



BUYING A 2.4S EXPERT INFO ON THE LAST LONG BONNET

Total 911

THE **PORSCHE** MAGAZINE

IS THE CARRERA T MISUNDERSTOOD?

Road trip in the driver's-spec base 991, and why it's a future classic



www.total911.com

LEGEND OF THE TURBOS

How Porsche created an icon & why it's still relevant today



20 TURBOCHARGED PAGES FEATURING:



BRIAN REDMAN

Legendary new columnist on the John Wyer v Porsche Salzburg rivalry



ISSUE 190

DigitalEdition

PLUS

- Every model rated 1963-2020
- 911 icon: Prodrive's Dave Richards
- Inside Ninemeister's 9m11RS Q-car
- David Donohue on his father's legacy

BEVERLY HILLS CAR CLUB

SPECIALIZED DEALER OF EUROPEAN AND AMERICAN CLASSIC CARS



1975 Porsche 930 Turbo Stock Number 05638

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

For \$225,000



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 \$34,750



1991 Porsche 964 Cabriolet Stock Number 11612

This 1991 Porsche 964 Cabriolet featured here with matching numbers and 53,163 miles on the odometer is available in its original color code #L37Z of Amazon green metallic with a tan interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, dual airbags, OEM Porsche CD stereo, power windows, power steering, power seats, solid wheels, power soft top and includes the jack. The original owner's manual is also included as well as some service documentation. This car is mechanically sound.

For \$33,500



1990 Porsche 964 Carrera 2 Stock Number 11589

This excellent original 1990 Porsche 964 Carrera 2 is available in Grand Prix White with a cream interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, sunroof and Porsche twist wheels. It was with the same owner for many years. This is an excellent original California car that is mechanically sound.

For \$46,500



1989 Porsche Carrera Cabriolet Stock Number 11631

This 1989 Porsche Carrera Cabriolet with matching numbers is available in its original color code 80K Guards Red with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, power soft top, Fuchs wheels and includes the spare tire and jack. This car is mechanically sound.

For \$30,750



1979 Porsche 911SC Targa Stock Number 11780

The 1979 Porsche 911SC Targa featured here with matching numbers is available in its original color code #502 cashmere beige. It comes equipped with a manual transmission, Ceres wheels, power windows, BBS wheels and includes the spare tire. This is a very clean, highly presentable, and excellent original California car which is also mechanically sound.

For \$28,500



1987 Porsche Carrera Targa Stock Number 11808

This very beautiful original paint 1987 Porsche Carrera Targa with matching numbers is available in its original color code #80K Guards red with a black interior. It comes equipped with a G50 transmission, air conditioning, power windows, power seats, Fuchs wheels and includes the air compressor and copies of over \$19,000 in service records which stretch all the way back to the first 1,000-mile service done in 1989. This is an excellent original California car that is mechanically sound.

For \$39,950



1975 Porsche 911 Coupe Stock Number 11055

This 1975 Porsche 911 Coupe is available in red with a black interior. This was originally a color code #249 emerald green metallic example. It comes equipped with a manual transmission with a 2.7-liter engine, solid wheels and includes the spare tire. It is missing the rear decklid. This is an excellent car for some light restoration.

For \$18,750



1975 Porsche 911S 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 which could use some light cosmetics. The vehicle had the same owner for many years and has recently come out of storage.

For \$36,500



1980 Porsche 930 Turbo Coupe Stock Number 11781

This very presentable 1980 Porsche 930 Turbo Coupe with matching numbers is available in its original color code #624 Anthracite grey with a black interior. It comes equipped with a manual transmission, air conditioning, power windows, Fuchs alloy wheels, rear window wiper and includes over \$15,000 in service records for mechanical and electrical work just completed 2/11/2020. This is a highly collectible and sought-after car. The 930 was with the same owner for many years and is mechanically sound.

For \$69,950



1968 Porsche 911L Targa Stock Number 10296

This very collectible 1968 Porsche 911L Targa comes in this gorgeous color combination of brown with a black interior with Pepita inserts. It comes equipped with a 2.0 liter with a manual transmission, fog lights, and Fuchs wheels. The Targa is an extremely clean and presentable car which is also mechanically sound.

For \$69,950



1968 Porsche 911 Sportomatic Coupe Stock Number 11815

This excellent original 1968 Porsche 911 Sportomatic Coupe with matching numbers is featured here in its original color code #6802 Polo red with a black interior. It comes equipped with a 2.0-liter engine with a Sportomatic transmission, wood steering wheel, Fuchs wheels and includes over \$8,000 in service records for work completed in August, 2019 for a resealed engine and transmission, new studs, new SSI heat exchangers, new Dansk muffler and even a new steering wheel. A very clean and presentable Porsche which is mechanically sound.

For \$54,500



1967 Porsche 911S Coupe Stock Number 11495

This extremely collectible survivor 1967 Porsche 911S Coupe with matching numbers (Kardex included) is available in its original color code #6404 light ivory with a black interior. It comes equipped with a 5-speed manual transmission, fog lights, wood steering wheel. It was with the same owner since the 1980s. Don't miss out on this highly desirable, first-generation 911S which would make an excellent start or addition to any classic car collection. This is a definite standout at any Porsche gathering. This is also an extremely original blue-plate California car which is mechanically sound.

For \$159,950

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063

T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com





Welcome

The 992 era is starting to warm up now with the launch of the flagship Turbo S. Beautiful, powerful and comfortable, it's the epitome of the 911 as a do-it-all sports car, the Turbo taking that mantra very much on to the next level.

At its launch, Dr Frank-Steffen Walliser, head of the 911 line, admitted that improving the Turbo presents the biggest challenge to his R&D department. You can't help but feel he might have a point: how do you improve on a car that does everything so well? In 991 form the Turbo could keep a GT3 RS honest around a track, and offer superior levels of comfort and composure on the road to a Carrera. Arguably, it's the one 911 that manages to cover every plausible base of a varied automotive lifestyle.

That Walliser and his team have in the new arrival managed to improve so impressively over the outgoing generation, while

“The Turbo is the epitome of the 911 as a do-it-all sports car”

still commanding around £100,000 less than its performance rivals from other marques, is outstanding.

The issue with the 911 Turbo at large is evident further down the chain. Dealers have admitted to me that used Turbo models are starting to hang around on forecourts as enthusiasts become more aware of their carbon footprint. The Turbo can hide behind the rest of the current line-up for now as all 911s are turbocharged (“they all come like that, sir”) but that's merely another reason why general appetite among enthusiasts for a bona fide Turbo has drained slightly in recent times.

Whatever, the Turbo does justice in taking the 911 fight to other manufacturers, and we hope to see it in the Neunelfer line-up for many years to come. Certainly with the stats coming out of the 992 Turbo S, how could you possibly argue against it?





1911 Opening Shot

Fast drives don't get any better than this: with nobody else around to share the spoils, Porsche's Carrera T underlines its credentials as the ideal modern driver's companion, as car and driver stitch the corners together along a twisty mountain road.

Photograph by Ali Cusick

Contents

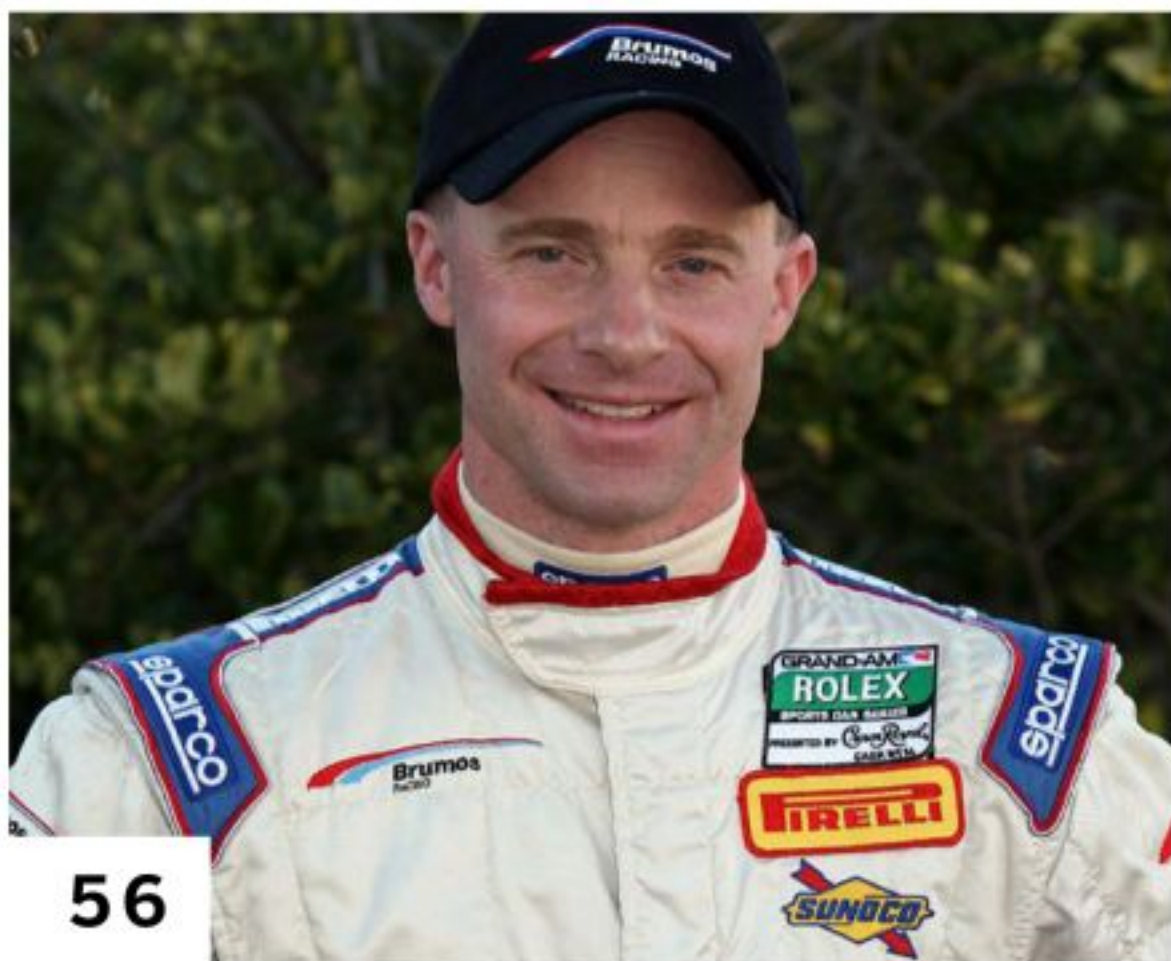
ISSUE #190 **APRIL 2020**

ESSENTIALS

Update Your Porsche-specific news, motorsports and new resident columnist	8	Premier Porsche All the industry contacts you need to buy, tune, restore or upgrade your Porsche 911	85
Views Highlights from your Porsche correspondence via email, social media and Total911.com	14	Data file Stats, specs, and updated market values for every 911 model 1963-2020	86
Subscriptions Become a loyal subscriber and get the magazine delivered early to your door	38	Coming soon Take a look ahead at our tailored Porsche content awaiting you next issue	113
Living the Legend Real-world reports from our global collective of 911 owners	76	911 icon Dave Richards rekindled the 911's success in rallying during the 1970s and 80s	114

FEATURES

Rare Turbos We take a look at two models representing key moments in the Turbo S tapestry	16	991 Carrera T road trip Does hindsight benefit the inaugural Carrera T? We find out with an extended drive in the last ever narrow-bodied 911	48
History of the 911 Turbo It has captured imaginations and blown all competition out of the water since 1975. Here's the Turbo's story to the present day	24	The big interview: David Donohue Son of legendary Porsche racer Mark, David offers insight into his own career and how his father's success has shaped him	56
New 992 Turbo S revealed The bona fide 911 Turbo for the next half a decade has arrived. Here's your expert analysis of Porsche's hottest 992 yet	30	9m11rs: the 964 Q-car Bored of Singer-style backdates? Porsche specialists Ninemeister have instead built a 964 inspired by the subtle RS Touring	62
Porsche Index: 2.4S The 2.4S is revered as one of the best long-bonnet 911s you can buy. Here's everything you need to know when searching for one	40	Spotlight: Adrian Flux This specialist insurance company goes the extra mile when it comes to ensuring you and your 911 are fully protected	94



40



30



YOUR 911 HOME

For **Total 911** back issues & subscriptions visit
www.myfavouritemagazines.co.uk



16



24



114

Update

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



Lightweight package for 992 Turbo S

Frank-Steffen Walliser admits package could also be offered for Carreras

Porsche's new flagship Turbo S model is set to be offered with a lightweight package option for more enthusiastic customers, admits Frank-Steffen Walliser, Porsche's head of the 911 model series. The new 992 Turbo S, revealed at a virtual launch instead of a Coronavirus-halted Geneva Motor Show, features a new 3.8-litre flat six engine based on the 9A2 family fitted to 992 Carreras, mated to an eight-speed PDK automatic transmission.

Walliser, speaking on a conference interview call, said that with the new 911 Turbo S, Porsche has listened to feedback from some customers wanting a more dynamic package. He said: "We take feedback, that's why we've added Sports

suspension, lowered the car by 10mm, [and a] different spring and damper set up. We have a Sport exhaust for the first time to make more of a driving machine, and we will add a further option later this year, which also underlines our attempt to make the car a bit lighter, to emphasise the very sporty side of the car. It will be a sport package, where we pack together lightweight options, where we also reduce the sound insulation a little bit, and other small bits and pieces. As you know they can really change the character of the car."

Questioned by **Total 911** if those other 'small bits and pieces' meant removing rear seats, thinner glass and going further down the RS path, Walliser

laughed and replied: "You should join the product team, you have good ideas. Yes. They'll be going in that direction." The lightweight sport package could also be implemented in the regular Carrera line-up too, admitted Walliser, which would likely negate the need for a Carrera T in the future line-up, its inclusion in the model range undecided. Walliser did say the GTS will be coming soon, as it's a top seller, particularly in Europe. And the GT3? It's coming, with the 'racing engine', which will be a further development of that in the 911 Speedster, not, as some assumed, a version of the 4.0-litre that's doing good service in the 718 Spyder and Cayman GT4 (and Boxster and Cayman GTS models).

Porsche gets personal with the 992

Porsche Exclusive has announced a bizarre new direct printing service for 911 owners who wish to get their fingerprint emblazoned on the bonnet of their new 992. The service, which Porsche says makes your 911 even more unique, costs €7,500 and involves the Exclusive department disassembling the bonnet after series production of the vehicle prior to the printing, which is "superior to film application".



Gemballa sues Gemballa

The Leonberg-based tuning house Gemballa GmbH has filed criminal charges against Marc Philipp Gemballa, son of murdered company founder Uwe Gemballa, for copyright infringement. Gemballa GmbH acquired the trademark and brands rights to the name 'Gemballa' in 2010 which, it is alleged, has been used by Marc Philipp Gemballa while setting up a competing company. Gemballa GmbH says both civil and criminal proceedings have been initiated.



RUF goes Rodeo! Safari-inspired concept is world's first carbon monocoque AWD vehicle

The legendary car maker from Pfaffenhausen, RUF Automobile, has unveiled a radical new concept car offering its own take on the burgeoning 'safari 911' movement.

Based on the same carbon monocoque as the company's CTR Anniversary and SCR, which has now also entered production, the 'RUF Rodeo' is the company's first AWD offering from its new generation of sports cars, and is thus the first carbon monocoque vehicle in the world to use all-wheel-drive. A knob in the centre console allows for the driver to manually adjust the torque split, just like Porsche's own 964 C4 Lightweight from 1991.

Powering the RUF Rodeo concept is a choice of engines: either a 710hp, twin-turbocharged unit from the CTR Anniversary, or a 500hp, naturally aspirated flat six which

features on the production SCR.

RUF has yet to comment on whether the Rodeo will make production, but the exercise has allowed Pfaffenhausen to flex its muscles when it comes to showing off its new AWD technology, which means you can now order a new-generation RUF with a carbon monocoque with either blown or atmospheric engines, in either rear- or all-wheel-drive.



What's on in 2020

- Formula E 2019/20 race 6
4 April
Porsche's 99X electric racer will take on the streets of Rome
- Long Beach IMSA GP
17-18 April
Porsche's Stateside IMSA battle resumes with a 100-minute street race in California
- Porsche Club Francorchamps days 2020
18-19 April
Two-day track event for enthusiasts at the famous Belgian circuit
- Petrolhead Tour of Scotland
19-24 April
Take in Scotland's spectacular scenery with like-minded driving enthusiasts
- WEC Spa Six Hours
25 April
Penultimate round of the 2019-20 season sees the Porsche GT Team field two works RSRs

World records for Porsche and RUF at auction

934 and RUF Turbo R realise biggest ever sales at buoyant Amelia Island 2020

Amelia Island proved a happy stomping ground for buyers and sellers alike as auction houses had a buoyant start to the year. RM Sotheby's sale enjoyed particular success, with 94 per cent of all lots sold, the highlight from a Porsche perspective being a 959 Komfort upgraded by Canepa. Lot 129 made \$1,050,000 including buyer's premium, marking a return to seven figures for the first uber 911.

Over at Gooding & Co, two Porsche were sold for world

record figures: a 1976 Porsche 934 was roared onto the stage by an adoring audience, with the hammer eventually falling at \$1,380,000. The fanfare around flat six machinery extended to sports cars of a Pfaffenhausen persuasion, a 1998 RUF Turbo R also reaching a world record fee for the model of \$676,000. A 2009 CTR3 had a strong showing, selling for \$808,000, bringing the curtain down on a successful Amelia Auction for 2020.



Blume pledges 911's future to the flat six

CEO reassures fans that combustion engines will always be offered for the 911

Porsche CEO Oliver Blume has rebuffed suggestions that Porsche will soon have to abandon the internal combustion engine that has powered the brand's iconic 911 for nearly 60 years, and has instead pledged that the 911 will always be offered with a flat six.

In a wide-ranging interview with German weekly newspaper *BILD Am Sonntag*, Blume was asked how many electric motors and petrol engines it intends to build in the coming years. His answer was

stark: "Around 50 per cent of all Porsche vehicles could be sold with an electric or hybrid drive by 2025. However, Porsche will always offer combustion engines, particularly in the 911," he remarked, with the caveat that "we can't stop the onward march of electromobility." Blume's comments are a ringing endorsement for enthusiasts who prefer their right foot to be connected to the emotional roar of a flat six over the silent thrust of a clinical electric motor.



Motorsport

Prominent news and results from racing series around the globe



Lotterer scores more Formula E points

Top ten finish in Marrakesh continues strong start in Weissach's debut season

Works driver André Lotterer continued his strong performance for the TAG Heuer Porsche Formula E Team in its maiden Formula E season, crossing the line in 8th place in Marrakesh to secure more points for Weissach.

Two weeks after securing pole position in Mexico City, Lotterer started the fifth e-prix of the season in 3rd place after battling through to the Super

Pole shootout between the six fastest drivers, but he fell back to 4th after the opening lap of the race. Eventually crossing the line in 8th place gave more points to Lotterer, and his haul of 25 points after five of the 13 races this season means that the German is now 12th in the driver's championship, with Porsche currently sitting 9th in the manufacturer standings.

Lotterer's teammate Neel Jani, who has had mixed fortunes in the sister 99X electric single seater this year, crossed the line in 18th place after starting from 23rd on the grid. In a separate development Porsche used an official rookie test day after the Marrakesh e-prix to give seasoned works driver Frédéric Makowiecki some seat time in its 99X electric racer.

ACO vows to push ahead with Le Mans 2020

Le Mans organisers will monitor developments in the coming weeks

The Automobile Club de l'Ouest, responsible for organising the iconic Le Mans 24-hour race, has said its top priority is to maintain its published schedule for the 2019-20 WEC season-ending race at La Sarthe.

Scheduled to take place over the weekend of 13-14 June, the worldwide Coronavirus outbreak has led to a variety of major sporting events being played out behind closed doors or cancelled altogether. However, the ACO is adamant that the world's most famous 'twice-round-the-clock' race is scheduled to go ahead as planned. "For the moment, we have not been notified of any requirement to postpone or

cancel any of our sporting events. Our calendar remains unchanged. We are confident the 24 Hours of Le Mans will go ahead as planned on 13-14 June," a statement read. The ACO did say that, if necessary, events will be rescheduled for later in the year, and in the unfortunate event of a cancellation, tickets will be refunded to any spectators who have already purchased tickets.

Porsche stands to take to the famous Circuit de la Sarthe with no less than four works 991 RSRs for the race, shared among a strong line-up of 12 works drivers as it seeks to claim another victory in the highly competitive GTE class.



**Specialist vehicle
insurance from
people who share
your passion.**



rhspecialistinsurance.co.uk

0333 043 3911

From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.



A HISCOX COMPANY



GUEST COLUMN

Brian Redman

Total 911's Tony McGuinness sits down with the former Porsche factory driver Brian Redman to look back at his remarkable life and career...

In 1968, before I signed a contract as a Porsche factory driver, I was driving with Jacky Ickx at Brands Hatch in the six-hour race. I was just about to get in John Wyer's Gulf Ford GT40 for my first stint, it was raining, and I was feeling nervous. A journalist made his way up to me and said, "Heard about Jimmy, mate? Killed at Hockenheim." The great Jim Clark had been killed.

When my turn to drive came, I had to put everything out of my mind and focus on racing. Jacky and I won the race. The Brands Hatch Six Hours was my first victory in the International Championship of Makes. However, the death of my idol and mentor affected me. If it could happen to Jim, it could happen to anyone.

There were four or five drivers killed that year. Between 1966 and 1975, one in three top professional drivers died. I never got close to other drivers. You couldn't possibly allow yourself to, because there was a very good chance one of you would get killed before the year was out.

When John Wyer and his company, JW Automotive Engineering, effectively became the official Porsche number-one team in 1970, Wyer had no idea that there would be competition from another factory outfit. That competition was Ferdinand Piëch and his mother's team of Porsche Austria Salzburg.

When we arrived at the 24 Hours of Daytona in 1970, John Wyer's team was the official Porsche entry with full factory backing. Wyer was extremely surprised to see another factory 917K for Vic Elford and Kurt Ahrens entered by Porsche Konstruktionen – basically it was the Porsche factory development department. It appeared we would not only be battling Ferraris at Daytona, but also ourselves.

There were certainly rivalries between drivers. In 1969 when Ferdinand Piëch was in charge of Porsche Motorsport, there were six German drivers and three British drivers: Richard Attwood, Vic Elford and me in addition to one Swiss, Jo Siffert. Quite early on the German drivers were complaining. They kept saying, "Siffert und Redman get ze best car!" So, at the Nürburgring 1,000kms in 1969, they had two of the new 908/2 Flunder variants. They were called the Flunder because observers thought



they resembled a flattened Atlantic Flounder. They were supposed to be aerodynamically better than the standard 908/02.

Both of the team's Flunders crashed during practice. One was crashed by my co-driver Jo Siffert and the other by Vic Elford. So Siffert and I had to borrow a spare Porsche Austria car we had never driven before. Jo and I won the race.

Our win completely shut up the complaints! At the award ceremony, I was presented with an honour rarely given, one of the coveted Nürburgring rings. I returned to Sicily and the Targa Florio in 1970 as part of one of the most famous and successful sports car efforts in racing history: the Porsche factory team entered by JW Automotive and directed by John Wyer.

At one point I stopped racing and made the mistake of moving to South Africa to manage a BMW dealership. I will share more about that in an upcoming issue. The difficulty coming back to the UK was I didn't have a drive any longer. Derek Bell had taken my place in the official John Wyer Porsche team. However, Derek had never done the Targa, so John Wyer rang me up and said, "Redman, would you like to do the Targa again and team up with Seppi?"

I had won the race in 1970, so I saw it as a chance to win again. Practice was uneventful until the very end when Siffert crashed the 908/3 heavily the day before the race. The entire front end was damaged including wheels, suspension, steering rack and body work. It was rebuilt overnight, meaning racing an untested car over a long and difficult course.

Very unusually, John Wyer said to me on race day, "Redman, we would like you to start the

race." Normally Jo Siffert started, so I said, "What for?" Wyer's reply was, "Well, I don't want Siffert and Rodriguez knocking each other off." Wyer didn't want a repeat of the drama at the 1970 Spa 1,000kms. He wanted to avoid a Siffert/Rodriguez contest of egos.

I started the 1971 Targa Florio, but right from the start handling on the Porsche 908/03 wasn't normal. I knew something was wrong with the steering. I got 22 miles around the 44-mile course when the steering broke.

I hit a stone kilometre post right in the fuel tank on the right-hand side. It exploded and I was soaked in fuel and on fire from head to foot. I was blinded by smoke and totally engulfed in flames.

I struggled to get out of the car. Once I managed to unbuckle myself and get away from the burning car, I realised I was lit up like a human torch. I threw myself to the ground and rolled down a slope to smother the fire.

I didn't feel any pain during and immediately after the accident, but I remember hearing someone screaming in the distance. Then I realised it was the sound of my own voice. As the shock wore off, the pain set in. My face swelled so quickly I was blinded within moments.

The facial area around my eyes not covered by my balaclava was badly burned. That shape remains permanently on my face. I waited for more than 45 excruciating minutes for help as the pain agonisingly increased before a helicopter came to take me back to the pits. An ancient ambulance delivered me to the desolate hellhole clinic of Termini Imerese in the Sicilian hills. In next month's column, I'll share what happened next and my road to recovery to race again. **911**



Angelwax

HEAVEN SCENT WICKED FINISH

ELIXIR Exterior Rubber and Tyre Dressing has been formulated to rejuvenate the rubber, vinyl & plastic components of your vehicle. This curable, water-based system has been designed to adhere to the

surface of rubber, vinyl and plastic creating a waterproof barrier and leaving the treated surface like new and with a factory finish.



PERFECT POLISH Pre-Wax Paint Cleanser is a hand applied polish that has been formulated to effectively remove light swirls, scratches and oxidation from the surface of the paint without dusting. Micro-abrasives in the polish physically cleanse the paintwork to ensure a glossy, smooth finish.



Our award-winning **CLARITY**, Super Concentrated Screenwash, has been perfectly formulated to quickly clean and protect your windscreen. Every time you spray your windscreen with **CLARITY**, a hydrophobic component repels the rain and spray to ensure safer driving in wet and extreme weather conditions. Just 1 litre of **CLARITY** makes 20 litres of summer formula screenwash.

www.angelwax.co.uk

Units F, G & H, Meadowside St, Renfrew, Scotland PA4 8SR • Telephone: 0141 885 2503 • Email: info@angelwax.co.uk

Editorial

Editor **Lee Sibley**
lee.sibley@futurenet.com
01202 586200

Senior Art Editor **Stephen Williams**
Production Editor **Rachel Terzian**

Contributors

Tony McGuinness, Peter Wilson, Joe Williams, Chris Randall,
Chris Wallbank, Kyle Fortune, Daniel Pullen, Kieron Fennelly,
Harold Gan, Nick Jeffery, Michael Meldrum, Ron Lang, Ian
Harris, Ali Cusick, Steve Hall, Ben Barry, Phil Farrell, Max
Newman, Neill Watson, Damian Blades

Cover image

Porsche & Daniel Pullen

Photography

All copyrights and trademarks are recognised and respected

Advertising

Media packs are available on request
Head of Commercial - Sports **Richard Hemmings**
richard.hemmings@futurenet.com
Account Manager **Garry Brookes**
garry.brookes@futurenet.com

International

Total 911 is available for licensing. Contact the International
department to discuss partnership opportunities
International Licensing Director **Matt Ellis**
matt.ellis@futurenet.com

Subscriptions

Email enquiries contact@myfavouritemagazines.co.uk
UK orderline & enquiries **0344 848 2852**
Overseas order line and enquiries **+44 (0) 344 848 2852**
Online orders & enquiries www.myfavouritemagazines.co.uk

Circulation

Head of Newstrade **Tim Mathers**

Production

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

Management

Chief Content Officer **Aaron Asadi**
Commercial Finance Director **Dan Jotcham**
Brand Director **Dave Clutterbuck**
Content Director **Simon Kirrane**
Head of Art & Design **Greg Whitaker**

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

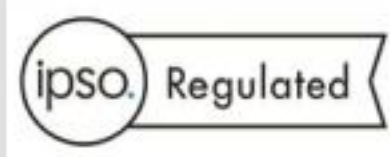
Distributed by Marketforce, 5 Churchill Place, Canary Wharf,
London, E14 5HU www.marketforce.co.uk Tel: 0203 787 9060

ISSN 1746-6130

We are committed to only using magazine paper which is derived from responsibly managed, certified forestry and chlorine-free manufacture. The paper in this magazine was sourced and produced from sustainable managed forests, conforming to strict environmental and socioeconomic standards. The manufacturing paper mill holds full FSC (Forest Stewardship Council) certification and accreditation

All contents © 2019 Future Publishing Limited or published under licence. All rights reserved. No part of this magazine may be used, stored, transmitted or reproduced in any way without the prior written permission of the publisher. Future Publishing Limited (company number 2008885) is registered in England and Wales. Registered office: Quay House, The Ambury, Bath BA1 1UA. All information contained in this publication is for information only and is, as far as we are aware, correct at the time of going to press. Future cannot accept any responsibility for errors or inaccuracies in such information. You are advised to contact manufacturers and retailers directly with regard to the price of products/services referred to in this publication. Apps and websites mentioned in this publication are not under our control. We are not responsible for their contents or any other changes or updates to them. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to us, you warrant that you own the material and/or have the necessary rights/permissions to supply the material and you automatically grant Future and its licensees a licence to publish your submission in whole or in part in any/all issues and/or editions of publications, in any format published worldwide and on associated websites, social media channels and associated products. Any material you submit is sent at your own risk and, although every care is taken, neither Future nor its employees, agents, subcontractors or licensees shall be liable for loss or damage. We assume all unsolicited material is for publication unless otherwise stated, and reserve the right to edit, amend, adapt all submissions.



We are committed to only using magazine paper which is derived from responsibly managed, certified forestry and chlorine-free manufacture. The paper in this magazine was sourced and produced from sustainable managed forests, conforming to strict environmental and socioeconomic standards. The manufacturing paper mill and printer hold full FSC and PEFC certification and accreditation.



Future plc is a public
company quoted on the
London Stock Exchange
(symbol: FUTR)
www.futureplc.com

Chief executive **Zillah Byng-Thorne**
Non-executive chairman **Richard Huntingford**
Chief financial officer **Penny Ladkin-Brand**

Tel +44 (0)1225 442 244

Views

The very best of your Porsche opinions

Contact Total 911



Facebook
[/total911magazine](https://www.facebook.com/total911magazine)



Email
editorial@total911.com



Wrap versus respray

Dear Sir,

I've followed your work on repainting your 996 Irish green and it is one of my favourite colours. My view is that nowadays if you want a 996 or 997 in a primary colour, you have to either repaint or wrap the car. Almost everything is black, grey or silver.

My 997.1 is slate grey, and while I like the colour I wanted it Speed yellow, so had a full body wrap plus side Carrera S decals. Subsequently I had the wheels powder coated black. After about 18 months I decided to remove the boot lid wrap, the roof and wing mirrors wrap, and replace all three with gloss black. There are advantages and disadvantages to repainting and wrapping a car, and here is my view in summary:

1. With repainting, it will inevitably get chipped on the front bumper and boot lid. Some people don't like a non-OG colour and may also be suspicious of it for fear of accident damage. A good respray like yours will likely cost £10K and may need further painting come sale time.

2. A high-quality wrap (mine is 3M 1080 vinyl) done by experts will match pretty much any colour you want. It will act as a protection for the paint, although the wrap itself can get chipped at the front. It costs about one quarter of a respray. However, if you have a prang the insurance company will not want the hassle of a claim – they won't cover any wrap damage and will likely get

any bodywork repairs estimated and just give you the money. It will then be up to you, the owner, to sort out any re-wrapping at your own expense. Come sale time the whole wrap may have to be removed as some people may not want to buy a car when they can't see all the paintwork. However, this can be done for about £300. You are then able to sell the car with very well-preserved original paint. I must stress that the quality of the vinyl used for a wrap and the skills of the people doing the wrap both matter (mine was wrapped at the Vehicle Wrapping Centre Leeds).

I would recommend wrapping a car if the paintwork is in excellent condition and a good-quality vinyl and wrap shop is used. It's worth paying the extra to get the job done properly.

Adrian Gammon

We really appreciate your sentiments on the wrap versus paint debate: yours is clearly an example of when things go 'right', in which wrapping is a great avenue to go down, as you rightly point out. I hope your exploits inspire others who wish to change the appearance of their 911 – lots of cars from our generations were the same, bland colours, but with modern technology there's no reason for it to stay that way! I hope you continue to enjoy your Speed yellow 997 for a good time to come.

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.



Total 911: a thanks

Dear Sir,

Several years ago, I met Tony McGuiness at our local Cars & Coffee in Rancho Santa Fe, CA.

He mentioned that he was a contributing writer for **Total 911** magazine and he thought I'd really enjoy it. I didn't think about his comment too much until just recently when ALL of the car publications and online sites have become enamoured with the introduction of electric technology. It has really been a turn-off for me.

I'm not against technology (I had my own computer company for 25 years), but I absolutely abhor the thought that others can dictate to us what we can and cannot drive for our own pleasure. We are being forced down a road that I don't want to drive on! And, I refuse to even consider buying/driving an electric vehicle for that very reason.

Well, Tony was absolutely spot-on. I've read and subscribed to many auto magazines during my life and, after reading only part way through Issue 187, I think **Total 911** may be the finest Porsche



magazine I've ever read. Thanks for rekindling my Porsche spirit. I may just have to give up my more modern car (991.2) and buy a 993!

Adrian Silva

Welcome, Adrian! Total 911 is a big, worldwide community of 911 enthusiasts who eagerly share their passion. I'm pleased Tony's sentiments have suitably resonated and you are now enjoying the magazine.

Vic Elford: a true Porsche legend

Dear Sir,

I have read all interviews with Vic Elford by Tony McGuiness and have looked forward to each piece in **Total 911**.

I just sat down with Issue 188 this morning (a Sunday ritual if the magazine comes on Friday). It's sad to see the series end but hopefully you have an



interview with another Porsche legend already in the works.

Bravo and cheers,
Ken Smith

Tony McGuiness says: A massive thank you for your very kind words, Ken. I am very happy to hear you were able to enjoy all of the 14 interviews with him.

It was an incredible experience for me to interview Vic as well as Hurley Haywood previously. Both are amazing people and I feel very fortunate to have spent so much time speaking with them both. I also felt sad after the last interview with Vic, as I got to know him quite well and he loved sharing his memories. I will be sure to let Vic know you enjoyed all of his guest columns.

While it is sad my interviews with Vic have come to an end, there is some exciting news... I have already begun interviewing another Porsche legend. I think you will be very pleased with our new 'Porsche legend' guest columnist sharing his memoirs with Total 911, who you will have seen on the previous page is none other than Brian Redman. Hopefully, this will enhance your Sunday ritual of reading Total 911 for some time to come!

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 own a 991.1 GT3 RS which was specced without Sat Nav, however the PCM head unit in the car has NAV and MAP buttons. What I'd like to know is, can the Sat Nav function be unlocked with a software code or do I need to replace the entire head unit?

Thanks and regards,
Bernie Neal

The PCM modules in the 991.1 GT3 RS have a generic front fascia, so it will display items such as Nav or Phone whether the car has been specced with them or not. I remember retrofitting PCMs with Sat Nav into the early 981 Boxsters and Caymans with PCM 3.1s. The Sat Nav retro fit did have limitations vs. the factory install, such as it will not display the map in the TFT display on the instrument cluster.

The Sat Nav install is a little more complex than just software, the car would require the GPS/GSM antennas, antenna control units, modified wiring as well as the licence keys to release the enabling codes to allow map installs.

Unfortunately I cannot see an option to retro fit Sat Nav to an early 991.1 GT3 RS, however don't take this as a 100 per cent no answer – I would advise contacting your local Porsche Centre with your specific chassis number for confirmation on this.







TURBO SPECIALS

The mighty Turbo S is the benchmark for road-going 911 performance. We drive a stand-out iteration from both the air and water-cooled eras

Written by **Tim Pitt** Photography by **Daniel Pullen**

Porsche only made 345 examples of the ultimate air-cooled 911 Turbo. Until 20 years later, that is, when 993 Turbo S number 346 belatedly left Stuttgart. That car was Project Gold, a one-off by Porsche Classic with golden yellow metallic paint inspired by the 991 Turbo S Exclusive Series. Sold at auction in 2018, with proceeds going to the Ferry Porsche Foundation, its £2.3 million hammer price owed more to philanthropy than skyrocketing 993 values. Nonetheless, it showed the esteem in which the Turbo S is held.

The book on the water-cooled Turbo is still being written – we’ll profile the new 992 later in this issue – so using the word ‘ultimate’ feels premature. However, we think the 2011-13 997 Turbo S is the high watermark thus far. A low-volume model like the 993, it boasts ferocious performance, everyday usability and pukka special-edition status. Maybe if we start lobbying now, Porsche Classic will resurrect this former flagship in 2031. If any car is quick enough to turn back time (twice), it’s the Turbo.

You might recognise this eye-popping Speed yellow 993 Turbo S, which is one of just 23 in right-hand drive. It manages to make Project Gold look overpriced and understated. Owned by Anthony Pozner of Hendon Way Motors, it first featured in **Total 911** back in 2012 – when it was worth around £80,000. Today, that figure is more like £300,000, yet that doesn’t dissuade him from adding to its 67,000

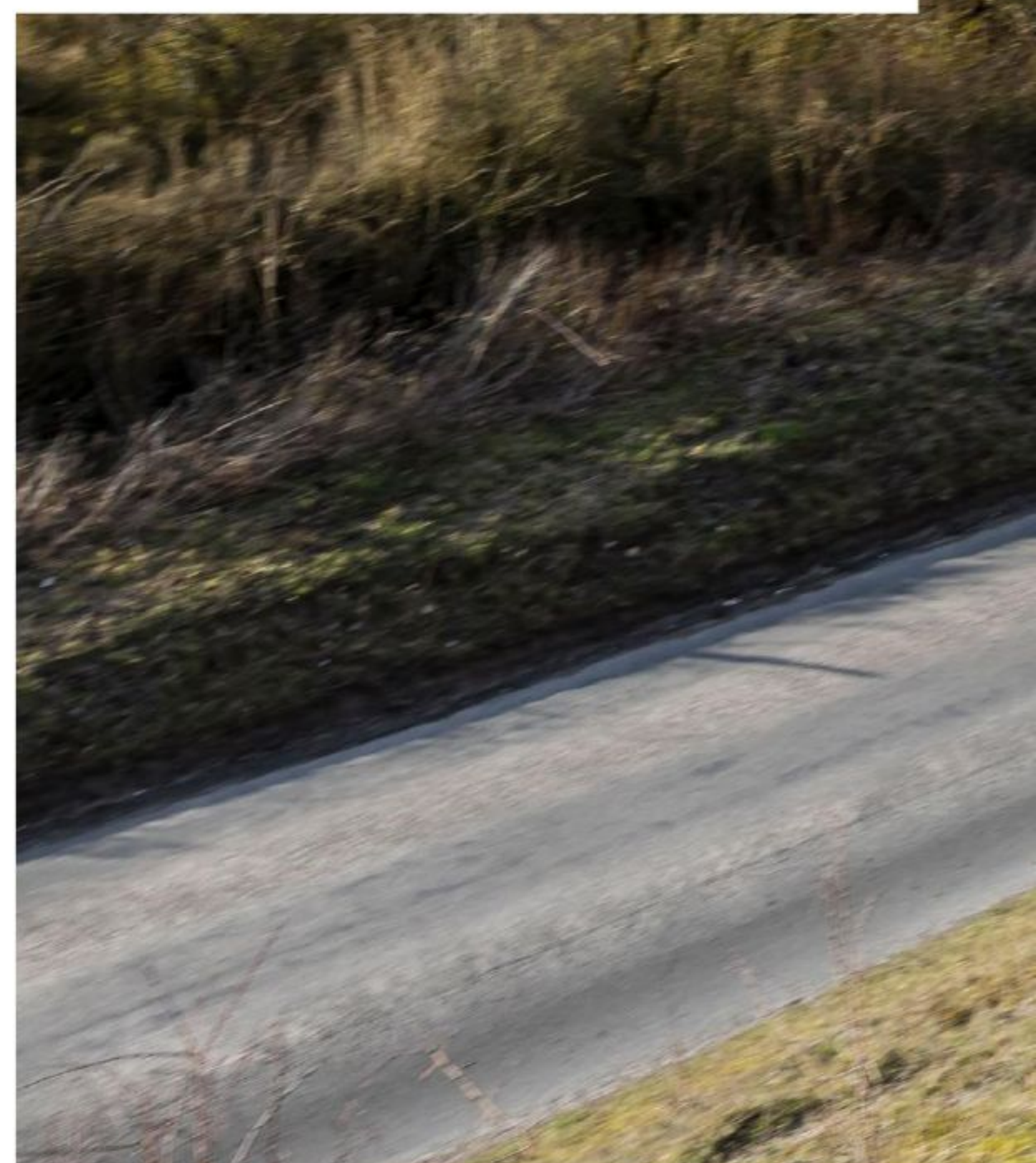
miles. “The car won its class at Salon Privé in 2018,” Pozner explains. “Derek Bell, who judged the 911s, liked that it’s still driven and not a trailer queen.”

The S resembles a 993 Turbo after a month on the Insanity workout. There are quad tailpipes and new intakes in the front bumper and behind the doors (the latter diverting air to the brakes, not the intercooler). The rear wing is a two-piece affair, with shrunk GT2-style inlets at its outer edges (which do feed the intercooler). And the hollow-spoke Technologie-Rad alloys house beefed-up brakes: eight-piston at the front, four at the rear. Note the yellow calipers don’t yet signify PCCB carbon ceramics – these debuted on the 996 GT2 in 2001.

Speaking of carbon fibre, the 993’s interior is positively slathered in the stuff. It covers the dashboard, door cards and handles, along with parts of the steering wheel, gearknob and handbrake. The effect is weight-saving as well as cosmetic, but doubtless looked impressive in 1998 – years before carbon became a supercar staple. Elsewhere, you’ll spot hard-backed leather seats and coloured seatbelts; buyers could opt for black, red or yellow.

No prizes for guessing which colour belts this 911 has. As for the dazzling yellow dials and polished wheels, they’re the work of Porsche Exclusive (called the Sonderwunsch department until 1986), which customised the Turbo S on the production line in Zuffenhausen. Indeed, the 993 Turbo and Turbo S earn the distinction of being the very last hand-built 911s. This particular car was assembled and registered in February 1998, well after the 996 Carrera had commenced (mass) production. 🏁

**“It’s a flowing,
one-two uppercut:
exuberant until
4,200rpm,
utterly explosive
thereafter”**





A brief history of the 911 Turbo S

You can never have too much of a good thing, which is perhaps why every iteration of 911 Turbo has spawned a more powerful 'S' variant. Extreme, exotic and exclusive, they sit at the pinnacle of road car performance for their respective eras. The story starts with the little-known 930 S, a Sonderwunsch special that was badged SE or LE in the UK (the former with 935-style pop-up headlamps and slatted side intakes, the latter with a traditional 911 front end and flanks). Either way, a Powerkit with a larger KKK turbocharger lifts output from 300hp to 330hp.

The 964 Turbo S 'Leichtbau' is a rare beast indeed. In essence a boosted Rennsport, rather than a luxurious super-GT, it offers 381hp, RS suspension and 180kg less weight. Only 81 were built, plus 76 Flatnose versions with exposed, 928-look lamps.

We've covered the subsequent 993 here, but it's worth reiterating what a step change it was. Thanks to four-wheel drive, it banished the wayward reputation of the Turbo S for good. Two things that didn't change were the air-cooled engine – now making 450hp – and tiny production numbers. Only 345 were made.

The Turbo S entered the water-cooled era with the 996 and 997. These were limited-edition models (1,563 and 2,000 cars respectively) with added power and bountiful equipment, including PCCB brakes. The 996 musters 450hp and the 997 530hp – both 30hp gains over the Turbo.

For the 991 generation, the Turbo S joined the mainstream 911 range. Hallmarks of the 997, such as PDK and centre-lock wheels, were carried over, and the performance reached new heights. The 560hp 991.1 Turbo S blasts to 62mph in 3.1 seconds, while the 580hp 991.2 needs just 2.9 seconds. Finally, there's the new Turbo S: the current 992 range-topper. With a 650hp flat six and eight-speed PDK 'box, it promises 62mph in a scarcely believable 2.7 seconds. Watch this space for a review.



ABOVE 450hp flat six builds power nicely through the revs, whereas max 997 boost arrives early

TOP LEFT Carbon-fibre trim along dashboard, on handbrake and on door pulls were from a time when the material wasn't commonly found on sports cars





“The 997 Turbo S isn’t just a fire-and-forget missile – it’s a real driver’s car”



FAR LEFT Sport and Sport Plus sharpen throttle response, but the 997 is ballistic even in normal mode

ABOVE LEFT Age of early first-gen PDK is only given away by the long pull of each wheel-mounted paddle

LEFT Carbon-fibre air box with unique design was exclusive to the 997 Turbo S

I’m still ogling the 993 when editor Lee arrives in the 997 Turbo S. He’s driven to Hendon from nearby Hexagon Classics, where this 2012 example with 17,000 miles is up for £89,995. That may seem steep for a car that cost £123,263 when new (£130,791 for the Cabriolet) – especially now the 991.1 Turbo S has depreciated to a similar level – but only 2,000 examples were made in what was a run-out special of the 997 era, rather than simply a Turbo upgrade as per the 991.1.

Finished in stark Carrera white with a colour-coded splitter and retro sill stripes, the 997 also performs its share of street theatre. A few details, notably the glittery front DRLs and jewel-like rear lenses, seem of their time, yet its overall styling has hardly aged. Perhaps Porsche is onto something with this evolutionary approach. RS Spyder centre-lock alloys and yellow calipers are the main Turbo S giveaways – aside from that evocative script on the engine lid, of course.

Plenty more sets the ‘S’ apart inside, where it boasts adaptive seats in two-tone leather, cruise control and a CD auto-changer, plus the seven-speed PDK transmission with modified shift paddles. Handling hardware includes PTV torque vectoring, PCCB brakes and Sport Chrono Plus with dynamic engine mounts and launch control. The premium over a Turbo was £16,876: the same – or near-as-dammit – as ticking all those options. So technically, you actually got the added firepower of the Turbo S for free.

Ah yes, performance: the raison d’être of the 911 Turbo since 1975. We’ll come to the 993 shortly, but the 997’s stats are even more startling. Thanks to larger compressor wheels in the variable-vane turbos, bigger intercoolers, an ECU remap, raised boost pressure and a carbon-fibre airbox, power climbs

30hp to 530hp: equal to the 997 GT2. A mighty 700Nm of torque, meanwhile, matches a 997.2 Turbo with optional Sport Chrono overboost, but the ‘S’ delivers full wallop without the driver switching to Sport mode. In practical terms, that means 0-62mph in 3.3 seconds and 195mph.

Sadly, I won’t be verifying either of those figures on the way out of London. The remnants of morning rush hour clog the North Circular and traffic crawls at a glacial pace. Still, who’s complaining? Many supercars – and make no mistake, the Turbo S is a supercar – would be tiresome here, yet the 997 is no harder to drive than a hatchback. Its suspension smothers urban pockmarks and its 3.8-litre engine emits a muted rumble as the PDK ‘box shuffles gently from first to second, then back to first again. No wonder city boys love ‘em.

Finally, we peel off onto the M1 slip road, with Lee taking the lead. The 993 hunkers on its haunches, then launches like Bananaman flying fist-first at the horizon. Gauntlet duly thrown, I bump the shifter across into manual and bury the throttle. Acceleration feels unabating from 3,000rpm upwards, compressing my internal organs as the 997 reels in its ancestor like a predator hunting its own. Numbers on the digital speedo multiply like scores on a pinball machine and the Mezger flat six finds its voice: a pneumatic snarl that seems to hacksaw the atmosphere in half.

After a brief rendezvous to breathlessly compare notes, we set out on a loop of rural Hertfordshire. As we pass Go (a National Speed Limit sign), I switch to Sport Plus. Now, throttle response is hair-trigger sharp and each lengthy pull of the right paddle elicits a brutal ker-chunk. If anything, going fast actually feels too easy; having passed Go, you can Go To Jail within, well, about five seconds. But the 997 Turbo 🏁



997 Turbo S	Model	993 Turbo S
2012	Year	1998
Engine	Capacity	Engine
3,800cc	Compression ratio	3,600cc
9.8:1	Maximum power	8.0:1
530hp @ 6,250-6,750rpm	Maximum torque	450hp @ 5,750rpm
700Nm @ 2,100-4,250rpm	Transmission	585Nm @ 4,500rpm
Seven-speed PDK auto		Six-speed manual
Suspension	Front	Suspension
Independent; MacPherson struts; coil springs; anti-roll bar	Rear	MacPherson struts; transverse arms; coil springs
Independent; multi-link; coil springs; anti-roll bar		Multi-link LSA axle
Wheels & tyres	Front	Wheels & tyres
8.5x19-inch 235/35/ZR19	Rear	8x18-inch 225/40/ZR18
11x19-inch 305/30/ZR19		10x18-inch 285/30/ZR18
Dimensions	Length	Dimensions
4,435mm	Width	4,245mm
1,852mm	Weight	1,795mm
1,585kg		1,583kg
Performance	0-62mph	Performance
3.3sec	Top speed	4.1sec
195mph		186mph

S isn't just a fire-and-forget missile – it's a real driver's car, too.

On hedge-lined lanes, I'm thankful for the 997's relatively slim hips, some 48mm narrower than a new 992 Turbo S. Its hydraulic power steering is lucid but not fidgety, while its chassis is focused and seemingly unflappable. There's little evidence of the fabled 'pendulum effect' here: just precise turn-in, adjustable cornering balance and tenacious four-wheel traction. In the dry at least, oversteer is something you provoke, not a side-effect to catch you unawares.

Time to swap cars. The 993's 3.6-litre engine relies on a single spark plug per cylinder, but larger KKK K16 turbochargers, spikier camshafts and a remap (effectively the optional X50 upgrade) boost output to 450hp – a useful 42hp gain over the Turbo. In 1998, that made it the fastest production 911 to date. Surprisingly, it weighs just 2kg less than the 997, so performance isn't quite as apocalyptic. Yet this Turbo S remains a pulse-spiking prospect, hitting 62mph in 4.1 seconds and 186mph.

Stepping into the 993 requires some mental recalibration. Its cabin feels confined, the quarterlights obscure the door mirrors and the steering wheel and floor-mounted pedals are both

skewed towards the centre. There's also nowhere to stash your mobile phone or takeaway latte macchiato cup, and infotainment is limited to a DIN radio with a CD holder between the seats. Luckily, the air-cooled six provides all the soundtrack you need. It whirrs and coughs and thrashes, then it intensifies to a savage yowl.

What takes me aback is the limited lag. The 993 uses one turbo per cylinder bank, but Lee compares its swelling surge to the sequential twin-turbo setup in the Porsche 959. Kept in-check by long gear ratios, it's a flowing, one-two uppercut: exuberant until 4,200rpm, utterly explosive thereafter. The uprated stoppers stand up to modern scrutiny, too, while a weighty clutch and notchy six-speed manual offer more involvement than any pair of paddles.

On rollercoaster A-roads, the older Turbo S feels fabulously aggressive, hugging the tarmac as its elastic engine surfs a wave of decadent boost. Even now, it could rule the outside lane of a German Autobahn. On poor-quality B-roads, though, the 993 can lose composure. Its taut suspension jitters and jolts where the 997 stays fluid, while mid-corner bumps may deflect it off-line. Equally, the steering, which relays everything in delicious detail, can fight

with your wrists when the road gets rough. It's a bit of a wake-up call after the newer car, yet makes for a more visceral drive.

As I cruise back down the M1 towards London, an HGV driver delivers an approving honk and a man in a BMW offers a grinning thumbs-up. The vivid yellow paint surely helps, but I didn't get any reaction in the newer car – and perhaps that's the point. Driving the ultra-rare 993 Turbo S seems like a special occasion, something to be savoured. By contrast, the 997 is still a consummate all-rounder, a special 911 for every occasion.

This isn't a comparison test. One Turbo S is more than triple the price of the other, for a start, and they are so different it's hard to believe they were launched just 13 years apart. However, they ably demonstrate the excitement and variety of experience within just a small facet of the 911 canon. That's why this one sports car (or in this case, supercar) still fascinates us – and surely will do for decades to come. **911**

Thanks
Many thanks to Hendon Way Motors (020 8202 8011) and Hexagon Classics (020 8348 5151) for the loan of the 993 and 997 respectively. Both cars are for sale.

SIT BACK & ENJOY THE RIDE



When it comes to classic car insurance,
Adrian Flux have got it covered.

Our classic car insurance policy benefits can include: Agreed value,
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote
0800 085 5000 or visit **adrianflux.co.uk**

ADRIAN FLUX

Authorised and regulated
by the Financial Conduct Authority



TURBO

SIX DECADES
OF SUPREMACY



The 911 flagship has undergone six iterations: here's your complete history from 930 to 991

Written by **Kieron Fennelly**

The Porsche Turbo came into existence thanks to the foresight of the company's new managing director, Ernst Fuhrmann. Appointed in 1971, Fuhrmann (below) who had worked at Porsche in the 1950s (and developed the famous quad-cam Carrera), saw that without new models, Porsche would at best stagnate. Beside proposing a new, long-term Porsche, the 928, he sought to revive interest in the vital 911, which he did with almost immediate effect by creating the 911 RS 2.7. This gave Porsche a tremendous fillip in club-level racing and its competition version, the RSR 2.8, won at Daytona in early 1973. However, Fuhrmann also knew that at an international level, to win consistently required far more than 300 horsepower: its Can-Am victories with the 917 had shown Porsche was quite capable of building successful turbocharged racers making 180bhp per litre. The same could be done with the 911.

But first a production version for homologation with the FIA was required: Porsche developed the 3.0-litre engine of the RS 3.0 with a single KKK turbocharger and the compression ratio reduced to 6.5:1. A deliberately conservative specification still delivered 260bhp and startling acceleration, and

uncertain how to market its new Turbo, Typ 930, Porsche elected to position it as unashamedly high end and fitted every option in its catalogue. The outcome was extraordinary: instead of building the homologation minimum in a year, overwhelming demand meant Zuffenhausen had outshopped the requisite 500 within six months.

In retrospect it was not difficult to understand the success of the 911 Turbo: its breathtaking acceleration was unique while its bespoilered styling attracted attention like few other vehicles. Porsche suddenly found itself an entirely new clientele among the super-rich, a class that appeared to be recession-proof as the 930 was launched in 1974 in the teeth of the oil crisis. By 1977, Porsche had built 3,000, the über Porsche's reputation now firmly established as a ridiculously fast, outrageously styled and appropriately expensive supercar. The model had a halo effect on the entire Porsche brand: in the popular mindset Porsches had become the cars of the hedonist, but conversely more and more people now aspired to them.

The first development of the 930 took place for MY1978: bored and stroked to 3.3-litres and now intercooled, the Turbo delivered 300bhp and, significantly, almost 30 per cent more torque. The performance improvements, 0-200kph in 17.7s and 160mph, set benchmarks that Porsche saw no need



BELOW 40 years of Turbo evolution combine for a fast blast through the forest as the 1975 930 3.0 meets the 2015 991.1 Turbo S



“Ernst Fuhrmann’s
‘stopgap’ 930 had
turned into both the
best known and most
profitable Porsche”



The GT2: Turbo on steroids

A new GT racing championship devised partly by Jürgen Barth started in 1994. Initially Porsche raced the 964 RSR with success and then developed a Turbo version of the 993 to maintain its hegemony in the lower-horsepower GT2 category. The 993 GT2 was essentially a rear-wheel-drive 993 Turbo suitably stripped for the track: road-going homologation cars developed 430bhp, or 450bhp in later Evo form.

Porsche elected not to pursue GT2 racing with the subsequent 996, partly because it had already prepared the naturally aspirated 911 for the GT3 category, but a top-of-the-range road car was made: the twin-turbo, rear-wheel-drive GT2 received mixed reviews, being uncertain on the track and without the refinement of the 996 Turbo. Its lack of PSM and traction control caught out more than a few owners. The 997 GT2 made headlines with its 204mph top speed, but with GT3-based suspension it was an altogether more sophisticated offering.

A 997 GT2 RS finally combined the Rennsport badge with Porsche's blown recipe, making use of carbon fibre bodywork and race-interior of the GT3 RS with 620bhp. 500 of this genuinely capable track and road-going 911 were built. In 2017 a 991 GT2 RS appeared: it used a PDK-only 3.8 DFI tuned to 700hp: around two thousand units were rumoured to be built, moving Porsche's flagship further into unreality with a 2.7-second 0-62mph sprint and 211mph top speed.





CLOCKWISE FROM TOP LEFT Original 930 elevated the 911 into the minds of the super-wealthy; 81 964 Turbo S Leichtbau examples were built to commemorate Brumos Racing's IMSA championship success; 993 Turbo brought twin turbochargers and twin intercoolers to the Turbo setup, plus AWD; Porsche remains the only manufacturer to use VTG on a petrol turbo engine; 996 was the first water-cooled Turbo, and 997.1 signalled the end of the Mezger engine

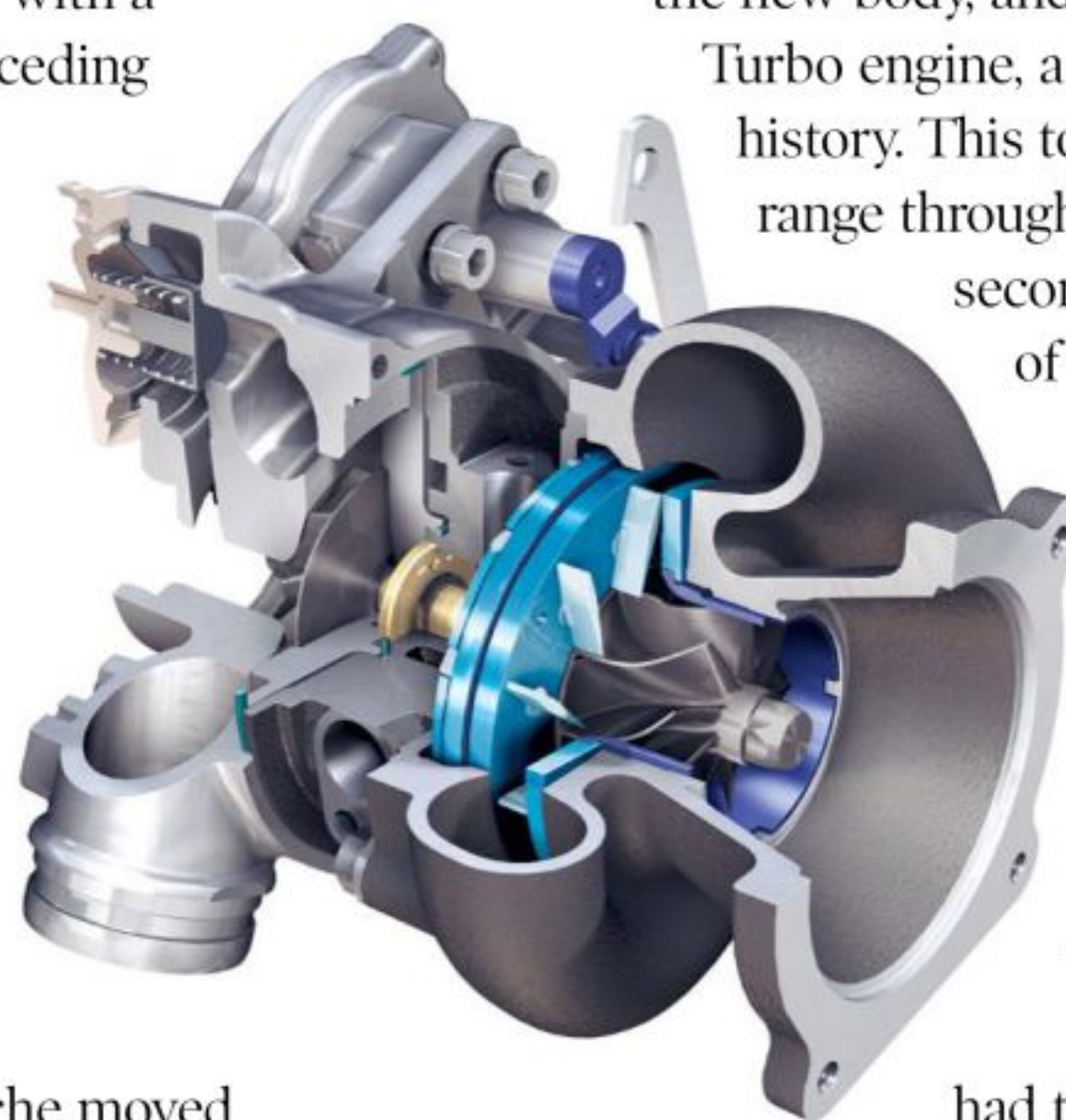


to improve until 1990. The 1980s were in any case the decade during which the 911 was neglected in favour of the supercar 959. With twin turbochargers and a water-cooled head (and almost every other state-of-the-art technology that Weissach could incorporate) launched late and far over budget, the 959 coincided with the worst recession in Porsche's history. Consequently the 964 Turbo was not only late in arriving, it had none of the intended 959 technology, managing simply with a power-kitted 3.3 from the preceding 930. Despite clearly being an interim model, the 964 Turbo 3.3 nevertheless sold a profitable 1,200 cars per year during its reign; its short-lived 3.6 successor packing a muscular 360bhp and 520Nm would be the last of the old-school 911 Turbos. S versions, some with 'Flachbau' noses, were tuned to 385bhp and sold at a considerable premium.

With the 993 Turbo, Porsche moved its supercar nearer contemporary GT standards: twin turbocharging smoothed the torque curve and four-wheel drive instilled greater controllability and confidence for most drivers. The 911 Turbo was no longer a wild man among supercars. Indeed, all that was missing was an automatic transmission option. That was rectified by the 996 Turbo which appeared in 2000, but so different was the 996 from its predecessors, this became a mere detail.

Starting from scratch with new chassis, shell and above all a GTI-based 3.6 water-cooled flat six, the 996 Turbo was the junior supercar, the combination of performance, handling and refinement achieving handsomely the goals Porsche had sought with its overcomplicated 959. Henceforth the Porsche Turbo would always be a paragon of performance and GT levels of refinement. The 997.1, assisted by variable vane turbines, honed this outstanding concept in the new body, and the 997.2 saw the first dedicated Turbo engine, a 3.8 DFI, in the Turbo's 35-year history. This took over, powering the Turbo range through the next decade to the end of the second-generation 991. With the advent of the 991, the manual gearbox option disappeared in favour of PDK, which like the new DFI, assisted emissions and mpg while such features as launch control and overboost – a momentary increase in boost pressure – ensured the 911 Turbo continued to deliver electrifying performance.

Ernst Fuhrmann's 'stopgap' 930 had turned into both the best known and most profitable Porsche. The forthcoming 992 Turbo will surely take the classic blown 911 (as opposed to the other recently turbocharged 911 range) comfortably past its 50th birthday, but with the general stampede to electrification, the depressing prospect after 2024 is that 'Turbo' will eventually become a mere marketing term signifying 'faster version' as it already does on the Taycan. **911**



THE NEW TURBO S

Porsche's 992 Turbo S is the most powerful, dynamic and efficient flat six supercar of all time. Total 911 takes you under its skin

The unveiling of Porsche's 992 Turbo S was bizarre for a number of reasons. Robbed of a glitzy public debut in front of the world's media at the 80th Geneva Motor Show, cancellation of the event in Switzerland meant that Porsche had to make do with an online broadcast, hosted by brand ambassador Mark Webber, from a back room at Weissach.

Two examples of the new Turbo S, a Cabriolet and Coupe, sat under satin covers awaiting their big moment of reveal. 'In the Air Tonight' by Phil Collins was blasted as the covers were whipped off, an eerie silence devoid of the 'ooohs' and 'ahhs' of a baying media pack, the thrum of Collins' iconic drum beat punctuating the airwaves in place of the usual click-clacking of photography cameras hard at work on a conventional motor show stand. ➡







Webber then handed over to CEO Oliver Blume, who spoke only briefly of the 911 Turbo S, calling it “the icon of our brand, representing power, elegance, efficiency and cool”, before moving on to remind the world of Porsche’s commitment to sustainability and zero emissions. Doing this while standing in front of Porsche’s traditional gas-guzzler, it all felt a little awkward, the message clearer from what wasn’t said rather than what was. The 911 Turbo is obviously at odds with where the company is headed with the rest of its more eco-friendly products, hence Blume’s almost defensive rhetoric. However, as devoted, long-time admirers of the Porsche brand, all that matters to us is that the iconic Turbo remains part of the 911 line-up, in 992 form now more powerful and efficient than ever before – and, unlike the Taycan Turbo which has cruelly pinched the top 911’s name, actual, physical turbochargers remain present.

Headline figures for the new 992 Turbo S are 650PS and 800Nm torque, up by a massive 70PS and 50Nm respectively over the previous 991.2 generation equivalent. It’s the largest leap in power between any generation of 911 Turbo, ever. The flat six responsible for producing this power retains its 3.8-litre capacity of the 9A1 engine fitted to the 991.2, but therein the similarities end. The new Turbo S uses a reworked version of the 9A2 EVO flat six found in its 992 Carrera siblings, retaining the highly accurate and efficient piezo fuel injectors which have helped the 992 generation’s engines improve both responsiveness and emissions. In Turbo guise, the 9A2 EVO engine has been enlarged from 3.0- to 3.8-litres, with two new, larger turbochargers again boasting Porsche’s innovative Variable Turbine Geometry. The turbine wheels are up by 5mm to 55mm in diameter, the compressor wheel 3mm larger at 61mm. With one turbocharger boosting each bank of cylinders in the traditional 911 style, their layout is symmetrical, the compressor and turbine wheels now rotating in opposite directions.

The Turbo S also has a new intake system, which Porsche says successfully increases the flow rate of cooling air to the engine. Essentially it’s been swapped around from that used on the 991.2, so that now, as with the 992 Carrera, twin intercoolers sit on

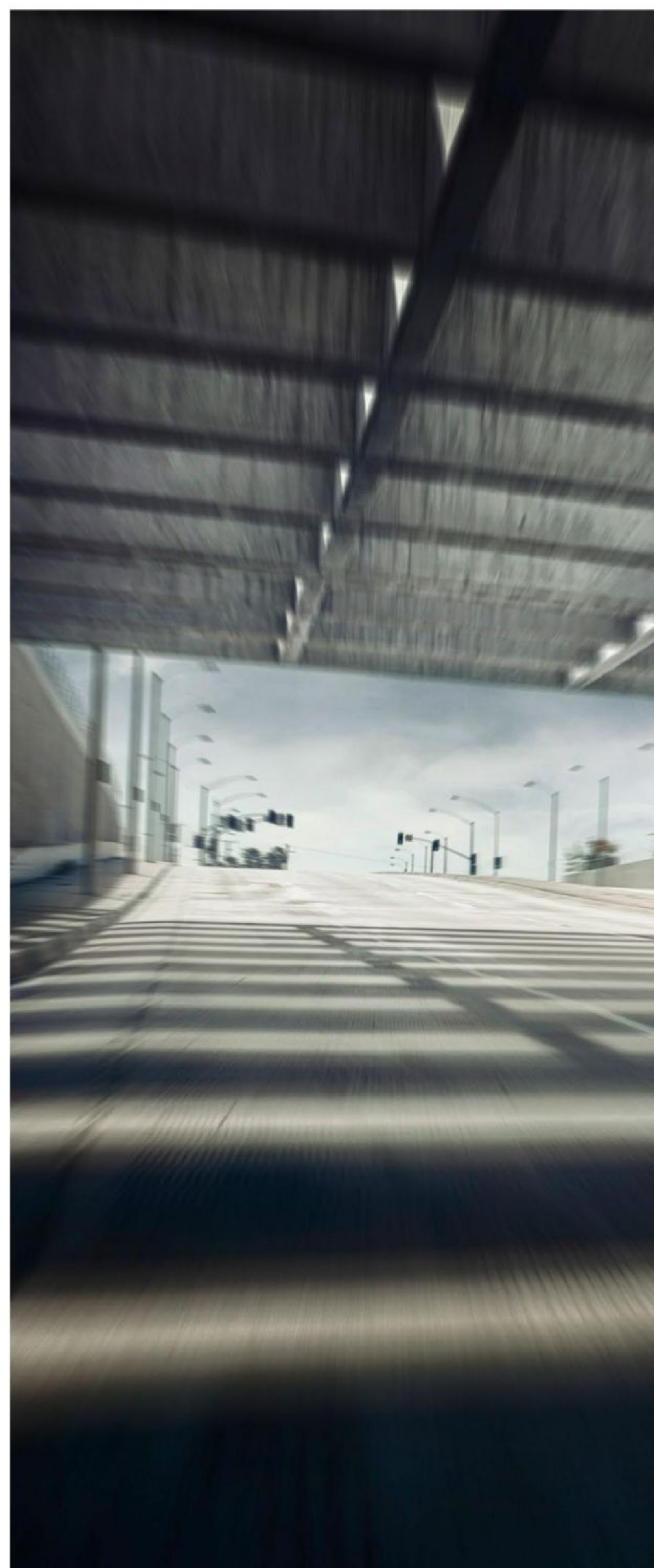
top of the flat six – just like the 993 Turbo some 25 years previously. That means those trademark side air inlets in the Turbo’s rear quarter are now chiefly for feeding air to the engine’s air filters, as per the naturally aspirated 991 GT3 RS. Additional airflows through the engine lid cover provides a total of four intakes, which Porsche says has a larger cross section offering lower air resistance, which aides engine efficiency as well as power. The engine is mated to a compulsory eight-speed PDK gearbox, which has been revised specifically for Turbo specification.

Going back to that impressive torque figure, which usurps even the 991 GT2 RS, the 992 Turbo S’s maximum 800Nm is delivered between 2,500-4,000rpm. That peak power band is slightly narrower over the 991.2, but Porsche says the tune of the new engine means the Overboost function, in place since the 997 Turbo S, is no longer required. Porsche Ceramic Composite Brakes (PCCBs) are a long-time Turbo S hallmark, and they remain standard spec for the 992 Turbo S, albeit with monstrous ten-piston calipers up front, the rears keeping their four pistons. These will clamp brake pads against larger discs now measuring 420mm up front and 390mm at the rear.

Those discs are housed inside larger wheels which, for the first time on the 911 Turbo, come in different diameters between the front and rear axles. The 992 Turbo S has 20-inch wheels with customary centre-locking mechanism on the front, and 21-inch wheels on the rear. Power is sent from the engine to each wheel via Porsche’s map-controlled multi-plate clutch, all-wheel-drive PTM system, which can transfer up to 500Nm of torque to the Turbo S’s front wheels at any time.

As with the 991, the 992 Turbo S’s rich accoutrement in chassis spec includes Sport Chrono Package with dynamic mounts, rear-axle steering and Porsche Dynamic Chassis Control (PDCC), all of which will be optional on the lesser Turbo.

Porsche’s attitude to completely reworking the flat six engine has also been applied to the body of the new 911 Turbo S. The Turbo – long known as the widest of the 911 family – has once again undergone lateral growth, now measuring 1,990mm across its rear, up 20mm from the already uber-widebodied ➔





FAR LEFT "The Turbo is our biggest challenge in R&D to improve this product," says Dr Frank-Steffen Walliser

LEFT 'Full width' rear light bar can't stretch over the super-wide Turbo's rump

BELOW Sports exhaust tips are borrowed from the mighty 991 GT2 RS

"It's a comprehensive package that underlines the Turbo S's significance as the pinnacle of the Porsche 911's abilities"





ABOVE Wider nose helps generate more downforce, Porsche says

Model 992 Turbo S

Year 2020

Engine

Capacity 3,745cc

Compression ratio Unknown

Maximum power 650PS @ 6,750rpm

Maximum torque 800Nm @ 2,500-4,000rpm

Transmission 8-speed PDK

Suspension

Front Independent; McPherson strut; anti-roll bar; PASM

Rear Independent; multi-link; anti-roll bar; PASM; rear-axle steering

Wheels & tyres

Front 9x20-inch; 255/35/ZR20

Rear 11.5x21-inch; 315/30/ZR21

Dimensions

Length 4,535mm

Width 1,900mm

Weight 1,640kg

Performance

0-62mph 2.7sec

Top speed 205mph





ABOVE Leather Pack's stitching pattern on the seats and door inserts is a throwback to the original 930

991.2 Turbo S. With side mirrors unfolded, the widest part of the 911 Turbo now measures more than two metres for the first time.

The body itself follows the usual design hallmarks of the 992, albeit with those side air intakes stationed ahead of each super-wide rear arch. Their rounded appearance is reminiscent of the 991. At the car's rear, its aggressively wide appearance is most apparent. That 'full width' rear light bar does not in fact run along the full width of the Turbo S's rump, those new arches bulging out from where the light bar finishes on either side. Pleasingly, the rear bumper has been revised, the licence plate recess now higher up than on Carrera models, alleviating that awkward gap between the rear lights and exhaust section that the Carrera models seem to possess. Speaking of exhausts, there's a huge win for the new Turbo model in this department, as a Sports exhaust is optional for the very first time, which should seek to finally slay a long-time accusation that the 911 Turbo has for years been far too quiet. Selecting the optional PSE will see the Turbo's now customary quad exhausts with rectangular tips swapped out for larger-bored, twin oval tips as first seen on the 991 GT2 RS. Both designs will be finished in glass black, as per the Turbo tradition.

That huge body cloaks, among other things, an enlarged footprint. We've already discussed wheel sizes, but the Turbo S's front boots are a monumental

255/35, the rears 315/30. The car's front track is now 45mm wider too, the rear 10mm wider. It's a concerted effort to manage agility and grip, in the meantime ensuring the 992 Turbo S is no one-trick pony when it comes to performance. Revised Porsche Adaptive Aerodynamics (PAA) helps see to this, the 992 featuring opening and closing air flaps in its front grilles, the technology borrowed from the 992 Carreras. A larger rear wing in both width and depth also raises higher into the sky when electrically deployed, and this is balanced by a pneumatically extendable front chin spoiler, both of which combine to provide 15 per cent more downforce for the 992 Turbo S over its predecessor. The Turbo S is sprung by an enhanced Active Suspension Management (PASM) system, with faster and more precise dampers working with the aforementioned PDCC and rear-axle steering. A Sport chassis is optional for the first time, lowering the 992 Turbo S by 10mm.

Inside, Porsche has sought to mix the modernity that we've come to expect from the 992's now familiar layout with some key historical design mementos. For example, the seats and door cards feature stitching patterns first seen on the original 930 Turbo of 1975 – a neat touch in our eyes. A smaller-diameter GT Sports wheel, Bose audio and 18-way Adaptive Sports Seats Plus again make the lavish standard specification, the latter now with 'Turbo S' embossed stitching on the headrests with

quilted seat centres. The rest of the Turbo S's interior is a mix of full leather interior as standard alongside carbon trim with what Porsche describes as Light Silver accents.

Priced at £155,970 for the Turbo S Coupe (add another £10K if you want the Cabriolet version), Porsche says first deliveries of the 992 Turbo S will arrive late in 2020. It's a comprehensive package that underlines the Turbo S's significance as the pinnacle of the Porsche 911's abilities, emphatically answering the supposedly impossible paradox of outstanding performance alongside premium comfort and luxury. This is most evident in its benchmark 0-62mph time, which is achieved in just 2.7 seconds – some two-tenths quicker than its predecessor. A top speed of 205mph is unchanged, but the new Turbo S knocks an entire second off the sprint to time 120mph, now taking just 8.9 seconds. As if the 991.2 Turbo S wasn't fast or capable enough before, the 992 Turbo S has moved the game on once more: it's now truly a rocket ship with a steering wheel.

There's still one glaring question though: why no standard Turbo? Porsche says a 'base' Turbo will indeed be introduced to the line-up at a later date, the 992 continuing its new trend of filtering down from top models as seen on the Carrera S and 4S. "More people buy the Turbo S," Dr Frank-Steffen Walliser, head of the 911 line, tells the media. The uber 992 has arrived, and we can't wait to drive it very soon. **911**

992 TURBO S AT A GLANCE

Bigger footprint

Not only are the tyres the largest to be fitted to a 911 Turbo, the track width has been increased too, 45mm on the front and 10mm on the rear

Widest 911 ever

The rump of the 992 Turbo S now measures 1,900mm – overall width is 2,024mm without mirrors folded. As a result, its drag coefficient is .33cW, up from .31cW of the 991.2 Turbo S

Revised air intake

Air filters are now housed behind side air intakes, with intercoolers moved on top of the engine

Sport Exhaust

PSE is optional for the first time on the 911 Turbo

Sport chassis

Optional Sports chassis lowers the Turbo S 10mm and provides a firmer ride working in conjunction with PASM

Nod to the 930

Standard Leather Pack features 930-style stitching to seats and door lining. Roof and A, B and C pillars are all finished in Race-Tex material. Standard carbon-fibre trim features elsewhere with GT Sport wheel

Carrera engine on steroids

This is the first time in the water-cooled generation the Turbo uses a rendition of the same engine as its Carrera counterpart, complete with piezo injectors

Adaptive aerodynamics

Revised PAA plus wider body helps generate 15% more downforce over 991.2





1973 PORSCHE 911 2.8 RSR FIA HISTORIC GT RACE CAR
Sold for: £101,250 at Race Retro 2020

1st May 2020

The 2020 Porsche Sale

Best-of-breed
Porsches invited

Donington Park, Castle Donington, Derby, DE74 2BN

A NEW APPROACH IN AN AGE OLD BUSINESS

+44 (0)1926 800 657 | silverstoneauctions.com



Porsche Club
Great Britain



**Save up to
52% when you
subscribe to
Total 911 today***





EXCLUSIVE SUBSCRIBER COVERS!

Great reasons to subscribe

- Saving up to **52%** on bundle price
- Never miss an issue
- **Free** delivery to your door
- Print only **£52** for a year
- Print and digital only **£62** for a year

Include digital for only **£10**



Visit myfavouritemagazines.co.uk/t911subs

Call **0344 848 2852**

Lines open Monday to Friday 8am to 7pm and Saturday 10am to 2pm (GMT)

QUOTE **T911SUBS** WHEN ORDERING

***Terms and conditions:** This offer entitles new UK Direct Debit subscribers to pay just £52.00 (one year) for print or £62.00 (one year) for print and digital. Prices and savings quoted are compared to buying full-priced print issues. You will receive 13 issues in a year. Your subscription is for the minimum term specified. You can write to us or call us to cancel your subscription within 14 days of purchase. Payment is non-refundable after the 14-day cancellation period unless exceptional circumstances apply. Your statutory rights are not affected. Prices correct at point of print and subject to change. UK calls will cost the same as other standard fixed line numbers (starting 01 or 02) or are included as part of any inclusive or free minutes allowances (if offered by your phone tariff). For full terms and conditions please visit: www.bit.ly/magterms. Offer ends 30 September 2020.

Total
911
THE PORSCHE MAGAZINE

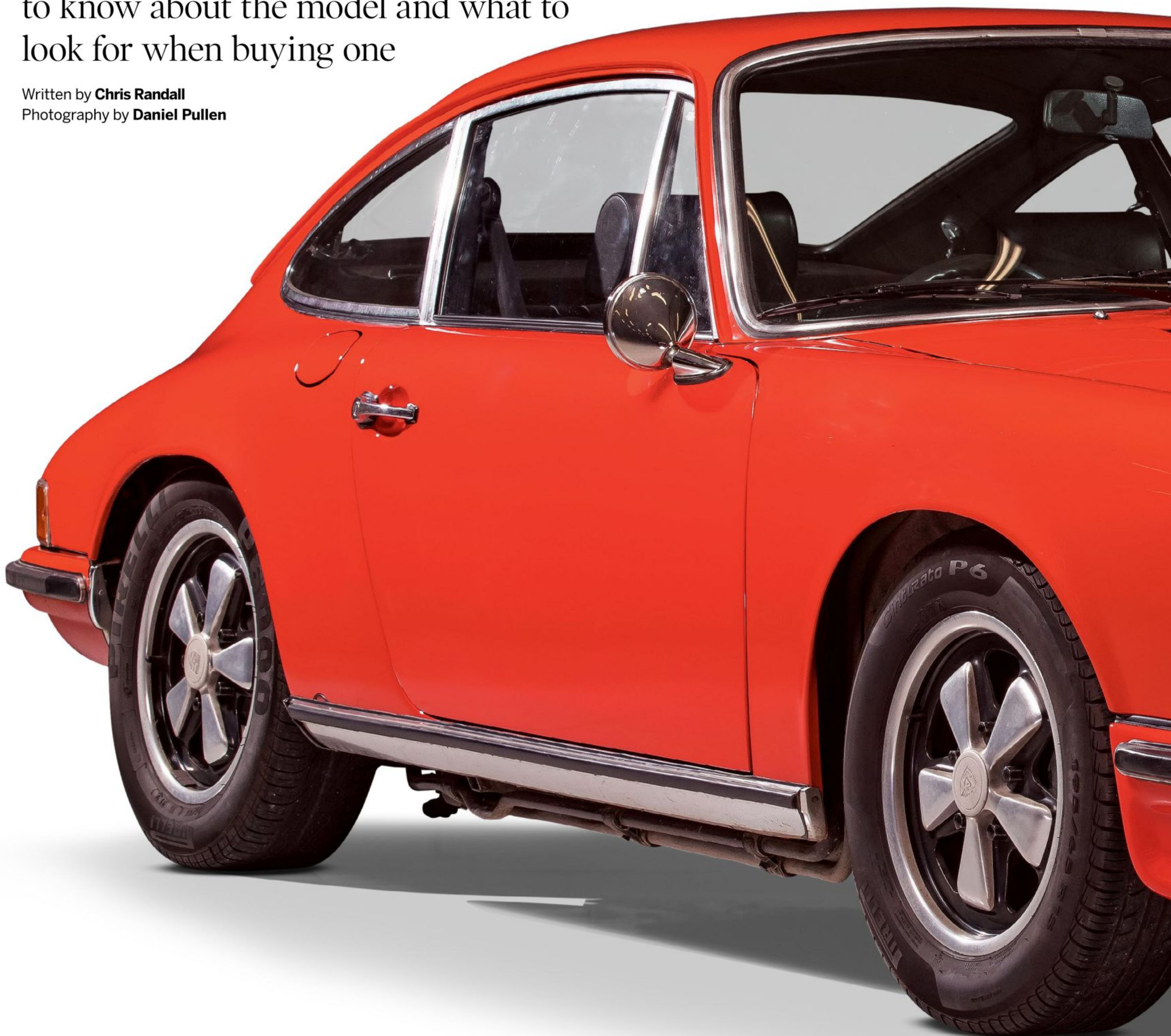
myfavouritemagazines
Official Magazine Subscription Store

PORSCHE
INDEX

2.4S

The 2.4S has long been revered as one of the most desirable early classics. Here's everything you need to know about the model and what to look for when buying one

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



HISTORY AND TECH

Only a few years had passed since the 911's arrival when Porsche introduced a new range-topping model. The 'Super' was a clear statement of intent by Zuffenhausen, one that reinforced the Neunelfer's reputation as a proper sports car. Not only did it boast the highest power output, but the S was also the first model to receive a more focused specification that included light alloy Fuchs wheels, uprated suspension with anti-roll bars front and rear, and ventilated disc brakes. Continuous development brought more power and fuel injection, and the arrival of the E Series in 1972 introduced a larger engine. This was the 2.4S, the 2,341cc flat six now producing 190hp and a beefier 211Nm of torque.

The increase in capacity was achieved by fitting a longer-throw crankshaft for a stroke of 70.4mm, and it was accompanied by a lower compression ratio (8.5:1 compared to the 9.8:1 of the 2.2S) that improved emissions and allowed the new model to run on 91 octane fuel. The steel con-rods received a different hardening treatment, there were oil jets to cool the pistons, and a more efficient oil cooler was employed. Also worth noting is that the fatter torque was produced at a peaky 5,200rpm, something that altered the way the S drove compared to the more relaxed E and T models. However, Porsche claimed identical performance figures to the previous 2.2S: a maximum of 140mph with 0-62mph in 6.6 seconds. Those figures were delivered via the Type 915 transmission with revised ratios, while buyers also had the option of the Type 925 Sportomatic gearbox (it was stronger than the Type 905 used previously). There was a minor increase in overall weight

compared to the previous model, but at 1,077kg this was still a lithe car by any measure and a fitting way to demonstrate the 911's sporting credentials. Externally, the new model could be identified by the 2.4 badge on the engine lid's grille which was now painted black, and the E Series also brought with it a slightly more curious development – the external oil filler. Intended to improve the weight distribution (and handling) by relocating the oil tank, it proved confusing and unpopular and was dropped for the F Series model that arrived in 1973. That change was also accompanied by exterior tweaks that included black instead of chrome trim. Buyers could have their 2.4S in Coupe or Targa body styles, while zinc-coating the lower half of the shell brought some improvement in corrosion resistance. In all, just over 5,000 examples were produced and the 2.4 would be superseded by the G Series 911 of 1974 with its 2.7-litre engine. ➡



FIVE-YEAR VALUES (£)	CATEGORY 4	CATEGORY 3	CATEGORY 2	CATEGORY 1
JUL '15	90,100	117,000	151,000	189,000
NOV '16	118,000	169,000	226,000	292,000
SEPT '17	82,100	107,000	149,000	219,000
MAR '18	82,100	107,000	149,000	219,000
DEC '18	77,100	106,000	136,000	192,000
OCT '19	77,100	106,000	136,000	192,000

- Values spiked in 2016 following a series of high-profile auction results, not least of which was the June 2015 Bonhams sale of Richard Hamilton's car for £393,500. This wasn't indicative of the market in general, and values slipped back.
- Current values are very similar across the UK/US and European Hagerty guides. German collectors are likely to pay less for condition 4 ('Fair') cars that tend to be more numerous there.
- 12-month major auction results are in line with our guide prices, with most around our condition 2 ('Excellent') price. This is as expected, and our values are stable as a result.
- UK collectors will pay a premium for C16 RHD, five-speed manual. US collectors also pay a premium for factory air conditioning and sunroof, but -15% for Sportomatic gearboxes.

THE VALUES STORY

HAGERTY

According to specialists, including Jonathan Franklin of Rare Car Finance, the very best examples fetch in the region of £160,000-195,000. That's for a right-hand drive S, with left-hand drive cars fetching less, as does the Targa. Don't dismiss the latter as it has a charm of its own, but it's the Coupe that buyers want while the E Series featuring the 'Oel Klappe' external oil filler are also the more desirable choice. Of course cheaper cars are out there, but as our specialists point out there's an inherent risk in buying one that may be ready for an expensive restoration. With that in mind, 'buy the best you can afford' is a mantra worth heeding.



MARKET RIVALS

If you want luxury and mile-munching comfort there are all manner of 997 and 991 models to provide that, not to mention being able to have your pick of the 992 range with enough left over for something more classic. But if you were to spend the lot on just the one car, we have a few ideas.

930 Turbo

Still the poster car for many, the combination of classic styling cues and old-school power delivery is very beguiling. That turbocharged punch might lack sophistication, but mastering this car's foibles brings plenty of satisfaction. The important thing is to find a good one; there's the threat of corrosion and expensive mechanical rebuilds ready to take the shine off a rash purchase.



964 RS

Sticking with the air-cooled theme this is a more focused offering compared to the opulence of the 930. Razor-sharp responses combine with Porsche's lightweight philosophy to deliver an incredibly engaging driving experience. Likely too valuable to take on track nowadays, and care is needed to ensure it hasn't suffered in the past. But a good one? That's special indeed.



997.2 GT3 RS

A grand choice that blends the quality of the 997 with amazing ability on the road. With 450hp on offer from the 3.8-litre motor, it's as quick in a straight line as you'd expect, but there's rather more to this car than sheer speed. A revised aero package, stiffer suspension and active engine mounts all featured, and with just 1,500 made it's both relatively rare and achingly desirable.



991.2 GT3

An epic confection that matches the 2.4S concept for today's world. Its 500hp, 4.0-litre flat six revs to a howling 9,000rpm and is considered one of the finest engines ever to be fitted to a road car. Oh yes, and you could have it with a six-speed manual gearbox. Stunningly fast and capable, it could just be all the 911 you'd ever want, though unlike the other cars in our list, values are likely to fall.





BELOW S had a more opulent interior than the T or E, and revved harder – particularly in the top half of the rev range

WHAT'S IT LIKE TO DRIVE?

Driving a 911 of this vintage is a very different proposition compared to the models that followed, and while that appears to be stating the obvious, bear with us. We've become used to ever greater power outputs, but re-engaging with the purity of a car like the 2.4S is far more rewarding than you might think. While it's easy to be seduced by outright speed, the car here is a reminder of a time when a more delicate, nuanced approach to driving was required if you were to cover ground quickly. And this S delivers on that approach in spades. For one thing there isn't the huge shove on offer with a slight flex of the right ankle that you'll get in a modern Neunelfer; you have to work the flat six harder to make progress, and the resulting noise makes for an intoxicating experience. The superb throttle response means you can meter out the power with incredible precision, and precise is exactly how you'd describe the handling. There's the richly detailed feedback delivered by the steering, and while the firmer suspension setup inspires confidence and imbues the car with real poise, it's combined with a ride that's never harsh. Forget the outright performance statistics, then, and it's an experience to savour. ➡



BUYING ONE

As we pointed out when we took an in-depth look at the 2.4T back in Issue 169, there is one unavoidable problem with a 911 of this age and that's the potential for very costly restoration. Just like the less powerful model, bringing an S back to exceptional condition will swallow the same amount of money as restoring a 2.7 RS, so the need for caution is clear. Corrosion can strike in a number of areas, and eradicating it from the inner and outer wings, sills, floors and door pillars will be neither straightforward nor cheap. While many poorer examples have been weeded out over the last few years they do still exist, and when prices were more affordable it meant that numerous cars didn't get the quality of restoration they deserved. So establishing exactly what work has been done and how well remains the number-one priority. And as we also highlighted with that 2.4T, if you're tempted by the cheaper end of the spectrum you're likely to be better off starting with an unrestored car; at least that way you won't be faced with undoing someone else's poor workmanship. If you've the slightest doubt about condition – or the provenance and history of the car – engaging the services of an expert to assess the situation is the sensible way to proceed. They will also be able to identify any deviation from the correct specification, missing period details being something that will matter to those wanting the very best.

It's also worth mentioning that the mechanicals can present expensive challenges, too. While the flat six of the S is fundamentally robust it's not without problems, some of which will be age-related while others, such as a propensity to leak oil to one degree or another, are part and parcel of ownership. A full-scale rebuild can relieve you of around £20,000, and it must be done by someone who properly understands these engines. A specialist will also ask for £5,000 or so to re-build the 915 gearbox, which can suffer from failing synchromesh; the second to third shift is often the weak spot. It goes without saying that the integrity of the body shell is the crucial factor, but don't dismiss a slightly shabby cabin as it's another area that will significantly dent the budget if you're after perfection. Ultimately, caution is the watchword before taking the plunge.



BELOW Red fan shroud was reserved for the S and RS-spec early 911s. The E got a green shroud, while the T had black



DESIRABLE OPTIONS

This isn't an area that should trouble a potential buyer today. As we highlight elsewhere the important thing is finding a car with the right history and condition, those being the things that will govern how much you will need to spend and the car's value and desirability going forward. Again, that reinforces the need to work with a relevant expert as a 911 of this age isn't a car that should be bought on a whim, or without the input of a respected specialist. Approach the buying process as taking on a piece of Porsche history, and the importance of finding the right S is clear.



ABOVE A good, manual 915 gearbox makes all the difference, though you should expect some recalcitrance until the gearbox oil warms up



“As for owning one, it goes without saying that this isn’t a 911 to buy and forget”



INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

With the period of market correction still very much in evidence, establishing where values might head in the next few years isn't straightforward. However, our experts do point out that the S has held up very well, so you can expect a good one to maintain its value in the medium term. And the longer term? Well that's harder to predict, but we can be fairly sure the appeal of this car isn't going to wane amongst those that appreciate the very best that Porsche had to offer almost half a century ago. As for owning one, it goes without saying that this isn't a 911 to buy and forget. Assuming it will be used and not sat in a collection – that would be a shame given its talents – it will need ongoing care to avoid costly deterioration. But keep that firmly in mind and the reward of owning a special part of 911 history will be immense. **911**

TOTAL 911 VERDICT

By the time this model arrived, almost a decade had passed since the 911 was introduced, but that did nothing to dampen the enthusiasm for what remained the pinnacle of the range. Owning an S back then was special, bringing the sort of power and prestige that might be associated with one of the GT cars today. In many ways, nothing has really changed. The 2.4S still feels special, the combination of accessible performance and handling finesse imbuing this particular model with a compelling character. It will feel a world away from the modernity of the cars that followed many years later, but for many that's exactly where its appeal will lie. And knowing that you own the very best that Porsche produced at the time can't help but add to the allure. There's no escaping the fact that careful buying is needed – with the sums of money we're talking about here you couldn't really expect anything else – but get it right and in return you'll be rewarded with a truly special driving experience.



THANKS The car in our pictures is for sale at Rare Cars, specialists in bespoke classic, supercar, luxury and prestige car finance arrangements for individuals all over the world. For more information visit rarecarfinance.com.

TIME FOR T

History might yet be kind to the 991 Carrera T. Is the last narrow-bodied 911 a future gem?

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





As William Blake once said, hindsight is a wonderful thing. It's been just over two years since we brought you our first drive of the 991 Carrera T, that being a continental drive from the mountains above Monaco to the bumpy B-roads of Britain (it's in Issue 162, if you'd like to take a look).

After our first drive with the Carrera T, we came away with mixed emotions. We loved the concept, Porsche bringing the 'less is more' axiom to its base 911 which, in fairness, has defined the genre of GT models further up the chain.

We liked how engaging the T was to drive, that added focus supplied by a Sports chassis, revised final drive borrowed from the Carrera S, a stubbier, manual shifter, and thinner glass in the rear to let a bit more engine noise in. This was a T absolutely worth the eight grand premium over a base (and comparatively more diluted) Carrera.

However, our bursts of pleasure at the wheel were matched by pangs of disappointment thereafter, not

for what the T was, but what it could have been. That seven-speed manual gearbox remained, long a point of contention for the 991 era in these pages, its throw imprecise, the shift a little too clunky through each gate. It was no different in the T.

Several months later, head of the 911 production line, Dr Frank-Steffen Walliser, confided that an early prototype version of the T was fitted with the GT3's six-speed manual, but alas the production car came with the seven-speed instead. The revelation only added to our anguish; the six-speed would have been transformational. So near, yet so far.

Then there's mass: Porsche claimed this to be a lightweight of sorts at launch, shaving 20 kilograms in mass from the base Carrera for a 1,410kg kerb weight thanks to thinner glass and, mainly, the deletion of PCM and air conditioning. It was a moot point from the get-go: very nearly all T's had the latter two specced back in, nullifying any weight advantage Porsche claimed the T ever had. Journalists (us included) lamented the meek weight-saving exercise, particularly as it seemed that so much more could have been done. Maybe if the rhetoric from Germany

had actually been 'weighs the same as the Carrera, could be less if you take the PCM and air con out', it might have gone down better than 'lighter than a base Carrera... though you have to do without some basic comforts'.

The T was also open to the full rigour of options which in some areas only sought to blunt its potential: heavier, semi-automatic PDK transmission was available for it, as was a panoramic glass roof. Some examples, heaven forbid, were even specced with both!

Transmission dramas and options dilemmas muddled the T's copybook somewhat, which is why we have no problem believing dealers who have admitted to us that selling the car has consequently proved difficult. Its main problem is that customers don't really understand the model.

That's clearly evident in the marketplace, where values of used Carrera Ts are down by quite a margin considering they're only yet two years old, a sub 20K-miler currently available for around £70,000. Considering most were lavished with options which pushed their price up to nearer six figures from ➡





BELOW LEFT Final drive borrowed from the Carrera S means the T is sprightlier out of corners, which can be fun on skinny, Carrera-spec rubber

LEFT RS-style door pulls and smaller GT wheels add some driver flair, and the manual 'box has got better with age too

BETTER WITH AGE

Five models revelling in the passage of time



964

Launched as a 4WD-only 911 in 1989, enthusiasts were up in arms – what had happened to their simple, pure 911 sports car? The 964 was the unloved 911 for years, the matter not helped by the engine's propensity to drop oil, and a tidy-enough example could be had for around £12,000 at the turn of the previous decade. If you've still got your collection of **Total 911** magazines from down the years, take a look back at the classified listings and specialist adverts – it makes for entertaining reading! A £15K car just seven years ago is valued at around £60K now, largely thanks to the likes of Singer snapping up a lot of examples for its programme of 'reimagining'.



996

Ah, the 996. It feels like the first water-cooled 911 has been universally disliked from launch in 1997 and, in some quarters, never truly accepted. We'd like to think we've always been kind to the 996 – our very first issue was dedicated to the magic of the 3.4-litre Gen1 – and at last it seems public opinion is changing. Enthusiasts now recognise the car as a great-value modern classic, the last 911 before Porsche complicated proceedings with PASM, PSM, switchable mapping and so forth. There's still a way to go in the 996's story, illustrated by the fact the 996 is always the cheapest 911 whether you're looking for a Carrera, Turbo, GT2 or GT3, but the public's perception is beginning to shift. A future 964, perhaps?



“It’s only two years old, but such is the rate at which the T is blossoming, I don’t feel at all silly in calling the model a future classic”





new, that's a negative swing by almost 30% – in just 24 months. For a nearly new Porsche 911 outside of the Turbo line-up, it's a big fall.

And yet the Carrera T's legacy might be shaping up quite nicely. The market (and indeed, the production line at Zuffenhausen just prior to that) has been taken over by the presence of 992s, offering new perspectives on this runout 991.

As I write, not a single manual 992 exists on UK shores, these all being derivatives of the Carrera range in either 2, 2S, 4 or 4S spec. All, incidentally, are widebodied, which is particularly significant: this means the T is the last traditional, narrow-bodied 911 Porsche will likely ever make. It's a real 'line in the sand' moment for the 911 as a whole.

There's new charm to be found in the T's practical, day-to-day elements too. Thanks to the technological evolution – no, revolution – inside the 992, basic features we previously took for granted in the 991 T are now reminisced over fondly. For example, it has 'normal' door handles that don't try and second-guess when you'd like to enter the cabin. The clocks feature an array of moving parts rather than drab digital screens. There's an actual key you get to put into a physical ignition and twist to start the flat six, which awakens with a glorious, raspy bark, free of suppression by any gasoline particulate filters. Almost overnight, these once-standard features have become sorely missed. Slipping back into the Carrera T is like seeing an old friend.

Any rose-tinted specs and giddy quips about the good old days are soon put to bed, as we've some driving to do. Our destination is six hours north, on the deserted mountain roads of the Hartside Pass, Cumbria. I'd not driven these roads since our 964 v 996 v 991 Anniversary group test back in early 2014, and in truth I'd forgotten just how good they are. A mixture of faster, swooping sections with slower, squiggly bits to keep things interesting, the surface

is smooth, the sightlines generous. It's the ideal playground for the Carrera T.

Before we set off on our road trip, I chance upon an opportunity to weigh this particular Carrera T, albeit on a local weigh bridge. Pin-point accurate it probably isn't, but the real-world weigh-in can give us some perspective on the T's mass, this example being one of the lighter T's you'll find in the UK market. Its pros on the scales are lightweight PCCBs, rear seat delete, and no sunroof, its cons coming in the form of PCM, rear-axle steering, and air conditioning. The indicated mass of 1,440kg (no person or belongings in the car, fuel gauge hovering ominously just above the 'red' reserve light) shows it not to be exactly on the 'featherlight' side, but against the backdrop of other 991s (both nat-asp Gen1s and turbocharged Gen2s) it's pretty favourable for a modern sports car.

We'll park any further references to weight though, as with every mile I do along the Hartside Pass it's becoming ever more apparent as to its irrelevance. The Carrera T is reminding me, perhaps more forcefully than at launch, that its charm centres around connection.

The example I'm peddling has just over 20,000 miles on the clock, its mechanicals looser, freer, than the early production car I last drove. It makes a difference too: the shift is much smoother, a large percentage of that notchiness eliminated. It's still easy to fluff the odd gear change, and even with Sport mode enabled, which brings an auto rev-matching function into play, you can find third instead of fifth when changing down from sixth or even seventh. Those incidents are aggravating, but they are few and far between – generally speaking, the seven-speed 'box has got better with age, and for the first time I decide I could live with its foibles if this were to be my 911 for life.

Flicking up and down through the T's ratios is joyous, my left foot worked hard to keep the T on ➞



Sportomatic

Alright, so it's not a model per se, but the Sportomatic gearbox deserves a place on these pages. Porsche's first attempt at a semi-automatic gearbox in its 911 was a reasonable success when it debuted in the early 1970s. Since then, many owners have sought to swap out the Sporto 'box in favour of the manual 915 five-speed unit. This means today finding a matching-numbers 911 with original Sportomatic gearbox is incredibly rare – causing enthusiasts to warm up to it. Today owners think twice about swapping out that quirky two-peddler for a manual equivalent.



SC

While the SC boasted more torque than its predecessor in the Carrera 3.0, it was down on power, which irked enthusiasts, and many owners took their new SCs straight to RUF for its now legendary power upgrade. Though Porsche did eventually boost power to 204bhp, the SC has always sat at the bottom of the air-cooled pile in terms of values. Prices have risen in the last seven years, and today the Targa model in particular is great news – amazing given that at the start of the last decade, an SC Targa might have been the most undesirable 911 you could stumble across.



3.2 Clubsport

The 3.2 Clubsport was £3K less than the standard 3.2 Carrera back at its launch in 1987, and for years languished as something of a poor man's 911 RS, the Clubsport being only 50kg lighter than stock. Many were used as track-day companions or hillclimb warriors. The story is somewhat different today, where the numbers game plays a key part in its turnaround in fortunes. Just 340 were sold worldwide, 53 of which were in right-hand-drive, C16 (UK) specification. Today you can expect to pay upwards of £120K for a Clubsport, around double that of a narrow-bodied 3.2 Carrera of similar condition.

Model 991 Carrera T**Year 2018****Engine****Capacity** 2,996cc**Compression ratio** 10:5.1**Maximum power** 370hp @ 6,500rpm**Maximum torque** 420Nm @ 1,900-5,000rpm**Transmission** 7-speed manual gearbox by ZF; mechanical LSD**Suspension****Front** Independent; McPherson strut; anti-roll bar; PASM**Rear** Independent; multi-link; anti-roll bar; rear-axle steering; PASM**Wheels & tyres****Front** 8.5x18-inch; 225/40/ZR18**Rear** 11x18-inch; 285/35/ZR18**Dimensions****Length** 4,545mm**Width** 1,775mm**Weight** 1,440kg**Performance****0-62mph** 4.5 secs**Top speed** 181mph

boost in the mid range as the car darts seamlessly left and then right, following the curvature of the wandering asphalt edge.

The T might be narrower than the 992 across its rump, but its slim presence is most keenly felt at the nose, the T being far easier to place on a tight B-road than its predecessor. It doesn't turn in as sharply as the 992, but that's not to say the T's front end is a comparative sloth – it just means you have to work a bit harder for it, which we quite like. Optional rear-axle steering plays a key part in keeping the Carrera T dextrous, and there's so much low down torque, the car makes light work of powering out of the corner with only mild application of the right pedal, that reduced sound deadening allowing your ears to pick up on the high-pitched 'whoooooosh' of the turbos spooling up under pressure.

The very concept of the T pays clear homage to the GT3 Touring and R further up the 911 food chain, but the T isn't anywhere near as stiff as its two bigger brothers similarly dedicated to the art of driving. As such, the chassis is happy to move around more beneath me, the T feeling more playful at sensible speeds. There's generally plenty of grip available, but not too much: a combination of the skinniest tyres you can spec on a modern 911 mixed with that Carrera S-spec final drive ratio means the T is more willing to break traction when you ask it to, particularly out of corners.

The T here has optional PCCBs, which in fairness it doesn't need: the standard steel setup is fine and, if anything, better accommodates for heel and toe, as the sharpness of the PCCBs doesn't really allow enough pedal travel to get your right foot over onto

the accelerator for blip-shifts. That aside, it's a great setup in here, the finish of the Sport-Tex seats a welcome change from the usual leather, the RS-style door pulls reminding me of the special drive I've just had as we pull into where the Hartside Cafe used to be, at the summit of this snaking pass, some 1,900 feet above sea level. I hop out. It's windy up top, but the metallic ticking of cooling engine parts provides an indication of the fun that's just been had, as does the whiff of warm tyres. Taking in the T's extra details, like the Agate grey mirrors and side decals, and the clear rear screen free of a heated element, I realise I've just had the most fun at the wheel of a 911 for a long, long time. Did I get it wrong with my initial verdict on the Carrera T?

Forget the lightweight element. The T's buzzword is 'connection', and you don't have to be attempting warp speed to realise it. On the twisting tarmac of the Hartside Pass, the T is at home as I flick between third, fourth and even its fifth gear, sewing the corners together while maintaining a fast yet sensible speed on my way back down to civilisation.

That reference to speed is a crucial one: we never really get past 60mph, staying the right side of the legal limit as the T pitches and rolls its way through the plethora of corners which come thick and fast, communicating to me admirably without having to push on to a legally insane velocity. That's a beautiful, rare commodity for a modern-day sports car, and something that's arguably lost on the 992 generation that's succeeded it, but also elsewhere in the 991.2 911 line-up. It's only two years old, but such is the rate at which the T is blossoming, I don't feel at all silly in calling the model a future classic. And yet the

T has so far cultivated no fanfare in this regard, no widespread nod to its genius in simplicity. In a world where bigger is better, and extra is everything, the T goes against the grain, offering a silent scream for what it doesn't have, rather than what it does.

I liken the T to a modern-day 3.2 Clubsport: hindered at the time by the fact it was too similar to the base model on paper, its reality was nevertheless a far more immersive, engaging drive. That 3.2 Clubsport is revered today, so why can't the same fate await this T? Those small tweaks really do add up to something special, and I feel it'll only be realised by those in the know for some time yet.

The T has all the credentials to become a future gem, but its value now is readily apparent. Compare it to a GT3, for example. Forget about the lure of that GT badge and what that might do for residuals: in terms of pure driving experience, a 991.2 GT3 is not double the car of a Carrera T. And yet on the used market it's double the price. That makes the Carrera T cracking value for money, and I predict it's only going to get better as prices continue to fall while, conversely, its stock rises among enthusiasts.

Back to Blake. "Hindsight is a wonderful thing," he said, "but foresight is better." Perhaps in this scenario we can credit Porsche with delivering on the latter.

The last narrow-bodied 911, the last 911 with a soundtrack not stifled by gasoline particulate filters and, as evidenced here, possibly the last 911 that's genuinely exploitable on the public road. A definitive yardstick in the 911's lineage, the T accepts the mantle and carries it with conviction. I think, therefore, history will look very favourably indeed on the 991 Carrera T. **911**



READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

CarCoverShop.co.uk

www.carcovershop.co.uk | t.01780 654088



Soft Stretch Indoor Covers from £99



Waterproof & Breathable Outdoor from £179

PROTECTOR4 FLEECE LINED BREATHABLE FROM £112

OUTDOOR CUSTOM WATERPROOF FROM £275

CUSTOM INDOOR COVERS FROM £279

REVEAL COVERS FROM £159

AirChambers, CTEK Battery Conditioners, Dehumidifiers, Half Covers, Hardtop Stands

David Donohue

Son of legendary Porsche racer Mark, David has carved out his own career in motor racing with Porsche and beyond. Total 911 catches up with the man himself

Written by **Ben Barry** Photography courtesy **Porsche Archive**

You could be forgiven for assuming race driver David Donohue simply followed his father Mark Donohue into motorsport. Mark had famously won the 1973 Can-Am championship in a Porsche 917/30, the inaugural IROC championship in a 911 RSR (plus the Daytona 24 Hours, the Indy 500, and too many other races to list), and was a seriously talented driver/engineer. Similarly David has won Daytona, has a strong association with Porsche and, yes, there's more than a passing resemblance to his dad. But it wasn't the *fait accompli* the surname might suggest, because Mark Donohue tragically died during practice for the Austrian GP in 1975, aged just 38.

"My dad passed when I was eight years old and I idolised him," reflects Donohue when we met at Sonoma Raceway in California, ahead of a drive in a 918 Spyder. "Kids want to be a rock star or an astronaut, and I wanted to be a racing driver like my dad, but it didn't seem a realistic expectation. His passing severed any ties we had with motorsport and my mum was completely set against it. She said in an interview recently that she'd never take my brother [Michael] and I to the racetrack because there was a good chance dad wasn't coming home."

Mark's brilliance on track wasn't the only thing that had left an impression on his young son, so too did his fondness for Porsches – one of David's earliest memories is being driven to the shops in a 911, and

he purchased a 911 the second he could afford one. "It was the 1970s 3.0-litre SC, still had the big intake runners; it was a nice car but I was 19 or 20, way over-extended on something like that," he laughs.

Joining the Porsche Club of America provided Donohue's gateway to racing. It was through the club that Donohue junior got his driver education, and he remembers how he'd be paired with the best instructors because of his dad's reputation, and that everyone wanted to be part of helping him progress – he tells it modestly and honestly, aware of the privilege if likeably embarrassed of it. Luck or divine intervention, it was on his first track day that Donohue also met Don Cox, race engineer and close personal friend to his dad.

Donohue junior started to reconnect with senior's past. A little bit of autocross led to track days. The speed started to come. In 1988 the Porsche Club of America awarded him Most Improved Driver. And that 911 became the archetypal bottomless pit. "I kept pumping money in, and eventually it became unstreetable because I liked the track so much!" remembers Donohue. "Then I started to test myself because I was so used to my car and the tracks in the north east – I was fast, but you're only as fast as the people you're with, and can you do it when you're thrown into a completely different situation? So I did the Bondurant School in Phoenix."

It wasn't until Donohue was "22 or 23" that he started racing wheel-to-wheel, and didn't even ➡



tell his mum Sue because “it wouldn’t have gone over too well”. In 1991 he sold the 911 to race a 944 Turbo Cup in the EMRA (Eastern Motor Racing Association) series. “It was the class of the field and I really lucked out because I was managing a local shop that specialised in German cars [Don Galbraith Motoring],” Donohue explains. “I’d leave my car on the trailer after a race, just parked it behind the shop until we got slow and the guys would work on it. I could wrench on it but I wasn’t a pro, so thanks to work I could arrive at the track and go run while everyone else had to wrench on their cars.”

Donohue won every race, taking GT honours and rookie of the year to boot. Stock car races for Dave White in a 944 S2 and NASCAR races followed in 1992, and in 1993 Donohue progressed to the IMSA Bridgestone Supercar Championship, driving a BMW – a championship he won in 1994.

“Pretty much the rest of my career can be traced back to the people I met in Supercar,” remembers Donohue. “I met Hurley Haywood and Bob Snodgrass, who was like the spirit of Brumos Racing [the team funded by Porsche dealership Brumos]. I got to learn more about my dad from Hurley, who’s a great guy, and Bob became my confidant; he was always there, and he said I was going to drive for him someday. So when a Daytona Prototype gig came along, I ended up in that seat

because Bob told me I would ten years earlier – you didn’t need a contract with Brumos, they were just really genuine, sincere people.”

Donohue would drive a Brumos Racing Daytona Prototype in every Rolex Sports Car race from 2003 to 2010, but it’s 2009 that stands as the real highlight, when he won the Daytona 24 Hours, 40 years after his dad did the same. That 2009 car was a Riley Daytona Prototype fitted with a Porsche flat six engine, and Donohue co-drove with Buddy Rice, Darren Law and Antonio Garcia.

“It was a great car – it was fast in a straight line and handled fantastic, you could drive it offline and not lose time. We went into that race with the attitude that we’d already won and everyone was there to take it away from us,” remembers Donohue. “Every single person on that team did a little more than they were supposed to; I remember Ali Dunn held the sign over the wall where I was supposed to stop, but she put it a little bit further back than usual – if she hadn’t I’d have had to wait for the 59 car to go before I could leave. Little stuff like that.”

Antonio Garcia went off in the middle of the night, nosing a tyre wall and putting the Brumos Porsche two laps down. “No-one gave up. We made it up by strategically playing the yellows, not pitting when everybody else did,” says Donohue. “But Antonio was a real team player – he was supposed to finish the race, but he radioed in to say he didn’t

BELOW Pedalling the Riley Porsche to victory in the closest-ever finish to a Daytona 24H, 2009



BELOW Donohue says he learned more about his dad through Porsche legend Hurley Haywood



BELOW With Burt Frisselle, Buddy Rice and Darren Law for Porsche Riley Action Express Racing at Daytona, 2011





think he could go any faster and we were running 3rd. I was next in line, I got in, but the pressure wasn't so bad – I'd actually had more anxiety just watching it!"

Donohue progressed to 2nd, and after an hour of valiant attempts eventually took the lead from Juan Pablo Montoya by playing the traffic, though Montoya hounded him in the closing stages, and the Brumos looked set to fail at any moment.

"It was like a grenade with the pin already pulled – it just hadn't blown up yet!" jokes Donohue. "We had a pinhole leak in the radiator, so I was getting low water pressure, high temperatures, then low oil pressure and high oil temperatures. Montoya kept divebombing me under braking, but I was just setting up for the exits, and I knew that if he was dumb enough to keep doing what he was doing, things would never change. Sure enough, they didn't!"

Donohue took the chequered flag and recalls a phone call a couple of hours after the race, from none other than Norbert Singer. Donohue had already met the legendary Porsche engineer when he'd set a 196mph road-legal record at Talladega in 2005 in a Porsche Carrera GT, to celebrate 30 years since his dad recorded 221mph there in the 917/30. Singer had also been involved with development of the Brumos prototype.

"He'd already done an evaluation of our green lap averages and said all four drivers were within three tenths of a second all race long," says Donohue. "It just proved that no single person won that race."

There was more success at the 2013 Daytona 24 Hours, winning the GX class in Napleton Racing's

Porsche Cayman, and in 2014 Donohue became the US client relationship manager for the 918 Spyder – which was a perfect fit given Donohue's record in its Carrera GT predecessor.

Today, we're lucky to follow Donohue around the soaking wet Sonoma track, Donohue in a Panamera, me in a 918 pre-production prototype that the engineers call Meredith. It's a battle to keep up, and I just manage to catch a slide out of one of the early tight corners at what feels a surprisingly low speed. Donohue has so much speed in reserve that he simply watches me flail at the wheel in his rear-view mirror. "I bet that woke you up!" he laughs when we pit (I blame cold Cup 2s as well as a lack of talent).

Donohue's 918 Spyder role saw him travelling the US, meeting dealers and customers as Porsche attempted – and eventually succeeded – in selling all 918 models. It would lead to Donohue appearing at the Pikes Peak International Hill Climb, Colorado, for the first time.

"I met the guys at Porsche Colorado Springs, in particular Joe Brenner, the general manager, and the owner Don Hicks. They're absolutely nutty in their passion for Porsche and motorsport, they make sure the car's number is 911 each year and we just became friends. There was also Fred Veitch, kind of the grandfather of the event. He said, 'We got a car we want to modify and take up', and I never said no because, you know, usually nothing ever happens," says Donohue. "I didn't know a huge amount about the event other than the Uners ran it well, it had a reputation. Then I watched the video and I thought 'oh shit, what the hell" ➡

did I just agree to?’ I had too much ego to back off! I just dedicated a lot of time to learning the course before I got there and we’ve been pretty successful every time.”

Donohue’s first attempt on the 12.42-mile, 2,862-metre high road course came in 2017, driving a 991.1 Turbo S that began life as a highly specified marketing car for Porsche North America. Two years earlier David Donner had set a production car record when the car was completely stock. For Donohue’s attempt, the car was stripped and modified to around 700bhp – though altitude would rob it of a chunk of that.

“Talk about completely the wrong way of doing it, they ripped it apart to turn it into a racer, you couldn’t do it by spending more money!” he remembers. “But it’s such a pure event and it’s so much fun to drive a mountain road with no restriction – you can go round corners in the wrong lane, it just feels wrong, like the kind of thing you dream about but never actually get to do.”

In that debut year, Donohue blitzed the 156 corners in 9min 49.95sec, 6th overall and 2nd in

the Time Attack 1 class. But there was room for improvement, particularly the long gearing of the stock PDK transmission.

He returned in 2018 in a yellow 991.1 GT3 R racecar, again contesting Time Attack 1. “It was chassis 01 – or 9501 – the very first,” recalls Donohue. “The GT3 R was 600 horsepower at sea level, maybe 350 at the summit. It was an independent effort, but Porsche North America helped us with ECU programmes that came from Motorsport, because the engine wouldn’t even start at 6,000ft with the tuning, let alone 9,000ft.

“That car was just hooked up, and even though we ran the suspension low like near normal race height, it was damped really well – that was crucial because there’s permafrost up there and the road’s really wavy and throws you up in the air.” Donohue’s time of 9min 37.15sec put him 6th overall and 1st in class with a new class record too.

Last year, the team found a solution for the GT3 R’s lack of power at altitude – a highly tuned Turbo engine. “At one point we were making 1,150 horsepower, but we kept blowing engines; we went

through four. I think between the builder and the tuner mistakes were being made.” Porsche, he stresses, was not involved!

Ultimately Donohue finished 4th overall and 2nd in the Open class, with a 9min 33.40sec run, and estimates he lost around ten seconds because ice in the water injection (to chill the intake temperature and increase power) froze a throttle body and gave a huge lag in throttle response until it warmed up.

He hopes to return in 2020 with a fresh Turbo Mezger motor prepared by Kelly Moss Racing and slotted in the same GT3 R, budget permitting (“we just need a couple hundred thousand dollars!”). He also thinks Porsche can reclaim the production car record in the new Taycan. “It’d be a double, no a triple whammy,” he realises. “Production car, four door, electric... What do you think of it? I didn’t think I’d like it but I really do.”

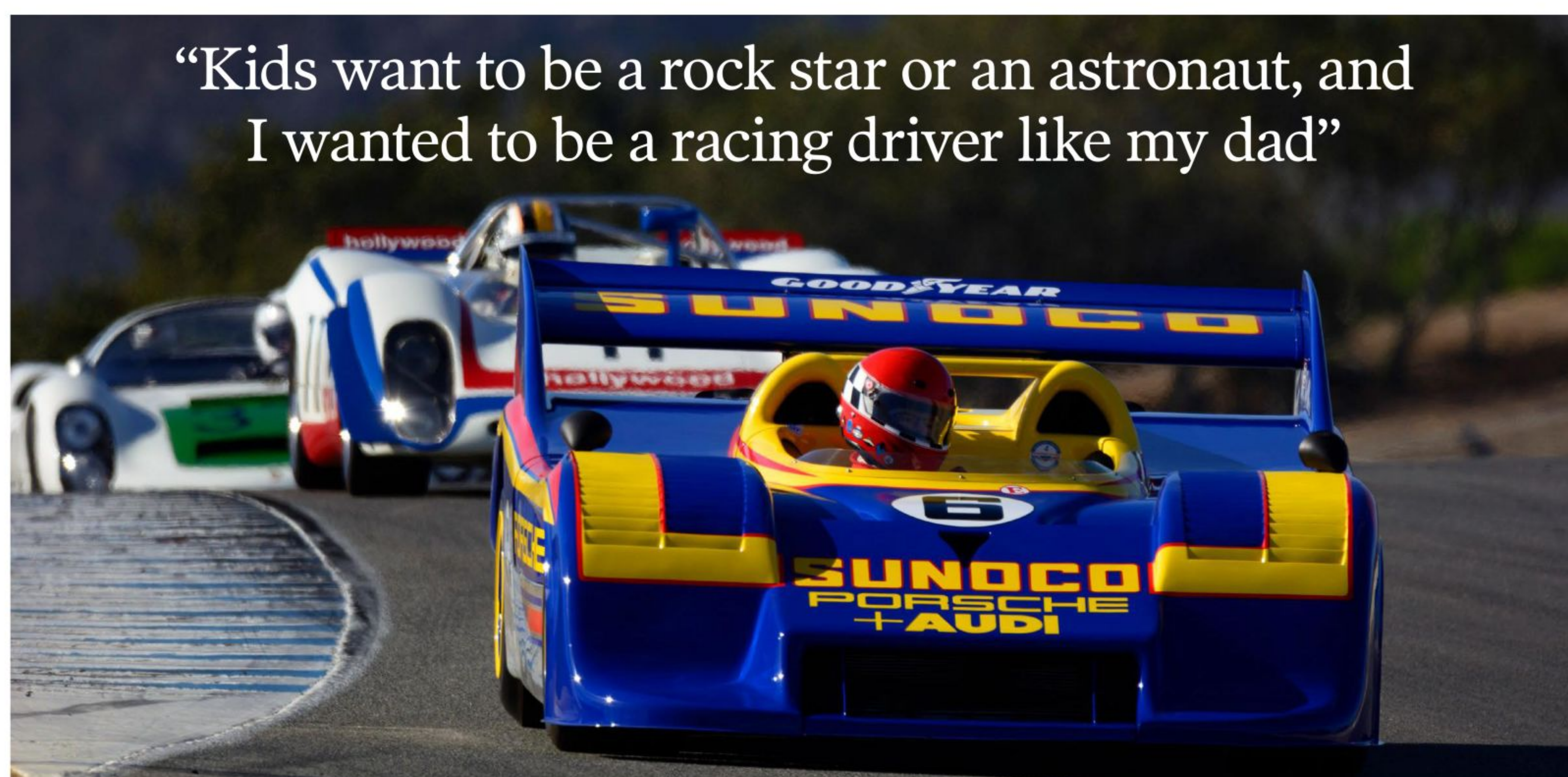
45 years since David tragically lost his dad, his enthusiasm suggests the Donohue name will still be topping the time sheets for a while – even if his mum would understandably prefer it didn’t. **911**



ABOVE On the banking at Daytona, 2009



BELOW At the wheel of his father’s Can-Am winning 917/30



“Kids want to be a rock star or an astronaut, and I wanted to be a racing driver like my dad”



Fuchs Restoration

All work done in-house in the U.S.A. with a quick 6-week turnaround (plus shipping).

- Fuchs Repair Including Cracks & Bends
- Anodizing, Painting & Polishing
- Original Finish or Custom

Specializing in all Porsche 911 Fuchs wheels.

949-632-4559 • FuchsRestoration.com



THE UK'S BEST USED CAR WARRANTY

INCLUDING ROADSIDE ASSISTANCE & RECOVERY!

Warrantywise

GET A
QUOTE
NOW!



WHY WE'RE THE BEST...

- ✓ YOU GET UNLIMITED REPAIRS
- ✓ CAR HIRE & ONWARD TRAVEL INCLUDED
- ✓ PARTS AND LABOUR COSTS COVERED
- ✓ 30 DAY MONEY BACK GUARANTEE

WE GUARANTEE
TO BEAT YOUR
RENEWAL
OR YOU GET
£20

Visit warrantywise.co.uk/Total911 or call **0800 678 1675**

Terms and conditions apply. Accurate at the time of printing.



Written by **Neill Watson** Photography by **Ali Cusick**

SPECIAL WISHES

The big-arched backdates are a well-told story in the 'reimagined' 964 game, but what if your mythical, air-cooled 911 took on more of a Q-car look? Ninemeister has the answer...

The deep, deep gloss of Porsche 964 Piano black paintwork is utterly blemish free under the bright florescent lighting of Ninemeister's build area. Polished to a mirror finish, there's not the slightest imperfection anywhere. You can look as hard as you wish. Colin Belton already knows that, because for the past several hundred man hours, that's what his dedicated Cloud 9m team have been doing. It's utterly beautiful and I am almost scared to touch it. My fingerprints would be the only mark on the car.

I open the driver's door by carefully pinching the trigger on the handle between my fingers. The door opens with that distinctive Porsche 964 metallic snap and an aroma of brand-new leather rises from within.

Ever so carefully, I slide into the driver's seat, careful not to catch my feet on the blemish-free tread plates, resting my shoes on the paper mat in the footwell. My hands rest on the Prototipo steering wheel and I look around me. A thought comes into my head. "This is the absolute business."

The orange leather colour sample is taken from the Bentley range, though you would never know. It's impeccably stitched and finished in exactly the same

style and design as the original Porsche fitment of the period. The top roll of the instrument panel is clad in charcoal hide, hand stitched.

I rest my hands on the Prototipo again. It feels familiar, yet different. In fact, that feeling sums up every area of this car. There are lots of familiar things you will have seen before if you've sat in a 964. Yet they are different.

Because this is what Ninemeister designates a 9mlrs. Created by hand by the small team of skilled craftsmen to each owner's individual specification. And yet, there is no standard 9mlrs. Each one is different, created to the owner's wishes.



The fact that you're reading this means you have a passion for the 911. That means you will understand what I'm going to describe next. At some point, you will have done a similar mental exercise to me. I find it relaxing and therapeutic, and it goes like this.

Take a glass of something you enjoy. I'll admit to a nice deep red Rioja. Sit back, open your mind and build yourself your perfect, fantasy 911. I'm not talking about a simple cosmetic backdate here, or a track-ready GT3. I mean, just imagine if you had to choose just one car to drive for the rest of your days and someone was going to build it for you, what would you put into it? A seriously 'unicorn' 911.

Base car? Has to be 964. That's my open, unashamed bias. It's probably the model that is as modern as you can get while still retaining the classic 911 outline. For sure, the 993 is a better, more dynamic drive. However, these things can be taken care of. And in my view, the 964 has the best exhaust note. That gruffness that sounds like it's been smoking 60 Marlboro a day all its life, combined with the snappy throttle response. Perfect. Then simply sit back, relax and imagine some more...

Back in the real world, I release my grip on the Momo. I step out of the black 964 into the harsh lights of the Ninemeister build shop and take a look

at the car from the side profile. Again the sense that it's familiar. Yet different.

The stance and ride height are very RS looking, yet the Cup alloys seem to fill the arches a little more. The car looks just a little wider with the ride height not set at full-on 'track day' pose, yet different to the average 964. Open the engine lid and there's a brand-new flat six sitting there. Except that this one says 'VarioRam' on the intake. Close the lid, carefully. The gold designation of the 9mlrs badge floats as if suspended in the deep black paint.

So what exactly is this car? And what on earth is a 9mlrs? Belton, we need to talk... ➡



"A 9mlrs 964 can be anything you wish it to be. The whole point of the Cloud 9m programme is to encourage clients to think big and trust that we can guide them through the process," he says.

All of the Ninemeister cars start the same way initially. The source car, generally provided by the owner, is completely stripped to the bare bones. RS specification seam welding is added, together with some specific bodyshell stiffening that Ninemeister devised themselves. Many hours in the Ninemeister paint shop follow as that deep paintwork is built up and the shell is ready to be built into the client's car.

That's the point at which things become very personal. Take this black car as a case study. It's left-hand drive, destined for North America in a few days. The source cars all start the same way, then segway off into the client's particular ideas on their perfect 911. The owner moves frequently around the continent, so as well as heated seats, electric air conditioning is fitted. Why electric A/C? It's smaller, more efficient and sits in the nose of the car. Fewer components and drive belts in the engine bay.

The owner did not wish for a highly strung, Sports Purpose track car. He wanted a daily driver, yet with RS underpinnings so that, when the mood takes him, he can dive off the freeway down one of his favourite canyon roads and indulge in a little one-to-one time with his Porsche.

And this is the Ninemeister promise. Belton encourages you to dream. Expand your thoughts.

Create your Unicorn Porsche. It's then his job to be the interface between your dreams and the decades of engineering experience to interpret your ambitions into a final product that feels, sounds, drives and looks exactly as you had imagined.

A sneak peek under the lid of Belton's laptop reveals spreadsheet after spreadsheet of 9m build specifications. Some are ideas that don't come to life,

"The objective was a car that was smooth and quiet... with RS underpinnings and the capability to deliver the most tactile and immersive drive"

as clients often have flashes of inspiration mid build. Others are examples of works in progress, such as the Rubystone and Maritime blue bodyshells in the background of our photography.

Belton's philosophy in these builds sounds simple and yet can get incredibly complex. At the core is his own engineering philosophy. "Each time you change one area of a car, you have an impact in other areas. Unless you have already been there before, it can be difficult to foresee what will happen in advance. So when you are building a car from scratch to fulfil a client's wishes, there are no end of factors we need to

consider. And that's why people come to us." Taking his decades of Porsche 911 experience, a large slice of empathy for a customer's ambitions, a vast arsenal of genuine Porsche Classic parts, specialist component suppliers plus Ninemeister's own in-house developed items and an obsessive attention to detail, and you begin to realise that this isn't a fast or cheap process.

Once the specification is locked down to a degree, Belton then has the massive task of taking those wishes, that vast spreadsheet of works, and conveying it to his team of craftsmen and guiding them through each build. "The guys have a great deal of autonomy and often come up with interesting solutions to objectives." Engines are built in the bespoke engine build room. Belton's engine build specialist has probably forgotten more about building flat six engines than I will ever learn in my lifetime.

Back to the black American car. The prepared source car shell has been built up into the final car you see today. Exactly what were the objectives and how did Ninemeister meet them?

The objective was a car that was smooth and quiet. Definitely not a track car, yet with RS underpinnings and the capability to deliver the most tactile and immersive drive, should the owner wish. Then revert back to easy, daily driver afterwards.

So the body shell has significant amounts of sound deadening added for those freeway journeys. A powerful Alpine stereo system is there, with everything hidden away as if it were a factory ➡



LEFT The 9m11rs starts as a stock 964, which is promptly disassembled



RIGHT Engineering handiwork is evident all around, from truck-grade chassis coating to hand-stitched leather interior



Source car **Porsche 964 Carrera 2**

Bodyshell stripped, seam welded to RS spec, additional Ninemeister strengthening

Guide price **£150,000-£200,000 GBP**

Engine

Capacity 3.8-litre

Compression 11.3:1 ratio

Maximum power 325bhp

Maximum torque 400Nm @ 5,250rpm

Modifications 3.8 pistons

9m lightweight rods

993 RS cams

Standard Porsche exhaust, de-cat

VarioRam intake with 9m modification

Motec ECU, custom 9m map

Suspension

Front 993 lower arms, top mounts, casting and geometry

Rear Standard 964 geometry

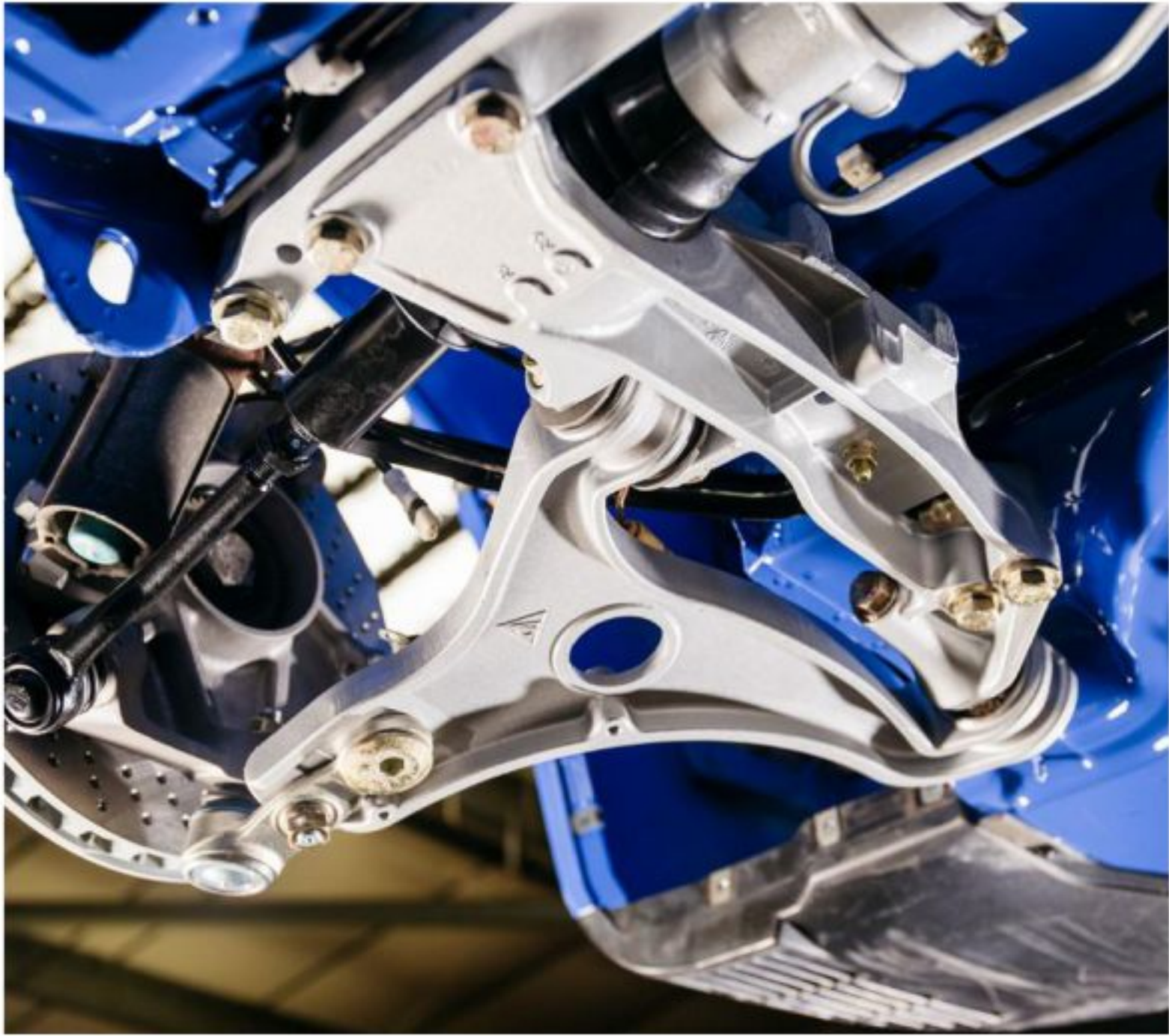
Wheels & tyres

Front 7.5x17-inch RS Cup alloys; Michelin Pilot 205/50/ZR17 tyres

Rear 9x17-inch RS Cup alloys; Michelin Pilot 255/40/ZR17 tyres



LEFT Flat six is a mixture of 964 C2, 993 RS and custom 9m parts





ABOVE Each 9m11rs is built to a unique spec created by each owner, though evocative Porsche colours remain popular



install, still fitting into the small slot that was available way back in the early 90s for music.

And that steering wheel. It's a new Momo Prototipo, taken and rebuilt with additional thickness to the rim. I always thought that the Prototipo was a lovely design, yet a little too thin. Belton echoes my views almost word for word. "It's the most important part of the car. It's the interface between you, the car and the road." So that's why I had that strange sensation when I first held the wheel. Something tactile. Familiar, yet different.

The theme echoes right through the car. At its heart is a bespoke Ninemeister 3.8-litre. Starting with a 964 crank case, the rest of the engine is a hybrid of 993 RS and bespoke Ninemeister parts. Bored out to 3.8-litre, the engine also has a Ninemeister modified version of the 993 VarioRam. It's similar, but not quite the same. 9m conrods, RS pistons and 993 RS cams all play a part to come together to create an engine with a high torque output for USA city streets and freeways, yet still free spinning and happy to rev down those canyon roads.

The exhaust is standard, with the catalysts removed. "They will be shipped with the car and can be easily refitted. The owner moves around America, so right now we aren't sure what USA state it will be registered in." Again, a case of anticipating issues before they become apparent and solving them even before the owner has thought that far ahead. The engine is conservatively mapped for lower-quality fuel, just in case. However, it's still developing around 325bhp and a lovely 400Nm of torque.

Creating the tactile drive as you hold that steering wheel involves some careful suspension choices too. "Everyone accepts that the 993 has better turn in

and corner entry feel. Yet many people like the rear end feel of the 964 too. Well, if that's the experience drivers want, then why not deliver that?"

So the front end of this car is all 993. Everything in the geometry is 993 or 993 RS based, with Bilstein PSS10s doing the damping work. This gives a great range of caster and camber adjustment to dial in the client's preferences. On the shelves are suspension components ready for install. They look like any other Porsche alloy component, yet a little different. Workshop team leader Rob Wright explains, "We paint all of the arms and castings with a special truck-grade chassis paint, in exactly the same colour as the alloy."

This means that wherever in the world the car goes, no matter what the climate, the suspension will always be pristine and protected from corrosion. The same, yet different.

"Ideally, we like all of our clients to actually visit us and drive the car before delivery. It makes any final adjustments to preferences very easy to make before the car is packed ready for shipping," Wright says.

Indeed, delivery of a 9m11rs is a significant logistical exercise. With clients in North America spreading the word and more enquiries each week, it isn't simply a case of handing over some keys. In the workshop, Wright is close to readying the black car for its trans-Atlantic crossing. "We work with the same shipping agent each time. I personally load and check the security of the car into the container and make sure that it will arrive perfectly. Nothing is left to chance."

The black car's owner will be unable to visit Ninemeister before the car is shipped. Though he has visited mid-build, the first time he sees it will be

when the container doors open. That should be quite an occasion.

It's kind of difficult to find the words to describe the attention to detail on the Ninemeister cars. Imagine if the 964 never went out of production. Imagine that Porsche, as well as moving on to liquid-cooled cars, also continued to build the 964 as part of some kind of clandestine, underground 'special wishes' programme. Only they weren't built and painted by robots. They were built carefully by hand. Then imagine moving that tiny production facility from Germany to Warrington in Lancashire, UK.

The modern incarnation of Porsche 911 is a truly remarkable feat of engineering. And looking forwards, who knows what lies in store for the new 911? However, if you are one of a small niche of people who misses the truly analogue, tactile feel of the Porsche 911 and finds modern 'digital' sports cars lacking that indefinable something, perhaps you may wish to re-allocate that new car budget towards something that is what you really desire. Something truly tactile.

As for me? I am already wishing I could find that affordable wide-body 964 Anniversary and deliver it to Ninemeister. Just imagine how deep and wonderful that Viola-coloured paintwork would look? I'd probably keep the four-wheel drive and get Belton to dial out that slight understeer. Oh yes, and that Momo Prototipo will have to have a spacer fitted to move it closer and accommodate my giraffe-like frame. It would need to be a left-hand drive, of course. Perfect for those fast, early morning European Alpine passes, and with a pair of Recaro Pole Positions or similar too. And as for the engine... Belton, are you writing all this down? **911**



PPF V CERAMIC COATING

Adequate protection of your Porsche paint has become a crucial aspect of the 911 ownership experience. So what's better, PPF or a ceramic coating?

Written by **Ali Cusick** Photography by **Ali Cusick & Damian Blades**

Keeping a 911 looking its best has been a major element in ownership from day one. The choice usually comes down to deciding between chemical protection, via detailing, or a physical barrier over the paint, via paint protection film (PPF). Getting the car professionally protected isn't just about making it shiny, it is about keeping it that way, for as long as possible.

PPF and car cleaning have both moved on with technology and the passing of time. The chalk-laden liquid waxes of yesteryear gave way to carnauba wax, but today the top spot goes to ceramic coatings. For some owners, lotions and potions aren't the answer. Instead, they want a physical barrier protecting the paint, so turn to paint protection film – literally a 0.5mm plastic barrier applied over the paintwork. But which is better, and for what end? **T911** went to two paint protection specialists to find out.



LEFT TOP Paint is first inspected using specialist lighting, to highlight imperfections

FAR LEFT Machine polisher and various stages of cutting compounds used, each with finer abrasive level

LEFT Compound spread on a small area, then worked into paint

RIGHT TOP Paint assessed between machining, small imperfections mean further cutting required

RIGHT BOTTOM Specialist inspection light



THE PROCESS BEFORE PROTECTION

Any form of paint protection is only a coating over what is underneath. Ceramic or PPF will only look as good as the quality of finish it covers. Before either process can be applied, there's some prep work to be done, the aim of which is to make the surface being covered as cosmetically blemish-free as possible.

Blemishes come in all forms, from stone chips and scratches, down to minor swirls, hazing and cobwebbing – minor scratches that build up from poor washing practices. All of these rough up the surface of the paint, dulling reflections, spreading light refraction and reducing the depth of paint finish. These blemishes are removed by cutting the top layer of finish away, using a machine polisher and cutting compounds. To decide how far to cut, the car is cleaned, and the paint expertly inspected.

"For any type of polishing, the car has to be clean to start with," says Alex Hawkins, detailer at Cridfords. The typical detailing pre-wash, two-bucket method then clay bar is used to leave contaminant-free paint. The aim throughout is to lubricate off the paint contaminants, rather than scrub, which causes the hologramming we're aiming to prevent. "Anything that isn't lubricated becomes an abrasive, causing swirls and holograms," says Hawkins.

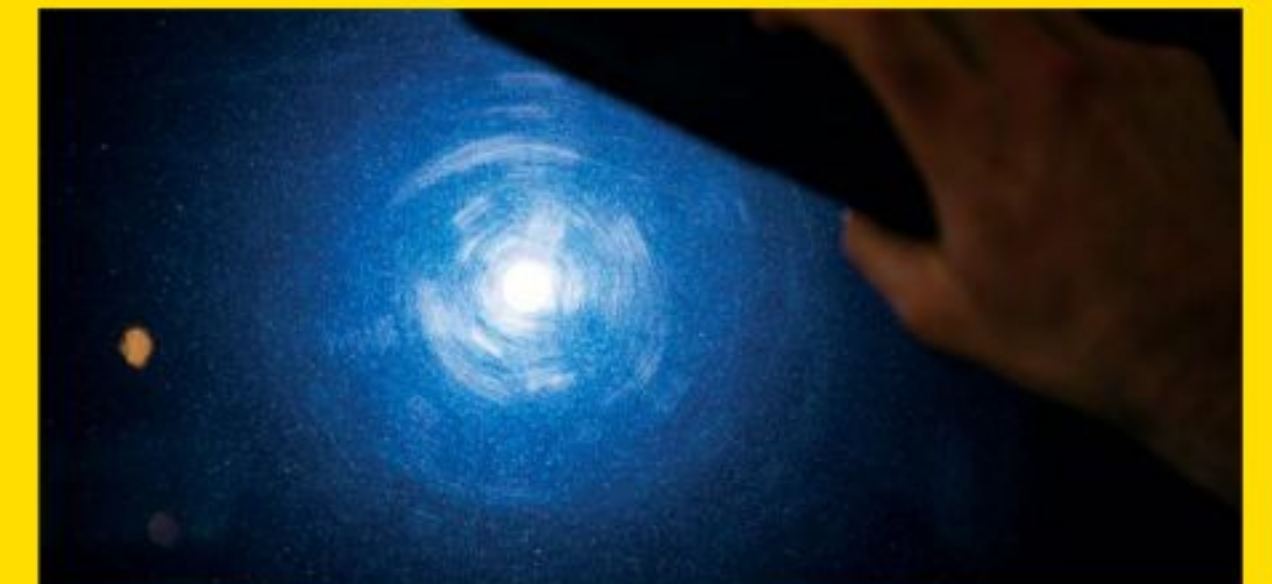
Assessment is done by Hawkins choosing an area of bodywork – typically a corner of the bonnet – and using a detailing inspection light, looking at the paint condition. This point source of light clearly shows any marks on the paint, meaning Hawkins can judge what correction work is needed. "Hologramming and swirls build up through years of bad washing," says Hawkins, so older cars can be expected to need a number of polishing stages. Brand-new cars haven't had the chance to accrue damage, so may only need a light, single-stage cut. That's right, even fresh factory paintwork has room for improvement.

Cutting compounds vary from coarse to fine abrasion, and when balanced with soft or hard pads on the rotary polisher, allow all manner of marks to be skilfully removed. "The aim is to cut as little as possible, but go as deep as needed," says Hawkins. The process is neatly explained visually by a sample panel Hawkins uses on the wall. It looks like a block of dark blue paintwork, but only when using his inspection light do you see the four areas to the finish. The top is severely cobwebbed, marred paint typical of older cars' condition. Below that, after a stage-one machine polish, the cobwebbing is lessened, and below that again, after a second-stage polish, only the lightest occasional marks remain. The fourth section is after a final stage, ready for ceramic coating: blemish-free, with deep, lustrous colour, razor-sharp reflections and metal flakes catching the light like jewels. "It is like prepping a wall for paint," says Hawkins, "you do all the skimming, rubbing down, before you go for the paint. It is the same with ceramic coat."

Hawkins demonstrates the process on a 991 bonnet. True to his demo board, there's the odd mark and swirl, which he removes in three stages, wiping the panel down in-between machine polishes with panel wipe, so he can judge the paint finish, free from any product. Each stage leaves fewer and fewer marks, until the paint is cosmetically perfect. In this rich, lustrous form, it is ready to be protected, be it by PPF, or ceramic coating.

Strictly speaking, PPF doesn't need quite the level of finish perfection of ceramic coating, namely because the film material itself forms the final level of finish. "The glue in the PPF fills in minor swirls and scratches," says Hawkins. It does, however, need the paint to be as clean as possible, which is why machine polishing is commonly used. ➔

Four stages of paint correction



1 Here you can see typical, aged paint showing swirls, cobwebs and marring.



2 Paintwork after a stage-one machine polish. Major marks have been removed, but some still remain.



3 Further cutting finesses light scratches further.



4 Fully corrected paint. Swirl-free, rich, deep colour, with bright metallic flakes. Reflections are razor sharp, and with total clarity.



PPF

In its basic terms, PPF is a sheet of clear film, usually up to 0.5mm thick, applied to the paintwork with adhesive backing. The intention is to physically prevent anything damaging the paint surface, like flying stones. It is similar to vinyl graphics, in that at a PPF specialist, a roll of film is cut to a 911 model-specific pattern on a machine. To fit it, soapy water is sprayed on the bodywork, then the cut-to-shape PPF is slid into position on part of the car, in manageable sections. The soapy water allows time for accurate positioning, slowing the PPF's adhesive cure time.

Commonly smaller areas are treated with PPF, like front bumpers, rear leading quarter panels, and the leading edge of bonnets, but it is possible to PPF a whole car. The limit is on cost. "A typical PPF treatment for front bumper may be around the £400 mark, but when you go onto a trackpack, or whole car, you'll be into the thousands," reveals Hawkins. Because of that cost, and of needing a pattern for the material to be trimmed to, full PPF treatments tend to be on very high-value cars, in the hundreds of thousands. In terms of 911s, Hawkins says you're unlikely to get full treatments for many models off the shelf. Instead, you'll find offerings for the common impact areas. Custom kits, mainly for pre-997, would likely have to be made. Possible, but involving extra labour and cost.

If a wrap or PPF has previously been applied to the car, removal should be straightforward, providing the paint underneath is original or has been applied properly. It should require just gentle heat, and pulling at the right angle, so as not to fight the glue, risk tearing the film, or worse, pull off poor paint. For refitting, the process is in cleaning the area of contaminants, wiping with tar and glue

and a panel wipe. Then, new PPF is cut to a pattern, before lubricating the area with soapy water. The PPF backing is peeled off, more lubrication sprayed on, and the rearmost edge lined up first. A nylon squeegee then pushes out the air bubbles and soapy water as the film is positioned, and the PPF adheres to the bodywork. Extra adhesion is controlled by spraying neat water on the adhesive side, to push out the soap, allowing the glue to stick to the paint in that spot. For a visual demonstration of the PPF process, we enlisted in the help of First Choice Detailing, who applied film to a beautiful, Sapphire blue 991.2 GT3.

There are downsides to choosing paint protection film for your 911, though. It is a physical item, so it eventually loses clarity and yellows, which is why it has a limited lifetime and ability. "It is usually guaranteed for ten years and for stone chips up to 70mph," says Hawkins at Cridfords.

So, while it is a barrier to paint, PPF isn't infallible. Stones can be sharp, so expect the odd one or two to penetrate the film. The good points though are that it is simple to replace, so could be treated as sacrificial, if expensive as such. Over time, minor scratches and damage can be evened out, simply with a little controlled heat.

PPF technology has improved over a short time: films from a few years ago wouldn't wrap around corners for example, leaving visible edges, but now the film can be neatly tucked around panels to leave a spotless finish. It's worth remembering the visual appearance will only be as good as the material itself.

It's also possible to apply ceramic coating over PPF. The aim there is not to add gloss, but to simplify maintenance, for dirt shouldn't adhere too easily to the ceramic-coated PPF over standard film. ➡



ABOVE The finished product. Unless you're up close, you'll struggle to notice any PPF film applied

FAR RIGHT A squeegee pushes out any and all air bubbles from underneath the PPF layer, to ensure a smooth, neat finish

RIGHT With air bubbles removed, the PPF's edges can be folded behind each panel. A ceramic coat can then be applied if desired



FAR LEFT PPF specialists like FCD have model-specific templates which the protective film is cut to, for precise fitting

BELOW RIGHT The 991's bonnet is suitably lubricated before the precision-cut paint protection film is applied, as shown on the right



TOP The lubricant allows for more time to set the film in place before it sticks to the paint surface below

ABOVE Edges on modern PPFs can be neatly wrapped around panels to maintain a spotless finish



CERAMIC COAT

Ceramic coatings appeared around a decade ago, and in essence are a polymer you apply to the paintwork. Unlike the waxes of yesteryear, ceramic coating actually bonds to the paintwork, meaning it can be more effective than waxes and over a longer period of time. The important thing is that it is effectively a chemical lacquer over the paint lacquer. To work effectively, the preparation beforehand has to be thorough, hence the machine polishing stages. The prep and ceramic coating makes the surface glass smooth and slippery, meaning dirt has less to hold on to, keeping the paint looking nicer for longer.

Application is done by a small amount of fluid on a microfibre finger mitt. There's no scrubbing or swirling, instead, working a manageable area, "you simply work it in overlapping straight lines, finishing in the direction of the car," says Hawkins. Unlike waxes, there's little curing time, and the ceramic is wiped off within 30 seconds with the supplied microfibre. The car is worked around in that fashion, slightly overlapping each section, avoiding smearing. The bottle of fluid is surprisingly small, but enough to do a whole 911, and only a single layer is required.

The process takes between two and four days, the variance being in machine polishing time, and starts

at £1,000. Once applied, expect it to last a number of years. Maintenance is then just a decent pre-clean, conventional two-bucket wash, and a spritz with the ceramic detailing spray provided in the maintenance kit with every application. Note that ceramic coat doesn't add gloss. It was the prep work that does that job. "The ceramic seals that finish in, protecting it," says Hawkins.

Good points for ceramic are its permanence. Once it's applied, it is bonded, so there's no buffing or re-application like waxes. Washing the car takes just half an hour or so, not all day. "If the car is dirty, you literally just jet wash it, and it will be done. There's no need to be waxing it each time," says Hawkins. That may be a minus for owners who enjoy the time spent manually applying products each month.

Cridfords' products are warrantied for five years, so if there's a failure of the coating, it will be reapplied. If paintwork is needed, the ceramic will need reapplying to the new paint, after being machine polished, of course. Beyond that, the product doesn't offer any stone or scratch protection. You'll need to be aware that if you wash the car carelessly, or expect it to withstand a track with lots of stones, you'll quickly damage the paint again.



TOP Ceramic coat fluid, application pad and new microfibre

ABOVE Only a small amount of fluid is loaded onto the pad

LEFT One area worked in straight lines, finishing in the direction of the car



“You’ll have the paintwork brought to the most lustrous shine possible”

LEFT Ceramic coat wiped off within 30 seconds or so

BELOW Final wipe with ceramic detailing spray lifts finish further, adding protection to the paint

RIGHT Included in ceramic coat application is a maintenance pack, allowing owner to maintain the level of finish once completed



VERDICT

PPF and ceramic coat offer slightly different benefits depending on how you want to use the car. If you’re wanting to use your 911 extensively on road trips or track days, then a track pack of PPF is probably the most sensible thing you can do to minimise the paint damage that will undoubtedly happen. Where you’ll lose there slightly is in the cosmetic appearance, but that may not be a concern. Ceramic coating the PPF should be considered if you want ease of maintenance in the future, as it will make it harder for dirt to stick to the car – and certainly make removing those French autoroute flies a doddle.

In contrast, if you’re instead planning to use your 911 for local show and shine mornings or summer bimbles, then ceramic is definitely worth investigating. You’ll have the paintwork brought to the most lustrous shine possible, in many cases better than new, and the modern ceramic coating will lock in that look for you, with the least ongoing effort.

For any older 911s, cosmetic perfection will likely be more of a concern, so again, ceramic rather than PPF will be the longest-lasting detailing solution for your problem.

Like choosing your perfect 911, the best method of paint protection is the one you prefer. Armed with the T911 knowledge, you’ll know which is the best fit for your needs. **911**

Thanks

Thanks to Cridfords for the detailing advice and assistance in our feature. To book your 911 in for protection call **+44 (0)1483 273 302**. Thanks also to FCD: for bookings call **+44 (0)1202 096 096**.





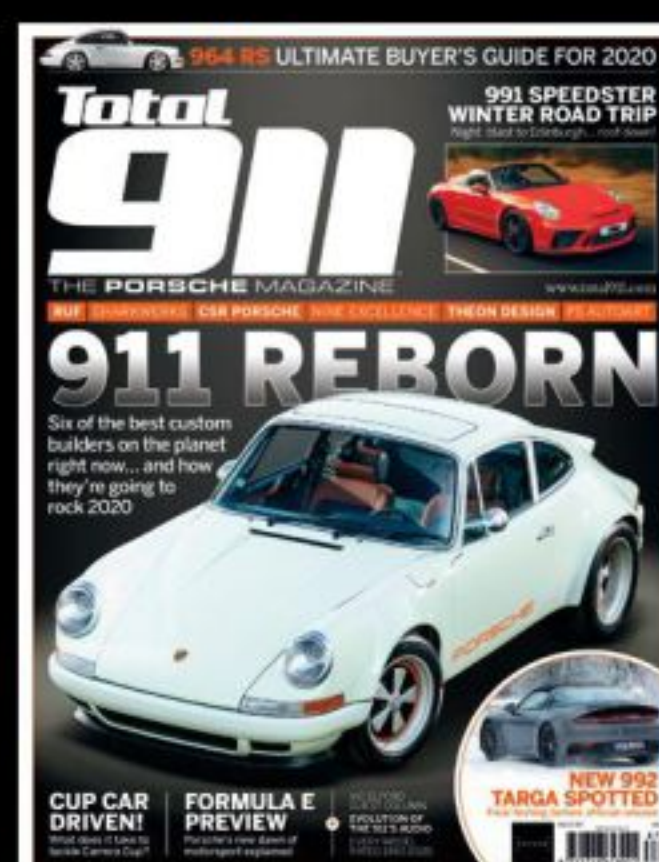
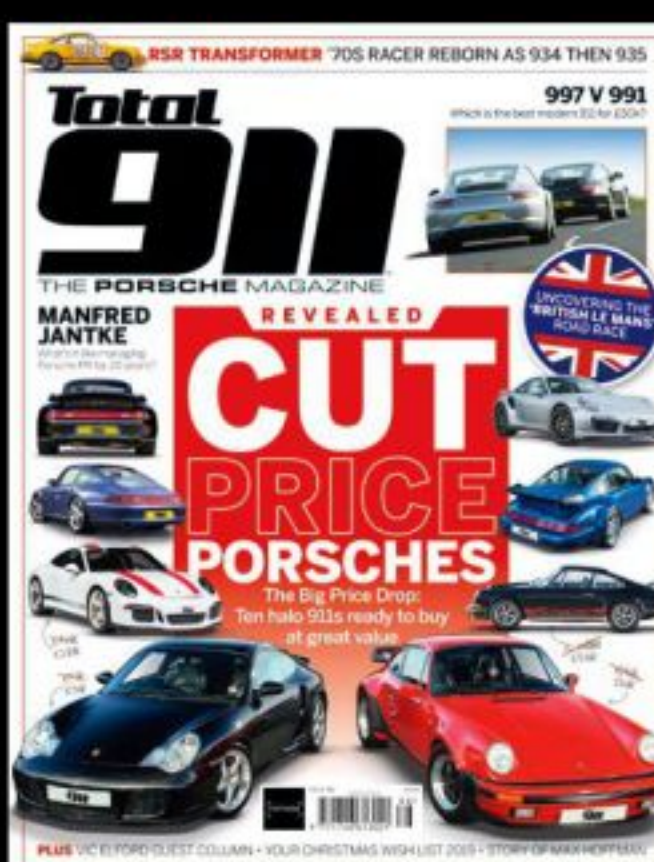
WANT MORE?

Go to the Android or Apple app store
and get great deals on brilliant
back issues & exclusive
special editions

INSTANT ACCESS TO BACK ISSUES



PLUS, SAVE
EVEN MORE
IF YOU
SUBSCRIBE



EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO THE ANDROID OR APPLE APP STORE ★

PORSCHE 911
STORY OF THE

1960s



EDITOR'S
PICK

PORSCHE 911
STORY OF THE

2000s



PORSCHE 911
STORY OF THE

90s



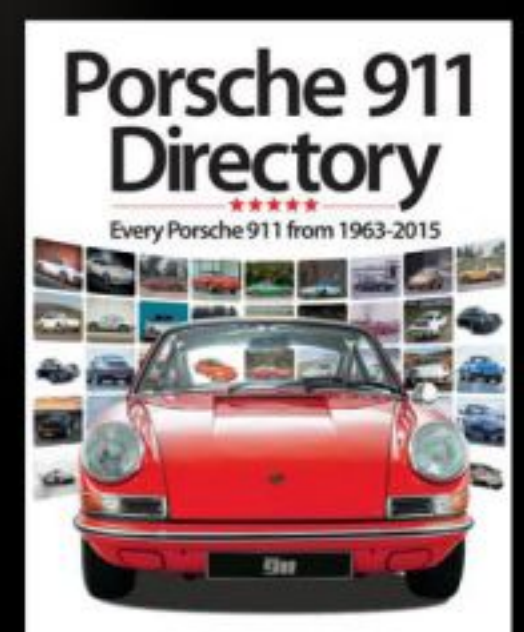
PORSCHE 911
STORY OF THE

1980s



PORSCHE 911
STORY OF THE

1970s



ALL AVAILABLE TODAY ON THE
ANDROID OR APPLE APP STORE

Living the Legend

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



Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

Model **997.1 GT3**
Year **2007**
Acquired **DECEMBER 2019**

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



Through my role as experiences director at Porsche Club GB, I was fortunate enough to be invited to the 17th International Porsche

Club Presidents' Meeting that took place in and around the Portimao race track in Portugal. The event was organised by Porsche for all the officially recognised Porsche Clubs around the world. The two-day itinerary consisted of test drives on local roads in the new Taycan Turbo S and 991.2 GT3 RS Weissach Pack plus plenty of track time in each car too.

We were also given insight into each car during detailed workshops around electric vehicle technology and Porsche Motorsport, both the development of their GT cars and their road to track to race programme, which was absolutely fascinating. Unfortunately, we were not permitted to take any photographs during the workshops.

The event was also an ideal opportunity to spend time with other



Porsche Clubs across the globe, share ideas and be surrounded by other Porsche enthusiasts!

So, let's start with Porsche's new electric vehicle – the Taycan. I was convinced, determined even, not to like an electric vehicle, but once you accept it does not have an internal combustion engine and does not make any noise, it is actually rather good. So good in fact, I found myself throwing a five-metre long, 2.3-tonne vehicle around like it was, well, a 911... Plus, I cannot begin to convey how ferocious the acceleration is in a straight line. With 761PS and over 1,000Nm of torque, it was quite unlike any other car I have ever driven, especially when you consider it will comfortably seat four adults with a large boot. Handling was precise and sure footed as you would expect from Stuttgart's finest, with more poise and body control than you would imagine for a car of this size.

Readers will be pleased and relieved to know the GT3 RS Weissach Pack was on another level entirely. What a car! GT3s have evolved so much since the original 996.1 was launched over 20 years ago. It was as accomplished on road as it was on track, with a soundtrack to die for! Portimao is an exceptional race track, with swooping curves and

plenty of gradient change, so it really is a challenging track to drive around. To do so in such a special vehicle is an experience I will never forget! It also reminded me how much I like track days and has made me even more determined to book some track time in 2020 in my 997.1 GT3.



The whole trip was an unforgettable experience but I could not wait to get home and back behind the wheel of my GT3. I wanted to draw an immediate comparison between the brand-new Rennsport generation and my 2007 car. The similarities were immediately obvious. Focused and raw, yet civilised enough to drive on the road. The orchestra out back from the wailing flat six and central exhaust pipes. The purposeful rear wing and lowered suspension, plus the fact that you know you are driving something very special from the moment you turn the ignition key!

Having only recently got the 997.1 GT3, I was hoping the awesome time I had in the brand-new GT3 RS would not take the 'shine' off my car. I am very pleased to report that proved not to be the case. It's proof once again that Porsche has an uncanny ability to make each generation of 911 GT3 feel special and unique in their own way!





Chris Wallbank
Leeds, UK

 @chris_wallbank
 @chrisjwallbank

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



The first priority this month was sorting out a couple of small but important problems with my 997 C2S... those issues being the

fact that I seemed to have no heated seats since reconnecting my battery, and my driver's side headlight has been permanently pointing downwards!

With average temperatures still set to be under 10 degrees centigrade for the next month in the UK, the heated seats were definitely missed on my first outing of the year, and as the sun set it was then that I realised I had reduced visibility on the road due to the driver's side headlight pointing completely down towards the road.

So this meant a quick call to the guys at Revolution Porsche in Leeds, and after speaking to Russ Stanley, he informed me that the heated seat is a very simple and quick fix that involves plugging into the car with PIWIS (Porsche Integrated Workshop Information System) and performing a 'vehicle handover'. It transpires this happens a lot on 997s after the batteries have either been disconnected or replaced – apparently the ECU gets a bit confused and the car needs to be told that it has heated seats again in order to recognise that it actually has them.

We also came to the conclusion that the headlights were probably due to a broken HBA rod that controls the headlight beam adjustment, this was confirmed when I found part of a



broken HBA rod on my garage floor after reversing out of my garage!

With brand-new ones only being fitted 2,000 miles ago I could only put this down to it getting knocked when the Bilstein suspension was fitted last summer.

I took the 997 to Revolution the following week and both issues were solved in less than two hours and at minimal cost, result!

In other news, as I write this I have just booked into the highly regarded suspension specialists, Centre Gravity in the Midlands, to have a look at my new Bilstein B6 and Eibach springs set up on my car that was fitted last year.

After driving the car more and more, I've begun to feel the car is riding too

firm and harsh for a Cabriolet on the UK's bumpy roads, making me think that I made the wrong decision and should possibly revert to standard springs.

Pete at Centre Gravity was very informative and helpful after briefly explaining my concerns: he told me it could simply be down to the firmer polyurethane Powerflex bushes that were fitted to the coffin arms at the same time as the suspension, or even a combination of the firmer bushes and Bilstein B6 suspension working too close to the bump stop's limits. I'm looking forward to visiting Centre Gravity with the hope of restoring some compliance and will be sharing my findings and conclusion next month!



Phil Farrell
Cheshire, UK

@mllx8pjf

Model **996.2 C4**
Year **2002**
Acquired **JULY 2019**



It was a relatively quiet month on the motoring front after a busy start to the year. That was until a friend and fellow LTL columnist Joe Williams

convinced me to come along to a track day with him and a couple of other enthusiasts. Ever looking for the slightest excuse to stretch the legs on the 996, and tick one of the 2020 Porsche bucket list activities off, I got paid-up and looked forward to a day on the recently renewed asphalt at Silverstone.

Hosted by the company Open Tracks, the day itself was well organised, safe, great value, and fun. A particular highlight was what looked to be an ex-Cup car belting around looking, and sounding, every bit the thoroughbred race car it is. But back in the land of mortal cars, it was also great to see some modern GT stock getting the good news down the straights and into the corners, making full use of their PCCBs.

Modern Porsche cars always amaze me in how effortlessly they can be driven to the track in comfort, getting relatively good fuel economy if driven frugally, then driven

dynamically round for a day and back home again. True Jekyll and Hyde cars!

I found out that day that the same applies to older models too – for a fraction of the price. While I wasn't going flat out by any stretch – a 17-year-old car does deserve some mechanical sympathy after all – I was so pleased with how the little car performed. There's plenty of feedback through the steering and while not comparable to the modern Bilsteins on Joe's track Cayman, the M030 kept body roll to an acceptable level. The highlight was of course hearing the X51 Power Kit engine upgrades working in harmony with the PSE to produce a really sonorous note down the straights. The day was rounded off with a 9/10 filthy burger (their name not mine) at Mollie's Diner, while we chewed the fat on the day before all heading our respective ways safely home.

Unfortunately when doing a quick once over the morning after, and having had a new windscreen fitted shortly after I bought my car, I noticed that the bottom of the windscreen seals on both sides have started to come away. So there will be a trip to an OPC soon to get that sorted out as I don't want any water getting into the



car. Speaking of OPCs, I noticed that a new centre is popping up on my home turf in Stockport. I'll be keen to have a look when it opens and see what Porsche goodness they'll be sharing with the locals.

Recently we've moved plans along for the summer road trip to Europe, so I've got that to look forward to with the car and to tick off the bucket list. I'm also going to be waiting for the earliest opportunity to get the car detailed and test out some new products and toys I got from Santa. Personally, I get pleasure out of detailing my cars myself, so I'll be speaking with the bucket list moderators (Mr Sibley) to see if detailing the car myself will still give me a tick. Go on Lee, you know you want to say 'yes'!



Ron Lang
Ashland, Oregon

@ronlangsport

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

Model **930**
Year **1982**
Acquired **2019**

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

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

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

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

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



Extra happy times this month because the 1991 964 Safari 4 is just now back on the road and running better than ever. It's been a year

since it went under the knife for a top-end rebuild and upgrades of the fuel and ignition management systems, plus some additional and more incidental fettling.

The results are very satisfying. The engine is smoother than ever and produces prodigious horsepower and torque right off idle with the water-to-air intercooled supercharger on board. Estimates of 450 horsepower and 450 pound feet of torque feel legitimate, all on a 1,300kg car. Great power-to-weight ratio, and it feels like four seconds 0-60 is accomplished with ease.

With the long travel suspension (ten inches of travel at each wheel on Belgian-made Reiger WRC coilovers), this 964 C4 leans on its rear haunches a bit under deep throttle pulls, though it has little to no brake dive when on the binders. It certainly keeps up with all the late model Carreras, at least up to 100mph. With that suspension, it feels less precise above the ton and seems to wander on the road a bit. The front end of the car is more like an air scoop than an air spoiler, so it feels like the front end gets light sooner than any other 911 I've driven. But since off-roading rarely involved such

high speeds, I'm not concerned about the wandering at high velocities.

The torque is full-on at 2,000rpm and yet the engine winds to its 6,800rpm redline effortlessly. One could certainly fully enjoy the car without ever exceeding 4,000rpm. However, there is a trade-off which is that in the sweet spot between 2,500 and 3,000rpm, there is a drone in the cabin from the exhaust that is annoying. So the easy workaround is to always keep the revs above 3K, right? Well, in fifth (top) gear at 80mph the drone is there. One solution is to run in fourth gear and spin higher rpm. Not a deal killer, so I'm experimenting with just plain 'driving faster'. In top gear at 85mph she is as smooth as butter. My radar/laser detector will be on full deployment during those higher speed runs. Fortunately, there are no speed cameras to speak of here in southern Oregon and traffic is very light, so off we go and hope for the best.

So now it's time to play. A local friend has a Safari based on a 911 SC. We are looking forward to exploration of our many local dirt roads and will enjoy the snowy months too. For the winter, he felt that his BFGoodrich All Terrain KO2 tyres were slippery on wet roads, particularly at the rear. So he swapped those for a set of Bridgestone Blizzaks for the snow months and feels more secure as a result. I'm going to try out the KO2s for another winter on my car, but might do a tyre switch at some point if deemed useful.



We live in an area where the predominant vehicles on the road are full-size 4WD pickup trucks (Ford F-150s, etc) and Subaru wagons. The Safari is a different, 911-based twist on the all-weather, go-almost-anywhere car. And speaking of going...

Rod Emory, of the Emory Motorsports clan, famed for their 356 Outlaws, is based in northern Oregon. They are holding a three-day campout this July and all air-cooled wonders are welcomed. We are looking forward to the campout and since there is no 356 in the garage, the Safari 4 will suffice for that event. A roof rack is on the way to hold some spare luggage, but I'll admit that I won't camp out. There is a perfectly fine budget hotel nearby, and since I'm an early to bed/early to rise person, I'll get a better night's sleep from which to enjoy the company of air-cooled enthusiasts during the days.

Between now and next month's LTL submission, there are a couple of other 911s coming into the fold. In the meantime, the snow-covered mountain roads beckon!



Max Newman
Aylesbury, UK

@maxripcor

Model **997.1 CARRERA**
Year **2004**
Acquired **APRIL 2012**



What do you think of the 992? Too wide, too heavy, too retro, too modern, too *Star Wars*, too turbo, too GT? Not enough 911, or all

the 911 you'd ever need? I think it looks pretty sensational, inside and out, and it hoovered up on all the first impressions and UK road tests. I have finally conceded that Editor Lee is right: it does look better with the Sport Design kit – I think.

I still don't see many on the road, so I jumped at the opportunity to drive one and help with some rolling photography for the 'Legacy of the Carrera S' feature in Issue 183. It was the white press car, a C2S with rear axle steer, -10mm Sports chassis, and Sports exhaust.

I racked up over 40,000 miles in my 997 over the first three years of ownership,

running it as my only car, and approached the 992 from the standpoint of someone who dreams of owning special 911s – the 993 RS is my dream car, and I'd love to daily a 991 GT3 – but I wonder if a C2S or GTS is actually my perfect car?

Just walking up to the 992 I was smitten, I didn't even notice the new door handle getting in, and the cabin really is stunning – a great place to be. There's a lot of tech going on, which I ignored once I'd remembered the toggle on the steering wheel for Sport and Sport+. The electric razor gear lever was a bit irritating during three point turns, but I'm sure you get used to it with time.

Not once on the move did I think it felt too big or wide, and it retains that 911 bob as you go down the road. The engine may be creeping closer to the centre of the car, but it is still way out back. What sticks in my mind still now is the high-quality feel of the damping and body control – firm but never jarring – and the laser-sharp turn-in over some pretty ragged Buckinghamshire roads I know well. I wonder how close the front track width and overall footprint is to a 991 GT3 RS?

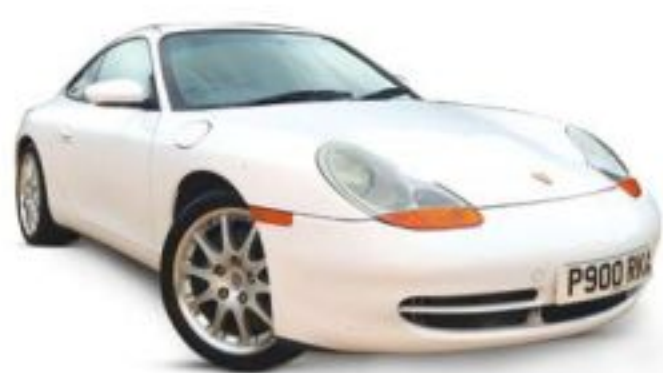
It sounded good but not great. The turbos saw to that initially I guess, and WLTP hasn't helped since, but the motor is a monster. It doesn't build to a crescendo in the way an NA motor does, instead it offers so much performance from so low in the rev range. It is startlingly quick off the mark, very effective, and very exciting. Torque is such a useful commodity on the road.



Getting back in my 997 to drive home, the first thing I noticed was how nice it was to row through the gears myself, even just pottering along. The PDK 'box in the 992 is so good that I didn't even notice it – it was popping through the gears so quickly that I needed to concentrate on the road ahead! I then found myself checking both windows to see if they were fully raised, and wondering if the windscreen was about to pop out, such was the increase in wind noise around the A-pillars in the 997. After nearly eight years with it I suppose I'm used to it, but Porsche has clearly made huge steps forward in refinement – useful in a daily, less so on a Sunday morning blast.

I'd love a 992, with the manual box when that arrives. I wonder what the GTS and T variants will be like?





Lee Sibley
Poole, UK

@lee_sibs

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



Well it's been a frustrating month with the 996. You may recall last issue I mentioned I'd gone for a set of KW V3 coilovers to refresh

the handling of my tired 996. I'd also gone and bought four new top mounts from Porsche for the coilovers to bolt to, as is proper practice. I booked the car in at RPM Technik for the coilover fitment and a geo, and also budgeted for two new lower arms at the front to combat that loud and embarrassing 'croak' coming from my car when it rides over slow bumps.

However, by the time the 996 was on the ramps at RPM Technik, the full extent of the 996's chassis woes was laid bare.

A multitude of bushes had perished, resulting in a parts and labour estimate of £3.6K on top of the work already scheduled. It kicked my £600 budget for two new front lower arms into touch somewhat! Already crestfallen, the guys at RPM then pointed out the wonky suspension arms had messed with my geo so much, my nearside rear tyre had been scrubbed completely and was in immediate need of replacement. My lower arms budget thus went on a set of



two new rear tyres (proper practice is to replace a whole axle's worth of rubber at a time), where I stuck with N-rated ContactSport 2s from Continental to ensure they remained matched to those on the front.

Budget blown, I headed for home in my still very creaky 996 to contemplate

the fallout of what has turned into an almighty task of going through the entire chassis of my 996 in the quest for handling perfection. I've really opened up a can of worms here, but I'm positive that it'll all be worth it in the end – it just might take a little longer, and cost a little more, than I'd originally estimated.



Michael Meldrum
Houston, Texas

@p911r

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

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

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

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

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

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

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

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

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

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

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



I'm sure most Classic 911 owners know this, but I thought I'd take the opportunity to remind everyone that old Porsches can be fickle. I'm a very

boisterous air-cooled cheerleader, but it's not all fun.

A few weeks ago, I was doing the school run in my 1972 911E, all was well, kids arrived bang on time. On the return journey, I glanced at my wing mirror and the housing was there, just no mirror (I still remember the 'mirror-signal-manoeuvre' mantra drilled into me by my driving instructor, although, many of the road users in Houston TX prefer the shortened version 'manoeuvre', mirror and signal is optional!).

Obviously, this is a quick and easy fix, one that I had done before on my '72 911T. I asked the nice chaps at RS-Werks to order me a genuine Porsche '72 wing mirror, stage 1 completed drama free. Upon arrival of the mirror, I inspected the new part, everything looked good, so I laid out all the parts ready to go.

But first, I had to remove the existing mirror, which in theory, is a quick and



painless job. Wrong. Once I moved the rubber plugs, the first bolt was in perfect condition, but the second bolt was a rusty old bugger (a big thanks to the previous owner for using some cheap and cheerful rubbish hardware). It was totally seized up and it needed to be drilled out. Once I finally got the rusty hardware off, it was a quick install of the shiny new mirror.

I was expecting to spend 20 minutes at most on this project, but it ended up being closer to 1.5 hours. The moral of the story, even the simplest old 911 project can take five times longer than expected, but the sense of achievement is priceless.





Peter Wilson
Adelaide, Australia

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



In a recent email exchange with our esteemed editor Lee, I mentioned that writing for Living the Legend encouraged me to actively seek

more opportunities to drive and work on my Porsche in order to have a new topic each month. I also bemoaned my poor photography skills which have been stretched by the need to illustrate each story. I decided to get on the front foot this month, did some Googling about photographing cars and read about 'light painting' as a technique. This was new to me but any serious shutterbug will know about

it – using a tripod and very long exposure while illuminating or painting the subject with a handheld light. The main trick is to avoid camera movement, unwanted light trails or ghostly body parts in the image if you stay still for too long.

So, the other night, I took the 930 and wife Alison (also a keen photographer) to a quiet cul-de-sac near home and set up the tripod. It actually turned out to be a lot of fun as we experimented with different lights and camera settings while dancing around the car with torches in the pitch dark dressed like ninjas. The result is hopefully published nearby, but don't get too excited – there will still be plenty of iPhone pics in future articles!

Also influenced by LTL, I joined the local Porsche club (Porsche Club of SA or PCSA) a year or so ago after having owned my 930 for almost ten years. I have been in various car clubs over the years which have focused on social events or competition, country drives or displays, but the PCSA does all of these and more. Last weekend I ventured out to one of their Super Sprint events at Mallala, a club racing circuit built on an old WW2 airfield about an hour north of Adelaide. I took the 930 for a drive and to check out the format of the event.

It was a hot day but a very wide range of Porsches were tucked away in pit garages, ranging from classic 911s to water-cooled, several GT3s, lots of

Boxsters and a 944. There was even an invitation class for non-Porsche entries which included a Lamborghini and a heavily modified Mitsubishi Evo. The cars went out in small groups based on lap time and the best lap time achieved was used to score points in an annual championship spanning all events.

As always, owners were pleased to chat about their cars and I spent some time talking to Hamish Eaton about his beautifully prepared RSR replica painted in powder blue. This car runs a potent 3.5-litre 930-based engine with 50mm PMO carburettors and sounded fantastic. It also had fully rose-jointed suspension and coilovers – a serious track machine! Another standout was the highly modified 1977 911 of Darien Herreen. I had read about this car in the club magazine, as it had been engineered in the US with a lot of lightweight composite panels and exotic suspension attached to a heavily reinforced 911 shell. To cap things off, it was painted in a striking original Porsche colour called Karminrot, a very loud magenta.

While I was only at the circuit for a couple of hours, it was great seeing and hearing a huge variety of Porsches being driven as intended and bringing immense enjoyment to their owners. I now plan to enter a club competition event in the near future, but need to decide between hillclimb, motorkhana, super sprint or regularity.



Tony McGuinness
San Diego, USA

@tonymcguinessgt3rs

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

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



Last month I wrote about how for the past 14 months I had been 'Living the Legend' by not only enjoying my 997.2 GT3 RS and 991.1

GT3, but also I'd been Living the Legend in another way, by interviewing Porsche great Vic Elford for **Total 911's** Guest Column for 14 issues.

If you are a long-time reader of **Total 911**, you may recall previous to my

interviews with the man known as Quick Vic, I interviewed American driver and another Porsche hero, Hurley Haywood for the guest column for eight months. Hurley's many achievements included winning the 24 Hours of Le Mans three times, victory at the 24 Hours of Daytona a record five times and capturing three wins at the 12 Hours of Sebring.

Both Hurley and Vic had enormous success with Porsche. They both stated how they thoroughly enjoyed sharing with **Total 911** readers so many experiences in their careers, which included moments of sheer triumph and bitter disappointment. They also gave us terrific insight into their wonderful personalities which undoubtedly was a critical ingredient in their unparalleled achievements in their Porsche careers.

While I felt quite sad when my wonderful conversations with Vic Elford came to an end, I have some fantastic news to share with **Total 911** readers... I am excited to reveal that I have already begun interviewing another Porsche racing legend to feature in the **Total 911** Guest Column. The one and only racing driver Brian

Redman is looking forward to sharing his memoirs with **Total 911**. Brian, who was born in Lancashire on 9 March 1937, raced during an extraordinarily dangerous era. Between 1965 and 1975 one in three top-level racing drivers were killed. Two of those included famous Porsche drivers and Brian's teammates, Jo "Seppi" Siffert and Pedro Rodriguez. The many deaths that took place very much affected Brian as he often worried he too would be killed.

Brian has so much to share including what it was like winning the 1970 Targa Florio with teammate Jo Siffert in the Porsche 908/3 painted in JW Gulf Racing Livery. He describes in extraordinary detail the terrible fiery crash at the Targa in 1971. He discusses what occurred to cause his 908/3 to crash and burst into flames with him inside also on fire, and desperately trying to get out.

Brian Redman is one of Porsche's greatest ever drivers. I'm absolutely thrilled to work with him as he looks back on his remarkable life and career. Be on the lookout for Brian Redman's Guest Column. It's a **Total 911** mini-series you won't want to miss, starting this very issue!





Joe Williams
Sandbanks, UK

@joewilliamsuk

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



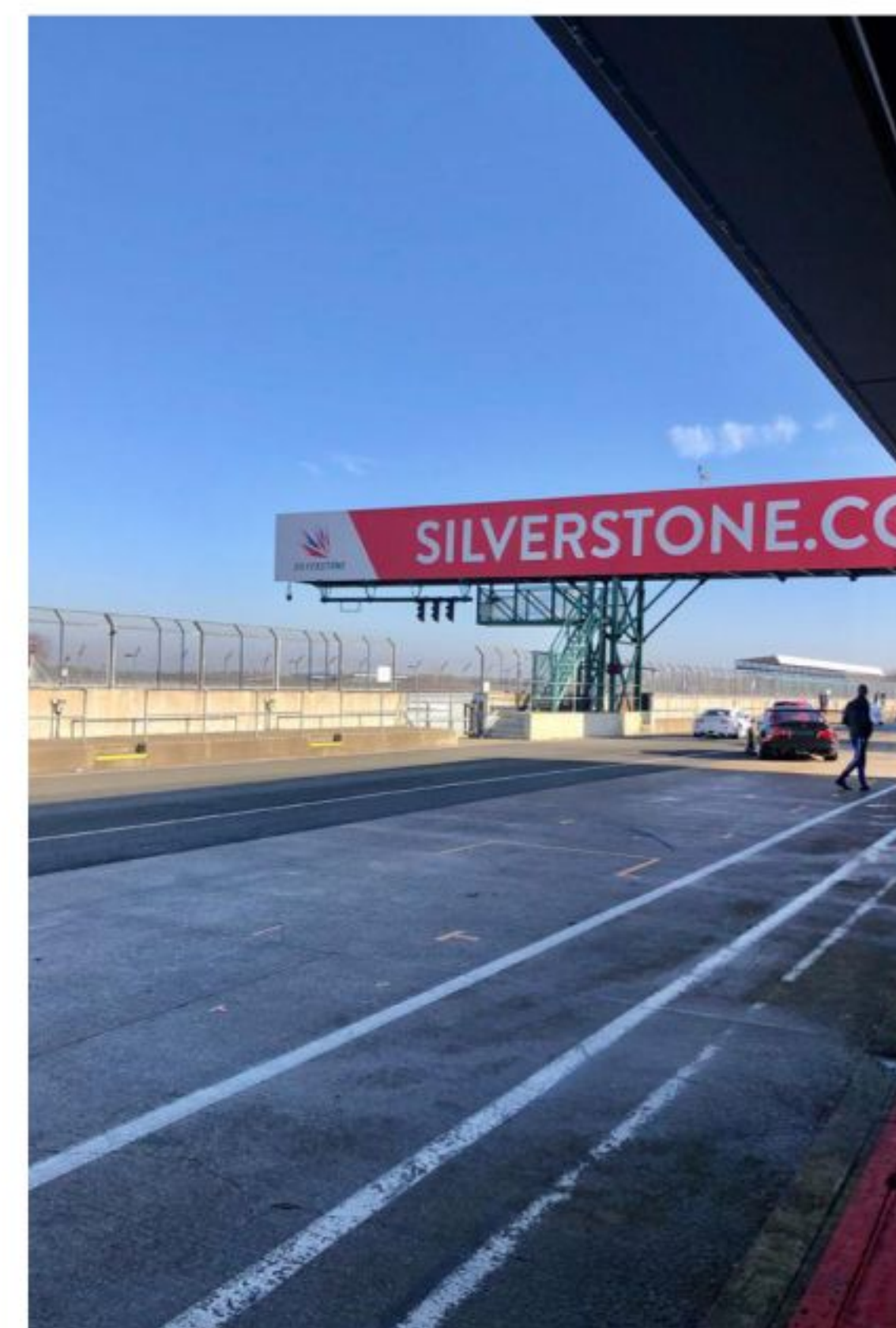
A track day in late February?! Statistically that should be a miserable day out. By some miracle we had the only break in

the weather for weeks and Silverstone dished up an almost perfect blue sky day! With an early start a few of us headed Up North (to be fair everywhere is north from here on the south coast). Sign-on was busy and the mix of cars

was strong. It was mostly all regular drivers, which definitely added some confidence out on track – the pace was fast and pretty unforgiving! The day was run by Open Track, so it was a complete mix of track-only and high-performance road cars. The Porsche turnout was very good and we all held our own.

One of my personal favourite cars of the day was a white 997 ex-Cup racer that was being driven really hard and fast. The full cage, GT engine, sequential box, slicks and those distinctive knock-on wheels is such a menacing look, especially when it flies past you only centimetres away!

I know the track day was in my little 987 Cayman, which is frowned upon in this magazine, but Porsche chat soon got us mulling over what you'd actually need to put together a budget track weapon, and we reckoned a £10-12K 996 combined with a set of coilovers, new pads and discs up front plus a set of Nankangs and you'd be out there hustling with the pack. Friend and fellow columnist Phil Farrell took his lovely 996.2 C4 X51 Coupe round after having worked through a load of suspension, steering and bushes, and out the box it went round the track really well. There's some food for thought for those not wanting to take their newer high-ticket cars on track.



Our Porsche podcast is looking good for an April kick-off and we're hoping to put on a launch event on the south coast with a gathering of all things Porsche. The plan is a cars and coffee style meet, but with the added option to part with a minute of your own Porsche wisdom which we'll drop on the show! There's already a few special 911s lined up to attend, so keep an eye out for the details and follow us on the social stuff, which for the podcast is @road.to.redline.



Ian Harris
Shoreham, UK

@harrisclassics

Model **S/T REPLICA**
Year **1971**
Acquired **DECEMBER 2019**

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 I have been playing with my 1971 911 ST. It's a freshly built car with a few hundred miles on the clock, so in need of some gentle

driving to get some miles on the engine and a good shakedown.

The paint finish was straight from the gun and while it's good it did have the classic swirl marks in the sunshine, so I booked it in with Refined Detail who did a full paint correction and polish. The difference is amazing and gives the Conda green a lot more depth and lustre. Then it was time to fit the retro race decals that I have been collecting from eBay for the last few weeks. It's always hard with things like this, so I googled and studied some old pictures of genuine ST race cars and made my own take on it. They are only low tack so if I decided I didn't like them, I could later remove them easily without causing any damage to the paint work.

While these jobs were being done I had ordered a half roll cage for the car

in order to finish it off – it's a bolt-in one so no welding was required and it was also surprisingly easy to fit! I have been completing these jobs while the weather has been pretty poor, so I haven't really missed out on too much driving.

While the ST was receiving a lot of love I got my 964 out on the ramp and played with the suspension settings – I made the rebound softer and raised the back up 15mm, then gave it a gearbox oil flush and refill, a full spanner check and now she's good to go for the spring.





Harold Gan
Perth and Sydney, Australia

 @drivenbytaste

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

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

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

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

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



One of the key reasons for the road trip with my son before his start of term at university was to make a trip to visit Peter

Fitzgerald, the former professional Porsche race car driver at his workshop in Melbourne, Fitzgerald Motorsport.

The first stage of the trip was a short stay over in Canberra, the capital city of Australia, to gather three of the four Porsche 964 Turbo-Look manual Cabriolets existing in Australia with John and Adrian, the respective owners of a Guards red (previously raspberry red) Turbo-Look Cabriolet, and Adrian's Slate grey Turbo-Look.

The overnight stay began with an early breakfast with John's family and friends before we headed off to explore the extended roads out and around the capital city. Driving in Canberra is itself a wonderfully simple affair with very little traffic and an uncomplicated road system, which made for good progress to the tastier roads that surround the epicentre of Australian politics.

Along the way to the planned route, Adrian realised that he had forgotten to fill his heavily depleted tank from the drive from Melbourne, and we set about to find a petrol station prior to continuing on. Upon arrival at the nearest station we thought it wisest if all of us would refill our cars at the same time, and the three Cabriolets caught the attention of three young car enthusiasts who were out for the



morning to capture photos of their own cars in the surrounding roads. They approached us to politely ask permission to take photos of our cars, which we were all too delighted to allow in exchange for them showing us some of their favourite roads. Local knowledge is always best and they were all too happy to oblige us.

With tanks refuelled we followed the enthusiasts out, who were driving older Japanese machinery that we ourselves had grown up on – a first-generation NA MX-5, Nissan 200SX and a Honda Civic CR-X Del Sol. Guiding us through some of the best back roads before they had to head to work, the young enthusiasts were incredibly excited to hear about the rarity of the 911s in their presence, and hinted that while they were drawn to older Porsches because of the RWB cars, they realise that a fully stock 911

can look very good as well. But what this did highlight was that while many bemoan what RWB does to 911s, no one can deny that Nakai-San has brought a new generation of Porsche enthusiasts into the fold, and that can only be a good thing for our beloved marque.

The three young gentlemen brought us to a number of choice locations where the roads were sweet and the photographic opportunities even sweeter. Stopping off at a few choice locations, we soon had to bid farewell to our new friends before pushing onwards onto the pre-planned route. The roads around Canberra proved to be absolutely breathtaking, mixing the best of curves with breathtaking scenery stretching out for miles ahead of us. Though not as hilly as the roads around Sydney, they were a treat nonetheless with just the right amount of altitude change.

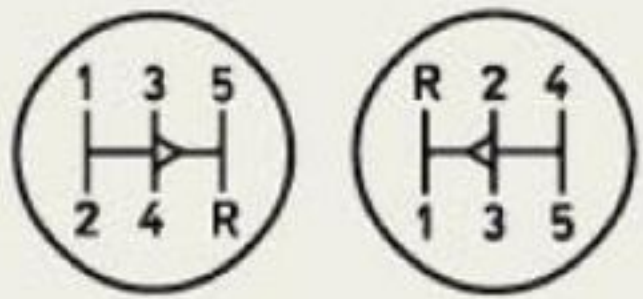
Pushing forward to the must-see tourist destination near Canberra – or is that almost the only other tourist attraction apart from Parliament House and the War Museum – we ended up at the CSIRO Deep Space Communication Station for our final photo session of the day before having to head back to meet with John's family. The decision was made to do no further driving in the afternoon but rather do some shopping in preparation for the push on into Melbourne, Victoria the following day.

The weather for the remainder of the trip into Melbourne was fantastic with no rain encountered the entire way into Victoria – a very unusual run of good luck for anyone travelling into the state. We headed straight to Porsche Centre Melbourne for a quick visit where we were treated to a breathtaking facility before finally arriving at our residence for the next three days in readiness to catch up with Peter Fitzgerald.



PARADIGM SHIFTER

STEALTH EDITION



For all
901/911/915s
to 1986



A WOLF in sheep's clothing, our new Paradigm Shifter- STEALTH EDITION, is everything our CARBON FIBER (CF) SHIFTER is, and less. Without the Carbon Fiber and Titanium of our CF SHIFTER, we are able to offer all the features and functionality of our CF SHIFTER, but at nearly half the cost. With our new STEALTH EDITION, you are able to run the factory shift boot and OEM-style Knob (both included), combining the ultimate STEALTH look with the ultimate precision.

\$725

SR150s



www.STOMSKIRACING.com +011(410)571-9779

PREMIERPORSCHE

EVERYTHING YOU NEED FOR YOUR 911

Data file

Full specs, ratings and market values of every 911, including the 993 era, can be found beginning on **page 86**



Plus

Showroom

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

Servicing & tuning

Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

Porsche lifestyle

Helping you make the right lifestyle choices to complement you and your 911. Don't just drive Porsche, live the brand

Insurance & finance

Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring

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.



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

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



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

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



▼ (C & D series) ★★★★★
911S 1969-1971
An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

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



● (C & D series) ★★★★★
911T 1969-1971
Like the E, the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.

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



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

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



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

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



▼ ★★★★★
930 3.3 1978-1983
Larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

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



● ★★★★★
911 SC 1978-1983
From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

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



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

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

● (O & A series) ★ ★ ★ ★ ★

911S 1967-1968



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

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

● (A series) ★ ★ ★ ★ ★

911L 1967-1968



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

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

● (A & B series) ★ ★ ★ ★ ★

911T 1967-1969



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

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

● (B series) ★ ★ ★ ★ ★

911E 1968-1969



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

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

● (B series) ★ ★ ★ ★ ★

911S 1968-1969



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

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



● (C & D series) ★ ★ ★ ★ ★

911E 1969-1971

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

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

● (E series) ★ ★ ★ ★ ★

911E 1972



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

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

● (E series) ★ ★ ★ ★ ★

911T 1972



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

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

▼ (E series) ★ ★ ★ ★ ★

911S 1972



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

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



▼ (F series) ★ ★ ★ ★ ★

Carrera 2.7 RS 1973

The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail. Sport and Touring available.

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

● (F series) ★ ★ ★ ★ ★

911E 1973

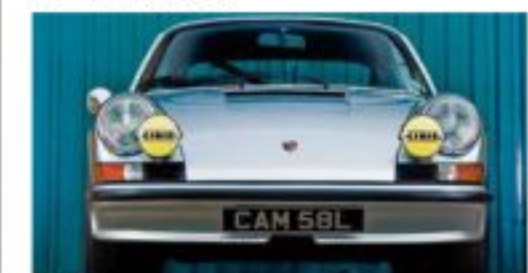


After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

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

▼ (F series) ★ ★ ★ ★ ★

911S 1973



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

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

● (G, H, I, J series) ★ ★ ★ ★ ★

911 1974-1977



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

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

● (G, H, I, J series) ★ ★ ★ ★ ★

911S 1974-1977



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

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



911 Carrera 2.7 1974-1976

From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

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

● (I & J series) ★ ★ ★ ★ ★

911 Carrera 3.0 1976-1977



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

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



930 3.0 1975-1977

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

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



930 3.3 1984-1989

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

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	161mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	
F	7x15-inch; 205/55/VR16
R	8x16-inch; 225/50/VR16

▼ ★ ★ ★ ★ ★

Carrera 3.2 1984-1989



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	
F	7x15-inch; 205/55/VR15
R	8x15-inch; 215/60/VR15 (16" for '89)

● ★ ★ ★ ★ ★

930 SE 1986-1989



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

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



959 1986-1988

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

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



JASMINE PORSCHALINK UK

Specialising in Porsche

SERVICING | PARTS | REPAIR | RACE & TRACK

Porsche Service & Repair Centre

T: 01282 697171

Fixed price service menu giving you complete peace of mind

10,000 sq.ft. of shelved genuine, new and used porsche parts



Keeping your Porsche Cayenne, Macan and Panamera on the road all year round

911 911 turbo 924 / 928 / 944 / 968
Boxster Cayman Cayenne Macan Panamera


JASMINE PORSCHALINK UK



3A Pendleside Lomeshaye Industrial Estate Nelson Lancashire BB9 6RY


T: 01282 697171 E: info@jasmine-porschalink.co.uk W: jasmine-porschalink.co.uk

VAT Registration No. 712436363 Company Registration No. 3997925 (Cardiff)



Nine Excellence

Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs

- Engine & Transmission Rebuilds

- Restorations

- Pre-Purchase Inspections

- Detailing & Aftercare

- Alignment & Geo

- All Porsche Models Covered

- Fully Trained Porsche Technicians

- Fixed Price Servicing

Performance

- 9e Performance Packages

- 9e Performance Exhausts

- 9e Suspension & Brakes

- 9e Engine Builds

- 9e Custom Builds

Unit 3, Axiom Business Park,

41 Balcombe Road, Horley,

(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com

01293 226 911

service@nineexcellence.com



★★★★★

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	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16

★★★★★

3.2 Clubsport 1987-1989



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

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



★★★★★

964 Turbo S 1992-1993

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

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6 sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18



● (C & D series) ★★★★★

964 3.8 RS

1993

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

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



★★★★★

993 Carrera 4S

1995-1996

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

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



★★★★★

993 Carrera RS 1995-1996

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

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



★★★★★

996.1 C4 1998-2001

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

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



★★★★★

996.1 GT3 1998-2000

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

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



★★★★★

996 Turbo 2001-2005

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

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

★★★★★
964 Carrera 4 1989-1993



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

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

★★★★★
964 Carrera 2 1990-1993



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

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



★★★★★
964 Turbo 1991-1992

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

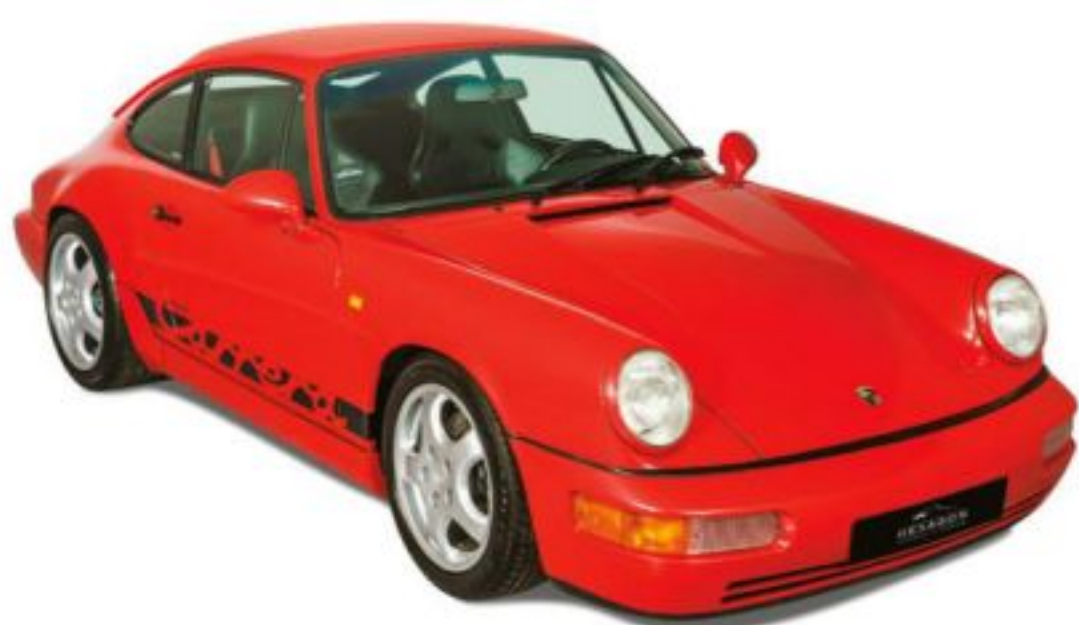
Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★
964 C4 Lightweight 1991



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

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



★★★★★
964 RS 1991-1992

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

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

★★★★★
964 C2 Speedster 93-94



Combined the 964 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 numbers	936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	161mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★
964 Turbo 3.6 1993-1994



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

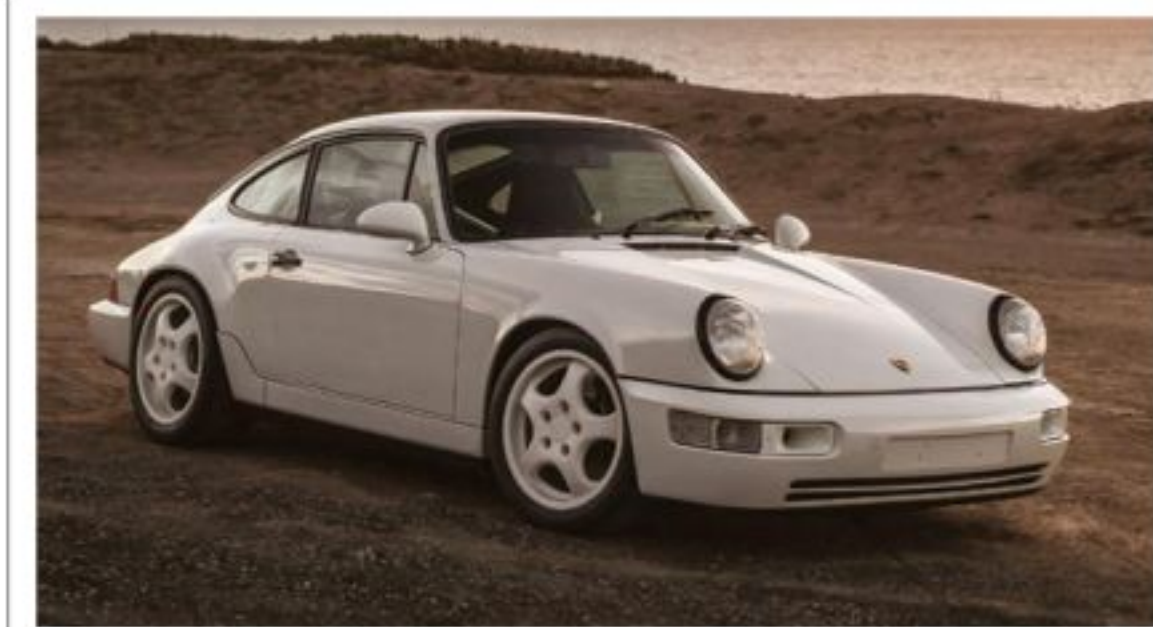
Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18

★★★★★
964 Anniversary 1993-94



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7 sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/17
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: air-con, sunroof, 90 per cent locking rear differential and stereo.

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

★★★★★
993 GT2 1995-1996



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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	430hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9 sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F	9x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18

★★★★★
993 Turbo 1996-1998



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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3 sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



★★★★★
993 Carrera S 1997-1998

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

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

★★★★★
993 Turbo S 1998



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1 sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F	8x18-inch; 225/40/18
R	10x18-inch; 285/30/18



★★★★★
996.1 Carrera 1998-2001

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

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



★★★★★
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/R18
R	11x18-inch; 295/30/R18

★★★★★
996 GT2 2001-2003



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

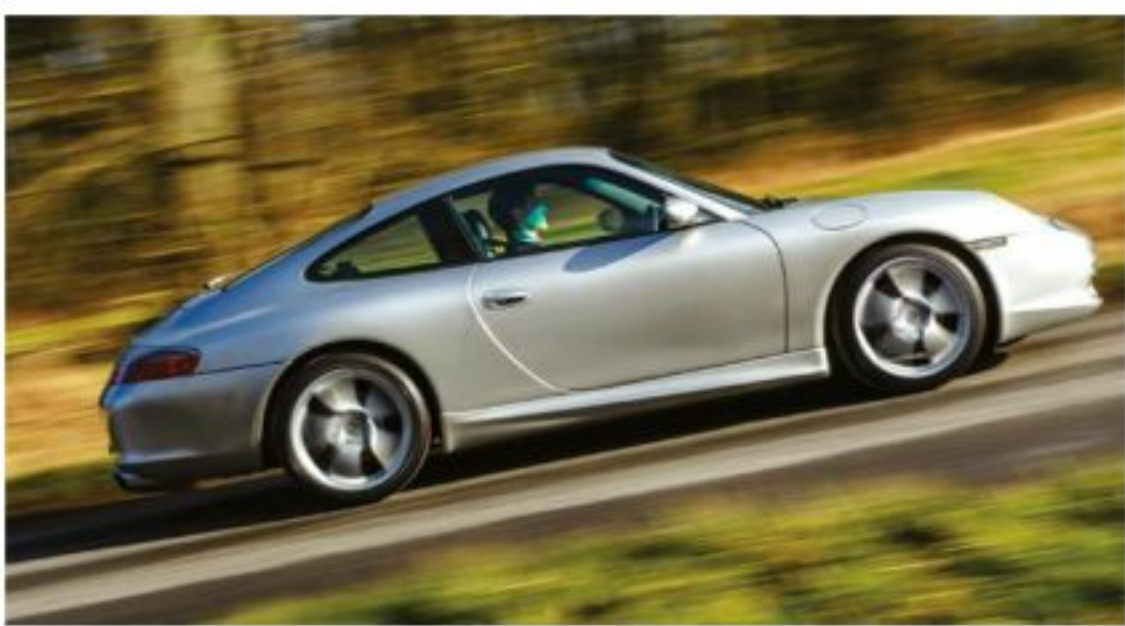
Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	94:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1 sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	12x18-inch; 315/30/R18

★★★★★
996.2 C2 2002-2004



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

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



★★★★★
996.2 C4 2002-2004

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

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

★★★★★
996 Anniversary 03-04



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

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

Sales debate

Is the 'flipper' market dead?



A rather sinister corner of the entire Porsche community, the flipper market defines the highly controversial space where a customer is able to purchase a desirable vehicle (in this case a GT 911) from the dealer at list price with the sole intention of selling the car immediately, for a tidy, tax-free profit of course. It's a practice widely – and rightly – deplored by enthusiasts, yet it's been in existence for so long now that, bizarrely, it's almost become begrudgingly accepted as part of the norm.

The craze really took hold around the arrival of the 991.1 GT3 at the back end of 2013: insatiable consumer thirst for the car, not to mention a stunted production programme due to those infamous early engine recalls, meant some cars or even build slots were selling for tens of thousands above list price. The same happened with the 991.1 GT3 RS, which in 2014 reached its peak when a specialist in the UK advertised a Lava orange, RHD example with delivery miles for £300,000 – more than double its original list price of £128,000.

Flippers remained to take advantage of anything from the 991 GT2 RS, and Gen2 GT3 and GT3 RS, but margins are significantly down. Sigh. So is the flipper market now dead? "I think with electric cars changing the landscape, people will simply be too afraid to speculate," says industry expert Karl Meyer from porschebuyer.com, who reckons it's not only margins that are down, but also the time available to make a deal happen. "The window for people to make a premium mark-up on their GT cars is no longer than 30 days; it's so small, I think that will really stop these cars from getting into the hands of people who have no intention of using them," he says, welcoming the development.

Jonathan Franklin at Rare Car Finance largely agrees with Meyer's sentiments too. "Things didn't go so well for 'investors' in these cars at the back end of last year... in fairness the market's not been great for a couple of years overall and it's put people off. Also, Porsche made a lot of 991 GT3 and GT3 RSs, and it's diluted the market somewhat. These factors are all having a say, making it extremely difficult for a car to be 'flipped' in the current climate," Franklin says, though he does caveat by saying collectors are still willing to pay good money for the 'right' car. Good news for the enthusiast? You bet. Greater availability pays favourably into the laws of supply and demand, so there's every chance your dream 911 can be had for a sensible (read: list) price once again.



996.2 GT3 2003-2005

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

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



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



996 Turbo S 2004-2005

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

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



997.1 GT3 2006-2007

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

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



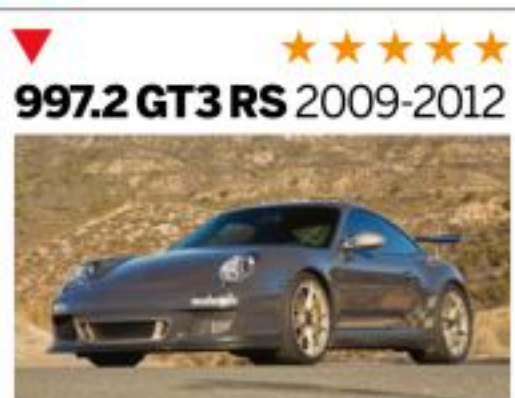
Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2 sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 12x19-inch; 305/30/R19



997 GT2 2007-2009

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

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
0-62mph	3.7 sec
Top speed	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 12x19-inch; 325/30/ZR19



997.2 GT3 RS 2009-2012

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

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



997 Speedster 2010

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

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



997 Sport Classic 2010

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

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



997 Turbo S 2011-2013

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

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



991.1 Carrera 2011-2015

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

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



★★★★★
997.1 Carrera
2004-2008

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

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8x18-inch; 235/35/R18
R	10x18-inch; 265/40/R18



★★★★★
997.1 Carrera S 2004-08

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

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



★★★★★
997.1 Carrera 4 2005-08

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

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



★★★★★
997.1 C4S 2005-2008

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

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



★★★★★
997.1 Turbo
2005-2008

Similar to 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. V.T.G gave best of small/large turbos.

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



★★★★★
997.2 Carrera
2008-2012

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

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



★★★★★
997.2 Carrera S 2008-12

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

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



★★★★★
997.2 C4S
2008-2012

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

Production numbers	7,910 (Coupe)
Issue featured	111
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	185mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★★★★★
997.2 GT3 2009-2012

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

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



★★★★★
997.2 Turbo 2009-2013

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

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



★★★★★
997 GT3 RS 4.0
2010

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

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



★★★★★
997 918 Edition
2010

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

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



★★★★★
997 GT2 RS 2010-2011

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

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



★★★★★
997 C2 GTS 2010-2012

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

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



★★★★★
997 C4 GTS 2011-2012

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

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



★★★★★
991.1 Carrera S
2011-2015

Same as Carrera, with seven-speed manual 'box but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

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



★★★★★
991.1 Carrera 4 2012-2015

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

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



★★★★★
991.1 Carrera 4S
2012-2015

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

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



★★★★★
991.1 GT3
2013-2015

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

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

Technology explained

034 CENTRE-LOCKING WHEELS

This motorsport-inspired locking system for lightweight wheels is ever-more prevalent among the 911's elite lineup. Here's how it works



“Few can deny the beauty of a centre-locking Porsche wheel”

Like many innovations on Porsche road cars, the centre-lock wheel's origins lie in motorsport. The need for a quick and efficient tyre change necessitated a new design concept where only one large nut needed to be undone to free the wheel, rather than the five smaller nuts commonly found around the middle of any wheel ever fitted to a 911. It's worth noting wheels with a single, central mechanism to secure them to the car have been around for years (take your pick from a number of British vehicles in the mid-Fifties, for example), but Porsche's centre-locking system is more relevant for the modern world.

The 'explained' side of this column is, this issue, rather straightforward. This is because the simple difference between a centre-lock and a traditional alloy wheel lies at its centre: whereas a typical wheel on a Porsche is secured to a car by tightening five bolts or lugs into the wheel hub behind it, a centre-lock simply has a single, larger nut which tightens to a central thread. It has a toothed outer surface which the torque wrench fits to (via a special tool that comes with all cars fitted with centre-lock wheels from factory). The wheel then 'locks' to the hub via a locking pin.

The first Porsche road car to make use of centre-locking wheels was the Carrera GT in 2003, followed by the 997.2 GT3 in 2009. The arrival of the 997 GT2 RS and Turbo S at the turn of the last decade started a trend that Porsche maintains to this day, whereby any of its GT (including GTS) or Turbo 911s come factory-fitted with the technology. It is therefore easier today to count the 911 models that don't have centre-lock wheels, rather than those that do.

Devoid of any lug holes, few can deny the beauty of a centre-locking Porsche wheel, but while the design is wholly efficient in motor racing, it's less so for everyday use on a road-based 911. For example, if you find yourself in a position at the side of the road where a wheel change is necessary, even with the torque adapter tool, you still need a large torque wrench and breaker bar with you, as centre-lock wheels are torqued to a mighty 600Nm. Cool to look at then, but the standard Porsche five-lug wheels trump it for practicality on the road.

Like many innovations on Porsche road cars, the centre-lock wheel's origins lie in motorsport. The need for a quick and efficient tyre change necessitated a new design concept where only one large nut needed to be undone to free the wheel, rather than the five smaller nuts commonly found around the middle of any wheel ever fitted to a 911. It's worth noting wheels with a single, central mechanism to secure them to the car have been around for years (take your pick from a number of British vehicles in the mid-Fifties, for example), but Porsche's centre-locking system is more relevant for the modern world.

The 'explained' side of this column is, this issue, rather straightforward. This is because the simple difference between a centre-lock and a traditional alloy wheel lies at its centre: whereas a typical



★★★★★

991.1 Turbo
2013-2014

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

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

★★★★★

991.1 Turbo S 2013-2015

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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250
0-62mph	3.1 sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

★★★★★

991.2 Carrera S 2015-2018

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

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

★★★★★

991.2 Carrera 4
2016-2018

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

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

★★★★★

991.2 C2 GTS
2017-2019

Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4 GTS quicker than C2 GTS.

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

★★★★★

991.2 C4 GTS 2017-2019

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

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

★★★★★

991.2 GT3 RS
2018-2019

Latest GT3 RS gets GT3 facelift but with NACA ducts and suspension from GT2 RS. 20hp increase over Gen1 with mainly aerodynamic and chassis revisions.

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

★★★★★

991 Speedster 2019

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

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



991 Anniversary 2013-2014

Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

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

991.1 Carrera GTS 2014-16



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

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

991.1 C4 GTS 2014-2016



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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.4 sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



991.1 GT3 RS 2015-2017

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

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

991.2 Carrera 2015-2018



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

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

991.2 Carrera 4S 2016-18



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

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



991.2 Turbo 2016-2018

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

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



991.2 Turbo S 2016-2018

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

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



991 R 2016

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

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



991.2 GT3 2017-2019

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

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

991 GT2 RS 2017-2019



Fastest factory 911 of all time. Highly modified Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New inlets on bonnet feeds air to brakes.

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



991 Turbo S Exclusive Edition

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

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



991 Carrera T 2018

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

Production numbers	5,000
Issue featured	162
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	
F	8.5x19-inch; 245/40/ZR19
R	11.5x19-inch; 295/35/ZR19

992 Carrera S 2019-



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

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2-5,000rpm
0-62mph	3.5 sec
Top speed	191mph
Length	4,519mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	11.5x21-inch; 305/30/ZR21

992 Carrera 4S 2019-



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

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2-5,000rpm
0-62mph	3.4 sec
Top speed	190mph
Length	4,519mm
Width	1,852mm
Weight	1,565kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	11.5x21-inch; 305/30/ZR21

992 Carrera 2020-



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

Production numbers	In production
Issue featured	189
Engine capacity	2,981cc
Compression ratio	10.2:1
Maximum power	385hp @ 6,500rpm
Maximum torque	450Nm @ 1,900-5,000rpm
0-62mph	4.0 sec
Top speed	182mph
Length	4,519mm
Width	1,852mm
Weight	1,505kg
Wheels & tyres	
F	8.5x19-inch; 235/40/ZR19
R	11.5x20-inch; 295/35/ZR20



992 Carrera 4 2020-

Same specification as the 992 Carrera, albeit with variable torque sent to the front wheels in a similar yet improved multi-plate clutch AWD PTM system over the 991.2.

Production numbers	In production
Issue featured	N/A
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	450Nm @ 1,950-5,000rpm
0-62mph	4.0secs
Top speed	180mph
Length	4,519mm
Width	1,852mm
Weight	1,555kg
Wheels & tyres	
F	8.5x19-inch; 235/40/ZR19
R	11.5x20-inch; 295/35/ZR20



992 Turbo S 2020-

3.8-litre version of the 992 Carrera's engine, with intercoolers now on top and air filters housed behind side air intakes. PSE and Sports chassis optional for the first time.

Production numbers	In production
Issue featured	190
Engine capacity	3,745cc
Compression ratio	unknown
Maximum power	640hp @ 6,750rpm
Maximum torque	800Nm @ 2,500-4,000rpm
0-62mph	2.7 secs
Top speed	205mph
Length	4,535mm
Width	1,900mm
Weight	1,640kg
Wheels & tyres	
F	8.5x20-inch; 255/35/ZR20
R	11.5x21-inch; 315/30/ZR21

SPECIALIST 911 INSURANCE TO SAVE YOU MONEY



A silver 1995 Porsche 911 3.6 Carrera Coupe automatic is among the star cars up for auction at the Practical Classics Classic Car and Restoration Show.

The Carrera goes under the hammer at the NEC in Birmingham at the end of March and may be regarded as a bit of a snip at £35,000-£40,000.

It's racked up just 56,000 miles and it sets the pulses racing. Sale notes advise the car is newly resprayed in Polar Silver Metallic with grey leather interior, "Cup" alloys, Tiptronic "S" gearbox and sports suspension.

It also boasts air con, electric sunroof and mirror, headlamp washers and a full main dealer service history.

The great and the good of the motoring world seem to agree that the Porsche 911 is probably the most enduring performance

car ever made. From its origins in the 60s through to the latest water-cooled GT2 models, it has remained at the cutting edge of automotive technological innovation.

But beyond the power, technology and engineering excellence, the Porsche 911 embodies a kind of soul that draws in enthusiasts and connoisseurs and thrills car lovers the world over. The 911 is indeed a global motoring icon.

A GREAT VEHICLE DESERVES TO BE PROTECTED BY GREAT INSURANCE

Some insurance companies fear the power and exclusivity of the 911 and price their premiums accordingly. That's not the case at Adrian Flux because we know that Porsche 911 owners are passionate about their cars, and they take great care of them. That's why we offer top quality insurance policies at very competitive prices.

We know that many owners keep their 911 as a cherished vehicle and have another daily run around. That means, as well as discounts for committed enthusiasts, security precautions and experience of driving powerful cars, we offer high quality Porsche 911 policies at incredibly low prices.

'We offer high quality Porsche 911 policies at incredibly low prices'

With more than 40 years experience, Adrian Flux can arrange cover that matches your needs as a 911 owner.

Our cherished cars department has a whole spectrum of specialist schemes to cover all varieties of luxury and sports cars, and especially ones like the 911. Whether you have a 997 GT3, or a pristine 1964 classic 911, or you'll be making a bid on the Porsche 911 3.6 Carrera Coupe up for auction, we have an appropriate scheme for you and your Porsche.

ADRIAN FLUX OFFERS MORE

Porsche 911 insurance policies can include:

- Protected no claims bonus
- Cover for driving multiple cars
- Extensive European Cover
- Agreed value cover

GET GREAT VALUE FOR MONEY

You will be amazed how competitive our Porsche 911 policies are but we can offer extra discounts (depending on your insurance scheme) for:

- Limited mileage agreements
- Owners club membership
- The fitting of extra security precautions
- Previous experience of driving high performance cars

FERRY PORSCHE WOULD APPROVE OF WHAT WE OFFER 911 DRIVERS

If you have been quoted £2,000 or more for your motor insurance we could save you up to 35% on average - that's around £700 for one short phone call. Now doesn't that sound like good business?

You won't find Adrian Flux 911 insurance deals on the comparison sites so give us a call on **0800 085 5000** for a quick and value for money quote or visit **adrianflux.co.uk** and request a call back.

You can find out what else is happening at the Practical Classics Classic Car and Restoration Show website, necrestorationshow.com

ADRIAN FLUX





+44(0)208 348 5151 | 82-92 Great North Road, London N2 0NL

MODEL	COLOUR	MILEAGE
1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black Leatherette. 1 of 6 RHD, E/sunroof	N/A
1973 911 2.7 Carrera RS Lightweight	Blood Orange / Black Cloth. 1 of 17 RHD Examples	N/A
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
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 Coupe	Speed Yellow / Black Leather, Gemballa body kit, RS alloys	27,600
1996 993 Turbo	Midnight Blue / Grey Leather, Sports Seats	23,850
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 Carrera S Coupe Manual	Platinum Silver / Black Leather, Rear Park Assist, Rear Wiper	10,400
2011 997 Carrera Coupe Manual	Carrera White / Black Leather, 19" Turbo alloys, PASM	32,900
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	Carrera 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	Carrera White / Black Leather/Alcantara. Sports Exhaust	18,400
2011 997 GTS PDK Coupe	Carrera White / Black Leather, Sports Chrono, Rear Wiper	30,200
2011 997 Turbo S PDK	GT Silver /Black Leather. Colour coded aero kit, Carbon G/shift	26,900
2012 997 Turbo S PDK Coupe	Carrera 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 3.4 PDK	Cognac / Espresso Leather, PASM, Sun Roof, 20" alloys	3,750
2018 991 Carrera GTS PDK	Crayon Grey / Black Alcantara, Sports Chrono, Adaptive Seats	7,500

For further details please see

www.hexagonclassics.com

SALES • SERVICE • RESTORATION
Established 1963

Out of hours contact: Jonathan Ostroff +44(0)7522 911911 or Russell Gilbert +44(0)7544 911911



HENDON WAY MOTORS

EST. 1952

*For Collectors of Modern Art,
experts in Ferrari, Porsche, Jaguar, and AC Cobra*



www.hendonwaymotors.com

T: +44 (0)20 8202 8011



PARAGON

The Natural Choice for Porsche

01825 830424



911 RS Touring

Jet Black • Black Seats • Manual Gearbox • Fully Restored • Matching Numbers • 1973 (L)

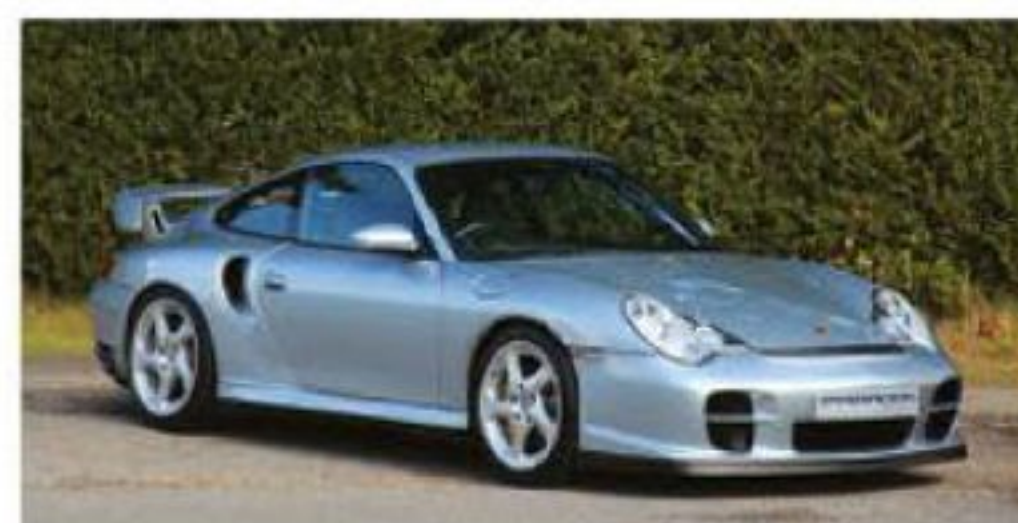
£549,995



911 GT3RS (996)

Carrara White • Black Nomex Bucket Seats • Manual Gearbox • Full Roll Cage Air Conditioning • 20,694 miles 2004 (53)

£139,995



911 GT2 (996)

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

£124,995



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)

£72,995



911 Carrera 2 GTS (997)

Carrara White • Black Half Leather Sport Seats • PDK Gearbox • 19" Centre Lock Wheels • Touchscreen Satellite Navigation • 33,929 miles • 2010 (60)

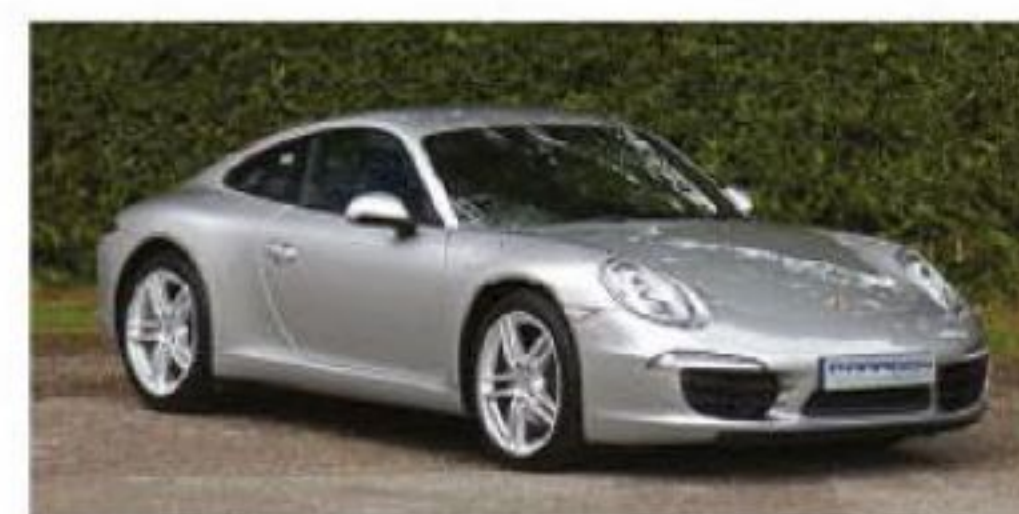
£59,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sport Seats • Manual Gearbox • 17" Cup Wheels • Air Conditioning • 61,259 miles 1997 (P)

£59,995



911 Carrera 2 (991)

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

£54,995



911 Carrera 4 S (997 GEN II)

Basalt Black • Black Leather Seats PDK Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 43,678 miles • 2009 (59)

£43,995



911 Carrera 4 S (997)

Arctic Silver • Dark Blue Leather Seats Manual Gearbox • Satellite Navigation 19" Carrera S Wheels • 55,206 miles 2007 (07)

£33,995



911 Carrera 2 S (997)

Basalt Black • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation 19" Carrera S Wheels • 54,264 miles 2005 (55)

£30,995



911 Carrera 2 S (997)

Arctic Silver • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation 19" Carrera S Wheels • 55,853 miles 2005 (55)

£30,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com

Your Club



Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

Founded in 1961, the Club operates for the benefit of its 22,000 members and warmly embraces every model of Porsche.

Join online at porscheclubgb.com or call 01608 652911



Porsche Club
Great Britain



porscheclubgb



porscheclubgb



@pcgb



Porsche factory backed PIWIS 3 Diagnostics
 Fully trained Porsche technicians from classic to modern
 Digital Alignment and Geometry set up
 Restoration projects big or small
 Expert Gtechniq accredited detailing
 Dealer service at independent prices
 Family run friendly service
 Collection, delivery and loan cars available

CRIDFORDS
 LOVE YOUR PORSCHE

T 01483 273 302 W CRIDFORDS.CO.UK

HAZELBANK GARAGE | THE STREET | EWHURST | SURREY | GU6 7QY



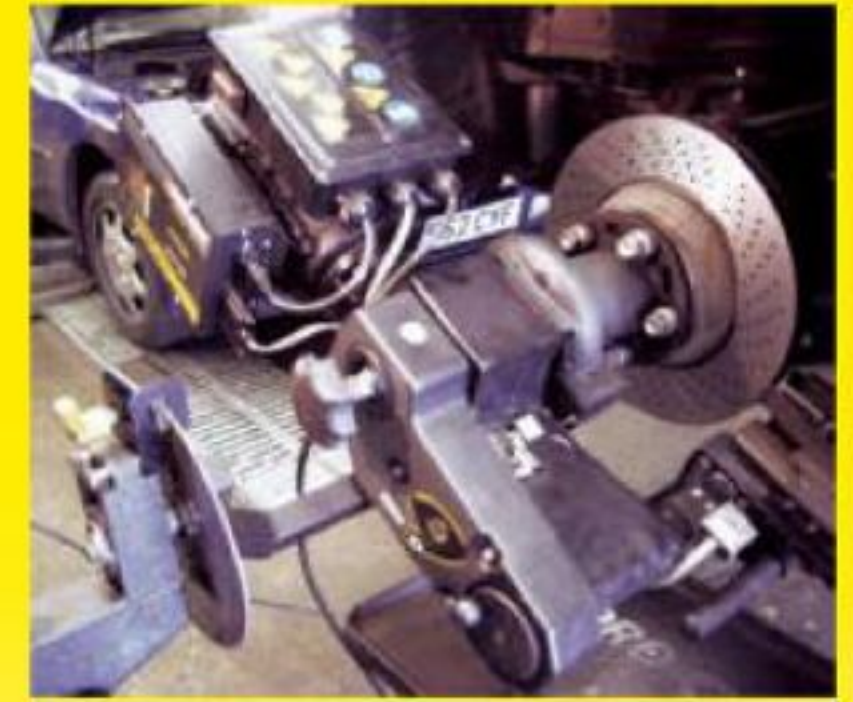
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT

RGA

LONDON'S MAJOR PORSCHE SPECIALIST
UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK
ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE
MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL
TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



TORQUE TUBE OVERHAUL
924,944,968,928

Genuine Weber 40IDA3C and 46IDA3C now back in stock

For the first time in over 30 years, Authentic Porsche 911 Weber 40IDA3C and 46IDA3C carburettors are once again being manufactured.

Superbly crafted in the Spanish Weber factory using 100% new tooling produced from original 1960's factory drawings, the new carburettors are of the very finest quality and are extremely competitively priced against non genuine and second hand products



Plus full range of spare parts in stock including Venturis, Floats, Throttle Shafts, Levers, Rebuild kits and much more

For more details, please contact:

Webcon UK Ltd

Dolphin Road, Sunbury, Middlesex. TW16 7HE UK

Tel: +44 (0) 1932 787100 Fax: +44 (0) 1932 782725

Email: sales@webcon.co.uk Web: www.webcon.co.uk [facebook.com/webconuk](https://www.facebook.com/webconuk)



SHOP BY MODEL

911 964 993 996 997 991 924 944 968 928 BOXSTER CAYMAN CAYENNE MACAN PANAMERA CLASSICS

WORLD LEADERS IN PARTS DIRECT PROVIDING O.E.M. SUPPLIED PARTS WHERE APPLICABLE AND BRANDED AFTERMARKET PRODUCTS

SHOP PARTS & ACCESSORIES

- Latest Products
- Accessories
- Body & Trim Parts
- Books & DVDs
- Car Care & Tools
- Clothing & Shoes
- Gift Ideas
- Interior Trim Parts
- Luggage & Bags
- Mechanical Parts
- Motorsport Parts
- Our Brands
- Performance Parts
- Seats & Belts
- Steering Wheels
- Wheels & Accessories



BODY PARTS & STYLING



CLUTCH & TRANSMISSION



SERVICE ITEMS



BRAKE KITS & COMPONENTS



LIGHTS & LAMPS



MECHANICAL PARTS

SECURE SHOPPING



EuroCup GT

SHOP NOW



MARTINI RACING

SHOP NOW



BILSTEIN

SHOP NOW



adidas

SHOP NOW



TURBOSMART

SHOP NOW

SHOP BY BRAND





RSJ SPORTS CARS

Specialising in Porsche Cars

<p>911 991 "2S" 3.8 pdk (61 - 2011) Basalt black with black leather 63,000 miles £46,000</p>	<p>911 997 "GTS" 3.8 pdk (11 - 2011) White with black leather/alcantara 51,000 miles £50,000</p>	<p>911 997 "4S" 3.8 pdk cab (09 - 2009) Basalt black with black leather 34,000 miles £43,000</p>	<p>911 997 "4S" 3.8 pdk (10 - 2010) Basalt black with black leather 63,000 miles £43,000</p>	<p>911 997 Turbo 3.6 tip (58 - 2008) Basalt black with black leather 56,000 miles £52,000</p>
<p>911 997 Turbo 3.6 tip (57 - 2007) Basalt black with black leather 58,000 miles £48,000</p>	<p>911 997 Turbo 3.6 tip (07 - 2007) GT Silver with black leather 69,000 miles £45,000</p>	<p>911 997 "4S" 3.8 (06 - 2006) Arctic silver with black leather 47,000 miles £30,000</p>	<p>911 997 "4S" 3.8 tip (57 - 2007) Arctic silver with grey leather 54,000 miles £30,000</p>	<p>911 997 "2S" 3.8 (06 - 2006) Seal grey with black leather 40,000 miles £30,000</p>
<p>911 997 "2S" 3.8 tip (57 - 2007) Silver with black leather 53,000 miles £28,000</p>	<p>911 997 "4S" 3.8 tip (06 - 2006) Seal grey with ocean blue leather 55,000 miles £28,000</p>	<p>911 997 "2S" 3.8 (57 - 2008) Silver with black leather 59,000 miles £28,000</p>	<p>911 997 "2S" 3.8 (06 - 2006) Seal grey with black leather 66,000 miles £27,000</p>	<p>911 997 "2S" 3.8 (55 - 2006) Atlas grey with black leather 58,000 miles £26,000</p>
<p>911 996 "C2" Targa 3.6 tip (02 - 2002) Silver with ocean blue leather 60,000 miles £22,000</p>	<p>Boxster 2.7 pdk (14 - 2014) Basalt black with black leather 28,000 miles £28,000</p>	<p>Boxster "S" 3.4 (10 - 2010) White with black leather 58,000 miles £20,000</p>	<p>718 Cayman "S" 2.5 pdk (66 - 2017) Jet black metallic with black leather 11,000 miles £42,000</p>	<p>Cayman "S" 3.4 pdk (65 - 2015) Basalt black with black leather 29,000 miles £39,000</p>
<p>Cayman "S" 3.4 pdk (63 - 2013) Red with black leather 28,000 miles £36,000</p>	<p>Cayman "S" 3.4 pdk (13 - 2013) Basalt black with black leather 45,000 miles £32,000</p>	<p>Cayman "S" 3.4 pdk (60 - 2011) Basalt black with black leather 42,000 miles £26,000</p>	<p>Cayman 2.9 (12 - 2012) Basalt black with black leather 47,000 miles £22,000</p>	<p>Macan 3.6 Turbo pdk (17 - 2017) Volcano grey with red leather 30,000 miles £48,000</p>
<p>Macan "S" 3.0 diesel pdk (16 - 2016) Volcano grey with black leather 40,000 miles £35,000</p>	<p>Macan "S" 3.0 diesel pdk (15 - 2015) Rhodium silver with red leather 55,000 miles £32,000</p>	<p>Cayenne Turbo 4.8 V8 tip (62 - 2013) Meteor grey with black leather 63,000 miles £29,000</p>	<p>Cayenne "GTS" 4.8 V8 tip (59 - 2009) Meteor grey with black leather/alcantara 82,000 miles £16,000</p>	

PORSCHE WANTED (2006 TO 2015)



ONSITE SERVICE CENTRE

Our expert, professional trained staff care about
Servicing your Porsche.

BOOK YOUR PORSCHE SERVICE ONLINE

Visit rsjsportscars.co.uk/porsche-servicing/
to view our detailed service options and prices

EXPERIENCE IS EVERYTHING



With over 242 years of combined Porsche experience and a member of the Porsche Partner Network, RPM Technik is fully equipped to care for your Porsche.

- Routine maintenance with fixed price servicing
- Genuine Porsche parts
- Engine & transmission rebuilds
- Bespoke projects
- CSR conversions
- Manthey Racing upgrades

RPM
Technik

**#ENGINEERING
#EXHILARATION**

01296 663 824
rpmtechnik.co.uk

Tring, Herts

WILLIAMS CRAWFORD

Passion for Porsche

Classic & modern sales, brokerage,
restoration, servicing, accident repairs,
engine & gearbox builds



2000 996 GT3 (2009 Cup engine) £79,995
£££'s spent, see website for more details



2018 991.2 GT3 PDK £129,995
6,500 miles. Club Sport, PCCB & front lift.



1982 911 SC 3.0 litre custom £79,995
AT throttle bodies, EXE-TC suspension ++



2012 MY 987 Cayman R PDK £39,795
Sports Chrono, Sports seats, 25,000 miles



2005 996 Turbo (X50) Tiptronic S £41,995
Super-quick drop top. 33,855 miles



2009 MY 997 Carrera 4 S PDK £37,895
Moshammer Aerokit. Cocoa full leather



1969 911 E LHD coupe £109,995
29,000 miles. Unbelievably original. Unique



1997 993 Carrera 2 S manual £69,995
20,000 miles. Never tracked or modified



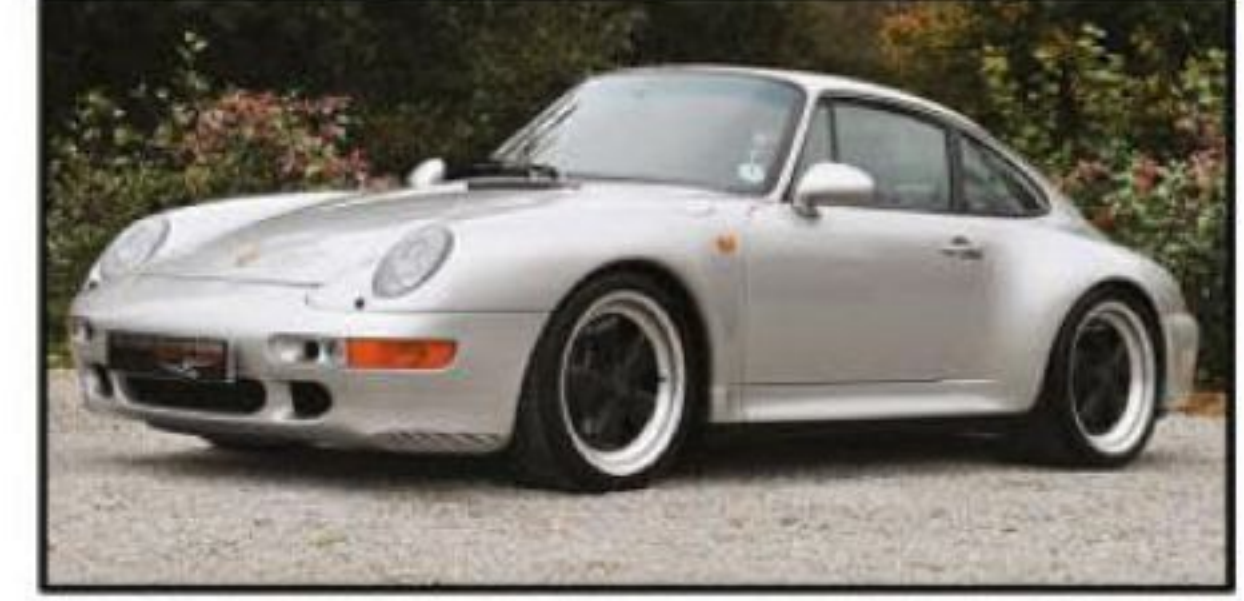
2017 718 Boxster manual £35,995
11,500 miles. Racing yellow. Nice spec



2013 MY 981 Boxster PDK £23,995
Special order Carrera red full leather



2004 996 GT3 LHD £69,995
20,000 miles. Never tracked or modified



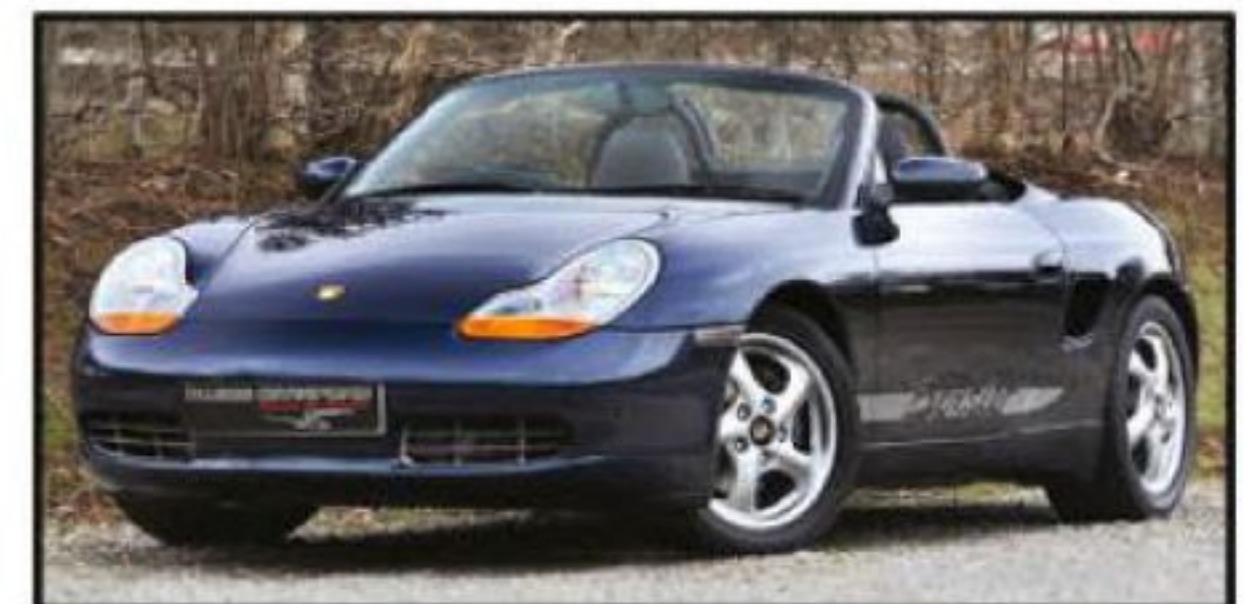
1997 993 Carrera 2 S £89,995
Bilstein suspension, Fuchs alloys. Stunning



1991 928 S4 auto £28,995
Superb in Horizon blue metallic. Great history



1988 911 Carrera 3.2 Supersport £62,995
1 of 39 option M491 UK RHD cabriolet



1997 986 Boxster manual £7,595
A lovely, original Boxster. 43,816 miles

To view our full selection of classic & modern Porsche,
please visit our website www.williamscrawford.co.uk

01752 840307 sales@williamscrawford.co.uk

AN EXCLUSIVE, SLEEK, HEAD-TURNER
THAT OOZES QUALITY – AND THAT’S JUST THE RV!



EMPIRE RV
Living the high life

PARTNER PROMOTION



Empire RV offers the ultimate, stylish upgrade to your race or festival experience.

Among the picturesque landscapes of Somerset, you'll discover the ultimate race weekend accommodation in the form of Europe's largest fleet of American Motorhomes and RVs.

The perfect accommodation upgrade, Empire RV are the go-to company if you want to stay in style at your next music festival or fancy rubbing shoulders with your motorsport heroes in the paddock while staying in your own private Winnebago or American Motorhome!

The RV rental specialist partners with most of Europe's leading races, from the Le Mans 24 Hour & Classic races to the British & Belgian Grand Prix races and the British Superbike, MotoGP and BTCC meets. This means you get closer to the race action and paddock than any other fan and closer to main stage gigs at the country's leading music and life-style festivals, including Glastonbury, Carfest and many more.

Their all-inclusive rental service means you can experience any of Empire's fleet of luxury 4 Star to 7 Star American Motorhomes, where their team will deliver and prepare your vehicle for your arrival and will also be on hand during popular events to ensure you ease into the race weekend of your life.

So all you need to do is turn up, check in and enjoy your event or festival in pure comfort with all the mod cons you can imagine, ensuring that you really do live the "American Dream".

As well as leading European races, these incredible vehicles can be seen at some of the UK's finest motorsport events too, from the Silverstone Classic to Goodwood's Festival of Speed and Revival meets. Clients also include plenty of the country's top drivers, racers and teams too, so you'll be sharing the experience with familiar famous faces.

You will also see Empire's Motorhomes at plenty of shows featuring 911s too (as demonstrated by the images provided by 911 SPY) and certain RV models include a built in car port suitable for transporting a Porsche 911.



Photo Credit
911 SPY



Whether you're a driver, a motorsport team sponsor or a fan looking for the ultimate race weekend accommodation, an American Motorhome offers the perfect mix of convenience, luxury and comfort so book one of the following 2020 events now:

*Goodwood Festival of Speed & Goodwood Revival meets
Le Mans 24 Hour Race and Le Mans Classic
Porsche Carrera Cup Great Britain
The Silverstone Classic, as the Official RV Partner
The British & Belgium Grand Prix
British MotoGP at Silverstone
British GT Championship & GT Cup Championship
World & British Touring Car Championship*

Contact Empire RV's specialist team now to book or for information by visiting empirerv.co.uk, emailing info@empirerv.co.uk or by calling 01761 300489.

Book any of these and your American Motorhome will be awaiting your arrival, fully stocked if you wish with your chosen provisions and a space for your treasured 911.

Own an RV

Rather than just renting, should you want to own one of these incredible vehicles then look no further. Not only are Empire RV the exclusive European dealer for Winnebago and STX but they also house the UK's largest stock of luxury American RVs, Travel Trailers and Fifth Wheels for sale so are bound to have your dream RV.

EVERY PART^{FOR} every PORSCHE

Visit our Online Catalogue at
DESIGN911.com

- > SERVICE PARTS
- > BODY STYLING & CONVERSIONS
- > ENGINE & GEARBOX REBUILDS
- > WHEEL & TYRE
- > PERFORMANCE UPGRADES
- > RESTORATION PARTS
- > SUSPENSION & EXHAUST UPGRADES
- > DAMAGE REPAIR PARTS

WORLDWIDE DELIVERIES

Parts for: 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 onwards, Boxster, Cayman, Cayenne, Panamera & Macan.

We are stockists of major brands including:



design911.co.uk
 design911uk
 design911uk

+44 (0) 20 8500 8811
 sales@design911.com

DESIGN 911
Centre for Porsche

5% OFF

use online code
TOTAL9119
at checkout



Porsche Tuning | Parts | Service
Made in Germany | Since 1984



Since 1984, FVD Brombacher has been setting the standard for Porsche restoration, engine building and tuning in Germany. Our online shop has a vast assortment of performance, spare parts and accessories for the entire range of Porsche models. No matter if you need service or parts for your aircooled or watercooled, we have everything you need and we also ship worldwide.

Simply visit us at **www.fvd.net** and discover why more enthusiasts choose to put our passion into their Porsche.

fvd Germany tel: +49-7665-98990 fax: +49-7665-989920 email: info@fvd.net
fvd North America tel: +1-954-571-2050 fax: +1-954-571-2060 email: sales@fvd.net



PERFORMANCE ENHANCEMENTS FOR ROAD AND RACE

turbo



PPE PERFORMANCE.

PPE
PPE PERFORMANCE TUNING

T 01787 249924
E [INFO@PIEPERFORMANCE.CO.UK](mailto:info@pieperformance.co.uk)
[WWW.PIEPERFORMANCE.CO.UK](http://www.pieperformance.co.uk)
SUFFOLK, UK

SERVICE • MAINTENANCE • PERFORMANCE • RESTORATION

PREMIER PORSCHE

SERVICING & TUNING



The Premier Ferrari & Porsche Specialist for the North West



UP TO 50% CHEAPER THAN THE DEALER

Fixed Price Servicing • Repairs • Engine & Gearbox Rebuilds • First Class Body Work
 Dealer Level Diagnostics • Factory Trained Technicians • Collection & Delivery Available
 Championship Winning Race Team • Track Day Support Team



/JMHAuto



@JMHAuto

T: 01477 534499 F: 01477 544399 E: info@jmhauto.co.uk W: www.jmhauto.co.uk

Unit 3B, Holmes Chapel Business Park, Manor Lane, Holmes Chapel, Cheshire CW4 8AF

(5 minutes from Jct 18 M6, less than 30 mins from Manchester & Chester)



Fuchs Restoration

All work done in-house in the U.S.A. with a quick 6-week turnaround (plus shipping).

- Fuchs Repair Including Cracks & Bends
- Anodizing, Painting & Polishing
- Original Finish or Custom

Specializing in all Porsche 911 Fuchs wheels.

949-632-4559 • FuchsRestoration.com



ENGINE REBUILDS FROM £2,300 + VAT



ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



996 3.4-3.7
996 3.6-3.9
987.1 3.4-3.9
Capacity Conversions
Bookings Now
Being Taken

T: 01204 302809

E: auto@hartech.org

www.hartech.org

HILLCREST
SPECIALIST
CARS
SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB



Recycle your magazine and seven days later it could come back as your newspaper.

recycle

The possibilities are endless.

www.recyclenow.com

NORTHWAY PORSCHE LIMITED
INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,
BEENHAM INDUSTRIAL AREA,
BATH ROAD, READING,
BERKSHIRE, RG7 5PT



Repairing and servicing of Porsches
for over 20 years

USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK

BRAUNTON
ENGINEERING



- Servicing
- MOT Station
- Repair
- Rebuild
- Corner Weighting
- 4 wheel alignment



www.brauntonengineering.co.uk

Tel: 01271 814144

Devon
Porsche



NEXT ISSUE

Issue **191** in shops and available for download from **28 April**

992 TURBO FIRST DRIVE

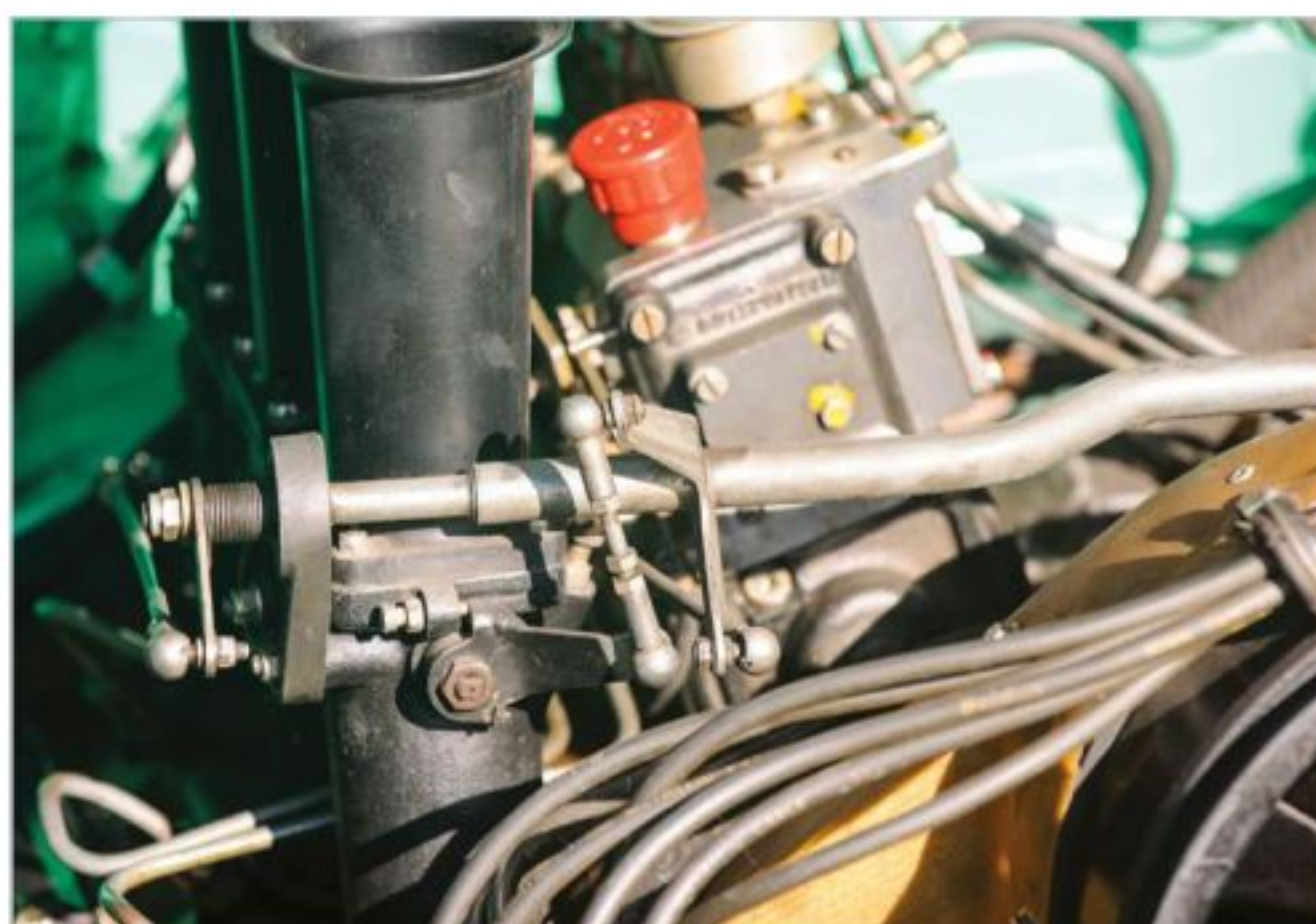
First driving impressions of the all-new Porsche 911 Turbo – perfect powerhouse or performance overkill?

turbo



993 RS BUYER'S GUIDE

Get the right car for the right price with our expert insight



911 TECH: MFI V CIS

Profiled: Porsche's two main injection systems of the 1970s



BIG INTERVIEW: EUGEN KOLB

Porsche's bodywork specialist who worked on every air-cooled 911



911
HERO

DAVID
RICHARDS

Porsche's rallying exploits are well documented, but in the 1980s one man had a very big hand in its success

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

Make no mistake, rallying is in David Richards' blood. Born in June 1952 and raised in North Wales, he went on to study accountancy, but playing with numbers soon gave way to motorsport. The peak of his glittering career as a professional co-driver was surely 1981 when he won the World Rally Championship alongside Ari Vatanen, and after retiring from the sport the following year he established Prodrive in 1984. Based at Silverstone before moving to the Banbury UK HQ in 1986, the company has since become renowned for its notable successes in rallying and endurance racing.

But it's the former discipline that interests us here, and Porsche in particular, of course. In its iconic Rothmans livery – Richards was instrumental in bringing the tobacco company and Porsche together – the 911 SC RS was destined to become an instant winner. With the 959 not yet ready for competition he worked with Porsche to develop an alternative, and his first success was signing Saeed Al Hajri to run in the Middle East Rally Championship. That was in 1984, the RS being run by Richards as part of the Rothmans Porsche Rally Team, and all of the hard work paid off at the first attempt, with Al Hajri taking victory in Qatar. And the successes kept on coming, the team not

only claiming the 1984 Middle East Championship outright but also seeing Henri Toivonen finish as runner-up in that year's European Championship (they might conceivably have won had Toivonen not missed some rounds due to injury). Signing the talented Finn had been another masterstroke by the Prodrive founder, and while the driver swapped to Lancia the following season the ability of

the team and car had been more than proven. The success of the partnership with Porsche would continue into 1985, demonstrated by a 5th place on the notoriously tough Acropolis Rally and capped by winning the Irish Rally Championship with Billy Coleman at the wheel. In all, the SC RS would go on to win 15 rallies, guaranteeing it a place in Porsche's motorsport history, and it was thanks to the part played by David Richards putting together a solid team.


It is no surprise that with his drive and determination, and an insistence on attention to detail, plenty of success

would follow for Prodrive, and there would be well-earned personal recognition, too. Awarded a CBE in 2005 for services to motorsport, he was inducted into the Motorsport Hall of Fame in 2017. Richards has proved pivotal in ensuring the 911 has been as competitively successful on gravel as on tarmac, furthering its reputation as a real automotive all-rounder. **911**




Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!



Home | About | Contact | Careers | News | Tech Topics | Shopping Cart

Advanced Suspension Systems For Porsche Cars
Design & Development

 Fast Shipping
Worldwide

Sales & Support
+1.408.297.2789

911 ▾ 964 ▾ 993 ▾ 996/997 ▾ 991 ▾ Boxster/Cayman ▾ 914 ▾ 944 ▾ 356 ▾ Merchandise ▾ Search ▾

Suspension Builder

ONLINE TOOLS
[Suspension Navigator](#)
[Suspension Builder](#)

1 Select Year & Model

Year

Model

996/997/986/987
991
993
914
964
944













2 Select Your Package

3 Review & Approve












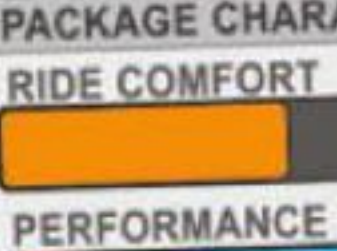
Add, update, or remove parts
using the tables below

Add To Cart

Front

Rear

PACKAGE CHARACTERISTICS +

RIDE COMFORT	41
PERFORMANCE	63

+1 408.297.2789
ElephantRacing.com
Santa Clara, California, USA
Fast Worldwide Shipping

ELEPHANT
RACING

SPECIALIST PORSCHE SERVICING



**ESTABLISHED 1963
PORSCHE FACTORY TRAINED TECHNICIANS
THE LATEST DIAGNOSTIC EQUIPMENT
FIXED PRICED, COMPETITIVE SERVICING COSTS
FOR ALL CLASSIC AND MODERN PORSCHE**



FOR ANY QUESTIONS OR ENQUIRIES RELATING TO SERVICE OR BODY SHOP WORK PLEASE CONTACT:

Bill Nathan bill@hexagon.uk.net or call our service line +44(0)208 815 0867

hexagonclassics.com

+44(0)208 348 5151 | Sales: 82-92 Great North Road, London N2 0NL | Service: 90 Fortis Green, London N2 9EY