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# Total 911

THE **PORSCHE** MAGAZINE

## 992 TURBO S DRIVEN

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## TURBO POWER... CARRERA MONEY

Litchfield's modified 992 C4S takes on the factory 911 Turbo – at half the price

ISSUE 194  
**FUTURE** Digital Edition

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## 1975 Porsche 930 Turbo Stock Number 05638

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

**For \$225,000**



## 1993 Porsche Carrera 2 Cabriolet Stock Number 11310

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

**For \$34,750**



## 1991 Porsche 964 Cabriolet Stock Number 11612

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

**For \$33,500**



## 1990 Porsche 964 Carrera 2 Stock Number 11589

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

**For \$46,500**



## 1989 Porsche Carrera Cabriolet Stock Number 11631

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

**For \$30,750**



## 1979 Porsche 911SC Targa Stock Number 11780

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

**For \$28,500**



## 1987 Porsche Carrera Targa Stock Number 11808

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

**For \$39,950**



## 1975 Porsche 911 Coupe Stock Number 11055

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

**For \$18,750**



## 1975 Porsche 911S Coupe Stock Number 11416

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

**For \$36,500**



## 1980 Porsche 930 Turbo Coupe Stock Number 11781

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

**For \$69,950**



## 1968 Porsche 911L Targa Stock Number 10296

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

**For \$69,950**



## 1968 Porsche 911 Sportomatic Coupe Stock Number 11815

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

**For \$54,500**



## 1967 Porsche 911S Coupe Stock Number 11495

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

**For \$159,950**

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# Welcome

A huge positive of all the various lockdowns incurred throughout the planet is the fact that it's given us downtime to indulge in our passions 'from home'. In Porsche circles, that has inevitably given rise to tinkering with our cars on our own driveway.

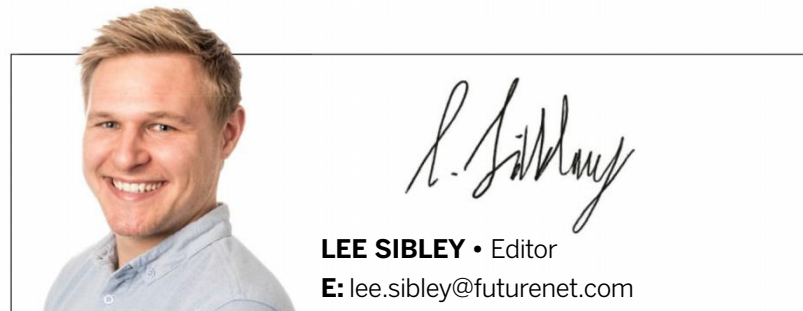
Even if, like me, you'd usually consider yourself more of a 'chequebook mechanic,' this unique period has given us the opportunity to roll those sleeves up and undertake all manner of home-based tasks – I've heard all sorts, from the basic to the bonkers! Luckily, there's a wealth of information at your disposal nowadays, should you want to get brave with the spanners, with plenty of YouTube walk-throughs, books, or even forums.

Our 'Built not bought' issue this month pays homage to the art of Porsche DIY, led by three inspiring stories from

**“Our 'Built not bought' issue this month pays homage to the art of Porsche DIY”**

the worlds of both air and water. Additionally, our 'Living the Legend' section – a popular mainstay of the magazine, full of month-to-month owner reports – is particularly lively this issue, our contributors from around the world getting stuck into the idea of flat six fettling from home.

Elsewhere, I'd like to dedicate this issue to the late Hans Mezger. The term 'legendary' is bandied around far too often these days, but the flat six sitting in the back of your air-cooled 911 is there because of Herr Mezger. His engineering prowess formed the cornerstone of Porsche's achievements in motorsport not over a period of years, but decades, motorsport itself being a key component of the company's historical and modern-day DNA. Simply one of the most important figures behind our beloved sports car, Mr Mezger's star will never fade at Porsche or, indeed, here at **Total 911**.



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# Shot

## 1911 Opening

### Hans Mezger 1929-2020

**Total 911** is mourning Hans Mezger after the legendary former Porsche engineer passed away on 10 June, aged 90. Mezger, who joined Porsche in 1956, famously designed the air-cooled 911's flat six, his genius also gifting Porsche the 917's 12-cylinder motor and the TAG Turbo Formula One engine, as part of five decades of crafting the company's most successful combustion engines.

Photograph courtesy **Porsche AG**





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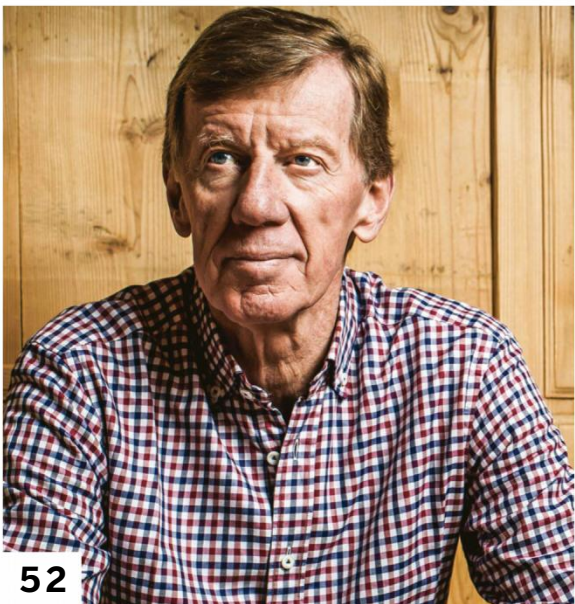
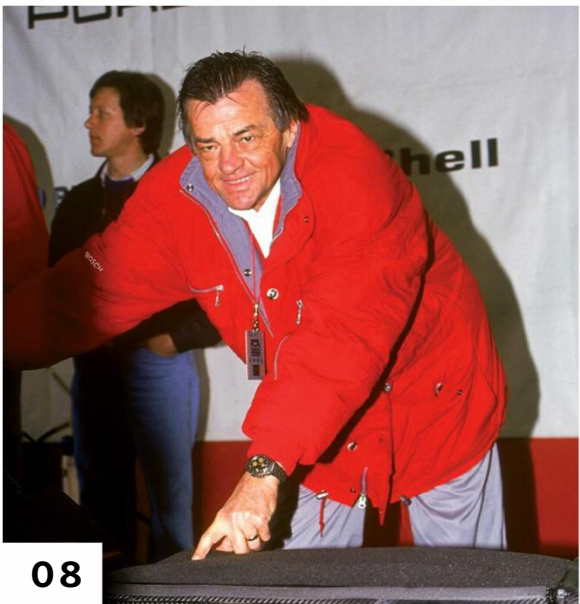
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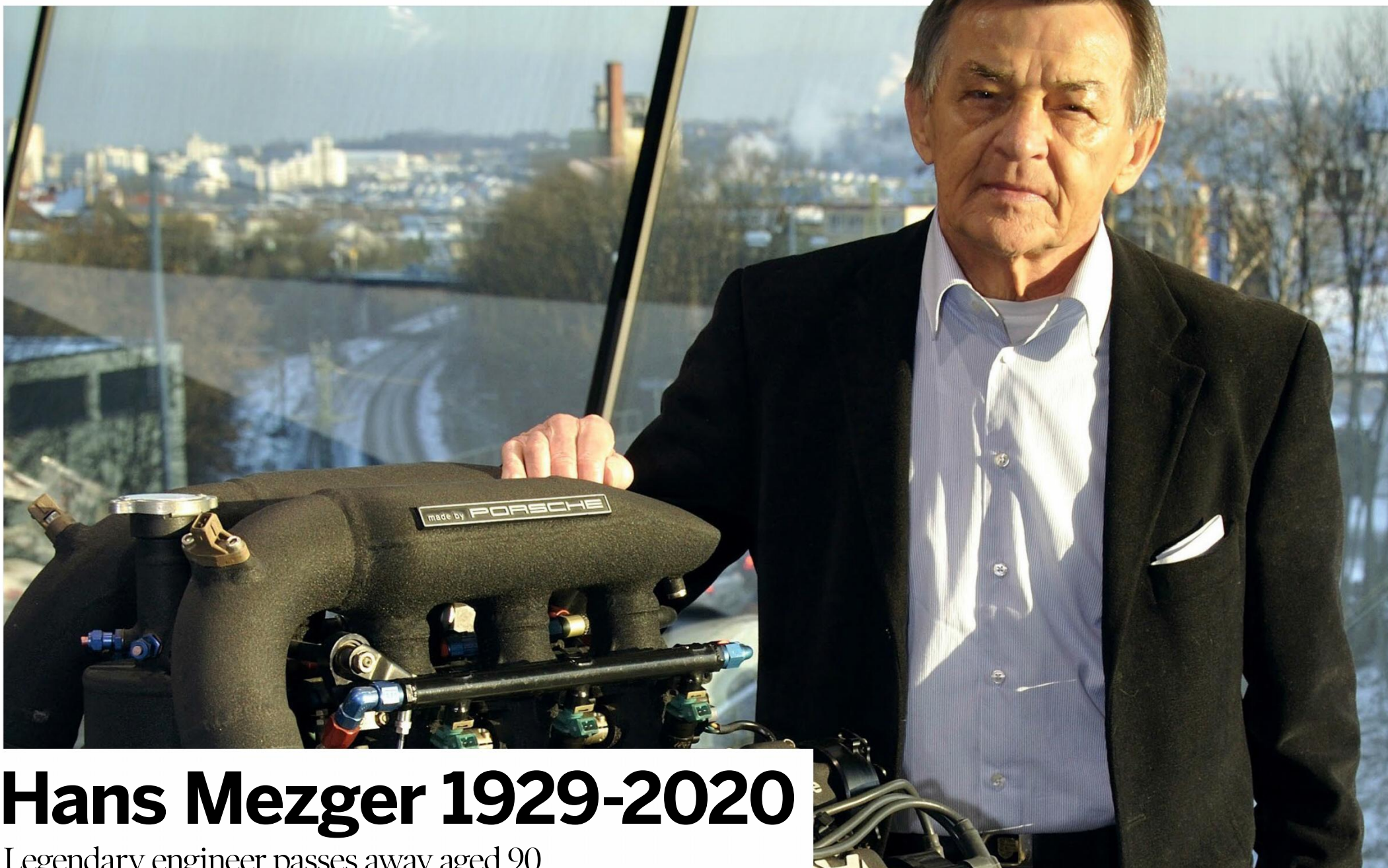


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# Update

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



## Hans Mezger 1929-2020

Legendary engineer passes away aged 90

Hans Mezger, the decorated Porsche engineer and father of the company's flat six engine, passed away last month at the age of 90.

Mezger has arguably had the most profound influence on engineering at Porsche since the company's inception, his considerable talents producing motorsporting highlights for Weissach including the 917's 12-cylinder engine, as well as the TAG Turbo Formula One engine. On the road, every air-cooled 911 owner owes his or her flat six to Mezger, who designed the legendary combustion unit which powered the Neunelfer for nearly four decades in various forms.

Mezger was born in Ottmarsheim, a small village near Stuttgart, in 1929. Studying mechanical engineering at the University of Stuttgart, the young Mezger graduated in 1956, shortly receiving no less than 28 job offers – but Porsche was not among them. Mezger had to apply for a job at Zuffenhausen, joining Porsche in October in the calculation department, his knowledge of the four-cam engine earning him a place on the team for Porsche's Formula One

project by 1960. His experiences here directly influenced his design of the six-cylinder 911 unit, eternally dubbed the 'Mezger engine'.

Promoted to head of the racing department for Ferdinand Piëch, Mezger created the 917 and the 12-cylinder engine which powered it, his innovations also pioneering the use of turbocharging in a road car with the creation of the 911 Turbo in 1975. Mezger's engines have won at Le Mans, the World Sportscar Championship and the US Indy Series, his 1.5-litre V6 engine also powering Niki Lauda and Alain Prost to Formula One world championship titles in 1985 and 1986 respectively.

"We thank Hans Mezger for his extraordinary engineering achievements. His innovations for our series sports cars will remain unforgettable forever," said Porsche board member Michael Steiner, in a fitting tribute. His achievements are unrivalled and his name will forever be closely associated with the success of Porsche and its 911 sports car. From all of us at **Total 911**, danke, Herr Mezger.

### IN BRIEF

#### Goodwood FoS and Revival cancelled

Goodwood House has announced its decorated Festival of Speed and Revival events will not be taking place this year due to the coronavirus pandemic. Ticket holders can either get a refund or roll their tickets over to next year. A 'behind closed doors' motorsport event might be held in the autumn, organisers have told **Total 911**.

#### Porsche extends VLN partnership

Porsche has announced it has extended its partnership with Nürburgring Endurance Series for another three years, which included both virtual and real-life grassroots racing on the famous Nordschleife circuit. The commitment will see works drivers enter some endurance races for customer teams.





## Porsche Design offers custom-built timepieces

New initiative brings personalisation 'from road to wrist'

Porsche Exclusive has teamed up with Porsche Design to offer customers the chance to spec their own, unique timepiece to match their new 911.

The 'Porsche Design custom-built timepieces' concept allows customers to create a timepiece using materials and colours from their new 911, including types of leather and decorative stitching.

The idea is to extend Porsche Exclusive's unique options list 'from the road to the wrist', for those who find appeal in sporting a watch which matches precisely the specification of their 992.

Customers can build their watch using the online Porsche Design Timepieces configurator, similar to spec'ing their 911 on Porsche's own

online car configurator, or as part of the vehicle consulting process at their nearest Porsche Centre. The watches are then manufactured at the Porsche Design Timepieces AG workshop in Switzerland.

The initiative began in Germany from 1 July, and will be rolled out to the USA and Great Britain in September.

### What's on in 2020/21

- **WEC Spa Six Hours 15 August**  
Precursor to Le Mans will now take place in mid-August
- **Porsche Supercup finale 5-6 September**  
The final round of Supercup's condensed 2020 season takes place at Monza
- **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

## Porsche invests in Serva Transport Systems

Supplier of automated guided vehicles joins shareholding structure

Porsche Ventures, the venture capital arm of Porsche AG, has invested in automated guided vehicle manufacturer, Serva.

The Rosenheim-based outfit supports companies in automating their logistics processes through the use of transport robots and intelligent software, and has been working with

Porsche on production of its electric sports car, the Taycan. However, it ran into financial difficulties at the start of the coronavirus pandemic. Porsche decided to incorporate the business operations and employees into its business and shareholding structure, Porsche Ventures, "to maintain business operations."



## Real-life 911 racing returns

Porsche Supercup is back up and running after 5 July restart

Enthusiasts are once again treated to the sights of mirror-to-mirror racing amid the sounds of thrashing flat sixes as Porsche Supercup has returned to real-life racing.

COVID-19 meant some drivers took part in a virtual Supercup championship during lockdown to keep their talents in check, but the season has now belatedly started for real after a return to action at Austria's Red Bull Ring.

The programme for the rest of the season is a busy one: seven further

races will take place before the beginning of September, Porsche's premier one-make race series for 911 GT3 Cup cars competing in Europe only.

"Along with Formula One, we are trailblazers within Europe with our return to the race tracks. The health measures required to protect everyone involved posed a major challenge, but we have meticulously prepared for them," said Oliver Schwab, the project manager for Porsche Supercup.





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 five in a series looking back at Brian's remarkable life and racing career

**T**he whole 917 program, which almost bankrupted Porsche, was all Ferdinand Piëch. Everything that was happening with it, he was right on top of it all the time – which was why he appeared at the test in Daytona in 1969. I was not in attendance for that testing. However, during that test, David Hobbs lost the drive because he missed a gear.

Then of course the first race for the new team of John Wyer Porsche was at Daytona in 1970. Piëch was there because he had his Porsche Austria Salzburg car there. That was a big shock to Gulf's John Wyer, David Yorke, and John Horsman. They weren't expecting another factory Porsche to be running against them.

Really, we were all shocked to see another factory 917K for Vic Elford and Kurt Ahrens entered by Porsche Konstruktionen, essentially the factory development department. Wyer asked about this with Ferdinand Piëch, the director of Porsche motorsport, who basically provided a disingenuous answer. It appeared we would be battling not only a team of Ferrari 512s, but also racing against ourselves.

The owner of the Porsche Salzburg team was Louise Piëch. She was Porsche royalty as she was the daughter of Ferdinand Porsche and the mother of Porsche's racing director, Ferdinand Piëch, who at that time was the very person to whom John Wyer reported. I never actually saw Louise Piëch turn up to a race. We all marvelled how an elegant, elderly woman like Louise found the enthusiasm to field a major racing team.

Effectively all the mechanics on the 1970 Porsche Salzburg 917s and 908/03s were all factory mechanics from 1969 who had worked on all the factory cars. So, Porsche Salzburg was another factory entry. Despite it being a shock, it did not create tension between the factory drivers.

The 1970 Nürburgring 1,000km race in a way symbolized the relationship between Piëch and Wyer. Porsche used the light and nimble eight-cylinder 908/03 as it was better suited to the Nürburgring's complex circuit than the bigger and more powerful 12-cylinder 917K. Essentially the race was a shootout between our two JW Automotive 908/03s and those



© Getty Images

of Porsche Salzburg. John Wyer's team may have been the official factory operation but, as we ruefully learned, Porsche Salzburg really was the ultimate family enterprise.

During the race, our Gulf cars were doing very well. I was in the lead at the halfway point. I then noticed the oil pressure started to fluctuate so I headed for the pits and handed the car over to Jo Siffert (pictured) while the mechanics topped up the oil.

Then more bad luck: the engine took a long time to fire. Seppi returned to the track, but only briefly before the engine seized. Our race was over, and a certain win had evaporated. Both our JW Gulf 908/03s were forced to retire, leaving Salzburg entries to inherit 1st and 2nd places. Victory went to Vic Elford and Kurt Ahrens in the Salzburg No. 22 908/03.

In 1998, I met up with Klaus Bischoff who was a factory mechanic in 1969, then a Salzburg mechanic in 1970. After that he was head of the Porsche Museum in Stuttgart. During '98 when Porsche was the featured marque at Laguna Seca in August, Bob Carlson, head of public relations for Porsche Cars North America, asked me if I would go to Sebring in March to test the five factory Museum cars that were on their way to Laguna Seca, and write an article for *Road & Track* magazine, which of course I did.

Whilst doing this, I drove a 908/03 during the Sebring test. Afterwards Klaus Bischoff and I were discussing the 908/03... and I said to Klaus, "Siffert and I should have won the Nürburgring 1,000km in 1970 but we ran out of oil."

Bischoff said, "Yaah Brian, in Porsche Salzburg we know about this problem. We installed bigger oil tanks!" My reply was, "Thank you very much Klaus!" I still find it remarkable that Piëch chose to hide this insider advantage from John Wyer and his own 'Factory' team. Blood, it seems, is thicker than oil.

John Wyer accepted we were going to have competition from Porsche Austria. There was no point in being mad about it. You just get on with the job. In fact, if you look at the results from 1970, you will see the John Wyer results were a lot better than the Porsche Salzburg results.

One of my great memories includes seeing the 908/03 at the Porsche Christmas party gathering in 1969. One of the things they were also celebrating was Porsche winning the 1969 Manufacturers Championship for the first time ever.

An engineer at the party said to me, "Herr Redman, would you like to see the new 908/03?" When I saw it without its front body and saw where my feet were, I was a bit alarmed. In order to position the gearbox ahead of the rear axle, the eight-cylinder engine had been moved forward, pushing the driver even further into the nose.

Not only would his feet stick out beyond the front wheels, but there was only an aluminium oil cooler and some delicate bodywork between the soles of his shoes and whatever solid object the car might hit. With the body off, the driver could actually touch the right front tyre from his seat.

I got out and the engineer said, "Herr Redman what do you think of the new 908/03?" I replied, "I think it's a very good car for Douglas Bader!" It was humour he may not have understood. Group Captain Sir Douglas Bader was a legless RAF fighter pilot during the Second World War. A true British hero, he achieved 20 confirmed kills. He was eventually captured by the Luftwaffe and after several escape attempts, was moved to the famous POW prison Colditz Castle. His life story is a fantastic one and a story everyone should read.

Next month I will share more about the 908/03 and discuss some of the heartbreaks I suffered at Le Mans. **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.**

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**Gary Sayer**

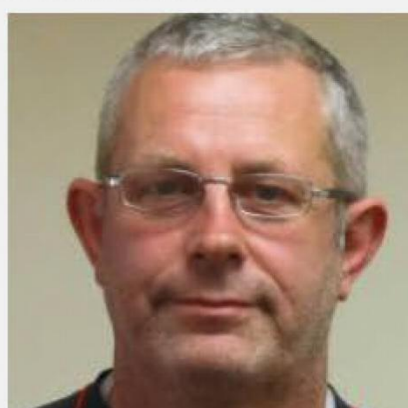


I have had a passion for all things car-related since working with my dad in his body shop at ten years' old. Throughout my career I have worked for major insurers and independent engineers, where I've taken responsibility for assessing and preparing costs. My role has included a huge diversity of inspections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

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## The very best of your Porsche opinions



## Rolling tyre noise

Dear Sir,

I recently had a little exchange of comments with Harry Metcalfe. We were talking about the rear-wheel noise of 911s, which is not... moderate.

I have been thinking about trying to get a test drive with either a 991 or 992 from the importer to get an idea of how the rear-wheel noise has changed over time and generations. Then I started thinking how this could be done in the most accurate way. So I came up with this.

The test would be maybe three people subjectively driving the same road of varying characteristics with a 911 SC, 964, 993, 996, 997, 991 and 992. We could compile subjective comments and a controlled dB measurements at two speeds over two different road surfaces: e.g. 50mph/80km/h and 75mph/120km/h, old tarmac and brand new. The speed needs to be controlled exactly. Also you need to consider the tyres and wheel sizes (not to mention age of the tyre).

My car, a 996.1, is almost intolerable in a long motorway stretch with old tarmac, but then it is very quiet with brand-new tarmac.

I agree with Harry that this is the biggest flaw in the 911. He was referring to his project 8 Jag (in whose development he was involved) when stating that the problem can be tackled.

I have not yet tested the 991 nor 992, but I've been told even by the rep of the importer that the

rear-wheel noise is still a big problem. Frankly, I think, especially considering how fun a 911 truly is, the rear-wheel noise is way under par.

**Juha Kivekäs**

**It's a great idea for an article: in my experience rolling tyre noise has always been a noticeable characteristic of the 911 driving experience, but I've rarely found it to be a problem (perhaps I've just got too used to it over the years). In fairness, trying to have a civilised conversation with a photographer during a three-hour motorway drive in a 991.1 GT3 RS does spring to mind as an occasion in which rolling tyre noise became a little too much, but then again a 991.1 GT3 RS is built for the race track and not the M6!**

**What hasn't helped over the years is the gradual decrease in tyre wall sizes. That sportier look has been to the detriment of noise, but then I've always found it's been drowned out rather nicely by the timbres of the 911's flat six engine.**

**You mention the 992 which, it has to be said, has tackled rolling tyre noise penetrating the cabin. Its superior build quality means it's much quieter in the 992's cabin, with rolling tyre noise noticeably reduced. This is the same for both Coupe and Cabriolet and, along with its damping, is one of the real highlights of the 992 in serving up a more civilised driving experience.**



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## RHD 911s

Dear Sir,

I see you have recently done an article on the first four RHD 911s (issue 192) and thought you might like to see a picture of the first. I've owned the car for over 20 years now and it still makes me smile!

**Simon Corbett**

**We are delighted to see your picture of the first right-hand-drive 911: an incredible piece of Porsche history in your possession, congratulations Simon. We are also exceedingly pleased to read you've had the car for so long, and that – regardless of the continued evolution of the Porsche 911 – the purity of the early cars still resonates so strongly. I hope you continue to enjoy the car for many more years to come.**



## Lockdown bargain?

Dear Sir,

I wonder if you are interested in doing something about how the lockdown and COVID-19 has affected the market? I bought a 2003, 118,000-mile 996 C4S widebody from a dealer the day before lockdown with a warranty for £13,750. It's got to be the cheapest running C4S in the UK, surely?

**Graham Perris**

**That's certainly a bargain you've managed to bag yourself, Graham. However, I'm curious to know whether the price you paid for the car is as a direct consequence of the pandemic (i.e. job loss or business in need of an impetus in cash) or a mere coincidence? Although we've seen slight fluctuations in values of 911s, generally we've not seen them to the extent of your example here. Either way, cracking buy – best wishes with the ownership experience!**



## Ask the expert

Got a question for our Porsche technician? Email us [editorial@total911.com](mailto:editorial@total911.com)



**Scott Gardner**

**Job title**

Workshop manager

**Place of work**

Porsche Centre  
Bournemouth, UK

**Time at Porsche**

13 years

Dear Sir,

Amid our recent hot weather, I had the air conditioning on my 996.1 Carrera re-gassed, as the system was only blowing warm air into the cabin. No leaks were found during the process; the technician working on my car (at a specialist) told me if there were any leaks, the system would automatically shut down and the re-gas would cease.

I've now got ice-cold air blowing through the vents of my 996 but since the re-gas, a consistent groaning sound is audible when air conditioning is in use. When I turn air-con off, the groaning stops. Have you any idea what this may be?

*Lee Sibley*

The noise you're hearing actually suggests the system is low on AC gas... it will be highly likely that there is a leak present or, when regassed, the system hasn't had enough grams of AC gas injected into it. I suspect the first is the more likely scenario...

Have a detailed inspection around the condensers, especially the corners and also the connection points by the offside-rear jacking point. Re-gassing the system with dye then checking for a leak with a UV light would be the best place to start if no obvious leaks are visible.









# THE NEW LEGEND

It's the ultimate do-it-all super sports car: so how has Porsche made the 911 Turbo S even better in 992 guise?

Written by **Lee Sibley**





**R**ight from launch in 1975, the Turbo has cemented its place as the ultimate all-rounder 911. The model which elevated the 911 into the realms of the supercar, its job in the 45 years since has been not just to deliver unrivalled acceleration, but provide a platform in which this 911 is the reference point for every driving scenario.

With that, we've seen the technologically superior Turbo shift from a sports car with grand touring credentials to, arguably, a grand tourer with sporting intent, confirmed by the 991 generation with its PDK-only gearbox and electrically assisted steering. That led to us labelling the Turbo back in issue 115 as the indomitable Porsche 911 – it really is *THAT* good at doing just about everything. It's a sentiment that's seemingly echoed at Porsche, so much so that Dr Frank-Steffen Walliser (head of the 911 production line at Porsche these days) proclaimed that development of the Turbo is possibly his team's most complicated task. So just how do you go about making the best even better?

Before we jump into our Gentian blue example for a drive, it's worth running through its spec. The Turbo S remains the “all bells and whistles 911”, as you'd expect for a starting price of £156,000. In 992 form, there's a large amount of carry-over, in principle, from the 991 generation before it, albeit with tweaks. An example of this is the active aerodynamics, which has evolved considerably. There are now three recognised settings for PAA: Eco, Sport and Performance. Various technologies are deployed all around the Turbo S body to best support each mode: that active front chin spoiler is now split into three segments, with the centre section able to operate separately to the sides. Above them, the Turbo S's active front grilles open and close

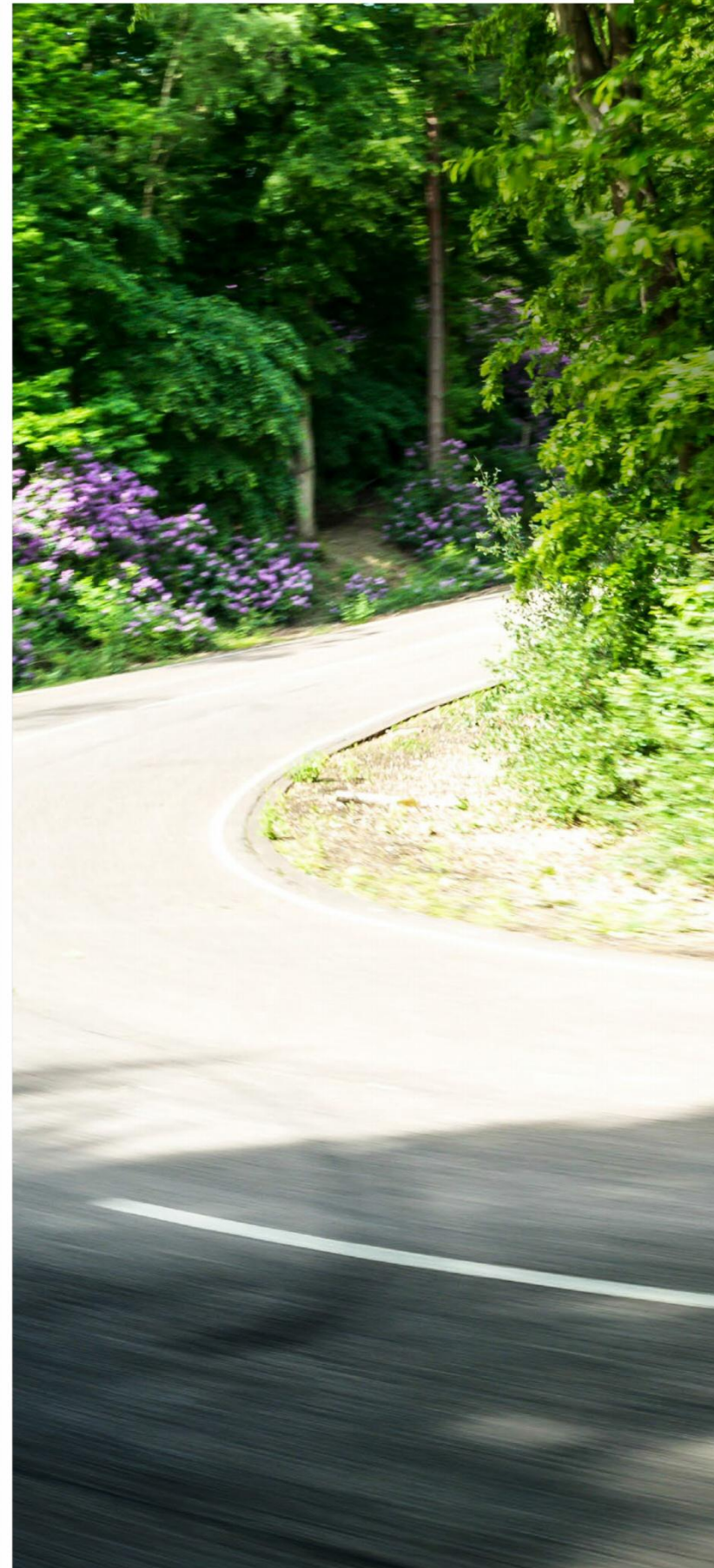
depending on speed, to optimise either airflow or cooling. Then, at the back, the active rear spoiler has no less than seven different positions encompassing height and angle of attack, to best manage both downforce and drag.

Similarly, centre-lock wheels with PCCB ceramic brakes are standard, but on the 992 the callipers are ten-piston, up from eight, with 420mm discs, and 390mm at the rear – that means the disc size of the latest Turbo S is now bigger than the entire wheel of the first 930. How about that for evolution.

Such potent stopping power is needed, because the 992 Turbo S is capable of shooting from standstill to 62mph in just 2.6 seconds, powering on to a top speed of 205mph – this is a 911 that weighs nearly two tonnes, don't forget. The intercoolers on the 3.8-litre Turbo S are mounted on top of the 9A2 Evo flat six, rather than behind those gaping side air intakes placed ahead of the rear wheels. For the 992, these feed air directly into the engine's intake system, while bigger VTG turbochargers and Piezo injectors look after both power and efficiency. The result is a monumental 650PS and 800Nm torque. A 70hp gain over its predecessor, not since the 996 to 997.1 have we seen such a profound jump in hp on a 911 Turbo. Again, the Turbo is AWD, this time being able to transfer up to 500Nm torque to its front axle.

The 992 Turbo is also the largest road-going 911 ever, and ogling it in the flesh, I'd be lying if I said it didn't look like an automotive behemoth. That's not to say it's ugly – far from it, those beautiful 992 design cues sculpted into something that's more aggressive, yes, but equally easy on the eye. I particularly like the rear, where a revision to the PU sees its rear licence plate recess moved up to effectively fill that unwelcome void present on the rump of a 992 Carrera.

Beneath that rear PU sit two large-bore exhaust tips, their look identical to that seen on a 991 GT2 ➡







**LEFT** At last, a Sports exhaust is added to the Turbo's repertoire

**BELOW** Cabriolet roof line faithfully follows the Coupe





Model **992 Turbo S**  
Year **2020**

**Engine**

**Capacity** 3,745cc  
**Compression ratio** 8.7:1  
**Maximum power** 650PS @ 6,750rpm  
**Maximum torque** 800Nm @ 2,500-4,000rpm  
**Transmission** Eight-speed PDK

**Suspension**

**Front** Independent; MacPherson strut; PDCC  
**Rear** Independent; multi-link; rear axle steer; PDCC

**Wheels & tyres**

**Front** 9x20-inch; 255/35/ZR20  
**Rear** 11.5x21-inch; 315/30/ZR21

**Dimensions**

**Length** 4,535mm  
**Width** 2,024mm  
**Weight** 1,640kg

**Performance**

**0-62mph** 2.6sec  
**Top speed** 205mph







RS. Their notable presence is a visual reminder that this is the first time a 911 Turbo comes with optional Sports exhaust. Excited to hear its timbres, I jump in the 992 and start the engine, letting it settle and warm up slightly before toggling the dash-mounted PSE switch. There's a definitive difference in audio when PSE is deployed: its tone switches to a bassy thrum, reverberating beautifully into my ears. Next we'd better find out how it sounds – and drives – on the road.

We're driving the Cabriolet today, which takes its roof system from its 992 Carrera counterparts – it provides a neat silhouette which perfectly mimics the Coupe's line, though that roof system (and the required chassis strengthening) means the 992 Turbo S Cabriolet weighs in at more than 1,700kg. Portly.

Devouring the country roads of Berkshire today, the Turbo S is quick to impress: a firm press of the accelerator sees the 992 duly deliver its party trick of an almighty, inertia-induced whack in the gut. With only very minor delay, it shoots forward with a ferocity I've not felt in a road car before, the Turbo showing its eagerness to get going immediately – though the way it delivers its savage performance is what's most impressive. There is, of course, some weight transfer, but the Turbo S doesn't launch backwards onto its rear haunches and power down the road in a daze of tyre smoke as you might expect from a car utilising 800Nm torque. The Turbo makes rapid progress, but there's sophistication to its ability to move, helped no doubt by that AWD system.

Peak power is delivered between 2,500-4,000rpm, but the pull of the 992 Turbo S is so savage it feels relentless from pretty much anywhere above idle engine speeds. So savage, in fact, that Porsche has ditched the Overboost function present on the Turbo since the 997 era. Porsche says this generation simply

doesn't need it, and on evidence I can only agree.

It goes without saying, the additional power of those uprated PCCBs are dearly needed in curtailing the Turbo S's velocity when called upon. Just as efficient and relentless as the performance of the engine, I am as impressed by the car's ability to stop as I am with its forward impetus.

Carving through Berkshire's country lanes, the 992 is serving up the modern Turbo's usual, astonishing levels of performance. So balanced and capable is the car, its grip levels so astounding, that it's simply point and squirt on the accelerator from me, all the while flicking up and down through the PDK transmission's eight-speed gearbox, its gear ratios revised over Carrera specification. A wider front track, a hallmark of the 992, allows the Turbo to corner so flat, and Sports chassis, part of the Turbo arsenal for the first time, keeps the 911 planted and gives the ride a dialled-in focus that's possibly been missing on Turbos previously. It is, however, very bumpy, and that's without switching the damping into its firm setting. Sport chassis also reduces the ride height by 10mm, though ground clearance is never an issue, so there's no real need to spec a front lift system.

PDCC and its active anti-roll bars – a standard feature on the Turbo S – remains a wonderful ally for balancing the Turbo's weight transfer as it pivots through a bend, while Porsche Torque Vectoring Plus (also standard on the Turbo S) is sensational at keeping traction at the back of the car. Rear axle steering helps to allay the Turbo's sheer size in tighter corners, completing the Turbo's chassis weaponry.

It's clear the capabilities of this Turbo S (and indeed, many Turbos before it) lay far north of a public road's limitations, though I'm pushing this Turbo hard: storming into a corner, braking much, much later than I'd dare do in, say, a 992 C4S, ➔

**FAR LEFT** 992 Turbo S's active rear wing is height as well as angle adjustable

**LEFT** 930 leather package gives a glorious throwback to the early 911 Turbo's interior





balancing the Turbo's front and rear-end grip through the corner and then monsterring clear with a firm yet judicious press of the accelerator. I have to be careful not to take the mickey on a public road, but the Turbo S is nevertheless capable of peeling back my eyelids time and again, so startling is its ability to move.

Perhaps the major triumph of the 992 Turbo S is its sound. That PSE makes all the difference, giving the Turbo S (in Sport mode) an exhaust note not too dissimilar to the 991 GT2 RS, in tone if not volume. On acceleration, there's an almost Mezger-like rumble to it, providing a neat bass to the high-pitched whistling of those two turbochargers. Come off the gas and the Turbo S will pop and bang delightfully on the overrun, so much so that it's easy to forget I'm in the presence of gasoline particulate filters.

It's the noisiest Turbo of the modern era, which does beg the question, why hasn't Porsche been able to replicate such a soundtrack – or any notable soundtrack, for that matter – on 992 Carrera derivatives? Finally the Turbo has a soundtrack to match its character. It's a revelation, and any Turbo specced without PSE will now be missing the point.

As you're beginning to see, the 992 model is still very much in possession of the traits associated with a modern-day Turbo: this thrilling supercar is also comfortable and useable everyday. However, it also

retains some 'Turbo' traits which could really do with further development.

The first is its steering. Sure, the 992's front axle is massively improved over the 991 generation, its nose sharper, the feel through the wheel more evident, but the system on this latest Turbo still leaves me cold. It's simply not as good as it can be, and I'm certain it lacks the fluidity of the 992 C4S, for want of a comparison with another new, AWD 911.

My other gripe is its size. At over two metres wide including mirrors, the 992 feels like a giant on the road, particularly in the UK, where our best blacktop is of the squiggly, narrow variety cutting through our landscape. In the 992, its size means I'm having to position the Turbo S over towards the centre of the road more in order to avoid hedgerows (or worse), but the fallout means I'm frequently riding over cats eyes. There's a practical element to consider too, as the Turbo is intended as an everyday supercar: just how on earth is it going to fit into a conventional car parking space, with enough room for you to get out of the car, assuming vehicles are parked either side? It just feels an absolute world away from what the 911 always was: a dainty sports car that consistently over-achieved against its rivals. Sure, the mantra was changed with the 930 Turbo in 1975, but even comparing this latest iteration to a

modern classic Turbo such as a 996 or 997 gives food for thought: those models were also wide-bodied, but manageably so from a practicality point of view.

Lastly, there are issues with its ride quality. Buoyed by the accomplishment of the 992-generation's damping – it really is the best yet in melding both comfort and precision – I wasn't expecting the ride to be so crashy. Perhaps its mass is just too great even for the 992's polished setup. Sure, the 992 Turbo S has the edge over its 991.2 predecessor in terms of dynamic chassis response, but the 991 is superior in the comfort stakes. Worryingly, I think I'd struggle to live with the 992's Sport chassis setup day-to-day.

Overall though, we're looking at another Turbo triumph here. This is a 200mph supercar that's as big on opulence as it is performance. It'll humble a GT3 RS on track, give Carrera levels of grandeur on the road, and excite you with a GT2 RS-like shove in the gut every time you feel like burying your right foot.

The real excellency of this modern-day Turbo though is the fact Porsche is bringing further efficiency and sophistication to its repertoire, which I think is really going to future-proof and even save the model going forwards. It might be at odds with Porsche's electric ambitions elsewhere, but the 911 Turbo is still the benchmark super sports car – and it's only getting better... **911**





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# TRAGEDY INTO TRIUMPH

A near-death experience on the road proved a pivotal moment for Michael O'Neal and his '69 911T project, as the man himself explains...





**H**e had about two weeks to live. After months of struggle and years of slow decline, my dad's heart was about to give up. He passed away December 2006. Seven months later, my mum passed away. My dad was expected, but my mum was a huge, awful surprise. That's the thing about a garage. It's the thing we rarely talk about. It's our solace. It's our meditation. It's our fortress of solitude. It's the one thing we can rely on when the rest of our life goes to chaos. I leaned on it heavily for a few years.

The car began as a 1969 911T rust bucket, rotting away in a field in Lafayette, Colorado. A buddy of mine passed it on the way home from work one day, and knew I was in the market. I went and knocked on the guy's door, and for \$5,000 (those were the days when you could pick a long-hood 911 up at Volkswagen prices) the project began. What was sold as 'rust free', became a four-year, two-thousand-hour restoration. The first phase, at least...

I bought a cheap welder from Harbor Freight, joined the Pelican forums, and dived in head first. I had to replace both inner and outer rockers on both sides, gas tank support, and multiple areas around the battery box and floorboards, as they were all rotted away. Since I was going to autocross the car, I'd made the decision to give it an 'RS' look by welding on SC flares in the rear. I sourced the flares and fibreglass ducktail and bumpers online, and 'mock fitted' them on the car. I still had the 3.0-litre engine from this car's predecessor, and I installed it so I could drive the car as a rolling restoration.

One day a good buddy and I decided to take our cars on a spirited drive in a canyon above Boulder, Colorado. We were a quarter mile into the drive when a 17-year-old kid, sightseeing out of his window and not paying attention, drifted his 70's era Ford F-150 truck into our oncoming lane. My buddy swerved to miss him. I swerved to miss my buddy... and went over the edge of the mountain. It's hard to believe how lucky I got. My car slid down at about a 60-degree angle, and ended up getting caught in ➡







“Since I had to replace my flares, wheels, and bumpers, I thought, ‘well, I might as well go RSR’”







the branches of a tree. I can't tell you how odd it is to look out your driver's side window (that's the left side for us Yanks) and see blue sky instead of road. I was spared a grim outcome as there was a 70-foot sheer drop on the other side of the tree. So I was safe. The car... not so much. In the accident, I'd lost two wheels, my right side flare, and my front bumper was ripped off. Since I had to replace my flares, wheels, and bumpers, I thought, "well, I might as well go RSR", so I sourced the flares, front fenders, a huge set of 9- and 12x17-inch Fikse FM10s, and both bumpers.

In 2006, there weren't very many RSR conversions out there, other than race cars. So, I spent a summer doing bodywork, learning how to weld on flares, learning how to modify and shape fibreglass, and learning how to sand – and sand, and sand...

Finally the day had come to get the car in primer. I had this idea to honour my parents with this car, since they had both passed away while I was building it. So, the first layer of 'primer' was a product called 'Upol Reface', which is a really thick, primer-like substance. The best way to think of it is in-between a primer and body filler. I mixed my parents' ashes into the primer, and we rolled it onto the body with

high-density foam rollers. Reface is a great product, and smooths your car body like nothing I've ever seen. I thought it would be cool to have my parents 'surrounding me' in the car at all times. Needless to say, this car is never getting sold!

Onto the colour... it's the number-one question I'm asked about. I call it 'Rando grey'. It's a colour

I literally pored over for hours and hours, and finally decided on from a catalogue.

As far as I know, it's not a factory colour of any sort. I realise grey cars have been in vogue for a while now, but in 2008 when I painted it, nobody had a grey car. My decision to go grey on grey with the Carrera and Heuer decals caused the internet to dub the car "The Grey Ghost", which has stuck. This completed phase one of the restoration.

Phase two would happen a couple of years later after attending the Coronado Speed festival in San Diego, California, where I had moved. By this time, the value of vintage 911s had skyrocketed, and I was way ahead on this build since I had done it all myself. I made the mistake of getting a hot lap in a real 1973 911 RSR, and felt how ferocious it was. Two things were very striking. First: with 300hp, this car was a complete animal. Second: the 15-inch wheels with







**OPPOSITE** Inside the Grey Ghost you'll find houndstooth seat centres, RS-style door cards, and carpeting inspired by the 356 era. The red dashboard insert is a cool, unique touch

**LEFT** O'Neal had his RSR clone painted in what he calls Rando grey, back in 2008





Model **911T 'RSR Clone'**  
Year **1969**

**Engine**

**Capacity** 1995 Porsche 993 3.6-litre  
flat six

**Compression ratio** 11.3:1

**Maximum power** 272hp @ 6,000rpm

**Maximum torque** 330Nm @ 5,000rpm

**Transmission** Five-speed 915

**Modifications** Bursch headers and sport exhaust; steel Turbo flares; fibreglass front fenders; fully stealth aptX Kenwood Marine amplifier; Focal integrated separates in the doors; Kenwood stealth sub under passenger seat; Classic Retrofit Electrocooler Air-Conditioning (probably my best purchase ever)

**Suspension**

**Front** Re-valved Bilsteins; Smart Racing swaybar

**Rear** Koni yellow adjustable

**Wheels & tyres**

**Front** Accumoto 'Fuchs' 3 Piece Racing Wheels; Michelin 275 TB15

**Rear** Accumoto 'Fuchs' 3 Piece Racing Wheels; Michelin 340 TB15

**Dimensions**

**Length** 4,163mm

**Width** 1,652mm

**Weight** Unknown

**Performance**

**0-62mph** Unknown

**Top speed** Unknown



Full build story  
with pics on  
YouTube: [rennch.  
com/greyghost](https://www.youtube.com/greyghost)



balloon tyres give the car the right stance. Larger wheels and tyres are disproportionate, and I knew my giant Fikse wheels had to go.

I posted my 3.0-litre engine for sale on the way home from that race. I had it sold in a couple of days, and found a used 3.6-litre engine from a 1995 993 for \$8,000. I also purchased a set of Accumoto Fuchs wheels in 9- and 11x15-inches, and had them type III anodized, which gives them this great matte grey colour. I hand dipped the centres to get the famous RSR look, and remind me to tell you how I had to use a sex toy to paint them if you ever see me in person.

With the re-valved Bilstein shocks in the front, the Koni yellow adjustable shocks in the rear, a set of Michelin TB15s, and a potent engine with a 7.3:1 ring and pinion gearbox from a 1972 911, third gear in this car is what a true car enthusiast dreams about. It's torquey, powerful, and makes all the right sounds.

After the motor and wheels, I did a ground-up interior restoration, including seats from BF Torino

Nürburgring, with houndstooth centres, custom 356-era red square weave carpet (which I hand cut and sewed the bindings on myself), a hidden stereo system where I hand-punched the speaker grille holes into the door cards, and a Classic Retrofit Electrocooler electric air conditioning unit because I do multiple Targa rally events throughout the year. Now the Grey Ghost is equipped to rip through canyons, handle autocross and track days, and be comfortable on a 1,500-mile road trip.

I am now in the process of building another car, which you can check out on my YouTube channel, Rennch. It's a 1969 911S race car that I'm converting back to a street car, which I'm calling a 'technomod'. My goal is: if it's available in a modern luxury car (for example Apple CarPlay, adaptive suspension, or general smart features), and I can make it work in this 50-year-old vintage machine, I will. I hope that you'll join me in my Fortress of Solitude at [rennch.com/youtube](https://www.youtube.com/greyghost). **911**



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# 993 TOURING

Harbouring boyhood ambitions to one day own a Guards red 911, Andy Brookes tells the story of how his dream evolved with the purchase of a 993 Carrera...

Written by **Andy Brookes** Photography by **Scott Patterson**  
and **Andy Brookes**









It's 1983, and my first day as a paper boy at the local newsagent in Motspur Park, South London. I'm waiting outside the shop by myself at 6am for the manager to arrive; it's quiet, a milkman is delivering his goods and pulls up just in front of the shop, double parking next to a throng of Cortinas, Vivas and Allegras – all rubbish British cars of the time! A Guards red 911 with a whaletail pulls up behind the milk float, waiting for a car to pass from the other direction. For a few seconds I'm mesmerised by the shape and the noise. It's the first time I have seen one in the metal. The driver then overtakes the milk float and fully gasses it up the road, over the level crossing and up the hill into the distance, leaving me with a memory I'll never forget. I then spent the next 35 years dreaming of owning my own 911: cue many years of searching Autotrader, throwing up a few 'nearly' moments along the way. I didn't quite have the budget, or the car wasn't right, you know the score... Then, a visit to Luftgekühlt GB (on the only rainy day in the glorious summer of 2018) pushed me to start the search for that dream 911. I toyed with a G body, maybe a 964 or 993, all of which were on my radar.

I found my 993 in Bridport on the other side of Dorset, at a Porsche specialist called Marque 21. They'd looked after the 993 for the last 16 years of the then-owner's stewardship, carrying out all services and some select modifications. The seats were converted to Sports seats by Southbound Trimmers, an RS steering wheel was fitted, along with red seat belts, lowering springs, refurbished Cup 2 wheels with red centres, a tuning chip, motorsound air filter housing, and big oval tailpipes amongst others. Colin, the owner, had completed many trips to Europe over those 16 years. In his 70s by September '18, Colin decided to sell the car due to a knee operation that made driving a manual difficult. I made my offer and

had the car inspected, which came back fine. The deal was done and the 911 was mine.

Built on 5 October 1994, my Carrera 2 is a German-specification 1995 model year car with the non-VarioRam engine M6405-635 and manual, two-wheel-drive gearbox G5021-20, with good, short gear ratios. The car came with possibly my perfect specification from the factory including air-con, no sunroof, LSD, computer, cruise control and left-hand drive (for the aligned driving position and continental tours) in Guards red with black interior. The 911 was first registered in Stuttgart and owned by the Porsche factory, believed to be a press/demo car until June 1996, when it had 51,000 kilometres recorded on the clock.

It was purchased by Lothar of Moers, Germany from the factory demo sales location in Stuttgart. Lothar owned the car for four years until August 2000 with 86,000 kilometres recorded. He then sold it to a local car dealer in Moers. Within a few days the 911 had made its way to London, was MOT'd in Slough and registered to a Valeria Detori. She owned the car in London until August 2002 with 114,000km. It was then purchased by Colin, the previous owner to myself.

I have never been one to simply leave a car standard, I like to add my flavour. I guess my flavour goes back to the 'Cal-look' days of the air-cooled Beetle and OEM Plus trend of the water-cooled VW scene. Subtle modifications that aren't in your face, modifications that can't really be identified, but add up to a resolved and usable car that sits right and drives right. That's what I like.

My first modification was to sort out those red wheels (shudder), which were not my bag at all. After lots of deliberation, I decided on Satin platinum as specced on a lot of GT cars. What a difference that made. I also fitted some 7mm



ABOVE Retrimmed 'Sport' seats, an RS wheel, and short shift kit pays into the 993's 'Touring' aspirations





**ABOVE** It started with a simple task of inserting RS air ducts, but Andy soon got carried away...



Model **993 Carrera 2**  
Year **1995**

**Engine**

**Capacity** 3,600cc

**Compression** 11.3.1  
ratio

**Maximum power** 272bhp @ 6,000rpm

**Maximum torque** 330Nm @ 5,000rpm

**Modifications** Valved exhaust mufflers and decat  
pipes; RS Pulley conversion

**Transmission** Six-speed manual G5012-20; LSD

**Suspension**

**Front** Standard with some rusty lowering  
springs of unknown origin

**Rear** Standard with some rusty lowering  
springs of unknown origin

**Wheels & tyres**

**Front** 7x17-inch Cup 2s refinished in  
Platinum satin; 205/50/ZR17

**Rear** 9x17-inch Cup 2s refinished in  
Platinum satin; 245/40/ZR17

**Dimensions**

**Length** 4,260mm

**Width** 1,735mm

**Weight** 1,370kg

**Performance**

**0-62mph** 5.6sec

**Top speed** 168 mph



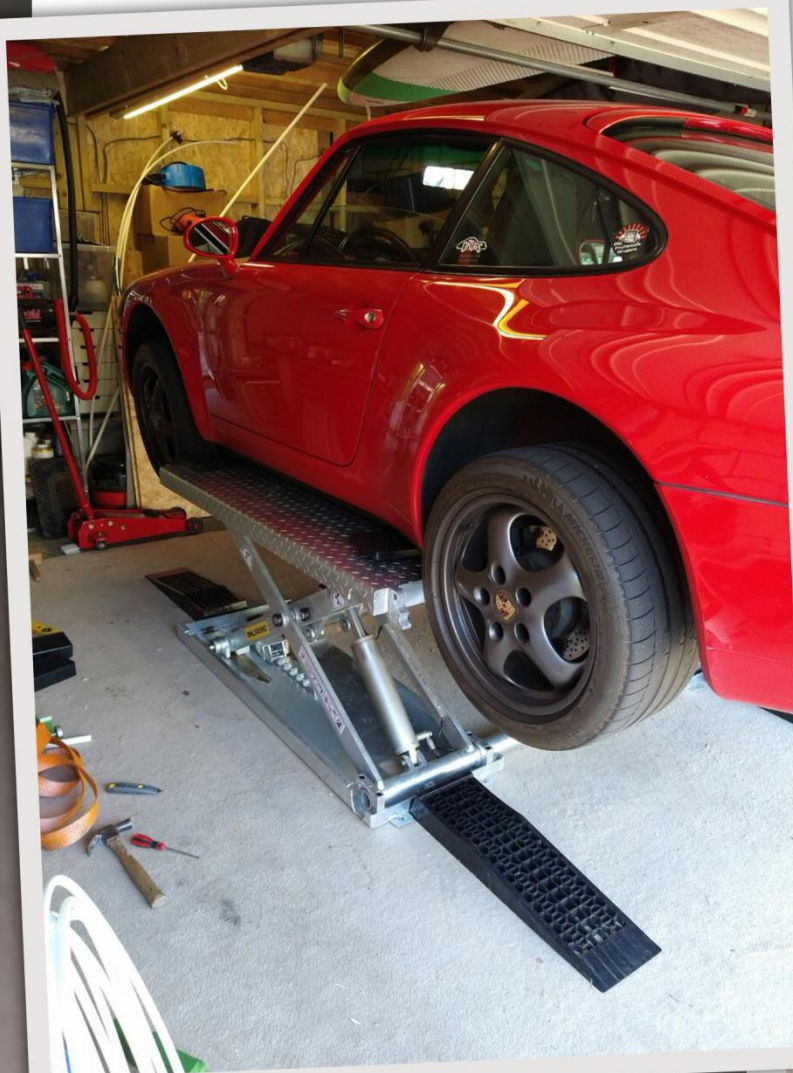
ABOVE Red wheels were refinished in Satin platinum, similar to current GT cars



ABOVE Custom-designed switchable exhaust adds modernity to the 993's classic soundtrack







spacers to the front to bring the Cup 2s out to the arches, though it still needs more, I feel.

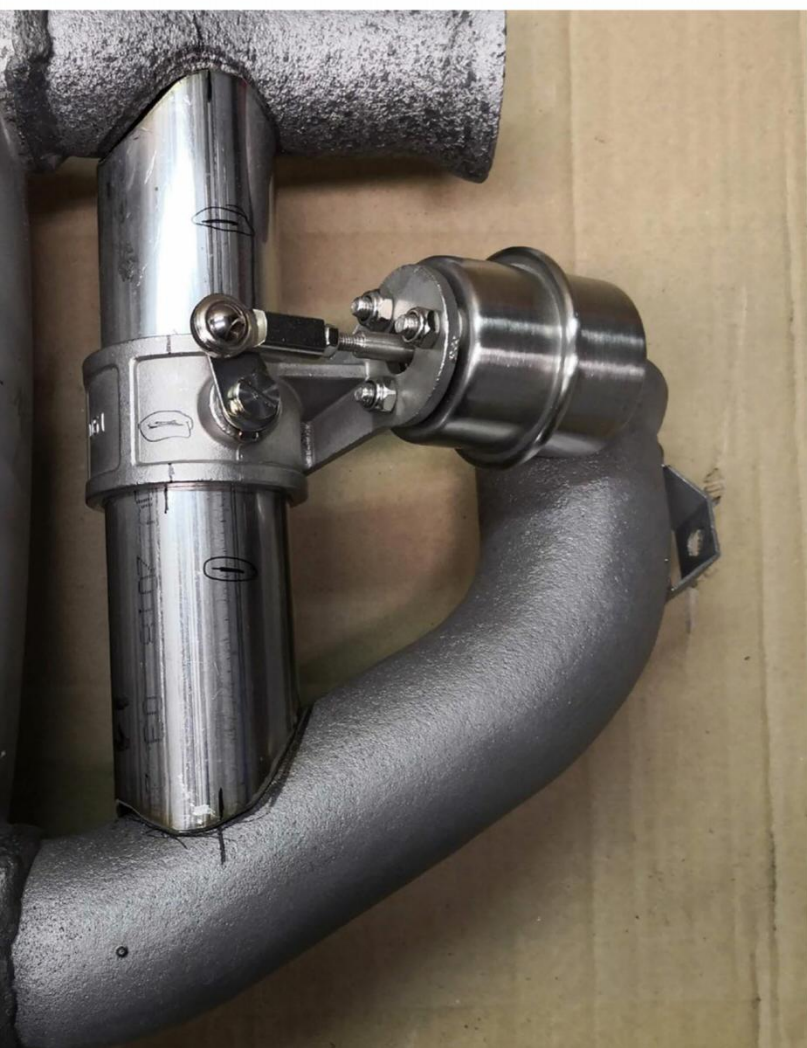
Christmas presents from my wife included a pair of RS ducts to replace the fog lights – this should have been a quick modification, but I managed to get a little carried away... the front bumper was a little stone chipped, and I also fancied filling the number plate holes. So the front bumper and the ducts got shipped off to my body guy Simon at Wheel Works in Poole to be smoothed and painted. With the front bumper off I found that the brackets for the oil cooler and the air-con evaporator were a tiny bit flaky on the edges, and the fixings were a little past best. So I disassembled all of those, got a quote for having bits re-powder coated, and fixings replated in a yellow zinc plate. There are minimum charges for doing these, so I decided I would work back a little further to find other items that needed a little refinish to bring them back to prime condition. I ended up removing all the underside coverings, the fan and shroud and loads of brackets and fixings from inside the engine bay.

Meanwhile, I'd spent a good amount of time with industrial wet wipes cleaning the engine bay and all the plastics. It was such a huge pleasure putting it all back together, clean and fresh with the refinished parts. The bearing in the fan was getting towards the end of its life, so I decided to make things simpler with an RS fan pulley conversion. I haven't seen any detrimental effects from this. The fan had the same platinum finish as the wheels, with the housing in a burnt orange ceramic coat finish as per a good few Singer builds.

I made a trim for the insulator pad that sits above the engine, which really neatens up this area. The engine bay really pops now.

While reassembling the front bumper with those ducts I changed my indicators and side repeaters to orange from white and had the headlights wrapped in yellow film for the French-look front end. I designed and made a magnetic mount for the front number plate so that I can remove it easily for cleaning (cough cough). I also had the centre bar of the grille wrapped in black to disguise it and toughen up the appearance of the front bumper. The 993's front end is now clean and purposeful.

My next project with the 911 was to attack its exhaust. I'd planned on going for some Fister mufflers, but my mufflers were too corroded to use for their exchange program. I had found a thread on one of the forums of a guy that had fitted valved bypass pipes to his standard mufflers, which proved too tempting to ignore. You can see where this is going... valves were duly purchased alongside a stainless tube, and the mufflers were removed and sent to a local sandblaster to see how bad they were. The standard mufflers are stainless steel, but they still corrode as they sit directly behind the rear wheels, and the blasting uncovered a few pin holes in the tubes, but otherwise they actually cleaned up quite nicely. I set about cutting holes in the inlet and outlet tubes of the muffler, and cutting lengths of tube to have the correct shape for creating the bypass sections that I needed to mount the valves. Kitchen roll inners were used as patterns to cut the tubes. This was a long evening's work, I can tell you! I had ➡







a local welding company weld it all up for me, and then I refinished the whole muffler and some new Dansk exhaust tips in a black ceramic coat to slow down any further corrosion. Once complete, the mufflers were heat wrapped and reassembled, a wire was run from the unused front fog light switch to open and close the valves, and I now had a quiet or loud exhaust note at will. I added 'S' exhaust surrounds to the rear bumper, again finished in black ceramic coat, to really finish off the bumper cutouts.

I've changed the engine mounts of lots of my cars over the years: it's amazing the difference new engine

mounts make to the handling of the car, you don't get that secondary shift of weight that soft or knackered engine mounts give you. I changed the 993 mounts to RS mounts, but I went cheap and bought non-OEM parts. That saying 'Buy cheap, buy twice' is so true, as the non-OEM parts were shot within a few weeks. I'm now running WEVO engine mounts with the black coloured bushings, giving just the right amount of control with only a small amount more engine noise transmitting into the cabin.

The interior of my car was pretty nice when I got it, with retrimmed seats and that RS steering wheel,

so the addition of a red tachometer dial face with redline at 12 o'clock and an RS cubby hole in the centre console are the only mods I have made so far. I have plans for removing the radio and having just a Bluetooth kit delivering music from my phone via the amp and speakers already in the car. Not much else is needed inside... for now.

My last modification is a new engine cover with ducktail. By sheer chance, someone was actually selling one in Guards red on the 911UK forum at a bargain price, and so a six-hour round trip to collect it ensued. I think I will swap the engine covers depending upon mood.

The modifications I've carried out are not terribly expensive or in your face, but I hope you agree that I have managed to add my own flavour, giving it a '993 Touring' feel.

I have a few future plans including a short shift kit, a mod I fully recommend from previous cars I have fitted them to. I had a full suspension health checkup at Center Gravity late last year, which has given me a list of things I need to attend to: a few bushings to replace, a full coilover setup, and some new CV joint boots. I also need to get some new tyres, and should I change wheels as well while I'm at it? There are decisions to be made! To help with all of the above I've just purchased a mid-rise lift to make raising the car so, so easy. I'm still so chuffed to finally have got that coveted Guards red 911 I always dreamed of, right from the day that G-bodied 911 overtook that milk float and powered up the hill back at Motspur Park. I'm known as the Chief Tinkerer on the *Road to Redline* podcast I present alongside Lee Sibley and Joe Williams. It's something I've always enjoyed doing, so I doubt I'll ever stop tinkering and dreaming of the next modification on my 993 – and there's a thought: how about a 3.8-litre engine on independent throttle bodies?! **911**

**“Subtle modifications that aren't in your face and can't really be identified, but add up to a resolved and usable car that sits right and drives right”**





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# 9 9 6   L E I C H T B A U







This 996 Carrera conforms to the ‘add lightness’ mantra, which has given rise to a unique Leichtbau project – as owner AJ Severino explains...







ABOVE BBS wheels feed into this 996's lightweight mantra





**E**ver since I was very young, I had an innate fascination with the world of motorsports. The desire to ‘go fast’ wasn’t something I simply wanted – it was a need that possessed every aspect of my life. Since earning my driver’s licence, I’ve been the proud owner of countless vehicles (seriously, I have trouble counting all of them). Each one held a special place in my heart, but all of them pale in comparison to the sheer joy that I get out of this work of automotive art, which I have now owned for seven years.

I own a 1999 Porsche 996.1 in Guards red. The reasons I chose to go with a 996.1 are twofold: in my opinion the generation is the last of the no-nanny 911s, and second, the price for this particular example was right in the perfect range for me.

Being a racing driver and instructor, I like my cars basic yet visceral. This specific car caught my eye because of the colour – you don’t see too many bright-red Gen1 996s. Not only was the car aesthetically everything I could have hoped for, but right before I bought it the previous owner had a major service done and had all the maintenance records through the life of the car. This 996 is my first 911 and, in fact, my first Porsche. I’ve always been a fan of the brand and had a few Audis and VWs, so the obvious next step in my automotive journey was a Porsche. From the very beginning, I was inspired by the 964 backdates as well as original, long-hood 911s. In fact, the front lip and black decklid on my

996 are design cues I took from older cars when modifying my own. Simple and tasteful with a slight motorsports feel, it’s an homage to the rich history and powerful influence that Porsche has had on the road since its founding. My interior, as you’d expect from a car dubbed ‘lightweight’, is full-blown race car, though that was by no means my intention from the beginning. The modifications started immediately: two days after I bought the car I did a muffler delete, and a couple months later I went for coilover suspension, free-flow exhaust manifolds, a K&N Intake, half roll cage, HID conversion, plus a short shifter. Before I knew it, the car was taking on very much a race car feel, though coming from a racing background, it made me feel right at home.

“The power to weight ratio is closer to that of a 996.1 GT3”

With those motorsport-inspired modifications taken care of, I went down the lightweight route: as one piece came out, followed by another, it started a flood of modifications all the while adding lightness, and soon enough I was practically living in my garage making endless adjustments to the car. Currently, my interior has just two racing seats, a short shifter, racing steering wheel, half roll

cage, and climate control panel. That’s it! Everything else from carpet to headliner is completely stripped out. The bucket seats and deep-dish motorsports steering wheel are the latest additions to my 911 to date. And, before you ask, the 911 has no radio or speakers, either – the only sound I need is that flat six screaming behind me.

Now that I’ve reduced the weight of the car by around a hundred kilos, plus added suspension and wider wheels, the difference in the car over stock ➡



**ABOVE** Complete removal of centre console shows the inner workings of AJ’s shifter & gearbox linkage



**Model 996.1 Carrera****Year 1999****Engine****Capacity** 3,387cc**Compression** 11.3:1  
**ratio****Maximum power** 300hp @ 6,800rpm**Maximum torque** 350Nm @ 4,600rpm**Modifications** K&N intake**Transmission** Six-speed G96 manual**Suspension****Front** Independent; unbranded coilover;  
anti-roll bar**Rear** Independent; unbranded coilover;  
anti-roll bar**Wheels & tyres****Front** 8.5x18-inch; 235/40/R18;  
7mm spacer**Rear** 11.5x18-inch; 305/30/R18;  
20mm spacer**Dimensions****Length** 4,430mm**Width** 1,765mm**Weight** 1,200kg**Performance****0-62mph** 5.0 sec**Top speed** Unknown

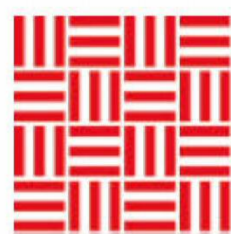
**ABOVE** Virtually all that's left of AJ's Leichtbau interior are two seats, three pedals, a steering wheel and a roll cage

is night and day. The power to weight ratio is closer to that of a 996.1 GT3, and when on track I can hang with the best of them. The 996.1 Carrera is a great-value 911 as it is, but the value versus performance payoff is exceptional when you consider most of the weight-saving work I've done has come without any financial penalties.

Funnily enough, of all the hours I've spent working on the car and modifying it, one of the most difficult jobs I have done so far is changing out the infamous air oil separator. These are known to fail regularly and are a pain in the ass to change without dropping the engine. My experience with the vehicle's health though has been amazing. It has treated me well since day one and has actually been one of the most

affordable cars I've ever owned. I have been very lucky so far in my seven happy years of ownership – something I still have trouble wrapping my head around after flipping cars on a near-annual basis leading up to this purchase. It says a lot about what I really think of this car. My ideas for the future of this 'lightweight' project are virtually unlimited. One side of me wants to go down the route of crazy widebody and full RSR motorsports, while the other side just wants to keep it clean and simple. Most likely, I will stick to the simpler side and do an engine rebuild to a larger displacement, perhaps add some carbon-fibre bits to lighten it even more, and just enjoy using an unassuming 911 beast – inspired by motorsports, and enjoyed on the road. **911**





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# BROTHERS IN ARMS

Two of Porsche's GT 997s have been brilliantly reborn in 4.1-litre spec – and they could well be the finest Neunelfers on the planet

**E**ngine displacement is everything in the US. The home of the Hemi is also the land where big V8s are shoehorned into just about everything, whether it's for the school run or the race track. Bigger is supposedly better when it comes to cars, this a heavily enriched ideology ingrained into many aspects of general US society.

However, in the world of Porsche, superior engine size has never formed part of the agenda. While Lamborghini's first car in 1963 was the 3.5-litre, V12 350GT, for example, Porsche's original 911 had a measly 2.0-litre flat six. Lamborghini still uses the V12 in its Aventador today, while Audi's R8 is powered by a 5.0-litre V10, and Ferrari's V8 and V12 powerplants are considered legendary among the wider car enthusiast population. Despite this, the plucky 911

sports car has continued to battle successfully against its bigger-engined rivals on circuit, sticking fiercely to its winning recipe of a robust flat six and an exquisite chassis.

It is this approach which Alex Ross, owner of Californian Porsche tuners SharkWerks, has always found favour with. British born, his extracurricular indulgence in Lotus is therefore forgivable, but the overachieving 911 has always been the primary source of his motoring aspirations. This, fused with a hint of that 'bigger is better' American way, is what has given us the SharkWerks 4.1.

Long-time readers of *Total 911* will already know of the prowess of the one-of-four Gulf-inspired Rennsport in our pictures, which we first featured in early 2015. Acquired in 2011 before being 'run in' with a 2,600-mile jaunt across the USA, Ross



and the SharkWerks team found tuning potential in its 3.8-litre Mezger engine, this becoming the trailblazer for its pioneering 4.1-litre programme. It all started before Porsche had even released its own 997 GT3 RS 4.0 – we told you the States does it bigger and better.

The fruits of more than five years of development includes a partnership with EVOMS to produce a race-spec, lightweight billet 80.44mm crank, CNC machined from billet 4340 high-alloy steel and tested to more than 9,500rpm, as well as a 104.5mm bore piston and cylinder set. The cylinders use steel liners and the pistons are Teflon-coated with anti-wear skirts and titanium wrist pins, saving 20 grams per piston and wrist pin combo against factory. In terms of top end, SharkWerks' engine has 'Hammerhead' Shark-spec headwork along with race-style valve guides for longevity and cam adjuster strengthening, with everything balanced and blueprinted. A custom multi-indexed rotary-style oil pump is used, and the camshafts are SharkWerks/EVOMS spec.

The engine case has been race-prepped with, among other things, improved oiling techniques according to SharkWerks' own wizardry. This is all partnered to EVOMSit ECU tuning; an RS 4.0-litre clutch pack, though Ross says the original factory setup does work; a choice of SharkWerks lightweight street or track exhaust, and a host of chassis upgrades including Brembo GT brakes, Bilstein Clubsport double adjustable coilovers, RSS rear adjustable links, bump steer kit, thrust arm bushings and lower control arms, plus some aerodynamic adjustments.

During extensive R&D SharkWerks ran into inevitable physical limitations for the OEM Porsche parts. Many of these eventually showed up in the months and years that followed the release of Porsche's 4.0 RS in technical service bulletins and recalls. The build also involved significant investment from SharkWerks itself, with chief engineer extraordinaire James Hendry having to fabricate his own tooling to make the install possible – hence why the builds can only be carried out at either SharkWerks or EVOMS.

The result of SharkWerks' efforts is a staggering 540hp, up nearly 100hp from stock 3.8-litre spec, and 542Nm torque on 93-octane fuel. Even better, SharkWerks says its revamping work also helps lengthen the life of the Mezger six. For example, the lightweight design forged tool steel conrods – for 80.44mm stroke – were designed together with EVOMS for longevity and strength, both companies shying away from titanium. There is a slight weight penalty, but Ross says the additional weight of the rod is minimal in comparison to the overall weight saved from the rotating mass in other areas: "Titanium stretches and is best kept to 40 to 60-hour rebuild race cars. In 3.6 to 3.8 stock form they have lasted a good while, but beyond that..."

Needless to say, it's a positively intoxicating experience behind the wheel. In fact, it's so good that the last time we drove it we declared it the best Porsche 911 on the planet. We've since tested some tantalising Porsche metal in this magazine, both new and old, including the 911 R, GT3 Touring, 991.2 GT3 RS and 991 GT2 RS. All outstanding peers of performance in their own right, none have left us as mesmerised as SharkWerks' 4.1-litre GT3 RS. Make no mistake: this 'Bluefin', as Ross calls it, is still the undisputed best in **Total 911's** book.

However, the white 997.1 GT3 sitting next to it today represents what is arguably an even greater engineering feat. That's because it too is now resplendent in near-identical 4.1-litre specification, though in being a 3.6-litre GT3 to begin with has simply had more ground to make up to the majesty of its RS brother.

It too has been on our pages before, in 2015, albeit in SharkWerks' 3.9-litre specification where the car completed a successful 75,000 miles before upgrading to 4.1 litres. The three-and-a-half years which have passed feel like a lifetime ago, for the 997.1 is mechanically unrecognisable from its former self after using the blueprint of that Gulf-coloured Rennsport. The GT3 obviously differs in its chassis dimensions, its body and track widths being narrower than the Gen2 GT3 RS, and a different

intake system and intake manifold means it's down on power by around 25hp, but its aero is more extreme, making use of a Cup wing and adjustable struts at the back, while a Cup spoiler better helps the flow of air at the front of the car.

It's owned by Ralph Jackson, who worked for Vasek Polak as a teenager in the 1950s and 1960s. Jackson has Porsche on the brain and 100-octane petrol pumping through his veins, and also counts the 800hp GT2 built by SharkWerks in his extensive Porsche ownership history. However, Jackson doesn't suffer fools gladly – he's only interested if it's pukka and, having helped put many development miles on the 997.2 GT3 RS 4.1, he knew exactly what he was in for when the opportunity arose to own the first 997.1 GT3 4.1 conversion. That he's put 15,000 miles on the clock in the seven months since its conversion is some testament to what he thinks of its results. However, we're itching to have a go ourselves on these fabulous roads carving up the northern California coast.

We hop in 'Bluefin' first to reacquaint ourselves with its charm which, once it's fully up to temperature, doesn't take long at all. The exhaust note is first to arouse our senses: it's still got that full-bodied, 997.2 GT3 RS howl, yet it's been upped a note or two. Impressively there's no drone at low revs, but an application of the throttle pedal unleashes a fierce resonance that ascends into pure banshee as the RS 4.1 screams to 8,800rpm. From Porsche only the note from the rear of the 991.2 GT3 comes reasonably close in terms of its theatre, but even that feels stifled compared to SharkWerks' combative system.

Without question, though, the jewel in the 4.1's crown is that brilliantly reworked flat six. Its ability to rev so freely and so willingly – and for so long – is simply astonishing. The sum of all those lightweight, upgraded components is a Mezger on steroids. It's hard to pick a weak spot, so extensive is its powerband. It begins with throttle response: pick-up, from as little as 2,500rpm, has previously been likened to that of a Carrera GT, and we're not



**BELOW** 997.1 GT3's aero package includes hero downforce-spec Cup wing



**BELOW** As well as unbeatable performance, SharkWerks' 4.1s have been built to last, with tens of thousands of real-world development miles under their belt





**997.2 GT3 RS**  
**2011**

**Engine**  
4,150cc  
13.1:1

540hp @ 7,950rpm  
542Nm @ 5,300rpm  
Six-speed  
manual gearbox

**Suspension**  
Independent; RSS  
inner monoballs and  
adjustable thrust arm  
bushings; Bilstein  
Clubsport coilovers;  
anti-roll bar  
Independent; RSS/  
SharkWerks rear  
adjustable links; RSS/  
SharkWerks bump  
steer/toe steer kit and  
lock-out plates; Bilstein  
Clubsport coilovers;  
anti-roll bar

**Wheels & tyres**  
9x19-inch Forgeline  
GA1R; 245/35/19  
Michelin Cup 2

12x19-inch Forgeline  
GA1R; 325/30/19  
Michelin Cup 2

**Dimensions**  
4,460mm  
1,852mm  
1,344kg

**Performance**  
3.6 seconds  
Not tested

**Model**  
**Year**

**Capacity**  
**Compression**  
**ratio**  
**Maximum power**  
**Maximum torque**  
**Transmission**

**Front**

**Rear**

**Front**

**Rear**

**Length**  
**Width**  
**Weight**

**0-62mph**  
**Top speed**

**997.1 GT3**  
**2007**

**Engine**  
4,150cc  
13.1:1

515hp @ 7,950rpm  
542Nm @ 5,300rpm  
Six-speed  
manual gearbox

**Suspension**  
Independent; RSS  
inner monoballs and  
adjustable thrust arm  
bushings; Bilstein  
Clubsport coilovers;  
anti-roll bar  
Independent; RSS/  
SharkWerks rear  
adjustable links; RSS/  
SharkWerks bump  
steer/toe steer kit and  
lock-out plates; Bilstein  
Clubsport coilovers;  
anti-roll bar

**Wheels & tyres**  
9x19-inch Fifteen52  
Apex RSR forged three-  
piece; Michelin Cup 2  
245/35/19  
12x19-inch Fifteen52  
Apex RSR forged three-  
piece; Michelin Cup 2  
305/30/19

**Dimensions**  
4,445mm  
1,808mm  
1,365kg

**Performance**  
3.6 seconds  
Not tested





SHARKWERKS 4.1  
VERSUS  
FACTORY GT3 & RS

Here's how the SharkWerks 4.1s stack up against their respective factory counterparts in the 997.1 GT3 and 997.2 GT3 RS

ENGINE CAPACITY	
997.1 GT3	3,600cc
997.2 GT3 RS	3,800cc
SHARKWERKS GT3	4,100cc
SHARKWERKS GT3 RS	4,100cc
WEIGHT	
997.1 GT3	1,395kg
997.2 GT3 RS	1,370kg
SHARKWERKS GT3	1,365kg
SHARKWERKS GT3 RS	1,344kg
MAXIMUM POWER	
997.1 GT3	415hp
997.2 GT3 RS	450hp
SHARKWERKS GT3	515hp
SHARKWERKS GT3 RS	540hp
MAXIMUM TORQUE	
997.1 GT3	405Nm
997.2 GT3 RS	430Nm
SHARKWERKS GT3	542Nm
SHARKWERKS GT3 RS	542Nm
0-62MPH	
997.1 GT3	4.3sec
997.2 GT3 RS	4.0sec
SHARKWERKS GT3	3.6sec
SHARKWERKS GT3 RS	3.6sec

about to disagree. From there you can pick a spot on its torque curve between 2,900 to 5,300rpm and you'll have anywhere up to 120Nm more at your disposal than the factory 3.8, and 80Nm more than even the RS 4.0. Usually regarded as something of a dead zone in a peaky Porsche GT3 Mezger, here the RS 4.1 is full of energy. And that doesn't mean 'Bluefin' has been robbed of any drama at the top end, either. Peak horsepower is realised at 7,950rpm, but let it rev all the way out to 8,800rpm and you'll still find yourself with a superiority of 60Nm torque over a factory equivalent. A regearing with a longer first and shorter second to fourth ratios adds to the drama, the RS 4.1 here rivalling the fluidity of the 911 R.

Its chassis, too, is excellent, particularly at the rear, that bump steer kit keeping the back axle settled over the impurities of the road beneath us. Combined with stellar brakes and the usual Rennsport recipe of fast, feelsome steering, this is a masterpiece in engineering – if its twin wasn't patiently waiting for its own appraisal, we simply wouldn't want to swap out this seat for anything.

SharkWerks' GT3 4.1 is dominated from the outside by that frankly outrageous aerodynamic aid above its decklid. Sitting tall on extensively adjustable struts, the Cup wing with delicate Gurney flap on its trailing edge is monstrous even compared to the raised wing of the RS 4.1, the chunky end plates at either extremity almost usurping the width of the GT3's arches.

Inside, the differences between the two cars are subtle, these mainly down to the generational change in buttons and switchgear on the centre consoles, while the GT3 obviously has proper door handles rather than pull straps. If the worn Alcantara around the head of the shifter isn't a good enough indication as to how hard Jackson drives this thing, the fact he's swapped the driver's Sport seat out for a folding Recaro bucket surely is. There's an Alcantara TechArt steering wheel in here too, and we quite like its chunkier grip.

Seat and mirrors adjusted, we'd better get moving. From the outset this GT3 feels every bit as on par with its 4.1-litre forebear. To our ears it sounds slightly different to the RS, its tone a speck more sonorous, and it's also running a more aggressive geo setup, just how Jackson likes it, which helps give its nose a slight edge in terms of its directness into a turn. As a result the GT3 better highlights the supremacy of the job done by the Bilstein Clubsports and RSS/SharkWerks chassis setup because in this state the nose should be tramlining all over the place, but it isn't, the wheels staying loyal and true to where they are pointed. It's just a ridiculously well-balanced car overall, possibly even more so than the RS.

The engine is, again, sublime. I can't get past the intensity of its rush right to the redline, which surely won't ever be beaten by anything out of the factory. It's unlike any other 911 out there. However, it's the relationship between the pedals and shifter which we find most outstanding in the 4.1. It's the lightness of the car through the accelerator, the confidence exerted by the middle pedal, and the deftness of the clutch. This, mixed with that fluidity of the gearbox to let you shift quickly and precisely, is what makes the 4.1 so responsive, so visceral to drive. If the R was the factory benchmark in terms of precision in this area, the GT3 4.1 usurps it. There's nothing about either 4.1 I find a dislike to, including the price, which Ross says starts at \$59,000 for the upgrade to include all of the necessary engine parts as well as the tuning, exhaust and upgraded clutch/pressure plate, lightweight flywheel, plus installation and break-in.

Since our first test drive of SharkWerks' 4.1-litre 997.2 GT3 RS, nothing from the factory or otherwise has really gotten near it. However, this thrilling Rennsport is finally joined on its pedestal by its brother in arms, the 4.1-litre 997.1 GT3. We depart by telling Jackson we think his is the best 911 we've driven, ever, but he already knows it. A long-time Porsche owner, he says it's his best and therefore last 911. Talk about bowing out at the top. **911**



ABOVE At last, the 997.2 GT3 RS 4.1 is joined at the very top table of Porsche performance by the 4.1-litre 997.1 GT3

Thanks  
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SharkWerks and  
the legendary Ralph  
Jackson for use of their  
997s in our test.



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## THE BIG INTERVIEW

# Walter Röhrl

He's the people's face of Porsche, having raced and developed the 911, among others, for years – but who is Walter Röhrl outside the car?

Written by **Kyle Fortune** Photography by **Porsche AG**

“For me, life is movement,” says Walter Röhrl. “If I have to be somewhere sitting without any movement I feel sick, in my life I just want to be under pressure.” I’ve met Röhrl many times, his role at Porsche meaning he’s more often than not driving the car I’ll be trying to follow around a track on various product launches. We’ve just been doing so around Ascari Race Resort, Röhrl admitting that even here, lapping endlessly as the world’s press try in vain to keep up, he enjoys himself.

He’s just as happy to have some ballast on board too, so any time he’s around I’ll jump in the passenger seat. Doing so means I’ve been lucky enough to have witnessed his driving in everything from a 911 Turbo on a frozen lake to a seven-and-a-half minute lap around the Nürburgring in a 997 GT2 RS. Well, there was some traffic that day, and that ballast...

More than any driver I’ve sat alongside, watching Röhrl at work is mesmerising. The efficiency of his movement, the way he controls a car is on another level altogether. It is as remarkable as it is humbling, even more so

when you consider that in March of 2017, Röhrl’s odometer ticked over into its seventh decade. Not that you’d know it. He’s still incredibly fit, Röhrl very much a pioneer for modern sportsmen and women. His life has always been about sport, and that movement. We’ve grabbed a few moments before lunch today, Röhrl being his typical, affable, measured self as we sit for a chat, hiding well that earlier admission that he’d rather be moving.

We’re not here to focus on his rallying and racing achievements, they’ve rightfully been documented ad infinitum elsewhere. Nor am I going to talk about Porsche’s future models, Röhrl famously difficult for the PR people’s managing of product information. Instead I want to get an idea of the man behind the victories, what his passions are, what drives him.

“Okay, for me the car is my life, but when I was a boy I was never dreaming of being a race driver,” he says. As a young man Röhrl worked for the Episcopal ordinate of Regensburg, chauffeuring an administrative official, covering as much as 75,000 miles a year. Briskly.

The driving part of his job was what young Röhrl enjoyed, admitting that with every corner ➞



he would try to drive around it correctly. "If there was a corner and I didn't get it right I was annoyed, it was always about perfection," he says, saying that striving for perfection has always been his goal.

"Everything I'm doing – driving, skiing, bicycling or anything else – it is not a question of speed, it is 'I want to be perfect.'" Skiing was another of Röhrl's passions, training to be an instructor in his early days, his strive for perfection encompassing his time in the mountains, too. "It must be perfect, it is the thing I have in my head, I want to ski with my legs like I have no skis on, it must be a part of my body. It is the same with the car. It must be part of my body, it must do exactly what I want it to do, that is always the motivation to do it. If I go here, it's every lap, I check if it is better than the lap before, if it is the exact line to go, that is the motivation to do it."

It was a skiing friend, Herbert Marecek, who recognised Röhrl's skill as a driver as they drove up the mountain roads to go skiing. He suggested that Röhrl take up road racing or rallying. Röhrl was initially sceptical because of the potential costs, but Marecek persisted, helping find the money and a car for Röhrl to compete in, and writing to magazine editors about his friend. It worked and, well, we all know the rest.

Röhrl says one of the most difficult things was telling his mother he was going to take up competitive driving. His older brother had died in a car accident, Röhrl promising his mother that he would never drive dangerously, even if the sport at the time was notoriously so. That he lived through and was so successful in rallying's most fearsome era is testament to both that promise and his desire for perfection over outright speed, though his strive for the former had obvious benefits against the stopwatch.

It would be his older brother who ignited his passion for Porsche, so often as is the case,

in his younger, formative years. It is serendipitous that Röhrl would end up working as a test driver and ambassador for the company whose products he admired so much. He says: "My brother was ten years older than me, and when he was 21 he had a Porsche. On Sundays my parents told him to take me, and I was sitting in the back of his 356. Many times when he was driving, he would say 'buy a car, buy a car that is a good car, a good car is a Porsche.'" Those words resonated. "That was my aim, and when I started to work, I earned 355 German marks; 350 went in my account, and just 5 in my pocket, I was not going out, I saved until I had the money to buy a used 356."

The rationale behind that was very much in keeping with Röhrl's strive for perfection. Porsche's engineering appealed to him, as did the fact it should be inexpensive to run. "The philosophy was that I can only buy a Porsche, as I won't have any repair costs, and that worked for me. For three or four years I had the car, I had no repairs, and from then on, even when signed to Ford, Opel, Audi and Fiat, privately I always had a Porsche in my garage."

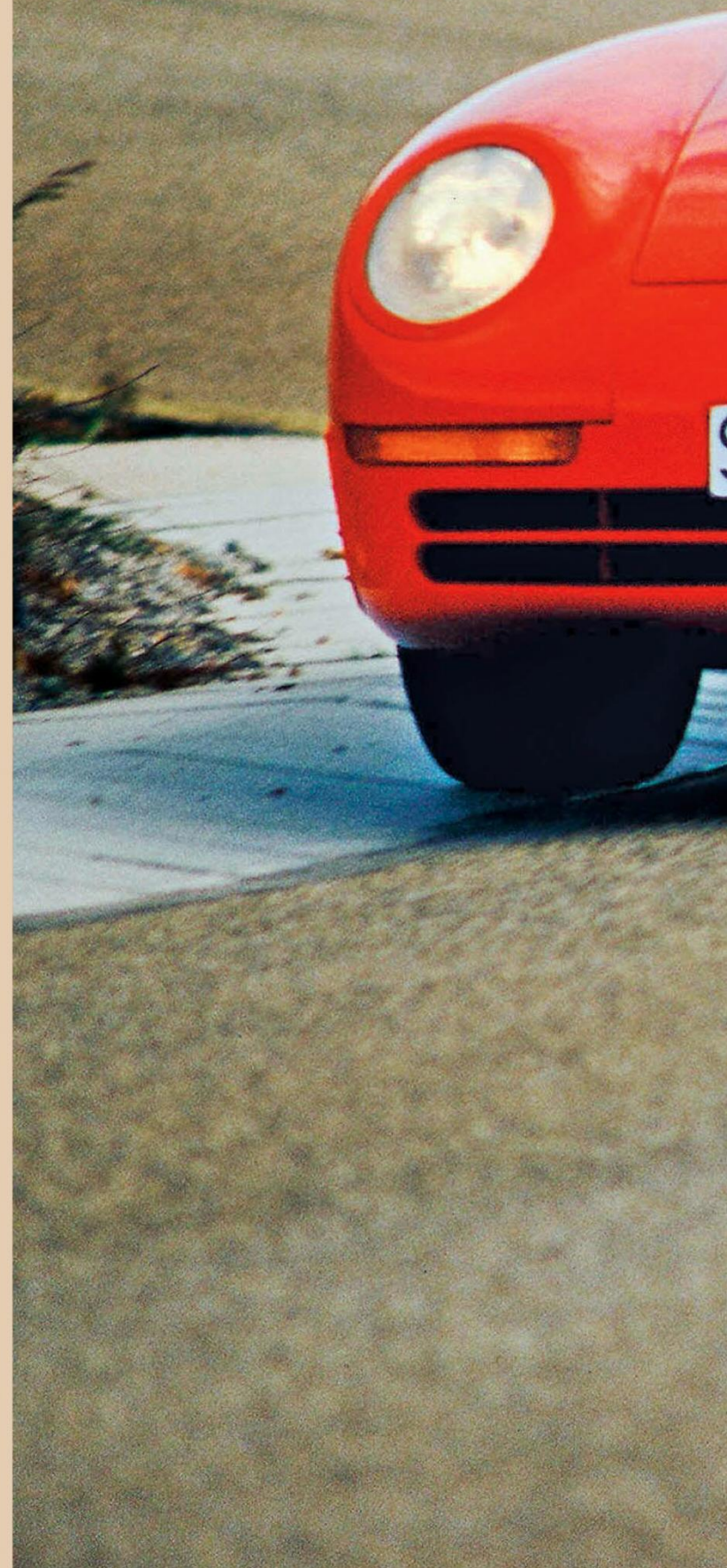
He has several Porsches now, all manuals. "All my cars have manual gearboxes, my 911 R, Boxster Spyder and all my air-cooled cars have manual shifts. I want to have the feeling that I am the man who makes it good driving, it's not the electronics."

His favourite, if he had to keep just one? "Maybe the 964 RS. It is something, really impressive, but I'm lucky I never have to answer this question, because all are good. The 356 is a fantastic car, I like it very much, and the 993 RS, and I have a Speedster, also a 2.7-litre. They're all nice. I sold just one car, a 3.0 Turbo, because it



**ABOVE AND BOTTOM RIGHT**

Away from driving cars fast, Herr Röhrl's other passions including cycling with Eddy Merckx, and skiing, pictured with Franz Beckenbauer





**LEFT** Putting a 959 prototype through its paces at the Weissach test facility in the mid 1980s







was a four-speed gearbox and not really fun. If you wanted to go fast on twisty roads you had to stay in second gear and rev it very high. I felt sorry for the car. I thought about it for a whole year, I was fighting with which one should go away, because with seven I have the perfect garage where I can drive them straight out. With eight I had a problem, because one was standing in the middle and I had to move it to get others out.”

That would be inefficient, time which I suggest would be better spent out on his bicycle. Röhrl laughs. “Yes, absolutely,” he says, Röhrl famously spending any spare time in the saddle. Indeed, the first time I met him, on the 997 Carrera 4 launch, was in a lift in a hotel in Monte Carlo. I was going down for breakfast. He was in his cycling gear, and I asked if he was going out for a ride. His answer was that he’d been, already having ridden 100km around the Cols where he cemented his reputation as one of the world’s most gifted drivers, and all before breakfast.

Those four Monte wins are the ones he covets, not least because he achieved them in different cars. His regret in the sport he chose is that some success could be attributed to the machinery, his dominance at the Monte underlining his determination that that not be the case for him. “In my sport I never can be sure I was the best,

maybe it’s my car that was the best. The best thing would be like Bolt in the 100m sprint, he knows he is the best. That is one place where I feel a little bit sorry that my sport was something where the instrument can be the best thing, not just me. It was the motivation for me with my four victories in Monte Carlo with four different cars: I wanted to show that it was the driver that was the important thing, not just the car. I was not always in the best car, with my last victory in the Audi I was in the best car, but I also had teammates who were in one...”

His ability to dominate comes from both his natural talent and his fitness. He’s famously unconcerned with the accolade that his rallying success has brought him, but is grateful for the opportunities they have presented. Mixing with other elite sports people, he skied all through his rallying years with the best, even though his contracts forbade him to do so for fear of injury. His position also allows him to count legends like the cyclist Eddy Merckx as a friend.

“After Eddie finished his career, he invited me to ride with him every year. He invited me for one week in France and Italy, and we would do 800 to 900km in one week, and every mountain was a challenge. On the climbs every year I beat him, on a mountain he had no chance. He was so angry

when he saw the mountain coming, he would curse the mountain in his own language.

“Those were good times, riding with about 15 people, all his friends. 12 of them had ridden in the Tour de France no less than ten times, all great names, all these great riders. In the evenings they would tell all the old stories, what they had done, it was one of the best things in my life that week with those cyclists.”

Cycling remains a passion, his relaxation, though he concedes, like driving, the roads are a bit too busy and dangerous to enjoy as much now. He mountain bikes more often now, though still does the odd Alpine road ride. “If I’m sitting on my bike in the Alps and I’m going to big mountains, say 2,900m, I think it’s too hard, but if I’m at the top I say, yeah, that’s good. It’s the same if I go skiing. I walk up, I don’t use the lift.” He admits to never enjoying running, largely because it’s not technical enough: “It’s only shoes,” he says.

Embracing new technology where it brings an advantage to skis and bicycles, he admits there are synergies between his sports and his job, even if he’s got a foot in the old-school camp (and on the clutch) when it comes to his cars. He helps develop his own skis and bicycles: “A friend of mine owns a ski factory and I am always testing his skis for him. It’s the same for bicycles; a friend





is a producer of mountain bikes in Germany and if he has something new he says try it, tell me what you think. Even on my touring skis there is this rocker system, before we had 170cm long, it's now 190cm because it's so easy to turn. Every year we have something new. My race bike – it is a complete carbon bike – I have a big frame, of course, but it's 5.9kg, it's incredible."

In many regards he pioneered what we now see as the complete driver, using his fitness to his advantage, in an era where drivers relied on natural talent alone. He would deliberately ski in poor conditions to improve his balance, helping him drive in the fog, and he never enjoyed the libation, while so common among his countrymen, of a beer.

"I don't drink beer, if I liked it I would do it, but I don't, and I don't miss it. I think that was from the very start one of my biggest advantages, because when I started the sport was already dominated by people from Scandinavia. They have good feeling about the car, but they were not doing other sports. They enjoyed drinking, and on the second night stages their concentration would drop, I was one minute faster, another minute faster. That was because of my fitness."

About his vices, he concedes he has a sweet tooth: "I like sweets, any kind of cakes or tarts."

And driving? He admits now he's happy to do so slowly, on the road at least: "Sometimes I just go with my old car, really slowly, in the countryside in the evening. The sun is still nice, and I just enjoy the car and the nature outside, just to go and think how fantastic it is where we are living. That is the only time when I am, for one hour, really quiet, just sitting in the car. If I am sitting at home, I am just thinking about getting out."

He admits to one dream, which we've discussed on a few occasions now as he recognises my accent: "I do keep planning on going to Scotland, but every year my diary just doesn't allow it. The big problem now is that I have a new cat and it is only one year old. One day I will do it, though, I must go. Up the east, round the top, then back down through the middle. I would not want to go fast." That's relative Walter, but if you want a tour guide then I might just happen to know someone.

Over the course of his professional career from 1973 to 1987, Walter Röhrl won two FIA drivers' world championship titles (1980 and 1984), one European Rally Championship title (1974), 14 world championship races and four Monte Carlo Rally titles. Since 1993 he has been an active test driver and representative for Porsche – not a bad track record at all. **gill**

"All my cars have manual gearboxes... I want to have the feeling that I am the man who makes good driving, it's not the electronics"



# 4 PLAY

Want 911 Turbo power but don't want to pay Turbo money? Litchfield's 992 Carrera 4S is the answer, as Total 911 discovers...

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Written by **Paul Cowland** Photography by **Chris Wallbank**

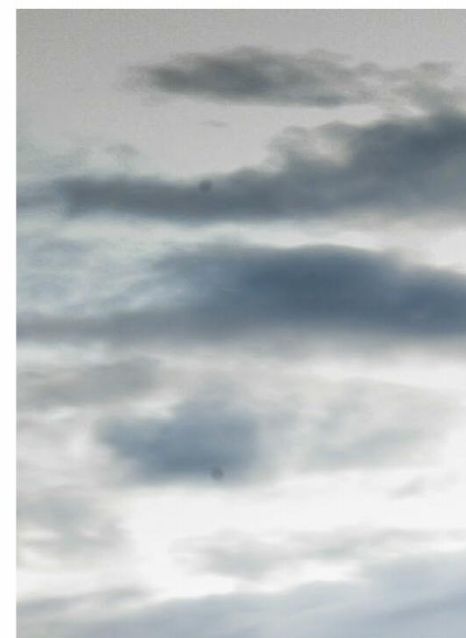
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**T**he progress of modern technology means the performance capabilities of sports cars are increasing almost exponentially with each passing model year. Put simply, today's fast 911 offers more power per pound than its more elderly relative.

And that's just the start of it: sure, models such as the Porsche 992 are already breathtakingly quick from the factory, but the nature of its turbocharged engine means even more power can be unlocked, should you wish to quench a serious need for speed. Companies such as UK-based Litchfield Motors are well suited to unlocking even more power from the Porsche 911, the Gloucestershire concern having recently fettled a 991 Carrera T to a whopping (yet usable) 480hp.

Off the back of that highly successful Carrera T programme, Litchfield has turned its attentions to the 992, unearthing new possibilities in regards to performance for the latest 911 generation. It means there's now even more opportunities available to a 911 fanatic to have the 911 they wish, at the right price for them too. For instance, with a tuned 911 from the Carrera range, it's possible to unlock 911 Turbo-rivalling performance, without having to endure the significant rise in showroom sticker price for that bona fide Turbo 911 king. So, as well as an increase in fun factor, there are inevitable benefits for your bank balance too.

As an example, the 991.2 Turbo S is a 911 that many of us would give minor body parts to own. And, with a base sticker price of almost £120,000 currently, you might argue that a kidney might be a

very good place to start. That said, the convalescence period would be made all the more agreeable with the 572bhp that was on offer.

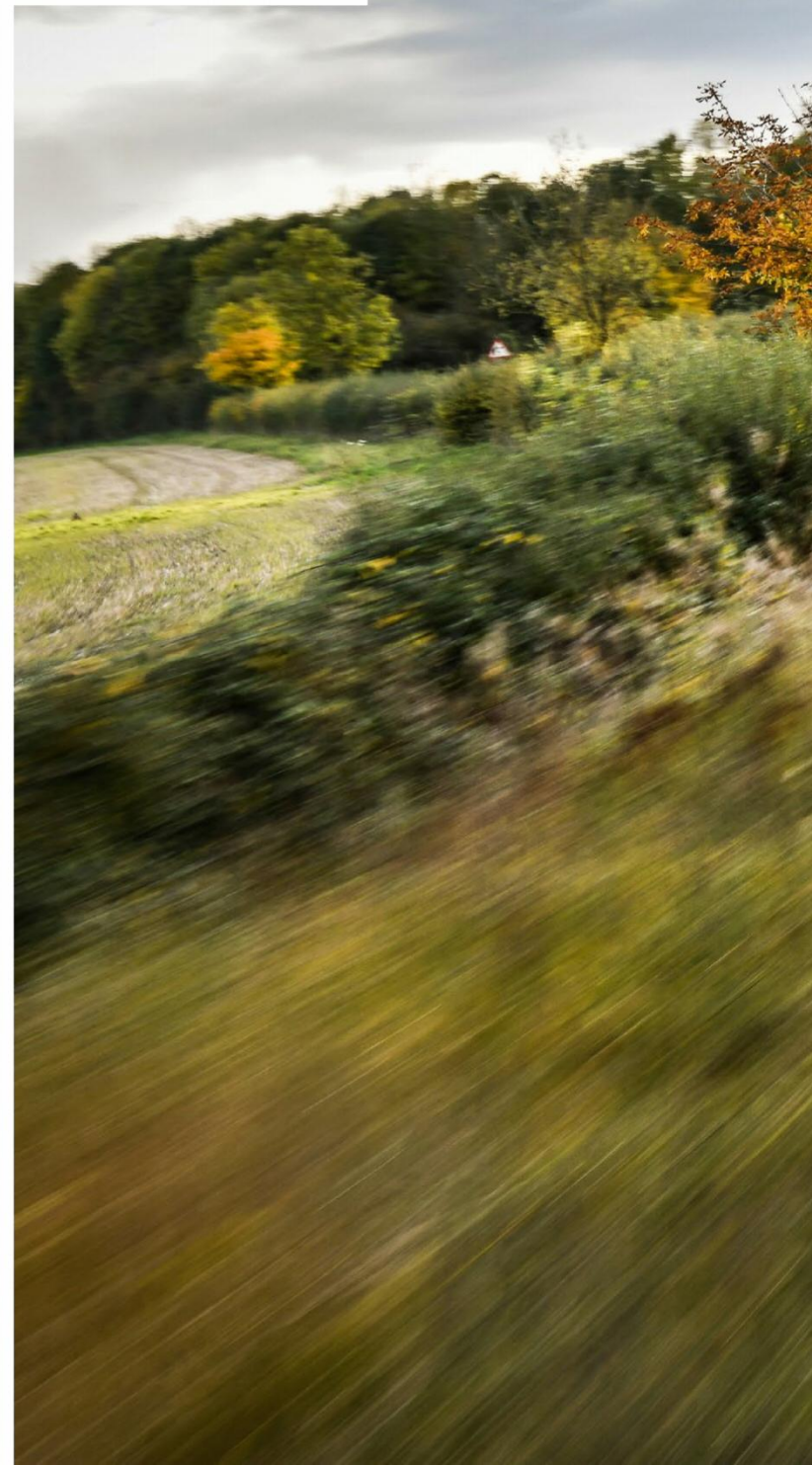
Strangely though, the car that greets me today, Litchfield's tastefully understated 992 Carrera 4S, has almost the exact same figure. Yet this couth Coupe could be sitting, new, on your drive for the same money. That, and with all the new updates and niceties that the 992 brings to the party – and the ability to leave all of your vital organs intact. In many ways, this seems like the preferable option. Besides, I've always loved a 'Q' car...

That the 992 has moved the game on for the 911 is not in question, but as Iain Litchfield himself explains, there is always room for improvement. Hence his need to make some subtle but effective changes to the car – huge power hike aside, of course.

"I'm a huge admirer of what Porsche does with each evolution of the 911," he smiles. "I have my own 991.2 and a collection of GT cars. In many ways, the 992 feels a lot more grown up, bigger and just a nicer place to be as a daily driver. But, to me, it just needed a bit more excitement in its delivery, and so we set about to create a remap and minor enhancement package that offered everything I loved about the factory car – only a little more of each facet."

Many would argue that the affable tuner has a point. Critics of Porsche's latest wunderkind point to the fact Stuttgart's engineers have made the car pretty much faultless as both a driver's car and comfortable grand tourer. Almost too faultless.

"I can totally see that's perfect for the mass market," agrees Litchfield, "but our clients ➡







**LEFT** The ultimate 'Q' car? Litchfield's 992 C4S packs nearly 600PS

**BELOW** A revised geo sees an improvement to the 992's steering, particularly around its centre point







“The brief is to deliver the sophistication of the 992, allied to the feel and charm of the earlier 911s”

like a car that's a little more involving, and offers more feedback and feel. It's the same with the power delivery: they want something that has a linear, but powerful delivery. The brief is to deliver the sophistication of the 992, allied to the feel and charm of the earlier 911s. Thankfully, there's plenty of latent potential within the Carrera models to allow us to deliver that to them.” And in summary, that's the feeling behind the car you see here. Take this morning's dish-of-the-day and sprinkle it with a little of the seasoning that you've always loved. The result certainly seems to deliver the best of both worlds.

A custom remap created on Litchfield's own Maha dyno (a very similar unit to the one that Porsche itself uses) sees the power rise from 450PS to 585PS. That's pretty much the 991.2 Turbo S figure, and Litchfield's car delivers its firepower with the same precisely metered brutality. I've driven tuned cars from the Litchfield stable before, so the crisp and linear delivery of the throttle comes as little surprise. A glance at the dyno printout confirms what your posterior and right foot have already imparted; it feels exactly like the standard car, only the entire curve has been lifted, offering an additional 120Nm of torque at its highest point, and useful, proportional gains across the rev range.

It makes for a dramatically different car, with the Carrera 4S able to use its prodigious grip to really

extract the best from the package. You can be on the power very early with this car, allowing you to easily make swift and efficient progress through any serpentine routes.

And that brings us neatly to Litchfield's other party trick, removing the slight numbness inherent in the 992's steering around its centre point. Porsche's electronic power steering is a particularly high watermark for the artform, but with many customers wanting more feel, Litchfield has spent many miles and hours perfecting a geometry setup that feels far more analogue in its delivery, with more 'weight' where it matters and a level of communication to the driver that really feels like a different set of componentry altogether.

“We've worked hard on a setup that mimics the GT3,” Litchfield continues. “It self-centres much more than the factory setup, and we've taken away the inevitably huge margin for error that all manufacturers need to build into their fastest cars. By making the car feel more obedient, more linear and proportional in its response to inputs, it actually becomes much easier to drive on the limit – as well as being a great deal more fun and involving.” If I were to paraphrase how this feels from the driver's seat, these subtle changes appear to have added a little soul back into the 992 – and it's all the better for it.

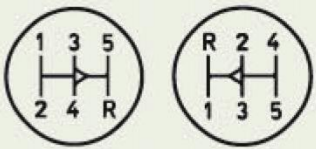
It really is as simple as that. £995 + VAT snags you all those horses, and a few hundred pounds grabs you the all-involving geometry. The whole lot can be done in a day, and you'll be returning home somewhat more swiftly than you arrived. There are other options, of course. There are extra ponies to be liberated, taking the car to over 600bhp – with a simply sublime backing vocal – should your budget stretch to the £3,326.40 + VAT needed for the beautifully made Akrapovic exhaust system. Your ears will thank you forever should you tick that box. But for me, the unbelievable value of the map and geometry, and the unparalleled effect they both have, is where the smart money lies.

As supercars move forward in their performance and continue to broaden their appeal with ever easier-to-drive iterations, it's inevitable that we're going to see a loss in the raw charm that attracted many drivers to the marque in the first place. What today has taught me though, is that Litchfield is still able to wind back the clock where it matters, offering the latest safety and tech in a car that can still delight and stimulate the senses in a way that only simpler, purer and, dare I say, older cars can. It's the technical genius of an iPad with the dexterity of a pen. It's proof enough that the important role of the tuner in creating the perfect machine really is that vital, final piece of the jigsaw. **grr**



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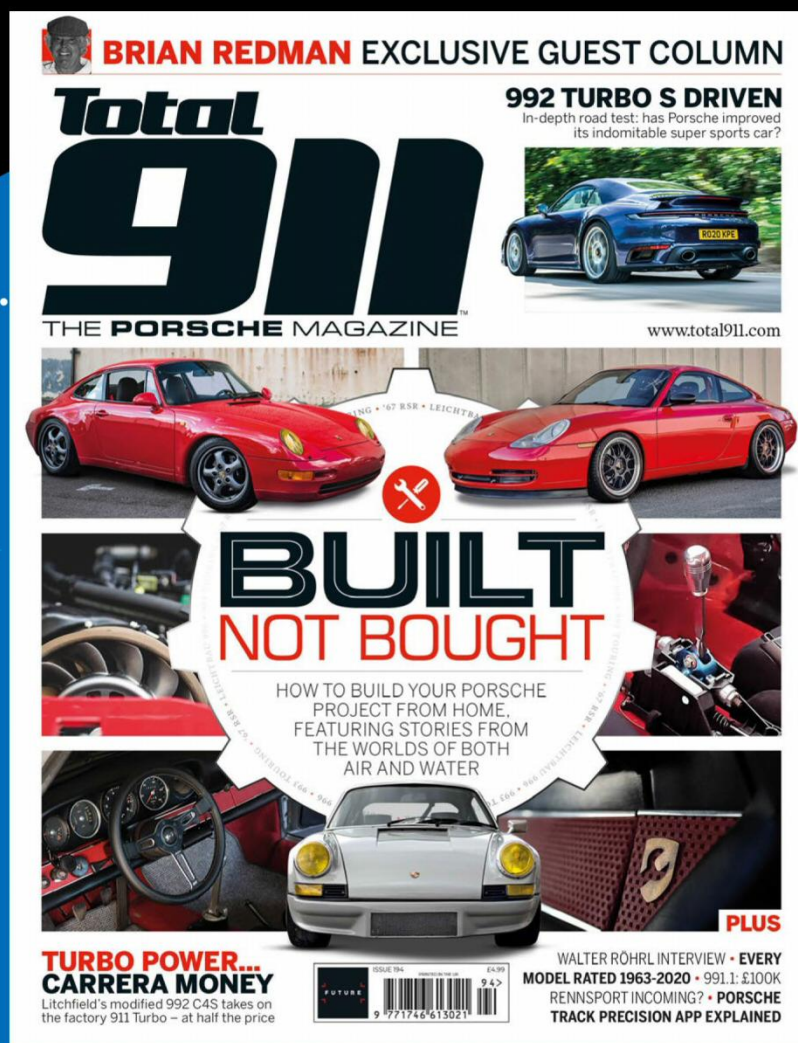
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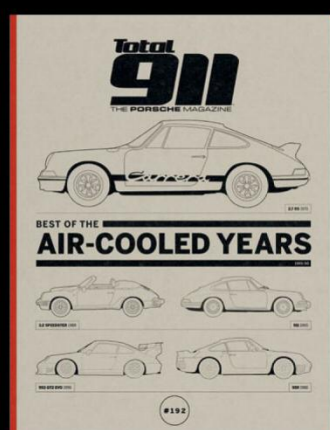
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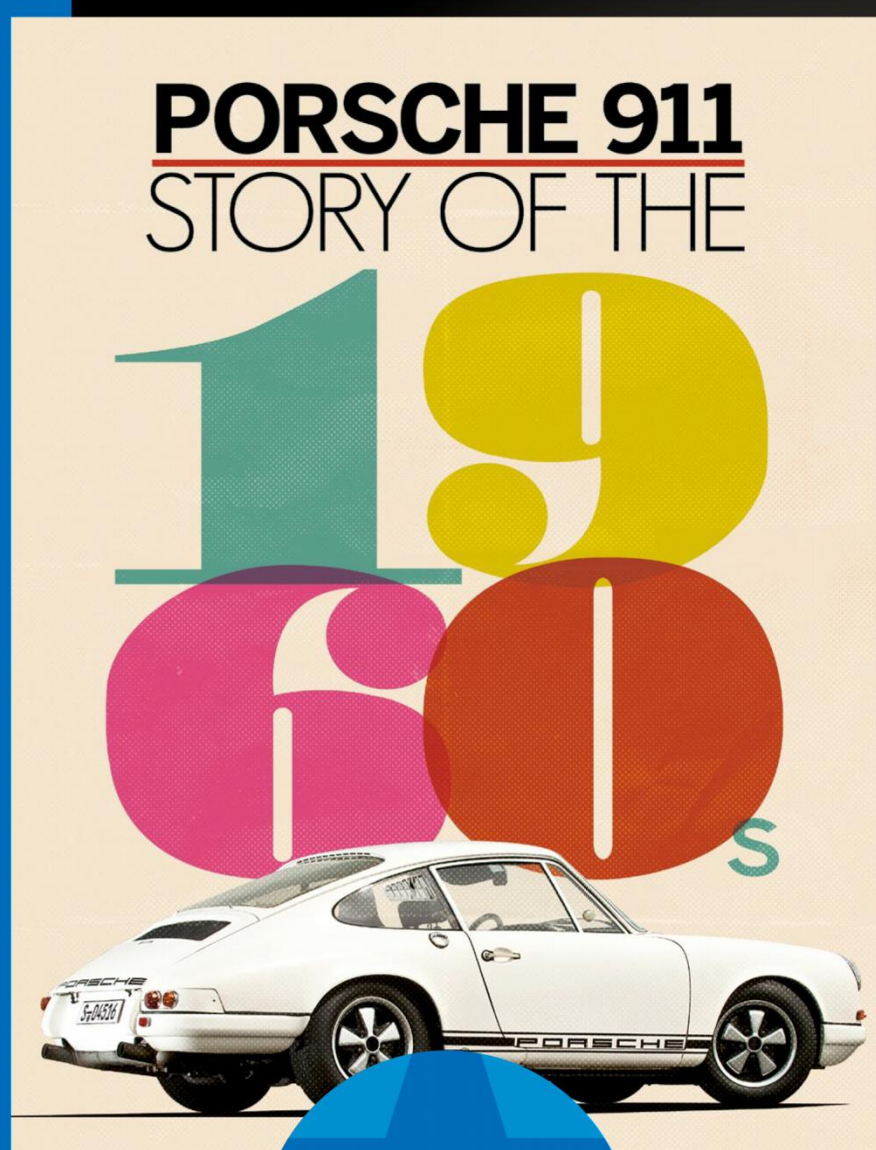
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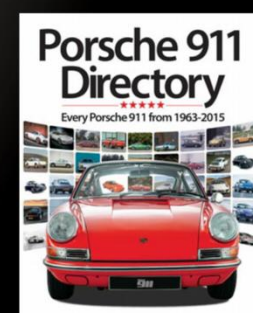
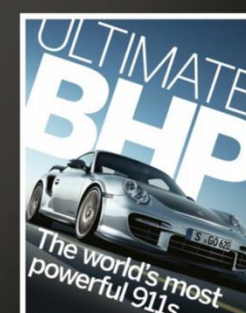
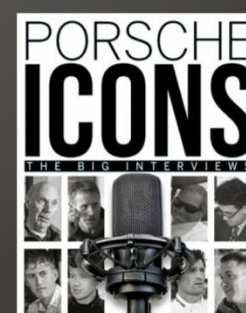
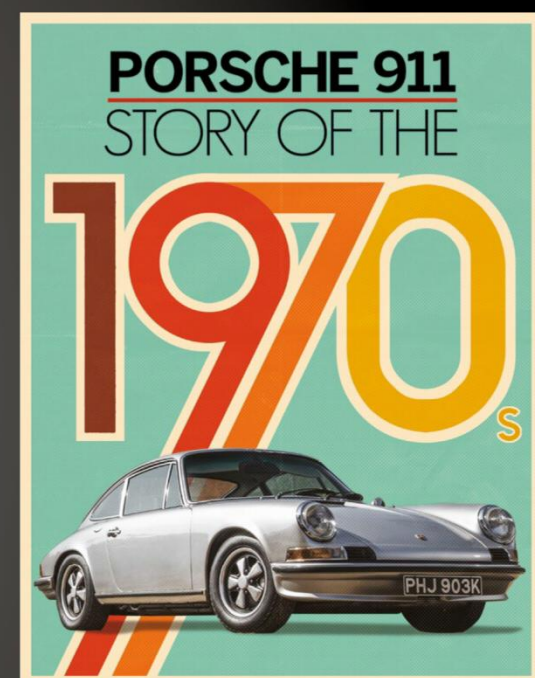
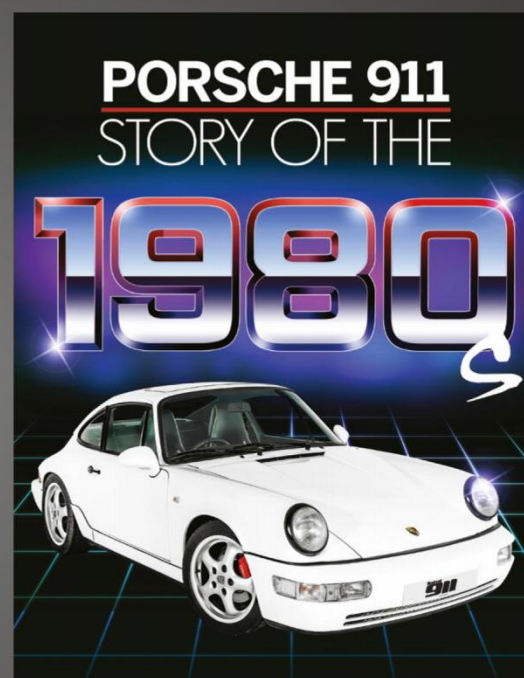
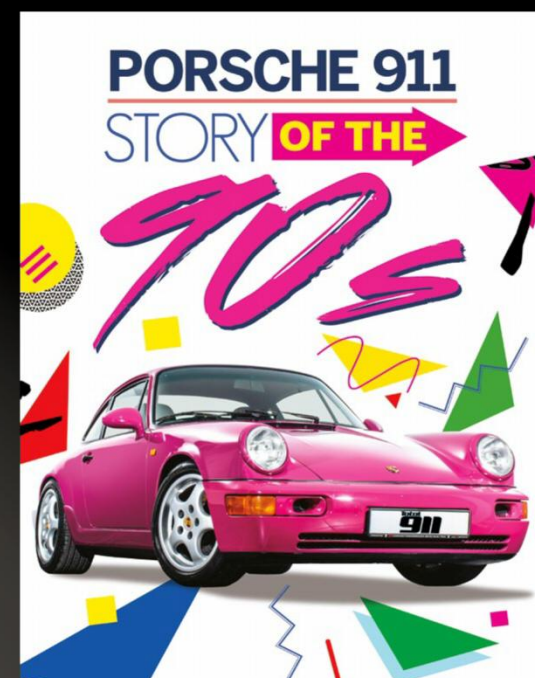
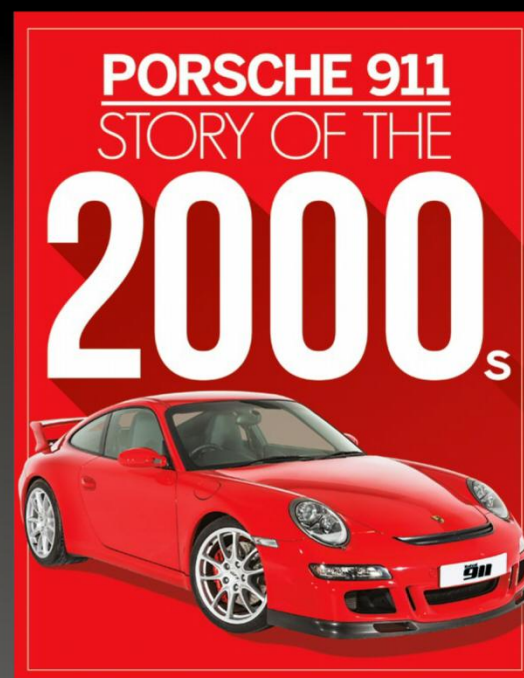


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# Living the Legend

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



**Lee Sibley**  
Poole, UK

 @lee\_sibs

 That Nine Eleven Guy

 Road to Redline

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



Well, it has been quite the month of tinkering with the chassis on 'Little Irish'! At last, the 996 is looking absolutely

resplendent and handling like a new car thanks to an arsenal of toys being bestowed upon it.

You'll remember last issue with the fitting of my new, genuine Fuchs wheels that the car's ride height now looked safari-spec while it sat on factory suspension. I'd also come to realise those new wheels were tucked a little too far into the 996's arches for my liking, despite the fact that my Fuchs are the same width, diameter and offset as the factory GT3 wheels which came off.

Wanting a little bit more poke, particularly from the rear wheels, I ordered some 7mm spacers from Porsche parts specialist Heritage Parts Centre. I thought that should give the rear Fuchs a bit more poke (and presence) without going too mad. While I was at it, I bagged myself a new set of black wheel bolts too – again, it wasn't until my pristine new wheels were fitted did I notice how rusted my original wheel bolts were. I went for black to match the Fuchs petals.

Having added 7mm spacers to the back axle, I needed 7mm longer bolts, so I



ordered a set of ten 37mm bolts alongside ten 'normal' 30mm bolts for the front wheels. The bolts and spacers all came in the same box as a next-day delivery from Heritage Parts Centre, and I whipped them all on in about half an hour. I'm so pleased with the results: those black bolts give the wheels a cleaner look, and the spacers really help with the 996's presence, particularly from the rear, with more tyre visible poking out from under the body.

A week or so later, my 996 was collected by RPM Technik (as part of their contactless collection/drop-off service) for fitting of those KW V3 coilovers, which had been sitting patiently in my shed since the start of lockdown. I'd also bought new Porsche top mounts all round to go with the coilovers too.



Ollie there replaced the tired, 22-year-old factory dampers with those KW V3s, pulling the 996 out of the sky by adjusting the ride height, and giving the car a fresh geo. The 911 was handed back to me and I was tasked with putting at least 500 miles on the clock over the following week (no hardship, I can tell you!) to allow the suspension to settle, before some final tweaks could be made. As it happened, the car fell 17mm over that week at the rear, so the ride height was tweaked again (up slightly at the rear and down a bit at the nose) and the geo was fettled accordingly. Of the latter, I've gone for as near to 996 GT3-spec as possible.

The result? Absolutely sublime. I now feel like I've got a new car: the nose is super pointy; the 996 feels nice and direct, and the chassis stays glued to the road and is reacting to bumps as they happen. There's just so much more clarity and focus to the 996's drive, but without the steering tramlining all over the road like a GT3 RS. Yes, new coilovers are a bit of an outlay, but I'd say it is absolutely worth it in giving you what really feels like a brand-new 996.

I've left the adjustable damping on KW's factory settings for the 996.1 C2, and am very happy with them so far. The ride is firmer than stock, possibly on par with factory MO30, but I aim to have a play in the coming weeks and months to get different settings nailed for both track days and also leisurely drives with my good lady beside me. For now though, I'm delighted – what a 911 this is turning into!







### Peter Wilson

Adelaide, Australia

@peterwilson\_oz

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



I may not have mentioned it in previous columns, but I basically purchased my Porsche 'by accident'. I had never

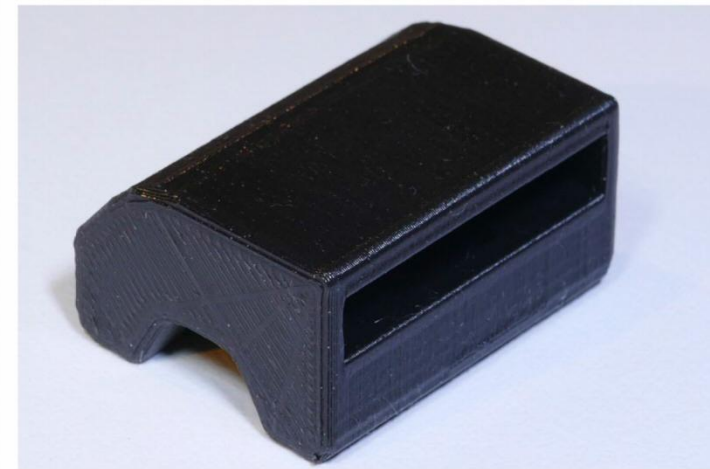
especially lusted after the marque and was quite ignorant of its racing pedigree other than the legend of the 917. If I had been asked to nominate my dream car, it would have been either the Alfa Montreal or 246 Dino.

But about ten years ago I was looking for a classic GT car and stumbled on a 930 that I could afford and was immediately drawn in by the styling and performance mystique of 'the Turbo'. This was fortunately before the market went berserk. It ticked all the boxes and suddenly I had a classic air-cooled Porsche with lots of problems to sort out and was reading every book and forum I could find.

One of the first things that struck me was the incredible international Porsche community and the many manufacturers, parts houses and specialists that support the community. I was soon ordering parts online, via eBay and locally to get my car back into shape and running reliably. The ability to choose parts with quality (and price) ranging from genuine Porsche to OEM, high-quality repro, right down to dodgy repro was amazing. I learned a lot about where it is safe to save a few \$\$



and where it is better to bite the price bullet and get Porsche or OEM. Even the most obscure part could be sourced from somewhere, or so I thought... A few years ago, I was stumped by the temperature sensor for the automatic heater, which is mounted between the sun visors. Mine was playing up and they are obviously made from pure Unobtanium. Fortunately, my problem was just a poor connection and once that was sorted I could move forward with fixing the heater. At about the same time, I found some plastic fragments on the carpet around the driver's seat, which turned out to be from the seat tilt mechanism buffers which had disintegrated after 40 years. These simple parts (901.521.191.00 & 901.521.192.00 for left and right) are no longer available from Porsche or in reproduction. Sierra Madre Collection in the US have them on their website, but they've been "currently



in production" for the last 2+ years. It turns out the same Recaro sports seats are used in some models of BMW, and their forums have many threads about people hunting for this obscure part.

There had to be a solution to get my seats secure again, so I started down a novel but uncertain path... Firstly I measured up the broken parts and created a 3D model in CAD. Then a friend of my son 3D printed the model using PLA (PolyLactic Acid) filament and I had my first prototype in plastic. Unfortunately, the PLA material is too brittle to serve as the actual seat buffer, so I need to follow this road a bit further yet. The next step is to smooth out the rough surfaces of the 3D-printed part and use it as a plug to make a silicone mould. Then I will cast the final parts from two-part polyurethane resin. We will find out next month how that all goes!



### James McGrath

Minneapolis, USA

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Auto Amateur

autoamateur.buzzsprout.com

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

Model **996.2 CARRERA**  
Year **2002**  
Acquired **2020**



Last month I introduced 'Project 996' which is a joint venture between myself and two local friends, Pat and Steve,

here in Minnesota, USA. We're all Porsche owners and can't wait to get stuck into this restoration project. This past month we've had a lot of fun dreaming and planning but most importantly, we found a car! We now have our hands on a 2002 996.2 C2, narrow body, manual, in silver with over 100K miles on the clock. It was delivered on the back of a flatbed truck, all the way from New Orleans, LA. The car has had several owners and seen better days, but my sense is that

it is a car that has been driven as opposed to thrashed.

Before we get into the jobs we have on our wish list, I have spent quite some time in my garage admiring the 996 sitting alongside my 991. It's incredible to me how different the two generations are, but how obviously PORSCHE they are and both, quite clearly, 911s. Like father and son, sat together chewing the breeze. You can tell they're from the same stock, of the same blood, yet both are unique. Even just sitting inside the 996 (it isn't drivable at the moment) it feels like a different 911 experience. Everything is so familiar, yet different at the same time. The instrument cluster, the lines of the dashboard, the centre console, the door panels, the handles and pulls. Even the seats in the 996 are a little deceiving now, as their outlines look similar to me but their feel is very different to the newer generations that I have owned – the 997 and the 991.

We have a lot of ideas already and lots more coming in through social media. Interior leather restoration, removing the carpeting (oh man, I've never liked the 996/997 carpeting on the doors and

centre console), exhaust upgrade, new transmission, all the maintenance jobs you would expect (oil, filters, brakes etc) and then a custom paint job. While the majority of our ideas are still swirling around, we have decided upon the 'Fister' exhaust upgrade from FD Motorsports in California, which is a favourite of 996/997 enthusiasts. We'll also be relying on parts suppliers of course, primarily LA Dismantler. The owner, Sara, has owned and operated this family business for over 20 years and has stacks of every kind of salvaged and sourced Porsche parts we could hope for. What you see on their website represents just about 1 (ONE) % of what they have at their yard. Sara is well known in the Porsche world too, with friends and neighbours like Magnus Walker and the Singer shop. With a new transmission on the way for starters, we're now busy compiling a more comprehensive parts list and we'll be well on our way.

So now the summer is arriving and with our 996 project gaining momentum, my garage is heating up in more ways than one! Maybe the next job should be an air conditioner? The list keeps growing... Follow along via YouTube or at **AutoAmateur.com!**





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### Max Newman

Aylesbury, UK

@maxripcor

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



It looks likely now that the second, and final, Bicester Heritage Sunday Scramble meet of 2020 will be in October (Sunday

4th), following the cancellation of the April and June fixtures. Everything has rightly paused, for the reasons we all know and understand, but I still feel a tinge of sadness because they are events I enjoy immensely and have attended without fail since I moved nearby in 2016.

Bicester Heritage is the most wonderful and atmospheric place for car enthusiasts. The Sunday Scrambles bring together an eclectic mix of cars and people – Porsche must be the most prevalent marque? First held in April 2014 and attracting 80 visitors, the event doubled in size each time until they were drawing crowds of 1,500 and more. Then on a crisp, sunny Sunday in January 2019 a total of 7,500 people passed through the gates, and for the first time the site felt a little overwhelmed.

Now limited to 6,500 advance ticket holders, with the aim being to ensure everyone has a good Scramble experience, it's more a case of 'the right crowd and

no crowding', as they used to say at Brooklands in the roaring '20s.

The events are really well supported by PCGB and by TIPEC, as well as non-club affiliated Porscheophiles, Porsche Classic Life, and other businesses who make Bicester Heritage their home as the UK's first centre for historic motoring. They store, trade, prepare and repair all manner of Porsche cars, which means there's plenty to drop your jaw over, especially in the MT Yard where classic Porsche specialists 'Sports Purpose' always make a special effort.

I noticed perishing around the outside shoulder of both front tyres when I was walking around my 997 on the driveway recently. They're N-rated Michelin Pilot Sport PS2 which have been on the car for five years and covered 10K miles, in all seasons. They had a bit of life left in them – I got 14K miles out of the last set – but reasoned I ought to replace them, and I should do all four.

The Michelin Pilot Sport 4S seems to be the performance tyre of the moment, and I've had good experiences with it on my BMW 335i Touring. I decided I'd like to try it on my 911, which is optioned with the



larger 19" wheel, but quickly realised that Michelin don't offer an N-rated version in my sizes. They still recommend the PS2, or the Cup 2.

I canvased opinions from friends, forums, and the wider Porsche network and have decided to fit the latest PS4, non N-rated but 'Extra Load' tyre, as many others have done successfully. They went on the car two days ago – I'll let you know how I get on with them after eight years on PS2s.



### Joe Williams

Sandbanks, UK

@joewilliamsuk

Road to Redline

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



With UK social distancing rules relaxed enough to include up to six people meeting outside, we made the most of it with three

morning runs in a week! Heading down to West Bay from Poole, guided by the Calimoto app, has been great. The app finds the best driving route, normally via all the winding country lanes. And as luck would have it, the little bakery at West Bay does decent takeaway coffee and a croissant from 8:30am – result! Although the little 912 doesn't share the extra cylinders or horsepower of its 911 big brother, it really is such a good car to



blast down the lanes in. Pedalling hard to keep up, it does hold its own, being small and lightweight if you keep the momentum flowing.

The other exciting addition this month has been getting the new Fuchs on. After a lot of bolting them on and off, guessing at clearances and tyre sizes, I ended up moving the tyres from my existing wheels onto the new Fuchs as a baseline to work from and see what I had to work with. Amazingly they went straight on with no issues. It's now rolling two inches wider on the back and one inch wider up front. The only thing left to do now is dip the nose a bit closer to the ground as it's looking a bit cross country rally-spec! I'm still a bit unsure about the grey painted centres against the off-white car, so I might have to

rethink that, but for now the plan is to just get on and drive it.

On to podcast news... *Road to Redline* has passed 9,000 downloads! With 10,000 being our next milestone in sight, we've been amazed at the uptake from the wider Porsche community, and we're seriously chuffed with some of the amazing feedback we've had, too. With recent episodes including interviews with those from inside Porsche PR, Guntherwerks, Center Gravity, Sharkwerks, Locktons and many more, there's something for everyone, and loads of interesting inside knowledge that you normally just don't get to hear about! If you've got any ideas for the pod, fancy joining us for a chat, or have any interview suggestions, then please drop us a message on social media.







## 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**



This month I'm wrestling with how to write the words that will best, or at least effectively, communicate to you

the driving experience of the two 1991 964s in the garage. So here goes... both 964s have been driven regularly in the last few weeks. Both have offered such different experiences and yet the 911 DNA always shines through. More on that in a bit.

The 1991 Safari 4 is the kind of rugged, off-road, air-cooled car I was hoping for. The fettling has ended and now the joys come from exploring the many miles of mountain dirt roads that criss-cross the Cascade and Siskiyou mountain ranges of southern Oregon state. That rugged feel starts once ensconced in the Recaro carbon buckets which, along with the RS-style door cards, have been finished with blue/grey tartan cloth seat centres. Then it's on to the four-point Sparco belts holding passenger and driver nice and snug. And maybe by now I'll remember to close the driver's door first before buckling the harness, or there's no way to reach the door. However, four- and five-point belts connect the driver's body to the car in ways that lap belts can't, and it's wonderful to feel the car's movements so precisely by being so tightly attached to it.

The bolt-in half cage, painted to match the white exterior, further enhances the rugged, go-anywhere feel of the car. And peering over the carbon four-light nacelle on the front compartment lid adds some Paris-Dakar fantasies to the drive. With 450hp and 425lb-ft of torque from the supercharged/intercooled 3.6-litre, the grunt the engine provides is just the ticket on the loose dirt and gravel that predominates our rural forest roads.



And then there is the 911 DNA. And in this case, it is the car's balance and precision of throttle/brake/clutch that is the DNA most cherished. With its ten inches of travel from the Rieger WRC coilovers, there is seemingly no dip, rut or mound too big to just power through. Is the Safari 4 a heavily modified 964? Yes, but in the most positive way imaginable for me.

And the 964 bookend in the garage is the 1991 964 Carrera 2 reimaged by Singer Vehicle Design. The car was completed in April 2018, so this is the third year I'm getting to enjoy it through the driving season. I've sung the car's praises before in previous Living the Legend articles. So this update is about the car's 911 DNA as well.

The car by Singer remains the most visceral 911 in the garage. We all love the way air-cooled 911s sound. The aural elements of this car maximise the 'air-cooled-ness'. From cold start, one can literally hear the fluids gurgling as they move through what sounds to me coming from the piping connecting the front-mounted oil cooler back to the engine bay. Then the sound of the gears rattling at idle, as a result of the light (very light) flywheel and single disc clutch. And all the engine and exhaust sounds, fairly loud but well-orchestrated music for a 911 enthusiast.

The all carbon-fibre body acts like a sound chamber, passing along without muting every noise the machine makes while going down the road.

While the car is superbly finished down to the most minute details, it exudes what I imagine something like a 3.0 RSR must have been like way back in the mid- to late-70s. Sitting on Michelin Pilot Sport Cup 2 tyres and with Singer's version of carbon ceramic brake rotors encased in 993 Turbo brake calipers, this car clings to the tarmac and slows so fast that I'm virtually always breaking too early when entering a bend at a speed significantly slower than the car is capable of producing.

That 911 RSR-type DNA dominates the driving experience. I often wonder how a car so raw in its communication with the driver can at the same time be so composed when attacking apexes at speed. Much of the credit must go the Ohlins suspension, but more to how Porsche must have thought about how to take a production car and evolve it into a winning road racer. This car won't be raced nor tracked, but the exhilaration of the drive feels like the best of 911 character exposed. It took considerable customisation to make this 911 a reality, so kudos to Singer Vehicle Design for their brash creativity and consummate attention to 911 DNA.



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**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**



My 1978 Backdated mongrel known as Pebbles typically hangs out at RS-Werks in Pennsylvania where it highlights the handy work of the

chaps at the shop (as a test mule). Before COVID-19 turned the world upside down, normally I would spend a week every month visiting RS-Werks and enjoying Pebbles on the sensational Chester county back roads. But as things are far from normal, Pebbles has been hanging with me in Houston, Texas. This has allowed me to spend more time using it in different conditions, and it has been really illuminating.

Originally conceived as a hard charging backroad weapon with just enough creature comforts, it delivers the goods every time: the performance, sound, smell and feel provide endless fun when you get out in the open roads. It is just comfortable enough with the square weave carpeting and electric air conditioning, keeping things tolerable.

Pairing Pebbles with the urban driving environment of Houston, Texas, has been getting me thinking, what would I change? Every time I fire up the 3.45-litre, the lack of creature comforts is forgiven after the initial burst of relentless acceleration, but there are times that I wonder, how could I make the urban driving experience more bearable?

Four things come to mind. First I would refresh the suspension. It's really well set up, but it's had a lot of miles on it and struggles with the terrible Houston road surfaces, so I think it's time for a full rebuild. I would keep the upgrades to a minimum, as I want to feel like I'm driving a period air-cooled performance car with torsion bar suspension.

Second on the agenda was some sound deadening; the roar of the flat six is glorious but it can still become tiresome in stop-go traffic, and to take the edge off the ambient noise that is created if you are sitting inside a giant tin can. After a recent 1.5-hour, stop-go jaunt around town, I felt like my brain had been rattled (which is a little odd, as I sometimes spend the whole day driving Pebbles at the Hill Country Rallye without a similar sensation).

Third, the performance race clutch does its job splendidly, but in stop-go traffic and Houston's plentiful traffic lights and stop signs, it quickly becomes tiresome (but a good one-leg workout). I have not spent much time researching it, but something less aggressive is a must.



Fourth, a high-performance heat and UV rejecting clear window tint. Yes, the electric air conditioning blows cold, but the lack of insulation and greenhouse effect of the glass, combined with the 40-degree heat and 90% humidity, can make things a bit more sticky than I'd like. I installed 3M's clear window tint in my black '77 Turbo and the heat and UV rejection were really surprising, and an essential part of any plan to keep your old car cool while preserving that classic look (unless you prefer the dark window tint, typically seen on Porsche of the '80s that lived in Miami).

Or do I leave it as is and save it for feisty back road blasts? If I want compatible and sensible, I have a Taycan for that.

Disclaimer: I have my own spectrum of what I consider comfortable and some, – maybe all – of my preferences may not suit you... I have a very high tolerance for noise and ride quality.







## Chris Wallbank

Leeds, UK

@chris\_wallbank

@chrisjwallbank

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



Still haven't managed to get the 997 out this month as I'm still trying my best to not make any non-essential trips and follow government

advice and guidelines during the COVID-19 pandemic. However, it is booked in for its major service in two weeks' time, so that will be a good excuse to get it out on the road and blow the cobwebs off!

Meanwhile, photo and video shoots are slowly coming back in now that guidelines say you can travel to work if you are unable to work from home. I must admit though, I never dreamed that my first shoot back after nearly three months in isolation would involve me hanging out of the boot of a brand-new '20 plate Porsche Taycan 4S!

Okay, so the subject I was filming wasn't a Porsche but a tuned McLaren 720S, but it was still an absolute pleasure to be able to have a nosey round the Porsche Taycan for the first time in person and also have a quick drive... I mean, the



Taycan is next-level fast and although it doesn't make any sound, which just doesn't seem right for a Porsche, it still handles like a Porsche. I just didn't expect it to be an ideal camera tracking vehicle for me to film out of! With the suspension set to 'Normal' and back seats down, it really was the ideal tracking vehicle, giving

me the ability to get super-low dynamic shots! Maybe I can get away with leasing one for my next company vehicle?! Oh, if only... I can always dream I guess.

But on a serious note, the results we achieved with the footage were simply stunning! Watch out for the finished video on my Instagram feed!



## Nick Jeffery

Surrey, UK

@npjeffery

@npjeffery

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

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



Now that we are officially allowed to drive to work or to a place of recreation for exercise, I'm finding ever more creative ways to enjoy the

drive while, of course, staying within the law. So, I've now unearthed the joy of clicking "avoid motorways" for every journey on my navigation app of choice, Waze.

On a recent trip back from the Cotswolds I took the indirect route home to Surrey via a multitude of 'A' and 'B' roads and, with fewer cars on the road, rediscovered the absolute purity and unadulterated pleasure from driving your pride and joy within the speed limit on open, flowing roads. Two and a half hours of pure escapism: just me,

the car and the open road. Any thoughts of work, or the doom and gloom the UK media constantly peddle, just slipped away...

We take so much for granted but the recent lockdown has forced me to reappraise a number of things, and driving is one of them. Just being able to get out and drive, to actually enjoy your car...

In a recent conversation with **Total 911** Editor Lee, we both agreed the UK has so much to offer in terms of excellent driving roads and stunning scenery, why would you choose to go anywhere else?

I'm reasonably well travelled both in the UK and abroad and yet there is so much left to explore across England, Ireland, Scotland and Wales that my list of things to do has just grown massively. A return trip to Scotland where I have toured twice before remains on the cards alongside exploring the wonderful roads in Wales. I have also promised myself a trip to the Isle of Man at some point to experience the derestricted roads and drive a lap of the famous TT course.

I'm not fussed about the weather. Some of my best memories in the 996 Carrera 4S are of touring around Cumbria and the Lake District where the weather was very hit and miss. Driving unfamiliar roads, in often difficult and challenging conditions, only serves to heighten your senses, the experience and the memories made. The Cairngorms with a moody, foreboding sky, light drizzle and 'mildly moist' tarmac,



with no margin for error, was appropriately atmospheric and delivered one of the best drives I've ever had (and that was in a 2014 Mk 7 Golf GTI Performance).

I've also been giving the Porsche 'Roads' app a go with, it has to be said, mixed results. A recent trip from Westerham in Kent to Rye via Tunbridge Wells worked well, delivering some excellent 'Porsche-friendly' roads which gave the GTS a thorough workout! I then tried the Hastings to Paddock Wood run, but a third of the way into the drive I found myself caught in a 'road to nowhere' loop where either the app had got confused or, more likely, whoever had 'live plotted' the route had taken a couple of wrong turns while still recording... So, it's far from perfect, but I intend to start plotting and sharing routes of my own on there – watch this space!

So, with thoughts turning to a brighter future, where will your Porsche take you?







**Ian Harris**  
Shoreham, UK

 @harrisclassics

- |          |                          |
|----------|--------------------------|
| Model    | <b>3.2 CABRIOLET</b>     |
| Year     | <b>1984</b>              |
| Acquired | <b>FEB 2020</b>          |
| Model    | <b>2.4S</b>              |
| Year     | <b>1972</b>              |
| Acquired | <b>JANUARY 2018</b>      |
| Model    | <b>964 CARRERA 2</b>     |
| Year     | <b>1993</b>              |
| Acquired | <b>MARCH 2019</b>        |
| Model    | <b>3.2 CARRERA SPORT</b> |
| Year     | <b>1989</b>              |
| Acquired | <b>OCTOBER 2019</b>      |
| Model    | <b>S/T REPLICA</b>       |
| Year     | <b>1971</b>              |
| Acquired | <b>DECEMBER 2019</b>     |



With the lockdown restrictions starting to lift and the world wanting to get going again (me included) I was itching to buy a new car for the summer. I started to look at the usual classifieds in the hope of finding something, and within 30 minutes I'd found a lovely 1989 Porsche 3.2 Targa with Sports equipment and the desirable G50 gear box in Baltic blue with black leather, showing 99K miles on the clock!

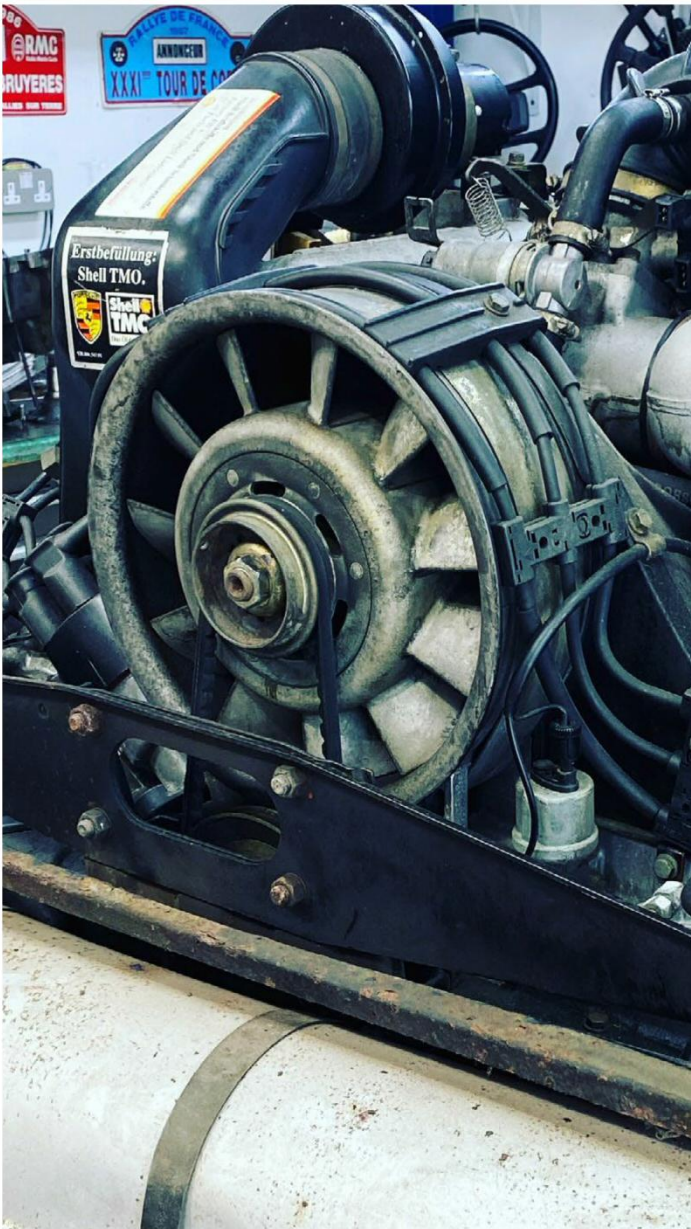
I was in my car within minutes, as it turned out this car was only 15 minutes from my house. The Targa wasn't advertised very well and it was priced sensibly, the bodywork was almost perfect and I could see it had all-new brake lines, recently refurbished calipers, new period-correct tyres and was a very nice, cared-for example. Normally at this point I would take the car for a test drive and look at the service history, so this is when things turn interesting. Whilst I'm dealing with the seller, his phone is ringing and ringing with traders trying to buy the car there and then. I can hear the conversations and the thought of not owning this car made me want it even more, so the deal was done there and

then for the full asking price without me being able to test drive (due to COVID) or fully inspect the service history.

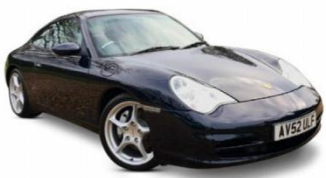
The next day I paid for the car and collected it, and on my drive home I noticed a vibration on the clutch pedal, but didn't think much of it. As I arrived back at my house and stopped the car, there was a large amount of smoke and again I just thought it hadn't been run for a long time – as it turns out it needs a new clutch and a top-end rebuild!

In a normal world I would have taken my time with the purchase, driven the car, inspected the history and seen advisories of blowing blue smoke and even got the car inspected, however with the rush to buy, his phone ringing off the hook and it being a lovely sunny day, my heart got the better of me.

Now I have had time to think about this, it's not actually a bad thing, as it's a car I plan to keep, and will end up with a near-perfect rare Sports Targa with G50 'box, with a fully detailed rebuilt engine with great reliability and a new clutch. It's a shame I will lose, like so many, a large part of the summer to spend driving my cars this year, but it gives me time to plan some European road trips in this one, especially after its rebuild, for next year!







**Phil Farrell**  
Cheshire, UK

@mllx8pjf

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



It was with a certain amount of trepidation that I finished my previous piece. As much fun as getting to grips with online

racing was, I was conscious that the real-world auto horizon was looking increasingly sparse, both in terms of things to enjoy with the 996 and also therefore with content to, hopefully, keep readers entertained with. In fact, at that time I had zero – nothing – planned and with the current state of affairs in the UK being lockdown for the foreseeable future, it didn't look like it was about to improve any time soon. The car was clean, MOTed, running (the last time I checked), had a properly fitted windscreen, so all it needed was an excuse to drive. But, rightly, the local crowd had collectively decided to play by the rules with a completely straight bat and there was nothing going on.

A few months ago, in my first piece I think, I talked about schoolboy errors in relation to not keeping your battery in tip-top condition when not using your car for a long period. I guess perhaps my battery is on its way out as after just one week since its last run I found it completely dead, to the point that not even the frunk/bonnet would pop. This was potentially a big problem as I needed to access the battery to get it started again.

Thanks to the marvels of modern technology, within ten minutes a chap from Texas had explained to me exactly how to get round the problem. The engineers at Porsche had clearly thought about idiot owners who never learn and had built in a solution using a pull-out from the fuse box and the door hinge of all things. Literally within ten minutes of logging into YouTube I was back on the road, but admittedly a little annoyed with myself for not having learnt the first time!

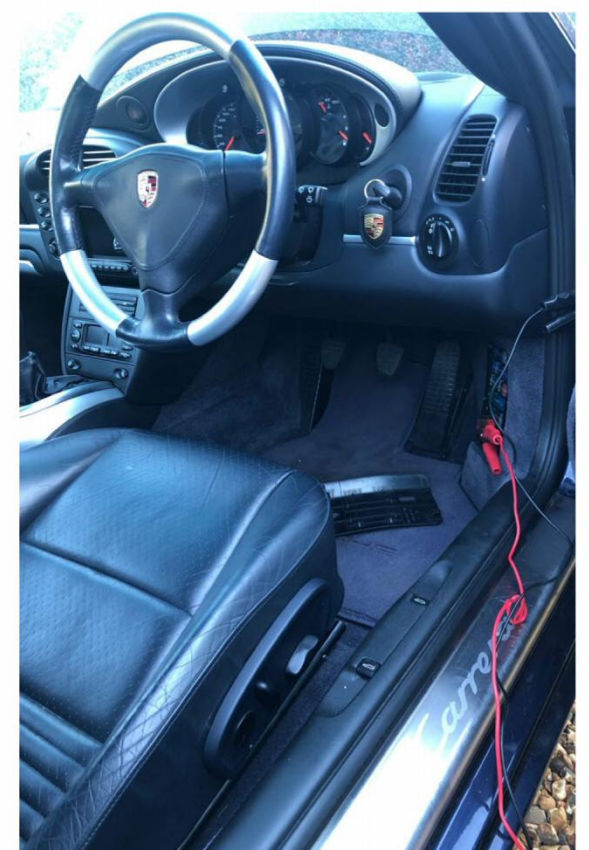
Being required to stay in as much as possible had really got me thinking of things to do around the house. I was told by my beloved that there is lots that needs doing. I agreed. I realised that I still needed to



rebuild my Lego GT3 RS after I dismantled it for safe passage to our new house last year. So I set about that with gusto and I've done exactly what I did last time and not finish it. I get to the point where it's time to put the lid on and I just can't. It's such a lovely thing to look at and it really reminds me what awesome engineering lies underneath the skin of our cars, much of which I for one never really even think about. It's just there and it just works. However, I did enjoy a good number of hours building it to the point it's at and I think it'll stay there, unfinished – much like the curtain pole Lindsey really meant when she said there was lots to do.

Things did pick up towards the end of the month and a group of us finally got together for a socially distanced drive down to the coast for a coffee and a croissant. It was a super morning and great to catch up on how the group had been passing the time during lockdown. There were stories of new Fuchs wheels (two pairs of), purchases of new cars and garage lift systems as milestone birthday presents. The chaps had been a busy bunch and thankfully, and mostly importantly, healthy.

Part of the chat (much to the boredom of those listening, I'm sure) came round to me chatting about my next Porsche. It was clear I was told that I should move on and get the car I really want (918 aside!). Never one to ignore learned advice, I've decided to put the 996 up for sale. It's been a terrific experience and one that's taught me a lot about Porsche ownership and the fun you can have with a 911 without spending the earth. And the next time I hear someone bemoaning the 996, I shall be certain to put



them straight and will continue to come along to Lee's Fried-Egg meets. But, for me, I want something of the more recent generations again. It'll be 991, as the 992 has gotten too bulbous in my opinion. I'd really like a GT car again but I think the 991.2 GT3 market will be continuing to fall for the next 18 months or so towards the £100,000 mark, so I don't see now as a good time to buy one.

I think I'm going to have a look for a wide-bodied form of the 991, as I wish I'd gone 4S with the 996. Most likely a GTS, definitely manual, and hopefully (if I can find a good one) a generation 1 so that I don't need to lug those turbos around. I shall keep you posted. Until then...



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# PREMIERPORSCHE

## EVERYTHING YOU NEED FOR YOUR 911

### Data file

Full specs, ratings and market values of every 911, including the 996 GT cars, can be found beginning on **page 76**



### Plus

#### Showroom

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

#### Servicing & tuning

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

#### Porsche lifestyle

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

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



# Data file

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



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



## General valuations

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



## Ratings

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



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

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



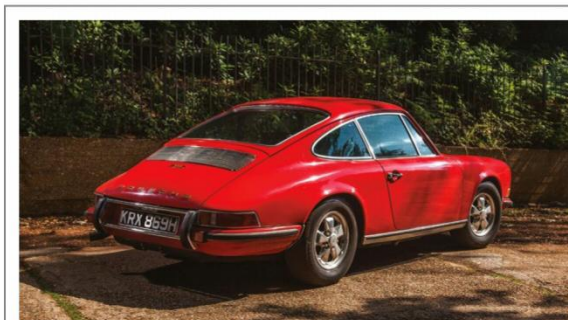
● (O series) ★★★★★  
**911R 1967**  
The lightest 911 of all time, the R was essentially a prototype racer fitted with a 906 flat six engine producing 210hp. Of the 19 produced, four would stay at the factory as works cars.

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



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

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



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

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



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

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



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

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



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

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



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

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



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

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



● (O & A series) ★★★★★

911S 1967-1968



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

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

● (A series) ★★★★★

911L 1967-1968



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

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

● (A & B series) ★★★★★

911T 1967-1969



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

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

● (B series) ★★★★★

911E 1968-1969



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

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

● (B series) ★★★★★

911S 1968-1969



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

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



● (C & D series) ★★★★★

911E 1969-1971

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

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

● (E series) ★★★★★

911E 1972



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

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

● (E series) ★★★★★

911T 1972



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

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

▼ (E series) ★★★★★

911S 1972



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

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



● (F series) ★★★★★  
Carrera 2.7 RS 1973

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

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

● (F series) ★★★★★

911E 1973



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

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

▼ (F series) ★★★★★

911S 1973



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

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

● (G, H, I, J series) ★★★★★

911 1974-1977

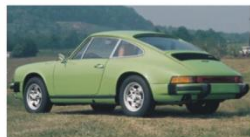


'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

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

● (G, H, I, J series) ★★★★★

911S 1974-1977



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

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



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

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

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

● (I & J series) ★★★★★

911 Carrera 3.0 1976-1977



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

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



● ★★★★★  
930 3.0 1975-1977

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

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



▼ ★★★★★  
930 3.3 1984-1989

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

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

● ★★★★★

Carrera 3.2 1984-1989



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

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

● ★★★★★

930 SE 1986-1989



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

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



▲ ★★★★★  
959 1986-1988

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

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Maximum power	450hp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9 sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Wheels & tyres	
F	8x17 inch; 235/45/VR17
R	9x17 inch; 255/40/VR17

● ★★★★★

Speedster 1989



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

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





★★★★★

**930 LE**  
1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16

★★★★★

**3.2 Clubsport** 1987-1989

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

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

★★★★★

**964 Carrera 4** 1989-1993

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

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

★★★★★

**964 Carrera 2** 1990-1993

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

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

(C & D series) ★★★★★

**964 3.8 RS** 1993

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

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

★★★★★

**964 C2 Speedster** 93-94

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

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

★★★★★

**964 Turbo 3.6** 1993-1994

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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	8x18-inch; 205/50/ZR18
R	10x18-inch; 265/35/ZR18

★★★★★

**964 Anniversary** 1993-1994

1993-94versary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7 sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/17
R	9x17-inch; 255/40/17

★★★★★

**993 Carrera RS** 1995-1996

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

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

★★★★★

**993 GT2** 1995-1996

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

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

★★★★★

**993 Turbo** 1996-1998

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

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

★★★★★

**993 Carrera S** 1997-1998

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

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

★★★★★

**993 Turbo S** 1998

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

Production numbers	346
Issue featured	115
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1 sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F	8x18-inch; 225/40/18
R	10x18-inch; 285/30/18

★★★★★

**996 Carrera 4S** 2001-2005

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

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

★★★★★

**996 GT2** 2001-2003

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

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

★★★★★

**996.2 C2** 2002-2004

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

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

★★★★★

**996.2 C4** 2002-2004

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

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





★★★★★  
**964 Turbo**  
1991-1992

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

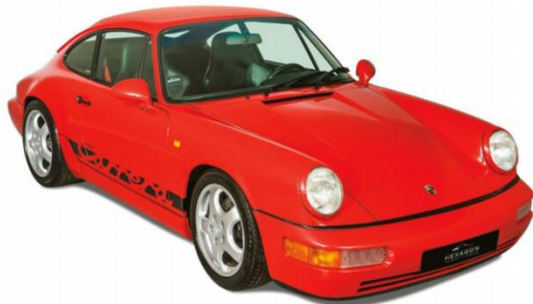
Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17 inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



**964 C4 Lightweight** 1991

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

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



★★★★★  
**964 RS**  
1991-1992

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

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



★★★★★  
**964 Turbo S**  
1992-1993

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

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



★★★★★  
**964 RS America**  
1993

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

Production numbers	701
Issue featured	157
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	164mph
Length	4,250mm
Width	1,650mm
Weight	1,340kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	8x17-inch; 255/40/ZR17



**993 Carrera** 1993-1997

Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3.600cc engine was revised, with VarioRam available from 1996.

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



★★★★★  
**993 Carrera 4**  
1994-1997

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

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



★★★★★  
**993 Carrera 4S**  
1995-1996

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

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
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



★★★★★  
**996.1 Carrera**  
1998-2001

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

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



**996.1 C4** 1998-2001

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

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



★★★★★  
**996.1 GT3**  
1998-2000

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

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



★★★★★  
**996 Turbo**  
2001-2005

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

Production numbers	20,499
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700
0-62mph	4.6 sec
Top speed	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18



**996 Anniversary** 03-04

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

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



★★★★★  
**996.2 GT3**  
2003-2005

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

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



★★★★★  
**996 GT3 RS**  
2004-2005

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

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



★★★★★  
**996 Turbo S**  
2004-2005

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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500
0-60mph	4.500rpm
Top speed	4.2 sec
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F	8.5x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18



# Sales debate

Will the 991.1 GT3 RS dip below £100,000?



The first-generation 991 GT3 RS has been on something of a rollercoaster ride in the five years since its inception. Released into a frenzied marketplace in 2015 where the ‘flipper market’ was burgeoning, build slots (never mind physical cars themselves) were being traded at significant premiums over list price. Meanwhile, ‘used’ cars with only delivery miles were being freely advertised, with one example we reported on at the time coming with a £300,000 price tag via JZM. As for Porsche? The manufacturer, ever an expert at making hay while the sun shines, kept taking orders, which is why the 991.1 GT3 RS is comfortably the most populous 911 Rennsport of all time.

Five years on, and with the 991.2 GT3 RS now usurping its predecessor in the performance stakes, those high build numbers haven’t done the 991.1 RS many favours. Examples are currently being offered from the £130,000 mark to the public, though they’re trading much lower than that in the trade. So is a slide down to the threshold of six figures inevitable?

“There’s no hiding from the fact Porsche made many thousands of them, so they can’t really be viewed as a true collectable in the long term,” says Anthony Pozner of Hendon Way Motors. “Even currently, the marketplace has many examples with just a few miles on the clock. They are fantastic performance machines but they are not sought after by collectors, so I think they will come down a little more, yes.” But does he think the model will sink to £100,000? “It’s a little too low, for me, for a 911 with a Rennsport badge,” came the reply.

Karl Meyer at 2911 largely echoes Pozner’s sentiments. “The prices these cars were achieving a couple of years ago just weren’t sustainable. Given that the price of a Gen2 RS starts with a ‘2’ currently, the first generation won’t dip too much further at present as there’s not a great deal of difference between them in the performance stakes. They’re great value currently and I can’t foresee a time where the model will ever trade hands for five figures.”

It seems our experts are unanimous in their verdict on the 991.1 GT3 RS. After the big comedown in values from three years ago, it seems the future of 991.1 GT3 RS values is more stable than the recent past.

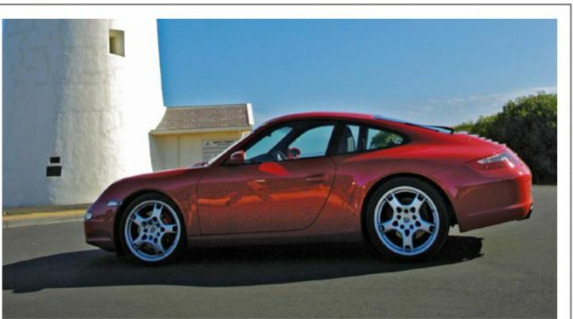


★★★★★

**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**  
2004-2008

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 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 GT2**  
2007-2009

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

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

★★★★★

**997.2 GT3 RS** 2009-2012

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

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

★★★★★

**997 Speedster** 2010

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

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

★★★★★

**997 Sport Classic** 2010

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

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



★★★★★

**997 Turbo S**  
2011-2013

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

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



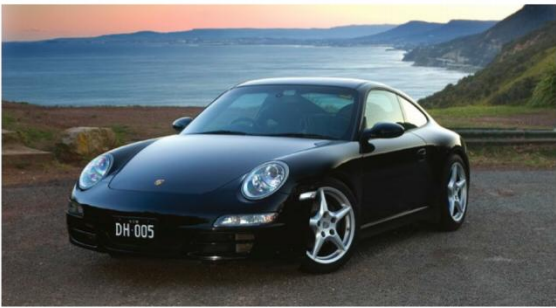
★★★★★

**991.1 Carrera**  
2011-2015

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

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





★★★★★  
**997.1 Carrera 4**  
2005-08

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

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



★★★★★  
**997.1 C4S** 2005-2008

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

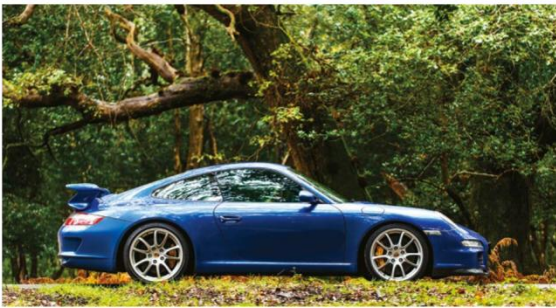
Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	
F	8x19 inch; 235/35/R19
R	11x19 inch; 305/30/R19



★★★★★  
**997.1 Turbo**  
2005-2008

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

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



★★★★★  
**997.1 GT3**  
2006-07

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

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



★★★★★  
**997.2 Carrera**  
2008-2012

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

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



★★★★★  
**997.2 Carrera S** 2008-12

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

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



★★★★★  
**997.2 C4S**  
2008-2012

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

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



★★★★★  
**997.2 GT3** 2009-2012

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

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



★★★★★  
**997.2 Turbo** 2009-2013

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

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



★★★★★  
**997 GT3 RS 4.0**  
2010

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

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



★★★★★  
**997 918 Edition**  
2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250 6,750rpm
Maximum torque	700Nm @ 2,100
0-62mph	4.250rpm
Top speed	3.3 sec
Length	195mph
Width	4,435mm
Weight	1,852mm
Wheels & tyres	
F	8.5x19 inch; 235/35/ZR19
R	11x19 inch; 305/30/ZR19



★★★★★  
**997 GT2 RS** 2010-2011

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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500
0-62mph	5.500rpm
Top speed	3.5 sec
Length	205mph
Width	4,460mm
Weight	1,370kg
Wheels & tyres	
F	9x19 inch; 245/35/ZR19
R	12x19 inch; 325/30/ZR19



★★★★★  
**997 C2 GTS** 2010-2012

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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200
0-60mph	5.600rpm
Top speed	4.6 sec
Length	190mph
Width	4,435mm
Weight	1,852mm
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
0-62mph	5.600rpm
Top speed	4.6 sec
Length	188mph
Width	4,435mm
Weight	1,852mm
Wheels & tyres	
F	8.5x19 inch; 235/35/ZR19
R	11x19 inch; 305/30/ZR19



★★★★★  
**991.1 Carrera S**  
2011-2015

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

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



★★★★★  
**991.1 Carrera 4** 2012-2015

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

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



★★★★★  
**991.1 Carrera 4S**  
2012-2015

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

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



★★★★★  
**991.1 GT3**  
2013-2015

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

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



## Technology explained

## 038 PORSCHE TRACK PRECISION APP

This handy app from Porsche is your virtual coach for the race track



Usually our 'tech explained' columns feature hardware installed on the 911, and the science behind how they work. This issue though, we've a first, as we're looking at software, in the form of Porsche's Track Precision app.

This free app, described by Porsche as 'your virtual coach', is a handy assistant for both live and retrospective driver training, recording real-time driver data to help you improve your driving. As such there are many functions to the app: for example, using GPS data from your smartphone, the app records each individual lap time and compares it to the driver's reference lap for the circuit (the app now has over 300 worldwide circuits built in). The app gathers this data by connecting with the sensors on your modern 911: it connects to various control units on the car via the PCM and records speed, longitudinal and lateral acceleration, braking force and engine revs, which are all evaluated while driving. Additionally, visual recordings of each lap are achieved either from your smartphone or a secure camera, which can be downloaded afterwards and combined with the data for a detailed assessment of the session. Footage and data can be transferred to a larger device such as an iPad for better viewing afterwards, where a driver can use the data to improve technicalities such as braking distances, steering angle, and throttle deployment.

A handy tool for rookies wanting to either begin their on-track experience, or seasoned pros wishing to cut that extra tenth of a second from their time, the app has proved popular to date, though some favour the more detailed drill-down of data offered from some third-party data logging companies such as VBOX.

The Porsche Track Precision app was revised in early May of this year, and can now be displayed on your 911's PCM screen via Apple CarPlay (the app was previously only available via smartphone display). The updated Track Precision app (version 3.2) is available for all 992-generation 911s.



**991.1 Turbo**  
2013-2014

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

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	109
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	9.8:1
<b>Maximum power</b>	520hp @ 6,000rpm
<b>Maximum torque</b>	660Nm @ 1,950rpm
<b>0-62mph</b>	3.4 sec
<b>Top speed</b>	195mph
<b>Length</b>	4.506mm
<b>Width</b>	1.880mm
<b>Weight</b>	1.595kg
<b>Wheels &amp; tyres</b>	
F 8.5x20-inch; 245/35/ZR20	
R 11x20-inch; 305/30/ZR20	



**991.1 Turbo S** 2013-2015

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

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	11
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	9.8
<b>Maximum power</b>	560hp @ 6,500rpm 6,750rpm
<b>Maximum torque</b>	700Nm @ 2,100 4,250
<b>0-62mph</b>	3.1 sec
<b>Top speed</b>	197mph
<b>Length</b>	4.566m
<b>Width</b>	1.880m
<b>Weight</b>	1,605kg
<b>Wheels &amp; tyres</b>	
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.

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

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	1
<b>Engine capacity</b>	2.98litre
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	370hp @ 6,500rpm
<b>Maximum torque</b>	450Nm @ 1,700rpm
<b>0-62mph</b>	5.000sec
<b>Top speed</b>	4.1 sec
<b>Length</b>	181mm
<b>Width</b>	4.492mm
<b>Weight</b>	1.480ton
<b>Wheels &amp; tyres</b>	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.

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	150
<b>Engine capacity</b>	2,981cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	550Nm @ 2,150-5,000rpm
<b>0-62mph</b>	4.1 sec
<b>Top speed</b>	194mph
<b>Length</b>	4.528mm
<b>Width</b>	1.852mm
<b>Weight</b>	1,450kg
<b>Wheels &amp; tyres</b>	F 9x20-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20



**991.2 C4 GTS** 2017-2019

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

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	15
<b>Engine capacity</b>	2,981cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	550Nm @ 2,150rpm
<b>0-62mph</b>	3.8 sec
<b>Top speed</b>	193mph
<b>Length</b>	4.528m
<b>Width</b>	1.852m
<b>Weight</b>	1,515kg
<b>Wheels &amp; tyres</b>	
<b>F</b> 9x20 inch; 245/35/ZR20	
<b>R</b> 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.

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

<b>Production numbers</b>	1,940
<b>Issue featured</b>	1
<b>Engine capacity</b>	3,996cc
<b>Compression ratio</b>	13.3:1
<b>Maximum power</b>	500hp @ 8,250rpm
<b>Maximum torque</b>	460Nm @ 6,000rpm
<b>0-62mph</b>	3.9 sec
<b>Top speed</b>	199mph
<b>Length</b>	4.562m
<b>Width</b>	1.852m
<b>Weight</b>	Unknown
<b>Wheels &amp; tyres</b>	
F 9x20 inch; 245/35/ZR20	
R 13x17 inch; 205/30/ZR17	



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.

<b>Production numbers</b>	In production
<b>Issue featured</b>	17
<b>Engine capacity</b>	2,981cc
<b>Compression ratio</b>	10.5:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	530Nm @ 2,500rpm
<b>0-62mph</b>	3.5 sec
<b>Top speed</b>	191mph
<b>Length</b>	4,519mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,515kg
<b>Wheels &amp; tyres</b>	
R 8.5x20 inch; 245/35/ZR20	
F 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	8.5x19-inch; 235/40/ZR19
R	11.5x19-inch; 295/35/ZR19

▼★★★★★  
**991.2 Carrera 4S 2016-18**



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers	Unknown
Issue featured	154
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8 sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



▼★★★★★  
**991.2 Turbo**  
**2016-2018**  
Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

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



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

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



▼★★★★★  
**991 R**  
**2016**  
991 GT3 RS engine mated to revised six-speed manual gearbox. Features Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

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



▼★★★★★  
**991.2 GT3**  
**2017-2019**  
New 4.0-litre engine from 991.2 Cup car. Retains 9,000rpm redline; six-speed manual Sport transmission now a no-cost option. Revised airflow to front and rear.

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

●★★★★★  
**991 GT2 RS 2017-2019**



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

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



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

Production numbers	500
Issue featured	170
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9 sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



▼★★★★★  
**991 Carrera T**  
**2018**  
Purist take on the 991.2 Carrera with 20kg of weight saved and regearing of seven-speed manual gearbox. Same 370hp engine as Carrera, PDK optional.

Production numbers	5,000
Issue featured	162
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	
F	8.5x19-inch; 245/40/ZR19
R	11.5x19-inch; 295/35/ZR19

▼★★★★★  
**992 Carrera 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 PTM system over the 991.2.

Production numbers	In production
Issue featured	N/A
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	450Nm @ 1,950-5,000rpm
0-62mph	4.0secs
Top speed	180mph
Length	4,519mm
Width	1,852mm
Weight	1,555kg
Wheels & tyres	
F	8.5x19-inch; 235/40/ZR19
R	11.5x20-inch; 295/35/ZR20



★★★★★  
**992 Turbo S**  
**2020-**  
3.8-litre version of the 992 Carrera's engine, with intercoolers now on top and air filters housed behind side air intakes. PSE and Sports chassis optional for the first time.

Production numbers	In production
Issue featured	190
Engine capacity	3,745cc
Compression ratio	8.7:1
Maximum power	640hp @ 6,750rpm
Maximum torque	800Nm @ 2,500-4,000rpm
0-62mph	2.7 secs
Top speed	205mph
Length	4,535mm
Width	1,900mm
Weight	1,640kg
Wheels & tyres	
F	8.5x20-inch; 255/35/ZR20
R	11.5x21-inch; 315/30/ZR21



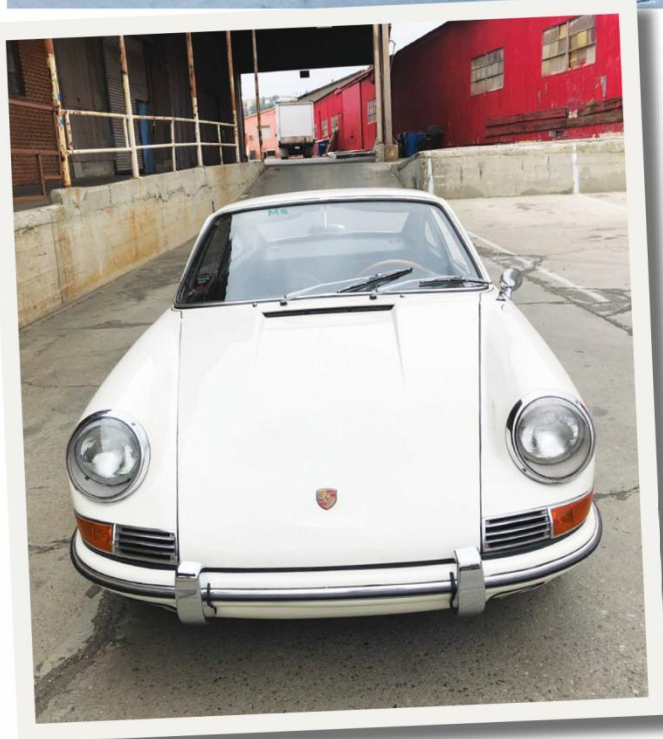
●★★★★★  
**992 Targa**  
**Heritage Design**  
**Edition 2020-**  
First of four Heritage Design specials from Porsche Exclusive, inspired here by Porsche sports cars of the 1950s and 1960s.

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	3.6secs
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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Specialising in older European luxury and sports cars and with a strong enthusiasm for collectible Porsches, Beverly Hills Car Club is established as one of the leaders in their game.

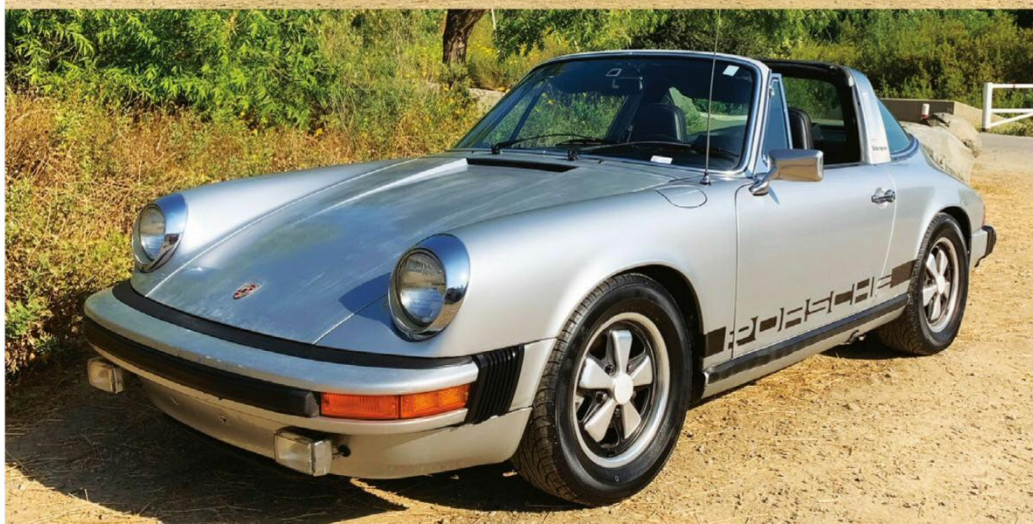
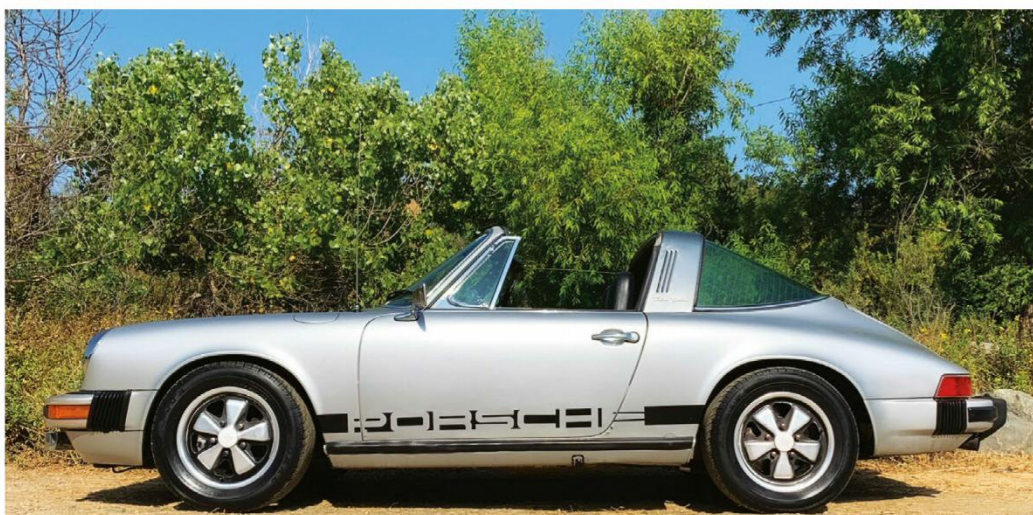
Beverly Hills Car Club is also very active within community and industry projects alike, for instance, they just presented an advance screening of Ford vs Ferrari at the Fox Studios lot, in association with the Petersen Museum.

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

**[www.beverlyhillscarclub.com](http://www.beverlyhillscarclub.com)** **911**

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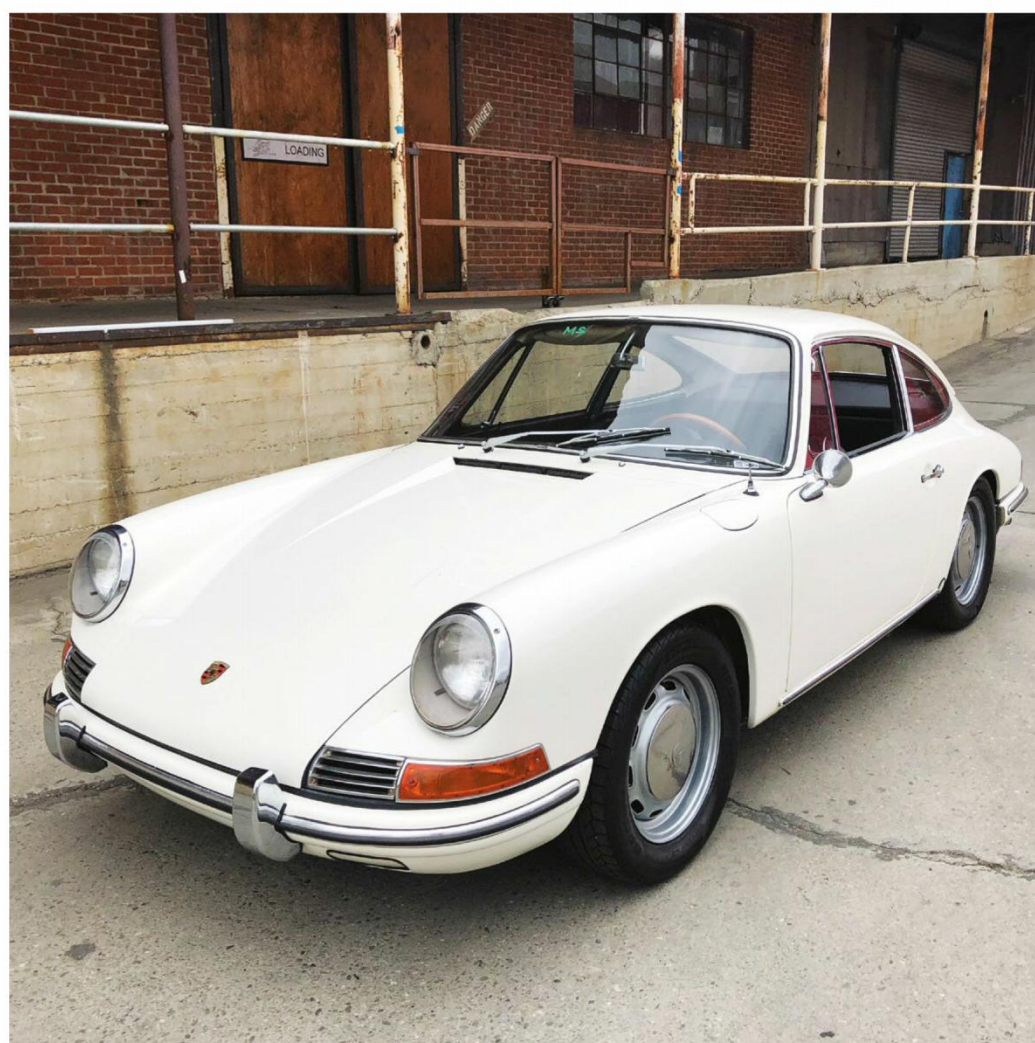




## My Favourite Porsche Owner of BHCC, Alex Manos

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

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



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1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black Leatherette. 1 of 6 RHD, E/sunroof, Headrests	-
1973 911 2.7 Carrera RS Lightweight	Blood Orange / Black Fabric, 1 of 17 RHD examples	-
1989 911 Super Sport Cabriolet G50	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 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
2019 991.2 GT3 RS Weissach PDK	Black / Houndstooth Tartan, Weissach Package, PCCB, Lift System	DEL

For further details please visit

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**911 GT3RS (996)**

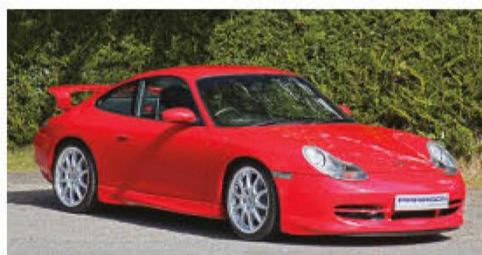
Carrara White • Black Nomex Bucket Seats • One of just 113 UK-Supplied Cars • Air Conditioning • Factory Roll Cage • Paragon Service History 20,919 miles • 2004 (53)

£139,995

**911 Carrera Sport Targa**

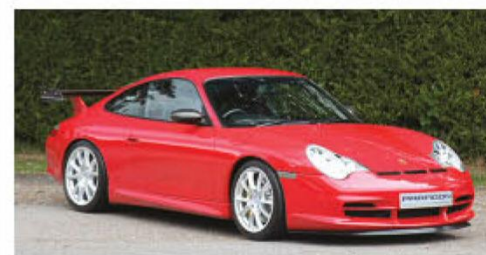
Grand Prix White • Dark Blue Fully Electric Leather Seats • G50 Gearbox Previously Sold & Serviced by Paragon 16" Fuchs Wheels • 22,373 miles 1988 (F)

£84,995

**911 GT3 (996)**

Guards Red • Black Leather Bucket Seats • 18" Sport Design GT3 Wheels One of just 106 UK-Supplied Cars Air Conditioning • 29,552 miles 1999 (V)

£79,995

**911 GT3 Clubsport (996)**

Guards Red • Black Nomex Bucket Seats • Factory Half Roll Cage Air Conditioning • Ceramic Brakes Previously Sold & Serviced by Paragon 43,336 miles • 2004 (53)

£74,995

**911 Turbo (997 GEN II)**

Jet Black • Black Leather Seats PDK Gearbox with Paddles • Bose Sound • Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Lights • 34,027 miles • 2012 (12)

£67,995

**911 Carrera 4 GTS (997 GEN II)**

Carrara White • Black Half-Leather Sports Seats • PDK Gearbox with Paddles • X51 Power Kit (408 BHP) Sport Chrono • 19" GTS Centre Lock Wheels • 18,578 miles • 2012 (12)

£60,995

**911 Carrera 2 GTS (997 GEN II)**

GT Silver • Cocoa Leather Sports Seats • PDK Gearbox with Paddles X51 Power Kit (408 BHP) • Sport Chrono • Sports Exhaust • Parking Sensors • 28,486 miles • 2011 (11)

£59,995

**911 Carrera 4 (993)**

Arctic Silver • Classic Grey Leather Sports Seats • Manual Gearbox Air Conditioning • 285 BHP VarioRam Engine • 17" Cup Wheels • Dark Blue Power Hood • 61,259 miles • 1997 (P)

£59,995

**911 Carrera 2 GTS (997 GEN II)**

Carrara White • Black Half-Leather Sports Seats • X51 Power Kit (408 BHP) PDK Gearbox with Paddles • Sport Chrono • Previously Sold & Serviced by Paragon • 33,929 miles • 2010 (60)

£57,995

**911 Turbo (996)**

Seal Grey • Black Leather Seats Tiptronic S Gearbox • Electric Sunroof Bose Sound • Parking Sensors Previously Sold & Serviced by Paragon 59,357 miles • 2004 (53)

£44,995

**911 Carrera 2 S (997)**

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

£27,995

**911 Carrera 2 S (997)**

Slate Grey • Heated Fully Electric Black Leather Seats with Driver Memory • Tiptronic S Gearbox Satellite Navigation • 19" Carrera S Wheels • 43,792 miles • 2004 (54)

£27,995

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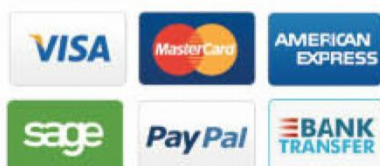


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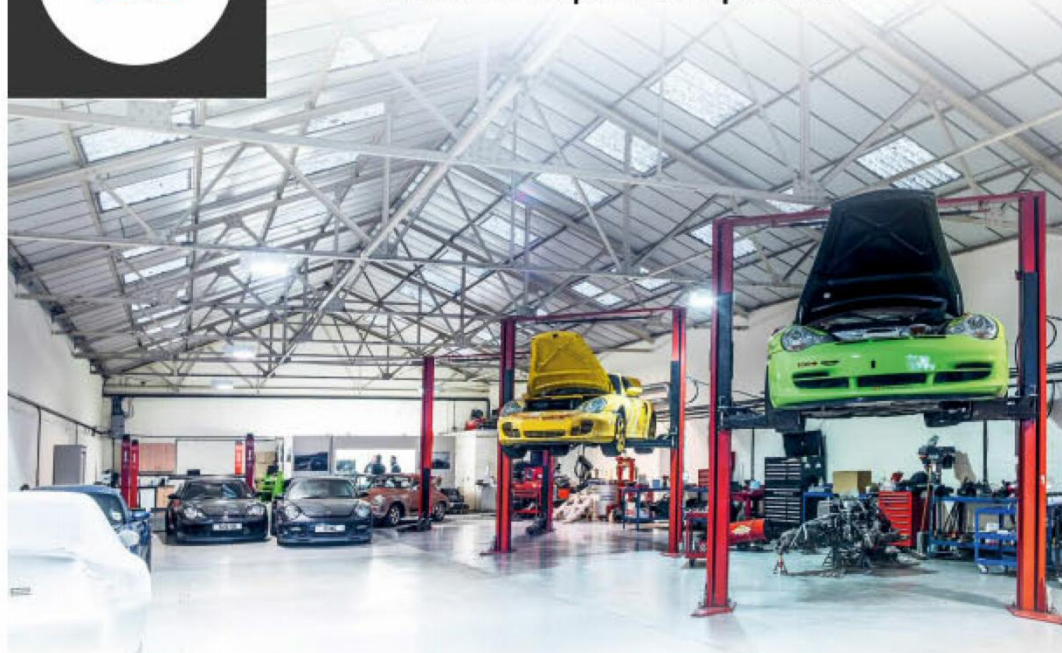
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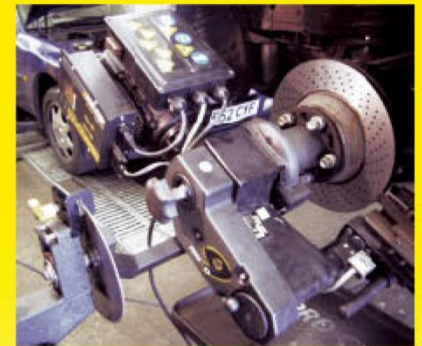
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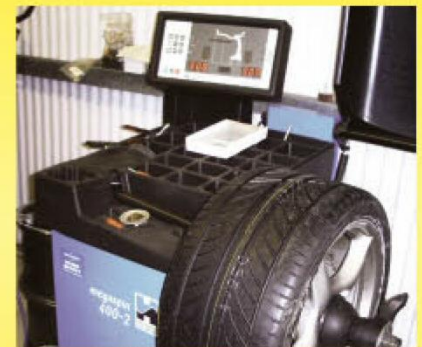
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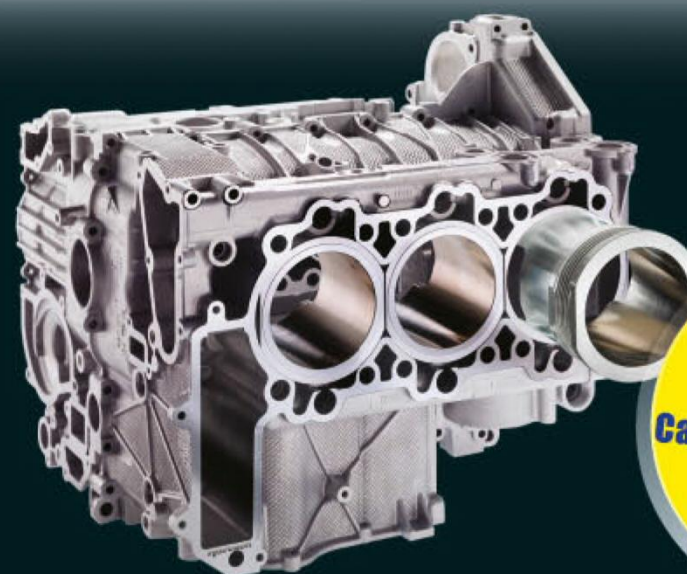
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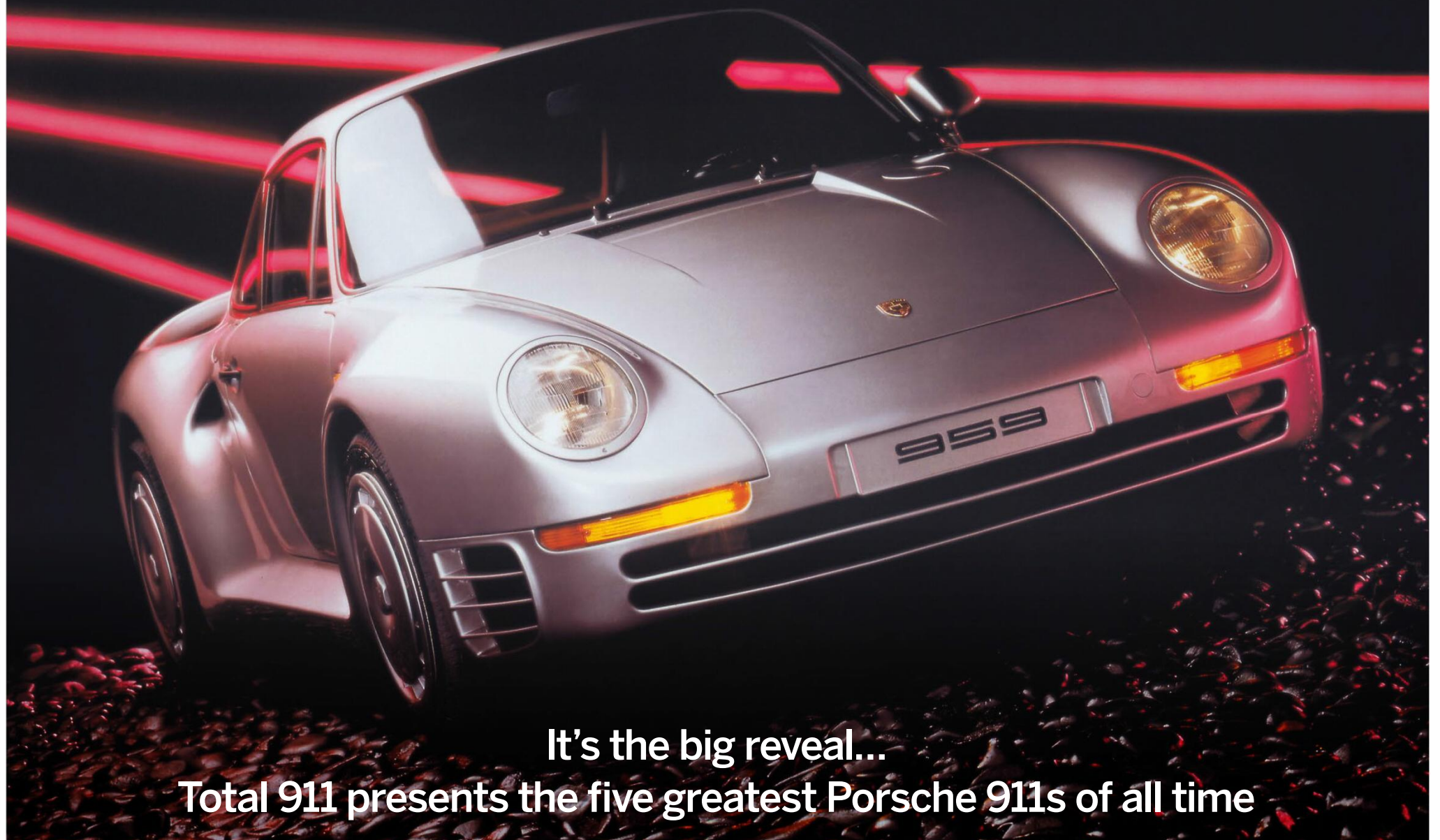
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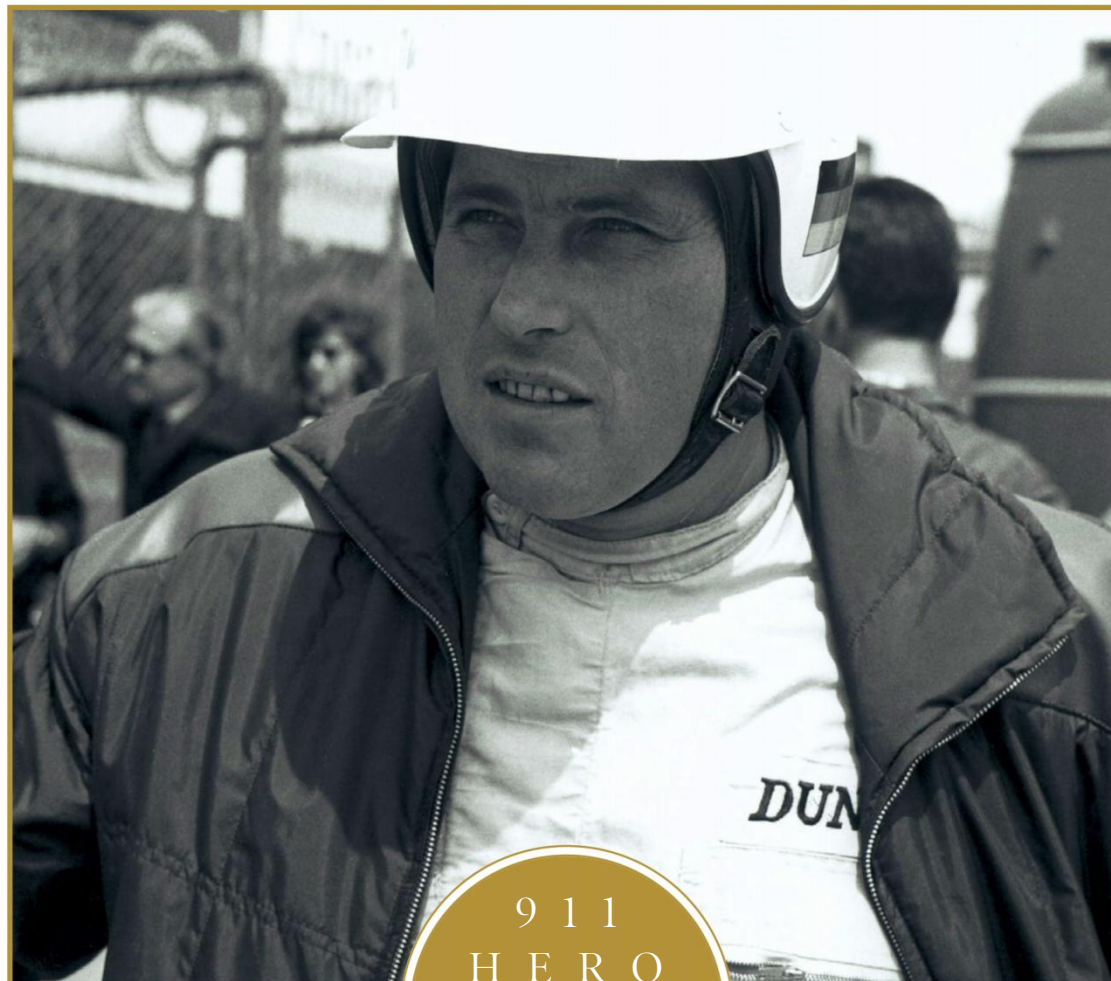


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911  
HERO

HERBERT  
LINGE

The former works driver and manager at Weissach has played a unique role in shaping seven decades of Porsche evolution

Many Porsche icons have graced this page in past issues, but there's no question Herbert Linge is right up there with the best of them. Joining the company from the age of 15, Linge is still no stranger to the odd Porsche event even at the age

of 92, helping the company in the intervening years to grow both on the road and on the race track.

Linge's formative years at Porsche (both during and after the Second World War) were spent on production of the 356, participating in the build of the company's very first in 1948. By 1952, Linge was sent by Ferry Porsche to North America, where a decisive contribution was made in creating and evolving the Porsche brand Stateside. That contribution is still felt today, with the US a regular destination and key territory for Porsche's sports cars.

Returning to Germany in 1956, Linge's driving talents secured a call-up to the works team alongside his role as test and development driver. This meant Linge played a key role in developing the 901, which of course would become the 911 by 1965, and it was Linge who took the Porsche 911 racing in the first place,

steering his no.147 car to 1st in class (and 5th place overall) at the treacherous 1965 Monte Carlo rally, alongside Peter Falk. Linge also has 90 class victories and no less than six international records to his name from more than 20 years of racing for Porsche, and Linge left a similarly indelible mark on automotive cinema. He starred

in a Porsche 908 that had been adapted to house a cine camera for the recording of the 1971 cult film *Le Mans*, the capturing of Linge's breathtaking onboard manoeuvres quickly earning him a reputation as 'the fastest cameraman in the world'.

Linge retired from competitive driving duties at 42, taking up a managerial position at the Weissach test and development centre. Few knew the walls of Weissach better than Linge, for it was he who played a key role in suggesting the site – his hometown – in the first place, helping with its creation and subsequent evolution.

Given the official title of Plant Manager, Weissach, Linge enjoyed the role until his professional retirement, via a stint heading up the Porsche Carrera Cup in 1993 – a fitting final posting, given it was he who took the 911 racing in the first place. **911**





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