

Total 911

THE **PORSCHE** MAGAZINE



#193

BEVERLY HILLS CAR CLUB

SPECIALIZED DEALER OF EUROPEAN AND AMERICAN CLASSIC CARS



1975 Porsche 930 Turbo Stock Number 05638

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

For \$225,000



1993 Porsche Carrera 2 Cabriolet Stock Number 11310

This very presentable 1993 Porsche 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#L372 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 rescaled engine and transmission, new studs, new SSI heat exchangers, new Datsak 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

No sooner had the production line at Zuffenhausen fired back to life post COVID-induced lockdown, Porsche released not one, not two, but three new 911 models for us to sink our teeth into. The Targa 4 and 4S came first: in essence a carry-over of the 991's brilliant roof system onto the body and chassis of the 992-generation 911. The result is a stunning creation which again melds iconic, retro looks with the practicality and efficiency of modern technology. I'd argue there are few cars on the road, full stop, which captivate so well by bringing old and new together. If the 991 reignited a passion for the traditional 911 Targa, the 992 looks sure to continue it, and you can look forward to our definitive verdict from a first drive very soon.

Then, one week after the Targa 4 and 4S, Porsche Exclusive got in on the action by releasing the final, grand component of this 2020 911 Targa trinity. The 992 Heritage Design Edition Targa is significant for a number of reasons: it's the first of four

new models being rolled out over the next four years by the department made famous for its 'Special Wishes' programme. These Heritage Design Editions will bring legendary design traits from the past back to life on modern 911 machinery; and the premise is mouthwatering, especially when you consider the possibility of another Sport Classic, not to mention the 50th anniversary of the first 911 Rennsport in 2023... The Heritage Design Targa is an interesting concept (you can read up on all the details of the new release starting on page 14) but I'm hoping further models from this unique programme will go even further in delivering spectacular reinterpretations of past greats.

I'd also like to say thanks sincerely for your continued support of **Total 911**. Like many industries, ours has come face-to-face with copious new challenges in recent weeks, but we're still proud to be able to deliver you a monthly fix of industry-leading Porsche journalism. It wouldn't be possible without your enduring commitment to this, your magazine dedicated to the 911, so thank you.

“These Heritage Design Editions will bring legendary design traits from the past back to life on modern 911 machinery”





911 Opening Shot

Porsche's iconic roll bar design is ready for the road again as the 992 generation welcomes the Targa across three new models. The Targa 4 and 4S meld legendary classic looks of the first open-topped 911 with the 992's own DNA, while a new Heritage Design Edition from Porsche Exclusive further reconnects sports cars of today with legendary models from Zuffenhausen's past.

Photograph courtesy **Porsche AG**



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Update

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



IN BRIEF

Museum reopens

Porsche has announced its Museum on Porscheplatz is open once again, with new measures in place to ensure the safety of all customers and employees, including the availability of masks and disinfectants. During its eight-week closure due to the coronavirus pandemic, Porsche brought forward planned renovation work to the permanent 'Prologue' exhibition, documenting the company's early days to 1948.

New: watch your 992 being built

Customers waiting for their new 911 can now see their car being built inside Werk II in Zuffenhausen. The new 'Behind The Scenes' function on the online 'My Porsche' platform sends customers personal pictures of their 911 being built, thanks to the installation of two cameras on the production line. US customers can also use the 'Porsche Track Your Dream' function to monitor their car in transit to the States from Germany.

Turbo Targa to be revived?

Porsche insider hints at possible return for roll-hooped 911 Turbo

Porsche has fanned the flames on talk that it might possibly be considering a modern-day version of a Turbo Targa.

Zuffenhausen first made a Turbo Targa in the days of the Type 930 model designation. A 911-shaped hallmark of 1980s excess, the model was rare, but is favoured among collectors today as a result. It is the only time an open-topped, roll-hoop design has been applied to Porsche's top-of-the-range 911: if you otherwise wanted fresh-air motoring from your Turbo experience in the 930, 996, 997 and 991 era, the Cabriolet was your only option.

For the latest 992 generation, Porsche has released both the Turbo S Coupe and Cabriolet, as well as the Targa 4 and 4S – and a recent chat with a representative from the Exclusive department did little to dispel rumours that the manufacturer could meld the two designs together.

During a conference call between the media and designers of the Heritage Design Edition Targa,

Total 911 asked Ivo van Hulten, responsible for interior design at Exclusive, if any design concepts were considered at any stage which didn't make the final cut. "For sure, we considered lots of things, looking back through our entire history," came van Hulten's reply. When **Total 911** asked if one of those 'considerations' was a Turbo Targa, van Hulten's reply only gave rise to further intrigue. "Quite possibly," he laughed. "I wish I could show the sketches sitting on my desk." Van Hulten couldn't elaborate any further on his comment, which sparked further debate as to the possibility of a Turbo Targa being revived in future.

As previously reported, Porsche's Heritage Design programme will feature three limited-edition 911s over the life of the 992 generation in addition to the Heritage Design Targa. **Total 911** understands that a Sport Classic is likely the next edition to arrive in the next 18 months, which leaves space for two other specials, the identity of which is still the subject of fierce speculation.



Further expansion at Weissach

Porsche development centre adds building for headlight development

Porsche is continuing to invest in its world-leading test and development centre at Weissach. At the start of June, the manufacturer announced it is constructing a new 2,700 square-metre test bench building for headlight development.

Featuring a 100-metre long, fully asphalted assessment route, plus an



analysis area and test laboratory, the new headlight development facility will sit adjacent to the design studio. The new facility is set to start operating from the end of 2022. "The technology in the field of automotive lighting is developing rapidly. The construction of a modern light channel in the development centre in

Weissach is therefore a logical step in order to continue giving our vehicles identity and excellent night vision as part of the lighting technology. This enables us to gradually further develop the lighting strategy at Porsche," explains Michael Steiner, board member for Research and Development at Porsche AG.

What's on in 2020/21

- WEC Spa Six Hours
15 August
Precursor to Le Mans will now take place in mid-August
- 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 is put back to next July

Book a Porsche track day

'Open Pitlane' format for Nürburgring GP circuit gets driving on track again post-lockdown

Porsche has restarted its track day and driver development programmes for enthusiasts wishing to get more from their 911 on a circuit. Customers can either bring their own 911 or hire a GT car from Porsche for a day at the Nürburgring GP circuit, which promises up to six hours driving time for 65 guests (one guest per car).

"With 'Open Pitlane', we have designed a track-day programme at the Nürburgring that our customers have been waiting for eagerly. It brings

back the joy and unfiltered enjoyment that you experience when you drive a Porsche on a closed-off route. The series of events takes into account all the necessary precautions that are important in the context of pandemic preparedness," said Ragnar Schulte, director of Experiential Marketing. The first Porsche Open Pitlane days were held at the Nürburgring GP circuit on 31 May/1 June. Further dates are planned for 7/8 July. For more information visit porsche.de/gt-trackday.



Jani best-placed driver in Formula E 'Race at Home' challenge

Virtual racing season replaces postponed Formula E

Neel Jani finished the 2020 ABB Formula E 'Race at Home' challenge as the highest-placed Porsche driver, finishing the virtual season in 8th place with 35 points.

The championship, which was put in place since the end of April due to the COVID-induced postponement of the current Formula E season, was held every Saturday at virtual versions of race tracks from around the world. The TAG Heuer Porsche Formula E Team also secured 8th place in the team standings, with a total of 50 points.

Jani said after the championship had drawn to a close: "Those were some intensive weeks in the 'Race at Home Challenge'. I had never spent so much time on the simulator at home before. From a sporting point of view, it took me a while to get used to the virtual Formula E, but I got more into the swing of it with each race – on the circuit itself as well as with regard to the technical requirements, streaming and many other things. Now I am looking forward to hopefully being able to return to real motorsport in the near future."





GUEST COLUMN

Brian Redman

Great Britain's Brian Redman is unquestionably one of the greatest drivers of his generation. The former Porsche factory driver sits down with Total 911's Tony McGuinness for part four in a series looking back at Brian's remarkable life and career

In my last **Total 911** column, I mentioned at the 24 Hours of Daytona in 1969, all five factory Porsche 908 Long Tails were forced to retire from the race. The first problem with the engine at Daytona was the titanium drive shaft connecting the crankshaft to the timing gears broke.

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? I thought about it for quite a bit. I thought boy, if I go as Number 2 to Siffert, I will get none of the press and none of the plaudits... however, I think we will win more races. So, I said yes, I'll go as Number 2 to Jo Siffert. It proved to be absolutely the right decision as together we won five out of the ten races for Porsche in the International Championship of Makes. Effectively, Jo Siffert and I won the World Championship for Porsche in 1969.

The next race after Daytona was the 12 Hours of Sebring, which was six weeks later. By that time, my arm was okay, usable, and healed. Porsche sent Siffert and me to Sebring to do a 24-hour test before the race. 20 hours later the chassis broke. The engineers examined it and said, "Zis is good! Ze race is only 12 hours!" In the race, of course, all five factory Porsches broke their chassis. The 908 of Steve McQueen finished 2nd. His chassis had undergone some repairs during the race. McQueen's car was the only 908 that kept going properly.

At the same time in 1969, Porsche was also building 25 917s. The FIA and Commission Sportive Internationale (CSI) produced a rule for 1968, reducing engine capacities of all manufacturers competing in the International Championship of Makes. Prototypes would be allowed to displace a maximum capacity of 3 litres. They also said if companies had 5.0-litre engines and could produce 50 cars, they could also race. They were hoping companies like Jaguar, Aston Martin and Lamborghini would have jumped in, but nobody did. So, at the beginning of 1968 they reduced the homologation number required from 50 to 25. Porsche's Ferdinand Piëch saw the opportunity and plunged in. On 20 April 1969, Piëch presented the CSI inspectors with a line-



up of 25 identical Porsche 917s. He even offered to let them drive a random car to prove they were all real.

The 917, in its original form in 1969 at 4.5 litres, gave 570hp. By early 1970 when it went to 5 litres, it was putting out 620hp and weighing only about 1,700 pounds. Essentially, the 917 was like a big copy of the Long Tail 908. Nobody spoke about it at the time, but a lot of those 917s that had been in accidents broke in half right across the cockpit. Concerningly, right across the spot where one's manhood would rest.

All the Porsche factory drivers hadn't heard much about the driving side of the 917, except we all knew it had been built in a big rush. When Porsche called me in early 1969, I was living in Colne, Lancashire. I picked up the phone and on the other end I heard, "Herr Redman, you vill come and test ze new 917 at Weissach!" So, I thought, why do they want me when they have six German heroes living near Stuttgart? I told them I would check my calendar and call back.

Straight away I rang Jo Siffert in Switzerland. I said, "Seppi, have you tested the new 917 yet?" There was a long silence and then he said, "No, no Bre-an, we let the other drivers find out what breaks first!" My call with Seppi made me realise my calendar was suddenly full and unfortunately I couldn't go.

My first actual drive in the 917 was during practice at Spa-Francorchamps 1,000Km around May 1969. Porsche had brought all the Long Tail 908s and two of the new 917s. It started raining during practice and Herr Bott, head of engineering, said to me, "Brian, go out and drive ze 917!" I said, "But it's raining, Herr Bott!" He replied, "Zen go slowly, Brian."

I climbed in the 917. It was my first time ever in one and I was extremely uncomfortable. My head was against the roof, so I had to bend my head down. I was too far forward with my knees crammed behind the steering column. As I tried to settle in, I looked around the cockpit at the switches and

started the car, which burst into life with a loud growl. Glancing further around the cockpit, I saw a switch that said 'Wiper'. Positioned on the left-hand side of the windscreen, the wiper blade itself was massive. They said it came from a Boeing 707. So, I turned on the 'Wiper' switch and immediately with one sweep, the giant blade shot to the right and flew off! It went straight off into the pits!

I switched everything off and got out. Herr Bott said, "Brian what are you doing?" I said, "Herr Bott, it's raining, and the windscreen wiper has flown off." He said, "Brian, go out and drive slowly." So, I did!

For the race, Seppi and I chose to drive the 908. Our choice was vindicated as we won the race and I got the fastest race lap. Gerhard Mitter and Udo Schütz drove the other 917 that was there. Mitter blew it up on the first lap. It had a difficult five-speed gear box, where fifth gear was out of the gate across to the right and up alongside third. I guarantee he changed from fourth to third instead of fourth to fifth.

Because the 917 was equipped with a synchromesh gear box, you had to be incredibly careful with it and deliberately slow. A mistake cost David Hobbs a drive with John Wyer during a test at Daytona in late 1969 when they were choosing drivers for 1970. Herr Piëch was there when unfortunately, David missed a gear and blew the engine. That was his chance gone. It also cost Seppi and I the 1970 Le Mans when Seppi missed a gear in front of the pits. We were leading by 32 miles at the time.

My first race in the 917 was at the Österreichring 1,000Km, which was the last round of the 1969 championship. For perhaps the only time in my racing life, I had an attack of severe apprehension. The track was fast and difficult, I had never raced the 917 and in practice, got a total of three laps. I went up to Rico Steinemann and said: "Thank you very much Rico, I'm going home." I explained that to be racing the new 917 on this track, without adequate practice, was asking for trouble. "Very well, Brian" replied Rico, "you drive with Dickie Attwood in David Piper's car and Ahrens can drive with Siffert."

This race was the 917's first success. Our steady work with the car paid off as Siffert and Ahrens won the race with Attwood and me coming third.

Two months after the race, changes were in store for the 917. Porsche finally decided to get to grips with the car. As JW Automotive Engineering was named to run the official Porsche factory team for 1970, and I was a factory driver, I received a call from Wyer's team manager, David Yorke, to test the 917 at the Österreichring. Next month I will share the fascinating details of those days spent testing the car and the impact it had on the future of the 917. Until next month, please visit my website gorace.com where my book, *Brian Redman: Daring Drivers, Deadly Tracks* is available for purchase. **911**



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The very best of your Porsche opinions



Porsche on tour

Dear Sir,

I hope you are well, staying safe and keeping sane in these extraordinary circumstances. Anthony Coyne's article [issue 191] had inspired me to reflect and put pen to paper about my own recent experience from a tour I co-organised and participated in back in October 2019.

It all started with a chat over a drink (doesn't it always?) with a good friend of mine, a former president of Porsche Club Pforzheim (Germany). "Wouldn't it be great if we came to the UK in our cars to sample all things British – it would be a dream come true," he said. As the idea developed, friends and Porsche enthusiasts from other parts of Europe wanted to get on board and, being motorsport fans, it wasn't long before a theme to visit iconic racing venues emerged.

On day one we made our way through wonderful French countryside to the port of Calais and the Eurotunnel for a 35-minute hassle-free journey to Folkestone. Destination: Goodwood.

After a good night's rest at the fabulous Goodwood House Hotel, we were treated to an exclusive talk about the circuit, its rich history and how Goodwood Road Racing Club was formed. Following a delicious lunch we went on a guided tour of the entire estate. Being huge motorsport fans it was a real privilege to drive our own cars up the famous hillclimb taking in views of the famous Goodwood House, home of the Duke of Richmond – it doesn't get any more British than that!

Heading out towards London we couldn't resist a quick visit to Windsor and a view of the castle. Of course there was also a mandatory pint in Eaton after a panoramic drive past the famous school.

The next day we headed to Silverstone, where a warm welcome awaited us from the friendly staff at the Porsche Experience Centre. We browsed over the latest models on display and were treated to a fabulous lunch and a couple of laps of the technical driving centre circuit. Richard Attwood, the [917] Porsche legend was instructing on the day and took time away from his busy schedule to join us for a chat and photo. What a gentleman!

A Porsche tour wouldn't be complete without a visit to 'the club' so having sampled some of the finest roads and sights in the Cotswolds, we found ourselves in the capable hands of Chris Sweeting at PCGB HQ in Moreton-in-Marsh, who gave the group a tour of the clubhouse.

After a full English the group made their way down the M1 for a chance visit to Brands Hatch. The circuit was hosting a round of British Superbike Championship so access was restricted, and after a quick dash to Folkestone we headed over to Spa-Francorchamps. With a visit to the famous circuit and a stop at SPA Racing shop, we set our sat navs for Nürburgring. Unfortunately the circuit was booked by Tesla for testing but the visit whetted many appetites for a return and to tick another box – to drive the Green Hell.

A goodbye drink at the Cockpit Bar in the Dorint Hotel brought an end to our memorable tour. Now the biggest challenge is finding our next adventure.

Darek

A superb report, Darek, highlighting just what's possible between a group of enthusiasts with a little planning involved! For me, this is exactly what the Porsche 911 is all about.

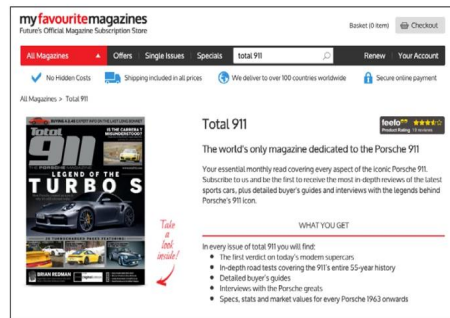
Email us with your Porsche opinions and the star correspondence will receive a complimentary Wax & Liquid Sample Box from detailers Angelwax, featuring three different types of wax along with a variety of cleaning liquids, wax applicators, microfibre cloths and an air freshener.

Buyer's guide bookazine

Dear Sir,

Can I first of all say that I love this magazine, it's eagerly waited every month for the last 11 years. The content is both technical if you're that way inclined, and straightforward Porsche enthusiasm otherwise for us less technical but 911 lovers all the same. I have owned for the last ten years like yourself a 1998 996 Gen1 with 77K on the clock, Arctic silver Tiptronic, which I wouldn't part with for love nor money, due to the pleasure it has given not only me but my daughters who regularly fight over who it's going to be left to. We have resolved this matter and are duly on the lookout for another 911 addition to the fold.

I always read the editorial as it is always written, by yourself and your predecessor before you Mr Raby, from a 911 fan's perspective and not as an editor of a magazine. Long may you continue to steer the ship. Now to other matters. I am slightly confused over issue 189 and the inclusion of the bookazine: at first I thought it was not included with my edition and I contacted your good selves, who as ever were so helpful and courteous and sent me another edition of which I duly received today, but to my dismay also didn't include said bookazine. Can you clear this up for me, is there an actual physical printed version or is this a digital addition to issue



189? I hope to continue to enjoy these wonderful icons for years to come.

Pat Conlon

A good point well made, Pat, and it does need clearing up. The bookazine bundle was something we put on the newsstand only (alongside a small increase in price to reflect the added value, of course). Due to the additional costs involved from our side, as well as the fixed-price nature of a subscription, we couldn't roll this out to subscribers without making a loss. We are, however, sincerely grateful for the loyalty shown by our subscribers – particularly in these current times – so we are working on releasing a digital version so that subscribers may access and enjoy this content too. More soon!

Art of the 911

Dear Sir,

I hope that you and the **Total 911** team are keeping well in these strange times, keep up the good work. Reading about 911s is the next best thing to being out in our 911s.

I wanted to drop you guys a line to say thank you for the article you did a few months back featuring the artist Rob Hefferan. I got in contact with Rob a month or so ago and commissioned him to do a painting of my 911. I thought if I can't use it I may as well be able to sit on Zoom calls looking at it.



Rob is an incredibly talented artist, who is also a real petrolhead and Porsche fan and I think that comes across in his stunning artwork.

I've now received a photo of the completed painting and am truly blown away by the colours, accuracy and life in his paintings.

In these troubled times, particularly for small businesses like Rob, it would be great if you could feature this in your letters page as I know your readers would relish having their own works of art captured in such an incredible painting.

I can highly recommend Rob, but will let his painting do the talking. Stay safe!

Gareth Howells

We're very pleased that in these tough times where it's more difficult to get out for a drive, you've found an admirable way to still find enjoyment in your Porsche, Gareth. As we've shown in previous editorial articles, we're big fans of Rob's work in capturing the 911 splendidly on canvas – as evidenced by your Sapphire blue GT3!

Ask the expert

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



Scott Gardner

Job title

Workshop manager

Place of work

Porsche Centre

Bournemouth, UK

Time at Porsche

13 years

Dear Sir,

The 991.1 Targa is looking like great value for money, but before I buy, are there any mechanical issues developing from that over-engineered roof system? Have you seen anything from your experience with the cars in the workshop, and is there anything I should ask to get checked on a pre-purchase inspection?

Donald Betts

Despite their complex nature, 991 Targa roofs are very robust and over the years have proved to be very reliable. We have seen a few niggles with the potentiometer sensor, however this is only on a very few cars and certainly not enough to justify it as a common trend. The main thing is to ensure correct maintenance of the roof. There is a maintenance procedure on the Targa roofs to ensure correct lubrication of the seals and movement pivots. We have seen a few where this has been missed and as a result the roof has stopped working due to being stuck shut on the seals from a lack of frequent usage.

Also, ensure correct servicing with regards to the Status Report or Long Life Body Guarantee Inspections. They should have been completed. Part of the check is to ensure the water drains are free to drain away to prevent any water ingress. They're great cars and like you say, great value for money with that iconic roof design.



RETU OF THE TARGA



R N G A

Written by
Lee Sibley



Porsche has introduced three new Targa variants to the 992-generation lineup. Total 911 presents an in-depth look at the specs and stats behind the new models

“The really great thing is that the Targa concept is still around,” so says Dr Frank-Steffen Walliser, head of 911 production at Porsche. At the digital premiere of the new Targa, Dr Walliser also confessed he thinks the 992 Targa is the most beautiful 911. He might have a point: you could argue that few other models, the Coupe included, can retain the absolute classic look of the very earliest 911 models, here encompassing that iconic roll hoop and wraparound glass screen, yet bringing it so convincingly into the modern age. It's done in this case thanks to the most ingenious system of kinetics, which somehow manages to unfurl the Targa like a clamshell before tucking that fabric roof neatly out of sight past the 911's rear seats.

The Targa is a looker alright, accounting for around 15 per cent of overall 911 sales in the model's 57 years of existence. It's for this reason Porsche has unveiled not one, not two, but three new Targa models for us to lust after.

First, Porsche dropped the Targa 4 and 4S, essentially fusing the 992's body and chassis to the roof system carried over from the old 991 – and that's about it. Disappointed? Don't be: that innovative roof design is so genius, seeing it in action again on a 911 proves no hardship.

There are slight tweaks in the system's design, though. Magnesium framing of the fabric roof material means the section over the front two seats is now lighter, as is the glass wraparound screen. Porsche also says the actuators powering the system as that glass screen moves up and out over the rear of the car are stronger too, while the fabric folds into a 'Z' and stows out of sight on top of the flat six. However, the quoted time of 19 seconds for the roof to operate is the same as the 991 Targa before it, and you still have to be at a standstill for the roof to work – unlike in its Cabriolet sister, where the roof system is operable up to 50kph. Park Assist sensors, which are standard spec on the Targa, ensures there are no objects interfering with space at the rear of the 911 which could cause damage when that roof mechanism is in operation. If there is, the system simply won't work, with a warning notifying the driver via a dashboard message.

Speaking of standard spec, the Targa's is healthy: the new open-topped 911 gets PASM and the innovative 'Wet Mode', introduced for the 992 ➔



History of the 911 Targa

A prototype of the 911 Targa debuted at the Frankfurt Motor Show in 1965, but the model was a compromise in Porsche's early quest for an open-topped 911. The company had trialled a Cabriolet design in 1964, yet after testing a prototype the project was abandoned. Simply put, the mule had shown there were shortcomings in terms of rigidity, plus Porsche was getting nervous about supposedly impending US regulations which looked likely to outlaw open-topped vehicles.

The 1965 Targa was thus named 'Safety Cabriolet', its strengthened steel roll hoop in place of a B-pillar said to protect occupants in the event of an accident where the car should topple.

The design proved popular, and production began in 1966, with first deliveries in 1967. Early Targas had a clear plastic rear screen which could be fully unzipped – today these 'soft window' models are extremely rare. A wraparound glass rear screen was optional in 1967 but became standard specification in 1968. By 1968 the Targa's now customary three external gills were present either side of the roll bar, this design staying in place right up until the 964 Targa was discontinued in 1994. By 1996, the Targa design had changed completely, the 993 now boasting a fully retractable glass panel in its roof, enabling the silhouette to mimic that of the 911 Coupe, albeit with tapered rear quarter windows.

Porsche kept this design for the 996-generation Targa, though the rear window was now hatched to allow for better access to 230 litres of rear storage space. The sliding glass roof design was again used for the 997, albeit with 1.9kg saved from using weight-optimised glass. The 997 also switched the Targa to AWD-only variants, which of course remains to this day.

Porsche reinvented its Targa concept again for the 991.1 of 2014, bringing back that iconic roll bar and wraparound rear screen. The fabric roof over the front two seats retracted automatically at the pull of a switch, the spectacle involving the rear glass element tilting back over the 991's rear lights in order for the fabric roof to be stowed. This system has been carried over for the 992.



BELOW Heritage Design Edition features gold badges



BELOW A revival of historical concepts includes green dials and corduroy seat centres



generation, straight out the box. Porsche Torque Vectoring Plus is also standard on the 4S (and optional on the 4), with an electronic locking rear differential with fully variable torque distribution. The Targas get the same 3.0-litre, twin-turbocharged flat six as their 992 Carrera brethren, producing 385hp in standard spec and 450hp in 'S' guise. The interior, meanwhile, is standard 992 fare – luxurious and exceedingly well built. Manual transmission is available as an option, but on the Targa 4S only. However, it's at no cost, and comes with Sport Chrono pack. Manual cars also get a mechanical limited slip differential.

Top speed in both the Targa 4 and Targa 4S have been incrementally improved over their respective predecessors, but it is the sprint from standstill which is most impressive. The 992 Targa 4 knocks a tenth of a second from the 991.2's 0-100kph time, at 4.2 seconds. The Targa 4S lops off an incredible four-tenths from the 991.2 Targa 4S's 0-100kph time at 3.6 seconds. These times are with PDK, by the way.

Those sprint times are even more impressive when you consider the 992 Targa is heavier over its predecessor – much heavier. The 992 variant is between 65-90kg heavier than before, but that depends on whether you choose Targa 4 or 4S with either manual or PDK transmission. Either way, this might be the fastest and quickest Targa yet, but it's also quite comfortably the most portly.

Like all 992 models, the new Targa is widebodied-only, with a much wider front axle and more pronounced front arches over the 991.2 equivalent. In fact, the 992 Targa is essentially the same as the 992 Cabriolet, up to its roof line, with revised spring rates for this heavier, open-topped 911. The fact that PASM comes as standard is a big win for Targa fans – the revised technology has been a revelation for the 992 generation, and we're hopeful it'll provide a focused yet supple ride for this beautiful boulevard cruiser, just as it did with its open-topped sister in the Cabriolet.

While the 992 Targa's footprint is essentially the same as the 991.2 (8.5J-wide wheels at the front and 11.5J rears on 245/35 front and 305/30 rear tyres), the diameter of those back wheels has increased by an inch to 21 inches, in keeping with the 992's commitment to staggered wheel sizes. The 992 Targa 4's wheels are 19-inch front and 20-inch rear, on slightly narrower 235/40 and 295/35 tyres. The 992 Targa 4S's brake discs have also been increased by 20mm at the rear for a 350mm diameter all round. The Targa 4 has 330mm discs all round.

In terms of your choice of colours, a range of vibrant hues are available on the new Targa: take your pick from white, Lava orange, Racing yellow or Python green. The roll bar is also available in either silver or black, depending on the body colour you

choose, and the roof can currently be ordered in either black or red.

And the price for all of this? The 992 Targa 4S is priced from £109,725 plus options, the Targa 4 starting at £98,170. That means the 992 Targa 4S is fully ten grand more than the 991.2 equivalent from launch just four years ago. This is in line with much of the 992 range though, which has climbed in price over the 991-generation before it. Porsche is actively taking orders now for the 992 Targa 4 and Targa 4S, with deliveries scheduled from August, meaning your Targa will be a 2021 Model Year 911, with new options available including InnoDrive and SmartLift.

Usually, this double-whammy of new models would suitably satiate us in the short term as the 992 generation continues to blossom. However, we've been treated to more, because a week after Zuffenhausen unveiled its Targa 4 and 4S, Porsche

Exclusive chose the iconic Targa model to reveal a special edition, under an initiative that paves the way for further such models down the line on other 911 variants. The 992 Targa Heritage Design Edition is the first of four projects from Porsche's Heritage Design strategy, which the company says was conceived "because we still have customers fascinated by design features of the past."

These special editions will be

rolled out over the next four years, with the second instalment set to arrive approximately 18 months from now.

Each special edition will be limited in numbers and feature design elements inspired by different eras. Porsche says the Targa Heritage Design Edition reconnects the company to its sports cars of the 1950s and 1960s, evidenced by its Cherry red metallic paintwork, which the company says is a modern-day take on a colour seen on 356s of the time (other standard colours are available). Punctuating that Cherry red hue is a new Heritage Design livery: first seen on the 991 Speedster, it's been adapted here for the 992 Targa, with a 'spear' livery streaking back from the 992's headlights, as per those seen on race 356s some 60 years ago. On the side of the 911, a lollipop design with customisable racing number can be seen (according to the customer's preference), set above a period side graphic. There's gold lettering on the Targa's roll bar and at the rear, and a special decklid badge – something Porsche says will feature on every Heritage Design model – pays homage to the badge given to customers whose 356s passed the 100,000km mark during the 1950s. Speaking of badges, the Porsche crest stationed on the trunk and on the steering wheel is the 'old' style found on A-F series 911s, complete with a more gothic 'PORSCHE' font and orange instead of red stripes.

The Heritage Design Edition Targa features the same engine, gearbox and chassis as the new Targa 4S, though the brake calipers here are black, again

“The Targa Heritage Design Edition reconnects the company to its sports cars of the 1950s and 1960s”

Model 992 Targa 4S

Year 2020

Engine

Capacity 2,981cc

Compression 12.5:1 ratio

Maximum power 450hp @ 6,500rpm

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

Transmission Eight-speed PDK/seven-speed manual

Suspension

Front Independent; MacPherson strut; coil springs

Rear Independent with LSA multi-link

Wheels & tyres

Front 8.5x20-inch; 245/35/ZR20

Rear 11.5x21-inch; 305/30/ZR21

Dimensions

Length 4,519mm

Width 1,852mm

Weight 1,675kg

Performance

0-62mph 3.6 secs (with PDK & Sport Chrono)

Top speed 189mph



BELOW The 992 Targa's roof system is the same as the 991

in homage to the appearance of calipers of the time. Those brakes sit within a forged alloy wheel with a design that will be considered iconic to Porsche fans: not merely mimicking the design of the legendary Fuchs wheel, these 20- and 21-inch, five-spoked wheels are indeed made by Fuchs.

Inside, you'll find a two-tone Bordeaux red over beige interior, which features an extensive use of leather as standard – notice the leather around the steering column and chrono clock, for example. Numbering on the 992's dials have been turned to green, as per 356s and 911s of the 1960s, while Porsche has also sought to revive iconic materials used on its sports cars of the period. The company says every Heritage Design car will feature a retro cloth, the Targa here treated to seat centres made of corduroy. "Our testing of this modern-day corduroy material was extensive," says Ivo van Hulten, one of the designers at Exclusive responsible for the car. "We had to ensure it is fireproof, durable, and doesn't fade in sunshine. We had to test all of this, which was done on our 992 prototype cars," he tells us. Have

a look on the inside of the Targa's roll bar and you'll also find perforated Alcantara, another excellent if subtle nod to the roof lining of pre-impact bumper 911s. Under the car's front bonnet, the luggage compartment is trimmed in high-quality leather too. This might be detrimental to practicality, but Porsche is expecting this Heritage Design Targa to appeal more to collectors.

Collectors like limited numbers, and this first Heritage Design Edition project is limited to 992 units worldwide. Porsche says it's expecting 50 per cent of the cars to go to North America, 30 per cent to Europe, and the rest elsewhere. The price for this slice of Exclusive motoring is £136,000 in the UK. At some £25,000 on from the 992 Targa 4S, it's a lot of money for what is essentially some new visual and haptic trinkets, but Porsche is confident the car's concept will prove itself as an instant classic, and favourable to enthusiasts whose passion for the company's history is as large as their wallets.

The Heritage Design Edition initiative sets out a new era at Porsche Exclusive: we're pleased Porsche

is happy to look back on its rich history for design inspiration of modern cars, and it seems its staff are equally buoyed by the Heritage Design initiative. "It's fun to look back on so many iconic designs of past years and bring them back to life," says Alexander Fabig, also responsible for this special 992's design. Fabig tells us the special Heritage Design liveries will soon be made available across the entire 911 lineup, though we don't yet have a date as to when this might be. Similarly, some individual design aspects of the Heritage Design Edition Targa will be available as an option on all 911s.

Designed and built at Werk I, itself a building on Porscheplatz steeped in company history, the 992 Heritage Design Edition Targa is a first foray for Porsche into bringing a succession of modern-day sports cars closer to the machines of its glorious past. We're excited to see what future concepts the department will roll out in the coming years, particularly as we approach the ten-year anniversary of Sport Classic as well as the 50-year milestone of the 911 Rennsport... **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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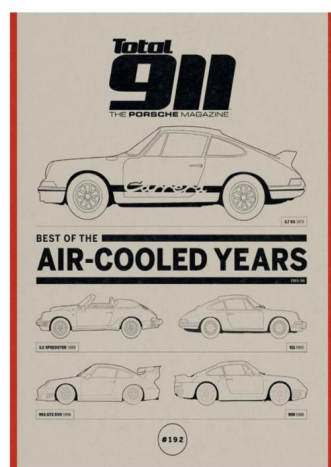
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PRINT AND DIGITAL BACK ISSUES



Issue 192

May 2020

In our classic-themed issue, we drive the third RHD 911 ever made, take part in the ultimate RS showdown as the 2.7 RS meets its 3.0 RS successor, spend time in the thrilling 959, and much more. Plus, we uncover the story of Sir Stirling Moss and his Porsche exploits.



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.

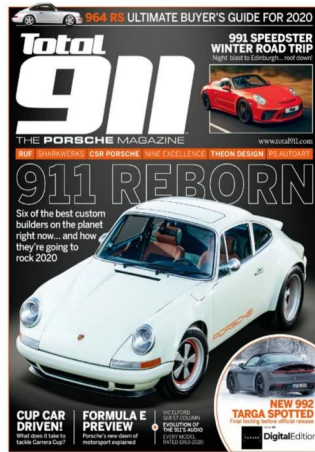
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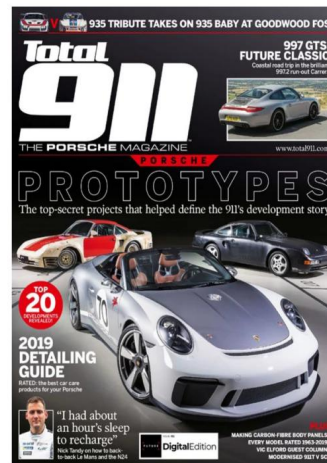
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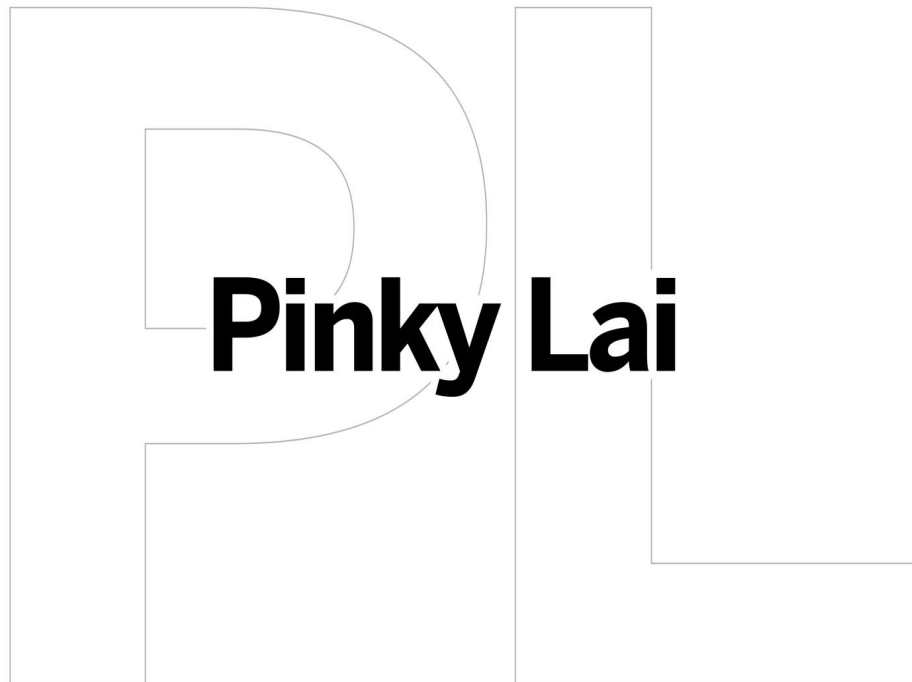
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April 2019



Issue 177
March 2019

GET YOUR DIGITAL EDITIONS THROUGH THESE OUTLETS:





Five years after his last interview, the designer of the 996 sits down with Lee Sibley for his most candid insight yet into life at Porsche during the turn of the Millennium

Since we last spoke with Pinky Lai, the 996's perception among enthusiasts has shifted. The generation is enjoying something of a renaissance in popularity: much like the 964 did seven or eight years ago, the 996 has been thrust into the spotlight as a 911 with a thriving, dedicated culture behind it. No longer seen as merely the 'first' 911 you could buy, for some the 996 is the go-to modern Neunelfer, if you favour a water-cooled 911 that's light, nimble, and devoid of any technologies such as switchable mapping and damping. It seems the game-changer 911 is once again changing the game in Porschedom.

Lai seems relaxed, perhaps as a result of this, but really his place in history is cemented: his 911 design clearly played a crucial part in turning around Porsche's fortunes. The 996 alone (across Gen1 and Gen2 Coupe, Cabriolet, C4S and Turbo) received, from 1998 to 2003, no less than 11 international design awards (five from Italy, five from Germany and one from Chicago, USA).

Pinky Lai stayed at Porsche for 25 years, working on projects as diverse as the Boxster, Cayman and Cayenne. Before retiring in 2014, he was responsible for all the external OEM projects

from China, Japan, Korea and Germany (operating within The Porsche Engineering Services). But he's still designing, now for his own consultancy business. He won't say what his latest project is but promises it'll be eye-catching. "It's really great," he says. "The sum of all my career put together." For now, we're going back to Porsche and the birth of the 996...

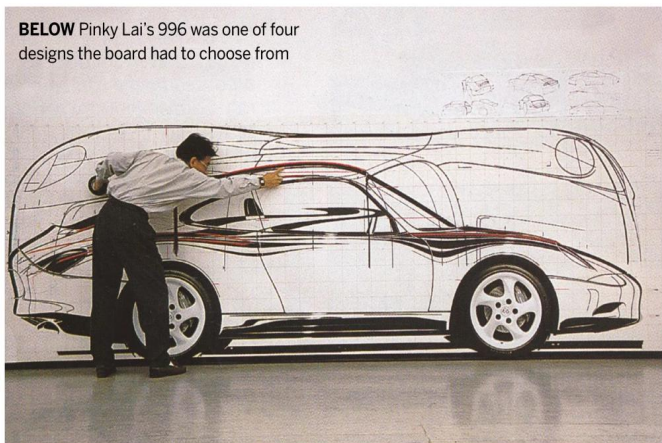
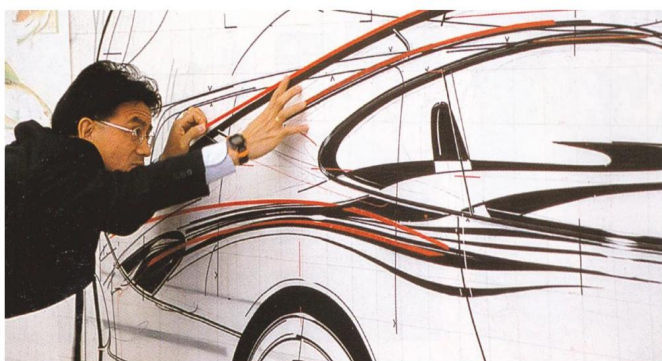
T911: The 996 is nearly 25 years old. How does it feel to describe the car as a classic?

Pinky Lai: The 996 belongs to a different size category of 911 compared to modern-day generations. Of the water-cooled era, for me the 996 is the only one which captures the classic philosophy of the original 911, the original flavour of what a 911 is about. It's about staying small: no big engine, no big proportions.

What's it like to design a 911?

It's an outrageous experience. It was a 24-hour job at times – some days I was turning off the studio lights at one o'clock, two o'clock in the morning, and then I was the one who switches on those lights at 6am the next morning! It was a time of hardship at Porsche for sure but I would have done it again, if I had the chance. It got the ➡





BELOW Pinky Lai's 996 was one of four designs the board had to choose from





best out of everybody. But I had great support from my team, especially Harm Lagaay in terms of the switch over to a new, digital process. This was with the 996 Turbo project, and hadn't been done before at Porsche at the time. I remember Harm asked me one day what was going on: the clay modelling team outside were quiet, but I was working all hours inside on the computer room. I explained I was designing a 911 digitally, by computer, as my first digital project. Harm said "okay", so we went full speed ahead with using digital data, CNC modelling. It was a pioneering experience for a design studio on a clay model. It was very encouraging for me.

How was your design chosen for the 996?

My design theme was one of four full-size models for board members to choose from, with a team behind each one. They picked us! The reason was because our idea was the most progressive: we were the maximum 'bang for the buck'. The others were too similar to the previous model: circular headlamps, horizontal rear lamp. My design was more sculptural, more revolutionary. It was outside of the usual 911 thinking.

You knew the engine would be switching to water-cooling, and I assume you were also aware that new manufacturing processes were due to be implemented?

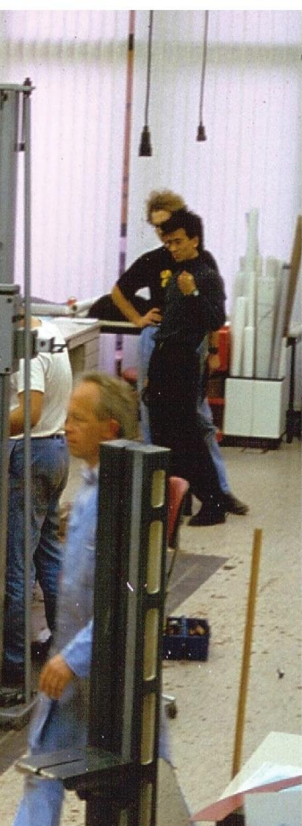
During the 986/996 design program, we were aware there were some Japanese industrial consultants around. They were not involved in technical development of the car, it was more to do with how we store spare parts and develop the

concept of 'on-time delivery' to getting rid of the unnecessary storage space for all the parts. Our job though was to design the best car we possibly could within the given budget of the program.

What particular design struggles did you have with the all-new 996?

We were really struggling to get the desired downforce. With no downforce, you do not have a desirable lap time! We had to have a sloping silhouette, but we were not allowed to have a high trailing edge at the back of the car. If you don't have that trailing edge, you don't have downforce. Harm was talking about scrapping the model and going back to the drawing board, starting again from scratch. I didn't want that to happen: the team had worked so hard to win the project. I asked for a couple of days to work something out in the wind tunnel. We went back to the tunnel with the Coupe the next morning in order to run some tests.

On the engine cover, I picked the last louvre of the engine grille and started doubling up the size of it, in width. I doubled it, and things started happening – the downforce started increasing! I tripled it, and then the whole thing started to look optimistic. I called up the head of project management and asked him to come to the wind tunnel. I showed him what I found: we needed a very smart but very primitive moving grille, which in the parking position was not sticking out. Costing of the part was calculated while we kept going to optimise the downforce, and that's when we all realised the cost was relatively the same to have a whole moving grille, rather than just



ABOVE Lai's team was also responsible for the Turbo's new headlights, rolled out across the 996.2 generation for cost efficiency



“My design was more sculptural, more revolutionary. It was outside of the usual 911 thinking”

a part of it. We were in business again! And that's how the 996 gained its moving decklid.

The 996 Turbo had revised headlights when it arrived in 2000. What was the reason behind that?

Initially we were very happy with the 996 Coupe headlight, especially designing the headlamp wash jet 'punched' through the lamp. There was no discussion about 'Fried Eggs'; this initiated outside the design department.

We knew the front fender for the Turbo would be a carry-over from the Coupe, but there would be a new front bumper for sure. So, we knew we could try a different headlamp shape. The headlight design again was an open competition: we ended up with a new shape similar to the 996.1, and everybody was happy about it – it wasn't just about styling, there was hefty cost reasoning too. There was less than ten-minute assembly time compared to the 993 or 964, where lamps are everywhere. So we were saving money in assembly and having maximum visual impact. The plan to roll it out to Gen2 cars was for further cost efficiency. The 996 Turbo was

launched at the Detroit Motor Show and the demand for the Turbo was so positive, and during the show that's where it was decided to double up the production number.

Were you worried as to the reception of the 996 when it was released, as it was so different to any 911 before?

That's a very interesting question. Knowing the company might be sold out to another company, it's a very different case scenario to when you are working on a standard replacement program under normal conditions. We knew we had one last chunk of cash to try a new car. It was our last bullet. We wanted to get that maximum bang for the buck, so we used that term within our team. We didn't have any other choice.

We also had to deal with the move from air-cooled to water-cooled. This was a huge revelation for the 911, just as serious as any optical change. But again we had to do it: we could see it was the end of the development curve for the air-cooled engine. I think we did okay, we sold more 996s than 993s... and every year was a record-breaking year of sales. **911**



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READY TO RACE AGAIN

Just nine customer cars were built. Only seven were converted to Evo specification. Now, one returns to the circuit

Written by **Josh Barnett** Photography by **Alisdair Cusick**

Warming up against the screech of the unsilenced Cosworth DFVs, the first thing that strikes you about the engine is how quiet it is. Despite the mammoth tailpipes, the twin KKK turbochargers suck a lot of the raspy flat six sound out of the garage's atmosphere.

That's not to say this car lacks theatre. The unburnt 102-octane Sunoco fuel pops and bangs as it ignites in the exhaust, sending bursts of orange flame out the back. The whistling turbines can be heard before the barking 3.2-litre boxer breaks through the air. 15 years after television showed me one streaking down the Hunadières, this is my first live sighting of a Porsche 911 GT1.

15 years is a long time for a racing car to be idle. Thankfully, this 1997 GT1 Evo was rescued by Mark Sumpter, head of Porsche specialists Paragon. After a comprehensive rebuild, race tracks beckon once more. After a seven-year factory absence from top-line motorsport, Stuttgart returned to Le Mans in 1996. After attempting to make the 993 GT2 competitive against the McLaren F1 GTs, Weissach saw an opening to exploit in the GT1 regulations. The result? An extreme version of the Porsche 911.

The mid-engined 911 GT1 turned the regulations on their head. In order to get the car homologated for competition use, Stuttgart needed to produce 25 road-legal examples. In early 1996, the 'Straßenversions' rolled off the production line, with one delivered to the German government for emissions testing. It passed.

The 1996 car was built nine months after the board's decision to go racing. The short lead time was partly thanks to Porsche's decision to utilise standard parts on the GT1. Despite being stretched and widened, it bore a similarity to the 993. The front subframe, in fact, was modified from the road car design. Inside, the dashboard carried over from its production sibling.

In its first race, the 24 Hours of Le Mans, the factory cars took 1st and 2nd place in the GT1 category, with only the Joest prototype standing between them and victory. This was also followed up by wins at Brands Hatch, Spa-Francorchamps and Zhuhai in the BPR Global GT Series. This stunning entrance to the GT scene led to myriad enquiries from privateers who were keen to get their

hands on Porsche's latest offering. Stuttgart obliged, producing nine cars for customer teams to run during the 1997 season. However, Porsche didn't just rest on its laurels. While the privateers turned up at round one of the new FIA GT Championship with their 993-faced GTIs, Porsche AG also unveiled an updated version of its works cars.

The 911 GT1 Evo was a comprehensive overhaul. The 993 subframe was removed (although the dashboard remained) and the aerodynamics improved, most visibly with the addition of the new 'kidney' lights that would feature on the 996.

Unfortunately, neither the GT1 nor the works Evos were a match for the 6.0-litre naturally aspirated V12s powering the McLarens and the new Mercedes CLK GTR. The FIA rules dictated that turbocharged engines needed to run 33.9mm air restrictors as a means of balancing performance.

Even at Le Mans, where the cars ran unrestricted, the 911 GT1 Evo couldn't enter into legend. Despite the lead car (driven by Bob Wollek, Thierry Boutsen and Hans Stuck) qualifying in 2nd place and enjoying better fuel economy than the Joest prototype, Wollek crashed on Sunday morning. The other GT1 Evo then took over the lead, only for a failed heat exchanger to sadly scuttle the efforts of Emmanuel Collard, Ralf Kelleners and Yannick Dalmas.

The rest of 1997 was similarly ignominious, as the McLarens and Mercedes continued dominating, much to the chagrin of the privateers who had signed up with Porsche. In August 1997, their loyalty was rewarded when seven of the original nine cars were updated to Evo specification by Weissach.

1998 saw a change in the FIA GT1 rules. Just one road-going example was needed for homologation, paving the way for a season of even more outlandish 'Grand Touring' cars. After the disappointment of the Evo, Porsche went to new heights with the 911 GT1-98. If the previous attempts were racing cars converted to the road, this new iteration was an all-out prototype. The GT1-98 featured a full carbon-fibre monocoque, extreme aerodynamics, double wishbone suspension and a bespoke cockpit. 🏁

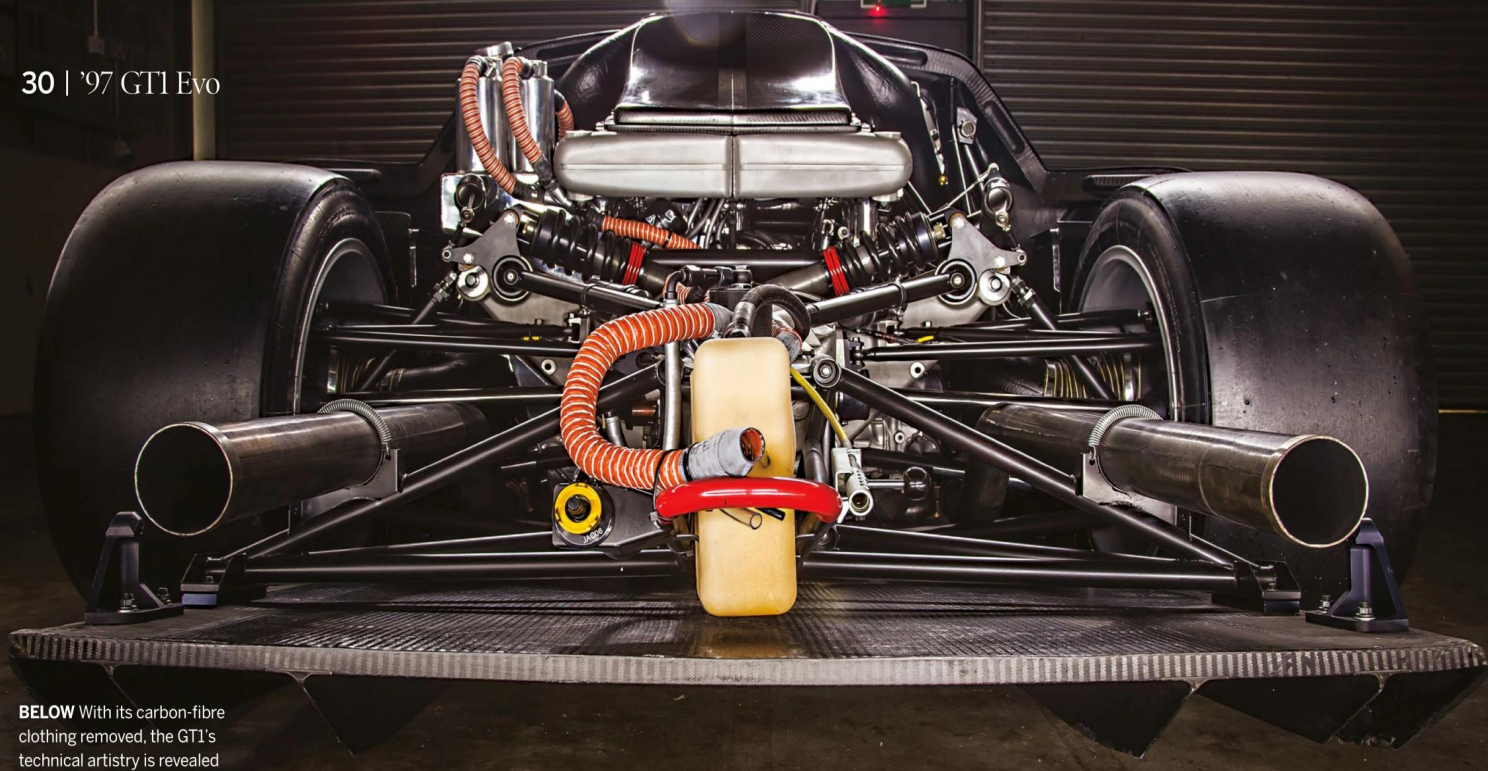




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BELOW With its carbon-fibre clothing removed, the GT1's technical artistry is revealed



Although the car continued to be restricted in the FIA championship, Le Mans victory 16 came to Porsche with a concerted factory effort. As the Silver Arrows and BMW prototype efforts fell by the wayside at La Sarthe, Stuttgart took a 1-2 in the French classic. No GT1-98s were offered to customers, but GT1 Evos continued to race throughout 1998, gradually filtering into national GT competitions over the next few years.

Like the similarly incredible 917, the GT1 didn't feature at the top for long. However, for many the GT1 epitomised the extravagance of late-Nineties GT racing. Sumpter is one such man enthralled by these cars. "A lot of people are romantic with Group C, and I love Group C cars [Sumpter also owns an ex-Joest Racing 962], but I wasn't watching racing when that era was around. GT2s and GT1s were my thing. When I was racing Beetles and 2CVs, that's when I started watching Le Mans in the mid-Nineties. I remember standing at Paddock Hill corner and seeing both the works cars bouncing out of the pit lane at Brands Hatch," reminisces Sumpter. So when the chance to purchase a 911 GT1 Evo came around in 2007, he jumped at the chance – even though he didn't have the money to pay for it.

For such an extraordinary car, the deal to buy it was hardly normal. A friend of Sumpter's had initially purchased the car – chassis number 109 – from Larbre Compétition, which was the last team to race it. Unfortunately, a persistent misfire ended up creating more trouble than fun. "He [the previous

owner] phoned me up at the Goodwood Festival of Speed. He said, 'Today's the day. If you want to buy it, let's have a deal.' I had to go and find somewhere quiet to talk, and it was done in ten minutes," Sumpter explains.

Sumpter managed to convince a finance company into lending him a "big share" of the money. The seller, being a friend, also allowed him to take his time finding the deposit. Chassis 109 was initially delivered in '993-spec' to Konrad Motorsport on 24 April 1997. Just ten days later, Franz Konrad and Mauro Baldi managed to prequalify the car at Le Mans. The car was so fresh that it was adorned with only a few sponsors' decals.

Before the 24-hour enduro, Konrad took the car (now in white, blue and green) to a pair of FIA GT rounds. At the latter event in Helsinki, the car took its best finish of 7th. La Sarthe proved an unhappy hunting ground, an accident forcing 109 out. Further DNFs at the Nürburgring and Spa lead to Konrad reverting back to a GT2 for Zeltweg.

In August 1997, the car was sent to Weissach for the Evo update. While at the factory, Konrad sold the car to JB Racing. Its new owners painted the car in the timeless Marlboro livery, although Baldi continued to pilot alongside Emmanuel Collard. Results continued to be unspectacular, and at the end of the 1997 season JB parted with the car.

Larbre then took control, placing ex-Formula One driver Jean-Pierre Jarier in the cockpit of the now-PlayStation-liveried 911 for Le Mans prequalifying.

The team tried to get the race organiser to give the GT1 a starting slot, but entries were massively oversubscribed. "The organisers said, 'The best we can do is give you a GT2 entry.' So [Larbre] rallied around and liveried up a GT2 in the same colours," Sumpter explains.

After Le Mans, Porsche legend Wollek was enlisted to drive in a few FIA GT rounds, taking a best finish of 9th at Dijon in France before 109 was mothballed. "When they retired the car, Larbre basically put it in the corner of the workshop and put a sheet over it. It hadn't been touched for seven years (before Sumpter's friend purchased the car).

Sumpter is pragmatic about the car's minimal provenance. "It would be lovely to have a car with a longer history. But I quite like the fact the car has never been touched. It's completely back to original. It's lovely," He's right. After over a decade away from the track, this 1997 Porsche 911 GT1 Evo has been restored in its evocative PlayStation colours.

Restorations like this take time. Lots of it. But this rebuild has taken longer than originally envisaged. The initial outlay on the car, combined with a will to do it properly, extended the job over a number of years. "I'd dreamed of sitting in one, let alone owning one," enthused Sumpter. "I just let the dust settle and started paying the finance.

"We were also racing in Group C. The engine needed to come out [the misfire still present], so we sent it to Paul Knapton at Xtec. He'd done a 962 engine for us, and seemed the man to do the GT1." ➔



“The carbon-fibre panels had their history in paint”



Model 911 GT1 Evo**Year 1997****Engine****Capacity** Water-cooled 3,163cc twin-turbocharged**Compression ratio** 9.5:1**Maximum power** 600bhp (estimated)**Transmission** Six-speed H-pattern manual**Suspension**

Double wishbone suspension front and rear; adjustable coil springs over gas-pressure dampers; six-way adjustable antiroll bars

Brakes

Carbon discs and pads all round; eight-piston front callipers; four-piston rear callipers

Wheels & tyres**Front** 18-inch centrelock O.Z Racing rims with 30/65-18 radial Michelin slicks**Rear** 18-inch centre-lock O.Z Racing rims with 31/71-18 radial Michelin slicks**Dimensions****Length** 4,710mm**Width** 1,980mm**Weight** 1,250kg**Performance****Top speed** 193mph (dependent on gearing)

While Xtec rectified the engine's seemingly omnipresent low compression, Sumpter's Paragon rebuilt the gearbox and suspension components. Meanwhile, a Motec control system was fitted, replacing the old TAG 3.8 system. Suddenly, the restoration had sprung into life with the GT1 "almost in three places at once."

Then the global recession hit, and Sumpter's talents were required back in the showroom.

"It was actually quite good fun," he muses, "but hard work." The car was put to one side, and the motorsport division disbanded.

After weathering the financial tempest, Sumpter decided to pass the rebuild to Xtec in 2010.

Sumpter explains the handover. "I said to Paul, 'I can't afford a big monthly bill, take as long as you like.' He's taken a couple of years with it, but I think this has benefited the car. When you look at it, we haven't rushed. We've waited for parts."

The brake discs and pads were such parts. Costing €7,000 (£5,900), the carbon components use an endurance compound, aiding longevity. Sourced from a supplier to some of the Formula One grid, Knapton "ordered them at the beginning of their F1 season, and we got pushed to the back of the queue. They took about eight weeks to come."

It was Knapton's Xtec outfit that updated the car's electronics to the Motec unit. "The TAG unit was basically like an obsolete computer. The Motec makes the car a lot more user-friendly." The control

unit can operate the traction control and the ABS, although the latter isn't yet in action, as Sumpter wants to familiarise himself with the carbon brakes.

The engine rebuild took around 150 hours: two to three weeks' worth of solid effort. Unlike the Group C cars, though, Knapton was able to source the necessary components straight from Weissach.

After stripping the chassis to its bare bones, Knapton replumbed the brake lines, cooling system and electronics. The final result is a credit to Sumpter's passion for Stuttgart and Knapton's engineering expertise. Sent to a specialist in Northamptonshire, the carbon-fibre panels "had their history in paint," according to Knapton. "When they took the black off, the Marlboro colours were underneath. 17 kilos of paint were taken off in total."

Now in its new lightweight coat, the 911 GT1 Evo glistens and the carbon weave is visible below the paint. Under the body, the internals suggest the car just strolled out of the Weissach factory. Sumpter and Knapton both feel the car is ready to go racing, and I'm inclined to agree. Through the high-speed sweeps of Donington's Craner curves, the GT1 Evo looks poised and purposeful. Chassis 109 has definitely stretched its legs. Back in the garage, the brake discs radiate across the concrete, the smell of carbon dust fills the air, and the 18-inch Michelin slicks stick to anything and everything. After 15 years away, this GT1 is back where it belongs. **911**





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THE HIGH MILEAGE 911

Ticking time bomb or bargain? We drive a 173,000-mile 996 Carrera to find out if the low price tag is worth the gamble

Written by **Neill Watson** Photography by **Chris Wallbank**



Scroll down to the Porsche 996 section on any car forum, and for years you wouldn't find much love. Catastrophic engine failures, water leaks, poor build quality and the underlying notion of 'if it's not air-cooled, it's not a real 911' prevailed. Admittedly, I've been guilty of displaying this attitude on occasion. Buy a sub-£10,000 996, and if anything goes wrong then your car's a write-off, surely? £7000 rebuilds and horror stories abound. Stay well clear; buy an Audi TT or M3, we often hear.

Against that aroma of disappointment, the whiff of expelled coolant and that unmistakable smell of hot, dead engines, it would take a little courage to buy a 996. So when you hear of someone who has purchased a 996 Porsche with over 170,000 miles on the clock, eyebrows are bound to rise. A skillful buy, or a hand grenade with the pin removed? You know it's going to go off; you just don't know when. It's worth a drive on a wet Monday morning through the

swimming pool that was the M62 to Manchester to find out more, if only to point and laugh.

Michael Pendlebury's purchase flies in the face of conventional car-buying wisdom. He should know better, as he's no stranger to buying performance cars, having owned a whole string of vehicles with the potential for big bills. But he did everything wrong – at least in theory. Firstly, he bought the first car he saw, doing so pretty much blind from a seller over 200 miles away in Scotland who didn't seem to know much about the car. There were no pictures in the advert or a carefully crafted sales pitch from its owner; just the briefest of implausible descriptions, including '170,000 miles, full Porsche main dealer service history'. That last phrase was the trigger; somebody must have loved this car. "There was something about talking to the lady selling it that made me do it. Everyone says 'reluctant sale', but I believed her. 'I've never sold a car before, I don't want to sell this one' was also far more believable than the usual telephone patter," says Pendlebury. He wired a deposit of £200 and set off a few days later.

In Scotland, he met a lady who loved her Porsche, and indeed she didn't want to sell it, but circumstances made it necessary. "It was nice to meet such a genuine person, not someone trying an amateur sales pitch, hiding faults and so forth. The service book was there, all stamped with the official ink, and the car drove just fine," Pendlebury adds. She was also very open about some body repairs to the car, needing a new headlight and some panel beating after an indiscretion on a greasy road. But all was done at OPC Glasgow. There was a minor wobble, however, when Pendlebury asked for any old bills and invoices. "I may have shredded those last year when I had a clear out. Are they important?" came the reply. Nonetheless, the tell-tale stamps of care and attention were there in the book, and a few days later, true to the seller's word, a complete set of crisp duplicate invoices arrived in the post courtesy of Porsche Centre Glasgow.

The drive home saw Pendlebury watching temperature gauges and listening for any signs of impending doom. Each change in road surface set a



ABOVE There are surprisingly little signs of wear in the usual areas you'd expect, and the Tiptronic gearbox shifts faultlessly

LEFT Current owner Mike Pendlebury shows our reporter Neil Watson the full OPC service history for his 173,000-mile, daily-driven Carrera



new high in levels of paranoia, but the car survived the trip. This was last September, and as we sit here in the comfort of his living room, the rain lashing hard outside, Pendlebury's purchase is getting my brain ticking. Over a hot mug of tea, we study the documentation. Just for a moment, suspend the figure of 173,000 miles from your mind and look at the bigger picture. This car has had one owner ever since it was 18 months old – a ten-year span – and has been maintained at the same Porsche main dealer ever since.

Studying the timeline, it has covered a consistent 16,000 miles per year. The lady drove the car in her work, covering lots of motorway miles. This means that the car's 3.6-litre engine spent most of its mileage sitting on a constant throttle setting of around 3,500rpm, with no track days or city streets, just cruising along, doing its thing. That's good, as inactivity kills cars, rots exhausts and makes oil seals deteriorate. Short city journeys stop oils fully warming and fills them with petrol contaminants from the warm-up cycle that never get burned away, reducing the oil's effectiveness.

Additionally, the transmission in this car is a Tiptronic. Whatever your views on the gearbox, you cannot deny that this adds consistency to the gear changes, removing the possibility of a missed shift or roughly handled clutch. Tiptronic tends not to go wrong, and the invoices all show routine maintenance and small items of work. There's no horror stories though; just the odd bush replaced, an oil seal, brake pads and discs, as well as lots of fluids and lubricant, which is all very predictable and reassuring. The final significant thing is that it's the 2002 3.6-litre engine,

which is generally considered to be fairly trouble-free in relation to the early 996s.

But 173,000 miles is still a large distance, and even with the best will in the world, they don't make them like they used to. The 996 doesn't have that solid, machined 'click' to the handle as you open the doors that makes you smile like the early cars. Moreover, plastic handles don't make that noise; as the door swings shut, there's no 'thunk' that makes you think you'd have lost your fingers entirely had they been there. This is something that did indeed change with the end of the 993. I've driven a lot of 996 Porsches, and that machined-from-solid feeling just isn't there.

So as we splash through puddles over to the garage and the door rolls up and over, what am I expecting? Well, it's certainly shiny. Pendlebury spent a Sunday afternoon at work, and that coat of wax polish is about to be tested. It's gleaming black with no swirls in the paint under the fluorescent lights of the garage. The Carrera alloys show a little weathering and heat discolouration, along with the odd scuff, but nothing serious. Opening the door, I'm pleasantly surprised at what I find. That Savanna interior is easier on the eye than I recall, the ruffled leather showing very little sign of wear, even on the side bolsters. The usual suspects for displaying wear, such as the steering wheel and pedals, are in remarkably good shape too. In fact, the primary evidence of age is around the centre console and areas surrounding the navigation system and cigar lighter, where bunches of keys, iPhone chargers and other items tend to have an impact. There are chips on the finish here that Pendlebury is in the process of sorting out, but certainly nothing especially bad. I ➡

Your checklist for buying a high-mileage 911

Mike's story shows you shouldn't immediately be put off purchasing a 911 with more than six figures on the odometer. Here's a checklist of the most important factors to consider when inspecting a high-mileage 996 example, courtesy of independent UK specialists Paragon Porsche (www.paragongb.com):

- **Service history and condition:** Generally on a car with huge miles, a lot of the components will have been replaced – like the starter motor, alternator and water pump for water-cooled 911s – so you can generally get hold of a good car, even though they may have done big miles. Check these have been done.
- **Accident damage:** A lot can happen over the course of 100,000 miles. Has the car been involved in any accidents or scrapes?
- **Suspension:** This is worth checking for clunks and rattles, as the lower suspension arms can wear, but again, a well-sorted car will have generally had these replaced.
- **RMS and intermediate shaft seals:** These will have more than likely been done by now, but it's worth double-checking to make sure.
- **Interior:** 996s don't wear particularly well inside, so it's worth inspecting the interior condition. The condition can largely depend on who has previously owned it, of course, and we have seen high-mileage cars that still look fresh inside.



take a moment to peer underneath at the engine and gearbox, which is bone-dry and clean as a whistle.

At the front, the main issue is the face-lifted Turbo headlights. The previous owner's accident repair bill included a new headlight, meaning it now has the rather odd look of a brand-new headlight on one side, with the opposite one being 18 years old and cloudy. An indication here of the car's original cost, the unit is £1,600, so Pendlebury is looking at alternatives. The paintwork had a few light scratches that were polished out, with the only other defect I can spot being a small area of corrosion at the bottom of the left front wing. We head for the local petrol station and fuel up. From the passenger seat, there are no squeaks, rattles, looseness or that general tiredness you often get in a car nearing the twilight of its life. We swap places and head out to a more rural spot for photos, and what can I say? Everything works. It doesn't feel down on power, with soggy, tired suspension and a clunky steering rack. In fact, it feels on the button, and I'm beginning to enjoy the drive.

We arrive at the location for Chris' photos. Cracking open the door, you can hear a slight chuffing from the left-hand exhaust bank. "That started on Friday, I've already had it looked at," says Pendlebury. It doesn't sound serious, but it is the beginning of an exhaust repair that's inevitably going to be needed. So what else has he spent money on since September? "The most expensive things have been two rear tyres at £254 for the pair, and a faulty ABS sensor that was £100. It uses a small amount of oil and a tiny bit of coolant sometimes, but the only other things have been bits like some new alloy wheel crests at £20, plus I had the suspension geometry checked for £68."

Pendlebury is methodical in his costs, as he has now developed a cunning plan. He's running

his 996 for three years, the objective being to see if it's possible to run this car for the cost of the depreciation of a small family car. He's taken a figure of £3,000 based on a Dacia Sandero, which gives him £83 per month, excluding fuel and insurance on a car that's to be his regular daily driver. A brave plan or a risk-taking fool? In my view, this car has a lot going for it, mainly the care lavished by its previous owner and its pattern of regular use.

Like any older prestige car, you must remember that you're inheriting the running costs of a car that was originally in excess of £55,000, so do what Pendlebury has done and have a plan B in the form of a biscuit tin to fund any issues that come along, and whatever you do, don't put all of your budget into your initial outlay. Major failures? Well yes, they're certainly possible, and as the financial investment industry is fond of telling us, it all depends on your attitude to risk.

Take a good look at this car: it's the future of Porsche ownership for the enthusiast on a budget who wants to be driving a 911. There was a time not long ago when up to £10,000 would get you a fairly nice 964 – not a superstar, but a perfectly usable car with a verifiable history and a shoebox full of bills. The same was true of the Impact Bumper G Series. It may not have been in Guards red with black Fuchs and a whaletail, but it was achievable. The activities of various movers and shakers in the air-cooled Porsche world have pushed prices upwards in both the UK and US. The 964, 993 and G Series are all far north of £50,000 now. It's something I have views on, but that's another story.

So if, like me, you're frustrated with getting within range of a budget Porsche 911, only to see them leap away from you, what's the plan? This will sound odd, but a 996 like this one is the future. **911**



Model **996.2 Carrera**

Year **2002**

Engine

Capacity **3,596cc**

Compression **11.3:1**

ratio

Maximum power **320bhp @ 6,800rpm**

Maximum torque **370Nm @ 4,250rpm**

Transmission **Five-speed Tiptronic**

Suspension

Front **Factory independent strut with coil springs and antiroll bar**

Rear **Independent five-link with coil springs and antiroll bar**

Wheels & tyres

Front **7x17-inch Carrera alloys; 205/50/ZR17 tyres**

Rear **9x17-inch Carrera alloys; 255/40/ZR17 tyres**

Dimensions

Length **4,435mm**

Width **1,765mm**

Weight **1,345kg**

Performance

0-62mph **5.0 secs**

Top speed **178mph**



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911 2.7-2.8 conversion	92mm	9.5:1 & 10.5:1	\$3,150.00
911 3.0	95mm	9.5:1 & 10.5:1	\$3,195.00
911 3.0-3.2 conversion	98mm	9.5:1 & 10.5:1	\$3,295.00
911 3.2	95mm	9.5:1 & 10.5:1	\$3,295.00
911 3.2-3.4 conversion	98mm	9.5:1 & 10.5:1	\$3,395.00
964 & 993 3.6	100mm	11.5:1 & 12.5:1	\$3,695.00
964 & 993 3.6-3.8 conversion	102mm	11.5:1 & 12.5:1	\$3,795.00

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T U R B O T I T A N S

Your answer to the perennial debate is here:
which is the best blown Mezger for £50,000?
Total 911 investigates...

Written & photographed by **Steve Hall**



If you'd been lucky enough to work as a motoring journalist in the 1980s (when budgets were generous and launches went on for days) you'd have laughed at the proposition that the 911 Turbo would evolve into the definitive, secure, all-weather supercar within the next decade or so. 1995 marked the beginning of the evolution towards the 911 Turbo as we know it now, with the 993 Turbo introducing technology that had first appeared almost a decade earlier in the seminal 959. Twin turbos delivered an even bigger, yet more manageable hit of power. Married to modern chassis technology and four-wheel drive, the 911 Turbo was suddenly a car capable of covering ground with immense speed and security. And if the 993-generation Turbo heralded a new direction in the evolution of the 911 Turbo, the 996 cemented what the 911 Turbo would come to stand for: the definitive all-weather supercar.

The 996 represented so much for Porsche, bringing with it the biggest revolution in the 911's development so far. It introduced a new way of building cars (hence the commonality with its Boxster cousin), a water-cooled flat six for the first time, and truly modern aerodynamics. This platform would form the basis of the 911 for the next 15 years. It also formed the basis of the 911 Turbo that many regard as the optimum balance of speed, usability and purity of driving experience. Why? It offers perhaps the perfect blend of compact dimensions (it's a little wider than a 718 Boxster), immense performance from the unburstable Mezger flat six, and a chassis which delivers a secure, communicative driving experience with a purity supposedly lost to PASM and computerised chassis control systems of future generations. Or so the accepted wisdom says...

The 997 was a far less adventurous car than the 996 which preceded it. This should come as

no surprise for a company with a traditionally conservative approach. The 996, alongside its Boxster brethren, virtually saved the company, so think of the 997 as a means to cement the 911's position as the world's best sports car. Of course this is a job that it carried out with aplomb, by tackling every weakness of the 996 and wrapping the result up in a brilliant new look.

Gone were the fried-egg headlamps, the dated interior and most of the engine problems that blighted some early 996s. In came more powerful engines, better aerodynamics, sharper dynamics and a better built, better appointed interior. Technology moved on too, with modern satnav, Bluetooth connectivity, adaptive dampers and suchlike making an appearance. While the 997 was in essence a thoroughly revised 996, it was none the worse for it, scooping awards and winning road-test comparisons from the start. ➔



Making its debut at the Geneva show in February 2006, the 997 Turbo now produced 480bhp (60bhp up on the 996 Turbo) from the same Mezger engine, and introduced VTG turbos for the first time. The idea was simple: 'Variable Turbine Geometry' allowed the turbines to change their angle of attack relative to exhaust speed, theoretically reducing lag at low speeds, while still delivering a huge top-end boost. Think of it as the turbo equivalent of variable valve timing – optimising the system to work throughout the rev range. PCCBs (Porsche Ceramic Composite Brakes) became available for the first time, as did adaptive dampers via PASM (Porsche Active Suspension Management). In tandem with the advances native to the rest of the 997 architecture, the 997 Turbo looked to be a significant advance over the 996 Turbo.

But, if you're a forum reader, you might not necessarily see it that way. Much as the 991 has received its share of criticism from purist quarters (too big, not enough fun, electric steering devoid of feel), there are those who (seemingly no matter whether they've driven one or not) are firmly in the camp that the 997 Turbo is too soft, too much a GT car, understeers too much... It's the kind of debate us petrolheads love, and there's often something to be said for the purer experience to be found in older,

simpler cars. We decided to bring together the pair you see here to find out for ourselves, settling this debate once and for all.

Adding a bit of spice to the contest, both of these cars have been good news on the second-hand market over the last three years, the 996 Turbo having long since vacated the £25,000 price point it once occupied for a good example (it's hard to believe such a relatively small amount could acquire so much car). A 996 Turbo will save you in the region of £10,000 against an equivalent-specification 997.1 Turbo. But which is the better car? Is the price difference justified? I suppose we better get on with driving them...

Our cars for the day come thanks to our friends at Paragon Porsche in Mayfield, East Sussex, where both of these cars are for sale. Even if the specifications don't match up for a perfect comparison, they are both beautifully presented examples of each type. The 996, a manual with BOSE, Sports steering wheel, heated electric seats with memory and a mere 17,000 miles showing on the odometer, is in virtually flawless condition. The 997 Gen1.5 comes with Tiptronic, Sport Chrono, red tail lights, a smattering of carbon trim and Sports seats, among others. It wears its 36,000 miles extremely well, feeling as fresh and tight as you'd expect.

We've chosen Beachy Head as our photoshoot location for its proximity, scenery and the chance to sample the cars in a variety of situations. I jump into the 996 first, reasoning that it makes more sense to start with the older car to get some perspective before progressing onto the 997. There's a familiarity to the cabin which I enjoy from previous 996 drives. I feel like my left arm could easily reach the passenger door, it's so compact, but also bright and airy in here with great visibility.

Before I've turned a wheel, I'm at ease. The engine catches on the third crank and settles into a bassy, smooth, even idle. Pulling out of Paragon to form our Porsche convoy, the 996 feels, well, really quite normal, which I guess has always been the trick with a modern 911 Turbo. It's a car you could quite easily use every day, in all conditions, without compromise. It even rides pretty well, only larger road scars and imperfections filtering into the cabin, and if it weren't for the tyre noise inevitable with rubber this size, you'd happily point it at a destination 1,000 miles away. I wouldn't want to sit in this seat though, as it feels surprisingly narrow and unsupportive.

The roads become more interesting as we approach Eastbourne, dual carriageways interspersed with roundabouts providing the opportunity to dip into the effortless reserves of grunt. It's really ☺



997.1 Turbo
2008**Engine**
3,600cc
9.8:1480bhp @ 6,000rpm
620Nm @ 1,950-5,000rpm
5-speed Tiptronic**Suspension**Independent; McPherson struts;
coil springs; anti-roll bar
Independent; multi-link; coil
springs; anti-roll bar**Wheels & tyres**8.5x19-inch; 235/35/R19
11x19-inch; 305/30/R19**Dimensions**4,450mm
1,852mm
1,585kg**Performance**3.9secs (3.7secs Tiptronic)
193mph**Model**
Year**Capacity**
Compression
ratio**Maximum power**
Maximum torque
Transmission**Front****Rear****Front****Rear****Length****Width****Weight****0-60mph****Top speed****996 Turbo**
2003**Engine**
3,600cc
9.4:1420bhp @ 6,000rpm
560Nm @ 2,700-4,600rpm
6-speed manual**Suspension**Independent; McPherson struts;
coil springs; anti-roll bar
Independent; multi-link; coil
springs; anti-roll bar**Wheels & tyres**8x18-inch; 225/40/R18
11x18-inch; 295/30/R18**Dimensions**4,435mm
1,830mm
1,540kg**Performance**

4.2secs

189mph





“The chassis delivers a consistency of feedback that encourages you to press on”

997 Turbo Gen1.5

There is a body of opinion that would argue the optimum specification for the 997 Turbo is the very last of the Gen1 cars, produced for the 2009 model year from late 2008, until the August 2009 introduction of the Gen2 car for the 2010 model year. It's all about that famous, fabled Mezger engine which was superseded by the completely new DFI unit for the Gen2 997 Turbo. The new motor may boast an on-paper advantage, but for some, the appeal of having one of the world's most successful race engines in the tail of their 911 Turbo makes it the definitive choice.

So, what is a Gen1.5? Truth be told, it might be better described as a Gen1.1, as the changes over a Gen1 are relatively small. They are worthwhile though, for while aesthetically identical on the outside, you'll find the superior PCM3 system from the Gen2 car, bringing with it better sat nav and Bluetooth connectivity. There's also the updated centre console of the Gen2 car, with more modern-looking controls. Gen1.5 also means you'll be in the newest Mezger-engined Turbo you can buy...

Paragon sales manager Jamie Tyler says: “The Gen1.5 is a very desirable 997 Turbo, not just because it's the last of the Mezger-engined cars, but the black console from the Gen2 looks much better, and PCM3 with the touchscreen sat nav, iPod and Bluetooth connectivity are great updates.”

smooth, this iteration of Turbo Mezger. There's a sleepiness to the throttle response at low revs, but once beyond 3,000rpm the Turbo hurls itself forward on a muscular, linear surge of acceleration that tails off after peak power arrives 3,000rpm later; best to shift now and delve straight back into the meat of the torque. It's certainly fast, but it's peculiarly easy and – dare I say it – a little unexciting for the lack of drama.

Up on the 'B' roads of Beachy Head, the 996 chassis puts on an impressive display of grip and composure, with steering that telegraphs levels of adhesion beautifully. This is more like it. Snapping up and down the quick, precise shift of the six-speed 'box, the 996 proves an immersive, enjoyable car with pleasing throttle adjustability and confidence-inspiring levels of feedback. But the lumpier sections of road undo the chassis a little, the dampers struggling to keep up with the frequency of the road surface so it feels like you're skimming along the road rather than keying into it, while the steering becomes light and aloof. Better to relax the pace a little and let the car settle into its own gait.

Switching into the 997, I'm not quite sure what to expect. I enjoyed the 996, but it didn't completely deliver as a driving experience, so if this is more aloof I'll be disappointed. Immediately, the 997 feels more exciting, more composed, lighter on its feet and more engaging. I needn't have worried. It deals with the bumpy section with aplomb, soaking up the surface

imperfections while delivering a consistency of feedback that encourages you to press on. The motor is a particular highlight: there's the same 3,000rpm kick as the 996, but the flat six rewards revs with a rush of power towards the redline, accompanied by a brawnier, more muscular note. Paired to a manual 'box, it'd be a delight to have the choice to lean on top-end rush or mid-range stonk. In just a few miles of – admittedly quite instructive – road, the 997 has shown itself clearly as the superior driver's car. The 997 is demonstrably a generation on from the 996, from its superior ride and refinement to the more appealing cabin design, ergonomics and seats.

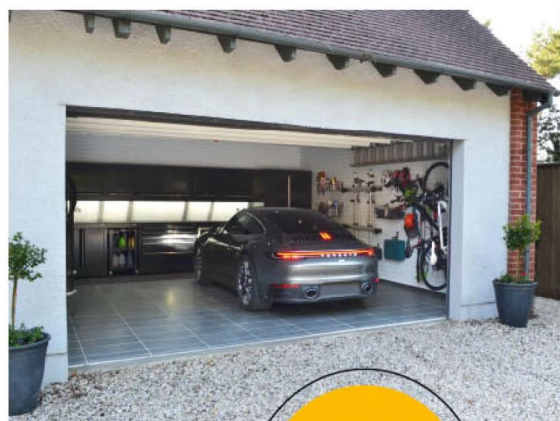
None of this should come as a surprise really, should it? Arriving nearly seven years after the 996, the 997 Turbo feels like a product that's simply been more expertly developed, honed into the fine driver's tool that it is. What did surprise us was the margin of superiority. The 996 Turbo remains a superb car, and at the £35-40,000 required for a good example it's hard to think of a more rounded performance car for the money. But we'd do all we could to find the extra £10,000 and stretch to a 997 Turbo. For all its prettier aesthetic, superior cabin, increased efficiency and more modern feel, it's the car that got under our skin, made us hanker for another drive to sample that Turbo rush, and feel the steering writhing in our hands. Where performance cars are concerned, surely that's what matters most of all... **911**



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RENNSPORT MASTERS

Total 911 fires up a fiery Mezger double act between two of the greatest-ever Rennsports to leave Weissach...

Written by **Lee Sibley** Photography by **Alisdair Cusick**

Rennsport: it's a fabled and oh-so evocative Porsche designation that evokes a heady assemblage of truly unrelenting, motorsport-derived excitement at the wheel of a sports car. Quite rightly, the 'RS' sits at the pinnacle of the 911 bloodline: it is the quintessence of automotive finesse in a road car, the rawest, purest instance of breathtaking performance on four wheels. And right now, I'm pedalling one of the best.

My hands are clasped to an Alcantara-lined steering wheel as I point the 997 GT3 RS toward London. In true RS style, the driving experience is best described as raw. There's no radio or air conditioning in here and the source of all noise is behind me: thanks to a Perspex rear screen, the factory-fitted titanium exhaust resonates poetically back into the cabin at even gentle acceleration past 4,000rpm, and when that's not engulfing my ears, rolling tyre noise from the huge 325 cross-section Michelin Pilot Sport Cups is doing the job. Naturally, I prefer the exhaust note. 🚗



Even on this fairly smooth blacktop, the GT3 RS's ride is still firm. PASM (standard equipment here) is always selected when the engine is started, with switchable 'Sport PASM' providing shock-absorber tuning for what Porsche describes as 'high driving dynamics'. That's not needed just yet, but the variable suspension system nevertheless selects the appropriate damping level for each individual wheel according to a variety of parameters and conditions. It's the same policy for the GT3 RS's engine mounts with variable damping (PADM), which ranges between an almost rigid setting and a decoupling of sorts of engine from body.

As a result, every permissible camber and crevice in the road is keenly felt; even running over cat's eyes when changing lanes throws up a distinct 'bump and shudder' body sensation normally only encountered in classic 911s. As you can see, then, everything about the 3.8-litre GT3 RS's chassis is geared for the race track, and so is the performance. As a result, on the public road I'm constantly having to short shift through the Rennsport's six forward gears to try and keep on the legal side of the maximum 70 miles per hour speed limit. It's as frustrating as it is tantalising: this GT3 RS is teasing me as to its performance credentials and, akin to a fly to a light, I have to be explicit in resisting the overwhelming urge to plant my right foot to the floor and watch the tach needle swing all the way round to the redline, at least until these semi-slick Michelins are rolling over the asphalt of the proving ground later in the day. First though, I've a rendezvous in north London to meet an RS 4.0.

Widely considered as the greatest Porsche to grace the public road, the RS 4.0 project was borne out of a surplus of 997 GT3 RS parts and a desire from Weissach to reward only its most loyal of

GT3 customers with a special car that pushed the capabilities of the famous Mezger engine to its very zenith, all in the quest for ultimate performance driving. Priced at £128,000, Porsche made no profit from each of the 600 RS 4.0s made. It was based on the already breathtaking 3.8-litre 997 GT3 RS, though a number of revisions were bestowed upon the RS 4.0 across its engine, chassis and aerodynamics. The engine is derived from Weissach's GT3 R race car, increasing the stroke in the 3.8 GT3 RS from 76.4 to 80.4 millimetres. The chassis has rose-jointed rear suspension arms with helper springs for the unsprung mass, and the RS 4.0's downforce is improved at the front thanks to dive planes channelling air up and over the front corners, while the thicker rear spoiler has a natural angle of nine degrees instead of the 3.8-litre Rennsport's six. Additional weight saving has taken place with plastic screens from the B-pillar back (the rear quarter panels in the 3.8 are glass), while the front bonnet consists of little more than a carbon-fibre composite with a smattering of paint and a stickered-on Porsche emblem rather than the metal crest atop the alloy bonnet of the 3.8.

This delightfully meticulous assortment of tweaks makes for fascinating reading, but a glance at the performance statistics suggests only minimalist gains. Top speed in the RS 4.0 is only increased by one mile per hour to 193 compared to the 3.8, while just 0.1 of a second is shaved off the 0-62 miles per hour dash. But as ever with Porsche and Weissach in particular, the magic isn't solely in the performance times, but in the mechanical details that help instigate them. The RS 4.0 is the ultimate in this, as I'm about to find out.

Arriving at the premises in Hendon where this particular RS 4.0 resides, I get my first glimpse of

the famous white bodywork of Porsche's ultimate 911 Rennsport. I am utterly starstruck. Pulling up behind the huge rear wing (sitting on taller supports) my feeling of excitement quickly transcends into veritable awe. It's as if an international rock star has entered the vicinity: take Slash of Guns n' Roses fame, for example, casually rolling on set complete with that famous top hat, a lit cigarette hanging from his mouth, clutching his famous Gibson Les Paul, ready to rock in front of us.

Needless to say, it's no great wrench to swap the cockpit of the RS 3.8 for that of the RS 4.0. Apart from the obvious note of the dashboard being flipped – this is a left-hand-drive example originally delivered to the principality of Monaco – there is much change. Packed with substantially more equipment than the comparatively spartan 3.8 GT3 RS, the utility of the RS 4.0's interior is more wholesome in almost every category. Bizarrely though, this means while the 4.0 gains Schroth five-point harnesses as well as a comprehensive roll cage extending above the driver's head and down the 'A' pillar, it also features air conditioning and PCM 3.0. So, what this cosmopolitan example lacks in sheer pared-back character, it more than makes up for in its ability to provide an accomplished drive for both road and track. Butzi would be proud.

En route to the proving ground, it doesn't take long to acclimatise to the RS 4.0 (the 3.8-litre Rennsport I arrived in is being driven close behind). The clutch pedal is just as weighty as the 3.8 and the PCCBs will eventually let out their usual squeal under light braking in traffic, but there's no doubt the RS 4.0 is useable on the public road, even if that rose-jointed rear suspension makes the ride incredibly crashy over less-than-amiable road surfaces. So far, ➡





997 GT3 RS 4.0 2012

Engine
3,996cc
12.6:1

500bhp @ 8,250rpm
460Nm @ 5,750rpm
Seven-speed manual

Suspension

Lower wishbones and MacPherson struts with coil springs and dampers; anti-roll bar; PASM
Multi-link with parallel wishbones, rose jointed; coil springs and dampers; anti-roll bar; PASM

Wheels & tyres

9x19-inch; 245/35/ZR19 Michelin PS Cup
12x19-inch; 325/30/ZR19 Michelin PS Cup

Dimensions

4,460mm
1,852mm
1,360kg

Performance

3.9 secs
193mph

Model
Year

Capacity
Compression
ratio

Maximum power
Maximum torque
Transmission

Front

Rear

Front

Rear

Length
Width
Weight

0-62mph
Top speed

997 GT3 RS 3.8 2010

Engine
3,800cc
12.2:1

450bhp @ 7,900rpm
430Nm @ 6,750rpm
Seven-speed manual

Suspension

Lower wishbones and MacPherson struts with coil springs and dampers; anti-roll bar; PASM
Multi-link with parallel wishbones; combined coil springs and dampers; anti-roll bar; PASM

Wheels & tyres

9x19-inch; 245/35/ZR19 Michelin PS Cup
12x19-inch; 325/30/ZR19 Michelin PS Cup

Dimensions

4,460mm
1,852mm
1,370kg

Performance

4.0 secs
192mph



“If the 4.0-litre is considered the king of kings, then the GT3 RS 3.8 is the people’s champion”



The difference: GT3 RS 3.8 vs 4.0 in numbers	RS 3.8	RS 4.0	Difference
Rear wing angle in standard form (degrees)	6	9	3
Top speed (mph):	192	193	1
Power (bhp):	450	500	50
Weight (kg):	1,370	1,360	10
Price difference new (£ sterling):	108,123	128,466	20,343
Downforce generated at top speed (kg):	170	190	20
Bhp per tonne:	328.4	367.6	39.2
Nürburgring lap time (seconds):	7:33	7:27	6
CO2 emissions (g/km):	314	326	12
0-62mph (secs):	4.0	3.9	0.1

RIGHT Both these 997s offer a thrilling, mechanical drive as the last manual GT3 Rennsports

BELOW RIGHT Pared-back interior of the 3.8-litre GT3 RS is full of motorsporting purpose, but the RS 4.0 gets a carbon bonnet

so good: Porsche generally hasn't sacrificed usability in the hunt for performance.

However, it's away from the public road where any 911 Rennsport can really exert its excellence, a sentiment to be echoed here by both the brilliant 3.8 and 4.0-litre 997 GT3 RSs at Longcross Proving Ground. With warm tyres – pressures aren't changed here to complement the 'fast road' chassis setup of both examples on test – I jump back in the 3.8-litre GT3 RS and take to the 'Snake Pit', a fast yet twisty stretch of wide, smooth asphalt with sweeping corners that vary in length, angle and elevation. It is the ultimate test of any car's chassis.

Heading down the flat straight before turn one, I finally get to bury the accelerator pedal into the floor and the GT3 RS 3.8 responds by shooting forwards mercilessly. I eventually turn in hard in third gear, coming off the gas to allow the front to tuck in for the apex. The steering feel and weight is simply tremendous, possibly the best I've encountered in a 911: the car responds expertly and immediately to every minute adjustment I make at the wheel in searching for that perfect line, and the chassis retains its composure through the long corner as the Michelins dig in hard for grip. The GT3 RS feels so incredibly lithe from the rear (aided by those active engine mounts, no doubt) and the scream of the Mezger engine as I exit the corner and get back on the loud pedal really has my hair on end. This is absolutely exhilarating.

Pushing hard through this succession of corners for the next half hour or so, one or two things become apparent with the 3.8. First, it's actually very easy to drive on or near the limit. The more you push, the more you can feel the GT3 RS hunkering down to the road surface, the extreme aerodynamic styling proving it is no gimmick. However, the front end can still feel a little vague when pitching in for a turn, which is a 911 idiosyncrasy that is perhaps amplified here in the midst of such an otherwise exemplary driving machine.

Piloting the 997 GT3 RS 4.0 through the same bends throws up a surprisingly different experience, so much so that I'm taken aback by the starkness of it. The additional torque in the RS 4.0 is immediately noticeable: where the 3.8 flat six's typically peaky nature means you have to work hard to exhume the full thrust of its audacious power (it really gets going past 4,000rpm), the RS 4.0 is quicker to get shifting, with peak torque arriving some 1,000rpm sooner, or at 5,750 compared to 6,750rpm in the 3.8.

Though the 3.8-litre GT3 RS isn't slow by any stretch, the RS 4.0 is one of the fastest naturally aspirated 911s there is (without launch control) to a degree that its low-down torque feels almost unlike a 911. This means that corners are sometimes tackled in different gears in the RS 4.0 – the beautiful short-shift



gearbox is the same as the 3.8-litre variant, complete with 13 per cent shorter ratios than that of the 997.2 GT3 – though the caveat to the extra torque available means you must be wary of getting on the power too early when exiting a corner in the RS 4.0.

Even the sounds emitted from both boxer engines are altered: if the engine rumble of the 3.8-litre GT3 RS is comparable to a throaty bark, the RS 4.0 is more akin to a meaty growl, so different is the tone. There's also a heightened induction noise in the RS 4.0. Though I've spent the previous week marvelling at the audible induction gasp in the 997 GT3 RS 3.8 thanks to its Perspex rear window and removal of sound deadening, the same gasp under acceleration in the RS 4.0 is more pronounced. I put this down to the removal of double-flow air filter housings in favour of larger conical items in the 4.0.

An excessively stiff chassis displayed earlier by the RS 4.0 on road is converted handsomely on the proving ground too, helping the car settle quicker into a corner while the additional aero tweaks at the front and rear help it hunker down to the floor with up to 190 kilograms of downforce behind it. As a result, the RS 4.0's svelte style as it carves through all manner of corners and straights and cambers and flats is simply enchanting.

It is obvious that both 997s are scintillating modern Rennsports. As you'd expect, there's plenty of feedback constantly relayed from the identical Pilot Sport Cups, allowing you to really lean against

their limit when cornering fast. The sensation is like racing a Cup car. Even better, these 997s still have an abundance of that classic 911 trait where the driver is able to pivot, mid-corner, from the back of the car using the accelerator pedal, a feeling the more mid-engined 991 iteration lacks.

So, how to place these two exquisitely scintillating 911 GT3 RSs? Well, the 4.0-litre is sheer Rennsport royalty, the king of kings with breathtaking performance, boasting the biggest Mezger-derived engine sitting in the back for good measure. Typically undervalued by Porsche on its release, the RS 4.0's stock has risen so significantly in its short life that acquiring one today would have a greater impact on your bank balance than a suburban three-bedroom semi, a phenomenal achievement for a modern-day 911 just a decade old.

But if the 4.0-litre is the regal GT3 Rennsport, then the 3.8 is the people's champion. While the RS 4.0 is buoyed by its limited production run of just 600, a 3.8-litre build run of some 1,500 examples means they are significantly less rare, with reciprocating values lower at around £130,000. This means that, most importantly, these Rennsports are more likely to still be regularly driven – and hard.

Whatever your preference may be, the last two 997s added to the GT3 RS heredity are sensational, and though the subsequent 991s may be more precise, for me this truly is the benchmark in pure analogue 911 exhilaration. **911**

GTS SUPERTEST

The 991.1 GTS may be the last bastion of naturally aspirated 911s, but do the Cabriolet and Targa really match the Coupe for purist thrills? Total 911 heads for some twisty mountain roads to find out...

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





GTS: three letters that, when siphoned together, evoke a strong yet wonderfully nostalgic sporting spirit in the Porsche world. As you'll know, the legend started more than 50 years ago with the 904 Carrera GTS, a Targa Florio-winning car that gave rise to the infallible 917, and was reignited for the 911 production line in 2010 with the 997

Carrera GTS. A run-out special with high-quality options appointed as standard to the specification, a 997 GTS is an exquisite Carrera with genuine sporting intentions. It's a **Total 911** favourite and, if that's not reason enough for you to find similar endearment with it, just take a look at the classifieds to see its current value. Certainly, no other 997 outside of the GT2/3/RS lineup has enjoyed such refusal to significantly depreciate.

Then came the 991 GTS, this time introduced for the first generation. Rolled out across Coupe and Cabriolet body styles in two- and four-wheel drive along with, for the first time, a Targa variant, worldwide Porsche marketing wasted little time in billing this new GTG lineup as 'driving purity'. And, in context with the rest of the first-generation 991 range, there's a genuine case in favour of that PR slant emanating from Zuffenhausen: all are naturally

aspirated and have a passive rear axle, with a manual gearbox offered as standard – a combined setup which has never rolled out of Werk II since (as the 991.2 GT3 has rear steer as standard).

However, such a blanket approach to the entire lineup would be naive. While the rear-driven manual Coupe quickly found favour on our first drive back in issue 121 (culminating in a 4.5-star rating in our data file) **Total 911's** writer extraordinaire Kyle Fortune described the Cabriolet in all-wheel-drive form with PDK as "evidence in spirit and reality that the GTG badge should be limited to a handful of models rather than the entire 911 lineup." There were similar musings too when the Targa was later unveiled at the Detroit Motor Show. Suddenly, Porsche had evolved the GTG moniker into an entire sub-brand within the 911 range, but has it proved the right thing to do?

It's a question that **Total 911** needed to investigate, and only a trip to our favourite blacktop in rural North Wales with every 991.1 GTG variant would suffice. That's why I find myself sitting at the wheel of a Sapphire blue 991 GTG Cabriolet as I zip along the A55 past Anglesey. Josh Barnett sits 30 yards ahead of me in a Racing yellow Targa 4 GTG, while my internal rear view mirror reflects the visuals of a Guards red GTG Coupe, piloted by videographer and



petrolhead Louis Ruff. It's four in the afternoon and we've already accumulated over 15 hours of driving between the three Porsches. The drive has seldom proved arduous though, aside for the monotony of multiple motorways, a testament to the 991's grand touring credentials if nothing else. However, on the proving ground of the Snowdonia asphalt that sits just 20 minutes down the road, an altogether more pressing challenge awaits as our GTS triplets seek to prove themselves as ever-capable sports cars – the final bastions of quintessential Porsche driving purity – and worthy of sitting just below a GT3 in the 991's model lineup.

We turn off the A55 and head south towards Llanberis and its eponymous pass. En route to this great driver's road, the carriageway narrows and the nondescript topography around us is replaced by majestic slate cliffs rising high above us and into the sky's dark grey clouds. It's threatening to rain and, though the Cabriolet's roof is stowed, leaving me exposed to the elements, I'm not worried. The roads

are quiet so I can slow down to 30mph and continue my journey while the roof mechanism springs into action, returning the three canvas-lined slats and heated glass rear window to their original position in just nine seconds. However, the same cannot be said for Josh in the 991 Targa, who will have to pull over and stop for an agonising 19 seconds while its heavy glass panoramic window momentarily makes way for the stowed canvas roof underneath. With it being North Wales in early autumn, it's a safe bet to assume the open-topped Targa won't fare well in a game of rain roulette.

The rain relents though – for now – and, as our three GTSs approach the lowly north side of the pass, the fun can at last begin. There's a deep growl ahead as Josh deploys the Targa's Sports Exhaust, reverberating a raucous howl around the valley on his exit from the first, tight S-bend. I take after him, selecting 'Sport' on the centre console before blipping the throttle and pulling the manual

shifter down through the gate from third and into second. A quick, slick manoeuvre through the S-bend is executed with little drama, the Cabriolet not found wanting for a rapid turn of pace through a corner. Second gear with plenty of revs is perfect for our blast up the pass and, by the time we reach the top at the Pen-Y-Pass, we're ready to turn around, head back down the mountain and do it all again.

The autumnal sun soon starts to disappear behind the peak of the valley's westerly cliff rise, replaced by low-lying cloud and light drizzle as our three GTSs deal with the succession of left-right turns all the way up to the top of the pass for a second and then third time. You can learn a lot about a car on this beautiful road to Llanberis: the corners come thick and fast and there's a brilliant variance in pace and pitch required for each turn. The undulating nature of the surface is

delightfully cut-throat too, meaning mechanical grip is important, particularly for our trio of Porsches, each with a useful 430hp on tap. I expect this real-world proving ground to quickly denounce the Cabriolet's sporting credentials but, happily, I am proven wrong. The Cabriolet is blessed by that wonderful balance bestowed upon the 991 platform, though this doesn't make the car invincible, particularly in traditional

rear-drive form as here. This is characterised by a momentary loss of traction as the rear axle skips over the slippery road surface and slips out behind me on exit from a tight left turn, though the movement is progressive and easily contained with some quick counter steer.

The action makes me smile: it's a moment of added spice that should be a trait of any sports car worth taking seriously, and is evidence enough this Cabriolet is no lethargic grand tourer. With -20mm Sport suspension and PASM, the car feels tight, and with that Powerkit ensuring peak torque is delivered at 5,250rpm, it's certainly no slouch out of a corner either. I'm impressed, though I quickly find



Total 911's perfect GTS

Porsche preaches purity of driving with its GTS lineup and, though you can still quite easily spec a very accomplished GT, following our choices will get you an incredibly capable sports car that remains true to that traditional 911 driving heritage. Here's our ideal 991.1 C2 GTS spec (as new):

991 Carrera GTS Coupe (£91,098)

- Carmine red paintwork...**£1,805**
- Black Alcantara Package GTS...**£2,298**
- LED headlights in black with PDLs...**£1,449**
- Seven-speed manual transmission...**£0**
- PASM Sport suspension -20mm...**£558**
- Sports bucket seats...**£2,505**
- Deletion of rear seats...**£0**
- Porsche Vehicle Tracking System...**£1,140**

Total: £100,853



Model	991 C2 GTS Coupe	991 C2 GTS Cabriolet	991 Targa 4 GTS
Year	2015	2015	2015
Engine			
Capacity	3,800cc	3,800cc	3,800cc
Compression ratio	12.5:1	12.5:1	12.5:1
Maximum power	430hp @ 7,500rpm	430hp @ 7,500rpm	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm	440Nm @ 5,750rpm	440Nm @ 5,750rpm
Transmission	7-speed PDK	7-speed manual	7-speed manual
Suspension			
Front	Independent; MacPherson strut with coil springs & dampers; PASM	Independent; MacPherson strut with coil springs & dampers; PASM	Independent; MacPherson strut with coil springs & dampers; PASM
Rear	Independent; multi-link; PASM	Independent; multi-link; PASM	Independent; multi-link; PASM
Wheels & tyres			
Front	8.5x20-inch Turbo centrelocks; 245/35/ZR20 tyres	8.5x20-inch Carrera S alloys; 245/30/ZR20 tyres	8.5x20-inch Turbo centrelocks; 245/35/ZR20 tyres
Rear	11.5x20-inch Turbo centrelocks; 305/30/ZR20 tyres	11x20-inch Carrera S alloys; 295/30/ZR20 tyres	11.5x20-inch Turbo centrelocks; 305/30/ZR20 tyres
Dimensions			
Length	4,491mm	4,491mm	4,491mm
Width	1,852mm	1,852mm	1,852mm
Weight	1,425kg	1,495kg	1,555kg
Performance			
0-62mph	4.4secs	4.6secs	4.7secs
Top speed	190mph	188mph	188mph



annoyance with the auto blip function on downshift in Sport Plus mode – it merely takes away the fun of doing it yourself, after all. Damping is firm and you can feel the extra stiffening employed on this open-topped 991 each time a discrepancy in the road's surface is found. Firming the ride up with PASM Sport makes the Cabriolet uncomfortable on public roads and, with only a handful of open-topped 911s ever gracing a track in anger, the PASM button remains a largely superfluous addition to the Cabriolet's armour. These are small blotches on the otherwise immaculate copy paper for the Cabriolet and, as I climb out of its cockpit and swap keys with Josh, I'm satisfied that, with a manual gearbox and rear-wheel drive, it's a car that upholds the sporting credulity associated with the GTS moniker.

Settling into the Targa though presents an altogether different experience. Stymied by an additional 60kg weight penalty over the Cabriolet (thanks to that heavy glass rear screen and compulsory four-wheel-drive system) the Targa can't help but languish behind the others in a straight line dash. This means that, in order to get the Targa shifting, a very aggressive driving style is required. I'm wringing the revs out before each gear change and keeping that needle firmly on the right-hand side of the tachometer, though Josh and Louis in the Cabriolet and Coupe are similarly on it and the Targa can't help but look lethargic. Ride quality is surprisingly good thanks to revised damping, but still the Targa doesn't feel as tight as the Cabriolet.

Nevertheless, I'm making up ground on the other two GTSs in corners, the all-wheel-drive system with active torque distribution allowing me to carry more speed into a turn, safe in the knowledge that the front end will grip time after time. It's not as fun as having to weight up the front end of my own accord, as I would have to do in the other cars present, but I can't knock a system that lets me lean on the loud pedal more often than not.

Like the Cabriolet, this Targa is fitted with Porsche's reworked seven-speed manual gearbox, and is nothing short of a revelation over old. We never quite got on with the stick shift fitted to early 991s, our PDK vs manual test from issue 113 showing the 'box to be thwarted by an uncharacteristically notchy throw through each gate and an awkward spring loading, meaning we usually found third when dropping from the long seventh into fifth. Porsche listened and revitalised the system in time for the GTS, ensuring that manually changing gears is once again fun in a 911. That horrid vagueness between gates is mostly gone, replaced by a beautifully direct throw when a new cog is called upon. I'm adamant the shifter itself feels lighter too, though not too light as to be superficial.

Darkness falls as our GTS trinity weaves south to our night-time stopover at Dolgellau. Conversation at dinner revolves around that manual gearbox ("The shift in the 4WD Targa is better than even the old seven-speed in just rear-drive," Josh ascertains) while the Targa continues to divide opinion as to whether it's worthy of that fabled GTS moniker. "The Targa GTS is still flawed as an open-top 911 but ➡





dynamically it loses little and, in my eyes, it certainly looks the part,” Josh says.

“But it’s nearly as heavy as a Turbo and can’t rely on forced induction to get it moving,” I remind him.

Next morning, we make haste and head for our favourite UK road, the B4391. Though we’re no strangers to the blacktop of North Wales, the **Total 911** team knows this 8.1-mile route between Bala and Ffestiniog like no other. Different to the tighter steer of the Llanberis Pass, the B4391 is largely flowing asphalt, broken up by a mixture of sweeping and more technical corners. Gears 2-5 are called upon here, with frequent cog changing necessary to maintain a lightning pace.

I slide behind the wheel of the Coupe first. This 991 is a delight to drive: boasting rear-drive and a comparable featherweight mass of 1,425kg, the 130kg saving – equivalent to two of me – gives the Coupe a dexterity the open-topped GTSs just can’t touch. Here, the thesis of Porsche’s GTS package reigns supreme: carbon inlays and Alcantara inserts decorating the interior feel purposeful rather than flamboyant mise-en-scene; optional lightweight bucket seats offer a firm hold while still proving

comfortable over long journeys; and even a PDK gearbox is excusable, offering lightning-quick changes as the 991 refuses to drop a single thrust of forwards momentum. It’s so sprightly and quick off the mark with a great flat six soundtrack afforded by that bellowing Sports exhaust. Driver inputs still need to be carefully considered, however, as while there’s plenty of grip at the car’s rear (11.5-inches of tyre width at either corner putting paid to that), the nose can still go light on turn-in – a trademark any 911 aficionado will find familiarity with. If anything, this Coupe is too accomplished, the optional PCCBs making light work of scrubbing off speed with only the lightest press of the brakes. That, coupled with a gear change requiring a mere finger pull of a paddle, leaves any driver with little to do despite the ludicrous speeds on offer.

So, does a 991 GTS offer driving purity? Yes – but that purity is not guaranteed and is dependant on spec. This 991 GTS Coupe makes light work of the B4391, and the amusement on Josh’s face in the Cabriolet behind tells me he’s also found favour with its purist intentions. Two of three cars have passed the test. In a moment of softness I take one more go

in the Targa to see if it can complete a clean-sweep of success before we depart North Wales. I find myself willing it to impress and take solace with the Powerkit’s ability to give greater urgency lower down the rev range, but the sobering reality is I finish our test in a 991 that falls short of that ‘purist’ model for which Porsche wants the GTS to be associated with.

The issue here is vehicle mass. It’s impossible to label a car that weighs more than 1.5 tonnes as a ‘purist’ sports car, despite plying it with a mechanical LSD and all the technology Zuffenhausen can muster. Perhaps that’s the problem: while we take no issue with the all-wheel-drive system (a 4WD Coupe will still make for an exquisite GTS for those who prefer more of an all-round durability in a 991), in the Targa’s case, the heavy nature of the lifting glass roof panel and all its associated mechanicals, along with the extra mass of all-wheel drive, creates a 911 that seems to have lost its sprightly character.

Sure, the Targa offers a stunning visual as a modern open-topped 911, but those aesthetics are the closest it gets to a classicist, purist Porsche in GTS form – though, as turbo’d 911 Carreras have since become the norm, history may yet be kind. **911**





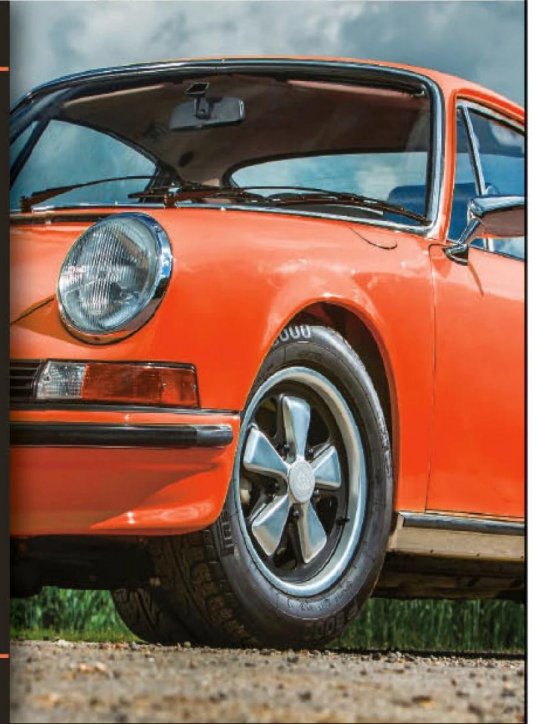
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991 GT2 RS

THE PROTOTYPE

Remembering the time Andreas Preuninger took Total 911's Kyle Fortune for a drive in the final 991 GT2 RS prototype ahead of the production car's launch

Written by **Kyle Fortune** Photography by **Justin Leighton**

I'm laughing. I can't help myself, sitting on a plane home from Stuttgart, earphones in, transcribing the conversation I've recorded between myself and Porsche GT department's Andreas Preuninger. I hear a 3.8-litre turbocharged engine roar as we chat. Nothing too amusing in that. Except my reaction. Even above the engine's gloriously guttural note there's a long expletive exclaimed in accompaniment. The GT2 RS will do that to you, its performance in a league that's beyond the ordinary, even from something wearing a GT badge on its rump.

Only it isn't. Being a prototype, even the crest on the bonnet is hidden, the rear a mix of GT3 RS panels, bonded-on disguising a pair of massive exhaust pipes, and good, old-fashioned tape. Not that there's any hiding what this is, the GT2 RS not among Porsche's best-kept secrets. It's not like the 911 shape isn't recognisable either, and just in case you were in any doubt, if those exhausts are hot you'll see the catalysts glowing orange from behind. After seven years too, a new GT2 RS is arguably overdue, Preuninger admitting customers have been asking about a new one for some time.

Well it's coming, officially, and we've been for a very early ride in it. So early that the first pre-production cars don't actually start running down the line for another couple of weeks. It's those cars that will homologate the figures for Porsche's most extreme 911. This black, battle-scarred car represents 991 GT2 RS genesis, which somewhat explains why it looks like something of an engineering lash-up.

Not that Preuninger would ever describe his new baby as such. Underneath the black wrap there's evidence of Lava orange, this GT2 RS starting life as a GT3 RS. The metamorphosis from a naturally-aspirated, 500hp, 4.0-litre car to a forced induction 3.8-litre is one that the GT man describes as a labour of love that's accounted for many, many man hours.

Start pressing him on the details and it's clear to see why. He's quick to point out that the GT2 RS is very much not just a chipped Turbo S. Yes, the 9A1 engine block is the same, though there's some differing machining, the internals being revised to cope with its greater output. Porsche isn't prepared

to admit how much yet, the only figure that's being banded about being 650hp. Only there's a *greater than* sign in front of that.

We've all read the rumours of how much more that might be, but until the actual number is properly homologated nobody's officially saying anything. That's true of the torque too, which is said to be in excess of the 750Nm quoted for the Turbo S.

Take those (rather conservative) figures and compare them to the 997 GT2 RS's 612hp and 700Nm and even that's quite a leap. Allowing it are new turbos and a higher boost pressure, though it's the intercooling that's most critical to the engine's greater performance. There's now spray-cooled intercoolers, these operating at higher temperatures, spraying a finely controlled mist of water onto the intercooler's netting. The evaporation effect reduces the intake temperature by as much as 15 degrees. Given the 911's inherent difficulty in thermal management because of its rear-engined configuration that's a huge gain, and equally crucial in allowing the new GT2 RS's monstrous performance.

The system itself is fed by a five-litre tank under the bonnet, which can be filled with regular water, Preuninger joking that it works best with the water

from Weissach's well. In normal use it'll not need filling too often, but three hot laps of the Nürburgring should see it empty completely.

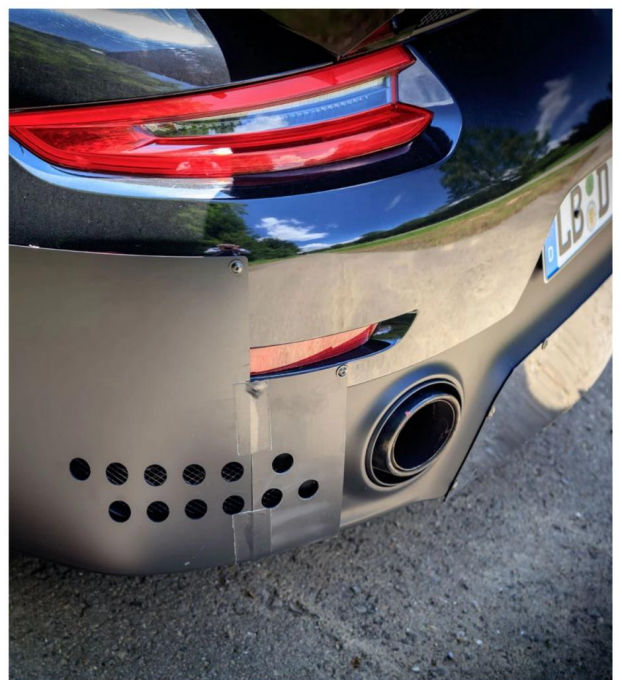
There is, as with its predecessor 997 GT2 RS, rear-wheel drive, Preuninger saying they debated using four-wheel drive but decided it would make it impossible to properly distance it from the Turbo S. That it saves around 50kg is handy too, the kerb weight goal being under 1,500kg (a Turbo S is quoted at 1,675kg, for comparison).

The manual six-speeder has gone, replaced by a seven-speed PDK. Preuninger is unapologetic, saying: "PDK is for the RS models, we like the idea of the driver's cars. It is perfect for the GT3, but for anything with the RS badge on it we think it's about lap times, about competition and the PDK has an absolute edge over everything else. With the amount of torque it has, it's wise to have a PDK gearbox." This fitting of PDK allows the fully electronically controlled rear-differential to feature, with 0-100% lock-up on offer.

Being rear-wheel drive, he admits that the GT2 RS will, inevitably, ➔







“lose some traction from the get-go”, the official line being less than 3.0 seconds to 62mph, though the expectation is that it'll meet and then beat any internal competition above that, being comfortably below nine seconds to 124mph (200km/h). Mighty quick, then, and in keeping with its top-dog 911 status, the top speed is anticipated to be in excess of 211mph (340km/h). They'll find out in the next few weeks for sure, but the promise is for the fastest production 911 ever, which given the considerable downforce its revised bodywork will produce while it's doing that is impressive indeed.

Creating that is a combination of elements. The tall rear wing is an RS signature, held up on aluminium struts which, like the GT3 RS's, is adjustable. There will be ducts venting above the front wheels, lowering pressure in the wheel wells, the treatment of which will be visually distinct to those featuring on the GT3 RS and, hence, this prototype. There's a unique front end too, a more prominent splitter, the bumper here featuring GT2 RS lettering in the central intake. Those NACA ducts on the bonnet are there to accelerate air down and over the front discs for superior cooling of the standard PCCB brakes.

They'll make it to production too, their benefit greater than merely brake cooling, contributing also to a lower coefficient of drag by reducing turbulent air over the car. Under the engine will be a more radical diffuser which, combined with all the other aerodynamic revisions, will produce downforce at its top speed slightly below 400kg, extraordinary for a road car.

The new GT2 RS is a car which, Preuninger admits, will look very different to this prototype here, saying it'll be a loud car visually inside and out. Underlining that is the fact around 60 per cent of the 997 GT2 RSs were optioned with a red Alcantara interior similar to that of the prototype here. While

that overt look might be against the company's usual philosophy, it's very much in keeping with the GT2 RS's audience. The rear intakes fore of the rear wheel will again be bespoke for the GT2 RS, with the majority of the GT2 RS's unique detailing being made of visible carbon fibre.

It will, claims Preuninger, “Say ‘here I am, I’m the king, I’m the alpha animal’. It’s an RS and RS means race, and that’s deliberate. We’ve been under attack regarding lap times, people keep telling us we’re only concentrating on old-school stuff like manuals and feeling and driveability – suggesting that’s only an excuse that we’re not fast enough anymore. The GT2 RS is proof positive that those people are completely wrong.” It's obviously – understandably – been around the Nürburgring then as part of its

“The expectation is that it'll meet and then beat any internal competition”

development and will, in due course, set a lap time. Like everything else numerical relating to the GT2 RS today, what it'll be is very much open to speculation. Let's just say very, very fast then, until we can put a real number to it, though the old car could do 718 and the 991.2 GT3's achieved 712... Into the sixes? If it wants to beat its rivals it'll have to be. What's impossible to ignore is the physicality of the thing.

Even fresh from the experience of the new GT3's high rev potency, the GT2 RS feels on a different level. The brutality of the forces that engine places on you is 918-esque in its elasticity, if not having quite the Porsche hypercar's ludicrous electrically-aided immediacy. It's at its mightiest when already moving; the way the GT2 RS exploits the briefest gaps on the enlightened high-speed German roads is incredible.

Speeds of 100km/h, then 200km/h, then 300km/h are mentioned by Preuninger as they're passed, seeing the rest of the traffic go into reverse as the GT2 RS asserts its dominance.

Like that 918 Spyder, the GT2 RS will be offered with a Weissach pack which, if chosen (everyone will) should reduce the kerb weight by a further 30kg or so. Allowing that will be a titanium roll cage, it accounting for as much as 7kg, magnesium wheels that drop 12kg over the standard alloy ones (those sharing the 265/ZR20 front and rear 325/30 ZR21 sizes and coming shod with GT2 RS specific Michelin Pilot Sport Cup 2s). Also included is carbon-fibre anti-roll bars and other suspension elements in the lightweight weave. Even the standard magnesium roof is replaced by a carbon-fibre one with the

Weissach pack. It is amazing that the GT department's obsession with efficiencies and weight saving has found a way to make a carbon roof lighter than that once-lightest magnesium one.

Even so equipped, the GT2 RS isn't wholly stripped of civility, Preuninger saying that with so much power on offer, taking out all the sound proofing just isn't necessary. You'll want to leave the radio and air conditioning in it, then, as everyone does, while the rear glass is exactly that – not Perspex, though it's lightweight Gorilla Glass, of the type used in mobile phones.

If the engine dominates with its brutal, forceful shove and outrageous, rousing, blaring exhaust note, then the chassis is a bit more subtle. That's despite rose joints throughout, the only link to the chassis not featuring a ball joint being that for the rear-wheel steering system. The dampers are upside-down racing items, with two modes, the spring rates the most extreme ever for a Porsche road car, basically being that of a Cup car set up for the Nürburgring. That's double the spring rate up front compared to the new GT3.

On the (admittedly smooth) roads surrounding Weissach, it rides well, Preuninger describing the steering as immediate and rich in detail, allowing him to feel what's going on at the front axle. That's obvious given the speed he's carrying, the turn-in clear in its immediacy, aided by the standard rear-wheel steer. There's obviously huge stability from the chassis and ridiculous levels of grip and traction, the GT2 RS monstrosity bends on the country roads around Weissach. There's no slack, no body roll, the standard lightweight bucket seats a necessity to hold you tightly against the huge cornering forces. Without a steering wheel to hang onto it's quite a ride.

“I like the absolute brutal power that this has. It's a joy to drive on the track, it's so precise, it's so nimble and agile and a lot easier to drive than a 997 GT2 RS, which was a brute, to the point where you couldn't handle it sometimes – and this one has way more power,” says Preuninger.

Of course we soon found out just what the 991 GT2 RS was all about, it being a hilarious, thrill-ride of a car, which is exactly as it should be: distinct, outrageous and, like the expletives it's since forced from its passengers, more than a little bit rude. **911**

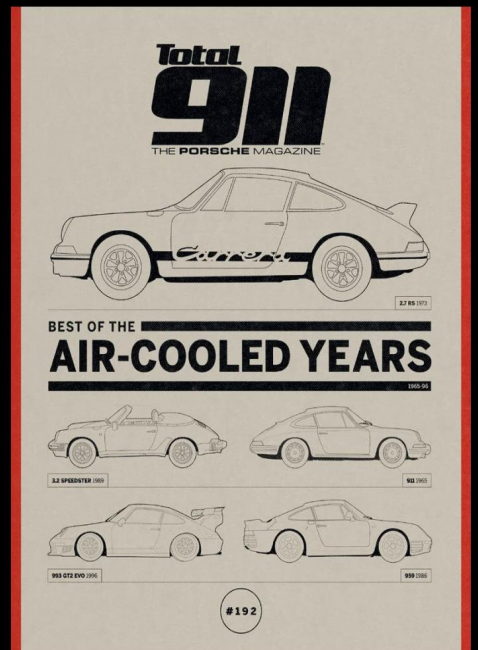
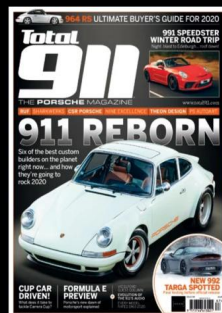
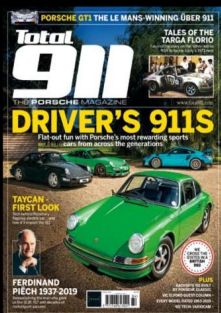




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Living the Legend

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



Nick Jeffery
Surrey, UK

@npjeffery
 @npjeffery

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

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



At the time of writing this column, we have been in lockdown for several weeks so all the planned events and trips have either been postponed or

cancelled, including a road trip around France and my first PCGB track day at the Anglesey Circuit in North Wales, not to mention the inaugural Das Feuer meet and Goodwood Members Meeting!

I know many fellow enthusiasts have elected to SORN their Porsches, but I decided not to as I am a firm believer in keeping my cars rolling; in my experience, they do not respond well to sitting idle.

Given lockdown restricts any car journeys to those that are deemed to be essential, I decided to keep to a strict rotation, logging when each vehicle was last used. Having already been forced to replace the GT3 battery, I have no desire to repeat this on the other cars...

My first observation has been around how much we historically have taken for granted, and correspondingly how grateful I have felt and how much I have enjoyed those essential journeys. This usually involves delivering supplies to both sets of aging parents, one of which is a ten-mile round trip, the other around 60 miles. Both therefore represent an excellent



opportunity to thoroughly warm up each car to normal operating temperature and get a heat cycle through all the main components, including suspension and bushes. I have witnessed neighbours sitting on their driveways letting the engine tick over for 45 minutes but, to my mind, that can't be doing the vehicle any good.

It has also served to remind me just how much I love driving the GT3 and GTS, even at low speeds and, despite the fact they are both 997-generation cars, how different they are in reality...

The GTS is the consummate all-rounder. You could argue it is all the 911 you will ever need. A much-lauded sweet spot both in terms of the 997.2 generation and the resultant greatness from the sum of its parts. It is a great car to be in, comfortable and well appointed, and equally at home on a mundane trip or blasting along a winding road. I have owned the car since October 2018 and it has proved to be very reliable and relatively low maintenance, only requiring rear lower wishbones so far. It feels heavier than the two-wheel-drive GT3 but there is no shortage of grip and feedback from the steering, and while you have to work it a little harder than the GT3, the rewards are most certainly there when doing so. One observation I would make since owning a later PDK-equipped car (a 2015 981

Cayman S) is while the gearbox must be the same, the software that controls the shift speeds is markedly different, leading me to ponder whether it is possible to get this upgraded?

The GT3 is a different animal altogether. It sounds positively angry on start up, with a lower, much more menacing tone from the central twin exhaust pipes, and has that uneven race car idle you usually hear in a paddock or pit lane. There is a palpable sense of drama or theatre about it from the off. Uncompromising in its delivery, it just feels more alive at all times and spine tingling as you stretch its legs and start approaching that 8,400rpm redline. It's more twitchy on the road and you can really feel the rear end pushing down into the tarmac under hard acceleration and the lighter front end bobbing around. The only caveat is the lower ride height and being mindful of speed humps or driveways with an incline, as front axle lift was not available as a factory option on first-generation cars and is a costly non-OEM retrofit option. I have already established during lockdown I cannot get it on/off my parents' drive!

I have no real preference over the interior in each car, although I do prefer the thinner, more basic steering wheel in the GT3 – a real example, perhaps, that less is more...





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**



In my Living the Legend column last month I shared my good friend Vic recently purchased a 2019 GT2 RS in GT Silver complete with

the Weissach Package.

Vic's new GT2 RS is fitted with a 3.8-litre engine that puts out a massive 700hp and 553lb-ft of torque. According to Porsche, with its PDK seven-speed transmission (the only transmission the GT2 RS comes in), it will catapult the rear-wheel-drive car from 0-62mph in 2.6 seconds. Remember, Porsche has a solid reputation as being conservative when releasing those 0-60 times. I'd expect it to be definitely under 2.6 seconds on a 0-62mph run.

Vic had been suggesting I drive his GT2 RS for quite a few weeks. However, to be honest, I was a bit hesitant. One of the reasons I didn't want to drive it was, "What if something happened to it?" I wasn't worried about me doing anything to it, but I certainly was worried about taking it out on the roads in San Diego and some nutter hitting me.

One Sunday morning back in late March, four of us, including Vic's sumptuous GT2 RS, two 991.2 GT3s and my 991.1 GT3 met in North San Diego County for another one of our fun drives through the hills and back along the Pacific Coast Highway.

When I arrived in my GT3, Vic was waiting for me and insisted I take his GT2 RS out for a drive around the area. As it was just before 7:00am, I relented. It actually didn't take too much to talk me into it. If I didn't drive one now, I never would.

After Vic handed over the key, I paused and stood and gazed at this special Rennsport. This 911 is beautiful yet it has

a vicious look to it. Peering to the right, one can't miss that massive wing that unapologetically has 'Porsche' spelled out on top of the beautiful carbon fibre.

You instantly know that wing serves a very important purpose. It makes the wings on the 991 GT3s look rather quaint in comparison. Standing at the driver's door of the GT2 RS, I again pause and glare over to the left at that gorgeous black carbon-fibre bonnet with those NACA ducts.

This Neunelfer, without me getting in and firing it up, lets me know it means business. I am fully aware this is a race car with a legendary record on the Nürburgring and it just happens to have a California licence plate. Well not quite yet, but it will.

As I enter the RS, I am immediately aware of the beautiful interior. I find my left leg shaking a bit as I buckle myself into the most comfortable bucket seats I have ever sat in. At this point, with the shaky leg, I am thanking a higher power it doesn't have a third pedal! On top of the head rest, you can't help but notice the words 'Weissach Package' with the track stitched in beautiful white gold metallic.

Everything in this Rennsport Ltd Edition Weissach Package is beautiful and the finest quality. Inside it doesn't differ too much in many ways to my 991 GT3, which is also very luxurious. However, that is where the similarities end between the GT3 and the GT2 RS.

By now, the GT2 RS, Vic and my friends are urging me to get the thing started and take it out. Once the leg stops shaking I fire up the ignition. It roars on fire up, sending shivers down my spine. It is truly one of the most beautiful sounds I have ever heard. Then a habit I've been doing for almost ten years takes place. I automatically press the front axle lift

button, raising the front end to avoid scraping the front lip.

Backing the RS out of the parking space, I notice compared to the wing on my 997.2 GT3 RS I can see out the rear window, which is very nice. I continue backing out and can't seem to wipe the silly grin off my face as my friends take video and photos.

I kept the windows down to hear that glorious engine. That engine is a statement of intent without doubt. Making my way out of the car park to the street, it strikes me just how big this GT2 RS is compared to my 997.2 GT3 RS.

The steering on the GT2 RS is phenomenal. Moving through the car park to the exits, I can feel this bloody thing would rather be at the 'Ring' instead of the shopping mall car park. I carefully exit the car park and begin to open the throttle. I feel the power and I am barely moving. Turning right onto a main street, the steering is smooth and precise.

Applying power with the PDK in manual, the car is astonishing. Shifting gears with the flappy paddles is much better of an experience than my 991.1 GT3. I then move the PDK into auto with Sport mode. It simply is staggering as the sheer raw power shoves you back into the seat and snaps off those gears at lightning speeds. The car is telling me it can easily do over 200mph, which is when I immediately let it know, "No thanks!"

Bringing this car back into the car park with the lads and the other GT3s, one word comes to my mind... "Ferocious!" I've never driven anything like it. Nor am I sure I ever will again. Porsche did an incredible job with the GT2 RS and Vic got himself the fastest street 911 ever made. A massive thanks to my friend Vic Murray for allowing me to test drive his beautiful GT2 RS.



Ron Lang
Ashland, Oregon

@ronlangsport

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

Model **930 3.3**
Year **1982**
Acquired **2019**

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

Model **964 C4 SAFARI**
Year **1991**
Acquired **2018**

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

Model **997.1 TURBO**
Year **2007**
Acquired **2020**

Model **997.2 GT3RS 3.8**
Year **2011**
Acquired **2016**

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



We all know that what most defines the 911 is the driving experience. That elusive combination of steering feel, engine response, and that

seat-of-the-pants sense of what the car is doing as one approaches the limits. The experience driving near the limit of grip, and how the car and driver interact as that limit approaches, is what largely defines our joy of sports cars. Those experiences caused me to recently sell the 2018 991.2 GT3 manual and the 2018 991.2 Turbo S. Both fabulous cars, perhaps too fabulous.

Both solid weapons on the track and if I was doing 20+ track days a year, perhaps justified. But on the road, they are both so composed, so grippy, with such superb suspension and drivetrain configurations that they both became a bit... dull. By that I mean I could drive pretty much as fast and as hard as I wanted and they started to feel too much like a video game. No consequences to minor errors on the road, perfectly composed on any road surface, just too plain good to get anywhere close to exploring those grip limits, to feel the car



move around and require corrective action by the driver.

To me, the 992 continues the theme. Bigger still, massive power and grip, and hardly any opportunity to do much more than point-and-shoot, down the straight and through each apex. So, in addition to having little interest in the 992, both 991.2s have gone on to new homes.

In their place, I recently acquired a 2007 997 Turbo six-speed. This Turbo, a lovely Slate grey over natural leather interior, is just right for me. Gads of power, the joy of the three-pedal interaction, the provenance of that Mezger engine providing plenty of thrust. But most importantly, the driving experience. Yes, it is very composed. But, having just completed a lovely 180-mile drive on our local narrow mountain roads, the feel is back. The car moves around, requires some planning when attacking corners, and some correction when things

go a bit awry. In other words, driving bliss as expected from a 911.

The car had 52,000 miles on the odometer when I got it, but paint/body/interior are in wonderful condition. The ceramic brakes provide all the stopping power one could ask for. The navi system is mostly rubbish, and there's no Apple CarPlay or any of the modern infotainment features. But that's okay, because it is just more fun to drive than either of the 911.2s.

That said, I still have the 2017 991.2 Carrera 4S that I specced and purchased new. Still a wonderful car that has now been largely relegated to winter usage.

The 997 Turbo is in stock form, with an unmodified drivetrain. At purchase, I did have H&R lowering springs installed with fresh alignment. I like the stance and the road feel is great. Oh, and I put Michelin Sport Cup 2s on it, those are such terrific tyres. Time to hit the road!



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



We have been incredibly lucky with respect to the impacts of COVID-19 'Down Under', both in terms of our social freedom and the number of

cases. Put it down to our relatively sparse population or swift and decisive action by our government, but the biggest impacts here have been to jobs and the economy.

But while we have not been strictly housebound and able to go to work, exercise or shops, it has certainly not been the environment for long, relaxing Porsche drives in the countryside. The mind turns to maintenance tasks and fixing long-term niggling problems that have been put off for months or years. One of these with my car has been finding a final solution to my steering wheel saga. When

I purchased the car it had a Momo Monte Carlo wheel which was lovely, with subtle lumps and bumps in all the right places to provide great grip and several comfortable hand positions. Being of the car's era, it also looked 'right', much as a Prototipo is perfectly at home in a 1960s 911 cockpit. The only problem was that the thick rim and smaller diameter of 350mm compared with the standard 380mm completely obscured the most important part of the speedo face. For a while I solved this by rotating the speedo so that the needle pointed downwards at rest. It certainly improved my vision of the instrument but really irked me that I had disturbed the feng shui of the iconic five-dial dash.

I started looking for alternate wheels, and if the Monte Carlo had been available in a 380mm diameter it would have been the perfect solution. Unfortunately, while Momo make a 380mm variant of the Prototipo, they have never done so with the Monte Carlo. I even thought about chopping up my old wheel, rejigging the frame to make it larger and recovering it, but concerns about strength, safety and appearance deterred me from that path.

Eventually I found a 380mm sports wheel made by OMP called the Velocita. It has a plain rim style with a yellow top centre marking and bolts to the Momo hub adaptor. A few weeks later an OMP was

obtained and installed – it looked great and let me see the speedo up to about 110kph. But out on the road I was dismayed! Firstly I missed all of the contours that made the Momo so tactile, but the biggest shock was that the extra diameter had reduced the 911 feedback fizz, slowed the steering noticeably and made the entire car feel ponderous on twisty roads. I finally understood the importance of a small sports wheel and the reduced wheel effort when parking was no compensation for losing the responsiveness.

Back to the drawing board, and after some Googling I found that in addition to being 380mm in diameter, the original 930 wheel was also offset about 12mm upwards to provide extra thigh clearance. Go and watch the wheel-twirling in 'Faszination on the Nürburgring' on YouTube and you will see that the wheel is quite eccentric.

More Googling and I discover that Momo manufacture an eccentric hub spacer that moves the wheel 12mm upwards and 10mm rearwards. The spacer has just arrived and rather than using it with the OMP which would have replicated the OEM wheel in every dimension, I have installed it with the beloved Monte Carlo. This provides an acceptable view of the speedo and should restore the steering feedback and agility. Now I just need to get out there and drive!





Lee Sibley

Poole, UK

@lee_sibs

That Nine
Eleven Guy

Road to Redline

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



Last issue I mentioned I'd purchased a set of genuine Fuchs wheels for my 996. They're the same 8- and 10x18-inch size as

the factory BBS split rims that came on the 911, thereby fitting seamlessly onto my 996 once wrapped in my Continental ContactSport 2 tyres.

I ordered the Fuchs from Paragon, an official UK Fuchs dealer, and was amazed at how quickly the wheels arrived – five days in all, despite the fact we were in full lockdown at the time. The wheels themselves came with black petals (you can choose between black or silver faces), though it's always been my plan to paint the centres to make a proper match for my car. What colour those centres will be going, I'm yet to decide... bronze or green are the current options.

As you can see, I'm in no rush to make a decision as yet, which is why I had the wheels bolted to my 996. I really wasn't sure how they'd look, if I'm honest – Fuchs wheels look at home on a classic 911, without a doubt, but newer stuff... I'm



not so sure. I felt the 996's softer, more sculpted appearance might just work with the delicacy of the Fuchs design, which is why I decided to take the plunge. It was a risk, but one I feel paid off handsomely. I think the iconic Fuchs look works well with my retro-inspired green paint.

Bolting the Fuchs wheels on has presented me with three new entries on my 996 'to do' list. The first is to get those KW coilovers fitted: for some reason, having aftermarket wheels fitted to the 996 shows just how badly it needs a drop in ride height. I mentioned the Fuchs are the same specs as the split-rim BBS, but

now that gap (chasm?) between tyre and wheel arch is more pronounced. Needless to say, as soon as it's safe to visit a specialist, those coilovers will be getting fitted, as they've been sitting in my shed for months now.

Second, I need new wheel bolts. The current bolts are badly corroded, and their rusted heads look pretty bleak against the immaculate wheel faces. I'll also need slightly longer bolts too, as the rear wheels need spacing out a little to nail the car's stance. I think a set of 5-7mm spacers should do the trick here, and I'll report how I get on next month.



Max Newman

Aylesbury, UK

@maxripcor

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



Private number plates are quite a divisive thing. I don't like strategically spaced characters that try and say something. However, the three-

letter, three-number pre-A arrangement is very neat and appeals to my OCD. I like the idea of having my initials, certainly rather than MAX. Something with 911 is appealing for obvious reasons, although not quite symmetrical, but they also tend to be expensive.

Anything ending with MN seems off limits for me unless I move to and register my car on the Isle of Man. Instead I spotted MNZ – Max Newman's if you will – and bought MNZ 959 direct from the DVLA. My inspiration was the excitement of seeing Paul Pressland's 959 at the January Sunday Scramble meet at Bicester Heritage. To see the legendary 959 in the wild on a wet and windy day was something quite special. I doubt I'll ever own one, so I've put it on my BMW family wagon where the symmetry and nod to Porsche pleases me immensely.

With a bit of wind in my sails I set out to find MNZ 956 and MNZ 962, but instead found MNZ 997. My 997 still carries the private plate it had when I bought it eight years ago – C2 PGS – the initials of the

previous owner. I may end up with another 911 in the future though, a 991, or maybe even a 993, so I didn't really fancy that one long term. MNZ 911 on the other hand could be for life, so when I found it on CarReg I couldn't resist.

I was chatting with my friend Graeme about a 911 he's interested in – a 997 Turbo – and talking him through the nuances of that model. During our conversation he commented that I probably wouldn't like it because it's a Cabriolet, and I'm a purist. I don't know if I am a purist. The 911 I bought certainly conforms to the purist ideals – it doesn't even have a rear wiper, although on numerous occasions I'd have found one extremely useful.

I certainly aspire to own 'purist 911s', but I also regularly find myself looking at 991 Cabriolets (S model with PDK, Sport Chrono, PSE) and thinking what a wonderful car it would be to own, and crucially use and enjoy – a lot. My friend Graeme was right that I don't like the 997 Cab, but that's because of the ugly hood design, not because I'm a purist.

The 991 on the other hand is the best-looking 911 Cabriolet ever to my mind, and a good-looking Cabriolet full stop. Particularly so in narrow-body Carrera and Carrera S, which I think is more elegant, and therefore better looking than the 992 Cab despite sharing the same hood design.



The design of the hood was a great leap forward from 997 to 991, the lines echoing the Coupe more faithfully despite still losing the c-pillar curve so characteristic of Porsche's design vernacular. Even with the hood down it looks good, more pert than previous generations.

The 981 Boxster is maybe better looking still – hood down – but that's for a different magazine! I don't think rigidity is an issue on these cars either, even in Buckinghamshire where the roads are like a motocross track.

If I am a purist then this must be my 911 guilty pleasure – what's yours?



Chris Wallbank

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



With UK lockdown rules stating we can't travel anywhere by car unless absolutely essential, I'm guessing most readers' cars haven't moved from

their garage, like mine! So I thought I would take this opportunity to give my leather interior a thorough detailing and share one of my top tips for getting your leather back to that brand-new showroom look.

Now I don't know about you, but one of my pet hates in life is shiny leather! For me it's an instant telltale of a very used or high-mileage car, but in reality a car's leather interior can start looking worse for wear and very shiny after just 20,000 miles or so. The places that show it most are areas that have most bodily contact like the steering wheel, gear knob, handbrake lever and driver's seat bolster.

Some people may think it would take hours of expensive professional detailing to get their leather back to its original lustre, but all you need is some general household washing-up liquid mixed with hot water



in a bowl, a clean microfibre cloth, and a 'magic eraser' type sponge – I tend to use the 'Flash' brand which can be bought from Amazon for around £1 each. The process is simple and I've chosen to use my steering wheel and seat bolster as an example.

Step one is to soak the magic sponge in a soapy bowl of water, then rinse out the excess liquid before starting to gently rub the leather with the sponge, I find it is best to work the leather back and forth in one direction rather than a circular motion. You should start seeing the dirt on the white magic eraser sponge straight away!

After doing a full pass of the steering wheel, I use a clean microfibre to wipe off



any excess soapy water before letting it dry naturally, and that really is all there is to it. You should see an immediate difference. Some people do say because you're potentially removing some of the leather's natural oils after a deep clean it's beneficial to feed the leather with something like a Autoglym Leather Care Balm, but my personal opinion is this is only really necessary on much older leather that is showing signs of light cracking.

I hope this tip has been of use, and feel free to send me some of your results via my Instagram (@chris_wallbank) or email chris@chriswallbank.co.uk as I'd love to see them!



Phil Farrell

Cheshire, UK

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



Where to start when the 996 has travelled a sum total of 20 miles in the last month? In the absence of not being able to drive anywhere of note,

and with everything spic-and-span and not having plucked up the courage yet to remove the roof liner to investigate the rattle around the rear window, there wasn't much else to do than to look elsewhere for some car-related thrills. And as luck would have it, more or less the same day I was contemplating that challenge, Porsche Club GB dropped an email through to say that some members were spinning-up an *iRacing* event. For those that don't know, *iRacing* is an online driving simulation 'game' used by everyone right up to F1 drivers to hone their skills and compete with others from around the world. To call it a game would be to do it a disservice. It's genuinely more a simulator.

Alas, after thorough investigation and some guidance from the helpful chaps from the Club it turned out I didn't have a PC with enough horsepower to drive *iRacing*. So while I decide whether to invest in a PC that I may or may not use once lockdown is lifted and I can get back to burning actual rather than virtual fuel, I dusted off the old PlayStation and booted up *Gran Turismo* for the first time in years. I remember some of the earlier iterations but this current version (known as *GT Sport*) is a different thing.



With a few online races behind me I must say I'm hooked. It's great fun. All I'd say is, while learning make sure you drive cleanly as it gets you out of the races where others don't appear to brake for bends, so as you're just setting yourself up on your line you suddenly get shunted by some idiot in a Nissan GT-R who knocks you into the gravel and effectively ends your race. And frustratingly the geniuses behind the game neglected to include a virtual hand gesture button so you can let said GT-R driver know what you think!

But once you're in with other like-minded racers, it really is superb. I can understand why it's said to be advisable to get a racing wheel rather than a controller though. I'll be making that purchase over the next month and probably before I make the step into *iRacing* now.

I was lucky enough to be awarded a 996 GT3 as a prize car a week or so ago. I took it for a spin around Brands Hatch and I must say if an actual GT3 of that generation

drives like it did online it's a car everyone should have a go with. The sound was very Porsche, it revved out as only a GT car can, and the interior was a faithful reproduction of the real thing.

In between races I did start to think whether the game would let me take my new GT3 on one of the rally stages so that I could, via a tenuous back-door, tick off the 'take your 911 rallying' item on the 2020 bucket list. It did, and it was lots of fun sliding around and launching the car over the rally stage. Luckily the game doesn't appear to feature actual damage so it remains as immaculate as the day it was awarded. Had it been reality I don't think my car would now be a car that Hexagon Classics would be queuing up to retail anytime soon. But then, we don't have cars just to look after for the next owner, do we? We have them to drive, and until I can get back into the real world I'm going to enjoy my new virtual motors with all the gusto I enjoy my actual cars with when I can.



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



How does one adapt their Porsche lifestyle to the COVID-19 world? As soon as I heard the quarantine was imminent, I decided to shuffle the

locations of my Porsche clan. My cars are in three locations: I keep four at the house, the balance of operational cars at Eurocar-Werk in Houston and the restorations and custom projects (in progress) at RS-Werks in Pennsylvania.

I decided to keep three of my collection at the house (saving a spot for the Taycan), the 993, 964 and my '78 RSR Outlaw, Pebbles. Why? Fun driving time will be limited, so if I were able to escape and go out on an errand, having something more civilised and able to fit the whole family would be best, hence the 993 and 964. If I need something rawer and more visceral, Pebbles would be on hand for a 'therapeutic' drive.

Now more than ever, an engaging pastime is valuable. There are many sides of the Porsche obsession, including driving, DIY, polishing, photography, social gatherings, racing etc. Some are a good fit for a stay-at-home lockdown (like DIY and polishing), while other aspects are a bit more challenging.

First on my agenda, I finished all my (small) DIY projects, and now everything



in my garage is 99.9 per cent sorted, (fortunately the list was short). I have never been fanatical about a shiny clean car, so this was a non-starter for me.

Running errands around town in the air-cooled cars is nice but no substitute for a spirited country drive. It's nice to get out in the 993 and 964 with the family, but I enjoy the solitude of an aimless drive through the countryside, letting my mind empty of everything except the driving experience. Basically it's my favoured system of therapy/medication.

I find that the 'in person' social aspect is the most challenging part of lockdown.

Social media is a poor facsimile of in-person social contact, but it helps. We have been using Google Hangouts for our virtual Coffee and Cars meetings on Saturday mornings from our garages. It has been good to see some familiar faces and to get 'a nose' at their garages. Having a chat about car stuff, even in this virtual format, has been a huge help for me, I'd recommend it.

In the meantime, I seem to be spending much of my time investigating new Porsche purchases. If anyone knows of a Signal yellow 1967 911S or a higher mileage Carrera GT, send me a message!



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autoamateur.
buzzsprout.com

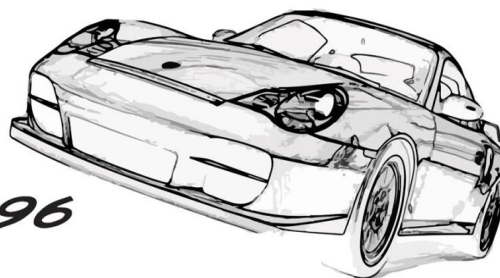
Model	991.1 CARRERA
Year	2013
Acquired	2019



I'm rapidly reaching the end of the wish-list of mods and jobs I created for my 991. I can't believe it has been almost a year since I purchased

the car in California last summer. From wheel spacers to wrapping the formerly Agate grey car in a colour almost identical to Mexico blue, to developing a nasty (expensive) carbon-fibre trim habit, it has been a really fun year finetuning this 2013 911 C2 to my own personal taste. But here I am, with just one or two jobs left to do, and I'm already thinking about what's next for my Porsche journey.

When I got to this stage with my Jet black 2006 997.1 C2, it wasn't much longer than a month before I was saying goodbye to it and welcoming my current 991. Two years prior to that, the same thing happened as I transitioned from my 996 (my first Porsche) into said Jet black 997. Something is different this time. As much as I'm looking for a new 911 challenge, I'm not ready to say goodbye to my 991. I'm still in the honeymoon period with



Project 996

it – the PDK, the sound of the naturally aspirated engine that is amplified by the Soul Performance valved exhaust systems and of course, the air-cooled seats. It's too soon; I'm not ready to move away from the 991, but I need another Porsche project... Given my so-called 'daily driver' (my 2011 Cayenne) gets less mileage and attention than my 991, I decided to sell it and get myself a project car. Welcome to #Project996.

'Project 996' is a joint venture between myself and two friends who have, let's say, an unquenchable thirst for wrenching on our cars. Through the new Project 996 forum on my website, Instagram and my YouTube channel, our plan is to locate a 996 that has seen better days and between

us, we are going to give it a new lease of life. I couldn't be more excited. Not only will the sale of my Cayenne help fund some of the parts we're going to need, it's also going to give up its bay in my garage to give us a place to work on it. If watching a group of rank amateurs take a 911's engine apart, retrofitting an IMS or installing a new exhaust system tickles your fancy, please follow along and join in the fun!

I can't wait to find out just how much I don't know about these cars and how much there is still to learn. Plus I find it fitting that I'm going back to where it all began for me, with a 996. It's a model that is overlooked and underappreciated. We're going to give the one we find the love and attention it deserves. Wish us luck!



Joe Williams

Sandbanks, UK

@joewilliamsuk

Road to Redline

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



So with the current advice being to 'stay alert' and socially distancing with one other person being permitted, it seemed a great excuse to give

the 912 some vitamin D and see the light of day! It's become my weekly shopping vehicle too, which makes the supermarket experience marginally bearable.

The 912 met up with its cousin in the shape of the Ashgood Porsche splitty! Rocking a 2.2-litre Porsche flat six, the irony is the bus had two more cylinders than my little four banger. With its patina and old-school look, the bus has actually been well fettled with all-new running gear, fully sorted chassis, polished Fuchs and a new interior. Not to mention that great rumble in the rear, it shifted along to our little picture stop quite well.

As with all older cars, they like to expel the odd part here and there or leave their mark in some way, just to remind you they need looking after. This month the 912 popped out a headlight! It was happily secure one minute and ejected the next... for anyone that's taken apart an early headlight, Stuttgart decided the best way to put them together was with a domino link of wire pins and then just one screw in for good measure (or good luck?). When one of the pins becomes dislodged or rattles loose, it then fires off the rest of them, leaving the headlight to fend for itself. A quick rebuild later, all was well again and the candle was back in the gun barrel.

My test fit with the new, wider Fuchs rims went well and I'm hoping to work out the tyre sizes shortly. There still might be some inner arch clearance issues to allow for, but it's looking promising. I'm also curious to see how the handling changes going from 6-inch all round to 7 and 8-inch. I think the next plan needs to be winding it down towards the ground a bit maybe, with some rake in it to get the stance right.





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**



We often take things for granted. And this global pandemic has got me locked down and stuck thousands of miles away from the Porsches. While I live

in Australia, I spend a significant amount of time as well in Singapore currently. Unfortunately this time round though, I got stuck in Singapore just before the pandemic took a significant turn for the worse and locked me out of Australia for the short term.

Sitting here wondering what to write about, I was brought back to a time not too long ago when just going out for a drive and to hang out with some friends over a coffee now seems like an unattainable luxury.

With that said, I have never been one to go to large coffee meet-ups but rather call up a small group of like-minded friends for a short cruise or drive through our favourite roads and for some photos, but always ending with a good coffee. The ability to link together a set of corners in your car with

your friends is absolute gold. But I have always found that such drives are best with close friends that know each others' driving habits, and more importantly have a level head on their shoulders. No bravado, and no need for showing off to each other, the best drives are with friends who are only really interested in enjoying the vehicle with responsibility.

And this takes me back to one of the last drives that I went on with a close group of friends through the eastern suburbs just on the outskirts of Perth in Western Australia. Starting the morning early as all coffee drives should be, a small group of cars met at a petrol station with a coffee outlet early on a Sunday morning. Being the eager beaver that I am, I was the first to arrive in PIB, my slightly modified 993 Carrera. Joining me on this day would be two modified G-series cars belonging to good buddies and a TVR.

And therein lies the beauty of cars. We truly don't care what brand or model of car one drives; if they are a true enthusiast, friendships will always be formed over these four-wheel obsessions. Seeing as the initial route was chosen by me, I led the group out of the station to a stretch of road that links nothing more than farms together. Perfect morning weather and a lack of cyclists at the time made for wonderful driving, though I am always mindful of the fact that the roads are shared and as a result we never push into crazy speeds or levels, rather always staying well within speed limits and ensuring that the sensibility of age always reigns supreme. Crazy driving for us nowadays is limited to the track.

After completing the approximately 20km of tight twists and turns, we were

led out by my friend Richard onto another stretch near the hills where we could stop for some photos before heading for coffee. At the photo location, we were greeted by a number of cyclists that were very, very impressed by the TVR with our poor little old bugs being all but ignored. But that was able to give me some more time to take some shots of the 911s while the TVR drew the crowd.

The drive finished with a great coffee and as expected a long conversation of trying to convince our dear TVR-driving friend to get a car that could actually move around corners a bit better.

But coffee sessions don't always involve a lot of driving, with photos sometimes being the priority. Another meet-up that I remember just before the pandemic was a short drive to Fremantle with another group of like-minded Porsche nuts. During that early-morning coffee I had found a quaint spot to take photos of our cars alongside an old vessel with a gorgeous sunrise behind. The only problem is that we would need to start out from our homes at around 5am, something which I must say most were a little weary about. But we all made it and we managed to take some photos before having a great coffee in the heart of Fremantle.

Ah how I miss these simple freedoms, but as I write this I hope that all the readers are keeping safe and well. This will come to pass, but I feel for all those caught deep in the suffering and can only say that with a concerted effort to stay home and be safe, we will get through this. Let's keep remembering the good times but also remember that the confinement is a small price to pay for the healing of society as soon as possible.



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PREMIER PORSCHÉ

EVERYTHING YOU NEED FOR YOUR 911



Data file

Full specs, ratings and market values of every 911, including the 993 Carreras, can be found beginning on **page 76**

Plus

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

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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2020 Q4 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.



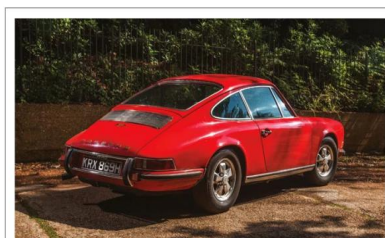
● (O series)	★★★★★
911 2.0-litre	
1964-1967	
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.	
Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	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	4.5x15-inch; 185/70/R15
R	4.5x15-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	5x15-inch; 185HR
R	4.5x15-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	5x15-inch; 165HR
R	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	5x15-inch; 165HR
R	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	6x15-inch; 215/60/VR15
R	8x15-inch; 235/50/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 Cal cars)
Issue featured	116
Engine capacity	3,299cc
Compression ratio	70:1
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	7x15-inch; 205/55/VR16
R	8x15-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; 205/55/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	7x15-inch; 205/55/VR16
R	8x15-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 carburetors.

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	6x15-inch; 165/80/R15
R	4.5x15-inch; 165/80/R15

● (A series) ★★★★★

911T 1967-1968



In 1967, the 911 was updated and the range expanded: the 911T (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	5x15-inch; 185HR
R	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	5x15-inch; 185HR
R	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 911T 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	7.5 sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	5x15-inch; 185HR
R	5x15-inch; 185HR

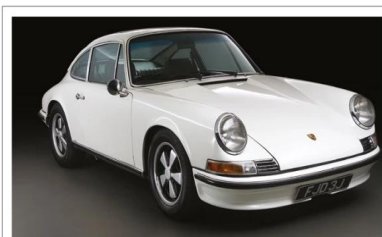
● (B series) ★★★★★

911S 1968-1969



Like the E, the S gained a fuel injection, boosting power to 170hp. 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	8x15-inch; 185/70/R15



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	190Nm @ 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	8x15-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 carburetors 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	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5x15-inch; 185HR
R	5x15-inch; 185HR

▼ (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 @ 5,100rpm
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 decklid. 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	8.5:1
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

▼ (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



● (G & H series) ★★★★★

911 Carrera 2.7 1974-1976

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

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

● (I & J series) ★★★★★

911 Carrera 3.0 1976-1977



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

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	197hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3 sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Wheels & tyres	
F	6x15-inch; 185/70/R15
R	7x15-inch; 215/60/R15



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	6x15-inch; 185/70/R15
R	8x15-inch; 215/60/R15



▼ (J series) ★★★★★

930 3.3 1984-1989

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

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	300hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	161mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	
F	7x15-inch; 205/55/VR16
R	8x15-inch; 225/50/VR16

● (J series) ★★★★★

Carrera 3.2 1984-1989



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

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

● (J series) ★★★★★

930 SE 1986-1989



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,652mm
Weight	1,335kg
Wheels & tyres	
F	7x15-inch; 205/55/VR16
R	8x15-inch; 245/45/VR16



▲ (J series) ★★★★★

959 1986-1988

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

Production numbers	337
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930 LE 1989	★★★★★		Production numbers	50
			Issue featured	110
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.			Engine capacity	3,299cc
			Compression ratio	10.1
			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	★★★★★		Production numbers	340
			Issue featured	126
Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.			Engine capacity	3,164cc
			Compression ratio	10.3:1
			Maximum power	231hp @ 5,900rpm
			Maximum torque	284Nm @ 4,800rpm
			0-62mph	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	★★★★★		Production numbers	81
			Issue featured	108
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.			Engine capacity	3,299cc
			Compression ratio	10.1
			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



964 3.8 RS 1993	★★★★★		Production numbers	55
			Issue featured	112
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.			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	★★★★★		Production numbers	6,948
			Issue featured	109
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.			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	★★★★★		Production numbers	1,014
			Issue featured	119
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.			Engine capacity	3,746cc
			Compression ratio	11.5:1
			Maximum power	300hp @ 6,000rpm
			Maximum torque	355Nm @ 4,800rpm
			0-62mph	5.0 sec
			Top speed	172mph
			Length	4,245mm
			Width	1,735mm
			Weight	1,279kg
			Wheels & tyres	F 8x18-inch, 225/40/ZR18 R 10x18-inch, 265/35/ZR18



996.1 C4 1998-2001	★★★★★		Production numbers	22,054
			Issue featured	111
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.			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	★★★★★		Production numbers	1,886
			Issue featured	117
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.			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/ZR18



996 Turbo 2001-2005	★★★★★		Production numbers	20,499
			Issue featured	152
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.			Engine capacity	3,600cc
			Compression ratio	9.4:1
			Maximum power	420hp @ 6,000rpm
			Maximum torque	560Nm @ 2,700rpm
			0-62mph	4.60rpm
			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	★★★★★		Production numbers	13,353 (Coupe)
			Issue featured	111
Heavily revised bodysell, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new '911.			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



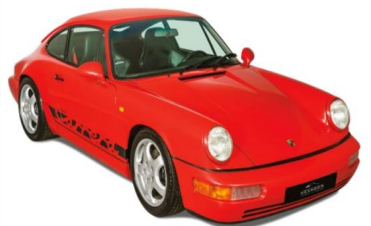
964 Carrera 2 1990-1993	★★★★★		Production numbers	19,484
			Issue featured	119
Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.			Engine capacity	3,600cc
			Compression ratio	11.3:1
			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	★★★★★		Production numbers	3,660
			Issue featured	112
This used the revised 964 bodysell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.			Engine capacity	3,299cc
			Compression ratio	10.1
			Maximum power	320hp @ 5,750rpm
			Maximum torque	450Nm @ 4,200rpm
			0-62mph	5.4 sec
			Top speed	168mph
			Length	4,250mm
			Width	1,775mm
			Weight	1,470kg
			Wheels & tyres	F 8x18-inch, 225/40/ZR17 R 9x17-inch, 255/40/ZR17



964 C4 Lightweight 1991	★★★★★		Production numbers	22
			Issue featured	131
964 Leichtbau made use of surplus parts from 953 Paris-Dakar project. Highlights include four-way adjustable differential, short-ratio gearbox and stripped interior.			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	★★★★★		Production numbers	2,405
			Issue featured	131
120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.			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 7x17-inch, 205/50/ZR17 R 9x17-inch, 255/40/ZR17



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 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	6.7 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, 205/50/17
R	8x17-inch, 255/40/17



993 Carrera 1993-1997

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

Production numbers	38,626
Issue featured	160
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8 sec
Top speed	168mph
Length	4,245mm
Width	1,735mm
Weight	1,370kg
Wheels & tyres	
F	7x16-inch, 205/55/16
R	9x16-inch, 245/45/16



993 Carrera 4 1994-1997

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

Production numbers	2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8 sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F	7x16-inch, 205/55/16
R	9x16-inch, 245/45/16



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	8x18-inch, 225/40/18
R	11x18-inch, 285/35/18



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, 225/40/18
R	10x18-inch, 285/30/18



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, 225/40/18
R	10x18-inch, 285/30/18

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	589Nm @ 4,500rpm
0-62mph	4.1 sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F	7x17-inch, 205/55/17
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 @ 4,250rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F	7x17-inch, 205/50/17
R	9x17-inch, 255/40/17



996 Carrera 4S 2001-2005

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

Production numbers	23,055
Issue featured	155
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1 sec
Top speed	174mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg
Wheels & tyres	
F	8x18-inch, 225/40/18
R	11x18-inch, 285/30/18



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

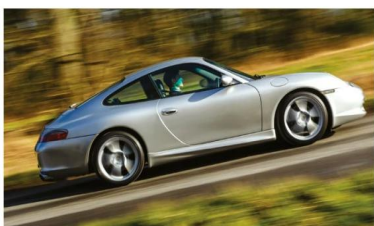
Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-62mph	4.1 sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Wheels & tyres	
F	8x18-inch, 225/40/18
R	12x18-inch, 315/30/18



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	4,435mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	7x17-inch, 205/50/17
R	9x17-inch, 255/40/17



996.2 C4 2002-2004

Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-drive 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, 205/50/17
R	9x17-inch, 255/40/17



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 @ 4,250rpm
0-62mph	4.9 sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	8x18-inch, 205/50/18
R	10x18-inch, 285/30/18



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, 235/40/18
R	11x18-inch, 295/30/18



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, 235/40/18
R	11x18-inch, 295/30/18

Sales debate

How is the Porsche marketplace coping with the coronavirus pandemic?



It's the first time we've studied the same 'sales debate' topic for two issues in a row at **Total 911** but, with the exceptional circumstances we find ourselves living under currently, we felt it good value to see how the Porsche marketplace has reacted to implications surrounding the coronavirus pandemic.

As we reported last issue, with governments around the world advising us to continue to stay at home for the spring and early summer months, the global economy was brought to a relative standstill. This economic 'standstill' largely filtered through to the automotive marketplace: lockdowns made it extremely difficult for buyers, who were unable to go and look at prospective purchases in person, though dealers were able to provide video walk-arounds to combat this.

Some transactions were going through though and, now that lockdowns have slightly eased, the opportunity is again present for buyers to, well, buy cars. So are they doing it? One prominent UK-based specialist told **Total 911** they'd just had their best-ever month – reasoning that a lot of their stock was going abroad, where shipping was still available and where personal inspection of stock wasn't necessary. But is this sort of activity the exception or the norm right now?

"People are still buying cars," says Paul Stephens, owner of the eponymously named Porsche specialists in Suffolk, UK. "I think there's been some pent-up buyer frustration out there during the lockdown, which has led to an upturn in enquiries now, but I do think we'll see a further market correction in the coming months as prices soften."

However, Karl Meyer, whose business, 2911, sits in the middle between consumers and dealers by helping you get the best price for your Porsche when it comes to selling, says generally things are pretty slow. "Dealers aren't buying cars and until recently manufacturers weren't even building cars. Transactions are happening, but we're definitely seeing a softening in prices of cars past the £200K mark." Meyer says that the market is otherwise holding, with no sliding of values en-masse.

It's clear there are varying takes on what is happening currently, but all our specialists agree there will be changes ahead in the coming months. You can be sure **Total 911** will keep you abreast of the market as it adapts...



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
0-62mph	4.2 sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8.5x18-inch; 225/40/R18 R 11x18-inch; 305/30/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

997.2 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 8.5x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



997 Speedster 2010

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

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



997 Turbo S 2011-2013

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

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



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 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	4,449mm
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.

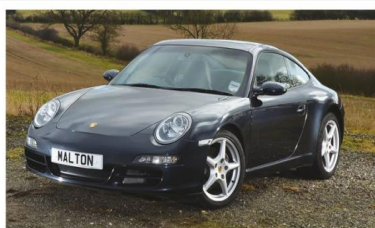
Production numbers	250
Issue featured	146
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400-5,600rpm
0-62mph	4.6 sec
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



991.1 Carrera 2011-2015

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

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



997.1 Carrera 2004-2008

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

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

997.1 Carrera S 2004-08



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

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

997.1 Carrera 4 2005-08



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

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

997.1 C4S 2005-2008



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

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



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	183mph
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	12.6:1
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 8x19-inch; 235/35/ZR18 R 10.5x18-inch; 265/40/ZR18

997.2 Carrera S 2008-12



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

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



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 @ 4,400rpm
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 @ 6,500rpm
Maximum torque	460Nm @ 5,600rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	F 8x19-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	12.5:1
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 8.5x19-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
0-62mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

997 C4 GTS 2011-2012



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

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



991.1 Carrera S 2011-2015

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

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

991.1 Carrera 4 2012-2015



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

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



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



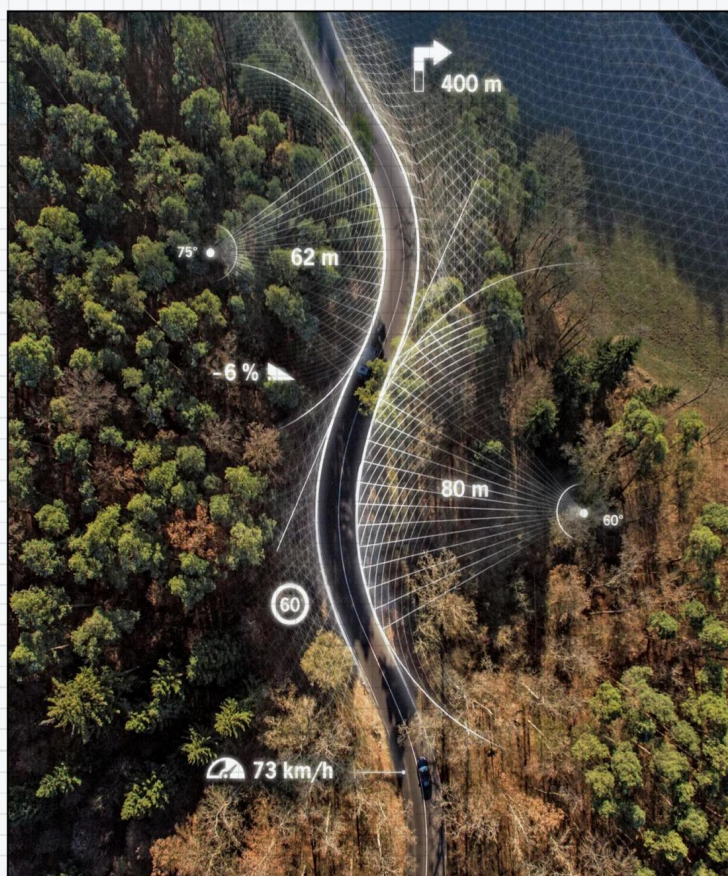
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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

037 PORSCHE INNODRIVE

It's another driver assistance system, but one which Porsche says is 'characteristic of a sports car', and could help you out on trans-continental journeys



For fans of the 911, InnoDrive is a new entry in the Porsche lexicon. InnoDrive though actually debuted on the Porsche Panamera back in 2016, yet only now has it found its way into the 911 lineup, available as an option for 992 Turbo S and Carrera derivatives.

InnoDrive uses onboard radar and camera sensors, as well as high-resolution navigation data, to 'recognise topographical road features, traffic situations and road signs in advance'. Essentially, the car maps out upcoming elevation changes and corner angles while reading the live road situation around it. Using the data gathered, the system can then activate the optimal acceleration and deceleration rates for maximum efficiency, adapting the speed and even gearshift strategy (on PDK cars only, of course) to complement.

Although some may consider the presence of such a nanny system in a pure sports car to be sacrilege, it does have its merits: the predictive nature of the tech could provide greater comfort to a driver on longer journeys. Adaptive cruise control and Active Lane Control also comes as part of the InnoDrive repertoire, which can read ahead for up to 1.8 miles. hilariously, InnoDrive is also compatible with your 911's Sport button, adjusting its mapping accordingly, which does show the flexibility of the system, even if it may raise questions as to who exactly would want their 911 to decide its own 'sporty' pace...



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	1,995kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



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 @ 2,100-4,250rpm
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 axes (rear always driven). Red connecting strip on rear.

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

991.2 GT3 RS 2018-19



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

Production numbers	100 UK cars (est)
Issue featured	164
Engine capacity	4,000cc
Compression ratio	Unknown
Maximum power	520hp
Maximum torque	480Nm
0-62mph	3.2 sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9x20-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	Unknown
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x21-inch; 305/30/ZR20

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



★★★★★

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	9.5x19-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	9.5x20-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	193mph
Length	4,507mm
Width	1,880mm
Weight	1,995kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



★★★★★

991.2 Turbo S 2016-2018

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

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



★★★★★

991 R 2016

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

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



★★★★★

991.2 GT3 2017-2019

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

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



★★★★★

991 GT2 RS 2017-2019

Fastest factory 911 of all time. Highly modified Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New inlets on bonnet feeds air to brakes.

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



★★★★★

991 Turbo S Exclusive Edition

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

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



★★★★★

991 Carrera T 2018

Purist take on the 991.2 Carrera with 20kg of weight saved and reengineering 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	9.5x19-inch; 245/40/ZR19
R	11.5x19-inch; 295/35/ZR19



★★★★★

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 spec as the 992 Carrera, albeit with variable torque sent to the front wheels in an improved multi-plate clutch AWD PDM 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	4.0 sec
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 power	640hp @ 6,750rpm
Maximum torque	800Nm @ 2,500-4,000rpm
0-62mph	2.7 sec
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



★★★★★

992 Targa Heritage Design Edition 2020-

First of four Heritage Design specials from Porsche Exclusive, inspired here by Porsche sports cars of the 1950s and 1960s.

Production numbers	992
Issue featured	193
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500rpm
0-62mph	3.6 sec
Top speed	189mph
Length	4,519mm
Width	1,852mm
Weight	1,675kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	11.5x21-inch; 305/30/ZR21

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Elephant Racing's online tools serve up a tuned suspension package, with dampers, springs and other components carefully chosen to work together in symphony. This used to be available only to the lucky few with local access to skilled and knowledgeable fitters. Unfortunately such fitters are few and far between, leaving many struggling to get the formula right through

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1973 911 2.7 Carrera RS Lightweight	Blood Orange / Black Fabric, 1 of 17 RHD examples	-
1989 911 (930) Turbo G50	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
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, 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
2019 991.2 GT3 RS Weissach PDK	Black / Houndstooth Tartan, Weissach package, PCCB, Lift System, Magnesium alloys	DEL

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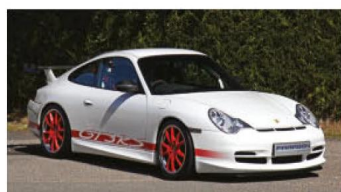
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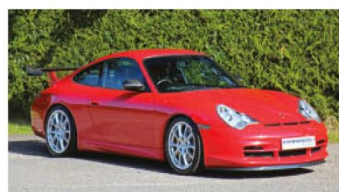
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911 Turbo S (997)

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)

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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)

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911 Carrera 2 (991)

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911 Carrera 2 S (997 GEN II)

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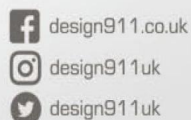
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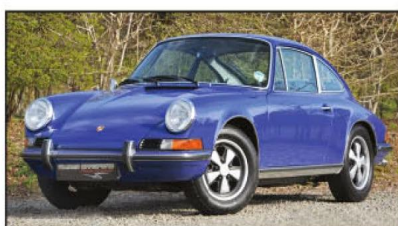
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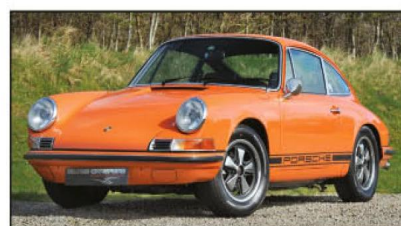
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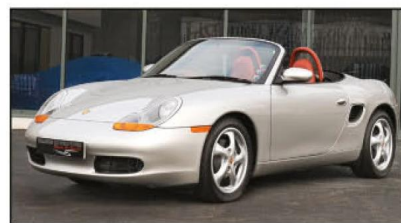
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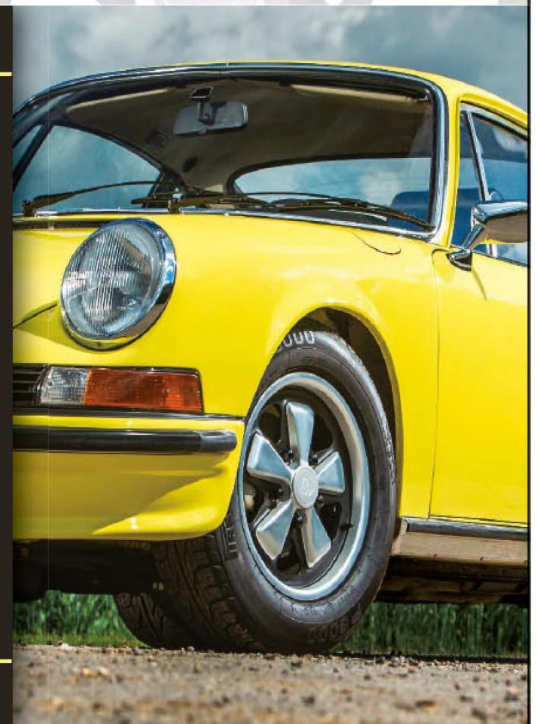
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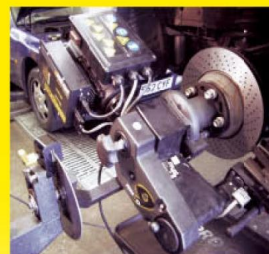
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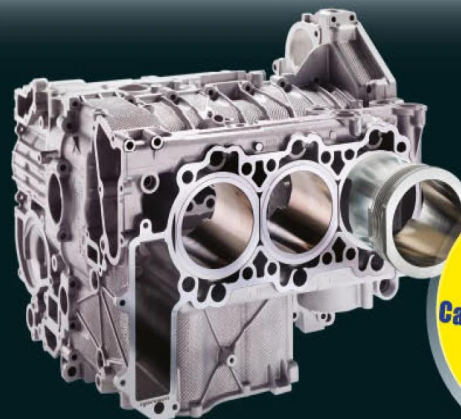
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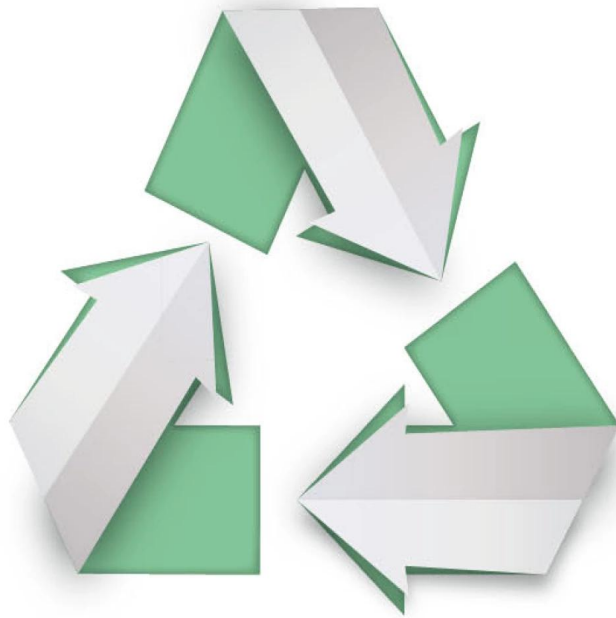


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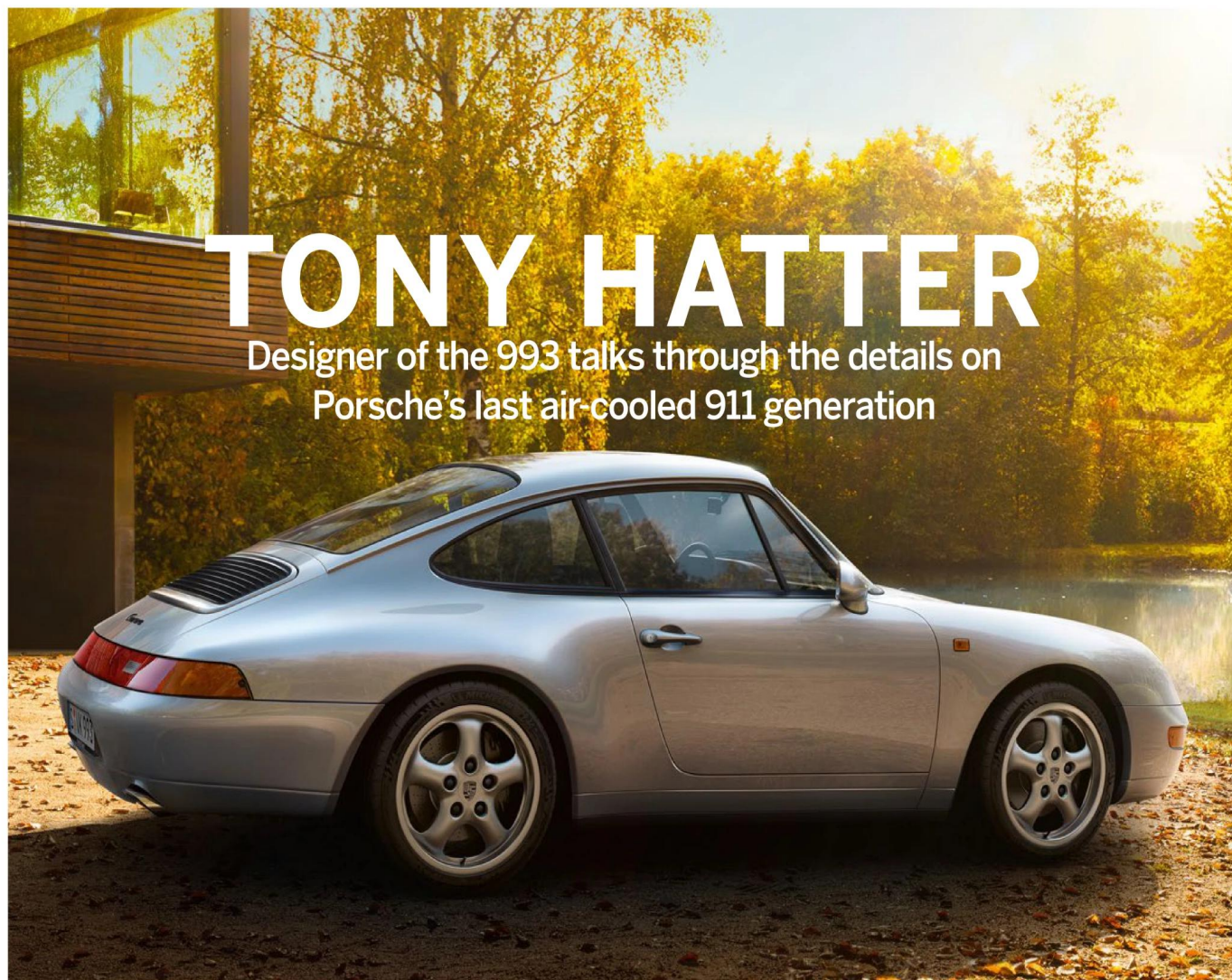
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In three decades at Porsche, the celebrated designer has given us the Carrera GT, Sport Classic and 935, while returning the 911 to a more traditional appearance in the 997 era

Grant Larson's association with Porsche and the 911 is both long and pivotal. After graduating from California's Art Center College of Design in 1986, Larson joined Porsche in 1989 as part of Harm Lagaay's new wave of contemporary automotive designers, alongside the likes of Pinky Lai. While Lai was ultimately responsible for the 996's design, Larson's early work at Weissach culminated in development of its smaller sibling in the 986 Boxster. However, Larson's first major imprint on the 911's own legacy would come with the advent of the Type 997. Larson returned the car to a more traditional 911 appearance, moving away from the 996's controversial one-piece headlamps. This proved popular with enthusiasts, and the 997 remains a uniformly favoured generation.

Evolving the 997 aesthetic for the Turbo model, it was Larson too who oversaw key architectural development of two Porsche icons from Exclusive Manufaktur in the period: the 997 Speedster and Sport Classic are considered halo models of the genre, the latter being arguably one of the most desirable road-going 911s of all time.

Larson would work with current head of Porsche Style, Michael Mauer, for the innovative 991 Targa's design, its roof system echoing that classic look of old, albeit with expertly considered kinetics to deliver an automatic roof system for the modern age.

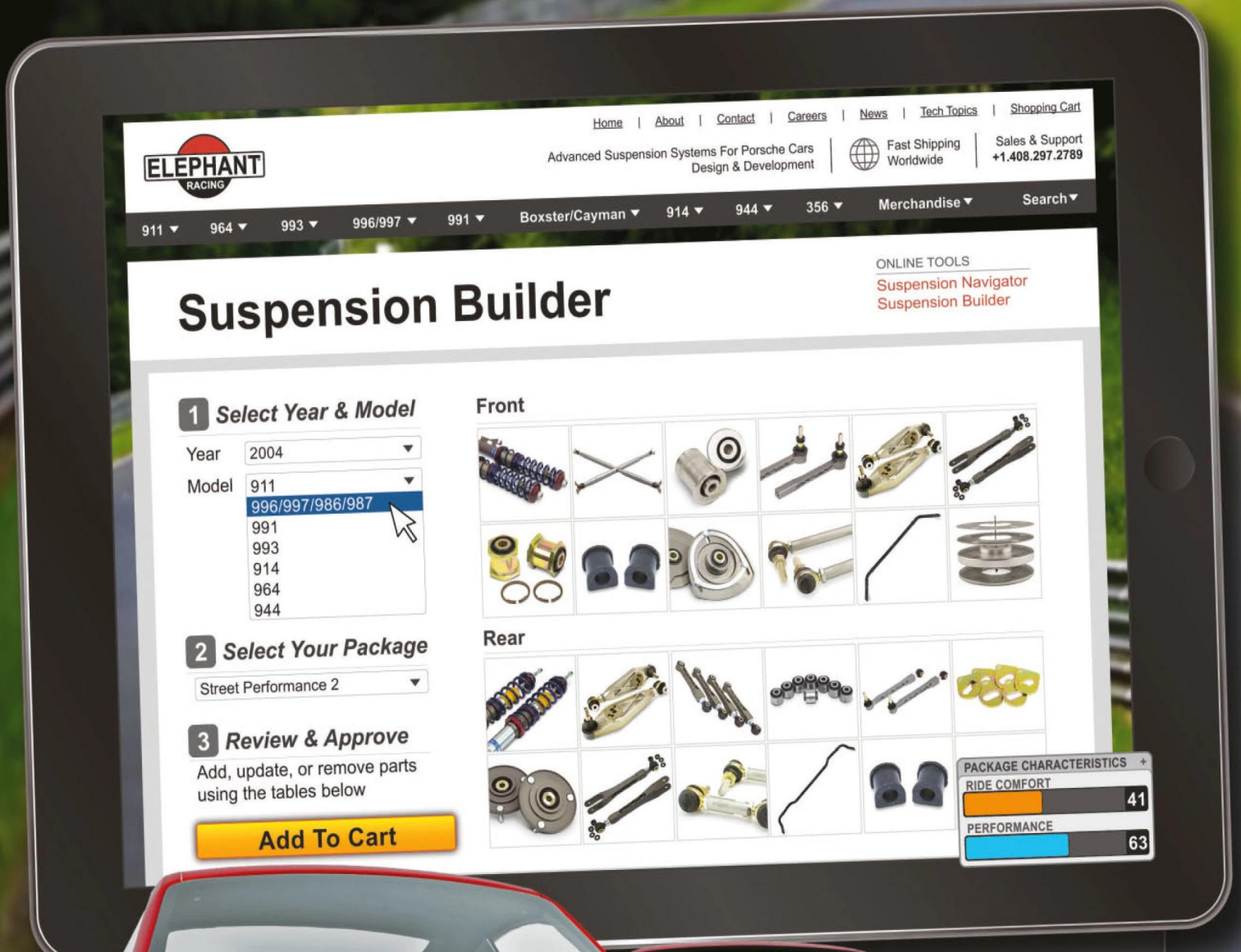
His mark on road-based 911s is duly delivered, but Larson has also been busy designing competition 911s, too. It was he who designed the 991 RSR race car, its standout features being that rear-mid engine placing, a huge rear diffuser, and swan-neck rear spoiler design, the latter of which is about to make its debut on the 911 GT3 road car.

Larson's latest design effort is possibly his most grand: the 21st-century Porsche 935 is a 991 GT2 RS competition car with a reworked body styled on that of the company's famous turbocharged 935/78 racer of the 1970s, complete with Flachbau front end. A beautiful, modern interpretation of Porsche's most successful 911 race car, the current 935's integrity of design demonstrates that Larson is a man who innately understands the 911 concept, watching it mature and evolve in line with his own illustrious career at Weissach. **911**



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