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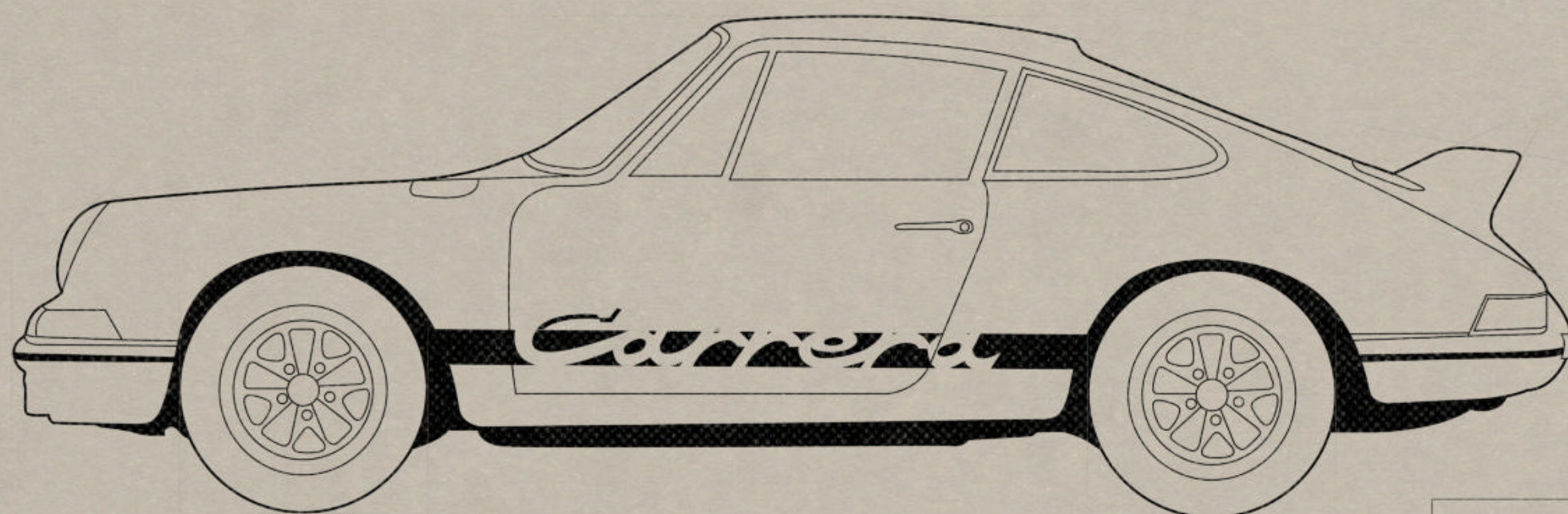
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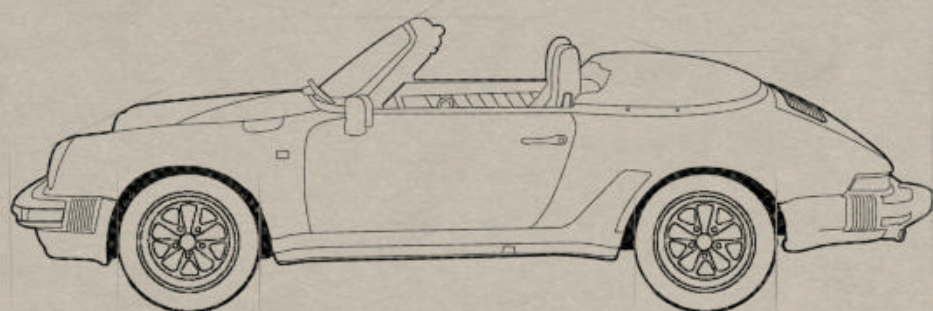
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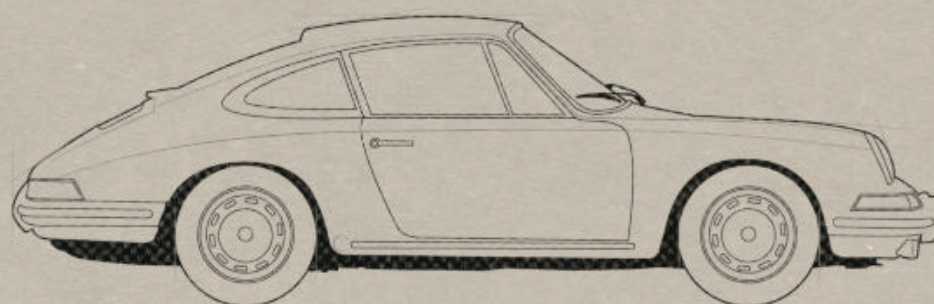
2.7 RS 1973

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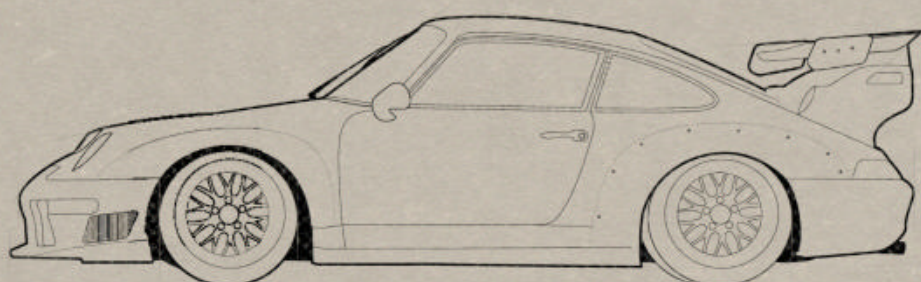
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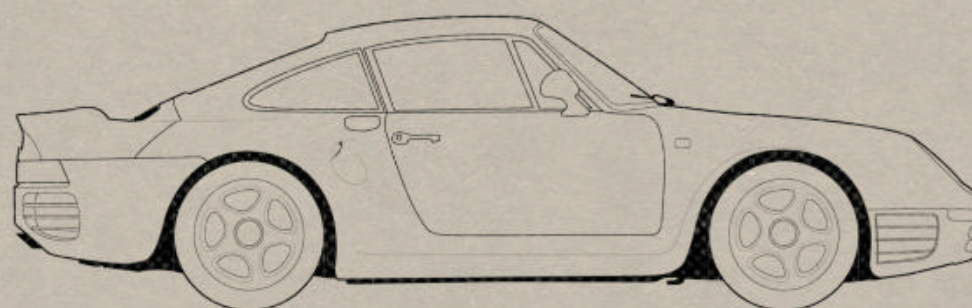
3.2 SPEEDSTER 1989



911 1965



993 GT2 EVO 1996



959 1986

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1975 Porsche 930 Turbo Stock Number 05638

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

For \$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.

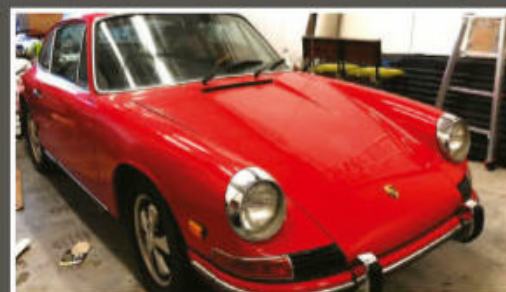
For \$69,950



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.

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Welcome



Pleasantly, it looks like life might soon be returning back to normal – a new normal, granted, but there's nevertheless plenty of exciting news coming out of Zuffenhausen to fill the 911 enthusiast with a tank full of optimism.

No sooner had Porsche AG announced its factories at Leipzig and (crucially for the 911) Zuffenhausen would reopen, with production of its sports cars resuming, Porsche GB also announced a three-month extension on new car warranties for any customers whose warranties expired in the period of 1 March to 31 May.

Then, just as **Total 911** was sending this very issue to print, news filtered through that the 992 Targa is officially on its way: the new roll-hoop 911 is available to order immediately, with

first deliveries set for the autumn. European customers can now also order their 992s with stick shift, and swan-necked GT3 mules have once again been pounding the asphalt over at the Nordschleife. A flash of excitement is most welcome and, reliably, it's once again 911-shaped...

With restrictive measures easing for many of us, the open road has never been more alluring than it is right now. For me, a drive really does soothe the soul. It's a time to think, a time to relax, a time to escape. In our new world, such recreation will become even more special for us all – and I hope this classic-themed issue will suitably inspire you to undertake a memorable drive in your Neunelfer...

“A flash of excitement is most welcome and, reliably, it's once again 911-shaped...”



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4 | Nürburgring Nordschleife, Germany



911 Opening Shot

As the 911 production line at Zuffenhausen grinds back into life following the coronavirus lockdown, 992 GT3 prototypes are seen pounding the asphalt some 250km away at a Nürburgring Nordschleife manufacturer test day. Devoid of meaningful camouflage for the first time, a raft of new details can now be seen, more of which is revealed on page 9.

Photograph courtesy **Andreas Mau / CarPix**



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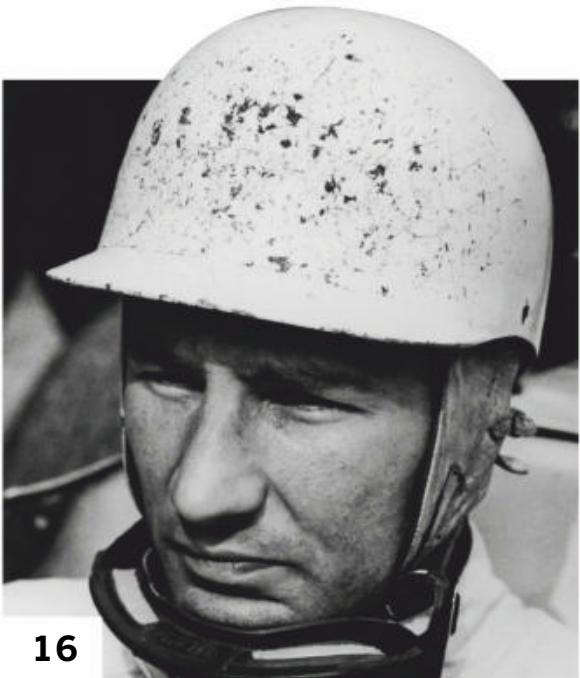
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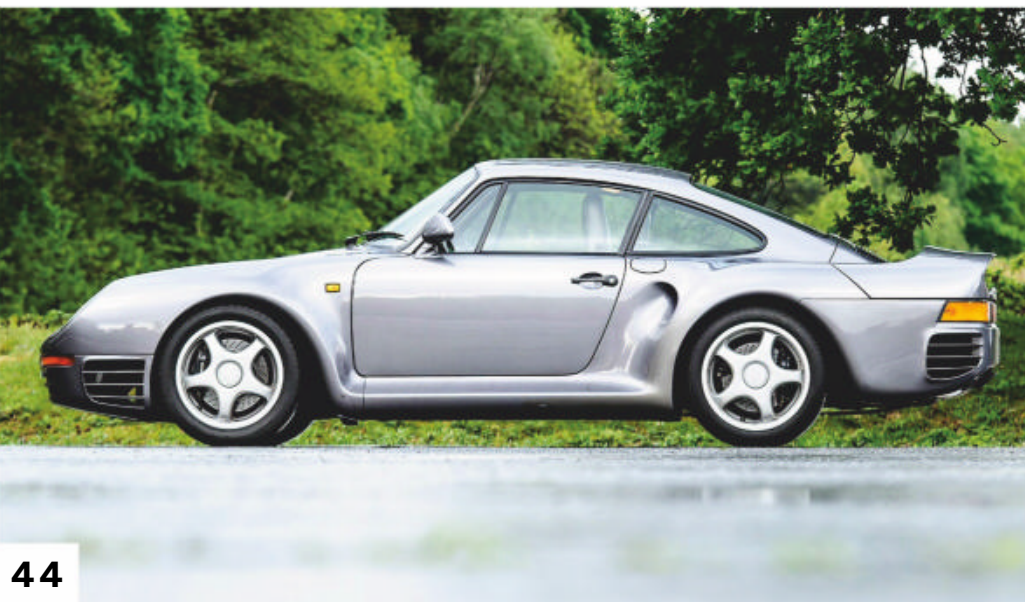


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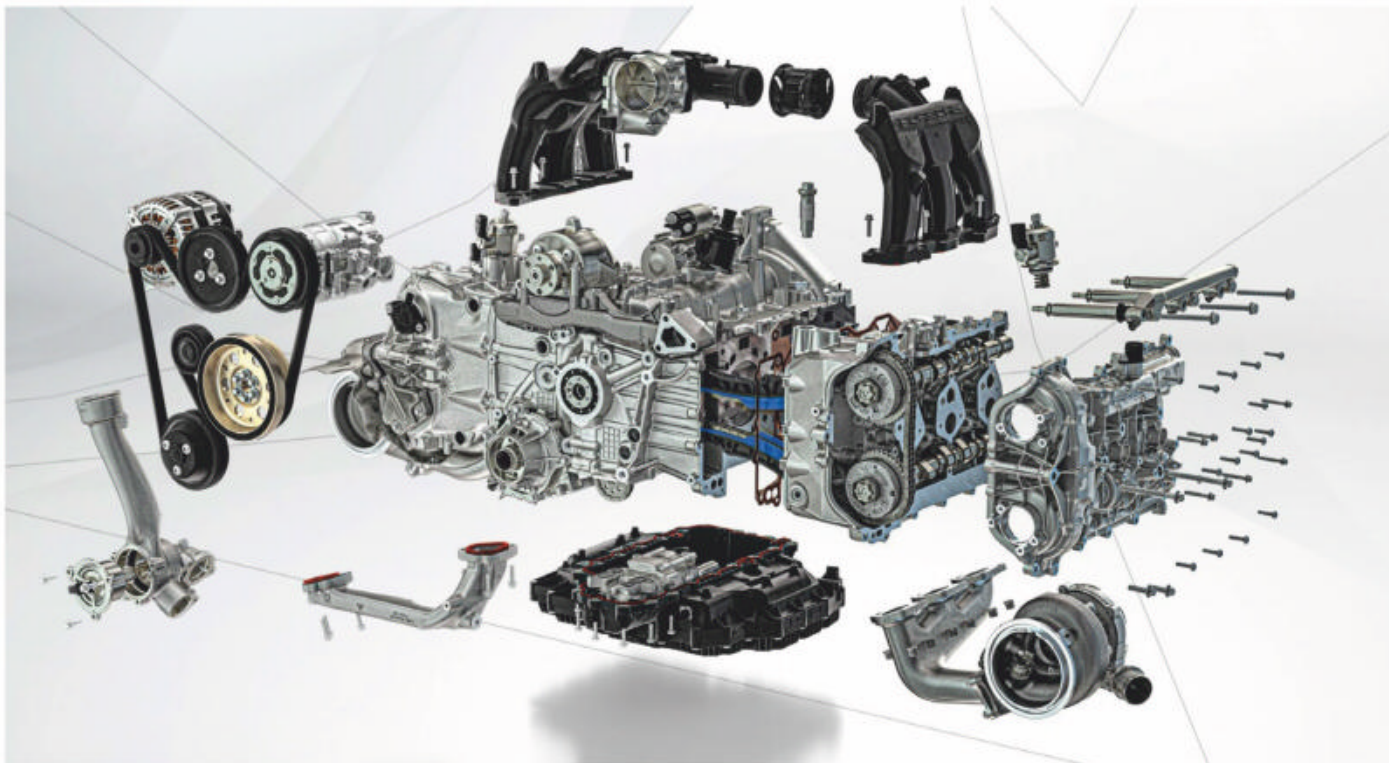
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Update

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



Synthetic fuels an option for future 911s

CEO Oliver Blume admits Porsche is exploring ways to maintain using a flat six engine in its 911 sports car

by Kyle Fortune

Porsche CEO Oliver Blume has admitted to **Total 911** for the first time that his company is exploring the use of synthetic fuels to power 911s of the future. "We have huge investments in combustion engines," Blume remarked in a post-annual press conference discussion. Despite the Taycan launching in 2019 and Porsche clearly diversifying as a business, the 911 remains core to the company, as does internal combustion. Change is inevitable though, and Blume once again underlined the company's position that the 911 will be the last model to hybridise, or go electric, if ever at all.

Technology will play its part, Blume admitting the company is looking seriously at synthetic fuels – manufactured CO2 neutral fuel – to power the 911, both old and new. "We have a very flexible product

strategy," says Blume, adding: "First of all to continue with our petrol engines, like in the 911, to improve them step-by-step. Then we have some plug-in hybrids and the fully electric cars. I think we are fine on the electric side, but we need the perspective also for our combustion engines. And so, we have made a very deep analysis and asked which would be the best opportunity for the future to reduce CO2. And we think it is synthetic fuels."

Synthetic fuels are costly to produce currently, but Blume says: "When you produce them with sustainable energies, it's a very good opportunity. And therefore we are running tests already with historic cars like the 911, the 993, with very good results. The challenge today is that the costs are too high and we haven't got the production facility to produce the

fuels in a very sustainable way. And so, together with partners, we're looking to produce them with linked energy like solar energy in the future and to start some pilots."

As with the rest of the company that move is likely to be driven, literally, by Porsche's motorsport activities, Blume saying: "Motorsport is a core of Porsche. That is very clear and our motorsport strategy directly follows our product strategy. So, we will continue with the GT Motorsports and Formula E. And then we will have perspective for the future as well. Maybe with synthetic fuels because in motorsport you are in a very closed circle, where it's potentially very easy to use synthetic fuels. Also the cost aspect isn't so important as it is for normal customers. So, that might be the first step with synthetic fuels."

TechArt kit for 992 Coupe and Cab

TechArt has unleashed an array of aftermarket upgrades for the 992, including a switchable titanium sports exhaust, which saves approximately 40 per cent weight compared to the factory system. Carbon exhaust tips are available separately. TechArt's new exhaust system works in harmony with its Techtronic engine management upgrade, which provides an additional 80hp to 992 C2S and C4Ss without a gasoline particulate filter. More info can be found at techart.com/911.

Porsche produces sports cars again

Porsche has announced it has restarted production of its sports cars since 4 May. New procedures are in place, in line with German government regulations, to ensure employee and customer safety. The company is implementing a gradual reopening of its Zuffenhausen plant, where the 911 is made, alongside Leipzig, as it builds up capacity following a six-week shutdown.



991.2 GT3 drops camo

Test mules reveal new rear wing design

Porsche has stepped up final testing of its incoming 992 GT3 after a series of test mules were spotted largely without camo for the first time. **Total 911's** spies captured the moment during some fast laps at the Nürburgring Nordschleife, where an all-new rear wing design can be seen for the first time.

The visible 'swan neck' design of the adjustable wing's uprights has been borrowed from Porsche's latest 911 RSR factory race car, while beneath it, a prominent ducktail-style lip also aids downforce. The GT3's customary twin centre-exit exhaust is now flanked by a much larger diffuser on the 992. At the front of the mules, a new twin-hood vent design appears to be a ruse, as the GT3's familiar single vent can be seen beneath the suspicious new panel. However, a revised front PU with a much larger

centre section compared to the outgoing 991.2 appears genuine.

Porsche's new GT3 will once again feature a naturally aspirated flat six engine, confirmed by our spies thanks to the recognisable banshee wail of the mules testing here. Its 4.0-litre engine is expected to put out around 550hp and is likely to be paired with a PDK or optional manual transmission.



What's on in 2020/21

- **Goodwood Revival 11-13 September**
Currently scheduled to go ahead as planned; new FoS date to be announced
- **Le Mans 24 Hours 19-20 September**
Penultimate round of the WEC season will start from 1430 local time
- **8 Hours of Bahrain 21 November**
Bahrain will play host to the closing race of WEC season 8
- **Le Mans Classic 1-4 July 2021**
10th edition of the Le Mans retrospective has been put back to next July
- **Pebble Beach Concours d'Elegance 13-14 August 2021**
Summertime auto extravaganza in Monterey put back a year

PCM comes to classic 911s

Headunit upgrade brings DAB, Apple CarPlay and Google Maps to all 911 models

Porsche Classic has unveiled an innovative headunit which brings modern connectivity and navigation technology to older 911s of any vintage.

Building on from the first-generation Porsche Classic radio, which brought DAB and Bluetooth connectivity to air-cooled 911s, the new Porsche Classic Communication Management system is available in both single and double-DIN configurations as a straight fit into your 911's original headunit space. It features a high-

resolution, 3.5-inch touchscreen, boasting maps and navigation, plus DAB radio and Apple CarPlay. In a further development, PCCM Plus, with a seven-inch optimised touchscreen, is available for 996 models for the first time. Its haptic design fits seamlessly with the rest of the 996's dashboard aesthetics. PCCM Plus is also compatible with Google Android Auto.

Pricing for PCCM is from €1,439.89, available via Porsche Centres or the Porsche Classic online shop.



Manual gearbox now available in Europe

Seven-speed included in 992 updates for 2021 Model Year

At last, Porsche says manual transmission is available to order for European-spec 992-generation 911s. The seven-speed stick-shift has been available to the US market since October last year, but the European market has faced an unusual delay. Sources tell us this delay has largely been due to emissions, with Zuffenhausen battling, like many other manufacturers, to conform to strict new Euro 6 measures.

The new manual transmission is available on Carrera S and 4S models only and saves 35kg over its PDK equivalent transmission.

It's offered as a no-cost option with Sport Chrono Pack, PTV and a mechanical limited slip differential all included. Although customers can order their 992 with manual transmission immediately, the new gearbox is classified as a 2021 Model Year upgrade, available for production from September 2021. This is alongside other upgrades for the new Model Year including tyre temperature indicator within the Sport Chrono Pack, Porsche InnoDrive and Smart Lift, plus 930 Leather Package, all available for the entire 992 Carrera lineup.



FATHER'S DAY FOUR FAB PORSCHE PRODUCTS

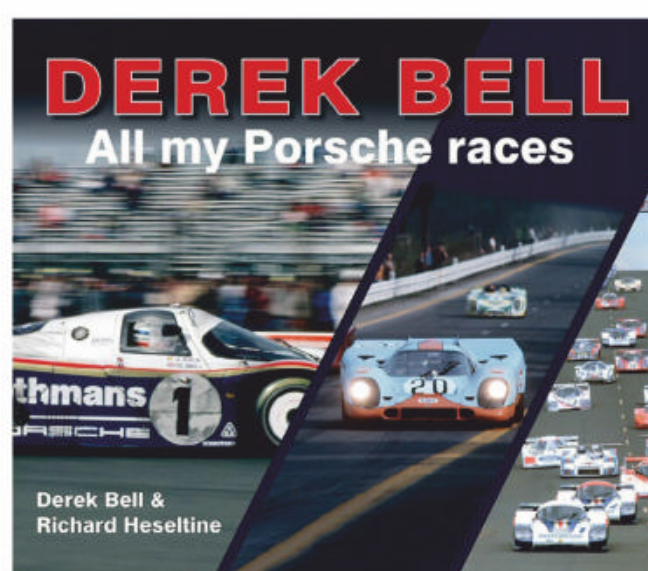
Total 911 presents a selection of must-have gifts for fathers with a passion for Porsche



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Derek Bell – All My Porsche Races

Price: £35

This is a signed book by Derek Bell MBE, an Honorary Porsche Club Member of Porsche Club GB. Among countless other victories, the British ace won the Le Mans 24 Hours four times, the Daytona 24 Hours three times, and he claimed the World Sportscar Championship twice!

Derek Bell and renowned motorsport author Richard Heseltine document each and every race that he drove for Porsche, offering a fascinating and very personal insight into a golden era for the marque and for sportscar racing in general. You can find this and other great gift ideas for your father's special day at www.porscheclubgb.com.



Turbo 3.0 Book By Parabolica Press

Price: \$395

This exceptional Turbo 3.0 book takes the reader on a time travelling journey back to the very roots of Porsche's legendary Turbo. The first-generation 3.0 930 is extensively detailed with hundreds of never-before-seen photographs and well-written prose explaining Porsche's development of this special car.

From the bright paint and interior colours of the 1970s, to the special one-off models, to coverage of Turbo RSR and 934 racing, Ryan Snodgrass' book should be on every serious Porsche enthusiast's bookshelf. You can grab a copy from www.parabolicapress.com.

15% FVD Brombacher discount

FVD Brombacher celebrates Father's Day for a whole month by giving out an exclusive promo code to readers of **Total 911** magazine. Use the Promo Code 15T911 until 31 July and receive a 15% discount when purchasing any of our software upgrades. Simply enter the Promo Code 15T911 in your shopping cart at www.fvd.net.





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GUEST COLUMN

Brian Redman

Total 911's Tony McGuinness sits down with the former Porsche factory driver Brian Redman for part three of an extended series looking back at Brian's remarkable life and career

I turned professional in 1967 for about \$50 a week guaranteed for a year. At the end of that year, in about October, David Piper asked if I would like to drive his 250 LM Ferrari at the Montlhery 1,000km in Paris with Richard Attwood. The race itself was run in pouring rain but we won our class.

After the race, this tall, rather distinguished gentleman came up to me and said, "I'm David Yorke, team manager for John Wyer Automotive Engineering. Would you like to drive with Jacky Ickx at the Kyalami 9-Hour race in November?" Well, Jacky and I won that race and I signed a contract that day to drive for John Wyer in 1968. Wyer's entries for '68 were Ford GT40s in what became the most iconic team colours ever, Gulf Oil cerulean blue with a broad orange stripe.

At the same time, because I knew the Kyalami race track very well, I got a call from John Cooper asking me if I would like to drive in selected Grand Prix races in Formula One for them, with the first race being at Kyalami in January of 1968. The Cooper had a Maserati V12 engine that pumped oil out of every orifice. Cooper said, "Try and do five laps, we need the starting money." I did five laps and came in as requested.

The next Grand Prix was in May at the Spanish Grand Prix at Jarama. I finished 3rd behind Graham Hill and Denny Hulme. In the meantime, Jacky Ickx and I had won the Brands Hatch 6-Hour race and the Spa 1,000km race. Just the week before the Grand Prix at Spa, I finished 2nd to Jochen Rindt at Crystal Palace in a Formula 2 Lola.

A couple of hours before the 1968 Grand Prix at Spa, I got a message that Colin Chapman wanted to speak with me. He asked me how long my contract was with Cooper. After I let him know it was five more races, he said to come and see him when it was over.

Seven laps into the Spa race, the suspension broke, causing me to have an enormous accident. As the car rolled over the barrier, my right arm got caught between the car and the barrier, causing a very bad compound fracture of the right forearm. I was fortunate I had not lost my arm.

I went right into a corner worker's post. Three wheels came off the Cooper, one of which hit a

corner worker, severely injuring him before the car burst into flames. It was probably four hours later before they got me to the operating table at the University de Liege teaching hospital. I was placed under care of Professor Ferdinand Orban, who was the head of surgery. He had been an aide to Winston Churchill in the Second World War. He looked down at me and said, "Monsieur Redman, it may not be possible to save your arm." I smiled and thanked him. Perplexed, he asked why I was so pleased, to which I replied, "Because I'm here."

Because the bones had come out, it was not just that the arm had been broken, it was crushed as well. The arm had swelled terribly, and the bones had gone past each other. He somehow had to drag the ulna and radius bones back into place.

On Monday morning John Cooper came to me and said, "What happened my boy?" I said to him,



"Something broke in the suspension, John." He just said, "You'll be okay." But on Thursday, the *Motoring News* journal came out with a story that said, "Redman claimed the suspension broke."

The editor got a call from John Cooper saying, "I want a complete retraction. It was driver error." The publication's editor, Michael Tee, replied, "Mr. Cooper, I suggest you look at tomorrow's *Autosport*." There was a photograph taken by a new photographer, having his first ever race. He took a photograph of my car head on just before I hit the barrier. It clearly showed the bottom-right front wish bone broken. I had been vindicated by the photo. Then followed an awfully long period of enforced retirement with my arm in a cast to my shoulder.

In October that year I had one X-ray taken at Burnley Victoria hospital. They declared my arm okay. So, I called fellow Lancastrian Derek Bennett. Derek was a genius. He owned, designed, and built the Chevrons. Derek asked me if I wanted to do the Springbok series in South Africa.

Jumping at the opportunity, off I went with mechanic Paul Owens, travelling all over Africa with a

2.0-litre Chevron BMW engine B8 on an open trailer driving a borrowed truck from the BMW dealer in Johannesburg. We raced the Kyalami 9 Hours, the Cape Town 3 Hours, then raced in Mozambique. We were going back through Johannesburg when my arm started to give me some pain. I rang Alex Blignaut, the organiser of the South African Grand Prix, to ask him if he could recommend me a doctor in Johannesburg.

I saw a specialist named Dr. David Roux who took 20 X-rays, and then he said, "Sit down Brian, I have two bits of bad news for you. The first is you don't have any union of either bone in the forearm." I said, "What? Well what's the second bit of bad news?" The doctor replied, "There is an experimental procedure, but I am going on holiday tomorrow."

I told Dr. Roux that I had just signed a contract with Porsche for 1969 and I needed to be at Daytona for the 24-Hour race in six weeks. He kindly postponed his holiday and said, "I will try a procedure that may work or may not."

He opened my arm up from my wrist to my elbow, cleaned off the broken ends of the radius and ulna bones and took bone out of my hip and glued it in place. He put it in a sling instead of a cast and told me not to use my arm unless it was necessary.

Six weeks later I arrived in Daytona. I took the sling off and didn't tell anyone of course. This was the first race Porsche at last had a chance to win the World Manufacturers' Championship, the International Championship of Makes. Porsche entered five cars and ten drivers at Daytona for the 24-Hour race in 1969.

All the Porsche teams had 908LH Long Tail Coupes. I was paired with 'Quick Vic' Elford, another former **Total 911** guest columnist, so my times had to be good. Earlier in the race, Vic and I were nearly rendered unconscious by an exhaust leak.

I was driving with one hand, my left hand. At Daytona, I would need both arms. I rested my right hand on top of the steering wheel just in case. I managed to fake my way through practice but I was worried that I wouldn't last 24 hours of racing.

At about 8:00pm in the evening, the first of the five factory cars came into the pits with the engine misfiring. The engineers examined it and they said, "Ve are finished, Zay vill all break!" Vic and I were out by midnight just past the halfway point. One by one, all five of the factory Porsches were out.

On the Monday morning after Daytona, Rico Steinemann, the Porsche team manager, came to me and said, "Brian, do you wish to be Number 1 in your own car and you choose your co-driver, or will you go as Number 2 to Jo Siffert? Next month I will reveal which decision I chose and why... **911**

RH Specialist vehicle insurance is delighted to introduce two dedicated and experienced in-house claims handlers

by Emma Airey, Head of RH Specialist vehicle insurance

RH places great value on its claims experience for customers, and we'd like you to meet the engineers we're proud to trust with the crucial work of claims assessment.

Both are highly qualified – but more than that, they're true petrolheads.

Gary Sayer



I have had a passion for all things car-related since working with my dad in his body shop at ten years' old. Throughout my career I have worked for major insurers and independent engineers, where I've taken responsibility for assessing and preparing costs. My role has included a huge diversity of inspections on all types of vehicles from bicycles to cement mixers to light aircraft.

Preparing an Escort for a rally team kicked-off a long-term hobby, and I've since prepared and repaired several of my own rally cars for road and stage rallying.

I like working for a specialist motor insurer – I get to see such a diverse range of vehicles, making each day different. It's great to get under the hood of so many different vehicles. I enjoy dealing with classic car claims as I have a keen interest in engineering methods and materials associated with them, not to mention the constant reminder by colleagues that I can probably recall working on some of them! That enthusiasm for older cars means I am thoroughly looking forward to dealing with RH customer claims.

Owen Davies



My career in the motor industry started in 1980, and in 1982 I secured an apprenticeship with a coachbuilder in Port Talbot, South Wales. I repaired and restored a variety of coachbuilt and more mainstream vehicles, and I'm still a fully qualified paint sprayer.

I have owned many performance and classic cars over the years including a Capri Laser, Toyota Celica ST2000 and more recently a Mazda MX-5, and I still have a passion for the repair and restoration of classic vehicles. What I love about the work I do for RH is the variety of vehicle types and customers we see, each having their own individual requirements. Our team has built a whole network of experts that we can call upon if needed.

For example, we had a customer who lost control of their beloved 1923 Bean Tourer. The suspension and rear axle parts were problematic to source but because of our extensive support network, we managed to find a repairer who had the vehicle's design specifications and had the parts made. Happy customers all round. After 38 years in the motor trade I'm really looking forward to this next chapter, focussing my work on RH customer claims.

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The very best of your Porsche opinions



Pandemic ramifications at Porsche

Dear Sir,

I fully recognise the fact you'd like to keep mention of "worldwide developments," as you put it, down to a minimum in **Total 911** – and rightly so. However, there are issues around logistics that Porsche is currently struggling to address with me, and so I was wondering if you could provide any additional information.

I've had my eye on a 992 Targa for some time. I like the 992's styling and think the Targa body is gorgeous – your spy shots in the magazine have only enhanced the want from my side! Judging by the timing of your spy shots at the start of this year, which suggested that production was imminent due to the fact the cars didn't have any camouflage on, I assumed the Targa would be here for the start of summer (great timing, what with it being a soft top etc). My dealer agreed that sort of timing was likely, but couldn't confirm. However, the world has since ground to a halt and my dealer is no longer able to advise on when the new Targa will arrive.

I wondered therefore if you can offer any news? I'm aware the factory shut for a month, but will the Porsche juggernaut continue as normal in terms of announcing new models? Yes, the factory will need to play catch-up when it reopens, but the manufacturer now has a period of not receiving any orders, so surely this should balance out?

I appreciate my correspondence might seem insensitive at such a time of global turmoil, but if this pandemic has taught me anything it's that life is precious, and I've always wanted a 911 Targa!

Brian Read

We've been reliably informed Porsche's plans for new models have generally been pushed back, but a Targa arrival is nevertheless imminent. Life is indeed precious – we hope you get that Targa! Incidentally, if you really can't wait for the 992, a 991.2 is currently looking fantastic value – a Targa 4S can be had for around £65,000 currently, with GTS Targas not that much more...

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.



Access to past Total 911 issues

Dear Sir,

Great to meet you at RPM Technik for the Fried Eggs meet. I'm hoping you can help me in trying to track down copies of magazines that feature the 40th Anniversary 996 model. I've seen that **Total 911** issue 112 features the model so will try to get a paper copy of that, but do you have a list of any other issues that feature it?

Stephen Rayner

The 996 Anniversary featured as part of our 'Anniversary' group test alongside its 964 and 991 counterparts in issue 112. Additionally, we featured the 40th Anniversary car on its own in issue 176. Our library of printed issues over at myfavouritemagazines.co.uk doesn't show availability of either issues, however you can download digital issues via Apple Newsstand and Google Play. We hope that helps.



Overseas print subscriptions

Dear Sir,

I recently subscribed to the digital edition of **Total 911** thinking I'd get the print edition after we moved elsewhere in the United States. However, now that we'll continue living in CA until all of this settles down, I've decided I'd like to get the print edition now.

So, is there any way I can convert my subscription from digital to print, as it's really the format I'd prefer?

Getting the digital version was only temporary for me and I would have let it expire at the end of its one-year subscription and switched to print. Additionally I just received two past issues that I ordered and it only reinforced my love of print media.

Adrian Silva

Ordinarily it should be simple to switch from a digital to print subscription, however we're not currently offering a printed subscription for overseas readers. This is because we print our magazines here in the UK and ship worldwide via commercial air freight. As most commercial flights are grounded, we can't get any space in cargo for the magazines to reach America, so we've had to hold up printed international subs for now. I'd recommend sticking with your digital sub, then once the pandemic eases and jets return to the skies we'll be able to offer you a normal service.



Ask the expert

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



Scott Gardner

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Place of work

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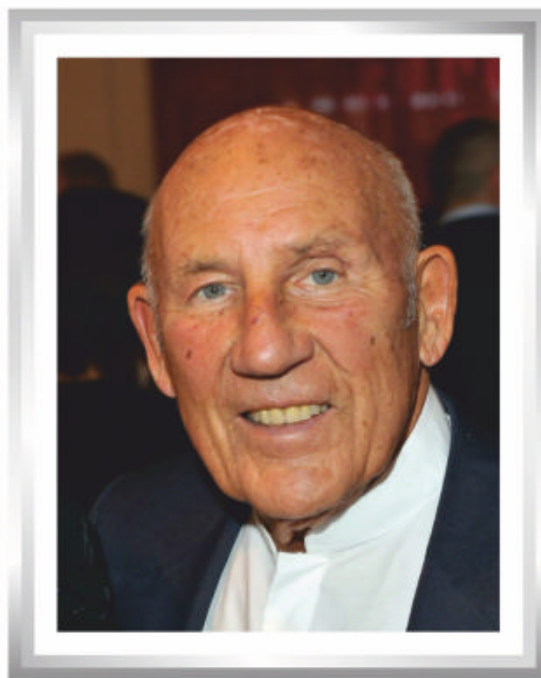
Time at Porsche
13 years

Dear Sir,

My 996 is currently running a K&N induction system, however after reading a few forums and watching an episode of *Wheeler Dealers* it seems that although this setup generates a nicer induction sound, it may actually be losing me some horsepower. I'm told this is due to the fact that it will be pulling less dense, warm air from the engine bay rather than pure, cool air from the outside of the car, as with the standard air box. Would I therefore be better off changing back to the standard air box with a quality filter? I'd be interested in your thoughts.

Colin Lowdon

While I'm certainly no professional when it comes to aftermarket induction kits or filters, from my days of modifying my own cars my opinion is that the standard air box with a performance panel filter or even a standard air filter is the best overall option. I have read many forums and theories that performance filters can in fact reduce airflow and thus do not allow the engine to breathe as freely as it should, and some have gone to the extent of carrying out rolling road tests to see if there are any gains to be made. However, in reality will you really notice an extra 3bhp on the roads? I have seen failed air mass/flow sensors from aftermarket filters either restricting air flow or from filter contamination. Some do look great and also sound great but in reality the performance gain or loss will likely not be noticeable on the roads, so it's very much down to your individual preference. Whatever you choose for your car, make sure your filter is changed regularly or cleaned if it's an aftermarket variant.



S I R S T I R L I N G M O S S

1929-2020

The late Sir Stirling Moss is regarded as one of the most legendary motorsport drivers of all time, yet few know of his Porsche exploits. Total 911 uncovers his story with Zuffenhausen's sports cars...

Written by **Kieron Fennelly**

The tributes to Stirling Moss, who passed away on Easter Sunday this year, were many and varied, as might have been expected for arguably the world's most famous racing driver.

The outlines of Moss's phenomenally successful career are certainly familiar to most: Formula One victories for HWM, Mercedes, Maserati, Cooper, Lotus and a skill in sports cars that most observers rated superior even to that of the master, Fangio. Moss's legendary win in the 1955 Mille Miglia, ten hours covering ordinary Italian roads at an average speed of 100mph without even the slightest lapse in concentration, is just utterly unmatched.

But eclectic though Moss's career was, and most commentators pointed out that Ferrari was the only marque Moss never raced for in Formula One, they almost all overlooked the fact that he was also a more than handy exponent in Porsches.

The connection between Moss and Porsche became apparent to later generations only in 2010 when Moss purchased an RS61 for a reported \$1.7 million. He explained at the time it was with this car's predecessor that he had come within three minutes of winning the 1961 Targa Florio, where his works RS60 had run away from the Ferrari of Gendebien and von Trips.

Moss had acquired this RS61 with the intention of racing it in historic events, but a crash at Laguna

Seca in 2010 badly damaged the car and the following year he decided to give up competition driving altogether. The episode did though throw light on an almost forgotten part of Moss's career, admittedly a short chapter in his 15 years of competition, but in 12 races for Zuffenhausen, he won six outright, took a class win and 3rd overall in the Buenos Aires 1,000km, and lost two more potential wins through mechanical mishaps. His success helped to propel Porsche to Formula One. When asked how he came to race Porsches in the first place his reply was typically blunt: "When I was racing, you could always depend on 'Kraut' cars. Only Ferrari could compare in terms of reliability. From 1950 I was going on to the Continent with John Heath to race his HWMs and I became aware of Porsches. It was obvious they were reliable because they always seemed to be chalking up class wins. The only drawback was with 1,500cc they lacked the top speed of the six-cylinder cars. Porsche was a very young company too. It couldn't pay anything like the money say Mercedes was offering, which amounted I think to something like a thousand pounds for signing at the start of the season and 90 per cent of winnings. I raced Porsches when my contract allowed me to."

His first outing was in a works 550 in the 1955 Governor's Cup race at Lisbon, which began with pole position and culminated in fastest lap and 1st place, an auspicious debut. The drive had come about through Porsche's racing manager and talent



spotter, Huschke von Hanstein, who had done well to sign Moss, already a household name in Britain and first non-American winner at Sebring in the 1954 12 hours. In his next outing for Stuttgart, the nine-hour race at Goodwood in August 1955, Moss again drove a works 550, which this time he shared with von Hanstein. Moss, who was leading his class, slid on oil and crashed out of the race.

"If I didn't have a commitment to any other manufacturer, I would approach von Hanstein for a drive and he'd say, 'Let's give it a go then' and we'd agree a rate. In those days it was traditional to give 10 per cent of winnings to the mechanics and split the rest 50:50 between the driver and the team manager. With Porsche I might get £200 start money, but I used to give Huschke 40 per cent not half, because I always reckoned he could make up the rest doing deals on the side. If there was any other money going, he'd have it – he was like that!"

At the end of 1957 Maserati scaled down its activity, later withdrawing from competition all together. This freed Moss to tackle events outside Europe and von Hanstein paired him with Jean Behra to race in the off-season Buenos Aires 1,000km. They won their class and came 3rd overall with the 1,588cc RSK.

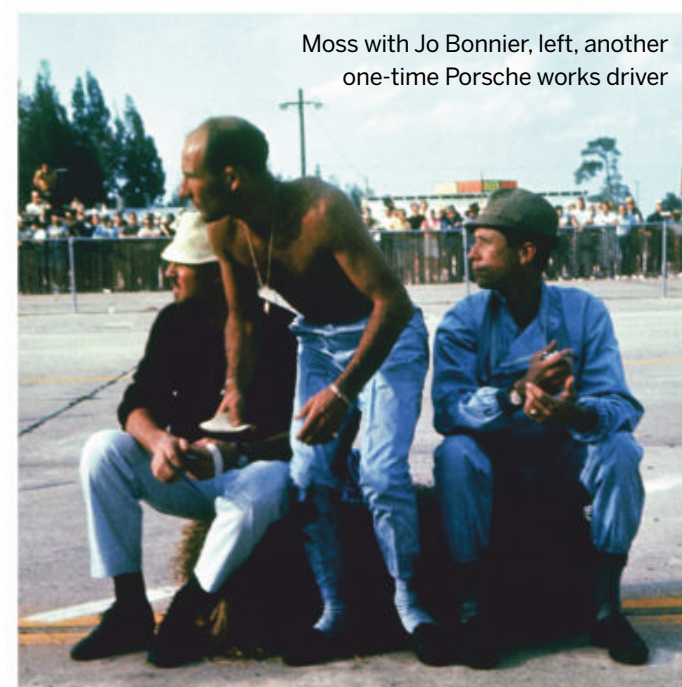
Porsche was becoming a significant force, and with 3rd, 4th and 5th at the 1958 Le Mans 24 hours, the company was really beginning to show its mettle – but without Stirling Moss, who was contracted that year to Aston Martin for the French race.

Driving largely for Cooper and Aston Martin again in 1959, Moss did no competitions in Porsches, but an important development occurred that year which would bring him and Zuffenhausen together

again the following season. The organisers of the F1 world championship announced that with effect from 1961 F1 would move from 2.5 to 1.5 litres. Characteristically, von Hanstein had already seen the possibility of another outlet for Porsche's racing aspirations when the 1,500cc F2 category was introduced in 1957. He had a couple of 550 RSs and 718s rebuilt to central seat configuration while retaining their enclosed sports car bodywork. Wins in the F2 section of the German GP and the F2 support race at the 1958 French GP were enough to persuade Ferry Porsche to give the green light for low-key development of an F2 single seater for 1959 with a view to entering F1 in 1961 when it too changed to 1,500cc. Rising German star Wolfgang von Trips crashed the new car in the scramble at the start of the Monaco grand prix, but scored a 4th a few weeks later at Brands Hatch. At Porsche's request Moss drove the F2 Porsche at Goodwood and lapped faster than his best time there with his Cooper that season.

After the withdrawal of Vanwall following the 1958 season, Moss had abandoned factory teams and driven Coopers for his friend Rob Walker. As usually happens with private teams, Walker and Moss had to make do with the previous season's technology. When von Hanstein offered the Britons a works supported F2 Porsche for the 1960 season, they jumped at the chance. "There was no interference: Porsche provided the car and the mechanics and left us to get on with it," recalled Moss.

1960 was the transitional year from the 2.5 to the 1.5 formula and teams took every opportunity to try out their new 1,500cc cars. Moss would not let Stuttgart down: in nine F2 outings in the



Moss with Jo Bonnier, left, another one-time Porsche works driver



Governor's Cup, Lisbon, 1955: Moss's first Porsche outing and win



Moss and co-driver Herbert Linge alongside their class-winning #22 Porsche 356 B at the 1961 Nürburgring 1,000km



Steering Wheel Club London, October 1970: Moss and Rico Steinemann present an award to Richard Attwood and Hans Herrmann for their Le Mans victory



“In 12 races for Zuffenhausen, Moss won six outright, took a class win and 3rd overall in the Buenos Aires 1,000km”

Rob Walker team Porsche, Moss won five races, retired while leading and setting the fastest lap at Syracuse, scored a 2nd place at Goodwood, and in his two minor placings, 4th and 11th, he was slowed by mechanical maladies. It was little short of sensational. At the new Österreichring at Zeltweg for example, the works Porsches finished one, two and three, Moss sportingly limiting his easy lead over Hans Herrmann in the second Zuffenhausen entry to more than a couple of seconds; Edgar Barth's Porsche brought up the rear some distance behind. The Austrian crowd burst on to the track in the last couple of laps, such was its excitement at this first demonstration of a total Porsche domination which was to become the norm ten years later. There was no doubt having the world's leading driver had spurred Porsche to put more into their F2 effort than they otherwise might have.

But Moss, ever the patriot, returned to a British mount for 1961, this time a Lotus, still under Rob Walker's colours. His one Porsche excursion that year was the Mille Miglia in a works RS60. “The Porsche (by then 1,966cc) was an unusual car for me to be driving in a sports car event, because you always had this problem of low top speed, otherwise

it was brilliant – brakes, handling and like all German cars, properly put together,” Moss said.

He and Graham Hill all but pulled off another Porsche giant killing act: in his typically thorough way, Moss had spent time in a road car beforehand lapping the twisting 73km Sicilian circuit until he really felt that he knew every bend. In an eventful race, the duo had the lead, then lost it during Hill's stint. Moss, driving the final stretch, had built up a commanding advantage over four-time Le Mans winner Olivier Gendebien's Ferrari, several minutes behind him in 2nd place. Then the final drive yielded, the axle bolts stretched by the unrelenting cornering forces, causing the oil to fall out. The Porsche ground to a halt five miles from the finish line.

It was to be the Briton's last appearance in a Porsche and his last full motor racing season: his crash at Goodwood in April 1962 put an end to his top-flight racing career. Meanwhile Gurney and Bonnier would fly the flag for Porsche that season, their combined efforts not enough though, Ferry Porsche decided, for his company to stay in Formula One. It leaves the unanswered question of whether Moss's continued presence in the Zuffenhausen team might have led to a different outcome. **gill**

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PRINT AND DIGITAL BACK ISSUES



Issue 191

April 2020

Discover the top ten Porsche 911 icons as we honour the most influential figures responsible for the Neuner's continued success in the 21st century. Plus, we take the very first GT3 for a road and track test alongside its latest and greatest incarnation.



Issue 190

March 2020

In this month's turbocharged issue, we explore Porsche's most powerful flat six supercar of all time, the 992 Turbo S. We also drive two stand-out iterations representing key moments in the Turbo S tapestry, and take a look at the Turbo's history to the present day.



Issue 189

February 2020

What are the specific 911 models to back for 2020? Our specially selected panel of industry experts provide the inside line in our 'Cars to buy in 2020' feature. Plus, we uncover the unique 993 Carrera S Cabriolet, and interview works race driver Patrick Long.



Issue 188

January 2020

We've put together a bucket list of 20 things to do with your 911 in 2020 to help you make the most of it. Plus, the Carrera S is pit against its base model brother to see if it is worth the upgrade, and we take a ride in the CTR commissioned for Mr Alois Ruf himself.

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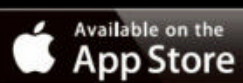


Issue 177
March 2019



Issue 176
February 2019

GET YOUR DIGITAL EDITIONS THROUGH THESE OUTLETS:



THE DISTANT PAST

Total 911 takes a drive in the third RHD 911 ever made, an example that marks six decades of impeccable Porsche production ever since

Written and Photographed by **Nik Bruce**





There's a dent in the nose where Stewart Kay once backed his wife's car into it, and a nick in the left flank where one of his kids hit it with a door. At the back, the bent overrider bar and dings in the engine lid betray the previous owner's habit of parking by touch. Inside, the dash has four holes where a fan was once attached, while one of the back rests is still wearing the makeshift patch job that was used to cover up the damage caused by the Alsatian that mistook his master's 911 for a chew toy.

If you were a purist, you might marvel at the car's patina. A cynic, on the other hand, would dismiss the old girl as having seen better days. Whatever your perspective, if this was just another old 911 you'd be forgiven for wondering why its owner hasn't done something to restore it during its 50 years of existence at the time of writing – especially considering you're almost guaranteed a return on

your money these days, such has been the mercurial rise in their value.

But then, this isn't just another old 911. This has the distinction of being the third right-hand-drive 911 to come off the line, and the first of its kind to be delivered to a customer anywhere in the world – and that makes it very special indeed.

Knowing this, you could rightfully expect that any self-respecting collector would scurry off to their preferred restorer, chequebook in hand, at the first opportunity. And why not? In the interests of preserving such an important part of Porsche's heritage, it would almost be irresponsible not to. But Kay? Well, thankfully he has other ideas.

"She's picked up a few battle scars over the years," he grins. "Yeah, there are a few dents in it, but that's what happens when a car has been used all of its life, and I'm happy to leave them well alone.

"From my point of view, I'm just the car's custodian, so I'll use it and preserve it as best as I can. But to have it restored within an inch of its life,

as so many people do, would be to erase its history and destroy its character. That's not something I'd ever want to do."

As you pore over the car, you can't help but be blown away by how original it has remained. Kay reckons that it's had a few touch-ups and a splash of paint along the way, but nothing has been fundamentally changed. When you consider that so many of its contemporaries were chopped and changed, turned into various replicas or scrapped, it's all the more remarkable that it has survived these last 55 years completely intact.

It's the summer of 1951, and Australian pump manufacturer Norman Hamilton finds himself driving a rented Oldsmobile through the Grossglockner Pass in Austria. Suddenly, a silver sports car blasts past on a charge up the hill. Small and curvaceous, it's unlike anything he's ever seen.

Curious, he gives chase, driving for miles and miles until he eventually finds both the car and its driver parked up at an inn on the side of the road.



Although this 911 sports a well-used patina, it's in remarkably good condition for a 55-year-old car that has been strictly unrestored



Eager to find out about the car, Hamilton stops and gets talking to the driver, Porsche racer and test driver Richard von Frankenberg, who is only too happy to show him around the car.

Enthralled, he follows von Frankenberg back to the Porsche workshops at Gmünd, where on a whim he shakes hands on a deal to become the company's first Australian agent. A few weeks later, Hamilton returns to collect the very first right-hand-drive Porsches ever made – a maroon 356 Coupe and a Fish silver Cabriolet, which he eventually sells to his friend Ronald Angas.

Born in 1890, Ronald was the grandson of George Fife Angas, who had been chairman of the South Australian Company and also an instrumental figure in the colonisation of South Australia. A pastoralist who happened to own most of Barossa Valley, Ron was an old-fashioned landed gent with a reputation for philanthropy and eccentricity – plus a passion for fast cars.

Ron Angas had owned everything from Silver Ghosts to Bentleys, and had built up quite a collection of Delages by the time Hamilton turned up in Adelaide with his brace of Porsches at the tail

end of 1952. Although they were only in town to race and demonstrate the new cars, Angus was instantly smitten and bought the silver Cabriolet, despite the fact that it had just blown its clutch during the Sellicks Beach Races.

As the story goes, taking delivery of that 356 was the beginning of a long love affair for Angas. Every time a new Porsche came out, old Angas had to have it. Indeed, Hamilton's business became so dependant on Angas that legend has it he would call him whenever he was a bit tight for cash. In response, Angas would simply write Hamilton a cheque and ask that he be told when his new Porsche had arrived.

When Porsche announced the new 901 at the 1963 Frankfurt Motor Show, Ron Angas was at the top of the list for a right-hand-drive car. Securing his car in April 1964 with a £2,000 deposit, Angas ordered his 901 Coupe in Stone grey with dark green leather interior, 'English' instruments, horn ring, luggage straps, sealed beam headlights and crested chrome hubcaps. It would cost a whopping £4,880.

Ten months after Angas placed his order, production of right-hand-drive cars began and on 3 May 1965 his car was finally built. Bearing the

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| 1. <u>Personnel</u> 2. <u>Remarks</u> | 3. <u>Classification</u> 4. <u>Remarks</u> |
| <h1 style="margin: 0;">P O R S C H E</h1> | |
| From: Dr.-Ing. h.c. F. PORSCHE KG., 3000 STUTTGART-LUTERNAUERHAIN • POSTKAST 81 • TELEFON 816 41/TELEKABINEN NORMAN Hamilton & Co. PTY. Ltd. 36, High Street ST. KILDA, Melbourne, Vic. AUSTRALIA | Tel. 816 41/82 Stuttgart-Saffenhause, den 3. Mai 1965 W.F. Jg./ot |
| UFFRAGEBESTELLUNG | Confirmation of Order |
| über ein Cougè | Motor-Typ: 2000 |
| Wagenfarbe: 5710 steingrau (dunkelgrün-Schall 1b. Oberfl. (Muster) Schalter: Unverlet Leuchten: steingrau / dark green 03. Stahl dunkelgrün Head and fenders dunkelgrün Tüppel und Tüppelstange Innere Klappen und Leuchten Metall: dunkelgrün | M.M.: Sonderwische Porzellan Gekühlte Kondensator: 901-0 9179 Ventile: englisch 9186 (Kühlerinnen Nr.)kup auch 9179/86 mont 9101 Radierkappen mit Wappen Farbigent 9147 Expander: schwarz 9266 Signalfarbe: blau rot 9143 Koffmannschwarz (wenn lieferbar, auch blank if gelb-blaue montieren blau-blaue/weiß-blaue Fahrwege einzeichnen nur in b. gebrauchte und nicht neu ersetzen |
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The first four RHD 911s

Although the 911 went into production in September 1964, the first right-hand-drive car wouldn't be built until February '65. Bearing the chassis number 300 474, it was painted Bali blue and delivered to the UK a month later; the second car (300 475) followed in Slate grey; the third (301 503) on 3 May and delivered to Adelaide on 10 August, while number four (301 501) was completed on 16 June and delivered to Sydney.



901 vs 911

The story of Porsche having to rename its new 901 sports car after a legal challenge from Peugeot is now legendary. The French automotive company held the rights for a three-digit vehicle name where the middle digit was zero, and so the 901 name had to go.

The 901 became the 911 on 2 November 1964, by which time Porsche had already built 82 vehicles of a total production run of 235 for that year. Those 82 cars were promptly rebadged, though in reality there are little differences between 901s and 911s built in 1964.

However, these early 911s all share differences with cars from 1965 onwards. For example, the 901 features chrome horn grills with a four-screw fixing, while inside the African mahogany dashboard trim is bereft of the '911' badge that later cars gained. The decklid features a gold, two-part 'Porsche' script, again without the slanted '911' that was added in 1965.

Most intriguingly, the decklid grille on 1964 cars is 20mm deep rather than 15mm. The 20mm item is effectively a carry-over from the 356, and when fitted to the 911 doesn't fit flush with the decklid (unlike the 15mm grille).



chassis number 301 503, it was the third RHD 911 off the line and one of three cars delivered to Australia from that first batch.

As he happened to be working at the factory, it was left to Alan Hamilton to take delivery of the cars and put them on the boat for their voyage to Melbourne, although not before he decided to run in Angas' car for him by making the 1,400km round trip to pick up his dad, who had just got off the inaugural Qantas flight to Vienna.

For the next four years, Angas and the 901 could be seen tearing back and forth between the Barossa and Adelaide, with the distinctive snarl of the air-cooled six becoming a familiar sound for the locals. Always chasing the latest model, Angas would

sell the car to his friend Roy Wilson in February 1969 with 54,000 miles on the clock. Although he wasn't a Porsche fan as such, as an architect Wilson appreciated good design and bought it as a daily driver. As fate would have it, he would still have the car in 1989 when a student named Stewart Kay turned up to interview him for a university paper.

"He actually lived just around the corner from my folks' house in Adelaide," remembers Kay. "I went to talk to him about his days as an architect, and he offered me a tour of his house. We eventually got to the garage, and there was this 911, just sitting there.

"I'd always been into old cars, but it was at this point that I'd started dealing in number plates. I was given a list of all the early registration numbers

beforehand, and noticed a registration for a Porsche that read '119' Collingrove, Angas. I can remember thinking, 'What a cool number to have for that car' – and there it was sitting in this bloke's garage!"

Intrigued, Kay made a note of the chassis number and got in touch with Porsche Australia to learn more. Needless to say, he was stunned to discover its significance. "After I found that out, I had to own the car – even though I was only 19 at the time. I used to wash it for him every now and again just to keep an eye on it. Then, out of the blue, he phoned up and said, 'Do you still want that car? If you do, come round tomorrow and pay cash.'

"It was 1992, and as luck would have it I'd just sold my little Golf and had a company car. I had \$7,000 of

“That’s what I love about 911s; they’re like a Swiss watch, they do exactly what they were designed to do”



my own, he wanted \$22,000 for the car, so I borrowed the extra \$15,000 and bought it.”

By the time Wilson sold the 911, he had added some 85,000 miles to the odometer in the 23 years he had owned it and, aside from the plastic fan indents and teeth marks in the seat, it was still completely original and in good condition. What’s more, it even came with its original toolkit and all its manuals, along with several folders and boxes crammed with everything from the Solex carbs it was supplied with, to receipts for every bit of work it ever had done to it and, of course, Angas’ impressive collection of speeding tickets.

“Finding a car that came with all that history was like a dream come true,” beams Kay. “It’s amazing ➡

How the first 911 was powered

When thoughts turned to designing a successor for the 356, nobody had any fixed ideas on what type of engine should power the new Porsche. Not even Ferry – his only demand was that the engine should deliver the same performance as the quad-cam Carrera, minus the noise.

After dismissing a flat four for not being sufficiently refined and deeming an eight too expensive, a six became the obvious solution. Initially, Porsche developed a twin-cam pushrod flat six with side-draught carbs and twin axial impellers, but it was rejected for being too big and noisy.

A reshuffle in the engineering department back in 1962 saw Klaus von Rucker replaced by Hans Tomala who, with the help of a promising young engineer by the name of Hans Mezger, set about designing an all-new engine.

Although the 2.0-litre engine produced the 130bhp that Ferry was looking for, its performance was hampered by underdeveloped Solex carbs. Both Stuttgart and Solex tried in vain to find a solution, but ultimately Porsche just switched to Webers for the revised Type 901/05 engine, which was released in February 1966.

Model 911**Year 1965****Engine****Capacity** 1,991cc**Compression ratio** 9.8:1**Maximum power** 130bhp @ 6,100rpm**Maximum torque** 175Nm @ 4,200rpm**Transmission** Dog-leg five-speed
901 manual, RWD**Suspension****Front** Independent; MacPherson struts;
hydraulic dampers; torsion bars;
anti-roll bar**Rear** Semi trailing arms; hydraulic
dampers; torsion bars**Wheels & tyres****Front** 4.5x15-inch steel wheels;
165/55/HR15 tyres**Rear** 4.5x15-inch steel wheels;
165/55/HR15 tyres**Dimensions****Length** 4,163mm**Width** 1,610mm**Weight** 1,075kg**Performance****0-62mph** 8.5 secs**Top speed** 131mph

just how original it is. It's got the original seats and the original carpets. The original AM radio is still there – the fact that no one was ever tempted to replace it is remarkable.”

Kay has had to do little to keep the old 911 going. He fitted a new set of Koni dampers and had the gearbox rebuilt with a longer final gear to make it more useable on the road. Aside from that, the car has required nothing outside routine maintenance.

“It's remarkable just how reliable the thing is,” says Kay. “It's not as if I've treated it like some garage queen either. It's been on holiday with us, I still drive the kids to school in it and take it for a blast up the Adelaide hills at the weekend.

“I drove it as hard as I've ever driven it when I was on the track for the 2012 Rennsport festival, and it was perfect. It didn't miss a beat. That's what I love about 911s; they're like a Swiss watch, they do exactly what they were designed to do.”

Of course, if you're going to use a 911 as its maker intended, it's always going to pick up some war wounds along the way, and that inevitably leads to the dilemma of just how far

you should go with a restoration – if you decide to restore it at all.

“That's the \$64,000 question,” says Kay. “I'd like to have it repainted at some point. The original colour was a bit darker than it is today, and it would be nice to return the car to how it's supposed to look, but I don't want to restore it as such.

“It's got the patina of a car that's been used all its life, and that's part of both its history and its appeal. So long as it's not deteriorating or rusting away, I just want to preserve it as best I can.”

Although there's been no shortage of interest in the car over the years, Kay has no plans to sell his beloved 911. For starters, he has no idea what he'd ever replace it with. But, perhaps more importantly, it's been with him for so long that it's become part of the family and, as far as he's concerned, that's where it should remain.

You can forgive young Lachlan then for not getting too excited about the prospect of inheriting his old man's car. One day, though, he'll be old enough to understand just how special that old 911 is, and the responsibility that comes with it. **911**





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Written by Josh Barnett Photography by Daniel Pullen

IMPROVING

In a battle of the famed versus the forgotten, Total 911 presents the



THE BREED

ultimate RS showdown as the 2.7 RS meets its 3.0 RS successor

Up ahead, **Total 911** Editor, Lee, is having a very good day at work. How can I tell just from looking at the back of his head? Well, he's behind the wheel of a genuine, first 500, M471 'Sport' specification 2.7 RS, and no one can have a bad day when in the driver's seat of such a legendary 911. It's even finished in Grand Prix white with the blue side script and colour-coded Fuchs. With the sun glinting off the famous bürzel, it looks sublime. At this moment, I'd wager that I'm having an even better time though, and not just thanks to the glorious view of the original Rennsport shooting up the road ahead of me. You see, Lee may be at the helm of a 2.7 RS, but in a game of very expensive Top Trumps, I have one-upped him on this occasion by precisely 307cc. The 3.0 RS that I'm currently piloting through the Essex lanes was launched just a year after Lee's car and yet, it is often forgotten in debates regarding RS royalty. However, from all objective perspectives, the 1974 Carrera RS is the better car. Maybe it is the 3.0-litre car's incredible rarity that has turned it into a forgotten hero – just 109 cars were built (51 were full racing spec RSRs) – or maybe there is something more intangible that has elevated the 2.7 RS onto its pedestal among the Porsche gods. That's what today's family reunion is all about.

Getting these two Rennsport legends on the same stretch of tarmac has not been easy; over the last 57 years, Zuffenhausen has released 1.1 million Neunelfers into the wild, with 2.7 RS M471s and 3.0 RSs accounting for a mere 258 of these. If my maths is correct, the probability of getting these two together was one in 75 million! Those are some pretty long odds but, after nearly two years of searching, we finally did it. And bloody hell, is it worth it. Short of chasing down Jürgen Barth in a 964 RS, my pursuit of the 2.7 RS from the cockpit of its 3.0-litre successor is the surrealist experience I've enjoyed during my years in this job. As if to make the whole thing even more incredible, I'm strapped into the lightweight Recaro bucket seat, shifting with my left hand in one of only six right-hand-drive 1974 RSs ever made. It's not just the orientation of the steering wheel that makes this particular 3.0 RS so special either. Currently owned by ex-historic racing ace, Nigel Corner, chassis no. 099 was originally ordered by Lord Alexander Hesketh, head of the eponymous racing team that vaulted James Hunt to Formula One stardom in 1973.

With just over 38,500 miles on the odometer, the various owners of this super-rare Rennsport have not been shy ensuring it has been exercised as Porsche intended. As you may know, right-hand-drive examples of the 1974 Carrera RS are so elusive that they are often referred to by their six colours; peering beyond the three-spoke G-Series steering wheel, I'm still in disbelief at being allowed to stretch its legs for today's test. While 500 examples of the 2.7 RS were required to homologate the 2.8 RSR for competition, the same was not needed for the next Rennsport. Finding a loophole in the regulations, Norbert Singer found that just 50 cars were required as the 3.0





Model Carrera 2.7 RS Sport

Year 1973

Engine

Capacity 2,687cc

Compression 8.5:1
ratio

Maximum power 210bhp @ 6,300rpm

Maximum torque 255Nm @ 5,100rpm

Transmission 915-type five-speed manual

Suspension

Front MacPherson strut; telescopic damper;
torsion bar; anti-roll bar

Rear Semi-trailing arm; telescopic damper;
torsion bar; anti-roll bar

Wheels & tyres

Front 6x15-inch Fuchs; 185/70/R15 tyres

Rear 7x15-inch Fuchs; 215/60/R15 tyres

Brakes

Front 282mm vented discs

Rear 290mm vented discs

Dimensions

Length 4,163mm

Width 1,610mm

Weight 975kg

Performance

0-62mph 5.8 secs

Top speed 152mph

RS (and the new RSR) could be classified as an 'evolution' of the previous year's model rather than an all-new design. You'd never guess it to look at the 1974 car though. As they would frequently go on to do, Singer and the Motorsport department pushed the regulations to their limits to develop the 3.0 RS.


Taking a regular 2.7 Carrera chassis off the production line (complete with impact bumper dampers), each 3.0 RS was put together in Weissach where it was clothed in an incredibly lightweight bodyshell. Like the first 500 2.7 RSs, the exterior of the 1974 Rennsport was sculpted from a thinner gauge steel (nominally 0.8mm thick compared to later 2.7 RSs' 1.0mm panels) while the front and rear valances, bereft of the impact bumper bellows required on regular road-going Carreras, were moulded from glass fibre, as was the incredibly delicate bonnet skin. Even the rear quarter windows and back windscreen were thinner than normal to help reduce the 3.0 RS's registered weight to a scant 900kg. It's a barely believable figure, especially when you begin to truly study the 1974 car's muscular stance. The 2.7 RS may have marked the genesis of the 911's rear wing, but that ducktail looks decidedly dainty next to the 3.0-litre RS's whaletail wing. And that's the smaller, TÜV-approved version that doesn't extend beyond the rear bumper. A much longer unit – fitted as standard to the RSR – was also supplied with every

car, just in case you intended to take your RS racing in Group 3.

The motorsport influences didn't end there. Rather than the standard pressed Turbo flares, the swollen front and rear arches were hand-finished steel items (easily identified by their asymmetric profile). The same size as those fitted to the 2.8 RSR and IROC-bound RSRs (the latter also built on the 2.7 Carrera platform during the winter of 1973/74) the Group 4 rules allowed the 3.0 RSR to use even wider arches. These housed huge 10.5- and 14-inch magnesium centre-lock front and rear wheels respectively, while the road-going RS was fitted with 9- and 11-inch Fuchs.

On the suspension front, the 1974 Carrera RS retained the tried and tested torsion bar setup, but there were some detail changes. The torsion bars themselves were stiffened up, both anti-roll bars were now adjustable and the rear semi-trailing arms were shortened, a development made on the factory 2.8 RSRs and rolled out onto the very last 2.7 RSs. Both the RS and 3.0 RSR were fitted with a new brake system, too. Utilising the lessons learned on the 917 programme, the floating discs were both drilled and vented while the calipers featured vertical fins to aid cooling. Additional air was sent to the front stoppers through the circular vents in the front bumper, which also housed a new central opening for the 3.0-litre

engine's oil cooler. Under the glass fibre decklid, the 911/77 flat six in the 3.0 RS was essentially a road-tuned version of the twin-plug motor in the 1974 RSR (itself a development of the 2.8-litre engine from the year before). Using a new, stronger aluminium crankcase and an improved head stud arrangement, each cylinder bore could be increased to 95mm yielding over 300hp in RSR spec, allowing Porsche to keep pace with its rivals. The RS featured a lower compression ratio than its motorsport counterpart, however that, along with less aggressive camshafts and a single-spark ignition system, produced a peak output of 230bhp at 6,200rpm. But how does this delectable list of Rennsport ingredients perform on the open road? Well, first let me refresh my memory behind the wheel of the 2.7 RS 'Sport'...

Compared to ‘Touring’ spec Carrera RSs, this M471 car immediately feels much more purposeful in the cockpit. Gone are the 911S door cards, replaced by the characteristic leather pull cord and simple plastic handle. The clock, a mainstay of the fifth pod on most classic 911 dashboards, is also conspicuous by its absence, replaced by a blanking panel. The latter’s omission from the usual list of cabin comforts is, in many ways, apt; getting behind the wheel of the original RS in its most unadulterated format is a timeless experience. Without the usual sound deadening, the 911/83 motor seems almost as vocal 

Model Carrera 3.0 RS

Year 1974

Engine

Capacity 2,994cc

Compression 9.8:1 ratio

Maximum power 230bhp @ 6,200rpm

Maximum torque 277Nm @ 5,000rpm

Transmission 915-type five-speed manual

Suspension

Front MacPherson strut;
telescopic damper; torsion
bar; anti-roll bar

Rear Semi-trailing arm; telescopic damper; torsion bar; anti-roll bar

Wheels & tyres

Front 9x15-inch Fuchs;
215/55/R15 tyres

**Rear 11x15-inch Fuchs;
270/45/R15 tyres**

Brakes

Front 300mm internally vented discs

Rear 300mm internally vented discs

Dimensions

Length 4,135mm

Width 1,680mm

Weight 900kg

Performance

0-62mph 5.3 secs

Top speed 152mph







as the early twin plug racing motors, the crackling flat six splitting the air with increased venom. It's the 911 sound as it should be; growling through the bottom end, the snarl from the single tailpipe intensifies as the engine speed increases before there's a glorious crescendo at the redline.

Bereft of the additional 100kg found in 2.7 RS Tourings, the M471's engine seems to have been injected with some extra verve; the glorious kick at around 4,300rpm feels even more intense, the motor almost begging to have its neck wrung over and over again. And every time I oblige, I'm rewarded with that scintillating sound, piercing the blue sky like an aural dart. I can't help but smile at its organic perfection.

Despite the lack of mass, the 2.7 RS Sport's steering is surprisingly weighty (the effort no doubt increased thanks to the smaller diameter MOMO Prototipo wheel currently fitted to chassis no. 0143). Like the engine note though, it's completely unfiltered, every little imperfection in the surface telegraphed back to each of my ten digits. Like a Mezger-engined GT3, the nose sniffs around the crown of the road, pinballing around with the changes in camber, keeping my arms in an almost perpetual motion. Pointed into each corner, I can feel that idiosyncratic bobbing sensation, the nose heading skyward as I tip the 2.7 RS towards the apex and get hard on the gas to alleviate the understeer that most classic 911s exhibit at legal velocities. There's a purity to the dynamics that makes it so endearing. It doesn't suffer fools but instead rewards those who make the effort to learn its foibles and adjust. Once I adapt to the required style, I'm

stringing sequences of bends together, flowing from curve to curve with seemingly effortless style.

Parked up, the 2.7-litre car is undoubtedly the more attractive, yet the 3.0 RS almost bullies its way into your eyeline. It's bold and brash and I can't help but be smitten by its brazen charm. Restarting the 3.0-litre engine, its increased responsiveness is immediately apparent too, a gentle prod of the throttle sending the rev needle dashing insatiably around the gauge. If a car could personify confidence, the 1974 Rennsport would be it. Underway, it's clear this urgency is a trait throughout the rev range. The 911/77 flat six is seemingly always in a hurry, picking up strongly under 2,000rpm, leaving Lee an ever-shrinking figure in my mirrors as he waits for the torque to build from around 3,000rpm in the 2.7 RS. Getting into the mid range, the thrust is even more remarkable, shooting the yellow missile up the road with an audacity unmatched by any classic 911. Yet, where the 2.7-litre engine needs to kick on to reach its upper heights, the 3.0 RS keeps accelerating with a modern linearity; there isn't a single moment in the power band that feels lacking. Even in this single-plug spec, it's the perfect naturally aspirated motor.

Like every increase in capacity endowed to the 911 during its formative years, the 2,994cc flat six soundtrack has a much lower frequency (even at its 7,200rpm limit). While the timbre of the 2.7 RS spikes through your ears, the bass of the 3.0-litre Rennsport resonates through your entire chest. The sound is no less organic though, the exhaust crackling on the overrun as the air-cooled engine chatters away. The later RS's real trump card is its chassis though. I

haven't driven a classic 911 that feels this connected to the tarmac yet floats over the surface with almost impossible grace. Jabbing hard at the throttle, I'm almost at pains to try and make the 3.0 RS squat over its rear axle, but try as I might, the car remains almost perfectly composed. The lack of squat is matched at the other end by an almost nonexistent level of dive under braking. Those brakes are a minor revelation too, providing a much firmer pedal and more initial punch whenever I step on the pedal.

Normally, it is the balance of weight transfers that helps a classic 911 to corner effectively, but the 1974 RS just wants to remain flat, providing it with a mesmerising amount of grip. The stiffer anti-roll control only helps to increase the car's composure, the 3.0 RS turning into the tightest radiuses with the ferocity of a 993 RS. Yet unlike the 993, Lord Hesketh's old companion never feels nervous through the mid-phase of each corner, the steering communicating with the same clarity as the 2.7 RS. I push harder and harder only for the car to leave me with wider and wider eyes. Eventually, it no longer feels like a classic 911 at all; I'm not sure if that's a criticism or not though.

There aren't many cars that can leave a 2.7 RS M471 in the shade but this is unquestionably one of them. It may have only had an extra year of development, but the 3.0 RS could have been launched 20 years after the 2.7 RS and it would have still felt modern. A huge leap over its predecessor. If ever there was evidence that motorsport can improve the breed in such a short space of time, the 1974 Carrera RS is it. **911**

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SPEEDSTER TO SHANGHAI

In the Chinese city that holds so much economical potential for Porsche, Total 911 test drives a narrow-body Speedster with a very rich past

Written and Photographed by **Juergen Zoellter**



There's a chuckle from the roadside as we hastily deploy the small soft top to protect ourselves from the sudden tropical rain, which is a daily occurrence in this part of the world. Akin to having a mere umbrella for its roof, this is not the only source of astonishment from my bemused passenger. "Why so few buttons?" Bo Tan asks as he absorbs the interior delights of our special Porsche Carrera. Of course, he is posing questions that pedestrians at the roadside would never think about because, more or less, only new cars can be found on these urban Chinese roads.

This is no modern Porsche, but one from comparatively prehistoric automotive times in China,

which only ended around 12 years previously. Not only is this particular Carrera a rare sight in China, it would be a rare sight on any blacktop anywhere in the world. This is because this Porsche is the first 911 Speedster ever built, a prototype from November 1987. The car follows the tradition of the 356 Speedster which, of course, was borne out of the ideas of American importer Max Hoffman.

The first Speedster in 911 form was also the result of a man with American roots: when Peter Schutz succeeded Ernst Fuhrmann as Porsche Chairman of the Board in 1981, he immediately made arrangements to extend the 911 model range. His initiative made for a crucial moment in Porsche history, since the Board had already decided to expire the famous 911 model series earlier in 1981. Porsche wanted to build only the

front-engined models (924, 944 and 928), which all featured more modern water-cooled engines.

Thanks to Peter Schutz, in 1983 Porsche offered a new Porsche Cabriolet after an 18-year hiatus, though this time with different boxer engines and power levels. It was at this time Schutz also asked to develop a new Speedster. The Speedster was duly developed and went into limited production in 1989, with the two-seater 911 now based on the Turbo, complete with its wide body and chassis, although a smaller number of narrow-body examples were also produced. It was powered by the regular air-cooled, naturally aspirated 3.2-litre engine and produced 230hp. In total, around 2,104 examples were produced during 1989 – 171 of which are known to exist with a narrow body, and only two of these narrow-body ☺





examples are in the motherland of Germany – one of which is the Diamond blue metallic example you see on these very pages.

The Speedster's unusual presence in comparison to the Cabriolet starts with the windscreen, which sits eight centimetres lower and is more steeply raked. Behind the two seats sits the clamshell, made of glass-reinforced fibre, which comes with two swellings that look similar to downstream flows behind the heads of race drivers from the early years. It is a one-piece item and covers the canvas top, including the two depressions in the rear where regular 911s offer two seats for children (or passengers with extremely flexible bodies).

To shut the soft top, the clamshell first needs to open – manually, of course! Balanced by a delicate arrangement of levers, the cover floats over the Speedster's rear end while the roof is pulled forward to the top of the windscreen. After closing the huge cover, the rear part of the roof – inclusive of the small rear window – needs to be pushed down and clipped into position. Affixing the buttons on top of the cover is fiddly and bad for the fingernails. To finish the process, the side windows need to be wound up (manually again, of course). The window glass only just pushes against the canvas roof when done up. No wonder this construction does not prevent the passengers inside from getting wet during these tropical rainstorms in Shanghai!

While the pure and light Porsche 356 Speedster at its time was also driven on racetracks, this 911 Carrera Speedster is definitely not intended for such purpose. At 1,160kg it's a little lighter than the 911 Carrera Cabriolet, but it is not a true lightweight version. This narrow-body Speedster is based on the identical, firm chassis of its Cabriolet sister, powered by the same engine and equipped with the same gearbox. The relatively short first and second gears enable us to be 'Shanghai acceleration heroes' as soon

as traffic lights change to green, but for driving on tracks this adjustment is not ideal. More importantly, this Speedster cost around €60,000 in 1989, which is too much money for an owner to spend, only to then perish the car in races.

That's why the special Clubsport cover offered by Porsche was not purchased too often. It replaces the two-bubble rear cover and is instead a huge GRP piece to cover the entire Speedster interior except the driver's seat. Its function is to defend aerodynamic swirls in the interior, though it does somewhat go against the very idyll of the 911 Speedster to begin with. Its membership to the Porsche G-series family is shown by high-mounted impact bumpers. The mounts, which fix the bumpers to the chassis, are covered by convoluted rubber gaiters, which are the result of new regulations from the North American NHTSA (National Highway Traffic Safety Administration). You'll recall the institution demanded bumpers must be able to absorb impacts at up to 8kph (5mph) in order to protect the car's body and, as such, the so-called Porsche 'Faltenbalg-Stoßstange' (German for rubber gaiter bumpers) remains a souvenir of both Porsche and the automotive history at large.

The story of the Speedster is legendary, and this narrow-body example boasts a very special history indeed. Built up in 1987 as one of the first prototype cars of the upcoming 911 Speedster series in 1989, it was driven by engineers from Weissach to verify the production quality of certain technical modules. On various test drives around the world the engineers gave it a very hard time.

After finishing its job in 1989, the car was driven into the Porsche Museum as it was intended to become a contemporary witness to the rebirth of Porsche's Speedster. However, retiring the car was not yet on the agenda, as only a few months later the drivetrain of this extraordinary Speedster had

been filled up with liquids again and, with the boxer engine awoken once more, the car was driven back to Weissach. This is because by this time a new series of 911 was leaving the factory in Zuffenhausen, the Type 964, and the marketing department demanded a new Speedster should again conclude this new 911 series in years to come. It was decided that, like the G-series cars, there would be two Speedsters: a wide body (Turbo look) and a narrow body.

In order to take on its new role as test mule for the next generation, this G-series Speedster attained new, bold bumpers and a fully covered underbody. It also received a new decklid, complete with a rear spoiler that raised automatically above speeds of 80kph. The interior remained untouched, especially as this prototype boasts the only set of textile seats in a Speedster of this G-series generation.

The Speedster did not get the new lightweight chassis with MacPherson struts in the front and coil springs in the rear, instead continuing with torsion bar suspension and no power-assisted steering. However, it did get the new 3.6-litre boxer engine



Model 3.2 Speedster**Year** 1989**Engine****Capacity** 3,164cc**Compression ratio** 10.3:1**Maximum power** 231bhp @ 5,900rpm**Maximum torque** 284Nm @ 4,800rpm**Transmission** Five-speed manual (G50/00)**Suspension****Front** Independent with wishbones and MacPherson struts**Rear** Independent with light-alloy semi trailing arms; transverse torsion bar per wheel**Wheels & tyres****Front** 6x16-inch; 205/45/VR16**Rear** 8x16-inch; 245/60/VR16**Dimensions****Length** 4,291mm**Width** 1,652mm**Weight** 1,160kg**Performance****0-62mph** 6.1 secs**Top speed** 152mph

“This narrow-body Speedster is much more than a piece of metal, rubber and textile. It is a sports car with a vibrant soul”

with dual-plug ignition, 250bhp and a three-way catalyst. Now highly upgraded, this automotive Chimera, based on the G-series and equipped with 964 trinkets, was used as a mule and test device during the ensuing years in the hands of Weissach's development engineers. As soon as the 964 Speedster came onto the market in 1993, Porsche engineers returned this car to its original specification. The Speedster then enjoyed a more luxurious existence in the sanctuary of the Porsche Museum and only saw the light of day for special events.

So, what's it doing in Shanghai? Well, this city is only a temporary home for this Speedster – it is not the right location for its purpose after all. This car deserves to be somewhere a little more exotic, not in a megacity of 23 million people where you can count the number of soft-top cars on your own two hands. Simply put, a Speedster is a rare sight in Shanghai – or in the whole of China, for that matter. This is for good reason. The very few convertibles here are not used for transportation purposes or driving from 'A'

to 'B', but for a saunter to a coffee shop in a fashion district like Puxi.

In general, locals in Shanghai do not like to drive convertible cars due to the hot and humid climate conditions in summer, and cold and wet winters. Don't forget that spring and autumn over here only last for around two to three weeks. Besides, cars that are three years old or more are not allowed to be imported into mainland China – not legally, anyhow!

Our sightseeing tour in Shanghai is accompanied by an accoutrement of 911-specific traits, chiefly the harsh sawing of the engine's radial fan from behind us as we drive around, which makes for the main acoustics of every air-cooled 911 engine. We're raving about the immediate throttle response of the rear-mounted engine during load changes in the Speedster, but we also suffer: parking in the city without power steering is something we have to relearn since these days every car is equipped with assistance. The clutch pedal works us relatively hard throughout our journey and the stiff chassis hammers

our backbone due to deep potholes on Shanghai's roads. And, of course, the soft top is a point of contention! It makes our Speedster very entertaining since almost every minute there is a new action to take due to the weather.

As soon as we are used to the loud noise of the wind and a wet leg from a seeping roof, suddenly the wind opens a gap between the side window and canvas, reminding us that we are going too fast. As we know, a Speedster is not a convertible, readily changed to an open top during moments of sunshine. Instead, it is a permanently topless car with an umbrella-type soft top purely for emergencies – such as rainfall! But, as everybody knows, it never rains in southern California, the archetypal home of such a car. So, the great value of this Speedster does not come from its convincing functionality, but in the fact this is the first 911-series Speedster ever. Its historical significance is only heightened further on the discovery that it started as a G-series 911 and then became a 964 prototype, before being reassembled in 3.2-litre guise.

However, in this new world in Shanghai, this Speedster is not known for all these fascinating details. It is more or less just an exotic car. Only a few people here are showing passion for sports cars in general, and many are yet to taste the legend of the Porsche 911. They are, therefore, far away from feeling that this 911 narrow-body Speedster is much more than a piece of metal, rubber and textile, that it is in fact a sports car with a vibrant soul.

Weeks after our city drive, the Speedster was returned to its home at the Porsche Museum. If you come across it at the Museum in Zuffenhausen, be sure to say “Ni hao” to this fabulous Speedster, a 911 built in Germany to be driven in California, and which has now learned its lesson in Chinese. **911**



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HYPER 911

It's the seminal Porsche superstar that has influenced more than three decades of the 911's evolution, but does the 959 still feel special in today's world?

Written by **Lee Sibley** Photography by **Steve Hall**





It's hard to believe the Porsche 959 is nearly 35 years old. Endowed with truly effortless performance and elegantly styled, it's the original Porsche supercar (if you think modest of the 930 Turbo), a pioneering machine that has captured the imaginations of car enthusiasts across the globe ever since – and, as we shall find out, also mapped significant chapters of the 911's own evolutionary journey.

Although there is conjecture to the contrary, the 959 is a close relation of the 911 at the very least. With a flat six engine positioned past the rear axle, its layout is, crucially, the same, and even a quick look around the car will uncover various styling cues from Neunelfers of the time and thereafter. Consider it a Porsche 911 on steroids, then; a relative heavyweight champion of international box office appeal, with only Ferrari's F40 able to share ring space with Weissach's seminal creation. The 959 has, like its uncompromising counterpart from Maranello, gone on to define the entire automotive generation of which it hails from, yet for Porsche enthusiasts the story of the car's beginning is just as captivating.

Originally displayed as a 'Gruppe B' concept on its stand at the Frankfurt Motor Show back in 1983, Porsche's new creation was conceived with racing intentions in mind for the 1984 season. However, CEO Peter Schutz and head of Research and Development, Professor Helmuth Bott, had one eye on the future of the company's sports cars too. Gruppe B rules stipulated at least 200 examples had to be produced for homologation purposes (though interestingly, the car could be raced prior to series production) and Bott was of the principle that if 200 cars had to be made, then why not make a thousand? Thus, development of the recently saved Neunelfer was thrust into the limelight.

One of the first new aspects of development was all-wheel-drive. Schutz had watched the Audi Quattro, the brainchild of one-time Porsche supremo Ferdinand Piëch, dominate rallies at international level, and early testing of prototypes in the desert encouraged Bott and his team of engineers to explore this further. A competition concept was duly trialled in the 1984 Paris-Dakar rally, the car running under the internal designation code Type 953. And some trial it was, too: the 953 finished the 12,000-kilometre

race in 1st place, piloted by René Metge and Dominique Lemoyne.

However, ever-evolving technologies meant the car was not ready for production, as hoped, by late 1984, or even 1985. The car was clearly becoming quite complex: Bott wanted to create a Porsche for the next ten years, and development of the 959 could never stay in-house. As Randy Leffingwell outlines in *The Complete Book Of Porsche 911*, Dunlop needed time to create a special tyre capable of prolonged travel at 200mph but which could also run flat for up to 50 miles. WABCO's ABS system had to be perfected for all-wheel-drive, and Bosch revised its DME to monitor acceleration, braking, steering, traction and suspension loading up to 200 times per second. Bilstein, too, was called upon to develop active suspension that could lower the ride height at high speeds, a first for the auto industry.

Meanwhile, the appeal of Gruppe B was wavering due to issues over safety; suddenly Porsche's disposition over the 959 seemed far removed from its initial remit. As Schutz himself said in 2013: "We thought we were going to build a super 911 that could compete in Gruppe B, but the amount of resources

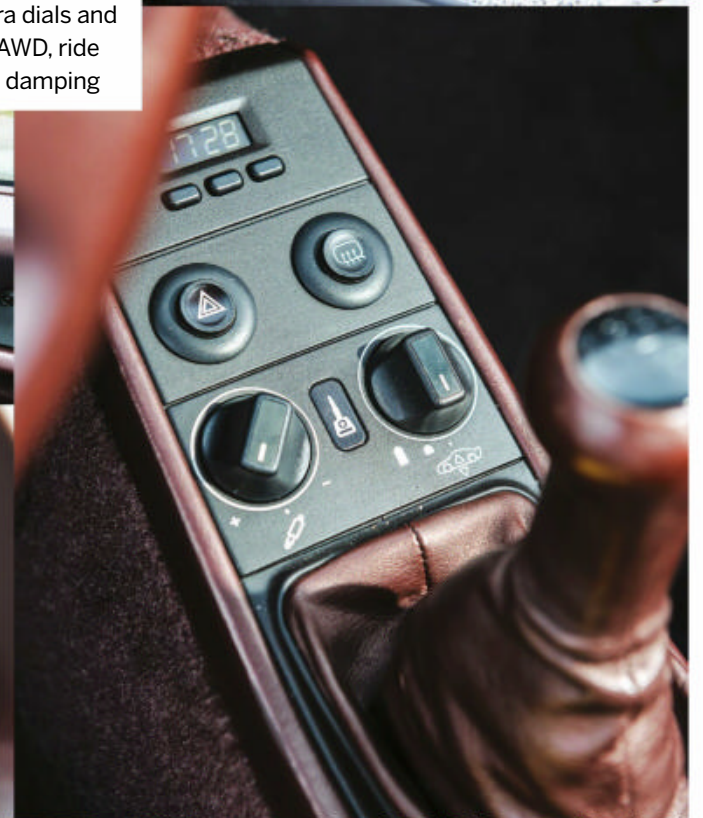


we committed got totally out of hand.” The company persevered and the finished article, designed as a high-performance car for the road and christened ‘959’, was unveiled at the 1985 Frankfurt Motor Show, two years after the original, flowing concept. Two variants were offered: the Komfort model was the 959 in its most lavish expression, while the rare Sport came without height-adjustable suspension but had a fixed roll cage for additional stiffness. Cloth seats also replaced the standard leather-covered thrones.

In all, 337 units were built, including prototypes, making the 959 one of the rarest road-going production cars Porsche has ever built. However, it took years for any of these cars to reach the United States, ever a key region for the Zuffenhausen manufacturer. It is said that from the outset, Schutz and Bott had decided not to build the car for the US, owing to the additional costs involved with bringing the car to market. Besides, Porsche needed to hand over four examples to US regulators to crash test and, with the company already making a heavy loss on every single unit of this low-production special, the gesture would certainly be viewed as impractical at the very least. ➡



At face value a driver is confronted by a 3.2-come-964 cabin, but with extra dials and clocks for AWD, ride height and damping





Model 959
Year 1986-1988

Engine
Capacity 2,850cc
Compression ratio 8.3:1
Maximum power 450bhp @ 6,500rpm
Maximum torque 500Nm @ 5,000rpm
Transmission Six-speed manual, four-wheel drive

Suspension
Front Independent; double wishbone; coil spring; anti-roll bar
Rear Independent; double wishbone; coil spring; anti-roll bar

Wheels & tyres
Front 8x17-inch; 235/45/ZR17
Rear 9x17-inch; 255/40/ZR17

Dimensions
Length 4,260mm
Width 1,840mm
Weight 1,450kg

Performance
0-62mph 3.9 secs
Top speed 196mph

Nevertheless, the thesis of the 959 was mesmerising: this luxury supercar achieved a top speed of 196mph, making it the fastest production car of 1986 and a staggering 35mph quicker than the enchanting 3.3-litre 930. And top speed was just the start of it: this ‘super 911’, as Schutz puts it, featured ABS, active all-wheel-drive with adjustable torque split, active suspension with variable ride height and damping, sequential turbocharging, and a super lightweight construction. In 1986! Have a read through the press material of any new Porsche release and you’ll still find glowing references to such technologies today.

As we said, at the time only the Ferrari F40 could hold a candle to the 959’s unworldly capabilities – but lest we forget, the F40’s focus towards competitive use brought with it compromises for its occupants: there wasn’t even room in the cabin for a stereo. Meanwhile in the 959, a driver could attain near-identical performance figures from the comfort of a heated leather seat, listening to the radio and in a cabin regulated by air conditioning.

As it happens, Bott’s proclamation that the 959 would be the benchmark Porsche for the next

ten years was somewhat short sighted. 34 years on, a quick glance at contemporary spec sheets sees its performance figures still stand up to the 992-generation of 911s currently gracing showrooms. However, the 959’s legacy goes far beyond that, best proffered by Schutz himself: “I think the engineering in this car has probably touched more of the automotive population in the world since then than any other single automobile.” So, the big question is, what’s it like to drive today?

Approaching the 959 still provides as much of an emotional occasion as it must have conjured back in 1986. The car is a visual delight: imposing with its wide arches and bulky sills, the soft curvatures at its front and around the rear quarters invite intrigue as to the legitimacy of the car’s performance credentials. Evidence of ‘911’ presence is immediately obvious, the windscreen, doors, roofline and pillars seemingly taken from a 3.2 Carrera. Styled by 935 ‘Moby Dick’ design maverick, Dick Soderberg, the 959’s hulking appearance would have you believing this was a two-tonne monster.

However, clever use of an assortment of materials including lightweight aluminium (as opposed to



“This luxury supercar achieved a top speed of 196mph, making it the fastest production car of 1986”

steel) for all doors and lids, Kevlar for the rear wing and quarter panels, and magnesium for the wheel means the 959 weighs a wholly respectable 1,450 kilograms. To put that figure in context, it's just over 100 kilograms more than the 930 of the time and, more impressively, some 115 kilograms lighter than the current 992-generation Carrera 4S, itself a twin-turbocharged, all-wheel-drive Porsche with active suspension and ABS as standard. The 959 is squat too, though its wide body means it is not overawed by oversized, modern Porsche machinery.

Opening and closing the driver's door (all 959s are left-hand drive, don't forget) brings with it the same 'click' and 'clink' recognisable from entry to all 911s of the period and, taking a seat behind the wheel, you'd be forgiven for thinking you're inside a 3.2 Carrera-come-964 hybrid 911. Sure, there are no upright fenders immediately visible out the steeply raked windscreen, but the narrow dashboard housing those broadly spread five dials is taken from a 3.2 Carrera, as is the thin, double-spoked steering wheel protruding from it. Glancing around, there's a transmission tunnel recognisable from the 964, and Sport seats from the 3.2 Carrera provide a familiar

hold at the sides. Door cards are identical to the 3.2 Carrera, too, with enhanced stitching and leather.

It's eerily similar to a period 911 inside, but look harder and some 959 trickery begins to register. Ahead of the stubby 964-era shifter there are two raised rotational faces, which see to the 959's adjustable suspension: to the left is damping tuning, and to the right is ride height. Then, behind the stalk modulating windscreen wipers to the right of the wheel, there's a thicker column that sees to management of the all-wheel-drive Porsche 'Control Coupling'. This now legendary technology is displayed via the far right VDO dial on the dashboard, which distributes torque to the front and rear axles according to driving conditions (regular driving sees up to 80 per cent power going to the back wheels while a 50/50 split is permissible in adverse circumstances). Torque is distributed via a multi-plate wet clutch mounted alongside the front differential. Other gizmos including tyre pressure monitoring do little to distract from the fact the 959 could be some lavish backdate of an otherwise modern supercar.

Firing up the 959 is a veritable treat to the ears. Though it has a flat six hanging aft of the rear axle,

it's surprising just how different it sounds to any other Porsche 911: that customary air-cooled whirr isn't there, replaced by a deeper, gruff note. Its course timbres are perhaps at odds with what is an extremely well-appointed supercar, even if this does hint at the mesmerising fact one Hans Mezger – who else – derived this power plant from that of the Moby Dick 935 race car.

The Type 959/50 engine is a work of art. Aside from the twin turbochargers mounted sequentially, it features titanium connecting rods and, of course, four-valve water-cooled heads (the rest of the engine is, true to a classic 911, cooled by air). The resultant 450bhp at 6,500rpm stands up to a 991 Carrera S today, and the two cars share a 3.9-second 0-62mph sprint time. The 959 is over 30 years old, remember!

What's most impressive about the 959's performance though is its power delivery. Far from the rough and unforgiving experience the car's acoustics on tick-over deceive you into expecting, it's as sophisticated as the rest of the technology aboard this 1980s rocket ship.

The 959 is an able cruiser, retaining a civility about its ride at low speeds. However, with a prod



of the accelerator, the 959 demonstrates why it is the fastest car of 1986. There's no such lag as found in its little 930 brother, the sensation of rapid momentum available almost instantly. There's a surge in velocity as the first turbocharger is called into play from around 1,700rpm, this rush sending the rev needle winding hastily around the tachometer. Then, at 4,000rpm, the dormant second turbocharger spools into life, providing car and driver with another hasty kick forward. You can really feel the entry point of both turbochargers on that journey around the tachometer, elevating your pulse rate accordingly as each one kicks in. The sound, too, is something to savour, that gruff note rising into a rich mechanical bark akin to rapid gunfire and utterly consuming the cockpit past 4,000rpm, all the time among a faint backdrop of whirring turbos. The sound and sensation of speed in the 959 is mesmerising, and I feel my eyes widen and my mouth open as I grip the wheel with one hand and quickly shift up with the other.

Delightfully slick, the 959's gearbox is a worthy aid to its 2.85-litre powerplant. It's technically six-speed, though the 'G' gear, found where first gear resides in

a traditional G50, is for use only when moving off on uneven terrain. That means for road use the 959 has a dogleg first gear, and the shorter, more concise throw across each gate makes for a pleasurable action later lavished on the manual 964.

Its power delivery and sound are unlike any 911 before or since, and the 959's handling is decidedly different, too. It's so assured, that wider track at both axles doing wonders for its road holding. And even at high speed, the car is unperturbed, soaking up occasional bumps in the road thanks to the twin shocks on each wheel. Certainly, there's nothing crashy about the 959's intentions to stick to the road, even when the body hunkers down by some 30mm at speeds above 95mph.

There's a beautifully translucent manner about the steering too, it being power assisted yet perfectly weighted, and grip through turns is constant and plentiful – while pace on exiting a corner is plainly astonishing. The brakes are confidence inspiring, too, allowing me to brake much later into a corner than I would otherwise do. There's healthy pedal travel to be had and though the bite of those pads isn't as

razor sharp as a car of today, speed is scrubbed with an impressive rate with a firm press of the pedal. The sensation is indicative of the 959 as a whole: it just seems unshakeable, though I'll admit I don't push my luck too much to find out the point at which this is likely to be jeopardised.

My overriding thought as I finally climb out of this hyper 911's cockpit? It's so endearing as a usable, high-performance machine! Far removed from the edgy spirit of Porsche's other turbocharged cars of the time, the 959 is positively more explosive, yet its limits seem boundless.

In contrast to the supercars of today, the 959 utilises its technological superiority in the right way, thrilling rather than overbearing the driver. I put this down to the fact this technology is largely mechanical, rather than digital. The 959 is certainly no aging slouch, its drive still comparable to the current crop of supercar superstars, some of which still utilise its technological concepts. The Porsche 959 is a true pioneer of the automotive world: little wonder, then, that its spirit is evident in the majority of 911s still rolling out of Zuffenhausen today. **911**



4

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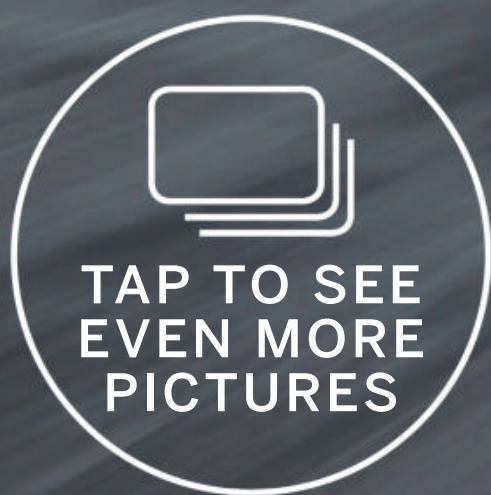


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C 4 L I G H T W E I G H T

One is a hugely loved Rennsport legend, the other a little known motorsport footnote. Can the Leichtbau manage to trump the RS? We take to the track to find out...

Written by **Josh Barnett** Photography by **Ali Cusick**

As introductions to a new track go, this one undoubtedly registers at the 'surreal' end of the spectrum. I'm no stranger to learning unfamiliar circuits, but I don't normally initiate myself to new surroundings quite like this.

At the wheel of a 964 Carrera RS, I'm familiarising myself with Botniaring's nine distinct turns, all the while battling 1.62 miles of damp Finnish tarmac soaked an hour or so earlier by an unseasonably heavy rainstorm. As if that wasn't challenging enough, I'm attempting to keep up the pace with one of Weissach's racing legends, Jürgen Barth. Yes, that Jürgen Barth, the man who has stood on all three steps of the La Sarthe podium, topped off by a victory in the 1977 24 Hours of Le Mans.

Did I mention that Barth is driving a near-priceless 964 Carrera 4 Lightweight, a car that he devised while heading up Porsche's customer motorsport division? No? Well he is, and the advantage of four-wheel-drive traction (and his obvious surplus of talent) is making my job entertainingly difficult. I said it was surreal.

Thankfully, the 964 Carrera RS – as we found out on the Peak District's roads in issue 128 – is the friendliest Rennsport partner a 911 enthusiast could ask for, one of the key factors behind its current resurgence in the eyes of Porsche collectors. Unlike later GT3-prefixed RSs, the 3.6-litre 964 is no high horsepower animal, meaning that I'm left to revel in the delicious chassis devised by Roland Kussmaul and co at the turn of the 1990s. More on that later.

The Porsche 964 RS – the first Rennsport to get a large production run since the iconic Carrera 2.7

RS – was, like many of Weissach's greatest road car creations, born out of the necessity to go racing. In 1988, after a six-year stint at BMW, Ulrich Bez returned to Weissach as technical director after Helmuth Bott's decision to retire. At the time, Porsche's Cup series in Germany and France were using the front-engined 944 Turbo but, with the 964 generation of 911 due to debut at the end of 1989, Bez believed that the one-make championships were the best shop window for the new Neunelfer.

Based on the newly launched Carrera 2, research director Helmut Flegel devised the specification of the 964 Cup car before the build process was entrusted to Kussmaul, who oversaw the seam welding of the bodyshells and the fitment of the Matter roll cages. Contrary to popular belief, the Cup cars' engines weren't blueprinted. Instead, Kussmaul simply tested a selection of M64/03 engines on a



dynamometer, before choosing those with the best power outputs.

With Barth in charge of the commercial side, the 964 Cup cars proved popular, debuting in 1990 with Olaf Manthey winning the inaugural Carrera Cup Germany to feature 911s. However, in order to be homologated for international competition, the FIA required a number of road cars to be built as proof of the Cup car's production credentials. Step forward – in numerous 'flavours' – the 964 Carrera RS. Featuring the same seam-welded shell and 3.6-litre, air-cooled flat six (boosted to 260bhp by a tweaked ECU as per the Cup car), even the touring version of Rennsport inherited the Cup car's motorsport DNA.

Compared to the standard Carrera 2, which hit the scales at a portly 1,350 kilograms, Kussmaul's team managed to diet the Rennsport version down to a sprightlier 1,220 kilograms in Lightweight trim.

An aluminium bonnet, three-millimetre side and rear glass, and plastic 92-litre fuel tank all helped to reduce the RS's dry weight, as did the pretty teardrop wing mirrors borrowed from the Turbo. Perhaps the most famous mass reduction measures though were the iconic 'Cup 1' alloy wheels, forged from magnesium. An instant icon, they were later offered as an option on base Carreras (albeit in a heavier aluminium alloy guise).

While a focus on weight reduction has always been a central tenet behind the Rennsport philosophy, Weissach's engineers did not forget to upgrade a number of the 964 RS's mechanical components either. The majority of examples were fitted with a single-mass flywheel, aiding the M64/03's throttle response, while the standard Carrera 2's Getrag-built 'G50' was bestowed with different ratios as well as stronger synchromeshes. A limited-slip differential

was a spec sheet highlight, as were the addition of the Turbo's cross-drilled and ventilated (ABS-assisted) brake system.

The pièce de résistance though was undoubtedly the suspension setup. Benefitting from the 964's switch to coil springs at all four corners, the RS sat a full 40 millimetres lower than the standard car, while a brace across the front axle helped to stiffen the MacPherson struts. Even at rest, the 964 Carrera RS looks right; it's no wonder the stance has been copied by many a Carrera 2 and 4 owner.

It was also proof that, despite the lack of engine tinkering, Porsche had given the RS the attention that its famous moniker deserved. The mainstream automotive press may have been underwhelmed by its lack of headline-making power figures (the horsepower arms race continues to blind many motoring hacks) but Weissach's attention to detail ➤



on the 964 RS truly pays off in spectacular fashion, especially on track.

Over the last 48 months, Porsche 964 Carrera RS values have shot skyward, with cars that were previously available for around £40,000 now changing hands for, in some cases, north of £200,000. The market's reappraisal has created more than its fair share of speculators though, with the end result that many Rennsports no longer see much active service. Thankfully, the Maritime blue 964 Carrera RS I've strapped myself into has been entrusted to me by Jussi Itavuori, a Porsche collector who appreciates that the true beauty in a 911 is not its shape or its investment potential, but the experience it creates behind the wheel.

The RS is already warm and ready to go after the morning's trip to the track through wooded Finnish lanes, which is just as well, as Barth has shot out of the Botniaring's pit lane in the 964 C4 Lightweight

like the proverbially scalded cat. My pride isn't the only thing that requires me to keep up either; our seasoned snapper Ali Cusick needs me to keep the two cars in frame for some of our planned photos. I better get a shift on...

On the road, many have complained that the 964 RS's springing and damping is simply too stiff to enjoy. With freshly resurfaced tarmac under the Michelin Pilot Sports though, the car actually feels remarkably soft, with a suppleness to its weight transfer that immediately and, most importantly, clearly informs you of the impending changes to the Rennsport's cornering attitude. Coupled with a power steering system that doesn't go overly light at speed, you've got the perfect recipe for a hugely capable track car that anyone will be able to get along with almost immediately.

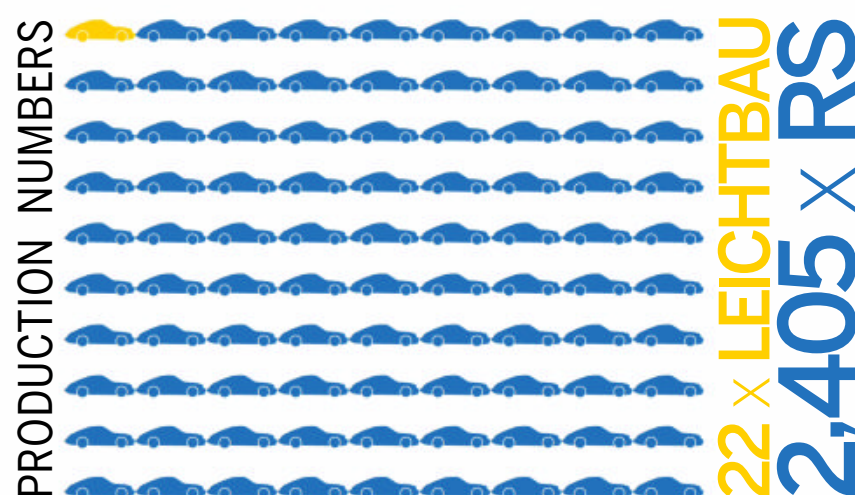
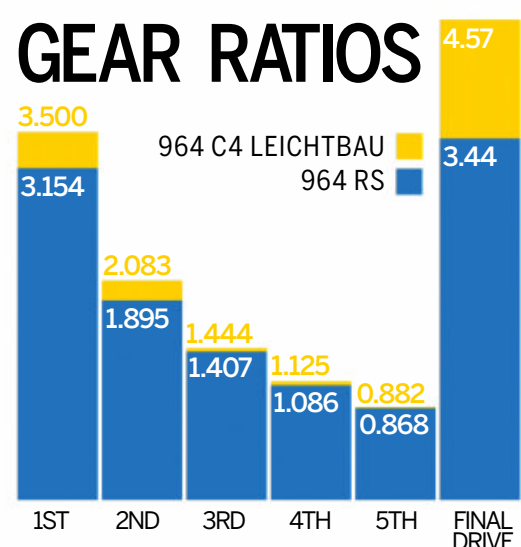
With a single lap of the circuit under my belt, I'm already confident enough to start pushing the 964

RS's limits. Barrelling into the 95-degree first corner, a mixture of a rapidly tightening exit parabola and a hidden damp patch at the apex conspire to give me a scare, as the kerbing on the outside of the circuit rushes up to greet me. Thankfully the car's behaviour is constantly telegraphed to my fingertips and backside, but my complacency has taught me a key lesson.

This is a 911 where managing your entry speed and angle is key. Every time I'm too aggressive with my turn in, the front end's trajectory quickly zeroes in on the track's edge (and the barriers beyond). Turning in too late only provokes large doses of understeer from the RS, requiring me to focus on perfecting my lines at each corner. What's more, with stereotypically sterling traction, I can't go all lead-footed on the accelerator in the hope of provoking some oversteer. Minimising my steering inputs and carving the ideal arc is the key to keeping up my momentum and carrying prodigious amounts of speed at each apex through the third-gear corners at turns two, three and nine.

Through the slower hairpins at turns five and six it's easy to provoke a little bit of tail out action, especially with a judicious lift off the loud pedal. Through the ever-tightening turn four/five sequence, the business end of the RS quickly swings around. The talents of Kussmaul's team flatter my abilities though, with a beautifully balanced relationship between anti-roll control and damping enabling me to catch the slide with relative ease. Unlike classic 911s, where the torsion bar suspension setup catches out many, the coil sprung rear end of the 964 proves much more progressive, enabling you to really get down to the business of exploiting and playing with the fantastic chassis.

Not that the handling is the only highlight to the RS's on-track experience – 260bhp may not be much on paper but, in practice, the 964 Rennsport packs plenty of punch, especially with a welcome slug ➡



130KG
DIFFERENCE IN WEIGHT BETWEEN
THE RS & LEICHTBAU

211bhp per tonne
241bhp per tonne
POWER TO WEIGHT

THE RS HAS WINDOWS MADE OF
GLASS
WHEREAS THE LEICHTBAU'S ARE
PERSPEX



**964 Carrera 4
Lightweight**
1991-1992

Engine
3,600cc
11.3:1

265bhp @ 6,720rpm
304Nm @ 6,720rpm
Five-speed manual with adjustable
differential lock

Suspension

MacPherson struts; Bilstein
dampers; coil springs; anti-roll bar
Semi-trailing arms; Bilstein
dampers; coil springs; anti-roll bar

Wheels & tyres

7x16-inch magnesium 'Design 90'
alloys; 205/55/ZR16 tyres (17-inch
Cup 1s optional)
9x16-inch magnesium 'Design 90'
alloys; 245/55/ZR16 tyres (17-inch
Cup 1s optional)

Dimensions

4,275mm
1,652mm
1,100kg

Performance

4.5 secs
125mph

Model

Year

Capacity
Compression
ratio

Maximum power
Maximum torque
Transmission

Front

Rear

Front

Rear

Length
Width
Weight

0-62mph
Top speed

964 Carrera RS

1991-1992

Engine
3,600cc
11.3:1

260bhp @ 6,100rpm
310Nm @ 4,800rpm
Five-speed manual

Suspension

MacPherson struts; gas-filled
dampers; coil springs; anti-roll bar
Semi-trailing arms; gas-filled
dampers; coil springs; anti-roll bar

Wheels & tyres

7.5x17-inch magnesium Speedline
'Cup 1' alloys; 205/50/ZR17 tyres
9x17-inch magnesium Speedline
'Cup 1' alloys; 255/40/ZR17 tyres

Dimensions

4,250mm
1,650mm
1,230kg (Sport)

Performance

5.4 secs
162mph



“At the time of the RS’s genesis, Barth was dreaming up his own featherweight special”



ABOVE It may have the same redline but, thanks to added trimmings in the cockpit, the RS feels noticeably less sprightly on track

RIGHT The half roll cage points to the RS's motorsport pedigree, without compromising day-to-day usability



of torque from about 3,000rpm. So much so that it's possibly more satisfying to shift early and enjoy another shove from the M64/03's mid-range than ride the rev counter all the way around to its Cup car soundtracked redline.

The Botniaring's almost constant succession of corners (linked predominantly by short straights) certainly accentuates the G50 gearbox's long ratios. I'm only hitting fourth gear on the chute between turns one and two, with all the corners taken in either second or third gear, utilising the flat six's torque rather than exploiting an electric top end (as you do in later GT3s). The relationship between the engine and gearbox doesn't feel perfectly suited to the track, especially somewhere as tight and twisting as our Finnish venue. Thankfully though, with Barth peeling into the pit lane, I'm about to experience a more hardcore 964 that should be better suited to the rigours of circuit work.

Across the hallways at Weissach, at the same time of the 964 RS's genesis, Barth was dreaming up his own featherweight Porsche special – not as a rival to the impending Rennsport, but as a project to keep his customer motorsport department busy. After the end of Group C's turbocharged era, and the subsequent demise of the 956 and 962 programme, the engineers under Barth's guidance needed something to build; something to save them from redundancy. The result was the 964 Carrera 4 Leichtbau, a delectable

concoction brewed up with the assistance of Porsche Motorsport's significant spares store.

Ever the astute businessman, Barth identified that the 964 Carrera 4 (the newly introduced four-wheel 911) could be appropriated for competition in the US rally scene, where rules were a novelty. After convincing the board, Barth's team set about giving the 964 its most extensive diet yet, putting even the Cup car to shame.

The bonnet was fashioned from aluminium, as were the lightweight doors, while the decklid and whaletail wing were made from fibreglass. The latter was actually a direct carry-over from the SC RS, another of Barth's limited-run rally specials. Apart from the windscreen, all the glass was replaced with Perspex to reduce weight, with the 964's standard Design 90 wheels forged in magnesium specially for the C4 Lightweight. Officially listed at 1,100 kilograms, the Leichtbau truly lived up to its moniker.

Inside, the interior was also completely gutted, the cockpit featuring just a pair of Nomex-clad Recaro seats, a custom roll cage and a pared-back dashboard. Of the additional race-bred switchgear, two turn dials (borrowed from 935 stock) dominated. These controlled the trick differentials, the star of the C4 Lightweight show. With no rules dictating running gear, Barth decided to use up the surplus drivetrains from the 953 Dakar-winning project. The left-hand knob controlled the front-to-rear torque distribution,

with the right-hand dial adjusting the level of locking on the two differentials. Mated to these trick diffs was a short ratio five-speed 'box, while propulsion was served up by a Cup-spec 964 engine. With a motorsport exhaust manifold installed and catalytic converters removed, the Lightweight's flat six pushed out around 265bhp (and made one hell of a racket – 107 decibels at 4,500rpm).

Mechanically, the attention to detail didn't end there either, with an adjustable front strut brace, stiffened and lowered Cup suspension (with adjustable dampers), and a dual-circuit brake system – with bias adjustment – taken, like the whaletail wing, from the SC RS. The oil tank was moved forward of the rear axle to improve weight distribution, seeing a return of the 1972-style external filler cap on the right rear wing.

This particular 'Blume Gelb' 964 Carrera 4 Lightweight (the only such lemon-hued Leichtbau) also belongs to Itavuori and, even though it is one of just 22 ever built, I'm now replacing a Le Mans legend in its cockpit. The rapidly drying track is mine, after I've secured myself into the Kevlar-backed bucket seat and ensured I'm not dreaming.

Unlike the RS, which always feels like a road car from the driver's perspective, the Lightweight's motorsport lineage is obvious. The MOMO steering wheel is perfect to grasp, and the Spartan cockpit quickly puts my mind into focus. This car means



ABOVE Kevlar-backed bucket seats hold you firmer than the RS, which is just as well given the Lightweight's ability to stick to tarmac

LEFT The Lightweight's interior makes the RS feel plush and luxurious. Door cards are especially Spartan

business and that's before I even twist the ignition. With a flick of my wrist, spark, fuel and pistons surge into life with barely hidden fury. With only a simple metal bulkhead (rather than layers of sound deadening) between my ears and the flat six, the Lightweight is noticeably more trebly and raucous, even if Itavuori's example does feature some TÜV-approved Cargraphic exhaust components.

The clutch is proper race car stuff too. It feels like 95 per cent of the pedal's minimal travel is nothing but free play before all the engagement comes rushing in aggressively. It's not my prettiest launch but I'm away, quickly snatching second as I approach the blend line at the end of the pit lane. Here we go.

Foot to the floor, the 6,800rpm limit rushes up so much faster than in the RS. The short ratios make the M64/01 engine feel much livelier, with my right hand almost constantly on standby for the next shift through the perfectly weighted gearbox. The lever's throw feels a lot shorter and much more precise than the Rennsport too (though that may just be a virtue of this Leichtbau's incredibly low mileage). The entire package feels immediately more suited to this environment. The car is certainly in its element, but can such an extreme chassis and drivetrain inspire the same levels of confidence in me that were achieved by the RS?

I needn't have worried. With around 130 kilograms less mass than a standard RS (Itavuori's

C4 Lightweight hits the scales at 1,095 kilograms thanks to those originally optioned Kevlar seats and the Cup 1 wheels), this is a 964 that just wants to get its nose into each corner with such verve that it takes me a few turns to readjust my driving style. With less weight to shift around, the Leichtbau is more accommodating to a direct turn in and, when required at the Botniaring's final corner complex, can change direction in a hurry.

Darting left then right under my every input it's readily apparent that, where I was driving around the idiosyncrasies of the RS's chassis, the Lightweight accommodates my style, a sign of a thoroughbred racing weapon.

Adjusting those trick differentials is a true epiphany though. Choosing to leave the level of lock alone (I trust Barth's set them pretty much correctly), the left-hand dial – the front-to-rear torque spread – enables me to alter the C4's attitude turn-by-turn, without having to change my driving style. It's no wonder that similar (albeit more complex) modern systems are now found on cars such as Porsche's Le Mans-winning 919 Hybrid.

Botniaring's fast turn three sees the track transition from heavily cambered to flat on the exit, which should normally create understeer. However, the early rain coupled with the topography has actually left an excitement-inducing damp patch that has been unsettling the car. By winding the

dial clockwise, I send more torque to the front wheels, countering the track conditions with greater understeer. This enables me to keep my foot hard to the floor when, in the RS, I would be lifting and losing time. Conversely, for the hairpins, I wind the torque bias all the way to the back (a total split of 80:20), forcing the Lightweight to oversteer more when I get on the throttle. It's truly a revelation, enabling me to adjust the car's handling on the fly, without pitting for anti-roll bar changes.

As the track dries out, I find myself winding the torque more and more to the rear while, thanks to the much shorter ratios, I'm a gear up in every corner compared to the RS. It's truly invigorating. The sound, the chassis, the drivetrain, all combining to produce an on-track experience unlike any other Porsche 911 out there. It doesn't take me many laps to decide that I want one. Badly.

Unfortunately, it seems prising it out of Itavuori's hands may prove difficult. Considering they are around 100 times rarer than a standard 964 RS, pricing a Leichtbau is a truly dark art (one recently sold for a rumoured €800,000). To secure the keys to this one, you might as well write down a sensible figure and then add a zero to the end of it for good measure. Compared to a Rennsport though, it would be unarguably worth it, with the RS shown up as a jack of all trades and the Leichtbau being the undoubted master. **911**

GT2 EVO

THE **RAWEST** OF THEM ALL

The 993 GT2 Clubsport may be widely considered the ultimate in driving ecstasy, but what about a GT2 with 'Evo' modifications? Total 911 heads to South Africa to drive one of the purest 911s ever...

Written by
Wilhelm Lutjeharms

Photography by
Charles Russell







Gaping front vents feed air to the brakes, while the lower front spoiler and huge rear wing aid downforce on the top-spec 993

I think it is only appropriate to start this feature with the comments first muttered to me by this car's current custodian, a Porsche collector and racer. "It is the most pure, brutal, rawest production Porsche I have ever driven in my life," he says, and I can't wait to find out if he's right.

This particular example started life as an original 993 GT2 Clubsport, stripped of any unnecessary interior comforts. There are no carpets, air conditioning, or sound deadening to speak of. The interior and roll cage is painted the same colour as the exterior, while safety equipment includes a driver's harness, a battery kill switch and racing bucket seats. In place of the dual-mass flywheel, the Clubsport came with a clutch disc with torsional dampers, reducing weight even further.

Other standard GT2 fittings included the race-inspired, three-piece, five-spoke Speedline alloy wheels. Bending down on my knees, I place my thumb between the extended wheel arch and the tyre, and it's a snug fit – that's how much clearance there is. The 993 GT2 also featured power steering, but Porsche gave it a more direct ratio, which we will discuss shortly. Up front, the suspension towers are connected with a strut brace, needed to keep this car stiff for the track, while the battery is mounted as low down as possible to reduce the centre of gravity. Yet, as this is a car also applicable for the road, there's a space saver fixed to the floor! However, the single most important fact about the Clubsport is that the shell was the same unit as used for the GT2 race car. As we mentioned, this is no ordinary Clubsport; the first owner, who was a regular client of Porsche at the time, specified some Evo modifications to his car. This particular specimen was ordered with the high rear wing and with an adjustable front anti-roll bar mounted beneath the front seats, rather than beneath the front bonnet.

Of course, the true 993 GT2 Evo was offered from 1996 for customers with GT2 racing cars. This updated racer featured aerodynamic, software and mechanical updates. Of these options, the owner opted for the Evo front bumper (with more vents offering better cooling) and a new splitter to better control air flow, as well as the all-important suspension modifications. These are made up of fully adjustable Bilstein shock absorbers, the rear suspension rebound adjusters being accessible from the cabin compartment.

As the owner drives the GT2 up and down the mountain pass for photography purposes, I immediately pick up the turbo whistling sound from the engine. Later, I will discover that you can hear none of it while driving the car. Meanwhile, I try to understand and anticipate how a morning with such a unique 911 and its owner would pan out, but the car surpassed any preconceptions I might have had in the weeks leading up to this event.

The moment I pull its door handle, I sense that this is no ordinary 993 door, or 993 GT2 door, for that matter. It is featherlight, while the black door trim stands in stark contrast to the blood-red metal interior. Owing to the fact that the roll cage, entire body and Schroth seatbelts are red, it is the black dashboard, seats and Momo logo on the three-spoke steering wheel that actually stand out.

Ingress is best executed by stepping in with your right leg first and then sliding off the roll cage's cross member into the seat. Immediately, you have a sense of being in a secure and safe environment. The bucket seat supports you from your upper thighs right up to your shoulders. To eradicate any possible frontal movement, I get all the straps of the four-point harness in place and click them into the central mount which is resting on my stomach.

The main part of the dashboard will be familiar to any 993 owner, but that is where the similarities with a standard 993 end. The lower part of your eyesight ➔

The power of the GT2

Both road and race versions of the GT2 had several engine upgrades during production years. In 1998, the road car's engine (Type M64/60 S) gained an extra 20bhp, now producing 450bhp at an unchanged 5,750rpm, while torque climbed to 584Nm at 4,500rpm.

The race cars had an even richer history in terms of power upgrades: these could be ordered as a GT2 Evo from 1996. This engine (code M64/83) received upgraded camshafts, a new intercooler and KKK turbochargers. The result was 600bhp at 7,000rpm and 649Nm between 4,000 and 6,000rpm.

Halfway through the 1996 racing season, the 96/2 GT2 was offered, taking the best upgrades from the Evo model and implementing them on the standard race car. The result was an engine that now produced 465bhp.

In 1998, the M62/82 engine was given twin-plug ignition, with the result of 485bhp and 664Nm. However, it was the runout models in 1999 that offered a truly

special engine. A conversion kit was offered to enlarge the engine to 3.8 litres (code M64/84). Although power was up by 50bhp, it still wasn't as high as that of the Evo racer.





Model 993 GT2 Evo**Year 1996****Engine****Capacity** 3,600cc**Compression** 8.0:1
ratio**Maximum power** 600bhp @ 7,000rpm***Maximum torque** 649Nm @ 4,000rpm***Transmission** Six-speed manual**Engine modifications** Oil feed to turbos upgraded to that of the Evo race car**Suspension****Front** Upgraded to Evo spec:

independent; light alloy lower wishbones; MacPherson struts with coil springs; gas-filled double action shock absorbers; anti-roll bar

Rear Upgraded to Evo spec:

independent; light alloy multi-wishbone; progressive coil springs; gas-filled double action shocks; anti-roll bar

Wheels & tyres**Front** 9x18-inch; 235/40/ZR18

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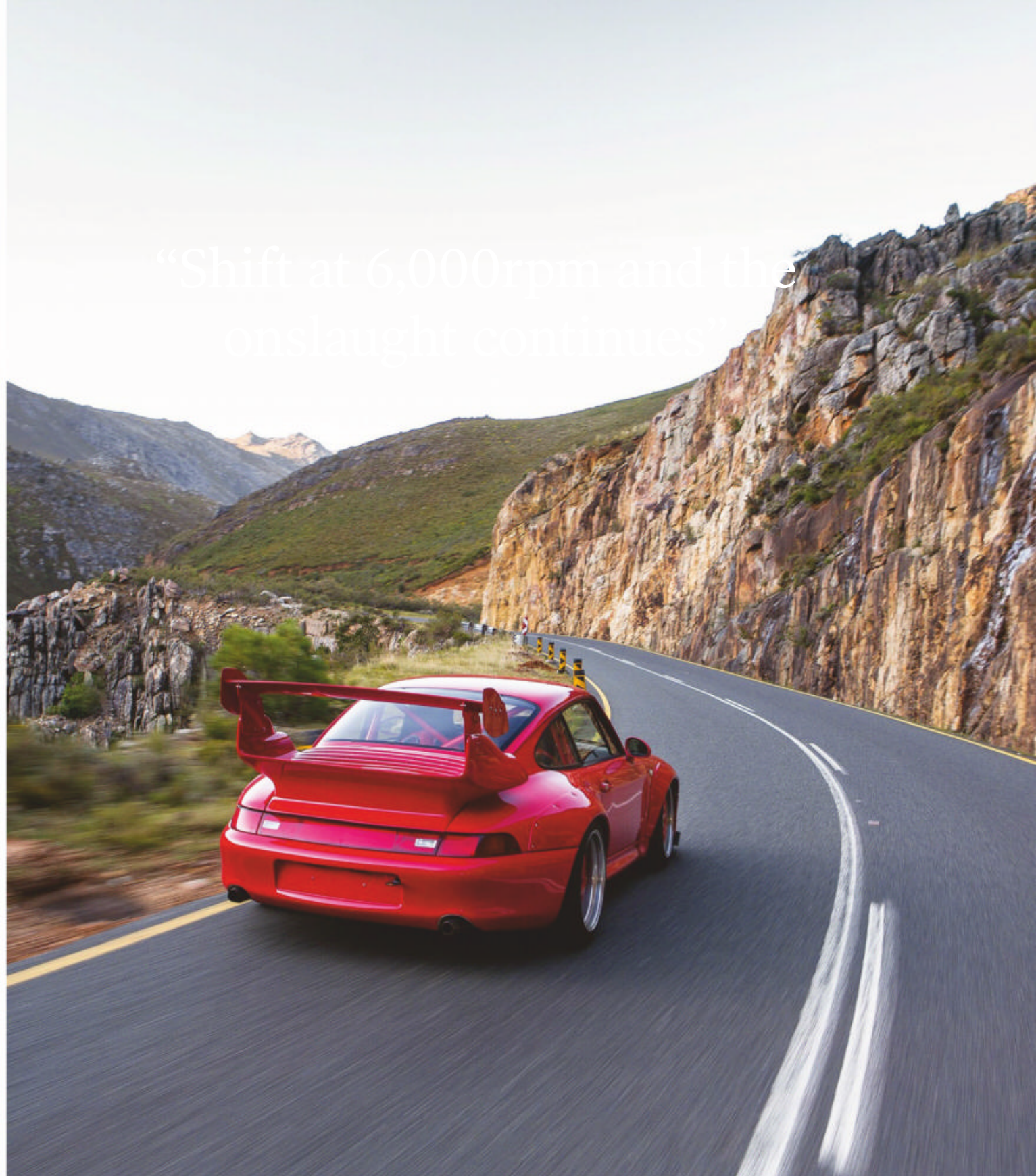
Rear 11x18-inch; 285/35/ZR18

Toyo Proxes

Dimensions**Length** 4,245mm**Width** 1,855mm**Weight** 1,295kg**Performance****0-62mph** 4.0 sec**Top speed** 183mph

*Applies to GT2 Evo race car

“Shift at 6,000rpm and the onslaught continues.”



is bombarded with the red hue in the footwell from the painted metalwork. I also notice a 962 gear knob, which I find out was fitted by Porsche as a first-class gesture to the owner, as they still had some parts remaining from their 962 programme. Settling into the seat, I feel ready for the task at hand. I spar the gear lever through the box, just to get a feel for its throw before I set off. It is a straight, six-speed H-pattern gearbox with reverse gear hard left and up. It goes easier through the gates than I expected.

The moment I turn the key, the engine catches, and the rawness of an engine on solid mounts fills the cabin. I have never before had the sense that an engine is so specifically connected to the chassis as in this 911, especially for a road car. However, the moment I engage first and depress the clutch, a new, mechanical, ear-bleeding sound engulfs the cabin.

It actually suppresses the engine sound! The whine from the straight-cut gears (fitted by the previous owner for club racing purposes) would probably have most people jumping on the brakes. This racket slightly dissipates as you press the throttle pedal, but the moment you get off the throttle, the intenseness of that gearbox whine returns. Owners and drivers of Cup cars will feel quite at home here.

A very brief drive a few weeks ago in the car in preparation for this photoshoot has readied me in some way for today, but I never came close to the

redline on that occasion, and barely took the car with any level of anger through a bend. This morning, things are different though. The owner has driven ahead in a different car, leaving me with the best part of a mountain pass, and this fiery GT2 Clubsport to myself. Pleasingly, there's no chaperoning here.

I quick-shift to second gear, and with 2,000rpm on the tachometer I put my foot down and the car starts pulling – there's no turbo noise, only that gearbox, followed by the engine coming alive as I pass 3,000rpm. The needle picks up speed, and the following 3,000rpm pushes you back in your seat with a level of vigour not unlike that of some serious modern sports cars. Although there are still a few hundred rpms left, I shift at 6,000rpm and the onslaught continues. It's a short joy though, as I slowly need to press the brake pedal. I'm not hard enough into the corner to need a heel-and-toe execution, but I blip the throttle before I depress the clutch and pull the gear lever across the gate into second. The brakes scrub off the speed, but I should warn anyone climbing into such a car after me to be careful for camber changes or braking when there is lock on the wheel – it will get you into trouble if it catches you out.

Having read about how notorious these 911s can be if you don't respect the far right pedal, I can't help but marvel at the way this engine hides its turbo lag. For a 20-year-old Porsche, I expected more of it, but once

you are driving the car as it is meant to be driven, high in the rev range, you will hardly notice it.

The steering feel is a potent characteristic of this GT2. Owing to the car's track-orientated 'Evo' setup, the front wheels show a permanent hunger to dive into the next corner. The slightest change in the camber of the road filters through the wheels to the steering wheel. Yet, with the slightest input, the 993 GT2 will oblige like no other 911 I've driven, perhaps with the exception of a Cup racing car. It's as if the moment you guide the car into a corner it is at its happiest. I already know that there is no body roll to speak of – not under braking, not under acceleration, and not when turning the wheel. This only means that you need to anticipate any possible movement from the rear axle. The experience is mind-blowing – what a car!

The GT2 was the peak of 911 developments in the Nineties. For air-cooled fanatics, it is the peak of 911 development. Without question, it is the most hardcore road car Porsche has ever built. Will we ever see another pop-riveted GT2 or GT3 model again? Highly unlikely, I would argue. Since the 993 GT2, Porsche has never gone to such lengths in offering such a raw driving machine. That's what makes these cars so very special. And, as if the GT2 Clubsport wasn't special enough, a Clubsport with Evo modifications in a road-legal Porsche is just about as raw as it gets for the wonderful, air-cooled 911. **911**



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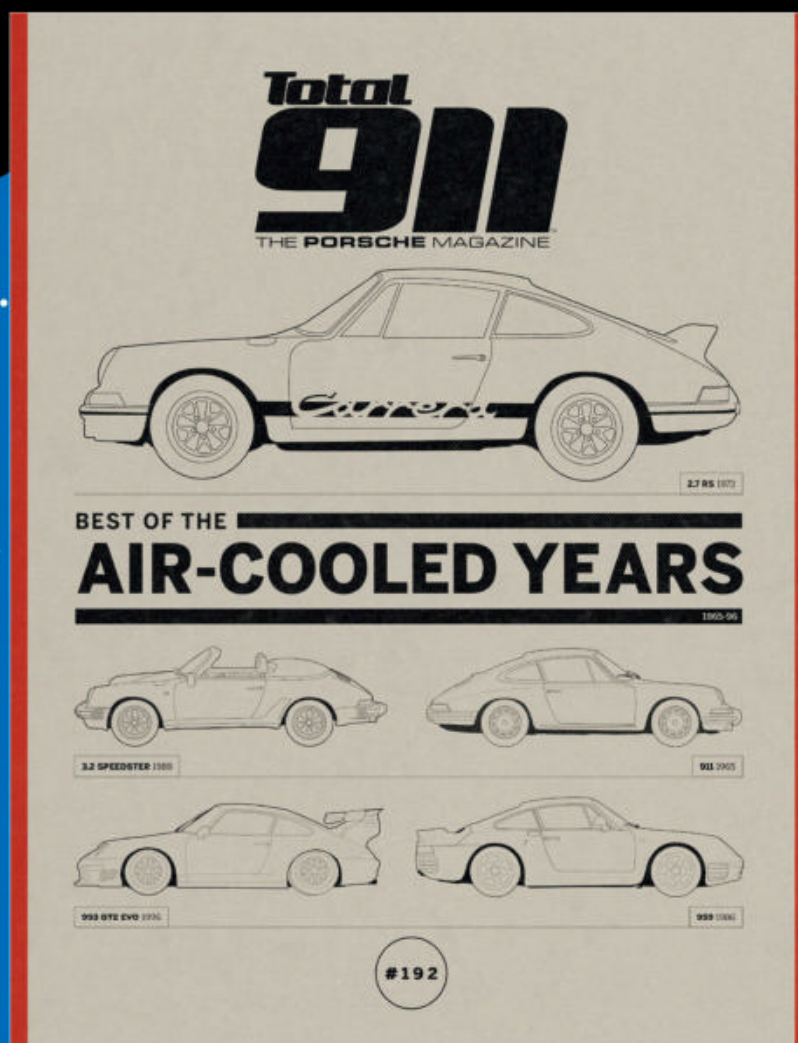
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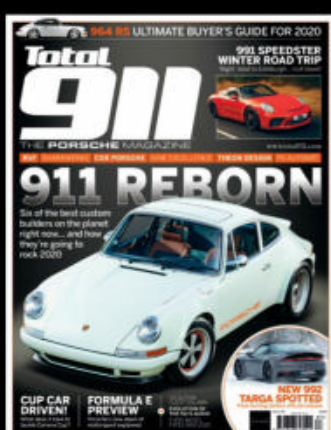
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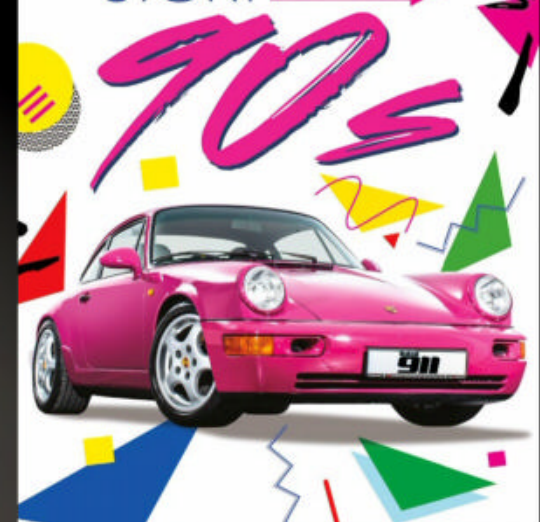


**EDITOR'S
PICK**

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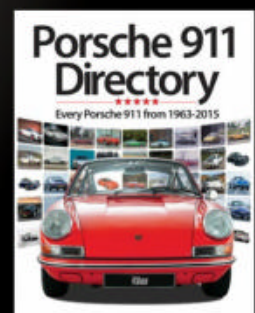
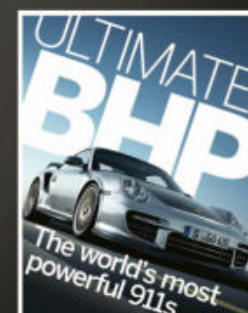
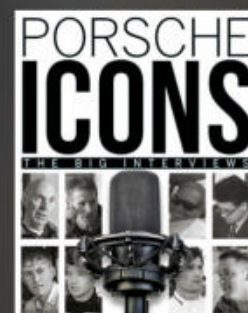
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Model **997.1 CARRERA S**
Year **2005**
Acquired **NOV 2012**



It would be all too easy to start off this month's piece by talking about the unprecedented times we're all facing around the globe,

but instead I'm going to remind myself of the last outing I managed to squeeze in before lockdown with my 997.1 C2S!

It was a track day I had been planning for a while with a few close friends at a circuit near me called Blyton Park in Lincolnshire; some of you may have heard of it, some maybe not because it is a relatively small circuit in comparison to most in the UK – but it's definitely not any less fun!

It's now owned by a good client of mine, Ginetta Cars, and the great thing about this track is you can hire it exclusively to yourself for a relatively cheap price when you split the cost of the day between you and some friends! On this particular day we had 14 cars and at a total cost of £1,400 for the day, that worked out at just £100 each, which to me is a bit of a bargain considering you



have got the track exclusively for you and 13 pals!

I was originally meant to be taking my E92 M3 track car but the track tyres didn't turn up in time, so I thought what better opportunity to take the Porsche and do a few steady laps, seeing as I was just about to replace the old Pirelli tyres

in the near future anyway. May as well get that last bit of use out of them without having the worry of wrecking new tyres!

Unfortunately a lot of my Porsche pals couldn't make it, but I was joined by ex-LTL columnist Joe Croser in his new Lotus and another 997.1 C2S owner who has written for **Total 911** in the past called Sunny Hoyle; he wrote a piece on five road trips to conquer in a Porsche 911 back in issue 183.

I've driven the circuit many times in various cars, and it really is a great short, technical track. With it being shorter, it doesn't take long to get dialled in and it soon becomes addictive! We were really lucky with the weather, but I must admit I only ran my car for four or five laps, as I was a little conscious about chipping the immaculate paintwork I had just spent a fortune on just last year, which is one of the main reasons I bought the M3. From now on my 997.1 C2S is strictly reserved for epic road trips and weekend meets!

It was great to have some passenger laps in Sunny's C2S though; first time I've been in a 997 with PSE from factory and it sounded absolutely amazing!

If you're a bit of a track day enthusiast and fancy a track exclusively for you and your pals, find more information about track and facilities at blytonpark.co.uk.





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 C4S**
Year **2017**
Acquired **2017**

Model **930 3.3**
Year **1982**
Acquired **2020**



One of the fun ways to pass the winter days has been building my first LEGO Porsche, in this case the orange Technic GT3 RS. All

2,704 pieces. It was a fun project and I only had to partially disassemble two or three times to repair construction errors. And the fact that I 'only' had about 30 small connectors left over at the end was either an abject failure on my part or close enough to call done and good. It's a big car, 18 inches in length, so make sure you have adequate shelf space before acquiring one of these. It is beautifully crafted and engineered. Just putting together the seven-speed PDK gearbox was a challenge, but at the end everything spun and turned as specified. Though now I'm way behind on my reading so need to take a LEGO break for a while. There is a 911 RSR kit that looks like the next target. I especially enjoyed the extra treat, the very last step in the orange RS build was assembling the orange suitcase replete with Porsche logos.

Now on to the real thing. I have purchased a couple of 911s since I last disposed of four a few months ago. Away went the 991.2 Turbo S in British Racing green, the 1989 964 Carrera 4, the Guards red 993 C4S and the 991.2 GT3 three-pedal car. Rationale, if there is such a thing: the 991s are just too large for my sense of



a proper 911 experience. And they need to be pushed beyond road-safe speeds to get the chassis and engine to really thrive. I've kept one, the 991.2 C4S. It's a great daily driver, I like the seven-speed stick, and I ordered this car new just the way I wanted it. It's a keeper (for now).

The 1989 964 Carrera 4 went to a new home of another serious air-cooled enthusiast; that car ultimately was not quite fast enough for me. And being bog standard, and recently 100% restored, I did not want to start doing any mods.

The 993 C4S was also a delightful, all original, 40K mile car. But also having a 993 Turbo sitting in the garage next to it made it just a bit redundant. It's gone to an avid Porsche fan's home as well.

As for what is on the way: I've never owned a 930 Turbo, so I have purchased one that is currently being fettled and hopefully in my hands by late spring. It is a paint-to-sample orange 1982 rest-of-world (ROW) car. 930s were not sufficiently smog compliant to be imported to the USA between 1980 until 1986. This car was originally delivered in Germany and

currently shows 115K kilometres on the clock on apparently an untouched engine and transaxle. I'll save more details for a future LTL article.

Also on the way is a 997.1 Turbo. I've owned one before and really enjoyed it. The smaller size is part of the 997's appeal. I continue to enjoy my 997.2 GT3 RS – the more erect, closer windshield and cockpit of the 997 just feels more intimate and proper. So I think this 997.1 Turbo will be a proper replacement for that 991.2 Turbo S I recently sold. The 991.2 is much faster and handles better, but it's too easy to drive and just not challenging enough without scaring myself. And the 997.1 is a proper three-pedal car. Again, more details soon.


The 1972 911S restoration is getting closer and closer to completion, so I'm looking forward to that car for the summer as well. In the meantime, between driving the 991.2 C4S and the 1991 Safari 4 over winter, I'm jumping into reading the latest edition of Karl Ludvigsen's *Excellence Was Expected* history of Porsche. It's an enormous five volumes but thankfully a fascinating read throughout.



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 Auto Amateur

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Model **991.1 CARRERA**
Year **2013**
Acquired **2019**



As much as driving my 911 gives me goosebumps every time I turn on the ignition and take it out, I get a similar thrill from working on it.

Recently I have tackled a few mods and maintenance jobs which were exciting to perform and rewarding to complete, even though one or two got a little hairy in places.

Probably the easiest job I've performed recently was adding wheel spacers, 15mm to the rear and 7mm to the front. It's amazing how such a relatively inexpensive mod and minor change in wheel positioning can dramatically alter the stance of the car. Even to the casual eye, the car looks meaner and ready to pounce on its prey like a jungle cat. Taking four wheels on and off with a simple floor jack, however, has pushed me to look more seriously into a more professional solution. Right now I'm looking at a low-rise hydraulic scissor lift that would allow me to work around the car and underneath by sitting on my mechanic's stool. I usually perform a couple of oil

changes annually as well as swapping out my winter and summer tyres. A lift will make life much easier for me. A trickier job was removing and reinstalling the emblems on the rear of the car. I recently had my car wrapped in vinyl (which is a great topic for another day!) but unfortunately the emblems didn't look right... two attempts later, they're better but still not quite right. This is the other side of the coin when you work on your car, you have to be prepared for disappointment and failure.

The more I work on the 911, the more I want to learn about it. To me, it's a miracle of engineering. The meme of the rider sitting in the old-fashioned buggy that is being pushed by the horse from behind, as opposed to being pulled from the front, often springs to mind when the power of my flat six engine propels me forward with an exhilarating thrust. Of course so many other sports cars own a proud heritage in design and construction that go back over decades and generations, like the 911, but the Porsche design is unique as far as I'm concerned and the more I work on it, the more intrigued with its secrets I become. I'm



still very much a beginner though, as my 'Auto Amateur' channel suggests. Oil changes have become much easier and are now an enjoyable way to spend an hour or two. Brake jobs are pretty straightforward for me too, but still challenge my knowledge and require me to refer to guidance every so often. I haven't attempted to drop the engine yet or anything as bold as that, but perhaps one day. The 911 continues to have a hold of my passion and my curiosity, so I'll never say never.



Lee Sibley

Poole, UK

@lee_sibs

That Nine Eleven Guy

Road to Redline

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



The downtime from driving has afforded me an opportunity to mull over my 996 project in greater detail: what needs doing, and in which

direction I'd like to take the car. I'm obviously still very much besotted with the 996's Irish green paintwork with its glorious silhouette punctuated by that carbon-fibre ducktail. Its ride height though has bothered me for some time, which of course will be addressed in the coming weeks when I can eventually get those KW coilovers on. This will suitably transform the ride too in its responsiveness to the road.

The next planned improvement after that will be wheels, and it's something I've struggled to find a solution to since the car was adorned with its new paint last August. The factory-optional GT3 wheels currently on my 996 (made by BBS) are in very poor condition – they're crying out for a refurb – but I've long been keen to just swap them out for something new altogether. I don't mind the design per se (the GT3 wheels are one of the nicer 996.1 designs

in my opinion) but I just don't think they go with my paint and amber lenses. It needs something retro, I feel.

I don't know why, but I've never liked aftermarket wheels on a Porsche. It just feels wrong: very often the strongest and lightest wheels available to your 911 sports car are already on it, from factory, but I do understand variety is good and there are plenty of people wanting to change things around for the sake of being different. That's great, and applauded, but it's just not me.

My stance obviously limits my options somewhat, so I've looked at three options: getting the centre of my GT3 wheels coloured as part of a refurb (which really was dismissed as quickly as the idea was mooted), or look at variations of the Fuchs wheel. I did have a look at some aftermarket companies whose designs followed the Fuchs style closely, but after some pretty in-depth studying (a lockdown will do that to you!) I've decided the only alloy wheels to go for are genuine Fuchs. I know what you're thinking: 'man does extensive research only to find the most suitable wheel for his 911 is indeed a set



of Fuchs', and you might have a point, but while Otto Fuchs' iconic 'five-leaf' design is undoubtedly the go-to option among classics, for water-cooled cars it's a little more complicated than that.

Anyway, my decision has been made: it's Fuchs for the 996, and the wheels have been ordered... and are on the car! I'll reveal more for you next month and bring pictures of how they look on 'Little Irish' but I've already decided they need further customisation – watch this space!



Peter Wilson

Adelaide, Australia

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



In the last edition of LTL I outlined car preparation for the upcoming road trip to the Phillip Island Classic race meeting in Victoria. The trip

has been and gone and the good news is that the car performed impeccably over the 2,000km. Reducing oil level in the oil tank to the lowest dipstick mark seems to have done the trick in stopping oil ingestion, with no sign of oil being pushed into the air cleaner. I will remove the intercooler in the near future to double-check.

The only problem encountered on the drive was a speeding fine in the backblocks of Victoria. International readers will find it hard to believe that the open road speed limits vary from state to state in Australia (110kph in South Australia and only 100kph in Victoria) and are draconianly enforced throughout. I was clocked at 112kph and issued a nasty fine for travelling at a speed that would have been quite permissible an hour earlier on the other side of the border. All very frustrating as the car was just loping along and everything was safe as houses. But rules are rules...

The meeting itself displayed the normal, huge variety of racing classes and cars, most of which were beautifully presented. As always there was also a lot of carnage due to the high speed of the Phillip Island

circuit and the no-holds-barred racing in many classes. The strong contingent of Porsche 911s escaped with a few rub marks and dents, but others were not so fortunate, with several big shunts that brought a tear to the eye when considering the rarity, value and condition of the cars. Fortunately, all drivers walked away due to modern safety rules and equipment, but there is now increasing difficulty in finding 50-60 year-old bodyshells and panels in sound condition. These are definitely a finite and diminishing resource.

It made me think that brand-new bodyshells have been available for some time for Minis, MGBs and several other classics. While many panels and repair sections are available for the 911, is anyone out there tooling up to produce an entire new bodyshell? It would certainly be an attractive option to some of the major rust and accident repairs being undertaken.

At the meeting I also made acquaintance with some of the local Porsche Club members who let me park in their display area. There is quite a contrast in rump and wing design between a 40-year-old 930 and current-model Caymans (or is that Caymen?!)

The trip home was uneventful and provided a uniquely Australian Porsche photo opportunity at the Giant Koala at Dadswell's Bridge near Horsham. Very kitsch I know, but this led to further



musings about a future road trip once the world recovers from COVID-19 and its restrictions. I am already thinking up a scenic driving route to take Porsche snaps at such wonders as "Larry" the Big Lobster in Kingston, the Giant Murray Cod in Swan Hill, the Big Merino in Goulburn and maybe even as far afield as the Big Banana in Coffs Harbour. The potential list is very long, believe me, so watch this space!



Tony McGuinness

San Diego, USA



@tonymcguinnessgt3rs

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

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



One of the reasons I enjoy Rancho Santa Fe Cars and Coffee is the weekly gathering has led to developing some close friendships with

other Porsche 911 owners. One gentleman I have become particularly close with is a Neunelfer enthusiast named Vic Murray.

Vic, who moved from New York to San Diego, has long been a Porsche enthusiast. However, that wasn't always the case. Many years ago, Vic owned a powerful Corvette and couldn't see why anyone would want a Porsche 911 with a small engine in the back.

His view changed drastically when he raced against two of his friends' 911s through some curvy New York backroads. Vic's Corvette did well on the straights but as soon as the roads became twisty, the Porsches left his Corvette in the dust.

From that day on, Vic was determined to have a 911. In 1987 Vic had enough money to buy his very first one. His first entrance into Porsche ownership was a brand-new, black 930 Turbo which he purchased from a long-gone Porsche-Audi dealer on Long Island.

Like many of us, Vic's love affair with Porsche is about the heritage, looks and the engineering of the remarkable 911. He stresses even in the early days of the 911, Porsches were much better made compared to the Corvettes he owned. After ten years of ownership and only 15,000 miles, he sold the 930 Turbo.



In 2006, Vic bought a new C4S which he also kept for ten years. He then sold it with 10,000 miles on the odometer. Because Vic worked so much, he didn't drive his two first 911s often. However, that all changed in 2017 when he walked into a Porsche dealer to configure and order a heavily optioned 2018 GT Silver Turbo S and moved to California.

In just two years he has put 12,000 miles on the Turbo S. While he loves the Turbo S and considers it perfection, and has been enjoying the variety of enjoyable roads in Southern California, he still longed for another special 911.

Many years back, Vic had been involved in racing. He always loved Porsche race

cars. And because he wanted the best car Porsche made, he decided he had to have a Rennsport. Earlier in 2018/19, he had driven a 991.1 and 991.2 GT3 but he was determined he wanted something even more special... Not that the GT3 RS is any slouch of course, but the GT2 RS is the top of the Rennsports and more limited in production compared to the 991.1 and 991.2 GT3 RS models.

As a Porsche enthusiast and avid **Total 911** reader, Vic has watched the video of the GT2 RS smashing the world record at the Nürburgring countless times. Seeing the Neunelfer perform in such a staggering manner left no doubt in his mind, it was the 911 for him.

After watching the GT2 RS become "King of the 'Ring", Vic Murray was relentless in his pursuit of a GT2 RS. After months of searching for his perfect 911, this past February, he secured a 2019 GT2 RS in GT Silver complete with the Weissach Package.

This special Rennsport is frightfully fast, and it ticks all the boxes for what Vic wanted in a race car. He can't get enough of this stunning 911. The car originally came with black wheels, but he had them re-painted to white gold metallic, which matches the white gold stitching in the interior and even matches the colour of the logo on the headrests. In fact, the white gold metallic wheels are the same colour as my GT3 RS wheels.

Vic has obtained his lifelong dream by acquiring one of the finest road-legal cars Porsche has ever manufactured. Next month, I will share what it was like for me to drive the fastest and most powerful road-legal Rennsport made. Stay tuned as I live the legend in Vic's new Porsche 911 GT2 RS.



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Nick Jeffery
Surrey, UK

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@npjeffery

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

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



Regular readers will know my 997.1 GT3 led a pampered life in storage for much of the two years prior to my ownership.

It was stored in a

'carcoon' and left on trickle charge, with regular exercise up and down a long driveway to the storage yard's premises. I have no record of when the car's battery was last changed or how old it is. Having covered c.1,500 miles since I purchased the car in mid November 2019, I have not experienced any issues starting the car, the longest gap being three weeks without use, so I have not felt the need to use the Banner trickle charger that came with the car. That is until the second week of 'lockdown' when I went to start the car only to hear a starter motor sounding like a machine gun from the rear of the vehicle and the engine failing to turn over...

Initial investigation revealed a replacement RAC Exide battery but no indication of age. It was difficult to read the LED to see whether the battery was truly

shot, so I placed the car on trickle charge for two days and the charger recorded the battery being fully charged and in maintenance mode. So, I tried again, but still the car would not turn over. Clearly, the battery was dead.

While most battery suppliers were open for online click & collect business, most were only supplying to key workers and were not retailing items to the general public. In fact, only Halfords were open for the latter. So, I opted for a Yuasa Silver 5000 HSB096 with a five-year guarantee, which is apparently good for 50,000 starts. With a 10% discount courtesy of my English Heritage Membership, it came in at a very reasonable £109.80.

The Yuasa battery is slightly smaller in length and taller than the RAC Exide it replaced (which is the same size as the Bosch S4010). But I am pleased to report it fits perfectly by adjusting the retaining bracket using a 13mm socket into the next available slot, by moving the battery towards the driver's side of a RHD car. It is important to remember to remove the negative lead from the battery terminal



first then remove the positive lead from the battery (both using a 10mm socket). You then replace the leads in reverse order, so positive first then negative. It is also worth noting there are no codes to reset on a 997-generation car. Once the battery is secured in place and the engine fires for the first time, you have warnings on the central dashboard highlighting both traction control and PASM 'failure', but these quickly reset themselves once you drive off in the car.



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



What strange times these are. Before I start with what I've been up to this month, I want to wish everyone well and hope that you and

your families (and cars) all remain healthy.

Looking back now, it's with real regret that I didn't get out of bed that morning of the weekend before the full lockdown and go out for a drive with the usual crowd. Little did I know that it might be the last for a pretty much indefinite period of time. Our little group had been building up quite a bit of momentum in getting out most weekends since the new year, but the brakes have been firmly applied and we've returned back to the pits for the time being.

The lockdown has given me the opportunity to get to know a different type of curve. The curves of my car. Ever since I'd bought the car I'd never really had a chance to give it a good going over, other than a quick snow foam and aqua wax. So I thought I'd do that, and as is always the way with detailing, one thing led to another and the whole kit including the Rupes came out and soaked up a whole weekend.

Once I had the paintwork down to the clear-coat I found out that given the state of the paint I wasn't really kitted out with the pad and polish combo I had (Rupes' yellow and white system for those who are interested). I needed something with a bit more cut for a first pass. I did buy



the system with a purpose when I had the Cayman GTS a couple of years ago, but that really just needed a light polish whereas the 996 needs a proper correction as I suspect it's never had one. But I gave it a go nonetheless and the results were great even if I say so myself. As the online advice says, I just took my time and didn't try too large an area in one go. Having consulted with Jake at FCD, he's suggested a better setup so I'm going to get those on order and have a go at a further improvement.

As many will be doing at the moment, I've found myself spending ever increasing amounts of time on the new and used car websites justifying any number of other cars to add to the stable. One car that's really caught my eye is the new Turbo. I'd usually rule a Turbo out as a matter of course and go with a GT or at least something naturally aspirated. But just before Christmas, I was given the opportunity to buy the 911 equivalent of a well-known British brand, with a German block and a front end that



splits opinion, at a bit of a knocked-down price. It's turbocharged and I must say I'm very taken with it. It's docile when you want a GT and as much of a track weapon as you'd ever need when pushed. Much like I'd expect a Porsche Turbo to be. It's this new car that's got me thinking that my next Porsche will probably be a Turbo. Maybe not the 992 (unless that money tree sprouts in the garden this year) but a 991 as they look relatively good value now given what they were new. Something that can be used daily, so post lockdown I'll be on the hunt.

In other news, windscreen-gate (as I'm going to start calling it) still rumbles on. I last updated that I'd had stellar service from the OPC in getting it sorted and the seal appeared to be fixed. Unfortunately, while detailing the car I noticed that the top of the seal had popped out again! Frustrating as it'll mean another trip down to the OPC once the lockdown has been lifted. It's just a niggle in the grand scheme of things, but hopefully third time lucky.



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**



Continuing my catch-up with Peter Fitzgerald, one of Australia's most prolific and long-standing professional race drivers, we pick

up with the transition when Fitzgerald finally became a true part of Porsche DNA in Australia with the setup of Fitzgerald Racing Services, the de facto race arm of Porsche in Australia.

By 1995 with the introduction of the 993 RS, and to remain on the cutting edge of technology, the Falken Team took delivery of a new 993 RSCS part way through the season. Fitzgerald was back in the 911 fold. The renamed 1995 Australian GT Production Car Series saw Peter Fitzgerald and Jim Richards battle it out for top honours in a combination of their new 993s all prepared by Fitzgerald Racing Services, and their outgoing 968s, with Richards claiming victory over Fitzgerald ahead of luminaries such as Alan Jones, Dick Johnson and John Bowe.

1996 saw another rebranding of the race series into the Australian GT Production Car Championship with Fitzgerald again securing 2nd, along with 2nd at the Eastern Creek 12 Hour. In addition to this, Fitzgerald entered the 1996 Targa Tasmania with the 968 CS, where a puncture had put him into 164th position before a charge by Fitzgerald and his navigator saw them reclaim significant ground to end overall 5th in that year's Targa event.

1997 saw an outright win in the Australian GT Production Car Championship, followed by a 2nd in both 1998 and 1999 still driving his trusty 993 RSCS. In addition to this, 1999 also proved to be a year of amends for



Fitzgerald when he returned to Targa Tasmania, this time vindicating his bad luck from the flat tyre in 1996, winning the Targa Tasmania, breaking Jim Richards' record winning streak in, of all things, Richards' ex Targa 993 TT.

In 2000, the Australian Nations Cup Championship replaced the GT Production Car Championship. As the public moved their attention towards the high-end exotics that were becoming more popular in motoring literature, the new generation of race followers were no longer just interested in the big V8 home-grown muscle cars. Accordingly, a new race series was created to cater to this changing demographic, featuring only exotic production GT cars for the first time. Porsche also ushered in a new era with the introduction of a water-cooled system 911 range to keep abreast of new regulations. The culmination of this development resulted in the introduction of the 996 GT3 in 1999, coinciding with the changed Racing Department philosophy under Roland Kussmaul who had replaced the godfather of the 911 GT1, Norbert Singer. Kussmaul, who had worked alongside Singer on the 956 and

962 in addition to being the creator of the 959 and 961 programs, was tasked with the goal of creating a race version of the brand-new water-cooled 996 that would be able to be used across a smorgasbord of differing race series in both Europe and the US as their key target markets.

Not since the original 911 RS and RSR models of the 1970s was a road 911 tasked with the duty of being the one base model to be adapted by its owners for use in the Carrera Cup, American Le Mans Series, 24 hours of Le Mans in Europe through to the Rolex Grand-Am Championships in the US. This made the 996 GT3 the most prolific competition 911 in the history of Porsche. The Falken Team ordered one for their 2000 Nations Cup campaign, with the car once again being entrusted to Fitzgerald Racing Services, obtaining CAMS competition approval on 7 March 2000. Fitzgerald managed to secure a 2nd outright, with the 2001 season resulting in a 3rd, succumbing to the brutal power advantage of the Lamborghini factory Clarion Team using the Diablo GTR of ex Formula One ace and Lamborghini factory driver Michele Alboreto. The Falken Team also entered the Sandown 500 on the weekend of 15 September 2001 and claimed a well-deserved 3rd position, once again proving the reliability of the Porsche over distance races.

The end of the 2001 season saw the retiring of the 996.1 GT3 CS in favour of the 996.2-generation GT3 track-only Cup Cars. This signalled an end to professional race drivers running road-registered cars at top-level competition and with this, the true definition of a 'race car for the road' died. Fitzzy would go on to race for another decade before finally calling it a day – and with that ended an over 40-year relationship between Fitzzy and professional Porsche racing, making him the longest-standing Porsche race driver in Australian history, and earning him the nickname of Mr Porsche.



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Max Newman

Aylesbury, UK

 @maxripcor

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



Even when I bought my 997 C2, in April 2012, my aspiration was to replace it with a 997 GT3 or GTS at some point. Unfortunately, in

the years that followed, the market for Porsche GT cars moved away from me. Or you could argue, my professional achievements failed to keep up with the market for Porsche GT cars.

Long-term ownership of such a wonderful sports car is a joy and a privilege. However, in 2017, as my fifth anniversary approached, I began to consider something quite out of character for me – modifications. This was never with the intention of disappearing down a ‘GT3-chasing rabbit hole’ that would involve spending the equivalent of GT3 money, but I reasoned that a few choice mods could potentially enhance the car without compromising its usability. By this time I was running an E61 BMW 525d Touring too, for mundane miles and family motoring.

I blame **Total 911** for setting me on such a path with issue 144, which included a feature about the best modifications for M96 and M97-engined 911s. In this article, Pete from Paragon talked about



a combination of IPD high-flow plenum chamber, BMC air filter and Paragon remap. Remapping normally aspirated engines isn’t about chasing big horsepower gains to my mind, it’s about making the most of what you have.

So for my fifth annual service and MOT visit to Paragon I decided to mark the occasion by having those mods done, as well as the 20K mile service, replacement of both AC condensers, and the addition of mesh grilles! I was always careful to clear the detritus from around the condensers, but they still bit the dust.

I didn’t dyno the car before or afterwards, but what I’ve ended up with is a 997 that feels more urgent and athletic than it did before. It punches harder through the midrange, for example out of 30 and 50mph limits. Also, when comparing it to the 996.2 C2 and 997.1 C4S it feels faster. It sounds better too,

from the intake changes and already lovely PSE exhaust.

Cosmetically, over the next two years I replaced the sidelight/indicator units which made a big difference (fortunately at £250 each), and also had the wheels powder coated (plus new centres) and brake calipers painted. I don’t get the fashion for entirely black wheels, with the exception of GTS Porsches. I think you lose the impact of the wheel design against the tyre, so there was never any question they’d be anything other than stock silver. For the brake calipers I asked for stock black, but Pete at Paragon made an executive decision to use a slightly less glossy black finish. I was so pleased with the results – well worth the £1,200 all-in spend.

I’ve also spent a long time wondering whether I should make any changes to the suspension, but took the plunge recently. More next month.



Ian Harris

Shoreham, UK

 @harrisclassics

Model **3.2 CABRIOLET**
Year **1984**
Acquired **FEBRUARY 2020**

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**

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



To keep me busy during these challenging times I bought a lovely 1980 911 SC Targa needing some TLC. This is my first SC and it’s been

interesting learning more about the cars. I’ve always looked past them and this one might have converted me; I think I might just be keeping this one for the garage! Reason why: very good value at the moment, manufactured in smaller numbers than the 3.2, rarer in numbers than the 3.2 and just hitting 40 years old, so MOT and tax exempt here in the UK, and for me that’s an added appeal.

The SC was for sale on a local Porsche forum for a very attractive price, so I took a gamble on the car and it seems to have paid off. The steering was very loose and the seller was concerned about this. It turned out to be a worn bearing that a column sleeve fixed for £26. A small amount of paint work to the bumper, a very good detail and polish and I’m left with a lovely usable car! It’s far from a show winner but I think that’s the appeal.

My 2.4 hasn’t even covered 1,000 miles since being fully restored, the

other cars are always perfectly polished waiting for the right day to drive them, so it’s been very refreshing to have something that doesn’t owe me a huge amount of money. It isn’t perfect but drives superbly and I’ve used it for all my weekly essential shopping and errands without the worry of everyday use and parking in public places.

I’m sure this is a common issue with classic Porsche owners of valuable cars,

being afraid to drive them and then them becoming garage queens. A recent podcast I listened to was very interesting, a collector had a superb collection of highly desirable classic Porsches and wasn’t afraid to drive them at any chance. I have really learnt something from that and have vowed not to be as precious with my own cars, and to enjoy them lots more once this madness is over...





Joe Williams
Sandbanks, UK

@joewilliamsuk
 Road to Redline

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



So we're still in lockdown at the time of writing here in the UK. Having not been out much, I thought I'd share a little thought on some time I spent

in a Carrera T recently. For those that haven't followed it, this is essentially a slightly lighter, stripped-down base model that Porsche put out as being a bit of a driver's car. I think when it first launched



there was a bit of a frenzy around the T, which meant it was making slightly over list price. But that seems to have definitely pulled back, to the extent that they seem to have been forgotten in the last year or so.

The ideal T in my opinion needs to be a manual car with relatively few options – no sunroofs, no comfort leather seats, and definitely no PDK! I'm a big fan of the T-spec interior in Sportex fabric too. Couple that with the GT-style door pulls and some Alcantara on the wheel and shifter, and you're away! The T makes an awesome sound: where Porsche has ditched some sound deadening and the back seats, you hear so much more. With all the pops, bangs and overrun noise it's a really fun place to be.

I think when the Carrera T first came out I discounted it because it only shipped with PDK or the seven-speed manual, which I really struggled with on the 991.2 cars. I just couldn't get used to the gate layout and kept hitting the bridge between third and fifth. I can only think that where Porsche has given it a short shift and literally shortened the gear lever, it helps

the throw and positioning also, as this felt like it had well and truly fixed the problem for me.

In all, I think the Carrera T is a cracking model, and one that I might start to keep an eye out for myself. It's a little bit different, and quite purist in its delivery. Although they are pretty unloved right now in the marketplace and certainly not 'GT' special, I think they could be good news going forward as this little driver's 911 really does deserve to make the line-up for desirable future classics.

In other news, having a bit of extra time on my hands has meant a little more browsing for the little 912. I've actually been looking at some slightly different Fuchs wheel options – a little bit Singer inspired, in terms of width and finish. So that's on the shortlist at the moment. Oh, and a quick shoutout for the podcast too: we had a great interview with Greg from IPD Plenums in one of our latest episodes. I run one of these on my, ahem, 987 Cayman track car, so can certainly vouch for the product. Look us up (*Road to Redline*) on your preferred podcast platform.



Michael Meldrum
Houston, Texas

@p911r

Model **911**
Year **1964** Acquired **2016**

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

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

Model **930 TURBO 3.0 X2**
Year **1977** Acquired **2014**

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

Model **911S**
Year **1977** Acquired **2017**

Model **911**
Year **1977** Acquired **2017**

Model **911SC BACKDATE**
Year **1978** Acquired **2017**

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

Model **IROC TRIBUTE**
Year **1988** Acquired **2018**

Model **964 RS AMERICA X2**
Year **1993** Acquired **2016**

Model **964 C4 WTL**
Year **1994** Acquired **2016**

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

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

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



As a loud and enthusiastic advocate of air-cooled Porsche ownership, it must seem a bit odd to find out that the latest addition to my clan

is a Frozen blue metallic Porsche Taycan Turbo. While the biggest divergence from my usual modus operandi is the switch to a fully electric vehicle, it's not the only significant deviation. This is my first civilian (or practical) modern Porsche, everything else (modern) I've owned has been a 911 or a Boxster. I'm naturally curious, especially with new tech, so the opportunity to own the first iteration of Porsche's journey into electric cars was an easy decision.

At the time of writing, I've only had the Taycan for four days, so I'd like to share my initial impression as a civilian owner.

Pulling out of the dealership, it was just like driving a very quiet car, all the other touchpoints are conventionally located and it was a peaceful drive home... until I dialled the knob on the steering wheel to Sports Plus Mode. The suspension lowered and some other fancy stuff happens and when you floor it, the acceleration feels like the fastest rollercoaster I've ever experienced; blink and you'll be in triple digits.

Once back at home, the ownership experience is more like setting up a gigantic iPad. You set up a Porsche Connect user ID, download the app for your phone, connect

the car and charger to the Wi-Fi etc, login to the Porsche servers and configure the car and charger to your preferences.

FYI, if you're in the USA and you want to charge it promptly (at home), you will need to have a 240V outlet installed, my standard 110V outlet takes 2-3 days to charge the Taycan (vs 6-8 hours for 240V). I'm told the charging locations with superchargers will charge it in 20 mins.

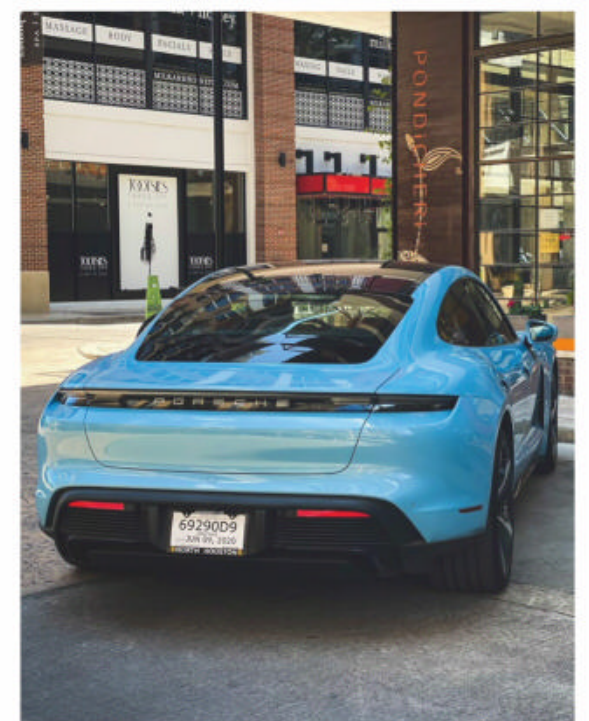
200+ miles in I'm thoroughly impressed, it's calm and poised through the corners, the acceleration is as fast as expected, the boots (front and back) are fairly spacious, and my family of four is comfortable and enjoy different aspects of the car.

The kids (10 and 11 years) love two things, the 'Electronic Sport Sound' option (they say it sounds like a spaceship) and the acceleration (they squeal like it's a rollercoaster and have dubbed it "Hyper-Jump"). My wife is quite 'Tay-can' with the dedicated passenger screen where she can control all the non-driving settings (media, nav etc) or have a dedicated information display including speed (this helps her 'affectionately direct' me when I'm breaking the speed limit).

My practical option for the last 15 years has always been a new model Range Rover as it provides a winning combination of comfort, practically and Britishness (very important if you are an expat living in Texas). I bring this up because the Taycan top trumps the Range Rover for comfort,

and its ability to soak up the abysmal Houston TX roads is phenomenal. This was not expected (most reviews focused on the handling dynamics but did not highlight the quality of the ride for running around town on bumpy roads). If it had the boot space of a Range Rover, it would replace it for me.

It's still early days for me thus far; the Taycan is overwhelmingly impressive, a great all-rounder but obviously not as fun as some of Porsche's more focused performance options. I wonder what a lightweight, sports purpose version of the Taycan would be like? Better still, a sports purpose Porsche Taycan Estate/Turismo/Station Wagon/Shooting Brake?



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Data file

Full specs, ratings and market values of every 911, including the modern GT cars, can be found beginning on **page 76**

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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2020 Q3 will be July. The review for 2020 Q2 was April.



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 | 7x16-inch; 205/55/VR16 |
| R | 8x16-inch; 225/50/VR16 |

★★★★★

Carrera 3.2 1984-1989

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

| | |
|---------------------------|--------------------------------------|
| Production numbers | 70,044 |
| Issue featured | 148 |
| Engine capacity | 3,164cc |
| Compression ratio | 10.3:1 |
| Maximum power | 231hp @ 5,900rpm |
| Maximum torque | 284Nm @ 4,800rpm |
| 0-62mph | 5.6 sec |
| Top speed | 152mph |
| Length | 4,291mm |
| Width | 1,652mm |
| Weight | 1,210kg |
| Wheels & tyres | |
| F | 7x16-inch; 195/65/VR15 |
| R | 8x15-inch; 215/60/VR15 (16" for '89) |

★★★★★

930 SE 1986-1989

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

| | |
|---------------------------|----|
| Production numbers | 50 |
|---------------------------|----|





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★★★★★


930 LE 1989

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

| | |
|--------------------------|------------------|
| Production numbers | 50 |
| Issue featured | 110 |
| Engine capacity | 3,299cc |
| Compression ratio | 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 updated and LSD standard.

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

★★★★★

964 Turbo S 1992-1993




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 | 1,886 |
| Issue featured | 117 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.7:1 |
| Maximum power | 360hp @ 7,200rpm |
| Maximum torque | 370Nm @ 5,000rpm |
| 0-62mph | 4.8 sec |
| Top speed | 188mph |
| Length | 4,430mm |
| Width | 1,765mm |
| Weight | 1,350kg |
| Wheels & tyres | |
| F 8x18-inch; 225/40/R18 | |
| R 10x18-inch; 285/30/R18 | |

★★★★★

996 Turbo 2001-2005



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

| | |
|--------------------------|------------------|
| Production numbers | 20,499 |
| Issue featured | 152 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.4:1 |
| Maximum power | 420hp @ 6,000rpm |
| Maximum torque | 560Nm @ 2,700- |
| | 4,600rpm |
| 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 | 7.5:1 |
| Maximum power | 360hp @ 5,500rpm |
| Maximum torque | 520Nm @ 4,200rpm |
| 0-62mph | 4.8 sec |
| Top speed | 174mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/ZR18 |
| R | 10x18-inch; 265/35/ZR18 |

★★★★★

964 Anniversary 1993-94



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

| | |
|---------------------------|----------------------|
| Production numbers | 911 |
| Issue featured | 112 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.7 sec |
| Top speed | 162mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/17 |
| 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; 205/50/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 | 8.0:1 |
| Maximum power | 430hp @ 5,750rpm |
| Maximum torque | 540Nm @ 4,500rpm |
| 0-62mph | 3.9 sec |
| Top speed | 189mph |
| Length | 4,245mm |
| Width | 1,855mm |
| Weight | 1,290kg |
| Wheels & tyres | |
| F | 9x18-inch; 235/40/ZR18 |
| R | 11x18-inch; 285/35/ZR18 |

★★★★★

993 Turbo 1996-1998



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

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



993 Carrera S 1997-1998

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

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

★★★★★

993 Turbo S 1998



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

| | |
|---------------------------|-----------------------|
| Production numbers | 346 |
| Issue featured | 115 |
| Engine capacity | 3,600cc |
| Compression ratio | 8.0:1 |
| Maximum power | 450hp @ 5,750rpm |
| Maximum torque | 585Nm @ 4,500rpm |
| 0-62mph | 4.1 sec |
| Top speed | 186mph |
| Length | 4,245mm |
| Width | 1,795mm |
| Weight | 1,583kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/18 |
| 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 | 9.4:1 |
| Maximum power | 462hp @ 5,700rpm |
| Maximum torque | 620Nm @ 3,500-4,500rpm |
| 0-62mph | 4.1 sec |
| Top speed | 196mph |
| Length | 4,450mm |
| Width | 1,830mm |
| Weight | 1,440kg |
| Wheels & tyres | |
| F | 8x18-inch; 235/40/R18 |
| R | 12x18-inch; 315/30/R18 |

★★★★★

996.2 C2 2002-2004



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

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



996.2 C4 2002-2004

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

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

★★★★★

996 Anniversary 03-04



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

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

Sales debate

What impact has coronavirus had on the Porsche marketplace?



‘Unprecedented’ is a word that’s been mentioned far too often in recent months, yet there’s no getting away from the fact coronavirus has heavily impacted every department of our lives in a way that was seemingly unimaginable at the back end of last year. We’re in new territory, with socio and economic ramifications not previously seen in our lifetimes.

We already know Porsche has, like every other business, been affected by the pandemic, closing its production lines for several weeks through spring. This will of course impact delivery schedules for customers waiting on their new Porsche, but what about the rest of the 911 marketplace? How has it fared in the wake of such challenging conditions? Unbelievably, according to two of our most trusted specialists, things haven’t changed too much.

“The market has paused. That is to say, values aren’t going up, but they’re certainly not going down,” says Karl Meyer of 2911 Porsche specialists, who uniquely buy and sell between customers and the main dealer network. “Dealers aren’t open so they’re not really buying cars at present. Some transactions are being done, but these are all subject to the dealers reopening, and they’re at sensible prices. Cars aren’t taking a hit in value as was widely anticipated by speculators.”

That view is echoed in its entirety by Jamie Tyler at Paragon Porsche. “Deposits have been taken on a couple of cars but otherwise everything has stopped, sellers being unable to sell and buyers being unable to buy. It’s not that people don’t have the money, they just physically can’t go and buy a new car at present,” he says, reaffirming that nobody has panicked and started reducing prices.

Generally, it’s good news – the value of your 911 hasn’t altered, though there’ll be no cut-price Rennsports flooding the marketplace anytime soon. In fact, both specialists predict a small boom in the marketplace once society returns to some form of normality. “Those selling a nearly-new Porsche will do very well, because when dealers reopen and begin taking enquiries for new cars, they won’t be able to give delivery dates for months due to the backlog Porsche will be working through at the production line. Consumers will therefore look at nearly-new cars in their droves,” says Meyer. Tyler agrees there may well be a feelgood factor where consumers will want to treat themselves in the aftermath – we hope that’s the case, as **Total 911** feels we all deserve it!

★★★★★

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 |

★★★★★

997.1 GT3 2006-2007

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

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

★★★★★

997.2 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 Turbo S 2011-2013

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

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

★★★★★

996 GT3 RS 2004-2005

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

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

★★★★★

997.1 GT3 RS 2006-2007

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

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

★★★★★

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 |

★★★★★

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 |

★★★★★

996 Turbo S 2004-2005

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

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

★★★★★

997 GT2 2007-2009

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

★★★★★

997 Sport Classic 2010

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

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



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

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



★★★★★
997.1 Carrera S
2004-08

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

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



★★★★★
997.1 Carrera 4
2005-08

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

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



★★★★★
997.1 C4S
2005-2008

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

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



★★★★★
997.1 Turbo
2005-2008
 Similar to 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave best of small/large turbos.

| | |
|---------------------------|-------------------------|
| Production numbers | 19,201 |
| Issue featured | 159 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.8:1 |
| Maximum power | 480hp @ 6,000rpm |
| Maximum torque | 620Nm @ 1,950-5,000rpm |
| 0-62mph | 3.9 sec |
| Top speed | 193mph |
| Length | 4,450mm |
| Width | 1,852mm |
| Weight | 1,585kg |
| Wheels & tyres | |
| F | 8.5x19-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 | 8x18-inch; 235/35/ZR19 |
| R | 11x19-inch; 295/30/ZR19 |



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

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



★★★★★
997.2 GT3
2009-2012

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

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



★★★★★
997.2 Turbo
2009-2013

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

| | |
|---------------------------|--------------------------|
| Production numbers | 3,800 |
| Issue featured | 152 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 500hp @ 6,000rpm |
| Maximum torque | 650Nm @ 1,950-5,000rpm |
| 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; 235/35/19 |
| R | 11x19-inch; 305/30/19 |



★★★★★
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 |



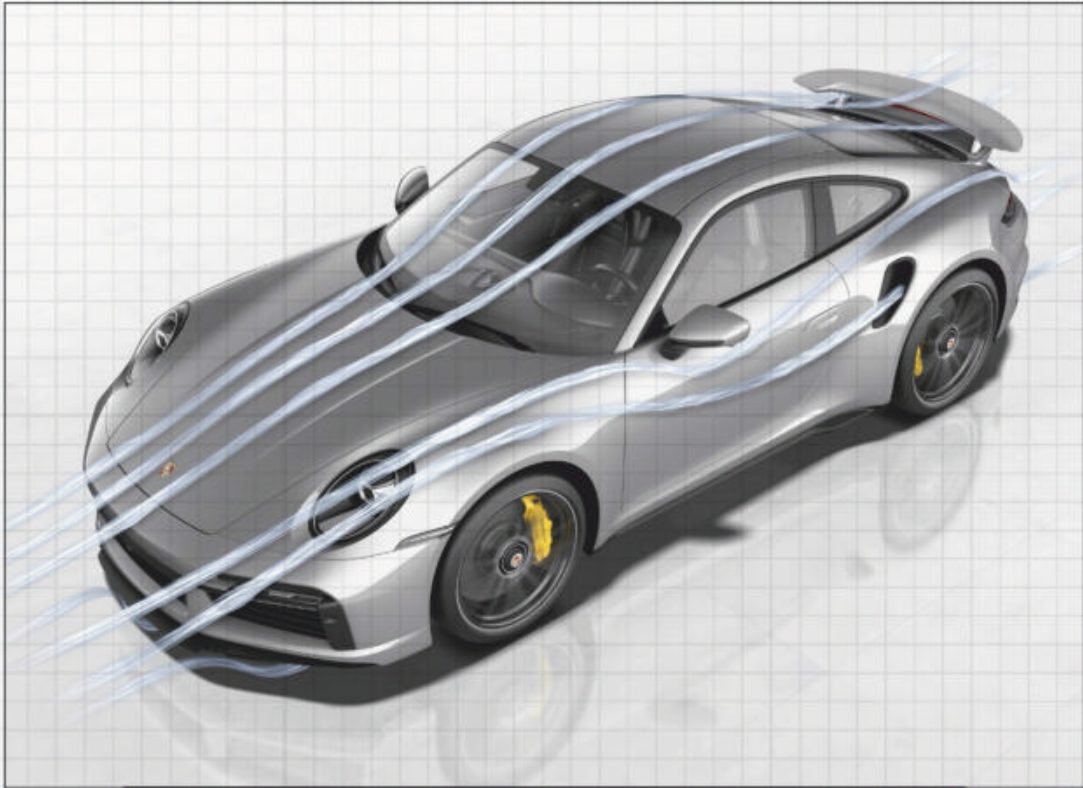
★★★★★
991.1 GT3
2013-2015
 Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

| | |
|---------------------------|-------------------------|
| 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

036 992 TURBO S ADAPTIVE AERODYNAMICS

PAA is more advanced than ever, now with three settings for all driving conditions



It was at the launch of the 991 Turbo in 2014 where Porsche revealed its new, modern approach to adaptive aerodynamics. Christened with a new acronym for us all to learn, PAA essentially brought active aero to the front of the 911, rather than just the back, with a pneumatically deployed chin spoiler.

The 992 Turbo takes PAA further, with three modes now available: Eco, Speed and Performance. This allows the 992 Turbo S to tailor its aerodynamic character between minimal drag and maximum downforce, two characteristics that often serve to contradict one another.

That active front chin spoiler is now split into three segments: front, left, and right. Inflated with the help of actuators (in a quicker time than previously), the flexible plastic of the front chin spoiler can be deployed in stages, with the front section able to work independently of the sides, depending on driving conditions.

Cooling air flaps at the front best serve the 992 Turbo's 'eco' capabilities. Located in the front air intakes, these flaps are continually adjustable and, while managing airflow to the 992's radiators, they also lower driving resistance and therefore fuel consumption. The flaps close fully at 70km/h to better aid aerodynamic efficiency, opening linearly past 150km/h.

The 992's rear wing has been tweaked too. Now 440 grams lighter than before, despite an increase in surface area of eight per cent, the wing is also deployed in three stages: fully retracted in Eco mode, fully extended for Performance mode and Wet mode, with an intermediate position for Speed mode. The wing also has a variable tilt angle which is more developed than before, tilting down to increase downforce when needed, flicking back up past 260km/h to reduce drag at high speeds, before arcing down again when in use as an air brake. The rear wing alone makes use of seven positions in its quest to best serve the 992 Turbo S's aerodynamics, PAA helping the car increase downforce by 15 per cent over its predecessor to 170kg, while maintaining a slippery 0.33Cd drag coefficient, a remarkable figure for a car measuring nearly two metres wide.



★★★★★

991.1 Turbo

2013-2014

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

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

★★★★★

991.1 Turbo S

2013-2015

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

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

★★★★★

991.2 Carrera S

2015-2018

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

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



★★★★★

991.2 Carrera 4

2016-2018

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

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



★★★★★

991.2 C2 GTS

2017-2019

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

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

★★★★★

991.2 C4 GTS

2017-2019

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

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



★★★★★

991.2 GT3 RS

2018-2019

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

| | |
|--------------------|-----------------------------------------------------------|
| Production numbers | 200 UK cars (est) |
| Issue featured | 164 |
| Engine capacity | 3,996cc |
| Compression ratio | 13.3:1 |
| Maximum power | 520hp @ 8,400rpm |
| Maximum torque | 470Nm @ 6,250rpm |
| 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 Flach 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 | 1,465kg |
| 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 | 1,600kg |
| 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 @ 2,500rpm |
| 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 @ 2,500rpm |
| 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 | 8.7:1 |
| Maximum powe | 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 |

CAR CARE ADVICE – WITH A PORSCHE PEDIGREE

Who do those ‘in the know’ talk to about caring for their Porsches?



When calling a company that seems to offer the products you want, there's nothing better than to hear a friendly, knowledgeable answer – and it turns out they own Porsches too!

Many readers will have seen Morethanpolish and Race Glaze at the major Porsche shows over the years, and their owner, Mark Wibberley, is known to many in Porsche circles. After all, he's been advising owners on car care and safe storage solutions for almost 20 years.

In that time Mark has owned a 964 Carrera 4,

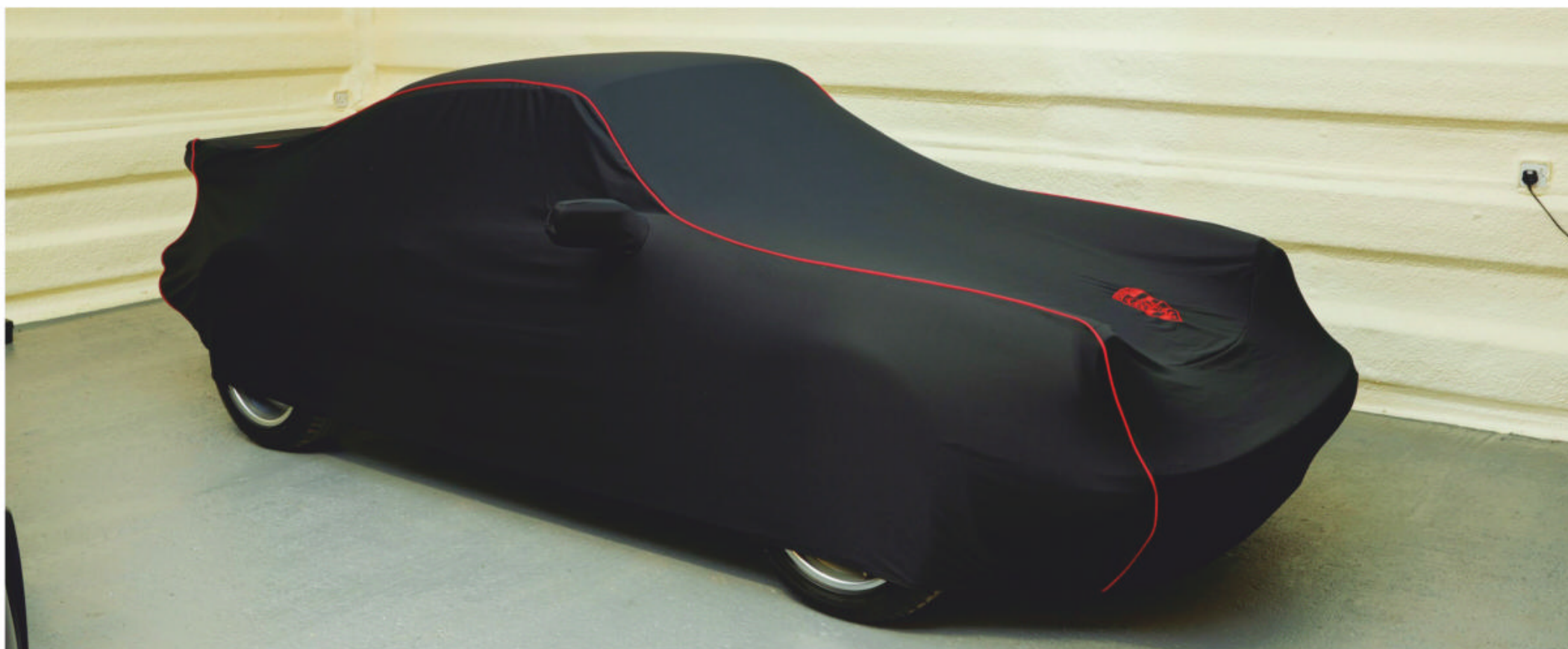
and for the last 17 years, his treasured late 944 Turbo. An early 986 Boxster was added three years ago. So the company has knowledge, borne of personal experience, to know what suits your own cars.

Race Glaze is perhaps best known for its water filters, which allow you to rinse your car off and walk away, without drying, and with no dreaded water spots appearing. Its full range of products includes waxes, ceramic and nano coatings, cleaners and protectants for every automotive surface imaginable.

Morethanpolish is the UK's Zymol distributor

(hot off the press!) and through its own site and carcovershop.co.uk, it offers a full range of custom-made and off-the-shelf car covers, dehumidifiers, CTEK battery conditioners and more. They are also agents for AirChambers. Carcovershop's motto, 'Protect and Preserve', may be familiar to watchers of LAPD (OK, the 'pre' was added!), but they also supply the reveal covers for many dealerships and Top Gear's new 'Reasonably Priced Car'.

The company stocks major brands, as well as others not easily found: Valentines from Northern Ireland for example, or O'Rourke's



interior care range – Rob O'Rourke is a top trimmer and personal friend. MTP are their only other outlet. The company is also UK distributor of the Kenotek brand from Belgium, good quality and value valeting products with TUV Approval, and worldwide for Hindsight Plastic Rear Screen Restorer.

Not one for blowing his own trumpet, let's hear what others have had to say about the company, advice and products they have received.

I've known Mark for many years, and have always been impressed by his company and his products. My car sales business uses a lot of cleaning products, and Mark has often advised us on what's best to use. He also runs a nationwide Porsche inspection service, which I have helped

with. Most importantly, he drives a very nice Porsche 944 Turbo and a Boxster, so he's certainly got good taste in cars (and he keeps them spotlessly clean!).


Philip Raby, Owner, Philip Raby Porsche

Having purchased products from Mark for at least 15 years now, I can confirm he's a wealth of knowledge and experience. I've always found him to be prompt, helpful and genuine. I also recommend his business to my clients when they need a trustworthy product supplier.

Richard Tipper, Perfection Detailing

When I am asked about future-proofing vehicles, I have no hesitation in recommending Morethanpolish products and the advice provided by Mark and his

team. The feedback I have received from my clients has always been positive as the products are of superior quality.

**Albert Walsh MIMI, Motorsport
Chairman, Porsche Club GB **

Morethanpolish also runs sister websites **carcovershop.co.uk**, **carinspections.co.uk** and **raceglaze.co.uk/com.au**

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| MODEL | SPECIFICATION | MILEAGE |
|-----------------------------------------|------------------------------------------------------------------------------------|---------|
| 1964 356 C Carrera 2 2000GS Coupe | Bali Blue / Black Leatherette. 1 of 6 RHD, E/sunroof, Headrests | - |
| 1973 911 2.7 Carrera RS Lightweight | Blood Orange / Black Fabric, 1 of 17 RHD examples | - |
| 1989 911 (930) Turbo Targa | Guards Red / Black Leather, G50 G/box, 1 of 23 UK-supplied RHD cars | 35,950 |
| 1989 911 (930) Turbo | Black / Linen Leather, Piped Black, Climate Control, Vented Rear Wings, Sunroof | 56,200 |
| 1989 911 Super Sport Cabriolet | Guards Red/ Linen Leather, piped red, G50 Gearbox, Climate Control | 28,000 |
| 1989 911 Carrera Sport Cabriolet | Guards Red / Linen Leather / Burgundy Pinstripe Velour, Air Con | 56,500 |
| 1992 964 RS Lightweight LHD | Midnight Blue / Black & Grey Leather, C10 Swiss-supplied | 20,600 |
| 1990 964 Carrera 2 Cabriolet | Guards Red / Black Leather, Manual, Heated Sports Seats | 9,750 |
| 1995 993 Turbo | Arena Red / Black Full Leather, Air Con, E/sunroof | 2,200 |
| 2010 997 Turbo S Cabriolet PDK | GT Silver / Cocoa Full Leather, Sports Chrono, RPA, 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 | Carrara White / Black Leather, 19" Turbo Alloys, PASM | 30,200 |
| 2011 997 GTS Coupe PDK | Basalt Black / Black Full Leather, Sports Chassis, Limited Slip Diff, Heated Seats | 22,900 |
| 2011 997 GTS Coupe PDK | Guards Red / Black Leather, 19" Centre Lock Alloys, Heated Seats, Sports Chrono | 19,800 |
| 2011 997 GTS Cabriolet PDK | Carrara White / Black Leather / Alcantara, Sports Exhaust, Heated Seats | 14,500 |
| 2011 997 GTS Cabriolet Manual | Carrara White / Black Leather/ Alcantara, Sports Chrono, Heated Seats | 15,500 |
| 2011 997 GTS Coupe PDK | Carrara White / Black Leather / Alcantara, Sports Exhaust, BOSE | 18,400 |
| 2011 997 GTS Coupe PDK | Carrara White / Black Leather, Sports Chrono, Rear Wiper | 30,200 |
| 2011 997 Turbo S Coupe PDK | GT Silver / Black Leather, Colour Coded, Aero Kit, Carbon G/shift | 28,000 |
| 2012 997 Turbo S Coupe PDK | Carrara White / Black Full Leather, Sports Chrono, PCCB | 17,300 |
| 2010 997 Turbo S Cabriolet PDK | GT Silver / Cocoa Leather, Sports Chrono, PCCB | 1,700 |
| 2010 997 Turbo S Cabriolet PDK | Basalt Black / Black & Linen Leather, Sports Chrono, Clear Lenses, PCCB | 16,950 |
| 2012 991 Carrera 2 3.4 Cabriolet Manual | Guards Red / Black Full Leather, Bi-Xenons, Sports Exhaust | 26,300 |

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911 GT3RS (996)

Carrera White • Black Nomex Bucket Seats • Manual Gearbox • Full Roll Cage 18" GT3RS Wheels • 20,919 miles 2004 (53)

£139,995



911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • Manual Gearbox • GT3RS Front Bumper & Rear Spoiler • Carbon Interior Pack • 43,336 miles • 2004 (53)

£74,995



911 Turbo S (997)

Basalt Black • Black/Cream Dual Tone Leather Seats • PDK Gearbox • 19" Turbo II Wheels • Sport Chrono Pack with Sport Plus • 45,318 miles • 2010 (10)

£72,995



911 Carrera 2 GTS (997)

GT Silver • Cocoa Leather Sport Seats PDK Gearbox • 19" Centre Lock Wheels Touchscreen Satellite Navigation 28,486 miles • 2011 (11)

£59,995



911 Carrera 2 (991)

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

£54,995



911 Carrera 2 S (997 GEN II)

Meteor Grey • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Turbo Wheels 36,348 miles • 2010 (10)

£44,995



911 Carrera 2 S (997 GEN II)

Basalt Black • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels 44,894 miles • 2009 (09)

£41,995



911 Carrera 4 S Targa (997)

Meteor Grey • Black Leather Seats Manual Gearbox • Satellite Navigation 19" Carrera S Wheels • 41,858 miles 2007 (07)

£36,995



911 Carrera 2 S (997)

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

£29,995



911 Carrera 2 (997)

Arctic Silver • Black Leather Sport Seats Manual Gearbox • 19" Carrera S Wheels Satellite Navigation • 44,852 miles 2008 (58)

£29,995



911 Carrera 4 S (996)

Seal Grey • Black Leather Seats Manual Gearbox • 18" Turbo II Wheels Satellite Navigation • 97,559 miles 2002 (52)

£24,995

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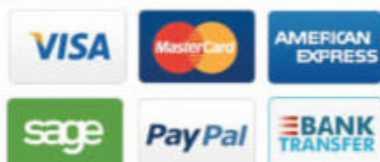


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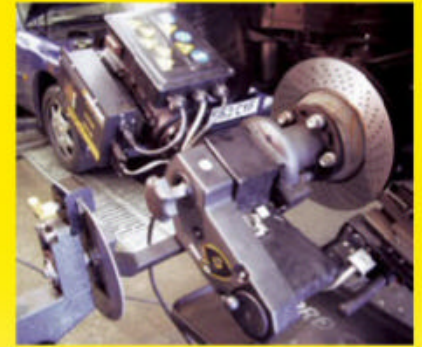
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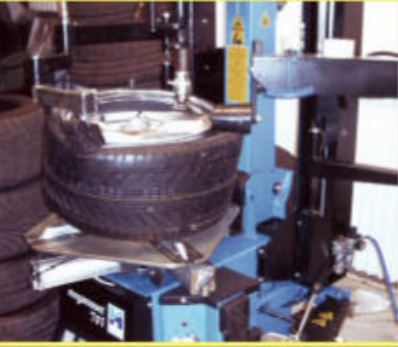
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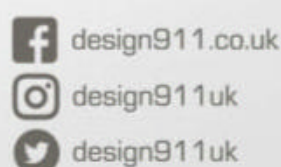
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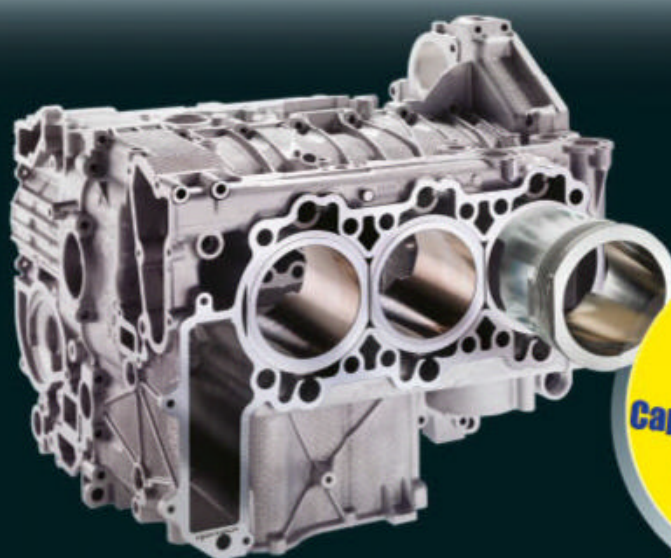


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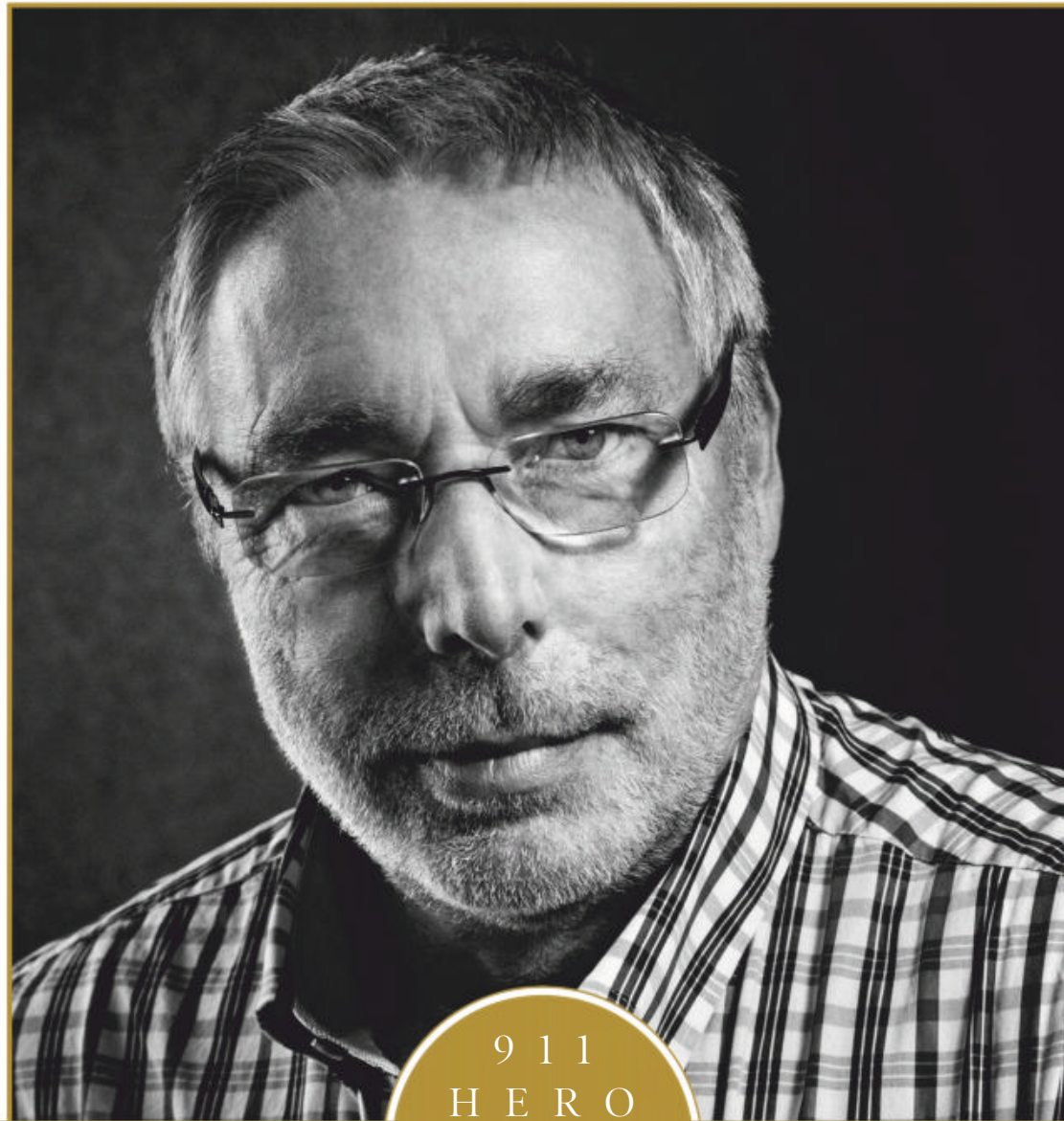
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Driver, team boss and development expert: Barth's contribution to the 911's story is both pivotal and legendary

It is fitting that a man so intertwined with the 911's story should join Porsche in 1963, the very year the 911 was born. Originally an apprentice mechanic at Zuffenhausen, Jürgen Barth followed in the footsteps of his father, Edgar, who raced for Porsche with notable success in the late Fifties and early Sixties. Barth Jr migrated to client racing support at Porsche, but also raced in his spare time. Combining his hobby with his day job would serve Barth well: not only was he fast, he quickly cultivated a reputation for being mechanically sympathetic with his race cars. This hadn't gone unnoticed at Zuffenhausen, Barth going on to drive for Porsche at no less than 13 Le Mans races, finishing all but two – highlights include a class win in a 2.5-litre 911 S/T in 1972 plus, of course, an outright win in 1977 with Jacky Ickx in the 936/77.

When not in the driver's seat, Barth was still overseeing Porsche's clientele of private race teams. His spearheading of SC RS development led to success all over Europe, including championship victories for the Prodrive SC RSs in the British and Irish rally championships, and Barth personally tested all 77 customer 962s built by Weissach.

With the demise of Group C by the 1990s, Jürgen Barth would have a direct hand in re-establishing GT racing. The 964 RSR was born out of Barth's idea to create his own racing series, the BPR championship getting its name from the initials of Barth and his co-founders Patrick

Peter and Stéphane Ratel, and comprising a series of four-hour races in Europe and Asia.

The 1990 Porsche Cup, which eventually became the Carrera Cup and is known today as Supercup, also sought to put the 911 back in the spotlight, this one-make race series for 964 Cup cars proving a popular support race to the globetrotting F1 program. Homologation of this led to the creation of nearly 2,000 964 Carrera RSs, a halo road car

for enthusiasts today. However, Barth's mark on 911 road cars is undoubtedly the uber-rare 964 C4 Leichtbau. Essentially a hardcore RS clubsport with 4WD, 21 examples of this special were built, simply because that's how many complete sets of 953-spec running gear the company had left. The car wasn't built with any championships in mind, but Barth is adamant he could have found a market for it, given the right resources.

Retiring from Porsche in 2007, the subsequent publishing of Barth's 1,500-page *Porsche Book* is perhaps the definitive

resource on the Stuttgart manufacturer. Latterly, Barth has helped with the meticulous restoration of notable historic racers including the aforementioned S/T with Porsche Classic and 936/77 with Maxted-Page. Barth also works closely with Porsche Archive to ensure the company's history is properly documented and, therefore, preserved, which is just as well – without Barth, such a magnificent history would never have been written in the first place. **911**



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