue to be mined by Porsche writers and historians, its veracity and authority unquestioned.

Motorsport Prominent news and results from racing series around the globe





Porsche opens Formula E account with podium

2nd place for André Lotterer in Riyadh

Works driver André Lotterer ensured Porsche's debut in Formula E was a memorable one after finishing the first race in 2nd position.

The opening weekend of the ABB FIA Formula E Championship 2019/20 presented a double header under glorious sunshine in Saudi Arabia, with Lotterer starting from 7th position on the grid in his #36 Porsche 99X, his Porsche teammate Neel Jani starting from 20th in his #18 99X due to a yellow flag phase at the end of qualifying. Lotterer made a blistering start to Porsche's first

venture in the all-electric single-seater series, working his way up through the field to 2nd. Jani finished in 17th.

For race two the following day, Lotterer continued his good pace, initially finishing 6th before being penalised for overtaking during a safety car period, which demoted the three-time Le Mans winner to 14th. Jani's form improved from the previous day, finishing one place ahead of Lotterer in 13th. Formula E's FanBoost feature saw fans vote Lotterer into the top five on both

days. This gave the German additional energy in each race. "We are up with the frontrunners; the pace is there. We can build on that," explained Michael Steiner, member of the Executive Board for Research and Development, Porsche AG.

With two of the 14 races now complete, Lotterer is 6th in the drivers' championship with 18 points, while the TAG Heuer Porsche Formula E Team lies in 6th place in the team standings. The third race of the season will take place on 18 January in Santiago de Chile.

Ayhancan Güven is the new Porsche Junior

Turkish driver will compete in 2020 Supercup with additional support

Ayhancan Güven has been named the new Porsche Junior. The 21 year old beat a competitive field of 11 other candidates from different Carrera Cup regions for the prestigious programme, which includes a 225,000 Euro sponsorship package from Porsche.

Güven came out on top after a three-day selection process at the Portimao race track in Portugal, and will join the New Zealander Jaxon Evans as a Porsche Junior after Evans began the two-year

programme in 2019. Both Juniors will receive support at all race weekends in the forthcoming Supercup campaign from former Porsche works driver Sascha Maassen, with media seminars, mental fitness training and sports medicine all part of the package, aiming to fast track talented drivers through Porsche's motorsport pyramid. Güven finished 2nd in the Supercup last year and has been Porsche Carrera Cup France champion for the last two seasons.









GUEST COLUMN Vic Elford



The legend who brought glory to Porsche by winning the 1968 Monte Carlo Rally, 24 Hours of Daytona and Targa Florio sits down for his penultimate interview with Tony McGuiness

here are unique differences between drivers of my era and modern race drivers. For instance, if my generation of drivers wanted to earn money, we had to drive many different types of cars. The drivers today typically pilot only one type of car, and I would say modern cars are easier and safer to drive than the cars of my time.

The big difference is back then we had to really drive the cars. Safety wasn't a concern as it is now. If we made a real mess of things, we were likely to die. Today that is virtually impossible.

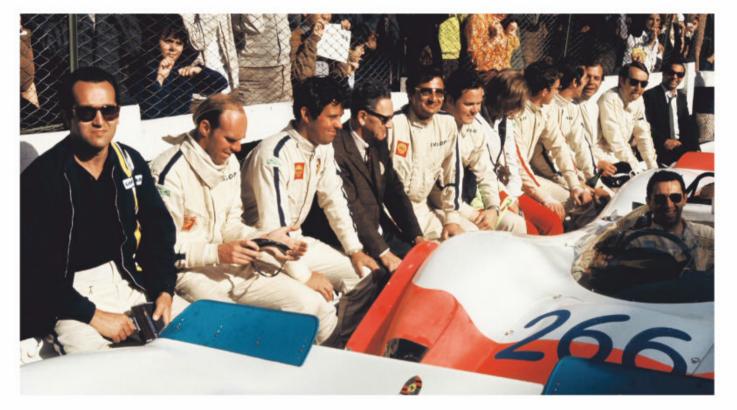
I've talked about this with a lot of people, but with today's cars, because of the technology in the car, once the driver has learned (if indeed he ever does) to get to or close to the limit of the car, the car is not going to let him make a mistake.

How often do you see a modern car go into a corner and get a bit sideways because a guy has overstepped it and has oversteering going on? It doesn't happen because the car won't let him do it. Worse than that from a racing point of view is the young kids now, they know they can do anything they like, and if they do have a little accident they probably aren't going to get hurt.

When I was racing, for example at Spa, we would be going flat out hitting speeds of 200-220mph. We didn't have guard rails then, so if we went into corners a bit too quick and went off the road, the first thing you hit at Spa was a tree! Death back then was almost the norm rather than the exception. That kept us drivers from getting too close as friends. We shared fun times together on race weekends, but I didn't have a series of very good friends in those days. None of us did.

I think one of the best current Porsche drivers is Neel Jani. I personally think he is absolutely the fastest of all of them right now. I spent a lot of time with him at Goodwood in the Porsche hospitality suite at the 917 50th anniversary celebration. Neel said, "You know Vic, we were so happy after you guys did all the work with things like 917 and got all the cars and everything sorted out. Then we came along! Thank you!" I appreciated his honesty in saying so.

Another Porsche driver I like very much is Nick Tandy, who won Le Mans in 2015 in the 919.



He is very good driving in the rain. I said to Nick when I met him, "You are obviously like me and like driving in the rain." He said, "No Vic, I don't actually like it, I am just better at it than most people." In my case it was different as I loved driving in the rain, and I was better at it than most people. Without doubt, I personally think Nick is the quickest of all the 911 Porsche drivers.

Neel is going to be driving Formula E for Porsche. They won't talk about it very much but when they are putting drivers like him into it, obviously that is very, very important to Porsche, much more so than most people believe.

I talk to important people at Porsche. It's obvious their sights are a long way down the road with electricity, probably more than most. Maybe Mercedes is sort of thinking that way too. I suspect Porsche is probably ahead of everybody, but they aren't going to tell you or I.

Previously I mentioned driving for Ferdinand Piëch with Porsche Salzburg and Martini Racing. During that time, I became very close to him. He and his first wife Corrina had a beautiful house in Stuttgart. My son Martyn spent many summer vacations with them and their five children. Piëch and Corrina were very thoughtful. They found out I had always wanted to drive a tank. So, for one birthday they surprised me and arranged for me to drive one! That was a fantastic experience.

Ferdinand Piëch had a tremendous influence on my life. He was a good man and a good friend. He believed in my skills and trusted me. When I wrote my book, *Vic Elford: Reflections on a Golden Era in Motorsport*, the foreword was actually written by him. I thought the world of him and was very sad when he recently passed away. I will miss him tremendously.

My parents were very proud when I became a successful driver. Although at first, they said, "We have worked damn hard to keep you in school and get you through college to get your engineering degree. Now you are going to throw that away and go drive race cars?" The moment that driving race cars all started to work for me, all that was forgiven and forgotten. My mum and dad became my best fans. Back then, there were no easy stepping stones. I had to do it all on my own and work my backside off the whole way through.

I've been asked what in my career am I most proud of... I would say all of it really. Winning the 1968 Targa Florio was one of my greatest personal achievements. As I shared in my **Total 911** column earlier this year, the way the Targa Florio race unfolded for me was incredible. Being 18 minutes behind the race leader and coming back to win it was a fantastic feeling.

The 1968 Monte Carlo victory was certainly one of the great moments for me and obviously Porsche, as it was the first time a 911 had won a major international race. Crossing the finish line in first place at the 24 Hours of Daytona in 1968 driving the 907 was unforgettable.

Another question I get asked often is, "Who gave you the nickname, Quick Vic?" Actually, I am not quite sure, but I have a feeling it was the late Swedish rally driver Erik Carlsson who first called me it. I can't be certain, but the nickname stuck.

Next month will be my 14th and final column for **Total 911**. I will share some stories about my racing career with Porsche during the golden era of motorsport. I will also give you my thoughts on who was the most talented driver I ever raced against. Until then, you may want to visit my Legends of Motorsport site at **Vicelford.com**.



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The very best of your Porsche opinions



GT3 v Carrera T

Dear Sir,

A question came up at a recent cars and coffee, and I'd like to know your opinion – plus those of any others who wish to get involved. It all started when we saw a manual 991.2 GT3 for sale. The owner wanted £140k for it.

Somebody made what I thought was a good point: why not buy a Carrera T and save yourself the best part of £60k? I am in a position to buy a GT3 (I'll likely have to settle for a 991.2 as I do not have a relationship with any dealer, so I'm not even bothering trying to secure a 992) and it really got me thinking. Everybody is quick to chase the latest GT car, but is a GT3 really double the car of a Carrera T? I'd think not. I also think the Carrera T has taken its big hit, whereas the GT3 WILL come down over the next year or so, and I'm not really interested in losing out on residuals. So, what do you think? As a toy for pure enjoyment, is the GT3 really worth the big stump up over a Carrera T? **James Tarrant**

As with any 911, it all comes down to how you'll use it. If you want a show-stopping 911 that's good for gentle drives in sunnier climates, the

Targa makes a compelling choice. If you're a circuit junky intent on being the fastest at the track day, you'll need a GT2 RS. Similarly, there's a place in the lineup for both a 991.2 GT3 and a Carrera T, particularly if the GT3 is a Clubsport with PDK. However, assuming both the Carrera T and GT3 are manual (and the GT3 is a Comfort spec to be as comparable as possible), the GT3 is a complete reworking over the Carrera T. Its motorsport engine is far superior than the turbocharged engine in the Carrera T. We think the former is the best engine in any road car, ever. The GT3's six-speed manual is also vastly superior to the Carrera T's seven-speed. A GT has and always will carry a cache of being a fine performance machine, whereas some dealers have already commented that the Carrera T is a hard sell as not everybody understands the car.

The reality is both cars will make for a cracking driving machine for Sunday blasts and continental road trips, but you'd really have to be extremely convinced by the Carrera T's ability to perform to pass up the scintillating 991.2 GT3.

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

h Angelway Canada Canad

Comfort spec?

Dear Sir,

I am almost embarrassed to ask this question. How do I make my 996 Carrera 4S more comfortable? I love the car's looks, cobalt blue looks stunning, but after two hours my hip hurts, my back aches and my ears hurt from my wife complaining how uncomfortable it is... help!

Alex Francis

I really do empathise with your sentiments on the 996's seats being extremely uncomfortable. I too suffer in my hip and lower back at the wheel of a 996 after around 90 minutes driving... it's far from ideal. Unfortunately I believe the 996 offers the worst seats of any 911 in terms of comfort and support. The 996's Sports seats are a little better for lateral hold over Comfort-spec but that's about it. I'd therefore recommend swapping out for an aftermarket seat. I appreciate that might not be the answer you're looking for, but it's an option I'm certainly looking at. As we've said previously in the magazine, seat choice is crucial when buying/ speccing a 911. With the 996, it seems Porsche uniformly got it wrong.



Should I get a warranty?

Dear Sir,

What's your opinion on getting an extended warranty on a 911 from an independent 911 specialist, for a 997.2 (4 GTS to be exact) with about 36k miles on the clock? Are there any known issues related to a 997.2?

Adebanji Alabi

If it's PDK, sometimes
the engine can suffer from
'coking' at the spark plugs
if the car has only been used
around the city (as the PDK in
normal mode changes up very
early). Although the 9A1 engine
doesn't have the IMS bearing of
the 997.1's M97 flat six, there
are still known issues, and as
it's still a high-value car, we'd say
the warranty might be worth it for
extra peace of mind. Check what's
included, and what isn't.



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'm looking to buy a 997.1 and have read a lot about over-revs (split down into categories 1-6, with 4-6 being the most extreme). From the outset I believe that these cars are built to be driven hard so I don't mind some over-revs, but what's honestly the worst that could happen if a reading of the ECU shows lots of category 4 and above over-revs? And what's the worst you've seen as a direct result of constant over-revs?

These engines are designed to be driven and enjoyed like you said, however they are only designed to operate at maximum permitted speeds and when driven correctly/normally, these engine speeds are not exceeded. Over-rev entries are logged from operating error, for example incorrect gear changes or modification/

I have seen a varied array of issues with the M97 engines in 997s, but it is difficult for me to correlate this against rev ranges.

running fine, no debris in the oil filter and passes a compression and cylinder leak-down test, then the engine has not suffered as a result from being over-revved However, I have seen a few engines that have been over-revved and metal swarf has been found in the oil filter housing, although as mentioned it's difficult to determine if this is a result from over-revs or just a failed component.

A car with 100 rev ranges in range 6 may go on and be absolutely fine... yet a car that has ten rev ranges in range 4 may have metal particulates in the oil, prematurely wearing away its internals. It's a difficult one for me to say when asking what the consequences are as a direct result from constant over-revs.

TOP

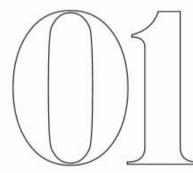
BUILDERS ON THE PLANET

Porsche's 911 was made to be customised, and some are doing it better than others. Total 911 investigates six companies renowned for their work on different generations of the venerable Neunelfer, looking at what makes them special – and what we can expect for 2020...

Written by **Kyle Fortune, Lee Sibley and Steve Hall**Photography by **Ali Cusick and Steve Hall**



SPECIALISTS IN COMPREHENSIVE 964 BACKDATES



"90 per cent of that car people will never see, but the same level of attention to detail goes right the way through it," says Adam Hawley, founder of Theon Design.

I've not seen much of it: photographer Ali Cusick's seconded Theon's 911, parked it in a darkened garage and is playing with long exposures. What I did see of it when I arrived looked pretty special, though.

Backdates, reimagined, recreations – call them what you like – there's no shortage of companies that can build you one. Hawley's only too aware of that; indeed, there are a good number within a half-hour drive of Theon's Deddington base in Oxfordshire, UK.

What makes Theon different, then? Hawley's background, for one – he dropped a successful career in car design to set up Theon. The reasoning was as simple as it is brave: a 911 fan from childhood, he wanted to improve them, and on that which was on offer from others, using his training and experience as a car designer. Given the established competition that's not an inconsiderable undertaking, but the first

customer car here, which heads to Germany in a couple of days, looks pretty sensational.

The precision and finish of the car is in sharp contrast to the surroundings. Theon rents space in a farm, the workshop crammed full of evidence of the prototyping that Hawley and his team have worked on over the past couple of years. His team all have previous form in building 91ls, Theon's location coming in helpful in that regard, this part of the UK the automotive epicentre for the sort of craftsmen and women Hawley needs to execute his vision.

Upstairs in Hawley's office there's no hiding his design background – there are CAD models on the computer screen demonstrating this 911 build uses the most up-to-date methods and technology. There's evidence too of prototype parts, with some naked front and rear bumpers, constructed from carbon fibre and weighing just 1.3kg each, sat on top of some boxes. Hawley's background was centred around rapid prototyping and CAD 3D design, and Theon approaches each build in the same way he did when he was involved in creating concept cars and interiors for a variety of global car brands.

"We approach it from a design angle," says Hawley. By that you can read, 'meticulous, to the point of obsession'. Much like an engineer, then, a designer will never be satisfied, but there's absolutely nowhere to hide when it's visual, Hawley admitting that he's determined to make his builds perfect. That detail-driven eye has seen Theon build its own bucks to shape the wings, which are 3D scanned and checked to make sure they're exactly symmetrical. Hawley admits there's only so much you can do to make shutlines as tight as possible (after all, these are 30-year-old cars), but everything that can be done to tighten them up is done, such is the desire to add modern design philosophies to the 911's familiar, iconic shape.

It is, as so many of Theon's rivals are, built off a 964. The body is stripped back to bare metal before it's modified with new front and rear wings, these predominantly steel on the list of orders Theon already has, though they can build them out of carbon fibre if you want. As much as it's an idea driven by Hawley and his team, then, the final product is the customer's vision, and specification, with Theon simply offering the means to create it. To that body you can specify your desired suspension, the car we're driving today running adjustable Ohlins dampers and 964 RS brakes; the car in the next



room mid-build will be specified with Bilsteins and big reds.

That level of bespoke personalisation runs throughout the entire build, which depends on your wishes, as well as your budget. Builds start at around £290,000, with a choice of engine specifications from a rebuilt standard configuration 3.6-litre with 285hp, a supercharged 3.6-litre with in excess of 400hp, a 350hp 3.8-litre unit or a 4.0-litre flat-six with 400hp. Go all in, and you'll be looking at a price tag that's approaching £400,000, and even at that level Theon is working on enough orders to keep them busy for the next few years.

That range-topping 4.0-litre is what's powering Theon's first customer car. The naturally aspirated fla six incorporating individual throttle bodies, a motorsport fuel injector set, an RS crank, Carrillo custom rods, lightened and balanced bottom end, a gas flowed case and a top end with flowed and ported heads with bigger valves and re-profiled cams, as well as a coil pack conversion. To that there's also a serpentine belt conversion, while remote electric power steering and electric air conditioning, the latter from Classic Retrofit, reduce parasitic losses from the engine.

Cusick's finished in the dark with his camera and there's now a chance to really pore over the details outside. Not only does the specification of the engine sound glorious, but it looks it too; it's such a visual treat that it's a shame to shut the engine cover. But there's so much more to take in and we're going to run out of light outside, plus, being winter, we're lucky it's dry. There'll be time to detail the changes while out on the road, Hawley jumping in the passenger seat alongside to join us on the shoot.

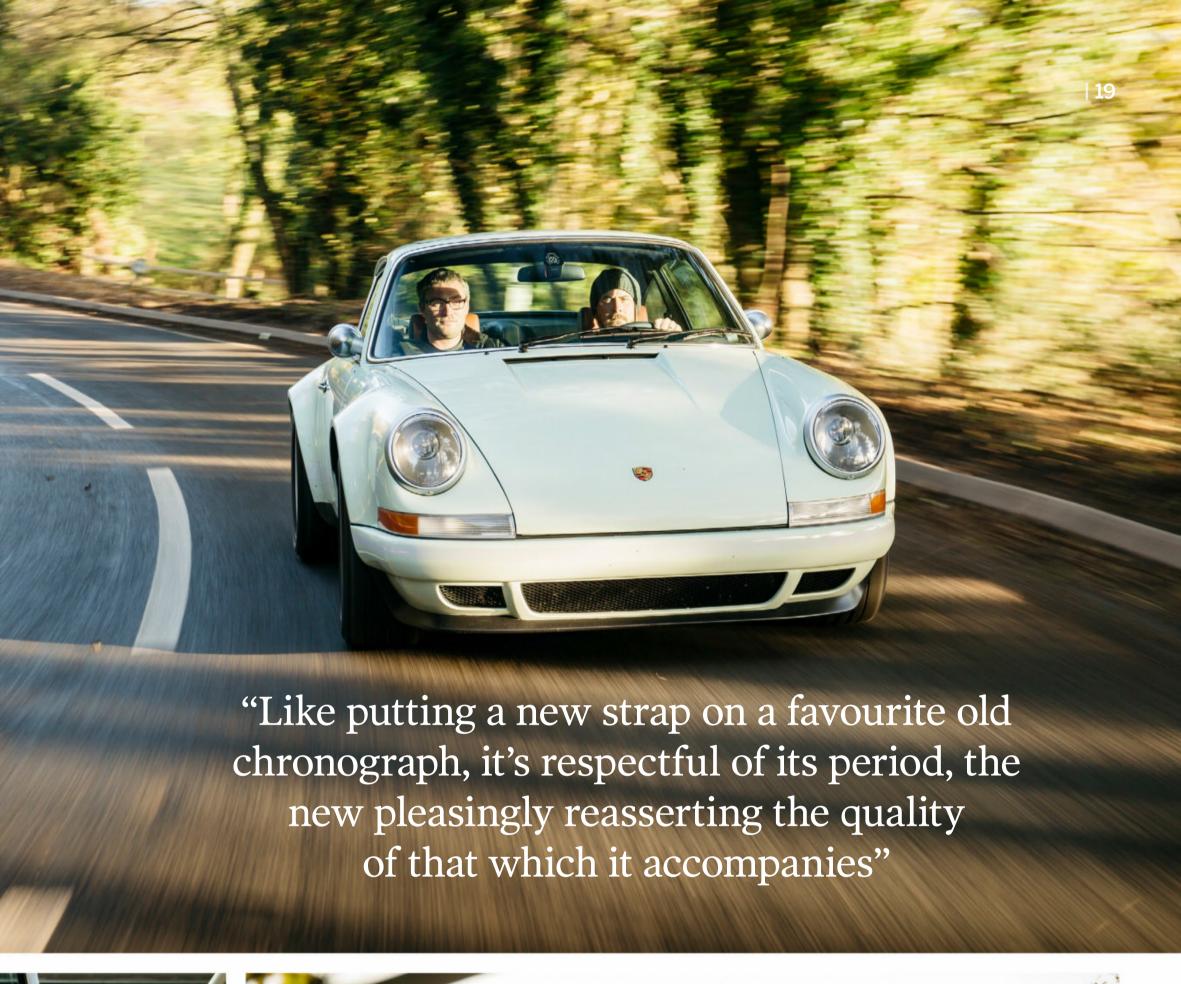
If the exterior plays a subtle visual trick of being familiar but different, then the interior is more overt in its game. Hawley admits he was a touch concerned about the customer's choice for the interior colours, but concedes that he was right. There's Russian blue and burnt orange leather inside which, in defence of Hawley's first impressions, does sound bold, but in reality it works – the contrasting colours both accenting and modernising the otherwise familiar architecture around the dashboard. The effect is as neat as it is classy; like putting a new strap on a favourite old chronograph it's respectful of its period, the new pleasingly reasserting the quality of that which it accompanies.

The simplicity and purity that's a virtue of the interior's vintage isn't lost, yet the detailing is pleasingly contemporary. Usually I'm against the use of exposed carbon fibre in cars of any age, but its restrained use around the hand brake recess and gear lever sink looks right in its execution here. The rubber gaited gear lever that nestles in it is unashamedly mechanical, though as much as I love that, the hardness of the metal knob topping feels a touch cold in the otherwise beautifully tactile interior. That is, admittedly, something of a quirk of mine, but if I were ordering it, I'd want the gear knob covered in the same leather that rings the lovely Momo wheel doing the steering. Behind that unadorned, simple wheel are the five classic dials, Theon adding its signature, and machined centres and needles - these again done subtly, to the point that you really need to know what you're looking for to notice them.

The exposed paintwork inside and the perforated foot boards in the passenger footwell underline that while the interior might offer tactility and comfort, it's not been at the expense of purpose. That's a difficult balance to pull off, and one that Theon's achieved exceptionally well, though should you want it you can have more carpet and sound deadening. There's fine detailing throughout, some individualistic touches like the old 1970's door releases placed high, and upside down in the bespoke door cards. It all feels right, and crucially in a handbuilt machine, tight. There are a few modern











| Top six modified 911s: Theon

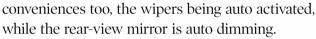












The inherent rightness that's obvious inside is carried over to the road. Turning the key to start it has the 4.0-litre fire quickly, and it's not quiet in signalling its intent. There's a switchable, completely bespoke quad exhaust, it generating the right timbre at idle and a cruise, and building to a rousing roar when you start revelling in the upper limits of the engine's speed. For a flat-six with a specification that reads like that of a race engine, it's surprisingly happy to hustle with the vagaries of modern traffic – it's driveable and tractable at low revs, there's no recalcitrance or flat spots, the response is immediate and linear, and the performance is never anything less than ample.

The lack of mass helps here: Hawley claims they've dropped the best part of 400kg off the DIN weight of a 964 Carrera, which is a huge number. That puts it at just under a tonne, which makes for a relatively easy power-to-weight calculation. Not that you need to be doing mental arithmetic to understand that the Theon is quick, the engine's keenness to rev, its immediacy of response and the corresponding increase in pace that comes with it being in the alarming, but hugely fun, category.

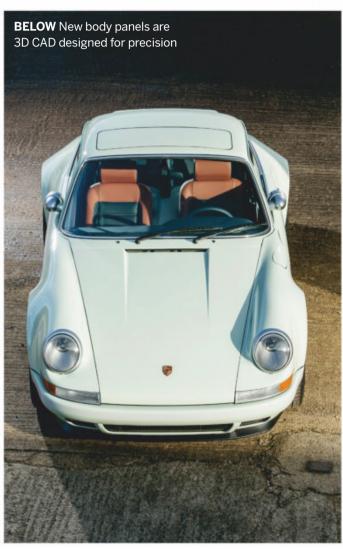
With this car's eventual home being Germany, Hawley says that the owner asked for a longer ratio to be put in fifth, that enough to give this car a theoretical 186mph (or a nice, round Germanic 300km/h) top speed, and there's no reason to doubt it. The engine might dominate, as you'd expect, but it's not so front of house as to completely obliterate the rest of the driving experience. Indeed, far from it, the chassis shining just as brightly, the suspension managing a balance of fine, taut control, and with

enough compliance to keep it comfortable, even on our less-than-perfect roads.

It'll be even better in Germany, where the tarmac's a bit better looked after. Respectful that it's still not been delivered to its owner and the fact we're on public roads, there's little opportunity to push it too hard, but the balance and control at road speeds underlines a nicely sorted chassis which, allied to the abundant contact patch on offer from the 335 section rear and 255 front Michelins, means it's not short of grip or traction. There's delicacy there, the steering light and loaded in detail, the brakes strong and offering plenty of feel through the pedal. The clutch is heavy in comparison and it lacks a rest, the owner likely to simply put their foot on the painted section to the left of it. Even though I'm assured there's paint protection film on it, I couldn't bring myself to do so. The gearshift the clutch allows is light and positive, but if it were me, I'd want a shorter throw for even more rapid-fire shifts to facilitate exploring the engine's keenness for its redline and the addictive rush and sound that comes with it.

Standing looking at it while Cusick points his camera at it once more, I'm struck again that it's been built by a firm that's only been in existence for two years. That's genuinely incredible – the execution of the finish, as well as the drive, is right up with and indeed bettering some of its established competition. There's real substance to it, and the quality is obvious throughout. This is a 911 that while fundamentally identical in overall concept to many others, is built with differing principles and techniques. The result is tangibly, refreshingly and appealingly distinct which, if you're creating your own, bespoke car, is something that's certain to appeal, particularly at this rarefied end of the marketplace.





Total 911 verdict

There's no shortage of specialists out there who'll build you the 911 you want, but Theon's approach differs slightly from the norm to create something that while familiar, is also different. Convincingly so too, the focus on design elevates this car into a sphere that's beyond many conventional rivals, which is a sizeable element of its appeal. That Theon has managed to build this car, through a prototype car to this production customer car in just two years, is genuinely difficult to comprehend.

LIKES

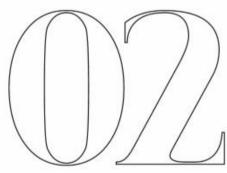
 Incredible attention to detail and faithful, considerate appreciation of the base car but tastefully and cleverly updated and improved.

DISLIKES

That attention to detail isn't cheap.
 We're not great fans of the exterior mirrors, though appreciate these could be changed. A lighter clutch and a shorter shift (with a leather knob) would improve the drive further too.



SPECIALISTS IN INVIGORATING THE 996 AND 997 CARRERAS



With Brewster green, light-gold HRE wheels and an interior that's been trimmed beautifully in a combination of green leather

and houndstooth cloth, RPM Technik's 28th CSR build looks sensational, the understated, refined changes completely at odds with the Snakebite moniker that's been given to it. That name might conjure up an awful concoction drunk by students, or at least suggests something unpleasant, but the CSR here is anything but.

Built from a Genl 997 Carrera S, RPM has built it for a customer, showcasing the best of its individual options within its CSR build series. You can forget that name, then – this is a very rational, considered 911, which enhances and improves, breathing new life into an old favourite. The base car was enjoyed too – there are over 100,000 miles on the odometer – though RPM Technik's fastidious, bare metal re-build makes it feel like you could knock a zero off that in this car, if not two.

We're familiar with people personalising, enhancing, back- or forward-dating their air-cooled cars, but as yet, the water-cooled arena is one that's largely ignored. RPM's CSRs fill that void, giving owners the opportunity to modify their 996 or 997 to create the car they want. More often than not, the brief is similar to that of this car, that being a more engaging, visceral 911 that retains the Carrera's usability while pushing it closer to the focus of the GT department's models. Don't think of it as a half-way house though or a compromise car, instead it very comfortably creates its own niche.

Philosophically, you could put it between a 997 Carrera GTS and a GT3, retaining the GTS's core Carrera attributes of daily usability yet gaining some of the GT3's focus. It's a compelling offering, particularly if you want to actually drive your car. Buy a GTS or GT3 and you'll likely park it up in your garage for occasional use, with one eye on its future value. The CSR usurps that by virtue of being a car you'll have built to your specifications and requirements – it's personal to you, and while there'll certainly be someone willing to take it off your hands should you ever tire of it, the value here is in the ownership, and use.

I'd like the customer who specified this car, and so it seems would a lot of other people. While we're shooting it, I'm frequently approached by people asking about it, the universal comment being 'beautiful' - the CSR attracting more attention, and the right kind, than anything else I've driven in recent memory. That might seem contradictory, as in specification it's a demonstration of restraint, but that's evidently a huge part of its appeal. Yes, there are some more overtly sporting bumpers, front and rear, punctured with vents and intakes, a ducktail spoiler and those glorious, light-gold HRE alloy wheels, but collectively it pulls off a convincing whole, and one that looks factory rather than screams modified. That's an impressive balance to get right, and one that's undoubtedly helped here by the Brewster green paintwork.

If the visual maturity defines the look outside, it's absolutely driven home when you get inside it. I'd go as far as saying it's the nicest 997 interior I've ever sat in. Green leather, black Alcantara with contrasting light-gold stitching and houndstooth fabric mix beautifully in the cabin. It is a classic look, finished to a standard that, like the exterior, looks like it's come from the factory.





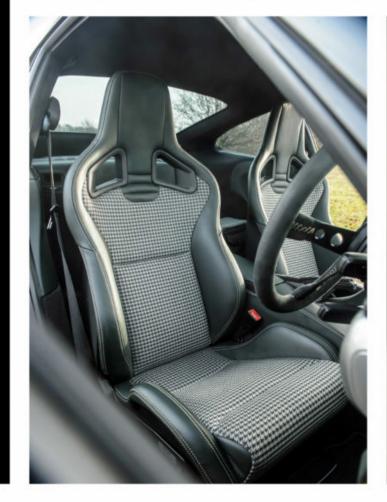




"We have a lot of CSR owners wanting a fast road car, if they're going to a track they'll hire something instead," says RPM Technik's Greig Daly. Focusing on just the 996 and 997 series, Daly admits that they're the sweet spot for CSR conversion, because they're a good deal simpler than the 991 that followed it, and they're also the perfect size. Many customers are coming from newer 911s, or out of more extreme GT3 and GT3 RS models, as well as other brands' sports cars, admits Daly. The CSR delivers more puristic driving, yet they're bought to be used.

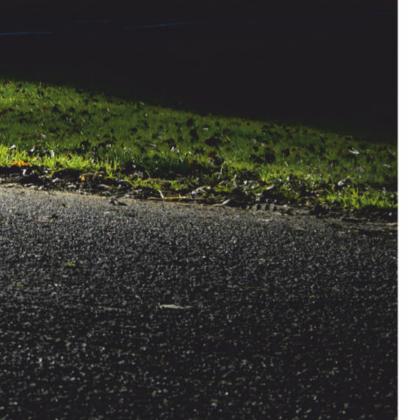
There's a great deal of appeal in owning a car that you've been able to specify to your exact needs. Daly says some buyers are fed up jumping through hoops to get GT cars new from dealers, and are enjoying the whole journey of creating their own CSR with RPM. With plenty of 996 and 997s out there, there's no shortage of cars to convert, and they're of an age and proliferation that taking them away from stock specification isn't something that anyone is going to worry about either.

Daly suggests that the CSRs it builds are in many ways continuing the old clubman tradition of 911 customers buying cars, then enhancing them accordingly, to suit their individual needs. And 'CSR'? Daly admits it's not really got a meaning, early on saying it was something along the lines of Club Sport RPM, but it's evolved from that, becoming an interesting sub-brand that's got real substance and appeal.





"The CSR is a very convincing, hugely desirable 911 that's been so well executed"







The Recaro CS bucket seats hold me perfectly and have the luxury of heating, which in winter is no bad thing. In front of me is the glorious simplicity of a Momo Prototipo, which if I'd specified would have had the lettering painted in Brewster and, similarly, the top dead centre marker in green leather instead of the yellow. The gear knob evokes that of a 917, its banded wood finish looking right, and certain to look even better as use wears the polished lacquer off it to give it patina. There's a sensible PCM delete here, nothing betraying a car's vintage more than an outdated sat nav module, with telephony, navigation and audio all possible via a Bluetooth connection to the owner's smartphone. The rear seats have been removed, a leather-covered parcel shelf now in its place, and there's even a refrigerated cool bag trimmed in the same material to keep drinks chilled on longer drives. Stripped it's not then, but there's intent mixed with the obvious beauty.

The brief relating to how this CSR drives is pretty much how most CSRs are specified. A fast road car, owners unlikely to track them, the focus is on engaging daily driving without the compromises that having track ability brings. A great deal of tuning work has been done on the suspension as a result, RPM using ex-BTCC and Carrera Cup racer Tim Harvey to help here. This 28th CSR comes with CSR-specific KW Variant 3 coilovers, which work with adjustable anti-roll bars, adjustable Eibach lower suspension arms and polybushed mounts.

It's taut, unsurprisingly, yet controlled, with the CSR geometry adding significantly to the steering, and that Momo steering wheel delivering plenty of information about the road surface. It's not overly or hyperactively busy, just a nice, constant stream of detail at your hands through the nicely weighted steering, it working in unison with a front axle that's more eager to turn in. On lumpy British roads there's

compliance, with only sharper crests upsetting its balance, the dampers working better as the speed increases. The low speed ride is accomplished though, and as a nod to the usability there's an HLS front axle lift, which should prevent scuffing the front edge of that painted splitter on ramps and kerbs.

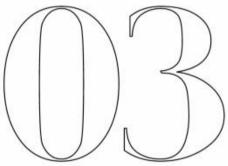
To that chassis is an engine and transmission that's been similarly enhanced with quicker responses to best exploit it. There's a lightened clutch and flywheel, the six-speed manual shifting with a shorter throw, reluctant initially to select first but easing with some heat in through it. There's a mechanical limited-slip differential, the brakes being a 'CSR stock road package.' The engine revs with greater enthusiasm thanks to the lighter flywheel; it's still a development unit, which features X51 upgrades to the heads, combined with CSR manifolds and a CSR centre exhaust system.

RPM Technik's not quoting any figures for it until it's dyno-ed in the next month or so, but it's got to be around the 385-390hp mark; its greater immediacy and stronger pull are apparent, and backed with an exhaust note that's more rousing, without straying into the obnoxious. The greater keenness is apparent everywhere: it's an obviously more responsive engine, with performance to match, but one that remains different in character to the more extreme end of the flat-six spectrum that you'd get with a Mezger GT3.

That's both deliberate and welcome because it fits so well with the rest of the brief, and the more I drive it the more I want. Indeed, the CSR is a very convincing, hugely desirable 911 that's been so well executed that it opens up a whole new world for existing 997 owners, or those about to take the plunge. With the stock of 997s plentiful, and many needing some work anyway, a CSR conversion looks like a clever way to get a 911 built as you want it. I'd have this one as it is, with some back seats, please...



SPECIALISTS IN RE-ENGINEERING UNDERSTATED, CUSTOM CLASSICS



"When it comes to modifying the 911, there are a plethora of companies out there offering something bigger and

wider, more brash, whatever it takes to stand out. We go completely the other way." These are the words of Paul Stephens, founder of PS AutoArt, who offers his thoughts as we walk around his bustling workshop, which is filled with long-bonnet 911 projects.

To the average punter, a PS AutoArt car might appear stock in comparison to what's on offer elsewhere in this feature – and that's exactly the point, the Essex company executing its brand through original design with technological enhancement.

Stephens cites one Alois Ruf as an influence on his own enthusiasm for the 9II, after buying an SCR by chance in 1991. "I confess I didn't really know what it was. Although it was an SC, it had a short-stroke 3.2 engine in it, different gearbox ratios, a limited-slip diff. The whole car was alive. After I bought it, I found out a bit more about the car, which was when I first spoke to Alois. I'm such a huge fan of his.

"The beauty of a RUF is, externally, there's only a few subtle differences even to those in the know. Really it reveals itself once you turn the key." This helped sow the seeds in Stephens' mind for unlocking further potential from a 911 through modification.

It is fitting, then, that Stephens' AutoArt enterprise is now sharing pages with RUF, his inspired mantra of 'less is more' featuring throughout the current PS AutoArt lineup. Expertly appointed for the discerning enthusiast, "If you know, you know. If you don't know, you don't need to know," Stephens says confidently.

It's a breath of fresh air from the overt and evermore extreme 964-based creations on offer elsewhere in the industry. For Stephens, the 964 was a starting point, albeit many years ago. "I started to look at the AutoArt side of things unofficially in 2002. The 964 was, at the time, what the 996 is today. It was unloved, nobody really wanted one. We wanted to take elements of the stock 964 and lighten the car to RS-spec, put more power into it like a 993 RS, and create a style evocative of the 2.7 Carrera RS. We wanted a unique car that chipped away at three eras of RS, and that was the focus of the 300R."

With PS AutoArt officially born in 2005, a Clubsport series followed under the mantra of less is more, which was revisited with the Clubsport Series II some ten years later. "We needed to refine things, as the original Clubsport was a very raw car," Stephens says, which also gives a fair reflection for where the industry had gone in that time, clients wanting a more rounded product as a result of the work coming out of Singer.

Many have sought to follow Singer's work in 'reimagining' the 911, but PS AutoArt was working with 964s much before Singer. "We moved on from the 964-focused backdates quite a while ago,"

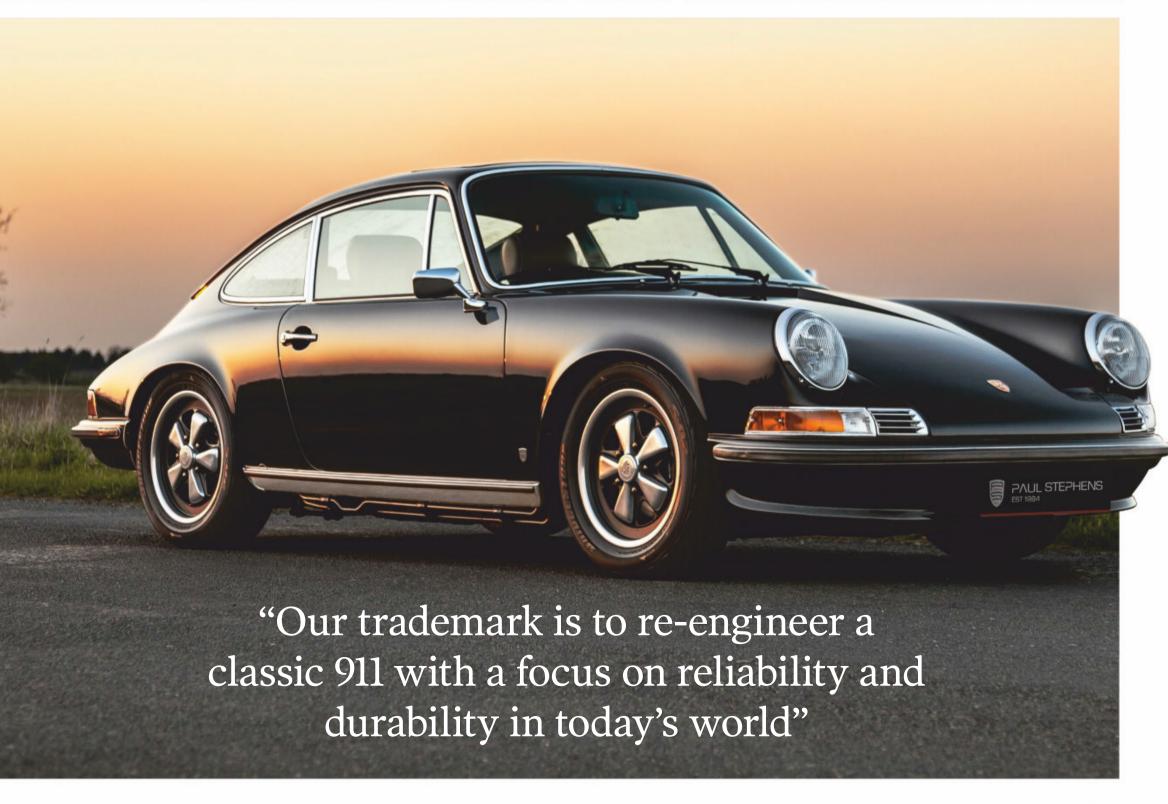
Stephens says, the cars currently under development all testament to a vision of a simpler, more minimalist look, underpinned by technology, plus modern fit and finish. "Our trademark is to re-engineer a classic 911 with a focus on reliability and durability in today's world, but keep that DNA so it still feels like an older car to drive," Stephens adds.

Among other things, the long-hood Clubsport Series II is still in production today, with a limited version of it arguably the pinnacle for Stephens and AutoArt so far in terms of prestige. Only ten versions of the Le Mans Classic Clubsport, signed off in conjunction with Peter Auto and the ACO no less, will be built. Those cars will feature prominently at the tenth instalment of Le Mans Classic in the summer, which also signals a big birthday for PS AutoArt itself.

This year marks 15 years in business, and Stephens will celebrate this in spectacular fashion with the reveal of a special project already under development. Our lips are sealed – for now – but you can be sure it's far removed from the 964 backdate craze that's become the norm elsewhere. Stephens offers a little more insight: "It's a product that really drills down into the purity of the air-cooled 911 and what it stood for at launch as a driver's car." If all works out as planned, we could be talking about a car of the year. Roll on the summer, and a chance to climb behind the wheel...

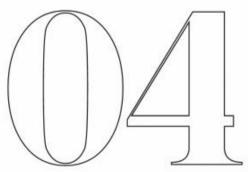








SPECIALISTS IN HIGH PERFORMANCE MEASURED AGAINST THE CLOCK



changer'. It's a pretty strong introduction, wouldn't you say?
But as we'll explore, in

many ways it's perfectly apt for the impressive Nine Excellence. You may not have heard of Nine Excellence, given the nature of the way it operates – a relatively small business based in Horsham, UK, focused on providing the highest-quality work and highly specialised tuning packages. You won't see its cars publicised in monthlies several times a year (something we hope to change a little!). No, Nine Excellence – led by founder Ken Napier – prefers to focus on working closely with their well-established network of happy customers, creating supremely driveable cars which deliver huge performance with proven reliability.

The company was founded in 2011 with the objective of providing servicing and maintenance as well as restoration abilities. But the plan from the get-go was always to provide tuning packages focused primarily (but not exclusively, as we shall see) on water-cooled Turbo cars. The clear goal was not to be purely a tuning company, but to offer all the services that a Porsche specialist should.

So what makes Nine Excellence different? In their own words, "Our philosophy is to create an enhanced version of an already great car, that can be used as it should be. Most of all we make sure we are tuning well within the limits of the hardware, and although we could make the car faster on a drag strip, we are looking for safe, repeatable performance, giving our customer a reliable car that they can use any way they like without the fear that can come with a tuned car."

This can be seen in the rather unusual approach 9E has to naming its packages. While most companies find it hard to resist the temptation to create a hierarchy for their cars by using ultimate power outputs, 9E instead names its cars by its minimum 0-300kph acceleration time. So you can imagine how quick a 9el7 would be...

This is absolutely in line with a philosophy of providing useable, repeatable performance which an owner can expect to access. "We thought this was a







great way of naming the packages," says Napier. "It's more catchy, and it shows the true performance figures of the car. Saying a car has 800bhp is one thing, but how fast is that car? Saying the car will do 0-300kph in 17 seconds shows the real-world performance of the car. We started the 9eXX name for our custom, most powerful builds." That said, our curiosity couldn't resist the temptation to enquire where their most powerful build sits... over 1,300bhp was the answer. Blimey.

As the business has grown, 9E has expanded its tuning operations to include all 9lls, with some extremely interesting projects forming as strong a back catalogue as you could wish. How does a custom-built Mezger 3.5L motor on throttle bodies sound? Sitting in the back of a '71 9llE, we can only imagine how special that car is. At the other end of the scale, 9E have

extracted 600bhp from a 991.2 Carrera T – and who doesn't like the sound of a 600bhp, RWD, manual 911?

And if those sound like jaw-dropping projects, 9E has turned its hand to Porsche models beyond our favourite rear-engined icon, tuning Caymans and Boxsters – and with a GT4 motor and X51 Powerkit set to become one as a winter project, it's easy to see there's no limit to the scope of the company's abilities.

The steadfast philosophy of focusing on useable, reliable builds that deliver real-world repeatable performance not only separates Nine Excellence, but has clearly left them with a superb reputation. Given some of the projects already in the back catalogue, it'll be fascinating to see what 9E comes up with next...

LEFT 9E has focused historically on water-cooled Turbo cars, but recent work includes a 600hp Carrera T and X51-powered Cayman GT4

9E: OUR FAVOURITE BUILDS



Based on a 996 Turbo, this is the car that allowed Napier and his team to stretch their capabilities – and their reputation. This car went through many iterations in a bid to satisfy its Danish owners' quest for speed, going through eight turbo setups and forming the basis of many of their tuning packages. VMAX record holder at 229mph for a number of years – and featured



991.2 Turbo S the latest 9eXX

2

9E say they love how the new cars respond to tuning – want some proof? How does 0-60mph 2.1sec and 0-100mph in 4.7secs sound? Or perhaps the slightly ludicrous 0-300kph time of 18 seconds? Upgraded intercoolers, intakes, exhaust and ECU fettling allowed this car to post some incredible performance stats while being true to their desire for everyday driveability.

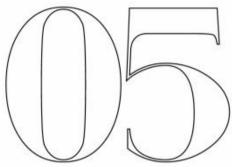


Take the diminutive proportions of a classic 911 and pop a tuned Mezger in the back. 3.5litres, AT power throttle bodies, converted to coil on plug, all managed by MOTEC M150 control. One can only imagine the serrated throttle response and banshee wail this produces in the back of a light, narrow body classic 911. Dreamy.



SHARKWERKS

SPECIALISTS IN UNLEASHING THE TRUE POTENTIAL OF MODERN GT 911S



Hundreds of 991 GT owners all around the world have ditched their factory exhausts for the banshee howl

of a SharkWerks Sports system, but the engineering ingenuity of this NorCal concern goes far beyond improving how the 911 breathes.

SharkWerks was born out of the need for more, after Alex Ross, one quarter of the SharkWerks team, campaigned a 996 Turbo on the drag strip at the start of the Millennium, with notable success. The evolution of that build, which turned Ross' Turbo into a recordbreaker, eventually gave birth to the outfit we know today, with 'Sharky' Ross teaming up with Joan Wood and 'mechanical wizard' James Hendry, followed by Dan Kennedy, the team setting up shop in Fremont near San Francisco.

After focusing on upgrades for the then-new 996, the team migrated to the 997, culminating in a breathtaking revision of the 997.1 GT3 RS, going from 3.6-litre to 3.9-litre specification. The trailblazer for that was a Viper green RS affectionately known at Kermit,

and it became something of a blueprint for the level of modifications SharkWerks could deliver. Speaking of blue, a Gulf-coloured 997.2 GT3 RS was reworked to 4.1-litre specification at a time when Porsche hadn't yet mustered its own 4.0-litre RS, SharkWerks since bringing a 3.6-litre 997.1 GT3 into the 4.1 club. "Out of the box Porsche has always delivered what we believe to be the world's greatest daily driven sports car, but for some people that just isn't enough. We crave insane levels of horsepower, tightly tuned handling and serious braking," Alex Ross informs us from SharkWerks HQ.

SharkWerks 997s are faster, sharper and stronger than stock, with reliability a key ingredient of its recipe for high performance. Perhaps the greatest testament to SharkWerks is the fact that its workshop has been busier than ever, despite a significant rise in the values of 997 GT cars in recent years. Its customers are, like the team themselves, true petrolheads, with any notions of investment coming second to a pure hit of driver interaction. SharkWerks delivers this on a scale not seen anywhere else on this era of 91l. The company's reach is worldwide too, a 997.2 GT3 RS 4.1 recently rolling into The Netherlands after being shipped over to California for development (all complete builds must be done in-house).

Porsche has of course moved onto the 991 and 992 platform, but while SharkWerks is happy to provide individual parts for upgrade here, its projects have gone the other way, focusing on the air-cooled 964. It's reignited a passion for Ross and his team: "I think from a driver perspective [the 964 is] the best air-cooled 911. It has modern brakes and suspension, a nice torquey engine and sometimes AC that even works. It has the best ingredients that we can then take and enjoy on our canyons or back roads. We've built a good few replicas of our '93 red Canyon Bomber. We've got first-time customers coming in with 991 GT3s and trying our 3.8 re-geared 964, then coming back a month later with a stock 964 to get sharkafied!"

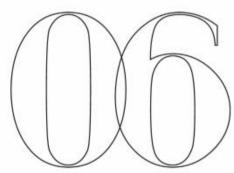
It's arguably a left-field move for a company that's made its name from the water-cooled cars, but the responsiveness of the SharkWerks 964 engine and tactility of its chassis (we drove said Canyon Bomber in issue 157) underlines the dexterity behind this company's prowess. As for 2020? "Expect to see more 4.1s, 3.9s, 3.8 964s, and bolt-ons for 991 and 992s," Ross says. You might say sharks belong in the water, but here, air makes for a happy hunting ground too.



"SharkWerks 997s are faster, sharper and stronger than stock, with reliability a key ingredient of its recipe for high performance"



SPECIALISTS IN INNOVATIVE ENGINEERING WITHIN ORIGINAL DESIGN



The five specialists on the preceding pages have decades of experience between them, but it's nothing

compared to the grandeur of RUF's own history, which is now 81 years and counting. Fettling Porsche since the days of the 356, it was further development of the 911 SC in the late 1970s – RUF offering the sort of upgrade in power arguably lacking from the factory – which really chimed with enthusiasts. The mighty SCR followed, along with the RUF Turbo, two creations which blew Porsche's respective models entirely out of the water in the performance stakes.

By the 1980s, RUF was a recognised manufacturer in its own right, developing the acclaimed BTR, but the CTR proved a defining moment. This 2llmph beast would claim the title of fastest car of 1987, as well as the hearts of petrolheads the world over. Simply, the CTR put RUF on the map.

Other models followed, each a real statement of intent done in the RUF way: discreet, innovative engineering with the driver firmly in mind.

The company considers its CTR 2 and CTR 3 as its marquee cars in recent years, released in 1997 and 2007 (to mark a further decade since the release of that mighty CTR 1). However, RUF exploded back

onto the scene with a new generation of sports car in 2017, titled the CTR Anniversary. 30 years on from the original, the Anniversary looked like that famous 'Yellowbird', its proportions growing slightly "as if it had been to the gym".

Central to the car's specification (and perhaps accounting for a large proportion of the 15 million Euro investment made by RUF to develop it) is a carbon fibre monocoque, which the company says will be utilised for RWD, AWD, rear-engined, midengined, manual or twin-clutch automatic versions of sports cars it produces in the near future.

Speaking of which: "The SCR will most likely be ready for first drives around April or May," a company representative told us, referring to a revival of a name RUF made famous some 40 years previously.

Unlike the CTR, the SCR (above) is naturally aspirated and, crucially, not numbered. All 50 examples of CTR Anniversary were sold out within days of launch, but with the SCR, so long as there's demand, Pfaffenhausen is happy to build a car which promises a "characterful answer to the desire for pure, undiluted driving pleasure in a world without compromises". We can't wait to drive it.





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RIGHT The Speedster gets a six-speed manual transmission from the 991.2 GT3

FAR RIGHT Speedster's side window profile is lower and more rounded than a Cabriolet

LEFT The hood is technically electrically operated, but you do have to partly unfurl it yourself



here's no heated seat. Forgivable in a Speedster, particularly given the likelihood being that most, if not all, will be used on warm, sun-kissed days and fitted with full bucket seats. Not this car though, as someone's ticked the box for Adaptive Sports Seats and saved the £333 extra that would have added the possibility to warm them. The winter sun, such as it is in Northumberland, left us an hour or two back, and the digital temperature in the dial in front of me is reading three degrees. It's dark and cold but, in the absence of the possibility of a toasted butt and back, I've come prepared with thermals, a good coat, hat and gloves. Sensible in mid-winter, but given the Speedster's cabin is, unlike its Cabriolet relation, lacking in buffeting preventing equipment, even more necessary. The Speedster should feel open too, the hood an occasional item, which GT boss Andreas Preuninger admits they considered not bothering with. I'll be leaving it down, then, just as it should be.

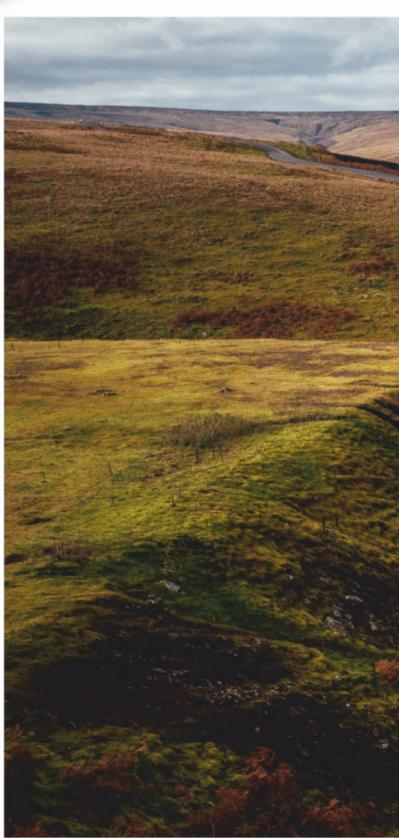
We're in Northumberland because Porsche GB is celebrating its most visceral open-topped cars, the new Speedster joined by its 718 Spyder relation and a Boxster T. The two mid-engined machines are back in the carpark and the other guests preparing for bed. I have other ideas. Photographer Richard Pardon and I have come up with an idea, stealing the Speedster to make a break for the border. It's a loose plan, my hometown of Edinburgh our destination, simply because it's there, the roads between it and us are familiar to me and, well, why not? There's a tenuous Speedster link too – the Cannonball restaurant, the last building before our intended Edinburgh Castle destination, is number 356 Castleview, the first of Porsche's Speedsters, of course, being a 356. That'll

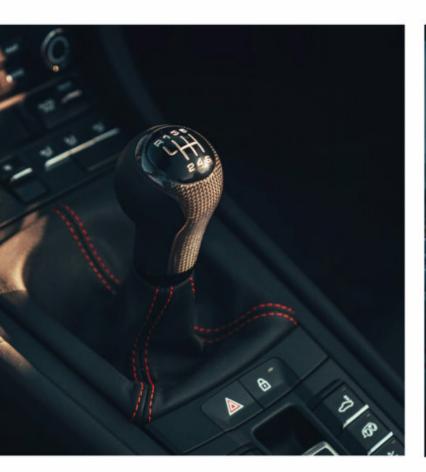
do. Pardon's convinced and chucks in his cameras, and we point the red, open car north.

It's cold but clear when leaving, so an early diversion is in order. Kielder Forest is a few miles away, and it'd be mad not to run through it. It's a place that's captivated me since the early days of rushing home from school to watch VHS recordings of *Top Gear Rally Report*, 'Killer Kielder' being the famous stages that more often than not determined the result of the Lombard RAC Rally. We're obviously not on the gravel forest and fire roads, instead taking the main route through Kielder Forest Park, turning left off the B6320 Pennine Way, through Hesleyside towards Greystead, before tracking around Kielder Water and towards the Scottish border.

Kielder Water might be the largest artificial lake in the UK, and I know it's over to the left of me, but I can't see it. Actually, I can't see much, the reach of the standard bi-Xenon headlights limited in the freakish darkness surrounding us, their reach denied not just by the inky blackness, but the undulating roads that characterise the tarmac around here. Like the lack of that heated seat, I'm wondering who didn't tick the optional Porsche Dynamic Light System; it'd be helpful here, and even if you're not intent on driving it late at night, the dark chrome metallic internal parts and surround look really cool.

It's little wonder there's an observatory located in Kielder, there being next to no light pollution in the woodland park. It's quiet too, except tonight, as the howl of the 4.0-litre naturally aspirated flat six is breaking the silence. The 4.0 is doing a better job of piercing the eerie quiet than those headlights are doing in revealing what's ahead, the visceral effect of that incredible engine heightened to another level when it's experienced without any other



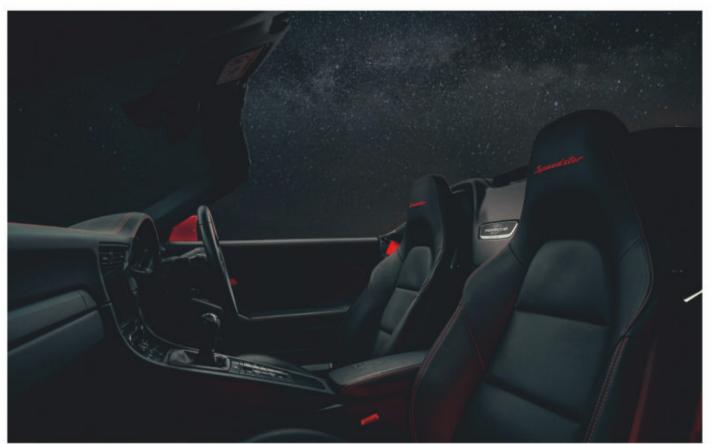












distractions. Just it, the potential for 9,000rpm and the view ahead, as far as those headlights reach. The temptation to wring it out is just too much to resist where, of course, the road allows it.

On its launch it sounded more exotic than any of its 4.0-litre relations before it, the necessary exhaust filters bringing more metallic, higher pitches to its repertoire, which are heightened here without any background noise to mute its tones. Make no mistake, the 4.0-litre sounds incredible. That it's managed by

one of, if not the, finest shifting six-speed manual transmissions to grace a 911 ever, only makes it more rewarding. I'm busy with it, though not through necessity – the 4.0-litre's impressive urge such that you could leave it in third all day – but because I want to. That, and it begs you to.

There's joyous satisfaction in every gear selection, whether you're

going up or down the 'box. I'll ignore Preuninger's advice to me on the launch event in Sardinia to have the Auto Blip on. Yes, as the engineering boss said, "it's better than me", but I just don't care. A huge part of the Speedster's appeal is in perfecting heel-and-toe downshifts, however good, or not, you might be at it. It feels so natural managing every downshift by rolling over from the brake pedal to blip the accelerator, seeing, hearing and feeling the revs surge enthusiastically while you dip the clutch at the same time and snick the gearstick down a cog. To not do so is to deny yourself one of the most delightful aspects of driving the Speedster.

And the Speedster is, by definition, a driver's car, one that's singular in its purpose, unequivocal in its purity, and yet uncompromised at the same time. The

suspension copes with the often tortuous tarmac that passes for roads in the UK, the body control, the feel and feedback through the brakes, steering, and your backside – even here with the lesser connection brought by the more cosseting comfort seats over the more desirable Sports Buckets – such that you can't help but become completely immersed in it. I'll admit I was tired when I arrived in Northumberland to pick up the Speedster. A few busy days working, an eight-month-old boy who wakes frequently, and

a 250-mile drive to get there was not the best build up to an overnight drive. I'm wired now though, the Speedster a 503bhp stimulant that exhibits poise and focus without vice, unless of course you've got the roof down.

I have, and upon approaching the Scottish borders the inevitable happens. Rain. There's no stopping though: the goal always was to reach Edinburgh roof down. It's warm enough, just, with the heater on full and gloves on. The rain, when it

comes ever harder, does not reach the interior, even when the velocities are necessarily low as we trickle sensibly and as quietly as possible though sleepy villages and towns through the Scottish borders. Out of town the weather, combined with the autumnal mulch and countryside detritus on the tarmac, makes for sometimes treacherous conditions, but the Speedster remains resolute in its composure. It's wearing Dunlop Sport Maxx Race 2 tyres, OEM fit and, some say, inferior to the headline Michelin Pilot Sport Cup 2s. With some heat in them though the Dunlops are doing an admirable job in exceptionally tricky conditions, with huge traction on offer and fine grip, with only deep standing water causing them any issues – as they would any tyre of the size and

width fitted to the Speedster. \bigcirc

"Rain. There's no stopping though: the goal always was to reach Edinburgh roof down"







Model 991 Speedster Year 2019

Engine

Capacity 3,996cc

Compression 13.3:1

ratio

Maximum power 500hp @ 8,400rpm **Maximum torque** 470Nm @ 6,250rpm

Transmission Six-speed manual

Suspension

Front Independent; MacPherson strut; anti-roll bar; chassis bearing partially with ball joints; PASM

Rear Independent; multi-link; anti-roll bar; chassis bearing partially with ball joints; PASM

Wheels & tyres

Front 9x20-inch; 245/35/ZR20 Rear 12x20-inch; 305/30/ZR20

Dimensions

Length 4,562mm Width 1,852mm Weight 1,465kg

Performance

0-62mph 3.9 sec **Top speed** 192mph

There's more standing water as we get closer to Edinburgh, the rain now sometimes falling as snow, but it's too wet to be lying at the sides of the roads. The city looms ahead, and the temptation to drive further north to ever better roads in the Highlands is high, but one we'll not succumb to on this occasion. Driving through Edinburgh's city streets after midnight in the pouring rain with the roof down does garner some unusual looks from a few late-night revellers making their way home. We're at the mercy of traffic lights here, the last few miles punctuated by them, resulting in a soaking that's been avoided by velocity in similar conditions over the last 100 miles or so. We head to the Royal Mile, then the Castle, and the Cannonball restaurant, our tenuous link to the Speedster here and one you'll have to believe me on, as there's no number outside it.

I'm biased, but rightly so. Edinburgh is a beautiful city, even in the dreich conditions we're visiting it. We admit defeat at our destination, saving the interior from drowning and putting up the roof. It's easy enough, its shape lengthening the Speedster; it's a 911 that's strangely devoid of its characteristic silhouette, not helped here by the lack of the contrasting black stone guard which helps break up the expansive flanks.

My respect for it has grown even more, despite my usual reservations about open-topped cars, and this example, number 305 of the 1,948 build series, having a slightly unusual specification, with no Chrono and Sports Bucket Seats being glaring omissions for this driver. Even so, the Speedster is so engaging, involving and intuitive, and opening it up only enhances that – dropping the lightweight top reveals more of its character, adding richness to every single, already incredibly detailed facet of the driving experience. That's true too when it's freezing and wet – indeed, arguably even more so. The Speedster's purity and connection is its defining feature, and also one that's increasingly rare among modern performance cars.

Pardon's done, we pack up his wet gear and leave town for the drive back. I know I'll revel in every single mile of it, despite the conditions and the lateness of the hour. The route, as yet, is undecided, because if you get the opportunity to experience a car like this, the destination is irrelevant – the drive is incredible. If you're one of the lucky 1,948 owners, you have to do this kind of thing, and often. The Speedster is a car that must be driven. To not do so is an affront to it, the people who created it, and every single one of us who'd like to... again.



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PORSCHE 964 RS

While the 964 generation brought modernity to the Neunefler, the RS was a chance to sample it in a purer form. Sought after then and now, here's everything you need to know



HISTORY AND SPEC

igh-on two decades had passed since the launch of the legendary 2.7RS, but by the early 1990s it was the turn of the 964 to wear those two special letters. Unsurprisingly it was the lure of the race track that sired the new model, the RS being the homologation car for the Carrera Cup series. Naturally this was a far more focused model, one launched at the 1991 Geneva Motor Show and limited to just 2,282 examples, although it's worth noting that the initial reception was somewhat lukewarm, with the very subtle appearance and minor power increase most likely responsible. Still, the majority of the cars were produced in

Sport specification – marketed
as Lightweight in the UK –
which was aimed at both
road and club racing
use; aside from
the even more
hardcore
track cars
such

as the N/GT, the alternative was the more luxurious Touring. This was a rarity, most buyers parting with the requisite £64,000 wanting to benefit fully from the weight-saving regime that Porsche had employed, one that was claimed to reduce weight by ten per cent compared to a Carrera 2.

Beneath a seam-welded body shell the diet included an aluminium luggage compartment lid, thinner glass and a 92-litre plastic fuel tank in place of the standard steel item. Lightweight cars ditched any pretence of interior luxury and made do with the thinnest of carpeting, the likes of manual windows and locking, a lighter wiring harness and no underseal, reducing the corrosion warranty from ten to three years. The result was a car weighing a claimed 1,230kg compared to 1,300kg if you opted for the plusher Touring. This was Porsche doing what it did best, paring back the 91l for those that wanted to experience it in its rawest form.

However, the engine would differ relatively little compared to its C2/C4 siblings, the same 3.6-litre M64/03 unit being employed, but with just a few

subtle changes. Power was officially increased to 260hp courtesy of a reprogrammed ECU, although in reality a few more horses were probably released by a more careful approach to component weight and assembly. Drive was sent to the rear wheels via a single-mass flywheel and the Carrera 2's gearbox – albeit with revised ratios and stronger synchromesh – and a limited-slip differential.

But, given the RS's track aspirations, it is no surprise that the suspension and brakes benefitted from more wide-ranging alterations. The former gained uni-ball top mountings for the front struts, added bracing and greater use of cast aluminium, and the ride height was lowered by 40mm. And despite the modest increase in power and lighter weight, the brakes were uprated with cross-drilled and ventilated 964 Turbo discs, four-piston calipers all round, and ABS. UK cars also retained hydraulic assistance for the rack-and-pinion steering, left-hand-drive models making do with a manual set-up. Finally, the RS was treated to a set of 17-inch Cup 91 wheels fashioned from magnesium alloy.



The figures are courtesy of the Hagerty Price Guide Data, from Hagerty classic car insurance. Data is for the UK market only and includes auction activity, classic dealer prices plus reports by willing clients insured through the business. The cars are separated according to condition, as follows:

- **4 Fair** A driving car with MOT (if relevant) and on the road. Slightly rough round the edges but not a restoration case.
- 3 Good Good standard, fresh paint, good mechanicals, mainly original.
- 2 Excellent Completely original or very well restored. Local club award winner.
- **1 Concours** Very high-quality restoration or total originality. Usually the best one in the country. For more information on price guides and valuations visit hagertyinsursance.co.uk.

THE VALUES STORY

HAGERTY

here was a time when an RS was a relatively affordable way to enjoy the thrills of a Rennsport car on track, and plenty of owners did just that. Of course, those days have long since passed, helped by the fact that values peaked at around a quarter of a million pounds, but things have cooled a little over the last year or two. That, of course, is in line with other areas of the 911 market, but if you take the Lightweight – which is what most of the original, and indeed today's buyers wanted – then you can expect to part with £150,000 to £200,000. That's the view of Greig Daly from RPM Technik, and it's one that JZM's Russ Rosenthal agrees with, adding that while values have certainly settled back over the last couple of years they are now proving to be pretty stable. Mileage and condition clearly play their part in the final price tag, but

£175,000 does seem to represent something of a sweet spot when it comes to the 964 RS. The notably rarer and more richly specified Touring demands a higher premium.



MARKET RIVALS

Tempting as this car is, the budget required for a good one does introduce some rather interesting alternatives to the picture. Each of our choices sticks with the air-cooled theme, and whether you want a pure driving experience or outright power, they certainly all deliver.

993 RS

Being the last air-cooled 911 to bear the Rennsport badge undoubtedly adds to this car's appeal, but it has far more going for it than mere history. Its rawness is truly thrilling, and then there's the matter of the 3.8-litre motor slung out back; with 300hp, it was also the first flat six to feature VarioRam.

993 Turbo

The 993's combination of classic looks and everyday usability is still a huge draw, but should you want to experience this generation with sledgehammer performance then look no further. Thanks to a twin-turbocharged 408hp, it is blisteringly quick by any measure.

964 Turbo

This is a wonderful blend of compact 964 looks and scintillating pace. With 360bhp, the 0-62mph sprint is despatched in just 4.8 seconds, but there's more than just outright speed on offer. Stunning looks and a lavish specification complete a very alluring package.

3.2 Clubsport

Even rarer than the 964 RS, there's no doubt that stepping back a generation presents the opportunity to experience that same weight-saving ethos. The pared-back interior and modest level of mechanical improvement mirror the RS, and it's worth noting that you could enjoy it for notably less money.











WHAT'S IT LIKE TO DRIVE?

e've experienced the RS on a number of occasions, and even when compared to later iterations of the breed we've come away hugely impressed by its abilities. It may not be quite as polished as its successors, but the rawness remains a key part of its appeal, and as a result it is very engaging. Accompanied by a great noise – the lack of sound-deadening really cranks up the aural drama – the razor-sharp throttle response means you can make use of every part of the 260bhp, and the 964's lack of mass really tells. While it lacks the ballistic pace of later iterations, the steering is beautifully weighted and communicative, though it's matched to damping that is notably stiff – some say too stiff for road use, which is the 964 RS's main sticking point.



BUYING ONE

iven how popular – and capable – the RS was for circuit use, it's that aspect that should be at the forefront of any checks. The threat of contact with Armco barriers was ever present, so pay careful attention to the body shell: incorrect panel gaps, paint mismatches and signs of welded repairs are obvious worries, and it would be wise to check for any damage beneath. Scrutinise the depths of the luggage compartment and engine bay for any creased metalwork, and remember that body parts unique to the RS aren't cheap: a rear bumper is around £1,300, while £2,100 is needed to replace the aluminium luggage compartment lid.

Cherished examples shouldn't be suffering from corrosion, but scrutinise the wings and screen surrounds to be certain. There is the issue of fakes, though. It isn't especially difficult to create a replica that looks okay from a distance, so while visual checks for RS-specific components such as bumpers, wheels and thinner glass is a starting point, be prepared to dig much deeper into the history and provenance. At the very least check the VIN number, which should have 'N' and '9' as the 10th and 13th characters respectively. Buying from a reputable specialist should negate these concerns, but get the car checked if you've any doubts.

Engine-wise, it's the usual 964 concerns such as oil leaks and broken or corroded cylinder head studs, and a rebuild is likely to set you back in the region of £15k. And don't assume a very low mileage car avoids problems – they could easily have been hard track miles. As for the rest of the mechanicals, an unimpeachable maintenance history will put your mind at rest, but look for any ssues with the brakes or suspension caused by lack of use.

A major overhaul of either isn't cheap – a pair of front dampers or a new brake caliper are both almost $\mathfrak{L}1,000$ – and it can lead to ABS faults that don't illuminate a warning light, so you'll want to be certain it actually works on the road. Lastly, the magnesium wheels are no longer available new, so check that the correct ones are fitted – some owners fit alternatives to protect the originals, so be sure they are included in the sale – and watch for poorquality refurbishment.















DESIRABLE OPTIONS

You won't be surprised to discover that this particular element has less relevance for a model as focused as this one. It boils down to a choice between Touring and Lightweight, although with the latter by far the most prevalent and desirable you may have to search hard for one endowed with greater creature comforts. Perhaps the only real area of choice is colour, with Porsche offering a limited palette including favourites such as Guards red, Grand Prix white, silver and black. All of those suit the compact lines of the RS, but RPM Technik's Greig Daly does say that it's worth considering the alternative hues of Amethyst, Rubystone or Maritime blue – it's a matter of personal preference.



INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

he current uncertainty in the market makes it very hard to predict where values might head over the next couple of years, but look longer term and Greig Daly is convinced that they are only heading upwards. That shouldn't really come as any surprise, the purity of a car like this one becoming increasingly desirable as the Neunelfer becomes ever more complex. It's a view echoed by Russ Rosenthal, who sees the 964 RS as a solid future investment. He also adds another interesting point, highlighting the potential of the American market that was realised by the ability to import cars more

than 25 years old. Originally denied the RS in its European form – they were offered the less-focused 964 America instead – the appeal to US buyers is another reason why values were kept buoyant. As for ownership, it really shouldn't prove too onerous as long as you buy a superb example to begin with, and maintain it. Of course, the question is whether its value precludes an owner from ever experiencing its immense talents on the track. Not doing so would be a shame, if somewhat inevitable, but if you can avoid the temptation then we can't see anyone ever tiring of this car's talents on the road.

"The purity of a car like this one becomes increasingly desirable"

TOTAL 911 VERDICT

It's a cliché, but this RS really does feel like more than the sum of its parts. Yes, the brake and suspension revisions add another layer of engagement to the driving experience, but those areas aside you're really only looking at a small power increase and the removal of equipment. Yet the reality is that it seems to represent the very essence of Porsche's lightweight philosophy, albeit one re-imagined for the 1990s. Following the 2.7 RS was never going to be easy, but in being simple, focused and hugely entertaining, this iteration of the 964 was a winning recipe. This generation may have marked the 911's first tentative steps into modernity, but for anyone worried that Porsche had forgotten its Rennsport roots, this was the most emphatic of answers.







Effectively Herbert Linge's understudy, experimental engineer Steckkönig also became a proper racing driver. Now 83, the man himself tells his story to **Total 911**

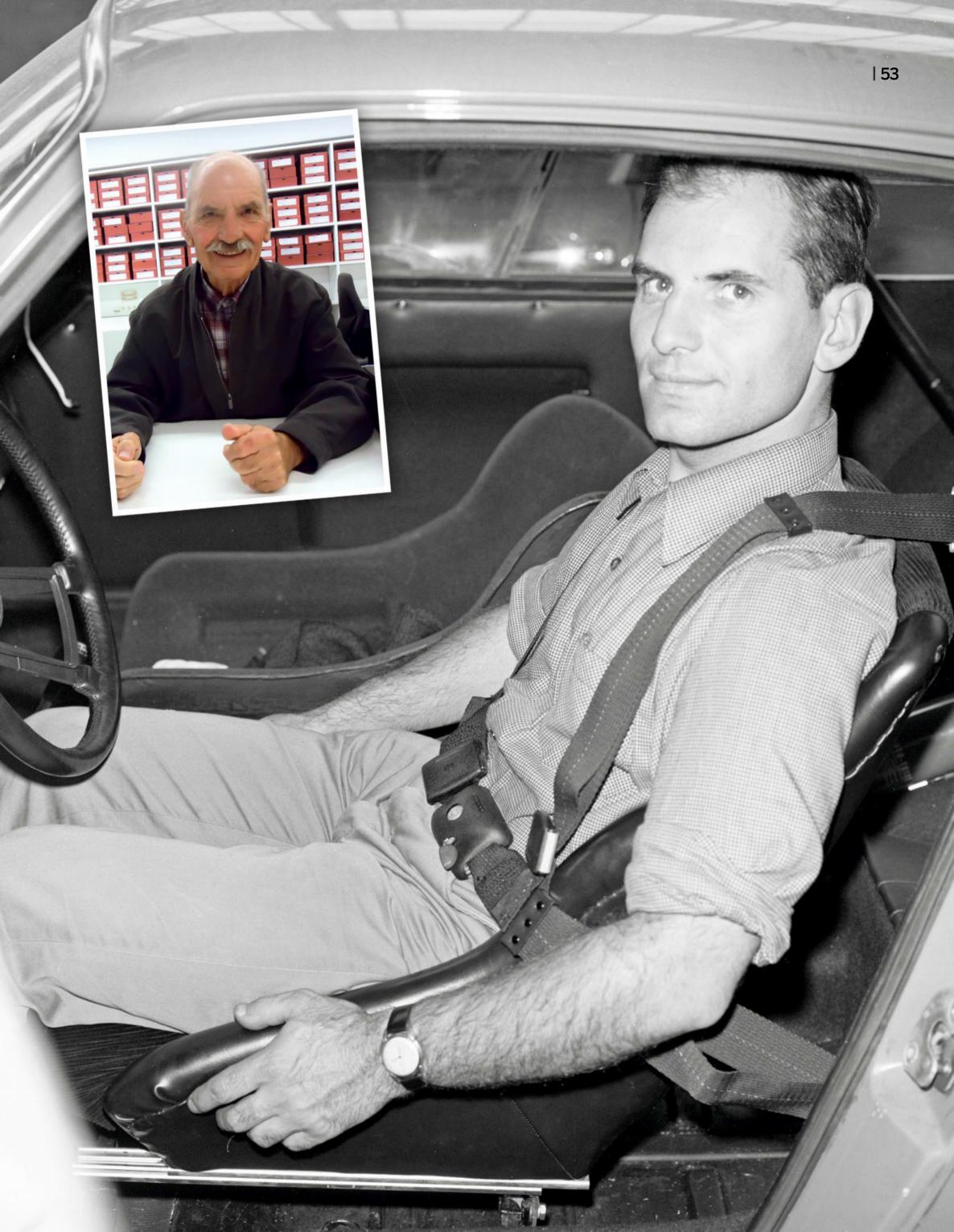
Written by Kieron Fennelly Photography courtesy Porsche Archive

ünter Steckkönig did not yet have his trademark moustache when he came to Zuffenhausen as a Reutter apprentice in 1953. That would materialise two decades later, by which time Steckkönig was a fully fledged Porsche experimental engineer and acknowledged endurance racer. Reutter Karosseriewerk was the assembler of Porsches, and the young Steckkönig knew exactly what Porsches were as his father used to take him to the Solitude races, a short distance from their home in the southern Stuttgart suburb of Degerloch.

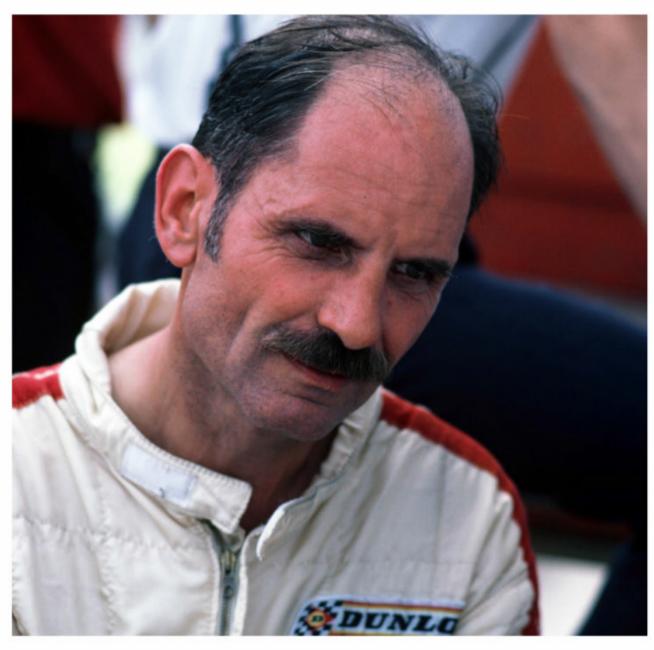
"There were eight apprentices in the workshop at Reutter," he says, "and my first job was to rub down and polish the aluminium brake drums and the wheels and ensure the surfaces were absolutely flat." He was above all fascinated by the competition cars: "The racing department was in the same building, panelled off; we couldn't see, but we could hear them." His competence and enthusiasm would see him moved in the racing division within a year or so. "I was the first Lehrling (apprentice) to be promoted. I got to know Rolf

Wütherich (another talented mechanic and test driver soon to be despatched to the US to assist Herbert Linge) and I was involved in building the first street-going Spyders, ten of them for a customer in Geneva."

In charge of the apprentices was Helmuth Bott, a former school teacher whose Porsche charges still hold him in the highest esteem. Steckkönig is no exception: "He was a great man to work for. Whatever he was doing, he always had time for you. He believed in education and organised training so that we continued to have formal studies – that was important to me because it meant I could work towards a master technician's certificate." He recounts that Bott got hold of a Beetle for him to carry out company business and he also drove Porsche's first VW van. He gives the impression that Bott would increase his people's responsibilities in direct proportion to their ability to cope. In Steckkönig's case it meant that by 1957 he was working independently on customer cars in the Reparaturwerkstatt and at Bott's behest, taking photographs to compile a service manual. "In those days there was no information 3













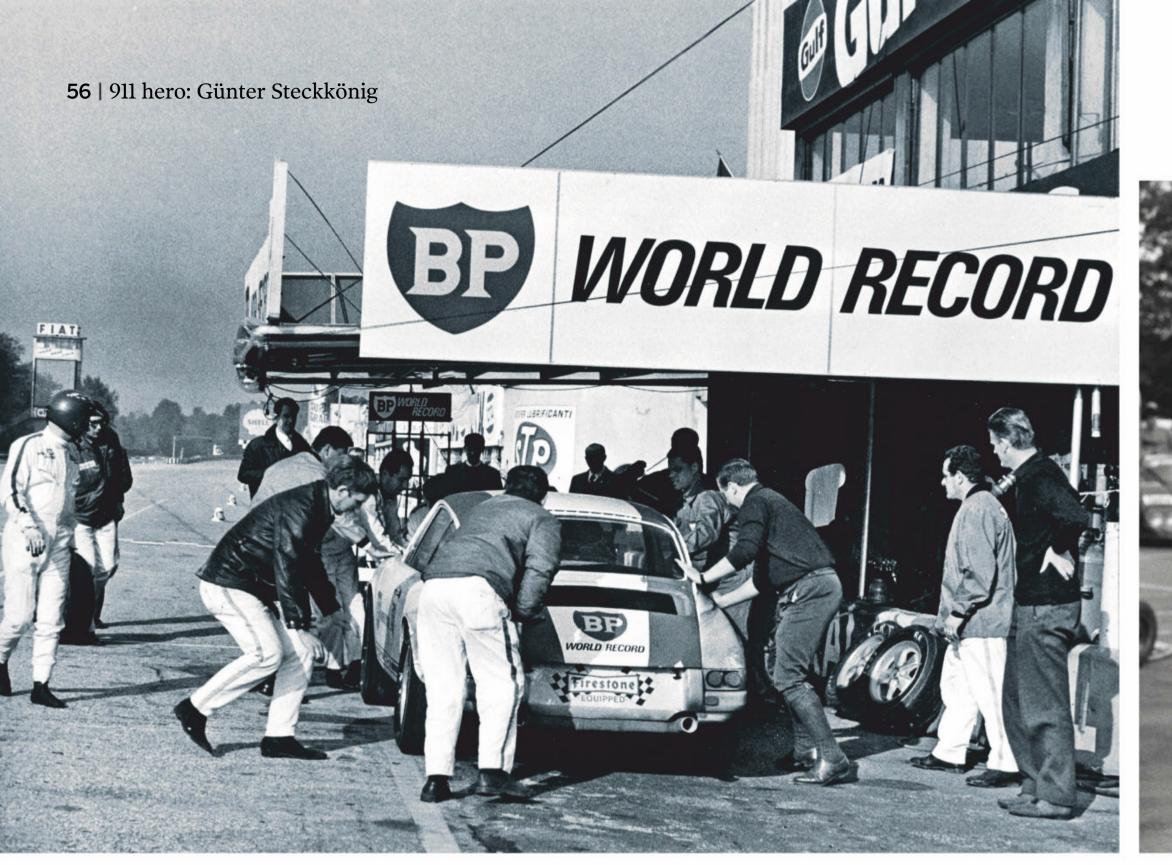
"I was lucky to work a lot with Herbert Linge... At first I was his passenger until one day he said to me, 'Okay, you drive,' and then he acted as my monitor. I learned a lot from him"

for owners when you bought a car. Porsche was trying to improve this."

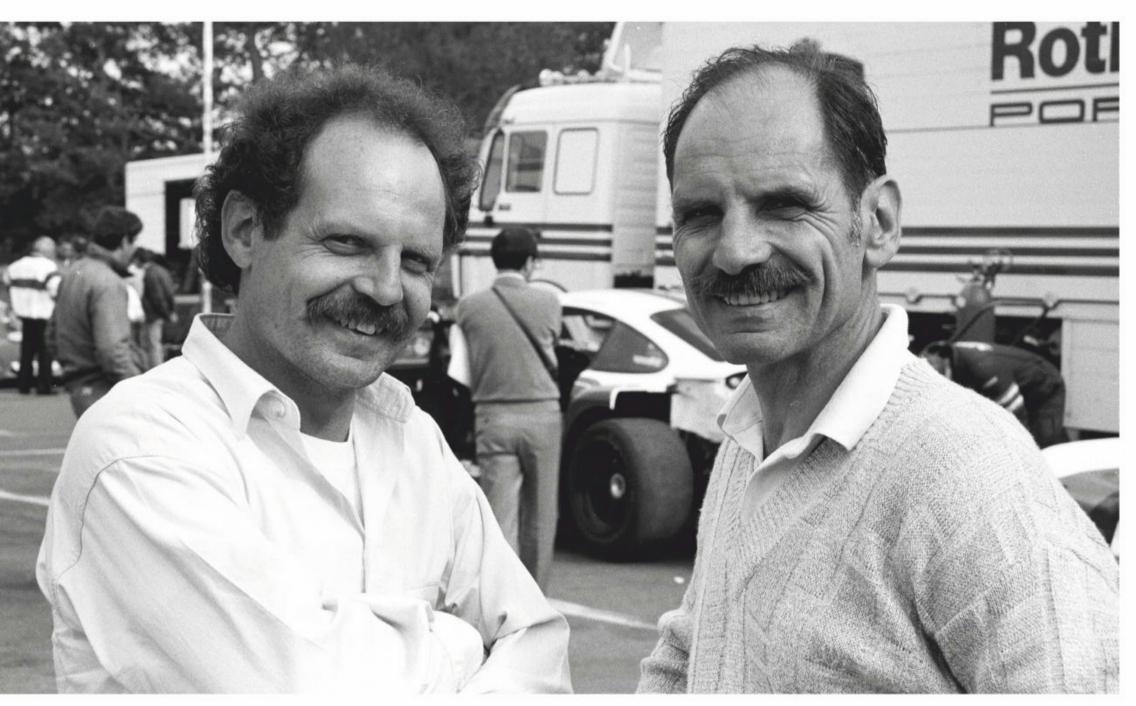
The following year, Bott sent him to work in Daimler Benz's engine department on a 12-month secondment: "It was a huge operation with vast R&D resources and full of professors. It was my first experience of really brilliant engineers. You don't find those sorts of people today. It really was a golden time." At Mercedes-Benz he met Peter Falk, who a couple of years later would jump ship to Zuffenhausen. Steckkönig recalls 12-hour days at Sindelfingen – the strength of the Wirtschaftswunder economy was causing labour shortages. Carrying his technician's diploma from Mercedes, he returned to Porsche and completed his studies with an exacting practical test, which

involved building an alloy cylinder head; at this time he was lucky not to lose his sight when a drip from an overhead water pipe fell onto molten metal, and the resultant explosion shot a fragment into his eye.

Steckkönig remembers Werk 1 as like being in a family: Ferry would appear and greet the Reparaturwerkstatt men every day and they would take turns to look after his cars. Bott meanwhile had recruited his trusty VW van driver to the 911 development team and Steckkönig recalls long drives to Ehra-Lessien, the VW proving ground, as well as many miles on Swabian roads and the Nürburgring. "The trouble with the 'Ring even then was that on public days it was too crowded, but then the tyre companies started.









booking it on days when Porsche was testing there. Bridgestone in particular liked testing in Europe. It meant Porsche's technical reputation was well above its size: Mercedes-Benz for example did not go near the 'Ring. Now they are there all the time." Exposure to companies like Bridgestone and Dunlop would make Steckkönig one of Porsche's tyre experts, and he would spend days at a time on the Nordschleife.

"I wouldn't say I was a natural driver from the outset," he asserts modestly. "I just discovered over a period that I could drive competitively fast. I was lucky to work a lot with Herbert Linge: chief of testing Helmut Rombold simply told him to take me with him. At first I was his passenger until one day he said to me, 'Okay, you drive,' and then he acted as my monitor. I learned a lot from him. You build up your skill gradually."

That skill was demonstrated in the way he threw a test 911R around Hockenheim, but Steckkönig also had stamina as he showed by finishing 2nd in the 84-hour 1968 Marathon de la Route at the Nürburgring with a works 911E. Indeed, endurance events were his forte. In 1970 he drove a privately entered 914/6 GT at his circuit of predilection, the Nürburgring, which hosted the annual ADAC 1,000km and at Zeltweg where he won the 2.0-litre class. The following year he shared a Strähle-entered 914/6 with Willi Kauhsen

in the Targa Florio and in 1972 he drove in a 911S to a class victory in Sicily. In 1976 he shared a Max Moritz 934 with Derek Bell in the ADAC 1,000km. He remembers that 934 – "it was brutal, all that turbo lag then bang! Bell said it was terrible!"

His first stab at Le Mans came in 1976 when he shared a Joest 908/3 and managed 7th overall; he returned in 1981 with a Joest team 935. A third and final attempt at la Sarthe came in 1983 where he co-drove with Swiss Claude Haldi: it ended when their Group B 930 broke a piston. In 1983 he raced in the 1983 German Endurance championship, a dozen rounds of four-hour races where he drove a private 911. "I tested most of the competition cars, but for racing them Porsche preferred to sign professional racing drivers. It had been Piëch's policy not to use someone like me from the technical department. So I only competed with private teams."

He gives the impression that one of his few regrets in a 40-year career at Porsche was that he had not been selected for any works teams as his mentor Linge had in an earlier period. Joest told Steckkönig that they chose him because he could also repair the car, which could save the day if it expired out on the circuit. Indeed when the works 961 which he drove at Le Mans in 1987, though only during practice, suddenly shed its oil, Steckkönig says he found and plugged the leak and got the



fire team billeted at that corner to get him some oil so he could get the 961 round to the pits. "That was the advantage I brought to Porsche – I could race competitively, but still do my day job."

Recognising his talents was Norbert Singer, who asked for Steckkönig to assist with developing the 930 for racing. "Singer usually employed Willi Kausen, but Willi had to come all the way from Aachen so often I was more available," says Steckkönig. In the 1980s tyre work intensified, but he did help with development of the 961, the track version of the 959: "Kussmaul did the rally car and I tested the 961 extensively prior to Le Mans, including three hours at Daytona." He is positive about his US experience: "I found the Americans were very good at

developing race cars – they had learned years before with stock cars and economies of scale meant they could also do it a lot cheaper than Porsche could: the small block Chevvy was a very effective engine yet it cost a fraction of a Porsche competition motor."

He left Porsche in 1992, aged 58: "They were difficult times. Groups B and C had stopped and I was not used for any of the single-seater development, which had become the main focus of the Motorsport department. 70 people left the company then."

He followed his younger brother Klaus, who had also worked at Porsche, to Honda. "For me Honda was an appealing company. There was the family feeling which I saw at Porsche when I first

came to Zuffenhausen and I had already worked extensively with the Japanese at Bridgestone. They have a different mentality from us and I found them positive and open, always ready to listen. There is no arrogance and they pay particular attention to what the older people say."

A lithe 83 year old, Günter Steckkönig has a warm smile and engaging manner. He is always keen to come to the Archive and relive his exceptional career for the benefit of historians and enthusiasts alike. He was delighted when Porsche invited him to assist in preparations for the 917 50th celebration, where he joined a group of retired former colleagues including Hans Mezger, advising on the restoration of the original 917-001 to its precise, original specification.

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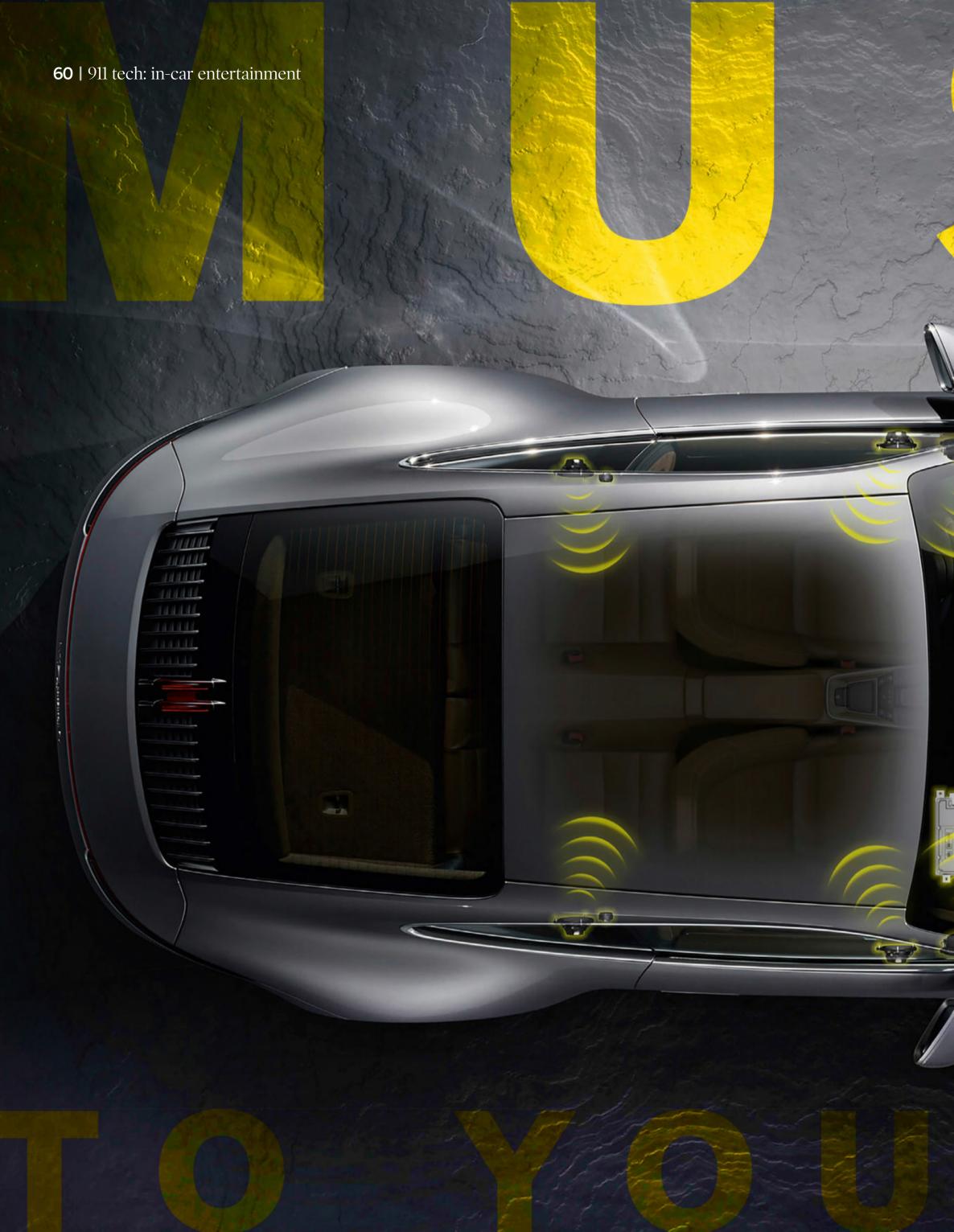




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t's not unreasonable to assume that the flat six engine – whether cooled by air or water – would provide more than enough in the way of soul-stirring aural pleasure. But even the most committed of 911 drivers might occasionally want to sample their favourite music, catch up on world events – even if that does seem to consist entirely of Brexit-related woes – or follow sport. So Porsche has always done the decent thing and equipped the Neunelfer with some form of in-car entertainment, although as is the way it's very much been a case of continual improvement.

For the very earliest cars that meant a simple, push-button radio that delivered its meagre wattage from the world of long- and medium-wave to very modest speakers. It was better than nothing, though, and it wouldn't be long before the technological delights of the cassette player became a part of the package. Throughout the 1970s and 1980s it was the Blaupunkt brand that Zuffenhausen favoured, the unit's fascia sporting evocative names such as 'Frankfurt', 'Atlanta', 'Toronto' and 'Boston'. Not that Porsche generosity extended too far, those

splashing out the £12,000 or so needed for an SC often being required to tick an options box if the gap in the dashboard was to be filled with some form of musical entertainment. Do that and you'd get a digital radio/cassette with some speakers in the doors and a manual aerial; more cash was required if the antenna was to extend itself electrically or you wanted speakers on the rear shelf. And that's pretty much how things stayed right through to the 993.

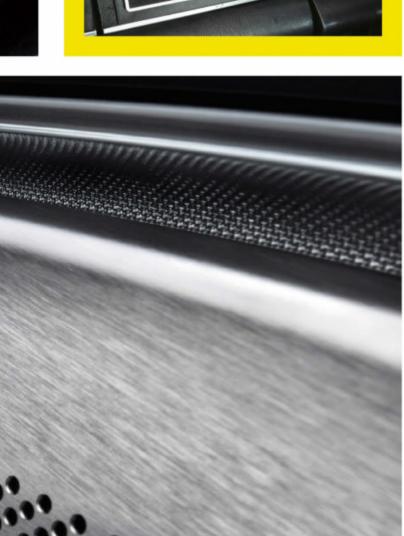
As the design of the classic five-dial dashboard remained the same, so too did the audio options, and while there might have been a bit more power and an additional amplifier or two, it was clear that Porsche expected owners to get all their thrills from the performance and handling. Actually, that may be a little unfair, as Porsche had moved with the times, adding a CD player to the options list for the 1989 model year. You could even specify your 964 with the marvel of a six-disc CD autochanger, which felt like the height of sophistication three decades ago, although buyers of the Lightweight-spec RS would likely have chosen to delete the standard radio/cassette altogether.



Period audio: in demand?

As many buyers and owners are keen to retain the original specification of their 911, it is no surprise that period audio systems are in demand. Take the Blaupunkt units that we mentioned earlier, for example. According to specialists Paul Stephens and Jamie Tyler of Paragon, plenty of people want to ensure the dashboard has that period-perfect appearance, with every last detail correct. And as Paul points out, it is often just for aesthetic reasons, so it doesn't necessarily matter if the unit isn't actually working. After all, there are various ways of installing modern equipment that is hidden out of sight, or using a mobile phone for music streaming. That these German stereo systems appeared in a variety of makes in-period – including BMW and Mercedes-Benz - only increases the demand during restorations, and that pushes prices up. A quick search online reveals plenty of units for sale, with prices starting at under £100, but you'll also discover some buyers asking a lot more than that. Mint examples can command hundreds of pounds, so it is well worth shopping around if that original specification is important. And don't worry if you find one in need of attention, as there are companies out there who can refurbish units and update them with modern connectivity functions.







BELOW The 911's optional Sound Package





Short of spending an awful lot of money with the world's finest in-car audio specialists, there aren't many ways you could improve on a current 911's hi-fi set-up, especially if you'd ticked that Burmester box. It's another matter when it comes to earlier models though, and while said specialists can provide all manner of options, a simpler approach may be Porsche's own Classic Radio Navigation System. Costing around £1,000, it fits into the dashboard's single-DIN slot and provides a radio and the ability to hook up to external music sources such as smartphones and iPods. It also features a small but high-definition navigation display, and can be integrated with factory sound systems and amplifiers. Available for models from the F-series to 993, it's an option worth considering.



Even the arrival of the 996 and the Porsche Communication Management (PCM) system didn't change the essential package all that much, with some combination of a radio, cassette player or optional CD player providing the musical mainstay. Times and technology were changing, though, and Porsche recognised that charging extra for improved hi-fi systems was not just a useful revenue stream, but matched the changing tastes of buyers, many demanding more comfort and luxury along with the scintillating performance. To that end, the 996 offered the likes of the optional Porsche Sound Package that delivered separate speakers to handle high-, low- and mid-range frequencies, along with multichannel amplification. And the optional Digital Sound Processing system even allowed drivers to tune the sound to match their mood and preference. Wanted the cabin to deliver music as if in a concert hall, recording studio or jazz cellar? No problem. Essentially it marked the beginning of an audio revolution for 911 owners, one that saw Porsche pay far greater attention to the matter of in-car entertainment.

The arrival of the 997 – in 2004, no less – finally condemned the cassette player to history, and with the Gen2 the PCM system was becoming evermore sophisticated. Not only could it play both CDs and DVDs, but there was also the option of a TV tuner, and for those with more money to spend

the temptation of the Bose surround sound system. Developed specially for the 911, it boasted 385 watts of power, an active sub-woofer and a seven-channel amplifier with the sounds delivered through 13 speakers - Cabriolet and Targa models had to make do with 12. There was even a 'Noise Compensation System' that used a microphone in the cabin to monitor ambient noise and adjust the sound levels accordingly. It certainly made for a very fast and superb-handling concert hall. It was a pattern that continued into the 991, Sound Package Plus providing the standard offering with a not-unreasonable 235 watts of musical power, although a CD changer was still optional. But alongside the impressive Bose system, there was a new temptation on the options list: the Burmester High-End Surround Sound System.

Costing £2,986, it boasted a dozen speakers that were specially designed for the 91l, the items also saving weight over conventional offerings. And that's pretty much where the musical journey ends today, the 992 offering broadly the same choice, although in the spirit of continuous improvement Porsche has seen fit to increase the speaker count, add a separate 300-watt subwoofer amplifier and boost power output overall to an ear-splitting 855 watts. If you're faced with a long journey and aren't in the mood for the flat six's high-rev theatrics, it's nice to know there's an alternative way to stir the senses.

"The arrival of the 997 – in 2004, no less – finally condemned the cassette player to history"



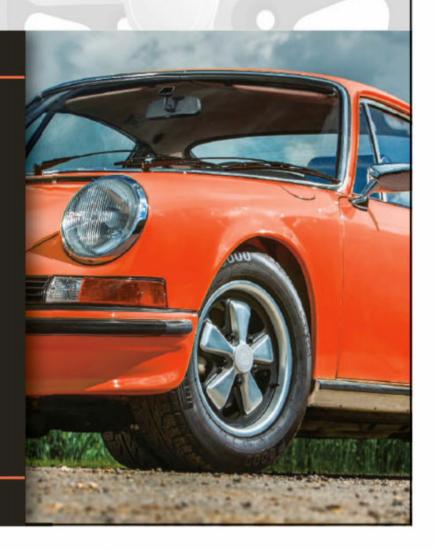


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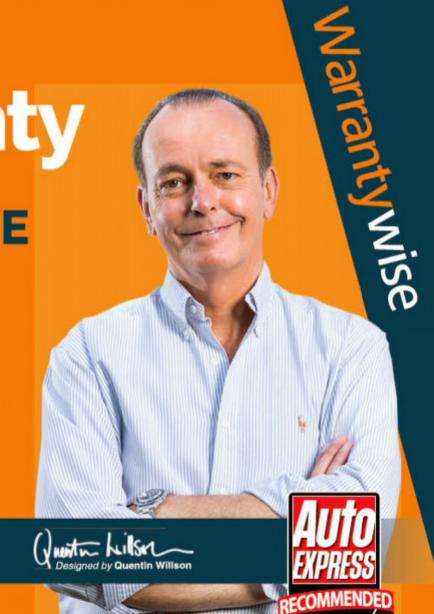






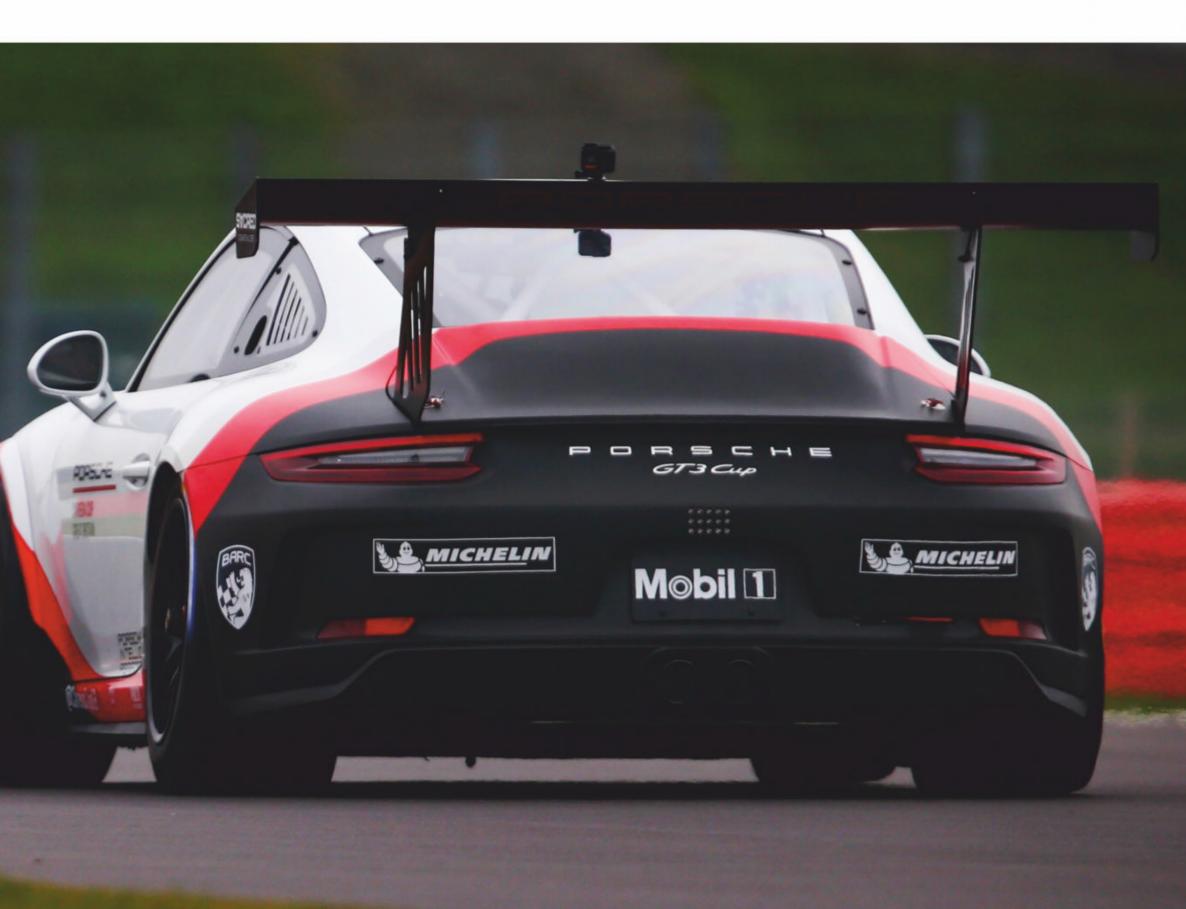
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Written by Kyle Fortune Photography by Porsche GB



ilence. Awful silence. There's only the sound of my breathing as I sit looking out the windscreen at the track, a track which until a few seconds ago I'd been driving on. There are four black lines, criss-crossing each other, a rubber inscription on the tarmac that highlights my lack of talent. What had Tom Woollen, technical team manager, Motorsport, said? Floor the clutch, re-start the engine and pull the paddle down for neutral. I do that, the flat-six fires but the spitting sound of the pneumatic shifter isn't accompanied by any change in the digital display in front of me. Third is still being shown, and every, ever more desperate tug at the left shifter is signalled not by that number getting lower, but a warning sound that suggests to me 'expensive'.

A Cayman GT4 Clubsport nips by, while I'm sat motionless on the tarmac, mercifully free of the gravel trap at the big left off Vale. The mid-engined GT4 is the

very car that only a few minutes ago I'd been lapping in, approaching the same big stop with impunity, leaning on the brakes until the ABS was cutting in. It was hilariously good fun, it flattering thanks to its fine balance and, if I'm being honest here, the electronic assistance of that ABS and Traction Control.

The 9ll GT3 Cup car I'm sat in now has no such driver assistance, all of which explains my current predicament. Nothing for it but to switch it all off, hope, and start again. A quick flick of the ignition, a prayer, and re-start the engine with the clutch floored. The digital display in front of me is still showing I'm in third, but my tentative pull of the paddle has it drop to two, then first, then I'm good to go.

Talent: you need a lot of it to drive in the Carrera Cup. I've been lucky enough to have driven a lot of racing cars, but none have intimidated as much as the 911 GT3 Cup car I'm in today. I'd been warned, not just

before I got into it, but for weeks in advance. The 911 GT3 Cup isn't like most modern racers, it's a car that demands the very best from its drivers – if you make a mistake you'll know about it. And I know about it.

If you've not seen the Carrera Cup, then where have you been? The UK's fastest single-make championship, the 911 GT3 Cup cars are quicker than the British Touring Cars that they follow all around the UK. Almost as quick as a 911 GT3 R depending on the circuit, Woollen saying at Spa, the Cup's lack of aero, and hence drag, allied to its 485hp mean it's only a couple of seconds slower than its more hardcore relation. In the right hands, of course.

There are Carrera Cup championships all over the world, providing support races to Touring Cars, GT Championships and Fl as the Supercup. If you're in Asia, America, Australia, Germany, France, Italy, Japan and Scandinavia you'll find a championship. Indeed,



if you've got a Cup car you can pretty much pick your continent, pack your race suit and lid, and go racing. The cars are all identical, Porsche describing it as a Single-seater production-based race car, the focus not on the cars, but the drivers. It's good business too, Porsche having sold over 4,000 of them, and not just good for its bottom line, but generating a lot of visibility for the 911 globally.

There's nobody in the stands at Silverstone today, for which I'm eternally grateful. There's a number of people in the pit garage though, as I run around a full lap before heading in to have the car checked over. Before I'd got in it earlier, Woollen had talked me through my drive in the GT4, looking at the telemetry, pointing at my braking traces and saying that I need to be a little bit more careful with the 911 GT3 Cup car. Trail braking isn't a no, but you need to be on your 'A' game if you're doing so. Woollen's quick to point out that it's a car that's very sensitive to the driver input, and that lack of driver aids means to get the best from it you need to be very good indeed.

Getting in it in the pit lane after 12 exploratory laps around Silverstone's International Circuit is little different from the GT4 I've just gotten out of. Stripped of the superfluous, the interior is basically a seat, a cage – which takes a bit of negotiating if you're not typically racing-driver shaped – a simple steering wheel, digital instruments and a few toggle switches where in a Carrera you might more usually find PCM. There's webbed strapping surrounding me should any off be significant enough to have flailing arms around the interior, the seat and belts clutching me with such purpose to make me feel at one with it. The result is both a comfortingly simple and basically terrifying environment, and that feeling is not really different to other race cars in that regard - the simplicity a necessity of its focus, the connection, and the cocooning effect of the safety equipment around you only serving to heighten that sensation.

Dino Zamparelli is on hand to give a few tips. He's an old hand at Carrera Cup, having raced in the 2015, '16, '17 and '18 seasons, taking the 2nd spot in the championship from '16 though to '18. He's fairly unequivocal when he talks to me about the car, saying it's a lot trickier than the GT4 to drive, echoing Woollen's sentiments that you just can't take the liberties with it that you can, and I did, with the Cayman. That and the rankling thought that there really isn't any help from any driver aids does temper my enthusiasm on the first lap. The first hurdle of actually getting it out of the pits without stalling it is thankfully passed, rising up out of the end of the pit lane and joining Farm Curve just after Abbey.

The engine sounds familiar, the 4.0-litre flat six unhindered by any sound deadening or carpeting, filling the stripped interior with a purposeful sound that's rippling with intent. Today it's using an international specification exhaust, which is a touch louder than the UK Cup car's usual specification exhaust. If it were running in Supercup it'd be different again, Supercup cars being identical to those running in national series with the exception of its pipes, which are straight through and a few kilos lighter as a result.

Even with all the sound resonating around the interior and the lack of inertia that the 4.0-litre's shifting, the eagerness of it to rev and the addictive, corresponding increase in pace when it does, it's the steering that is the stand-out feature. The wheel itself is virtually round, something that's unusual in race cars these days, though there's the usual smattering of buttons around its centre, allowing quick access to the wipers, high beam, radio, pit lane speed limiter and to toggle between the various displays for the Cosworth colour display ahead of the wheel. I'll not be using any of those today, and in particular I'm praying that the wiper switch isn't required, as the clouds above look a bit ominous. A 911 GT3 Cup on a dry track is one thing, but on a wet one... thankfully not today.

Silverstone International Circuit is an oddly truncated track: taking the tight right after Farm through Village has quickly seen The Link approach, it the section of track that's very obviously a



"It's a car that's very sensitive to driver input, and a lack of driver aids means to get the best from it you need to be very good indeed"



Carrera Cup: what are the costs?

Motorsport isn't cheap at any level, but the Carrera Cup is popular for a reason being, relatively speaking, it's affordable. The car itself costs £137,100 plus VAT, that including a spares package that comprises the usual necessities like wheel sets. Tyres are controlled; there's two choices, slicks or wets, Michelins (these being the same compound in the UK Championship as the Supercup uses) and costing around £350 plus VAT each. That's around £1,600 if you wreck a set like I did. For a Pro driver hiring a car you, or more rightly, your sponsors, will need to spend around £225,000 (it could be as low as £180,000), the budget for an Am (amateur) driver likely to be closer to £300,000 as they're allowed unlimited testing — and most do a lot of it.

Registration fees are between £13,350-£18,350, depending on your driver classification (Pro, Pro-Am or Am), with early registration discounts pre 2 Dec 2019 of £4,000, and 20 Jan, £2,500. Teams running two or more cars get the use of a Cayenne for the season. There's a Junior programme, where a young driver gets £85,000 per annum over two years towards their racing. In addition, the Junior driver has access to Porsche's Human Performance Centre, receives media training, and attends high-profile events like Goodwood Festival of Speed and the F1 Supercup support race. Dan Harper benefitted from this in 2018/19, claiming the championship in 2019, winning eight of the sixteen UK rounds in the process.

In addition to the support for young drivers there's also prize money for places 1st through to 5th, with the championship winner in all categories getting the use of a Porsche for a year too. Big numbers all round, but in the world of motorsport it's actually quite modest, surprisingly so for such competitive, spectacular cars and racing that's globally recognised.





Model 2020 911 GT3 Cup Year 2020

Engine

Capacity 3,996cc **Compression** Unknown

Maximum power 485hp at 7,500rpm

Maximum torque 480Nm @ 6,250rpm

Transmission 6-speed sequential pneumatically activated

Suspension

Front McPherson suspension strut, adjustable for height, camber and toe; Forged and adjustable top mounts; Electrohydraulic power steering with external control function for easy car manoeuvring

Rear Multi-link rear suspension, adjustable for height, camber and toe; Forged top mounts

Wheels & tyres

Front Single-piece centre-lock alloy wheels conforming to Porsche specification and design, 10.5x18-inch, ET 28

Rear Single-piece centre-lock alloy wheels conforming to Porsche specification and design, 12x18-inch, ET 53

Dimensions

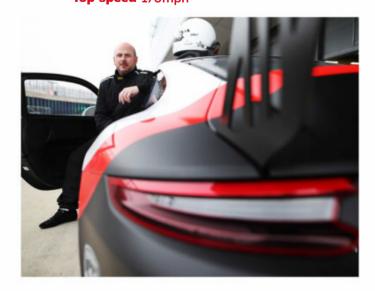
Length 4,564mm

Width 1.980mm

Weight 1,200kg (approx.)

Performance

0-62mph Unknown Top speed 170mph



compromise to shorten the circuit to join the Hanger Straight. There's a hell of a ridge as you enter the short connecting stretch of tarmac, it being harsh enough that it unsettles the 911 Cup as it runs over it, which is worrying as there's a fairly heavy prod of the wonderful brakes required to take the speed off before joining what is the fastest part of the circuit.

There's plenty of space on the exit of the corner, though without Becketts before it you feel like you're always pushing for more speed down Hanger, rather than running out of it. Even so, a quick glimpse at the dash shows 250km/h (155mph) on that Cosworth display before I'm again on the brakes, modulating them so as not to lock up, careful not to be too digital with my foot. I have to remember to be patient, not turn in too early at Stowe, because doing so will see me quickly run out of space on the exit. Deep in, fast out here, the 911 GT3 Cup turning in with real precision, the steering so rich in detail and beautifully weighted. The speed the Cup can carry through the long bend is huge, its mighty traction meaning that it builds on that carried speed with devastating effectiveness.

The intimidation is lessening with every lap; after a couple of tentative ones, I'm feeling far more confident, though I'm still sectioning areas of the circuit rather than stringing it all together in one big flowing action. It's a steep learning curve, the Cup so immediate, so faithful in its responses there's real incentive to explore what it, and more rightfully I, am capable of. There's greater speed to be had everywhere, the elation of getting one corner right resulting in increased speed arriving at the next one, that requiring a quick recalibration of braking points and force, where to turn in, apex and exit speeds. It's all beginning to flow, then that spin happens.

It came seemingly from nowhere, everything fine before my lack of ability is revealed and the Cup swaps ends and heads backwards off the track. It takes seconds, but it might as well be minutes. I've no hope of correcting it, even though I try; the only thing I can do is keep the brake pedal floored and hope that it's enough to keep it from beaching on gravel, or worse, hitting a wall. Neither are troubled today, but it's knocked me down a peg or two, and underlined that to really get the best from the Cup you need to be a better driver than I am. After that awful silence, the increasingly frantic attempts to start it again, and it eventually doing so, I drive slowly to the pits, prudence dictating that I have it checked out, and probably get chucked out, myself.

Woollen's quick to open the door, asking first if I'm okay, and what happened. I start to tell him, and he smiles, having seen it all before. I'm not alone in doing so, Porsche's PR man admits having seen one driver spin three times on three laps, each time wrecking a set of Michelin tyres in the process. I'm sat up on the air jacks, the tyres checked, and I hear from the techs that they're flat-spotted down to carcass, so they're absolutely rooted. Woollen's team roll out a new set, the affable manager says I've time for eight more laps, and explains that I might want to build up to them, as the new tyres will need some heat through them.

Incredulous that I'm still in the driving seat, the Cup drops onto the fresh Michelins and I'm back out again. Woollen wasn't wrong: the new tyres feel like I'm driving on ice, the first downshift when approaching the corner enough to have the back step out, though this time I'm not going so fast that it's not easily collected. I gingerly run five laps before I'm confident there's enough heat in the rubber to up the pace, and the last three laps are as fast as I was going prior to my spin, the temptation to wring the 4.0-litre flat-six to its redline too much to resist – there's huge satisfaction seeing those red lights glowing and flashing on the instruments when the next gear is needed. Yes, there's a nagging doubt that I could get it wrong again, the lack of real downforce not helping, but the Cup's just so damned immersive and exciting that it's impossible to resist the urge to push it even harder. To do so in a race, with 20 to 30 other eager, talented racers alongside me (and let's be honest here, in front of me) is something I can only imagine, but to have sampled it gives me a greater comprehension of the talent required, talent which, I'm not unwilling to admit, is beyond my skillset. What a car, though – it's the very essence of 911, pure, engaging and, in the wrong hands, a bit tricky. But get it right, and it's like nothing else I've ever driven.

LIKES

 Pure, fast, engaging, inexpensive (relatively).

DISLIKES

 Demanding, reveals I'll never be a racing driver (at least not a good one).





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INTRODUCING FORMULLAE

Porsche has made its debut – and achieved a podium – in a whole new racing championship. But what do you know about Formula E?

Written by Jack Williams Photography by Porsche AG



n 22 November 2019, driver André
Lotterer walked off the podium at
the Riyadh Street Circuit in Saudi
Arabia with a second-place finish
and a huge grin on his face. For his
team, TAG Heuer Porsche, this was supposed to have
been a toe-dip into the world of Formula E racing
– the manufacturer's first race in the sport, and its
first venture into Formula competition in roughly
three decades. But, surprisingly to some, there stood
Lotterer. "When I told the team a few weeks back that
I wanted to reach the podium, they looked at me like
I was mad," he told reporters.

Mad is a great choice of word. But while Porsche enthusiasts might not go that far when it comes to questions about the manufacturer's return to single-seater racing, there will inevitably be questions about the intentions here. What are the benefits of this return? Why Formula E? And, well, what even is Formula E?

Simply put, Formula E is single-seater electric car racing. As the story goes, it was conceived in a small Italian restaurant in Paris, on 3 March 2011, when Jean Todt, the president of the world governing body of motorsport, the Federation Internationale de l'Automobile (FIA), presented the idea to politicians Alejandro Agag and Antonio Tajani, as well as Italian actor Teo Teocoli. Tajani, a supporter of the electrification of the automobile industry and reducing CO2 emissions, backed the proposal. By

2014, the inaugural season of Formula E, with ten teams and 35 drivers, was underway.

The makeup of the sport is rather similar to that of any other Formula series: drivers in super-fast, single-seater cars travel the world to race and collect points. Where Formula E is different, however, is that firstly, all circuits are based in city centres and range from 1.2 to 2.1 miles long. Events feature technological hoo-ha, autograph sessions and live music. There are race simulators where, if you're one of the fastest racers, the drivers themselves will come out for a meet-and-greet to take you on (really!). And many a large flashing screen support claims about what is potentially the vehicle of the future today. Oh, and rather than staggering practice, qualifying and the race itself over a number of days, Formula E jampacks it all into one single race day - often with two races taking place in the same city on back-to-back days (there's some in-race technicalities too, but we'll get to those later.)

The main purpose behind this modern-looking, electro-charged sport, then, is to create a race format that, its organisers hope, is as even and action-packed as possible, while still focusing on the ethos that has been behind the advancement of electrical automation since Ferdinand Porsche created the electric-powered PI more than a century ago.

This season, Formula E's sixth, will feature 12 teams of two drivers – each classed as either a 'customer team' or a 'manufacturer team'. Porsche,

like fellow newcomer Mercedes-Benz, falls into the manufacturer category, as while the likes of batteries, chassis and body works are identical for all teams, components such as the powertrain and gearboxes can be modified and built in-house (customer teams can buy parts from various manufacturers).

For Porsche, this has meant taking the standardised battery and Spark SRT05E chassis (known colloquially as the Gen2), fitting it with its own technology and coming out on the other side with the Porsche 99X Electric: a sleek, low-profile car that's far removed from anything it's raced before.

The best comparison, perhaps, is to say it feels like something from Scalextric; a hypersonic Le Manslike creature which, until you see it, you'd be right to think could only exist and be controlled through some sort of console. That's because, well, that's exactly the format Porsche chose to unveil the 99X Electric – the brand opting to release it through a livestream of the *Formula E Unlocked* video game.

Under the chassis, the 99X will feature a system dubbed by Porsche as the E-Performance Powertrain. Parts of this setup are borrowed from the electrical drive system that featured in the company's successful 919 Hybrid Le Mans Prototype 1 racer, such as an 800-volt electrical system and a permanent synchronous electric motor.

Those responsible for racing the TAG Heuer Porsche's 99X are factory drivers Lotterer and Neel Jani, while its competitors have opted for a mixture









E, racing in the 2017/18 season





FORMULA E: need to know

- **1.** This year's Formula E, its sixth iteration, will feature 12 teams of two drivers.
- **2.** The races, all city-centre circuits, will take place across 12 cities, starting with Saudi Arabia and ending in London.
- **3.** Rather than stagger races over several days, Formula E hosts its practice sessions, qualification and races on the same day.
- **4.** Qualification sees drivers split into four groups based on reverse championship order. The fastest six drivers then compete in a Super Pole Shootout to decide who is on top.
- **5.** Races last for 45 minutes and one lap. Once the 45 minutes are up and the lead driver has completed their final lap, there is then one final lap of racing. All racers must complete the same number of laps, placing the emphasis on speed and efficiency.
- **6.** One hour before the race, FIA officials decide on a designated Attack Zone and how many times it can be used. This requires drivers to drive off the racing line and through the designated zone, allowing them to gain an extra 35kW of power for an allotted amount of time.
- **7.** Voting for FanBoost begins five days before the race and lasts 15 minutes after the start. Fans vote on their favourite drivers; those who receive the most votes gain an extra five seconds of power, which is enough for a pass or to hold off an attack.
- **8.** The points system for each race runs from 25 points for 1st to one point for 10th. The drivers with the fastest lap in qualifying and the race receive an extra point; whoever is on pole also receives an extra three points.
- **9.** Teams are split between manufacturer and customer teams. With standardised chassis and batteries, manufacturer teams like Porsche can build their own powertrain, gearboxes and other components. Customer teams purchase these parts from third parties.
- **10.** This season will be Porsche's first venture into Formula E. The company says that it falls into the Porsche Strategy 2025, which will eventually see technology from Formula E filter down into future Porsche models.

of young hopefuls, former test drivers, stalwarts and ex–Fl racers, such as Felipe Massa. The drivers, in fact, are a good place to pivot back to race days themselves, as Formula E has opted to place an additional emphasis on the personalities of the drivers and the teams themselves, starting with a system it likes to call FanBoost.

FanBoost, as the name suggests, allows followers to boost certain drivers through a voting system across various social media platforms. Voting begins six days before the race and ends after the first 15 minutes of action. The five drivers who receive the most votes are given an extra power burst that can be used for five seconds in the latter half of the race –



which, while not sustained, may be useful for a pass or to hold off an 'attack', a word Formula E seems to really like.

ATTACK MODE, capitalised on the FIA website for emphasis, allows drivers to collect an extra 35kW of power, which must be obtained by driving off the racing line and through a designated Activation Zone. The short-term loss, teams hope, will then result in long-term gain, as the cars' maximum power output of 250kW can be realised "for a few laps". The 250kW maximum power, by the way, translates to 335hp, and the FIA's sanctioned top speed is 174mph.

The details of ATTACK MODE – such as the number of uses, duration and minimum amount of times it can be used – are revealed by the FIA just an hour before the race, placing more emphasis on race strategy for drivers and teams than in traditional Formula races, where they have weeks and months to prepare. At this point, it would be fair to ask how all of this can be tracked live. Well, fans need to look no further than the Halo protector system around the driver's helmet, which will glow blue when a car is in

ATTACK MODE and magenta when a driver has used their FanBoost.

These boosts can be activated only in races, which follow two free practice sessions and a qualifying session that splits drivers into four groups based on reverse championship standings. The six fastest drivers from these sessions then head to the Super Pole Shootout where, one-by-one, they aim to set the fastest time to determine the top six grid positions.

The race itself, known as an E-Prix, lasts for 45 minutes and one lap – that last part being important. Once the 45 minutes are up and the leader has crossed the finish line, there is one final lap of racing before the positions are finalised. With no formal race length – cars are trying to go as far and as fast as they can in the allotted time, essentially – each team must complete the same number of laps as the lead driver, creating a format that, Formula E hopes, places an emphasis not only on making its car go faster, but also a focus on superior battery management.

As with other race formats, a sliding scale of points from 25 down to 1 are presented to the top ten

finishers. The driver (or drivers) who set the fastest laps in qualifying and the race get an additional point; whoever's on pole from the shootout also gets an extra three.

This season, DS Techeetah, which won both the team and drivers' titles last year, and which has retained the services of its champion, Jean-Eric Vergne, remains the team to beat. But with all of Germany's premium brands now competing, not to mention Mercedes and Porsche drivers picking up podiums in their first races in the sport, competition is even more fierce.

When the sport first began, sceptics turned up their noses at what they saw as a potential fad. But since the earliest days of automobiles, manufacturers have used motor racing as testing grounds for technologies that then filtered into other vehicles. Since 2011's Parisian deal, electric vehicles have only become more prevalent in the discussions related to the future of road users (try Googling 'Cybertruck' mentions over the last few months and see where that gets you).

For Porsche, Formula E falls within the company's motorsport realignment to keep in check with its Porsche Strategy 2025, which is to shape the future of the sports car. Under this plan, the company's Mission E has already seen what was a concept car go on to become the recently released Taycan, the company's first all-electric vehicle, which features similar 800-volt technology as the 99X. More fully electric sports cars are being developed, Porsche says, and with the company not competing in a six-figure ubercar field (yet), it's hoped by fans that Formula E advancements may result in an heir to the 918 hybrid – perhaps even a pure electric version.

The old adage goes something like, "Win on Sunday, sell on Monday". But in a sport that has increased its attendance, television viewership, popularity amongst teens and revenue, yet still holds a much smaller percentage of the race market than the all-glam, petrol-powered approach of Formula 1 – not to mention its fierce manufacturer and driver loyalists – perhaps that needs to be tweaked a little for Porsche and its Formula E intentions. "Develop it on Sunday," perhaps? "Sell it in 2025."

"Formula E falls within the company's motorsport realignment to keep in check with its Porsche Strategy 2025"





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Living_{the} Legend

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



Peter Wilson Adelaide, Australia

Model Acquired

930 3.3 2011



Summer is nearly here in South Australia, and in preparation I have just done my annual air conditioning service as Adelaide

can get pretty warm – last summer we had a 46°C day! While classic Porsche 911s have many fantastic attributes, air conditioning is not one of them, as the system was cobbled up and shoehorned into a chassis never designed for it. The main condenser in a 930 lives in the 'tea tray' spoiler and when the car is stationary only has the engine cooling fan to pull air through it. The puny secondary condenser is under the trunk and has no air inlet, while the evaporator on a RHD car lives under the passenger floorboard and is trying to suck air though the

carpet! Linking all these components are metres of permeable flexible hoses, slowly leaking the refrigerant charge. Not Porsche's finest hour...

At some point in history, my car had been 'converted' from R12 to R134a when CFC refrigerants became illegal due to their environmental impact. Unfortunately the conversion simply consisted of replacing the fill port connectors and swapping the gas and oil, actually even further degrading the system performance as R134a is an inferior refrigerant.

Refrigerants in Australia are highly regulated and R134a cannot be sold to the public here. I was trapped with a pathetic aircon system and paying a fortune to have it recharged every summer. While there are a number of redesigned aircon components and

systems made in the US, I was keen to improve on the situation and keep the system basically original.

My salvation came in the form of hydrocarbon refrigerants. HyChill are an Australian manufacturer and their recommended refrigerant for automotive systems is called HyChill Minus 30, which is a blend of R600a (isobutane) and R290 (propane). Even better, I can buy it in a 9kg cylinder which gives me dozens of recharges, it's a better refrigerant than R134a, it's compatible with existing aircon lubricants and is environmentally friendly.

The only possible concern is of course the flammability of the hydrocarbon refrigerant. I did a lot of reading about this and satisfied myself that the risk of a major leak was low, that I would smell it and that I don't smoke. In a crash situation, I'm not too worried about half a kilo of hydrocarbons when I have 80 litres of 98 octane at my feet...

So about three years ago I had the remaining old R134a charge recovered by a refrigeration mechanic and was then free to evacuate, leak test and refill my own system with Minus 30. The vacuum pump and gauge set cost me a little over \$100, and I hooked up a temporary fan on the main condenser to enable the aircon to be operated with the engine cover open.

As I didn't know the original charge weight, I recharged based on pressure and simply introduced the Minus 30 refrigerant slowly to the low-pressure side of the compressor until the desired low and high side pressures were achieved. Immediately the system performed better than it ever had with R134a, with nice chilly air from the vents. While I'm still not tempted to drive the car when it is 46°C outside, it is now quite comfortable into the mid-30s.

Over the years I have found that the rate of hose permeation has dropped, with only a minor top-up required each year. I'm not aware of the availability of hydrocarbon refrigerants in other countries, but they certainly provided the solution I was looking for.



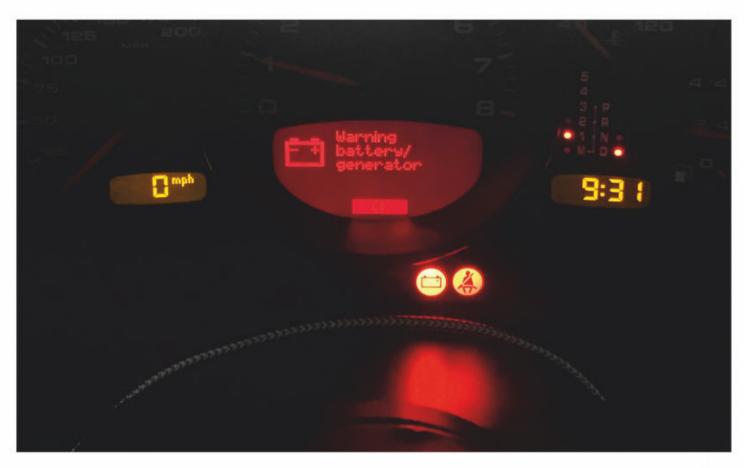














Nick Jeffery Surrey, UK



💟 @npjeffery

Model 99 CA
Year 20
Acquired JU

Model Year Acquired

Model

Year Acquired 996 CARRERA 4S 2002 JUNE 2014

996 TURBO 2002 MAY 2017

997 CARRERA 4 GTS 2012 ed OCT 2018



The Turbo and GTS have both been stored off site while we are having building work done at home. I've

managed to give them both a run out, but nowhere near the kind of activity they're normally used to. Which leads me back to the fact these cars really do need to be driven. They respond well to and perform better with regular use. The Turbo is a classic case in point. On its second run in four weeks the car quite unexpectedly developed a problem – 'battery/regeneration fault' displayed brightly on the dashboard along with the battery warning light.

I called Paragon the following day to discuss and agree next steps. We considered various options: breakdown recovery via my insurers, one of their experts to collect the car on a low loader, or a further attempt to drive the car 50 miles to their premises in East Sussex from my place in Surrey. Pete asked me to start the car again in my garage to see if it would do so, how laboured the start was and what voltage the car was displaying. The car started first time as normal, probably a debt to the battery's age. Voltage had dropped from just below 12v on the journey home the previous day to 11v. Given the car should normally be reading 12-14v, Pete suggested I put the car on my maintenance trickle charger in the hope I could make it to their workshop mid week when the weather had improved.

So, I undertook arguably the most stressful journey ever to Paragon a couple of days later. The Porsche CTEK trickle charger had done a good job. The car started first time and was showing marginally under 12v on the dash. I then began the 50-mile, 75-minute trip to their showroom listening out for strange noises and keeping an ever-watchful eye on the volt meter. Luckily the journey consists mainly of motorway and dual carriageways, but whenever I travelled on an A or B road I seemed to get caught up in roadworks or stuck at traffic lights, which only heightened my anxiety!

The Turbo and I eventually made it, although the voltage had dropped to 11v and the car clearly didn't feel right. I left it running on the forecourt and Kees drove it around to the workshop for immediate attention.

As expected, the 17-year-old alternator had finally given up the ghost! The Paragon team tested the voltage at the alternator and at the battery, with both reading 11.3v to prove it was the alternator and not the cabling in between.

Paragon then fitted a 150-amp alternator instead of the 120-amp that was previously on the car, which immediately cured the fault and the car is now thankfully showing a healthy 13.5v again!

So, the car is now ready for our 'Normandy Invasion', more on that next month!



Lee Sibley Poole, UK

@lee_sibs

Model Year Acquired 996.1 CARRERA 1998 JAN 2019



I've now done more than 2,000 miles since 'Little Irish', as it's now known, got its new paint. In that time I've done a track day, a

European visit, shopping trips, and drives out to the muddy New Forest to walk the dog. The 996 was absolutely hanging as a result, because despite all that I'd still not managed to wash it.

Mad I know, but the reality is I've never had a car with box-fresh paint before. I've been petrified I was going to blemish the pristine paintwork by doing something wrong. I went to see Jake at First Choice Detailing, Dorset's go-to venue for sports and supercar paint protection, to chat through my options.

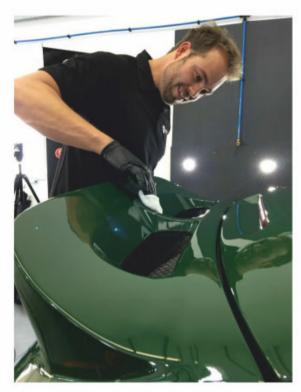
As I was reluctant to get Paint Protection Film, Jake suggested a



ceramic coating. It won't be the same, but can protect the paint underneath for up to 18 months with proper maintenance, and will make washing my car quick and easy. This was a huge plus point for me, as I just haven't got the time or patience to stand around detailing my car. Before the Gtechniq ceramic coat could be applied, Jake and his team gave the car a comprehensive wash (a 21-stage process, I kid you not!) before being whisked inside to the FCD inspection bay. Here, under intense LED lights, we inspected my paintwork. I was shocked to discover all sorts of blemishes and swirl marks over the new paint. Jake told me not to worry, as it turns out most cars straight from the factory arrive in this condition.

Jake soon got to work with an 'enhancement', giving the car a one-stage pass with a heavy cut compound and soft pad. This cut the paint back slightly, taking out those blemishes. A swap out to a different compound and pad refined the finish.

After a wipe down, the Gtechniq ceramic coat was applied. Left for a few hours afterwards to bake off, I then had Shane at FCD apply some choice 'PORSCHE' decals to the doors and



decklid, which I'd wanted for weeks. To my mind it breaks up the green a little and really finishes the car off.

The results are stunning. The paint is deep, rich and completely unblemished. The car is already covered in dirt again of course, but I'm looking forward to giving it a wash this weekend, where hopefully the hydrophobic ceramic coat will do its job and let the water – and dirt – run right off with minimal fuss. Cheers for a stellar job, FCD!



Gina Purcell Oxford, UK

oginapurcell1

Model Year Acquired 911 SC 1982 APRIL 2014



My SC was dropped off at Fenn Lane Motorsport in late October to get the rear suspension repaired. As Dr. Chris was out, I chatted

with the chap who'll be doing the work: the cheery and amenable Vince. To show me the process, he dug out one of the specially designed, spun steel cups that will sit in the ends of the torque tube and carry the F-series' smaller wheel bearings. It looks simple, strong and elegant, like most good solutions to engineering problems. When the work is complete, the excellent Center Gravity guys and girls will pick Steffi up and whisk her onto their lifts for the alignment work to begin.

Wolfi the 964 C4 (remember him?) has sat in storage for over a year now. My husband's plan for the 964 was to go a bit 'outlaw' with the car, with a 2WD conversion and lightweight interior with sound-deadening removal, but he's cooled off that idea due in main to the car's excellent condition, even five years post-restoration. It would seem a shame to alter the car's character so fundamentally. The greater shame is to



let the car just sit under a cover unused, though. First World problems, eh?

Sabine the Carrera 3.2 was pressed into service for one of our regular Porsche Enthusiasts Club early-bird drives out to Burford for a fried breakfast at The Priory Restaurant. There were nine cars involved, but ourselves, and our friend Andre who was following us, had to split from the gang and return to the coffee shop start point as I'd dropped my mobile. This led to a great game of catch up across the Oxfordshire countryside, dicing with some slippery conditions on the way. We managed to stay in convoy

from Burford to another coffee stop at The Milk Shed cafe near Bicester – a journey that elicited the usual positive public reactions to seeing nine Porsches, and mostly 911s, in tight formation.





Tony McGuiness San Diego, USA

© @tonymcguinessgt3rs

Model **997.2 GT3 RS**

Year Acquired

997.2 G13 RS 2011 FEB 2011

Model Year Acquired 991.1 GT3 2015 DEC 2014



For the first time in nearly six months, I attended the local cars and coffee event held in Rancho Santa Fe, in San Diego County. I'm a

bit embarrassed to mention it has been such a long time since I drove either one of my GT3 cars to the gathering. It has been one of the car events I've always enjoyed on a weekly basis every Saturday over the last five years.

If you have been following my column for some time, you may recall that Rancho Santa Fe Cars and Coffee was previously named the 'Secret Car Club'. However, after some disagreements with the founders, a few other car enthusiasts stepped in and the club transitioned into 'RSF Cars and Coffee'. The newly named event just seemed to keep growing; it really doesn't need anyone to run it now as it pretty much runs itself.

Because of business commitments, for a time, it was impossible for me to attend the regular Saturday car event. Fortunately, last month I was finally able to make it back to this fantastic gathering and meet up with all my Porsche 911 friends.

I'd been away so long; I had almost forgotten how good Rancho Santa Fe



Cars and Coffee is! It isn't good because of how many exotics or classic cars turn up. It isn't even a great event because there is always a big Porsche turnout. Nor is it necessarily a fantastic event because it is held in a beautiful area (although that does certainly provide a great backdrop with incredible weather).

I have come to realise over the years that Rancho Santa Fe Cars and Coffee is a terrific event because of the friendly people who turn up every Saturday morning excited and ready to passionately share stories about their cars.

After bringing my GT3 RS back to RSF Cars and Coffee after a long break, it struck me that Porsche 911 owners are perhaps the most passionate and knowledgeable brand owners. Possibly I hadn't recognised it before, but listening to 911 owners talk about their cars and engaging with them about the 911 in general led me to recognise I can't stay away from RSF for six months again!





Chris Wallbank Leeds, UK

@chris_wallbank

💟 @chrisjwallbank

Model Year Acquired 997.1 CARRERA S 2005 NOV 2012



So... after putting my 997.1 C2S Cabriolet up for sale and seeing little interest over the course of three weeks, which I can only presume

has not been helped by the time of year and non-stop torrential rain and flooding we've been having here in the UK, I changed my mind one last time and decided to keep hold of the old girl!

I do realise I've probably been annoying the hell out of **Total 911** readers with my indecision these last couple of months, but I just don't think I'm ready to part with her...

So in an impulse decision I went out and bought a 2010 BMW M3 DCT for use on track. Yes, it may not be a Porsche, but it's a hell of a lot of car for the money now that you can pick up a good example for around £15k, and much more suitable for track than my low-mileage Carrera S Cabriolet! The great thing is, I now feel I've got the best of both worlds... a great weekend car for twisty B roads and a great track car! All while still being a whole £15k better off

than I would have been upgrading the 997 to a 2012 991.

Meanwhile last month I also made my first ever visit to the annual NEC Classic Motor Show in Birmingham. I've been meaning to go to this show for years, but it always clashed with the SEMA show in Las Vegas.

The show was much bigger than I had expected, with a massive Porsche presence and a hugely impressive manufacturer stand from Porsche GB

and their classic car programme. I didn't know where to look first; it made for some lovely photo opportunities.

The stand was made up of various Porsche GB classic restorations that were up for sale to the general public, including an absolutely stunning 930 Turbo, live engine build demos from Porsche mechanics, and you could even buy a lovely Classic Porsche Tool Kit if you had around £500 spare! Definitely a show I'll be returning to next year.





Ben PrzekopMercer Island, WA

Model Year Acquired 996 40TH ANNIVERSARY 2004 MAR 2018



I had the opportunity to attend a 992 launch party at my favourite Porsche dealer, Porsche Bellingham, and the highlight of the

evening was of course the dramatic 'unveiling' of the 8th generation 911.

After seeing it in person, I must admit I love the styling, especially the 'all wide body' approach with the wraparound light strip at the rear, and the various design cues that provide links to 911s of the past. The interior looks much cleaner and less cluttered, with a very high level of quality that says in a soft yet confident tone, 'luxury GT'. Driving and ergonomic impressions will have to wait, of course, but I have no doubt that once again Porsche has moved the game onward and upward as only it can do!

And as always with a Porsche event, it is not just the cars, it is most definitely the people, and I had a great time catching up with old friends and meeting some new ones. To give the event an extra special flavour, the guests had been invited to dress up in period-correct clothing representative of their favourite era of Porsche 911, and no one did it better than my friend Gary



Barklind, who was kitted out in a wild hippie outfit complete with long hair, tiedyed clothes, and tinted granny glasses.

I also got to spend some time trading Porsche stories with the long-time owner of the dealership, Roger Jobs, who is a huge Porsche enthusiast and tremendous supporter of the club. The fact that this dealership is still owned and managed by a family gives Porsche Bellingham that special feeling that you only get when you are dealing with enthusiasts who truly love what they do, and who care about their customers and the long-term relationships they create. And like everything else they do for their customers, day in and day out, this launch party was pure and utter class.



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

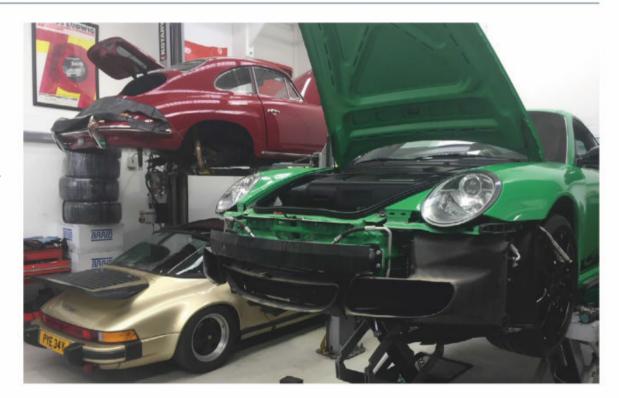
Model 3.2 CARRERA SPORT
Year 1989
Acquired OCTOBER 2019



This month has mainly been about my 997.1 GT3 RS. I was lucky enough to do a charity track day hosted by Peter Saywell at

Goodwood – these events are invite only and help raise money for local charities, with around 30 cars attending. It was my first track day in the GT3, and I was a little nervous but also excited to see what the car was capable of.

Before we were allowed onto the track we had to pass sound testing; the limit was 105 DB and I was a little worried about passing this as I have just fitted a Tech 9 back box. Thankfully the car passed with 101 DB, but I was warned to take it easy. So I'm in the pit lane waiting for my session to start, helmet on and my friend Shane sitting next to me ready for action, then suddenly we were off. 'Wow' is all I can say! I had read an article about the 997 RS being a track car for the road and they weren't wrong: it seemed happier around a track than it did on the road, and the steering and brakes were just amazing, but one thing was soon clear



to me. The car was a lot more capable than I am, and I was scared to try to find the maximum limits of the RS when there were no run-offs and we were on a slightly damp track. As I started to push the car harder out of the corners the inevitable happened and I got black flagged for noise. The car was just pushing the sound limits and it was starting to rain, so we decided to call it a day. I think next time I will take some

advice from a professional driver and learn how to get the most from the car.

It was an awesome experience and it will certainly not be my last track day in the RS. I must admit when I first bought the GT3 RS I didn't fall in love with it as I did my other cars, and I felt a little intimidated by it. But the more time I spend in it the more I realise what an amazing machine it is and the last of the manual RS cars.



Harold Gan Perth and Sydney, Australia

@drivenbytaste

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

993 C2S Model 1997 Year

JUL 2018

964 C2 FACTORY

Model 993 C2 Year

Acquired

1994 **MAY 2018** Acquired

TURBO-LOOK CABRIOLET Year

Model

JUL 2018 Acquired 996.1 GT3

Model Year **APRIL 2019** Acquired

My road trip to Melbourne was starting well. Very well. And I hadn't even begun the journey yet.

Here I was, a

week before the road trip was due to start to reunite three of the four manual Turbo-Look Cabriolet 964s in Australia. I was nestled in the seat of my 964 TBL Cabriolet, following what can only be described as a gorgeous piece of Porsche's more refined design, the 991 GT3 Touring.

A roughly four-hour drive had been planned by my friend Shen, also the owner of the stunning GT3 Touring that graces this page. The route had been meticulously planned to perfection by Shen around the southern side of Sydney, covering a mixture of gradual curves cutting through lowland forest, to coastal meandering roads through towns, before exiting onto expressways that would lead onto hillsides punctuated by tight curve roads.

Midway through the drive Shen requested that we swap cars so that he could experience the 964 Cab, or was it so that I could taste the GT3 Touring through the right roads? Depends on how you look at it, but let's be honest, it was so that I could experience the Touring the way it was meant to be.

Slipping into the perfectly positioned seats, the first thing to strike me was just how far Porsche has come – the centre console exhibiting all the mod



cons one would expect out of any new car from any number of the top-shelf luxury car manufacturers. But the minute I cranked the ignition on, I was reminded that this was no ordinary luxury car, and the manufacturer was no ordinary luxury manufacturer.

Depressing the clutch, I was pleasantly greeted with a positive yet not too firm clutch pedal that led on nicely into a beautiful rifle bolt engagement of reverse. Releasing the third pedal proved that the clutch was not going to be a monster to handle over the next few kilometres, with a wellspaced engagement point that did not leave too much guesswork as to the bite point, while also not having a minuscule engagement point that can often plague the more enthusiastic sport models.

Backing out onto the road, I was soon reminded why the Touring is such an appealing package. With no big hairy wing to obstruct rear vision, I may as well have been driving a base-model Carrera. But the magic began the minute I grabbed first and we began to make our way out along the coastline.

Between sneaking glimpses of the stunning scenery on my left and keeping



an eye on the 964 leading us onto the next sliver of pleasure-inducing tarmac. the loud pedal communicated to the rear wheels with linear perfection. There was no crazy torque curve to deal with in the first millimetres of travel. Instead the accelerator communicated to the engine my intentions perfectly, much the same way my 993 hot rod would. Only as the revs crept up did the banshee suddenly want to be let loose. And that was exactly how it should be. The car did not feel false in its communication to the rear wheels – nothing was lost in translation between my right foot and the sticky end of the big rubbers out the back.

But it was when we reached the tight hills of the Southern Highlands that the Touring finally explained herself to me with total clarity. Torque out of the tight hairpins were combined with absolutely monumental grip and poise. The car was unshakable and inspired confidence through ever-tightening bends, and there was no need to go crazy to realise just how special the Touring is. It's the first 911 I have driven in a very long time that actually reminded me of my 993 hot rod, yet more capable. The size of the car truly shrinking around me, the Touring made me feel that the 964 Cabriolet was actually a bigger car.

Stunning. That's the only way to describe the Touring. It's the first new 911 in so many years to make me think again about maybe getting into a newer car. And it has looks to die for too. perfect in every way without having to scream out for attention. Shen, thanks so much for the memories mate! What a drive. What a car.





Ron Lang Ashland, Oregon

o @ronlangsport

2.4S 1972 2018 Model Year Acquired

964 CARRERA 4 Model Year Acquired

964 CARRERA 2 Model **REIMAGINED BY** SINGER Year

2018

Acquired

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

993 C4S Model 1996 Year 2016 Acquired

993 TURBO Model 1997 Year 2015 Acquired

Model Year

997.2 GT3 RS 2011 2016 Acquired

2017

2017

991.2 CARRERA

Model Year Acquired

991.2 TURBO S Model 2018 2017

Acquired



My fascination with the 996.2 GT3 is growing. We did not get many of them in North America; between 2004 and 2005 just 675 cars

arrived on these shores. So it is a rare occasion to see one on the road, but a feast for the eyes and ears when one rolls past.

Part of the intrigue is the shape. Mostly those slim hips. It's a narrow car, no wide body to be found here. Perhaps it is a more pure 911 than the GT3s and RSs that followed? The way the lower body lines are resolved is part of the attraction. The shape of the rocker covers that flow upward heading back from the front wheels is nicely reprised in the detail lines at the corners of the front and rear bumper covers.



The front arches have an interesting soft peak at the top. When viewed from the front, the complex curves connote power and speed. The three lower grill openings at the front are beautifully shaped, more organic curves than straight lines as found on the 997 and later generations.

Much to my surprise, the interior has aged well. Whether with the standard adjustable seats, or for me preferably with the 'elephant ear' one piece carbon bucket seats, it is a nice place to work if carving canyon roads can be so described. The steering wheel is a simple three-spoke affair, with a relatively thin rim. The triangular shape of the air bag cover in the wheel is pretty, especially in a version where contrast stitching has been applied to the leather cover.

Dynamically, the 996.2 GT3 is a largely analog experience, devoid of much of the electronics in the later cars. No traction or stability control, just ABS and power-assisted steering. Yes, the dampers are firmly set up for going fast rather than providing maximum comfort. It's a GT3 so to be expected and enjoyed.

Those dynamics really provide an involving experience for the driver. This generation of GT3 requires and deserves driver attention – this is no cruiser. That



said, I would enjoy touring with one of these cars assuming sporting roads are followed.

Pricing for nice low-mile examples has held steady, around \$75,000 USD in America. Compared to the later GT cars, this feels a relative bargain. I don't believe these cars are any more expensive to maintain than their non-GT siblings, though not having owned one I can't say for sure, but this is what I'm told by those who own them now.

If you have the GT3 itch still unfulfilled, I recommend a closer look at the 996.2 generation, though a 996.1 in fine fettle is deserving of one's attention too. As editor Lee and others have discovered, these 996s can be a very rewarding 911 ownership experience.

Do I currently lust for a 2004-2005 996 GT3? You bet I do!



Joe Williams Weymouth, UK

@joewilliamsuk

Model Acquired

1967 **APR 2017**



Well, winter has definitely arrived! It's freezing cold here on the south coast and the next ten days of weather forecast is saying rain every day.

It doesn't get much more depressing than that. So, with the short days and dark mornings, getting out for a drive becomes a tricky task.

Amazingly, on Sunday the weather broke and I got a last-minute message from some friends with classic 911s. "Fancy a drive out... now?!" Luckily, the afternoon was clear and the car was ready to go. We grabbed the chance and headed west down to West Bay.

Between us we had a beautifully restored, concours 3.2 Carrera, a stunning early 80s SC and my little 912. They looked great cruising down the narrow coast roads. Blasting along in an old car, chasing each other out the bends and testing out the brakes is such a rewarding experience. I felt like from the minute I sat in the seat I had a permanent smile! We probably looked a bit odd grinning like Cheshire cats bumbling around the Dorset countryside.

For the mandatory tea stop we found a great little place right on the cliff top. There were a few modern Porsches parked up outside when we arrived, and when the staff realised we were there separately by chance, they made it quite clear which cars they preferred and even specifically which one! It was a split vote, but let's just say the old girl's still got it!

We had a great run out and it just reminded me that we need to grab every opportunity and do it more often. The car ran impeccably and as always held its own with its older siblings. It never fails to deliver and surprise.

I'd love some new recommendations for any great south coast driving roads, so let me know!











Michael Meldrum

Houston, Texas



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

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**



It's all about the people, right? Sure, the cars are the main event, but no man is an island. This is one of the conflicting aspects of car

ownership. And by ownership, I mean a special car that you cherish and love to drive, the type that dilates your pupils every time you see it and start it up.

I'm a massive fan of the therapeutic aspect of driving my 911s, it's an escape and a kind of meditation away from all the normal distractions. This is even more true for a nice spirited drive through the countryside.

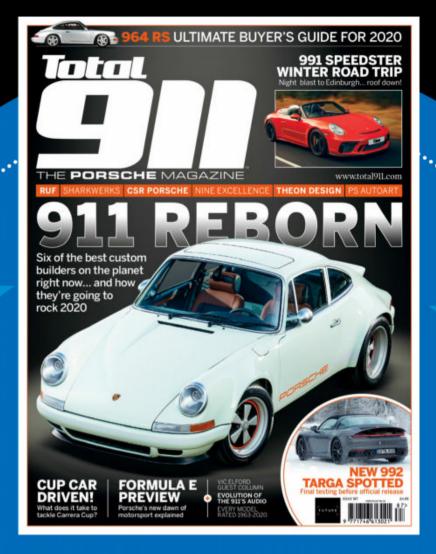
But the flip side of the coin is the social aspect, sharing your passion with like-minded folks who are as hopelessly obsessed with the 911 as I am. In my world there is room for both, and I actually find it very rewarding to bring local air-cooled Porsche guys together, and even more so when I convince local Porsche enthusiasts to get their first air-cooled Porsche.

In the past I've had a couple of local Houston events (Tejas Treffpunkt) but it's been on the back burner for the last couple of years, so due to popular demand I had a small 'pop-up' coffee gathering in order to get all the local folks together.

I was pleasantly surprised by the very healthy turnout and was equally pleased to see many local enthusiasts who don't typically come out to local Porsche club events. It was great, just the way I like to enjoy these cars socially: no concours, no cheque book collectors, just a bunch of passionate Porsche guys (who love to drive their cars properly).

They are now harassing me to do another full event, so I'm trying to get same dates together for 2020 for an event showcasing air-cooled Porsches from Texas with a bit of music and art mixed in. No car polishing or concours judges required!





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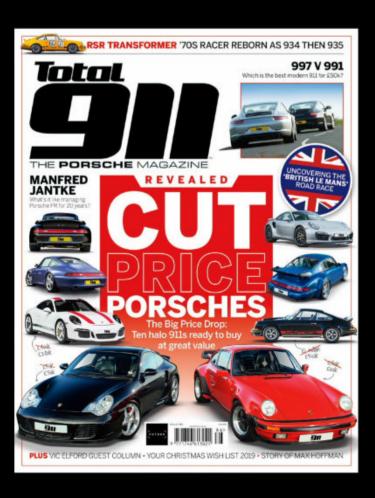






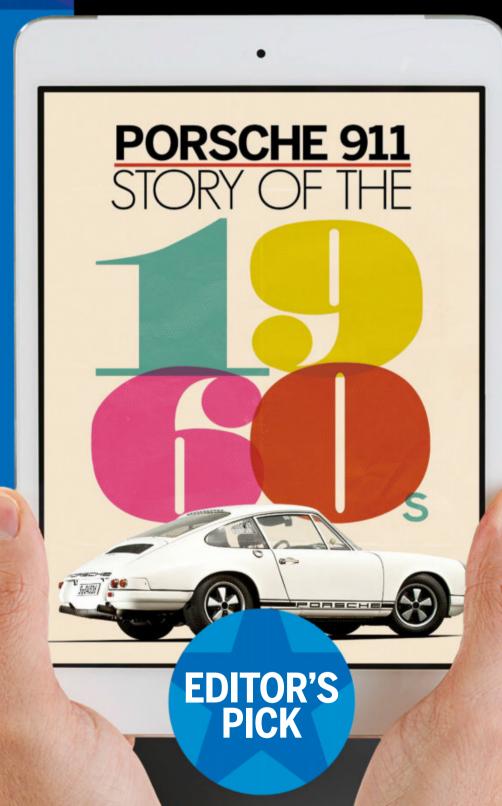


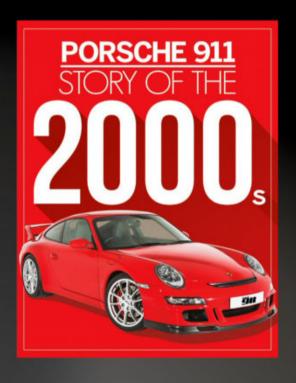


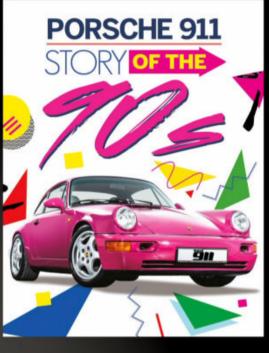


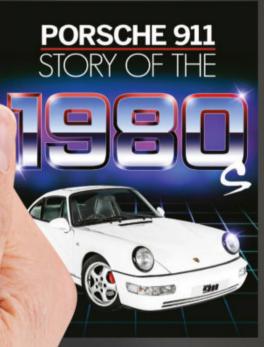
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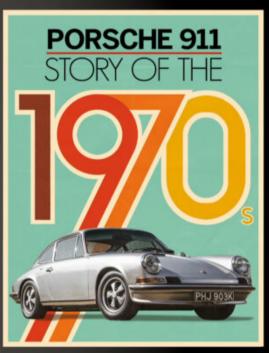
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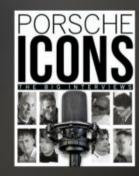


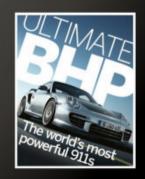


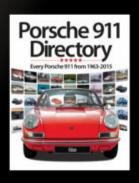












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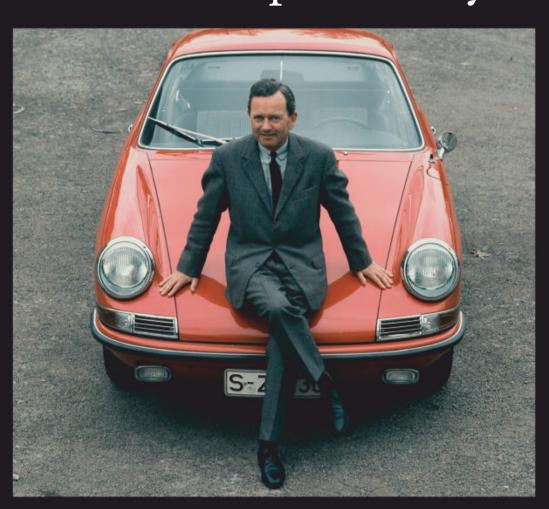
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Data file

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



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

General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2020 Q2 will be April. The review for 2020 Q1 was January.



Ratings

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



911 2.0-litre 1964-1967

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



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 number	rs 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 secs
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



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

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



1969-1971

Like the E. the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the Swere 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	



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	

Carrera 3.0 RS 1974 Updated version of the 1973

2.7 RS, complete with impact bumpers and Turbo-spec added by hand at the factory,

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



Larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

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

R 8x16 inch; 225/50/VR16



From 1978, the SC was the only normally aspirated 911. veloped from the Carrera 3.0. but produced less power Upgraded Sport options.

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

R 7x15 inch; 215/60/VR15

0	****
SC	RS 1984
True	e homologation special built

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

Production numbe	rs 2:
Issue featured	158
Engine capacity	2,994c
Compression ratio	10.3:
Maximum power	255hp @ 7,000rpn
Maximum torque	250Nm @ 6,500rpn
0-62mph	4.9 se
Top speed	153mpl
Length	4,235mm
Width	1,775mn
Weight	940kg
Wheels & tyres	
F 7x16 inch; 205/55	/VR16
	0.004.0



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.

rs 4,015
148
1,991cc
9.8:1
160hp @ 6,600rpm
179Nm @ 5,200rpm
8.0 sec
137mph
4,163mm
1,610mm
1,030kg
30/R15
80/R15



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



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.

041 2011 101044 01	raoi ii ijootioi ii
Production number	rs 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	1
R 5.5x15 inch; 185HF	?
N 3.3X13 IIICII, 163FIF	`



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 numbe	rs 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; 185HF	₹
R 5.5x15 inch; 185H	R



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

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



911E 1969-1971

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

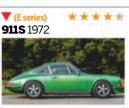
2,341cc was achieved by ncreasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger

Production number	ers 4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	3 700/3 700/3 700/3 700/3
F 6x15 inch; 185HR	
R 6x15 inch; 185HR	



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

Production number	rs 16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6 sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	111011110110100000000000000000000000000
F 5.5x15 inch; 165HI	₹
R 5.5x15 inch; 165H	R



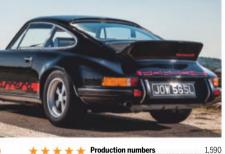
A 2.4-litre engine increased brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

Production number	s 5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F 6x15 inch; 185/70/	R15
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	1,59
Issue featured	14
Engine capacity	2,6870
Compression ratio	8.5
Maximum power	210hp @ 6,300rp
Maximum torque	255Nm @ 5,100rp
0-62mph	5.8 se
Top speed	152mp
Length	4,163mi
Width	1,652mi
Weight	975kg (Spor
Wheels & tyres	

F 6x15 inch; 185/70/R15

R 7x15 inch: 215/60/R15



series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front

spoiler of the 9.	115.
Production number	ers 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; 18	5HR
R 6x15 inch ATS; 18	5HR



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

Production number	s 5,05
Issue featured	12
Engine capacity	2,341c
Compression ratio	8.5:
Maximum power	193hp @ 6,500rpr
Maximum torque	211Nm @ 5,200rpr
0-62mph	6.6 se
Top speed	140mp
Length	4,163mr
Width	1,610mr
Weight	1,075k
Wheels & tyres	anno moot moot moo
E C. 1E :- I 10E (70)	(DAE

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.

121 2,687cc 8.0:1
8.0:1
00
00rpm
om '76'
00rpm
om '76)
8.5 sec
30mpt
291mm
510mm
,075kg
5VR





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

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



▼ (G & H series) ★ ★ ★ ★ ★ **911 Carrera 2.7** 1974-1976

From 1974, Carrera name was given to rangetopping 911. Essentially the same engine as previous vear'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	
D 7v15 inch: 205\/D	



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

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

R 7x15 inch; 215/60/VR15



9303.0 1975-1977

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

Production numbers	
Issue featured	
Engine capacity	2,9
Compression ratio	
Maximum power	260hp @ 5,500
Maximum torque	343Nm @ 4,000
0-62mph	5.
Top speed	155
Length	4,29
Width	1,77
Weight	1,1
Wheels & tyres	



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

R 8x16 inch; 225/50/VR16



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

Production numbe	rs 70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	
F 7x15 inch: 195/65	/VP15

R 8x15 inch, 215/60/VR15 (16" for '89)



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

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



337 * * * * Production numbers Issue featured **Engine capacity** 2.850cc Compression ratio 8.3:1 Maximum power 450hp @ 6,500rpm 500Nm @ 5,000rpm 0-60mph 196mph Top speed 4,260mm Length Width 1,840mm Weight Wheels & tyres F 8x17 inch; 235/45/ZR17 1,450kg R 9x17 inch; 255/40/ZR17



windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent watertight. Production numbers 2.274 (for both

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

R 8x16 inch; 245/60/VR16



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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:
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

R 9x16 inch; 245/45/VR16



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

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



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

Production number	ers 81
ssue featured	108
Engine capacity	3,299сс
Compression ratio	7.0:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6 sec
Top speed	180mph
ength_	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	

F 8x18 inch; 225/40/ZR18



(C & D series) ★★★★ 964 3.8 RS 1993

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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9 sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F 9x18 inch; 235/40/Z	R18
R 11x18 inch; 285/35/2	7R18



993 Carrera 4S 1995-1996

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

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:
Maximum power	285hp @ 6,100rpn
Maximum torque	340Nm @ 5,250rpn
0-62mph	5.3 se
Top speed	168mpl
Length	4,245mn
Width	1,795mn
Weight	1,520kg
Wheels & tyres	
F 8x18 inch; 225/40/Z	R18
R 10x18 inch; 285/30/	ZR18



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 number	ers 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, 265/3	35ZR18

996 Turbo 2001-2005



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	e in 2001.
Production numbe	rs 22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F 7x17 inch; 205/50	/R17

R 9x17 inch; 255/40/R17

**** 996.1 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

rs 1,858
117
3,600cc
11.7:1
360hp @ 7,200rpm
370Nm @ 5,000rpm
4.8 sec
188mph
4,430mm
1,765mm
1,350kg
)/R18
80/R18

Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, partretractable rear wing. Different engine to 3.6-litre 996 unit. Production numbers Issue featured Engine capacity Compression ratio 9.4:1 Maximum power 420hp @ 6,000rpm Maximum torque

0-62mph 4.2 sec 189mph Top speed 4,435mm Length Width 1,830mm Weight 1,540kg

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



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

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

R 8x16-inch; 225/50/ZR16



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

Compression ratio Maximum power 250hp @ 6.100 Maximum torque 310Nm @ 4.800 0-62mph 5. Top speed 16.2 Length 4.256 Width 1.65	19,484
Compression ratio Maximum power 250hp @ 6.100 Maximum torque 310Nm @ 4.800 O-62mph 5. Top speed 162 Length 4,25f Width 1,65	119
Maximum power 250hp @ 6.100 Maximum torque 310Nm @ 4,800 O-62mph 5. Top speed 162 Length 4,256 Width 1,65.	ОСС
Maximum torque 310Nm@4,800 0-62mph 5. Top speed 162 Length 4,250 Width 1,65	1.3:1
0-62mph 5. Top speed 162 Length 4,250 Width 1,65.	rpm
Top speed 162 Length 4,250 Width 1,65	rpm
Length 4,250 Width 1,650	sec
Width 1,65	mph
)mm
Weight 13	2mm
Weight 1,0	50kg
Wheels & tyres	
F 6x16-inch; 205/55/ZR16	
R 8x16-inch; 225/50/ZR16	



964 Turbo 1991-1992

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

Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17 inch; 205/50/Z	R17
R 9x17-inch; 255/40/Z	R17



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

Production number	ers 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	5/ZR16
R 9x16 inch; 245/55	5/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/Z	R17



Combined the 964 bodyshell with the hood and windscreen of the Carrera 3 2 Speedster plus RS interior. It is thought Porsche planned to build 3,000, but demand fell.

Production number	ers 936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	161mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg
Wheels & tyres	
	(TD17

R 9x17-inch; 255/40/ZR17



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

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



Carrera running gear. Available in Viola metallic, Polar silver or Amethyst. Production number Issue featured 3,600cc **Engine capacity**

Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7 sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch; 205/50.	/17
R 9x17-inch; 255/40	/17



964 RS America 1993

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

	0
Production numbers	701
Issue featured	157
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
	23011p @ 0,1001p111

Lingine Capacity	3,00000
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; 205/50/2	ZR17

R 8x17-inch; 255/40/ZR17

993 Carrera 1993-1997

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

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



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

Production numbe	rs 2,884 (Coupe
Issue featured	11
Engine capacity	3,600c
Compression ratio	11.3:
Maximum power	272hp @ 6,000rpn
Maximum torque	330Nm @ 5,000rpn
0-62mph	5.8 se
Top speed	166mpl
Length	4,245mn
Width	1,735mn
Weight	1,420k
Wheels & tyres	
F 7x16 inch; 205/55	/ZR16
R 9x16 inch; 245/45	5/ZR16

993 GT2 1995-1996



wheel-drive, making it a better track car. Fitted with huge front and rear wings and bolt-on arch extensions.

Production number	ers 1/
Issue featured	13
Engine capacity	3,6000
Compression ratio	8.0
Maximum power	430hp @ 5,750rpi
Maximum torque	540Nm @ 4,500rpr
0-62mph	3.9 s€
Top speed	189mp
Length	4,245mi
Width	1,855mi
Weight	1,290k
Wheels & tyres	
F 9x18-inch; 235/40	O/ZR18
R 11x18-inch; 285/3	35/ZR18



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

Production number	ers 5,937
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	D/ZR18
R 10x18-inch: 285/	30/7R18



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 widebody looks.

996 GT2 2001-2003

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F 8x18-inch; 225/40/Z	R18
D 10v18-inch: 285/30/	7D19



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

Production numbers

R 10x18 inch: 285/30/18

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 8v18 inch: 225 /40	/18



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	56,73
Issue featured	16
Engine capacity	3,3870
Compression ratio	11.3
Maximum power	300hp @ 6,800rpr
Maximum torque	350Nm @ 4,600rpr
0-62mph	5.2 se
Top speed	174mp
Length	4,430mr
Width	1,765mr
Weight	1,320k
Wheels & tyres	
F 7x17-inch; 205/50/R	17
R 9x17-inch: 255/40/R	17



996 Carrera 4S 2001-2005

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

Production numbers	23,055
Issue featured	155
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1 sec
Top speed	174mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg
Wheels & tyres	
F 8x18-inch; 225/40/R	18

R 11x18-inch; 295/30/R18



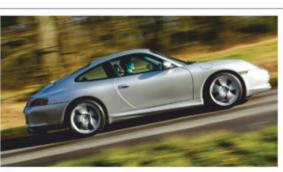
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-
	4,500rpm
0-62mph	4.1 sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Wheels & tyres	
F 8x18-inch; 235/40	/R18
R 12x18-inch; 315/30)/R18



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

Production number	rs 29,389
Issue featured	136
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
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 versio drives very much like its rear-driven brethren. Cabin received minor updates over Gen1.

1	TI.	
É	(a)	

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	177mpt
Length	4,430mm
Width	1,770mm
Weight	1,430kg
Wheels & tyres	
F 7x17-inch; 205/50/R	17
P 9v17-inch: 255/40/P	17



Powerkit. -10mm sports suspension and mechanical LSD standard. **Production numbers**

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 8v18-inch: 225///€	1/P18

R 10x18-inch; 285/30/R18

Sales debate

What's happening with values of long-bonnet cars?



For many, they're the quintessential 911. With smooth, unblemished lines, a strictly mechanical feel, and usable power on skinny tyres, the early, pre-impact bumper 911s - often referred to as long bonnets - are the original and, in some circles, best. But what's going on with values of late?

Like most 911s, values of the long bonnets matured significantly around 2014, pulled up by the halo 2.7 RS (another long bonnet). Prices across the board have fallen back over the past 24 months, but whereas you can expect to pay between 30-50k for an impact bumper, 964 or even 993, values of pre-impact bumper cars are wildly eschewed. You can expect to pay anywhere between 50-80k for a 911T, for example, or 90-180k for a 911S. So what represents sensible money?

Tom Wood, expert at Porsche specialists Ignition Classics, and Karl Meyer, proprietor at 2911, both believe the wide band in values represents the different extremes in condition of cars on the market. "Some cars are recently restored, while some out there haven't been restored for 20 years – others haven't been restored at all," says Meyer. Wood also points to the matching versus non-matching numbers market, which appears to be particularly crucial among the earlier, pre-impact bumper cars.

That goes some way to explaining the differences in price, but what do our experts think will happen to the longbonnet cars over the next year or so? "I think we'll continue to see a period of correction in the marketplace," says Wood. "Things got pretty heated over the last few years and simply couldn't carry on under that trajectory. With the political uncertainty too, certainly in this country I think we can expect to see a further softening in values."

Meyer is in broad agreement, but believes a good, righthand-drive matching numbers 911 remains well soughtafter, and buyers should expect to pay good money for them. "If you're going to have a collection, you need a longbonnet car in there. If not a 2.7RS, certainly a good 2.4S, so I expect values of those to remain strong."



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

Production number	ers 2,313
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5 sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F 8.5x18-inch; 235/4	40/R18
R 11x18-inch; 295/3	80/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 5y18-inch: 235/40/	/P18

R 11x18-inch; 295/30/R18



optional 30bhp power upgrade with larger turbochargers. revised ECU. PCCB standard.

Production numbers	s 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



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

Production number	ers 2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3 sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
E 0 Ev10 inch: 22E /	2E /D10

R 12x19-inch; 305/30/R19



997.1 GT3 RS 2006-2007

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

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



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

Production numbers	s 1,242	
Issue featured	127	
Engine capacity	3,600cc	
Compression ratio	9.0:1	
Maximum power	wer 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	5/ZR19	
R 12x19-inch; 325/30	/ZR19	



Wider front arches and a larger wing. Dynamic engine mounts and PASM are standard. Air-con is optional, with no door

Production number	ers 1,500
Issue featured	125
Engine capacity	3,800c
Compression ratio	12.2:
Maximum power	450hp @ 7,900rpn
Maximum torque	430Nm @ 6,750rpn
0-62mph	4.0 se
Top speed	192mpl
Length	4,460mn
Width	1,852mn
Weight	1,370kg
Wheels & tyres	
F 9x19-inch; 245/35	5/ZR19
R 12x19-inch: 325/3	RO/7R19



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 8.5x1	19-inch; 235/35/
7R19 R 11x19-inch: 305	/30/7R19



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:
Maximum power 530hp	@ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100
	4,250rpm
0-62mp	3.3 sec
Top speed	195mpl
Length	4,435mm
Width	1,852mm
Weight	1,585ks



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	Unknowr
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: 285/35/2	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
era	Engine capacity	3,596cc
ર	Compression ratio	11.3:1
ر ماماما	Maximum power	325hp @ 6,800rpm
rsche	Maximum torque	370Nm @ 4,250rpm
luenced	0-62mph	5.0 sec
anew	Top speed	177mph
	Length	4,427mm
was like	Width	1,808mm
d for more	Weight	1,395kg
ed Tiptronic	Wheels & tyres F 8x18 inch; 235/40/R	18

R10x18 inch; 265/40/R18



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

Production numbe	rs 41,059
Issue featured	107
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F 8x19 inch; 235/35	i/R19
R11x19 inch; 295/30	D/R19



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

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

R 11x18 inch; 295/35/R18



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

Production numbe	rs 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. VTG gave best of small/large turbos.

Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm@1,950
	5,000rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres F 8.5x	19 inch; 235/35/R19
R 11x19 inch; 305/30/F	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
ssue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
D-62mph	4.9 sec
Top speed	179mph
_ength	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	



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

Production number	ers 15,000
Issue featured	61
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	187mph
Length	4,435mm
Width	1,808mm
Weight	1,425kg
Wheels & tyres	
F 8x19 inch; 235/35	5/ZR19
R 11x19 inch; 295/3	80/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 multiplate 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/Z	R19

R 11x19 inch; 305/30/ZR19



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

rear hubs.	
Production number	rs 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; 235/3	5/ZR19
R 12x19-inch;305/30)/ZR19



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

Production numbe	rs 3,800
Issue featured	152
Engine capacity	3,800сс
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950
	5,000rpm
0-62mph	3.4 sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F 8.5x19 inch; 235/3	35/ZR19
R 11x19 inch; 305/3	0/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	12
Engine capacity	3,996c
Compression ratio	12.6:
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 se
Top speed	193mp
Length	4,460mn
Width	1,852mn
Weight	1,360k
Wheels & tyres	
F 9x19 inch; 245/35/Z	R19
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	
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power 530	np @ 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 8.5x	19 inch; 235/35/

ZR19 R 11x19 inch; 305/30/ZR19



plus extra power. Recognisable thanks to carbon fibre bonnet.

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	D/ZR19



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

s Unknown
157
3,800cc
12.5:1
408hp @ 7,300rpm
420Nm @ 4,200
5,600rpm
4.6 sec
190mph
4,435mm
1,852mm
1,420kg
5/19
/19



Like C2997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

Issue featured	12
Engine capacity	3,800c
Compression ratio	12.5:
Maximum power	408hp @7,300rpn
Maximum torque	420Nm @ 4,200
	5,600rpr
0-62mph	4.6 se
Top speed	188mp
Length	4,435mr
Width	1,852mn
Weight	1,480k
Wheels & tyres	
F 8.5x19 inch; 235/3	5/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



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

Production number	ers 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;305/3	5/ZR19



991.1 Carrera 4S 2012-2015

S 60 4078
Production numbers Unknown

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

Production numbers	Unknowr
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
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

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

R 12x20 inch; 305/30/ZR20

Technology explained

031 SOUND SYMPOSER

This device delivers an authentic Porsche noise to aid your driving experience in a modern 911



The sound symposer is perhaps the quintessential modern-day gimmick. representative of the contemporary automotive industry in trying to deliver traces of a traditional driving experience (for those of us who want it) while battling the strangulation of legislation and environmental pressures demanding change.

Porsche first used a sound symposer on its 991.1 Turbo S to "intensify the driving experience", the device now omnipresent in all its turbocharged 911s. Other manufacturers have utilised a sound symposer too, including Ford for its Focus and Fiesta ST, while Volkswagen's artificial noise-making device, the 'Soundaktor', fitted to its Golf R, follows a similar principle.

There's a separate debate around the sound symposer as to whether it does indeed intensify the driving experience or whether it simply 'rescues' an otherwise muted engine soundtrack. Regardless, fine-tuning engine noise has been on the radar at Weissach for decades, and you may not know that 911s have for years come fitted with a device called the Helmholtz resonator, a small box in the intake duct which varies the sound depending on the load and engine speed by means of an electrically controlled valve.

A sound symposer is different to this. Essentially a sound path, it transmits authentic induction noise from the engine to the passenger compartment, forging a greater connection between car and driver. It does this via a plastic speaker diaphragm, inside of which is a simple valve. When the driver presses the Sport button, a flap inside the speaker diaphragm opens, along with the valve in the Helmholtz resonator, transporting sound from the business end of the 911 to the front.

Porsche is adamant the device isn't a mere gimmick, insisting noise from the car helps the driver get a better handle on sense of speed which, putting the entertainment factor to one side, does have some clear advantages in regards to safety.

A Porsche sound symposer doesn't impinge on space or weight in the 911, this simple device helping to transmit the glorious sounds of one of the motoring industry's greatest engines right to your ear drums. As we've discovered elsewhere in this issue, that really is the only soundtrack you need to hear in a Porsche 911.

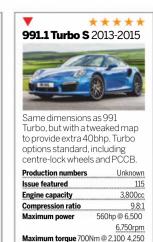


991.1 Turbo 2013-2014

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



3.1 sec 197mph

4,506mm 1,880mm

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

0-62mph

Top spee



Shares Carrera's 3.0-litre turbocharged 9A2 engine with revised turbos, exhaust and engine management to

produce extra sc	λιp.
Production numbers	s 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

Wheels & tyres R 11.5x20-inch; 305/30/ZR20



991.2 Carrera 4 2016-2018

New 9A2 turbocharged engine fused with allwheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and fullwidth 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 8.5x1	19-inch; 235/40/
ZR19 R 11.5x19-inch; 29	5/35/ZR19

991.2 C4 GTS 2017-2019

As 991.2 Carrera GTS but with

PTM four-wheel drive electrically



1,440kg

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

		axles (rear alway	ys driven). Red
		Production number	
Production numbers	Unknown	Issue featured	15:
Issue featured	150	Engine capacity	2,981cc
Engine capacity	2.981cc	Compression ratio	10.0:
Compression ratio	10.0:1	Maximum power	450hp @ 6,500rpm
Maximum power	450hp @ 6,500rpm	Maximum torque	550Nm @ 2,150
Maximum torque	550Nm @ 2.150-		5,000rpm
	5.000rpm	0-62mph	3.8 sec
0-62mph	4.1 sec	Top speed	193mpl
Top speed	194mph	Length	4,528mm
Length	4.528mm	Width	1,852mm
Width	1.852mm	Weight	1,515kg
Weight	1,450kg	Wheels & tyres	
Wheels & tyres F 9x20	0-inch; 245/35/ZR20	F 9x20 inch; 245/35	
P 12v20-inch: 305/30	/7P20	R 12x20 inch; 305/3	0/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



Production number	ers 1,948
Issue featured	172
Engine capacity	3,996сс
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; 245/3	5/ZR20
R 12x12-inch; 305/3	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/Z	'R20



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 numbe	rs Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0 sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
E 0 20 : 1 24F (2F	(ZD20

R 11.5x20 inch; 305/30/ZR20



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

Production number	ers 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; 245/3	5/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	



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

1,808mm

Weight
Wheels & tyres
F 8.5x19 inch; 235/40/ZR19
R 11.5x19 inch; 295/35/ZR19

Width



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 number	s Unknowr
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; 245/3	5/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



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.

oduction numbers	Unknow
ue featured	14
gine capacity	3,800c
mpression ratio	9.8:
ximum power	580hp @ 6,750rpr
ximum torque	750Nm @ 2,250
	4,000rpr
62mph	2.9 se
p speed	205mp
ngth	4,507mr
dth	1,880mr
eight	1,600k
neels & tyres F 9x20)-inch; 245/35/ZR20
p speed ngth dth sight neels & tyres F 9x20	20 4,5 1,8 1, 0-inch; 245/35/



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
gine mated	Maximum torque	460Nm @ 6,250rpm
eed	0-62mph	3.8 sec
x. Features	Top speed	201mph
	Length	4,532mm
rear	Width	1,852mm
er aiding	Weight	1,370kg
ntweight	Wheels & tyres F 9x20-inch: 245/35/2	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
ssue featured	150
Engine capacity	3,996c
Compression ratio	13.3:
Maximum power	500hp @ 8,250rpn
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9 sec (manual
Top speed	199mp
_ength	4,562mn
Width	1,852mn
Weight	1,413kg (manual



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)

Engine capacity	3,800cc
Compression ratio	9.0:1
Maximum power	700hp @ 7,000rpm
Maximum torque	750Nm @ 2,500-
	4,500rpm
0-62mph	2.8 sec
Top speed	211mph
Length	4,549
Width	1,880mm
Weight	1,470kg
Wheels & tyres	
F 9.5x20-inch; 265/3	5/ZR20
R 12.5x21-inch; 325/3	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.

500
170
3,800cc
9.8:1
607hp
750Nm @ 2,250-
4,000rpm
2.9 sec
205mph
4,507mm
1,880mm
Not specified

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 8.5x1	l9-inch; 245/40/
ZR19 R 11.5x19-inch: 29	5/35/ZR19



All-new eighth generation of 911 carries over 9A2 engine from 991.2, though all cars are nowwide 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 53	30Nm@ 2-5,000rpm
0-62mph	3.5 sec
Top speed	191mph
Length	4,548mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	
F 8.5x20-inch: 245/3	5/ZR20

R11.5x21-inch: 305/30/7R21



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).

174 2,981ca 10.5:: Ohp @ 6,500rpm Im@ 2-5,000rpm
10.5: Ohp @ 6,500rpn
0hp @ 6,500rpn
lm@ 2-5,000rpn
3.4 sec
190mpl
4,548mm
1,852mm
1,565kg
20



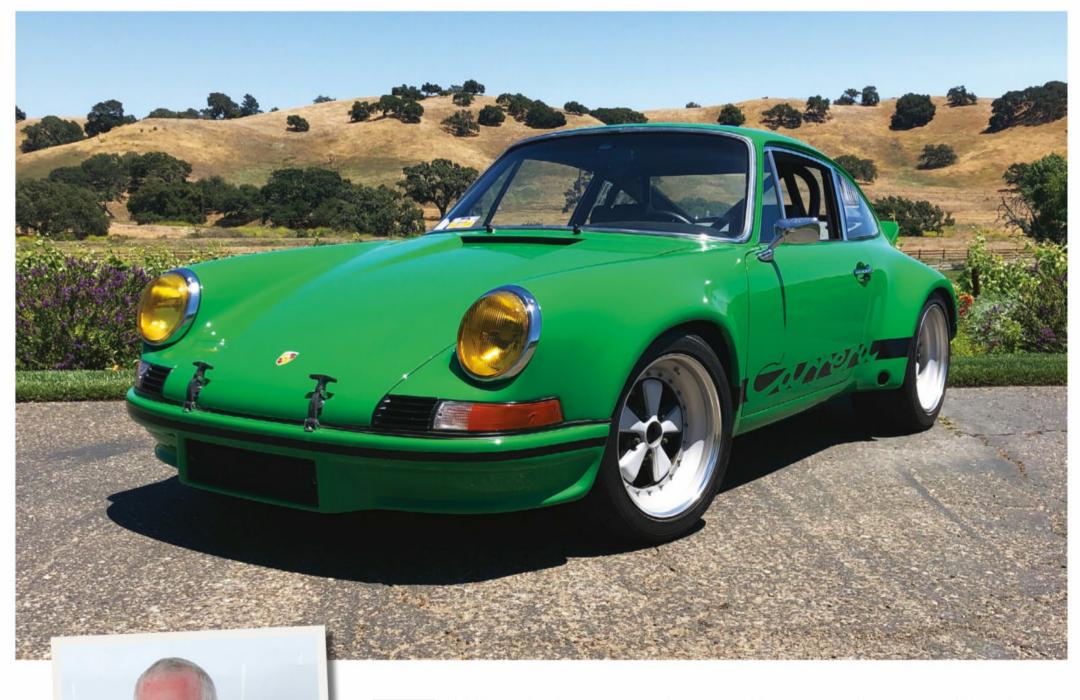
992 Carrera 2020-

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	
R11.5x20-inch; 295/35/ZR20	

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MODEL	COLOUR	MILEAGE
1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black Leatherette. 1of 6 RHD, E/sunroof	N/A
1973 911 2.7 Carrera RS Lightweight	Blood Orange / Black Cloth. 1of 17 RHD Examples	N/A
1987 928 S4	Venezia Blue Metallic / Blue Leather White Piped, Automatic	44,000
1988 911 Carrera Targa Jubilee Edn LHD	Diamond Blue / Dark Blue Ruffled Leather. G50 Gearbox	91,000
1989 911 Super Sport Cabriolet	Guards Red / Linen Leather, piped red, G50 Gearbox	28,000
1989 911 Carrera Sport Cabriolet	Guards Red / Linen Leather & Pinstripe, Air Con, Sports Susp	56,500
1992 964 RS Lightweight LHD	Midnight Blue / Black & Grey Leather, C10 Swiss Supplied	20,600
1993 964 Turbo 3.6	Midnight Blue/ Black Full Leather, Air Cond, E/Sunroof	22,500
1994 993 Carrera 2 Coupe LHD	Speed Yellow / Black Leather, Gemballa Aerokit	27,350
1995 993 Turbo	Arena Red / Black Full Leather, Air Conditioning, E/sunroof	2,200
1996 993 Turbo X50 LHD	Grand Prix White / Black Full Leather, Air Cond, E/sunroof	26,200
1996 993 Carrera 2 Cabriolet	Midnight Blue / Grey Leather, Porsche Classic Nav, Varioram	43,700
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
2010 997 GT3 Clubsport	Guards Red / Black Leather Clubsport. PCCB, DEM	13,600
2011 997 GTS PDK Coupe	Basalt Black / Black Full Leather, Sports Chassis. Heated Seats	22,900
2011 997 GTS PDK Coupe	Guards Red / Black Leather, 19" Centre Lock Alloys	19,800
2011 997 GTS PDK Cabriolet	Carrara White / Black Leather/ Alcantara, Sports Exhaust	14,500
2011 997 GTS Manual Cabriolet	Carrera White / Black Leather/ Alcantara, Heated Seats	15,500
2011 997 GTS PDK Coupe	Carrara White / Black Leather/Alcantara. Sports Exhaust	18,400
2012 997 Turbo S PDK Coupe	Carrara White / Black Full Leather, Sports Chrono, PCCB	17,300
2012 991 Carrera 2 3.4 Manual Cabriolet	Guards Red / Black Full Leather, Bi-xenons, Sports Exhaust	26,300
2012 991 Carrera 4 PDK Coupe	Cognac Metallic / Espresso Natural Full Leather, Sports Exhaust	3,750
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911 GT3 (996)

Guards Red • Black Leather Bucket Seats • Manual Gearbox • 18" Sport Design Wheels • Guards Red Seat Belts 29,552 miles • 1999 (V)

£79,995



911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • Manual Gearbox • Rear Roll Cage • Porsche Ceramic Composite Brakes • 43,336 miles • 2004 (53)

£74,995



911 Turbo S (997)

Basalt Black • Black/Cream Dual Tone Leather Seats • PDK Gearbox Porsche Ceramic Composite Brakes 45,318 miles • 2010 (10)

£74,995



911 Turbo (997 GEN II)

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • Sport Chrono with Sport Plus 31,778 miles • 2010 (10)

£69,995



911 Carrera 4 GTS (997)

Meteor Grey • Red Leather Bucket Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Centre Lock Wheels 18,664 miles • 2012 (12)

£64,995



911 Carrera 2 (991)

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

£57,995



911 Turbo (996)

Arctic Silver • Dark Blue Leather Seats Tiptronic Gearbox • Heated Seats 18" Turbo II Wheels • 62,324 miles 2002 (02)

£39,995



911 Turbo (996)

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

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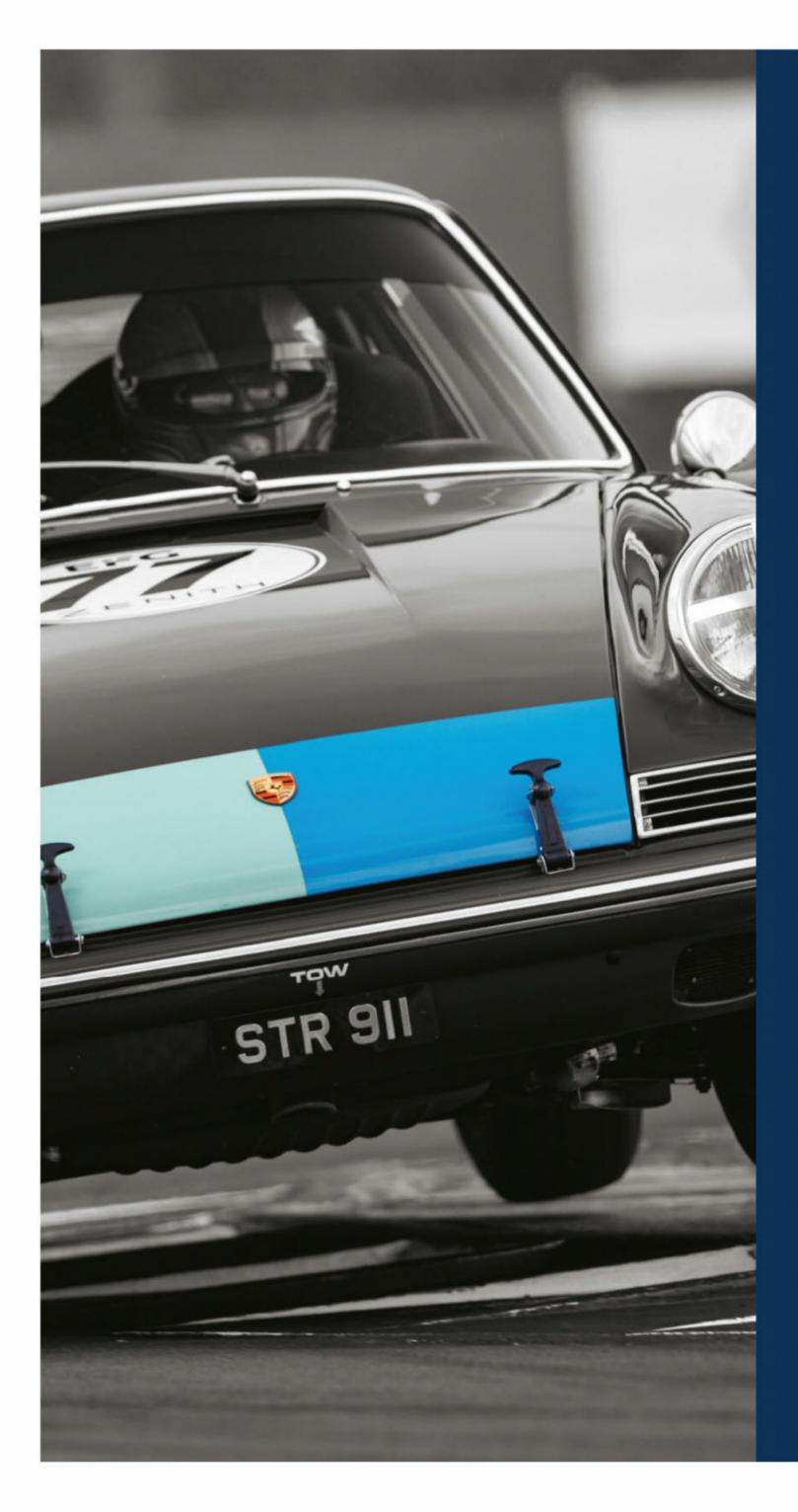
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Arctic Silver • Black Leather Seats Tiptronic Gearbox • Satellite Navigation 19" Carrera Classic Wheels 55,855 miles • 2005 (55)

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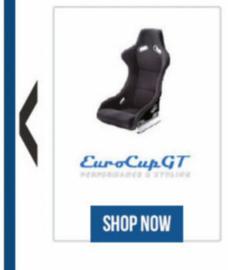
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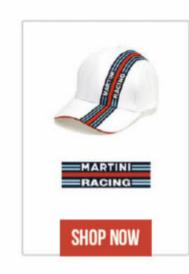
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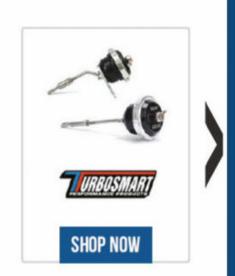












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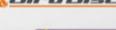




























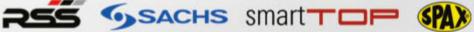














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911 997 Turbo 3.8 pdk (11 - 2011) White with black leather



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911 997 "25" 3.8 cab pdk (10 - 2010) Basalt black with black leather



911 997 "45" 3.8 cab pdk (09 - 2009) Atlas grey with black leather



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



911 997 "25" 3.8 pdk (59 - 2010) Basalt black with black leather



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



911 997 "25" 3.8 pdk (10 - 2010) Basalt black with black leather



58,000 miles

75,000 miles



911 997 "45" targa 3.8 tip (08 - 2008) Basalt black with black leather



911 997 "25" 3.8 (57 - 2007) Meteor grey with black leather 58,000 miles



911 997 "25" 3.8 (07 - 2007) White with black leather 58,000 miles



Seal grey with grey leather 53,000 miles





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



911 997 "45" 3.8 tlp (06 - 2006) GT Silver with black leather 62,000 miles



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59,000 miles













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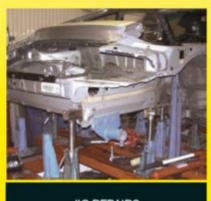
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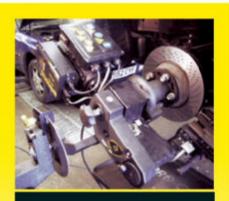
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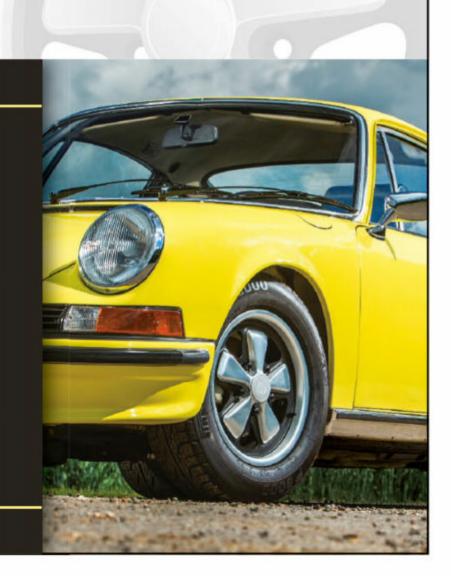


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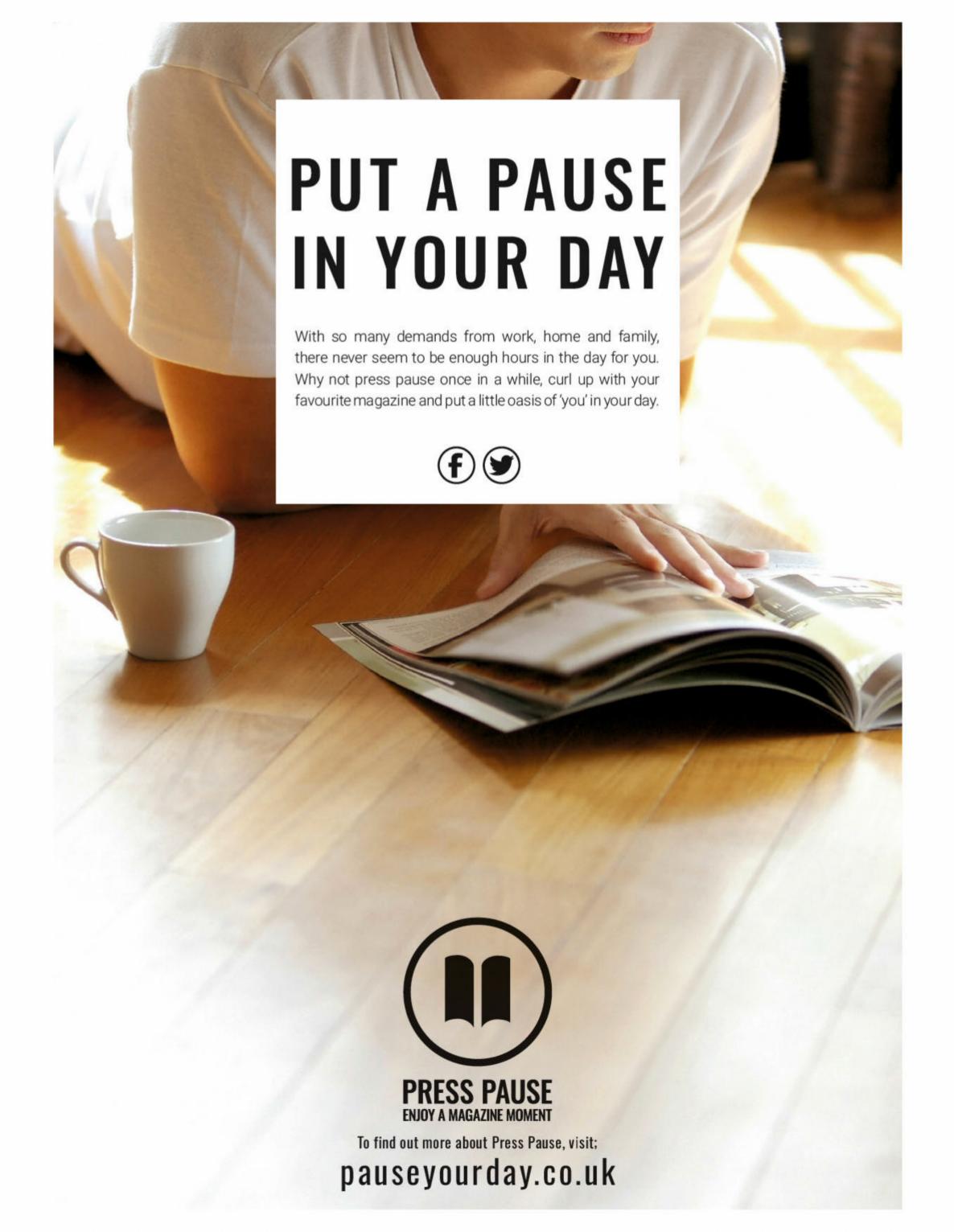


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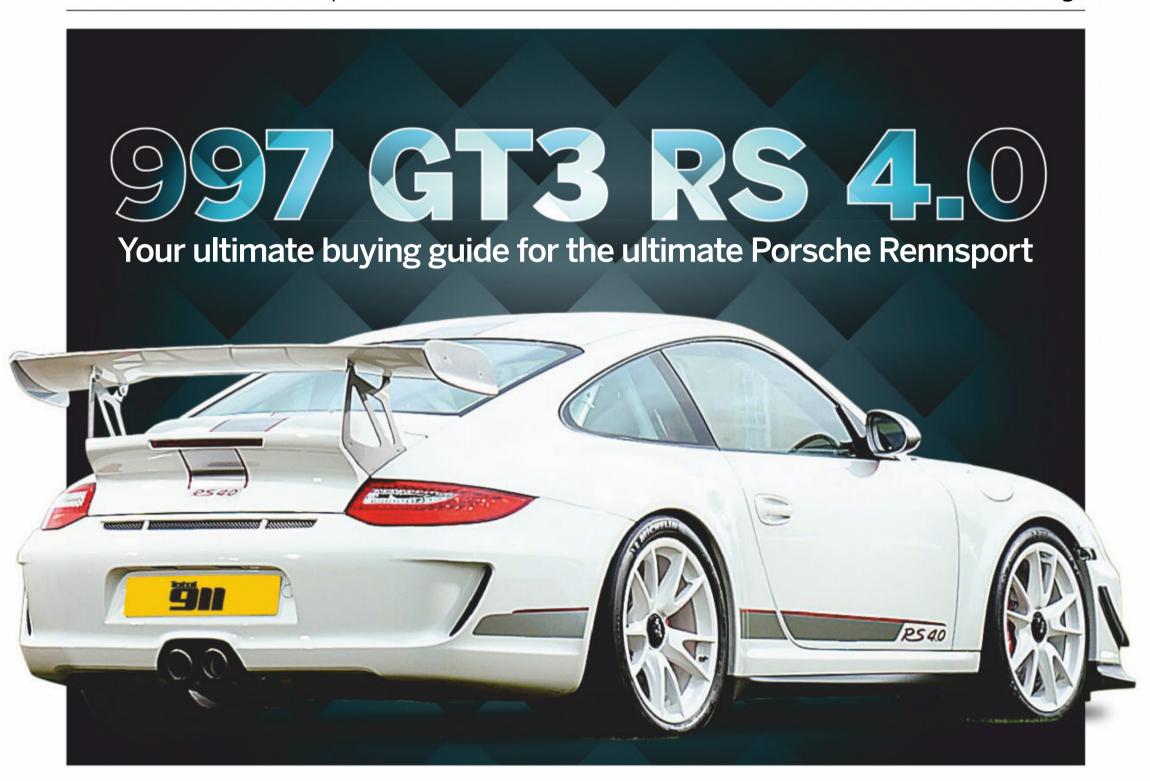
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Issue 188 in shops and available for download from 31 January





996 TO THE CÔTE D'AZUR

A wide-bodied C4S takes to the mountain roads above Monaco



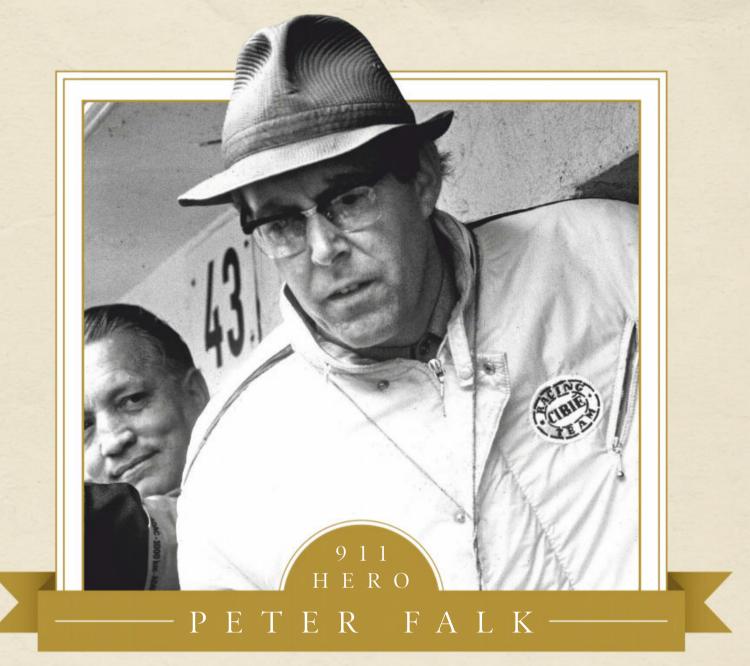
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BIG INTERVIEW: NORBERT SINGER

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



An enduring engineer whose work helped develop both road and race cars, Peter Falk's stamp on the 911's legacy is everlasting

Written by Jack Williams Photography courtesy Porsche Archive

trike up a conversation with any Porsche enthusiast about the success of its motorsport exploits, and it's very likely you'll hear one enduring name: Peter Falk, the man who played a vital role in overseeing success in everything from Le Mans to the Paris-Dakar Rally and even Formula 1.

Born on 27 November 1932, Falk was the son of an archaeologist and shared his father's enthusiasm for discovery. Rather than

searching for the secrets of the past, however, the young Falk was more interested in the what-ifs of the future – faster, sharper, better. It was this mindset that, having returned to Germany from Athens, saw Falk turn down the opportunity to become a senior engineer at Mercedes at the age of just 26 to focus on a smaller, far more wholesome production effort in which he saw greater racing potential.

Appointed by Porsche as a testing engineer in 1959, Falk played a pivotal role in the development of the 911,

boosting the car's credentials by taking it to an unprecedented fifth place finish in the 1965 Monte Carlo Rally, along with co-driver Herbert Linge. The testing during this period could be intense, Falk later said, and would sometimes require him to drive, say, 2,500km over a couple of days. Famously in company folklore, too, Falk was responsible for the crashes of both Porsche 908 racers that were

testing at Monza ahead of an upcoming Daytona race, forcing Porsche to hastily assemble two more.

In the late 60s and early 70s, Falk worked on the creation of Porsche's legendary Le Mans racer, the 917, which showcased the company's intentions to move from simply being a class winner to targeting the race series as a whole. Between 1973 and 1981, he was also in charge of road testing for series development of three of Porsche's main models – the 911, 924 and 928.

It was, however, as head of racing development, starting in 1982, that Falk oversaw the most successful spell in the company's history. The Group C 956 and 962 racers were widely revered; Porsche took seven overall Le Mans wins and 11 world championship titles. Porsche and Falk also picked up two Paris-Dakar Rally wins, in 1984 and 1986.

From 1989 until his retirement in 1993, the engineer worked on projects that would, perhaps, ring most true with readers of this magazine. As head of chassis development, it was Falk

who was responsible for the development of the 993 derivative of 911, then later the advanced development of the 996, as well as the Porsche Boxster.

Yes, these iconic Falk-inspired vehicles and successes will no doubt endure and intrigue for years to come. The son of an archaeologist – who decided to make motoring history.



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