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Total 911

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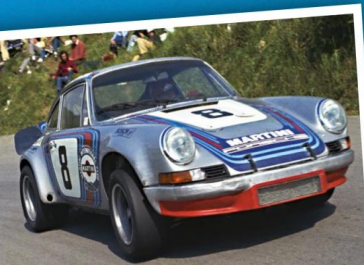
• INCLUDING •

45 YEARS OF THE TURBO: 930-992

WATER-COOLED RENNSPORTS ON TRACK

CLASSIC TEST: 2.0 V 2.2 V 2.4-LITRE 911S

ROLL BAR V GLASS ROOF TARGAS



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LENNEP**

Tales from the Targa Florio
and Le Mans 24 Hours



BEHIND THE SCENES:
REEP AUTOMOTIVE

**BRIAN REDMAN: HOW TO
CONQUER THE NÜRBURGRING**

TECHNOLOGY EXPLAINED:
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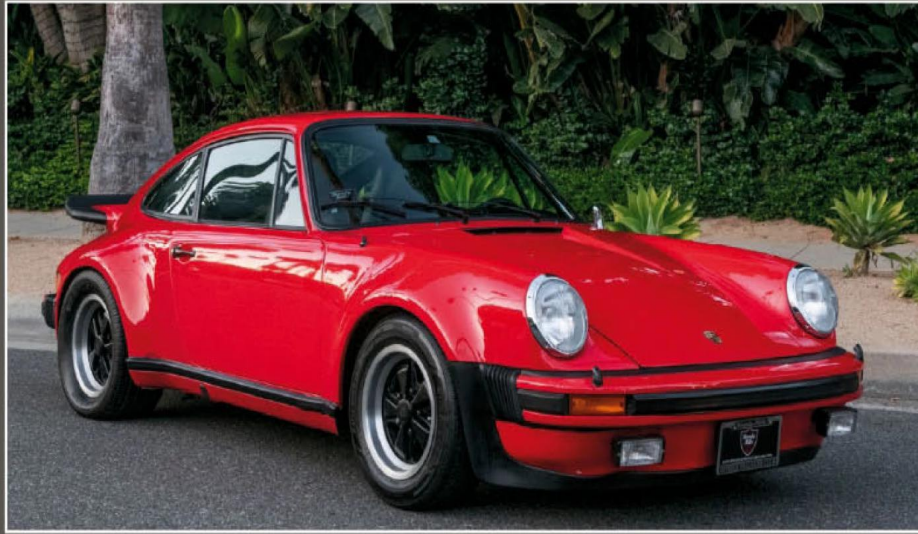


ISSUE 197

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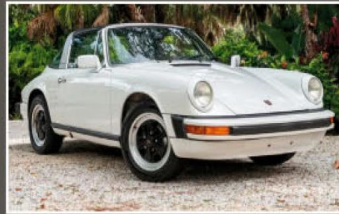
SPECIALIZED DEALER OF EUROPEAN AND AMERICAN CLASSIC CARS



1975 Porsche 930 Turbo-stock-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 \$208,500



1974 Porsche 911 Targa-stock-12572

This elegant 1974 Porsche 911 Targa is available in its factory color code #908 Grand Prix White with a 2-tone blue interior. It comes equipped with a 5-speed manual transmission, 2.7-liter engine, 4-wheel disc brakes, jack, tool kit, and Fuchs wheels. Also included with this vehicle is the original owner's manual as well as some service receipts. A very clean inside out 911 Targa which was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

For \$34,750



1976 Porsche 911S Targa-stock-12483

The 1976 Porsche 911S Targa featured here with matching numbers and 93,240 miles on the odometer is available in its factory color code #265 Oak Green with a cork leather interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, jack, tool kit, and Fuchs wheels. This well-priced 911S Targa could use some light cosmetics and is mechanically sound.

For \$33,500



1976 Porsche 911S Coupe-stock-12544

The 1976 Porsche 911S Coupe featured here with matching numbers is available in its factory color code #266 Ice Green with a black interior. It comes equipped with a manual transmission, sunroof, 4-wheel disc brakes, and Fuchs wheels. An excellent original California car which is mechanically sound.

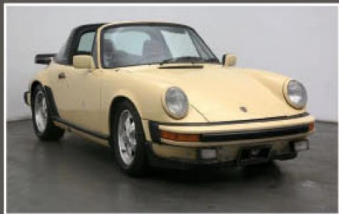
For \$36,500



1980 Porsche 911SC Coupe-stock-12527

The 1980 Porsche 911SC Coupe featured here with matching numbers is available in its factory color code #451 Mocha Brown with a sand beige interior. It comes equipped with a 5-speed manual transmission, 3.0-liter engine, air conditioning, cruise control, power windows, sunroof, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle are receipts totaling over \$16,000. A well-priced 911SC Coupe which is mechanically sound.

For \$39,950



1981 Porsche 911SC Targa-stock-12526

The 1981 Porsche 911SC Targa featured here with matching number is available in its factory color code #523 Bamboo Beige with a brown interior. It comes equipped with a manual transmission, 3.0-liter engine, air conditioning, MOMO steering wheel, power windows, 4-wheel disc brakes, tool kit, and Fuchs wheels. Also included with this vehicle are receipts from 2001 to 2020 totaling over \$22,000. A well-priced 911SC with a beautiful color combination which is mechanically sound.

For \$29,950



1983 Porsche 911SC Targa-stock-12520

The 1983 Porsche 911SC Targa featured here with matching numbers is available in its color code #700 black with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, 3.0-liter engine, air conditioning, cruise control, power windows, 4-wheel disc brakes, jack, and Fuchs wheels. An excellent desirable 911SC which is mechanically sound.

For \$34,750



1985 Porsche Carrera Cabriolet-stock-12353

The 1985 Porsche Carrera Cabriolet featured here with matching numbers is available in its original color code #700 black with a black interior. It comes equipped with a manual transmission, 3.2-liter engine, air conditioning, power windows, soft top, boot, 4-wheel disc brakes, 5-spoke wheels, and jack. Also included with this vehicle are receipts totaling over \$12,000. An excellent original Carrera Cabriolet which is mechanically sound.

For \$39,950



1990 Porsche 964 Targa-stock-12583

This original paint 1990 Porsche 964 Targa featured here with 62,073 miles on the odometer is available in its factory color code #908 Grand Prix White with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, dual airbags, power windows, power steering, 4-wheel disc brakes, jack, and 5-spoke wheels. The vehicle was recently serviced in April 2020 at a total cost of \$10,120.80. Also included with this vehicle are service records and receipts totaling over \$27,000. An extremely gorgeous 964 Targa which is mechanically sound.

For \$64,500



1993 Porsche 964 Coupe-stock-12000

This elegant 1993 Porsche 964 Coupe featured here with 78,118 miles on the odometer is available in its original factory color code #89C Midnight Blue Metallic with a blue interior. It comes with a clean Carfax and is equipped with a Tiptronic transmission, cruise control, dual airbags, air conditioning, power windows, power steering, power seats, power sunroof, 4-wheel disc brakes, and 5-spoke wheels. A well-priced 964 Coupe which is mechanically sound.

For \$44,500



1994 Porsche 964 Carrera 4 Wide-Body Coupe-stock-12282

This one-year limited production factory 1994 Porsche 964 Carrera 4 Wide-Body Coupe is available in its original color code #87X Horizon Blue Metallic with a black and blue interior. It comes equipped with a 644 manual transmission, 3.6-liter engine, power windows, power steering, RS door panels, OMP steering wheel, OMP bucket seats, Simpson harness, sunroof, drilled rotors, and CCW wheels. Also included with this vehicle are receipts totaling over \$13,000. This one-year production run was just 267 Porches with the option code M718 which were officially called the Carrera 4 Wide-Body "30 Years of Excellence". Do not miss your chance to jump into the ownership of this one of just 267 factory wide-body coupes. A highly collectible vehicle which is mechanically sound.

For \$79,950



1997 Porsche 993 C2S Coupe-stock-12485

This 1997 Porsche 993 C2S Coupe is available in its factory color code #84S Arena Red Metallic with a sand beige interior. It comes equipped with a 6-speed manual transmission, cruise control, air conditioning, power windows, power steering, power mirrors, power sunroof, drilled rotors, Porsche twist wheels, jack, and tool kit. Also included with this vehicle are receipts totaling over \$28,000. A very elegant sports car which is mechanically sound.

For \$53,500



1979 Porsche 930 Turbo Coupe-stock-12510

This extremely sought after 1979 Porsche 930 Turbo Coupe featured here with matching numbers (Porsche Production Specifications certificate included) is available in its factory color Mocha Black with a beautiful cork leather interior. It comes equipped with a manual transmission, air conditioning, power windows, power sunroof, 4-wheel disc brakes, and Fuchs wheels. An excellent original 930 Turbo which is mechanically sound.

For \$79,950

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Welcome

There's a school of thought that the 911 is peerless in its deliverance of performance while still offering a practical solution to everyday motoring. It feeds into that famous Porsche quote that a 911 by its definition should be as adept at taking you to the cinema as it is round a race track. Sure, other sports cars from rival manufacturers might be superior to the 911 in *one* aspect of motoring, but nothing does *everything* as well as a 911. It is the ultimate all-rounder.

It's for this reason that for this issue we've decided to pitch the 911 against, well, itself. With no perceived rivals, we've decided to dive 'in-house' for an array of group tests that cover different aspects of the 911's repertoire, from a track test of the modern GT3 Rennsports, to a beach blast with a quadruple of Targas. We all know there's a 911 out there for everybody, and

our tests aim to showcase this, helping you decide not only which model is right for you, but from which era too, budget permitting of course.

Elsewhere, we've much to look forward to in the coming months as we march into the tail-end of 2020. You can expect to see fresh, first-class Porsche content as we explore everything from the early classics right up to today's modern supercars – the latter of which will soon see key details delivered on an exciting new arrival. We're also fast approaching our milestone 200th issue. I'm happy to share with you we plan to have a guest editor in place for that issue, the identity of which I'll reveal very soon...

“Nothing does *everything* as well as a 911”



R. Sibley

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911 Opening Shot

Devoid of the usual crowds, the rescheduled 2020 Le Mans nevertheless provided plenty of thrilling action on track. Here, Porsche GT Team complete a scheduled tyre swap on the no.91 RSR deep into the night. Ultimately both works RSRs were off the pace in GTE Pro, though 911 presence on the podium was achieved by the customer Dempsey Proton Racing squad in GTE Am, securing a 2nd-placed finish after a fine 24 hours of racing.

Photograph courtesy **Porsche AG**

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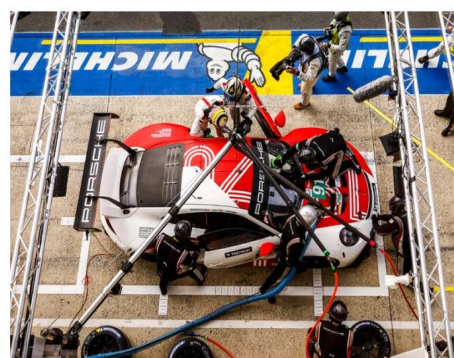
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Update

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



Miserable return to Le Mans for Porsche

2020 a year to forget for works GT team at La Sarthe

It was an occasion to mark half a century since Porsche recorded its first outright victory at this famous race in France, however any celebrations were to remain pointed at past glories after a miserable showing at the 2020 Le Mans 24 Hours.

The 88th running of this twice-round-the-clock race will sadly be one to forget for the Porsche factory team and their no.91 and no.92 works RSRs, which looked off the pace in the highly competitive GTE-Pro class from the start. Then, after just five hours of racing, the no.92 car of reigning world champions Michael Christensen and Kévin Estre, plus Laurens Vanthoor, suffered

a power steering fault, putting them back by ten laps. Further repair work later in the race succumbed the 911 to a 6th-place finish in class, some 15 laps off the leaders.

The sister no.91 car of Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki finished one place ahead in 5th, an electrical problem in the early hours of Sunday putting to bed any lingering hopes of keeping pace with the lead Aston Martin.

There was some success to be had for Porsche and its 911 RSR in the GTE-Am class, which gave us a gripping race for the 88th running

of Le Mans. Dempsey-Proton Racing's No. 77 car, featuring works driver Matt Campbell, plus Riccardo Pera and Proton team owner Christian Ried, claimed 2nd spot after a thrilling final 24 minutes of racing, which involved a three-way battle for 2nd.

Campbell kept his cool at the wheel of the 2019-spec RSR to claim a podium place and provide at least some cheer for Porsche, returning to La Sarthe 50 years after Hans Herrmann and Richard Attwood triumphed in the 917K to give the manufacturer the first of 19 outright wins at the world's most famous endurance race.

COVID curtails 'Ring and IMSA races

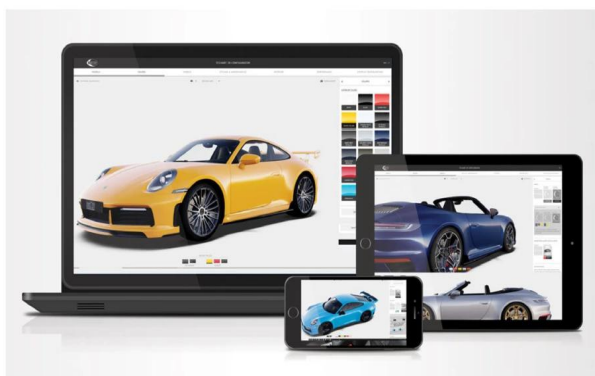
Porsche announced it would not be sending its GT Team to the IMSA round 7 race in Mid Ohio on 27 September, and that none of its Le Mans team would compete at the Nürburgring 24 that weekend. The measures were precautionary after three members of the team tested positive for COVID-19 during the Le Mans weekend.



Gruner succeeds Zellmer as CEO

Dr. Kjell Gruner (right) has been appointed President and CEO of Porsche Cars North America, effective 1 November. Gruner will succeed Klaus Zellmer, who after five years in the role has been appointed to the Board of Management of the Volkswagen Passenger Cars brand in Wolfsburg.





TechArt introduces carbon add-ons for the 911

Leonberg-based custom 911 builder also unveils 3D online configurator

The long-standing modifiers of the Porsche 911, TechArt, has announced an array of new carbon-fibre parts for those wishing to further individualise their 992-generation 911.

The new carbon parts list includes Carbon Sport mirrors, finished in either a gloss or matt effect, and ensures all functions of the factory mirrors including

built-in sensors, cameras and illumination remain unchanged.

TechArt has also brought to market its carbon exhaust tips, which are again available in gloss or matt finish, and fit both the Porsche or TechArt sports exhaust systems. All carbon parts are made in-house at TechArt's Leonberg-based premises.

TechArt has also launched its own 3D online configurator, so customers can virtually create their highly customised Porsche 911 from home. Customers can save their configuration to continue at a later date, or the spec can be sent to a TechArt sales manager for further assistance. Find out more by visiting techart.com/buildyourown.

What's on in 2020/21

- **Petit Le Mans 14-17 October**
Crowd capacity reduced to 50% for the 10-hour epic at Road Atlanta
- **8 Hours of Bahrain 21 November**
Bahrain will play host to the closing race of WEC season 8
- **Formula E season 7 16 January 2021**
The first race of season 7 is scheduled to take place in Santiago, Chile
- **Le Mans Classic 1-4 July 2021**
10th edition of the Le Mans retrospective is put back to July 2021



Powerflex expands polybush options for classic 911s

Updated range includes long-bonnet 911s from 1964-1973

The British automotive bush specialist, Powerflex, has announced it has extended its polyurethane bush options for the earliest Porsche 911s.

Now, long-bonnet cars up to MY 1973 are catered for in up to 12 key areas of its chassis, the bushes available as a set or for individual purchase. The areas covered include the 911's wishbones, stabiliser

bar, trailing arms, shock absorber mounts, steering column support, shift rod coupling, plus engine and gearbox mounts.

Retail prices for individual bushes start at £10.95, and uprated bush options for the front stabiliser bar are available in either 13, 14, 15 and 16mm diameters.

For more information visit powerflex.co.uk.

New coilover brings Nürburgring performance to the road

KW's new Clubsport coilover is based on Manthey Racing kit

The Fichtenberg-based suspension specialist, KW Automotive, has unveiled a new Clubsport suspension with GT3 motorsport technology for Porsche 911s, based on the 'MR' coilover suspension kit made by KW for the factory-supported Manthey Racing team.

Based at the Nürburgring Nordschleife, Manthey Racing has a storied history with Porsche, and its specially modified GT2 RS MR was crowned the fastest road-legal production Porsche of all time in 2018 when Lars Kern managed a lap of the Nürburgring

Nordschleife in just six minutes and 40 seconds. KW says the same coilover technology is now compatible with the standard lift function on its selected products, and so a high-performance solution is borne for 911s undertaking both road and regular trackday use.

The new KW Clubsports feature three- and four-way adjustable coilovers (three-way on the front axle, four-way on the back) and are compatible with Porsche's modern 991.2 generation. Head over to kwsuspensions.net to find out more.





GUEST COLUMN

Brian Redman

Great Britain's Brian Redman is unquestionably one of the greatest drivers of his generation. The former Porsche factory driver continues his sit down with Total 911's Tony McGuinness for the next part in a series looking back at Brian's remarkable life and career during one of the most dangerous eras in motor racing

I went to the Nürburgring to race for the first time in 1967. I was supposed to be racing with Peter Sutcliffe in his GT40 in the 1,000kms. As I was standing in the pits during an open track session, a little BMW 1600 drew up in the pit lane. This voice from the driver's seat said, "Like a ride round, old chap?" It was Stirling Moss inviting me to take a lap around the track with him. So, I got to go around the Nürburgring with Stirling. It was a fantastic and interesting experience. In a way Stirling Moss became my Nürburgring driving instructor!

While there, I received a call from my brother informing me our father had suffered a stroke. I left immediately and returned home to Burnley and I am glad I did, as dad died one week later.

It takes about 20 laps to get a good idea where you are going, but somewhere like the Nürburgring which had 170-odd corners per lap, uphill and down dale, it would take at least 50 laps to really know it.

The Nordschleife was and is the most physically exhausting track in the world and nearly equal to the mental demands of the original Spa. In 1968 the track was all hedges. There were no barriers or kerbs. In fact, Peter Sutcliffe, the owner, said to me, "Brian I want you to remember two things, the first is... this is my car. The second is... you've seen all these little bushes around the track? Just remember that underneath them is 100 feet of trunk."

In 1968 the GT40 was off the ground 12 times a lap over all the humps on the track. By 1970 the hedges had been replaced by proper barriers and we were 'jumping' only three or four times a lap.

My first actual race at the 14.2-mile Nordschleife was in 1968 with John Wyer Automotive Engineering to drive a Gulf Ford GT40 at the Nürburgring 1,000kms. I was paired with the "Belgian Wonder Boy" Jacky Ickx.

Partly because of the length of the circuit, we didn't get very many laps during practice, so here I am about to drive with one of the best drivers in



the world on the famous Nürburgring, which I didn't know. On Sunday morning I said to John Wyer, "John, I don't think I should drive with Ickx because I don't know the circuit and it's going to take some time to learn it." He said, "Very well then, you can drive with Hobbs and we will put Hawkins with Ickx." It rained towards the end of the race. Jacky Ickx and Paul Hawkins finished 3rd, with David Hobbs and me taking 6th. I guess I did learn the track pretty quickly, as after the race Wyer said to me, "Redman that's the last time I am taking your advice. If you and Ickx had driven together, we may have won."

The race was won by Vic Elford and Jo Siffert in a Porsche 908. A Porsche 907 was 2nd, driven by Hans Herrmann and Rolf Stommelen.

It was at this event that Chris Irwin had a terrible accident in practice that finished his racing career. Driving the relatively new and extremely promising Ford F3L for Alan Mann Racing, the F3L took off at the Flugplatz jump and flipped end over end. Chris suffered severe head injuries.

When I went back in 1969 I was driving for Porsche with Jo Siffert, but I still didn't really know the track, so on the Saturday evening before the race I asked Jo if we could do a couple of laps in the 911. So off we go... well, we came to one area called the Fuchsröhre – known to the Brits as Fox Run – where you go downhill very fast in top gear. After that the road rises up and there is a pretty quick, blind right-hander and

you are still going uphill. It finishes with a blind tight left-hander which is followed immediately by a right-hander onto a short straight.

There we see about six or seven cars parked with lederhosen-clad enthusiasts all leaning on the hedge. So Siffert and I park and get out and go stand with them. We hear a tremendous squealing of brakes and see a Volkswagen full of people go straight through the hedge, never making the left-hander, and go rolling down the hill. These guys are all standing there slapping their lederhosen and laughing. Well, it wasn't really very funny because every race weekend at that time, about five spectators were killed trying their driving skills on the track.

When I took over from Jo during the race, Pedro Rodriguez took over from Chris Amon in the factory Ferrari 312P. The expectation of course was Pedro would pull away, but the reverse happened and I pulled away from Pedro by a minute and a half and we went on to win.

That night at the prize giving, they weren't going to give me the famed 'Nürburgring Ring' but Jo Siffert absolutely insisted: "You must give Brian the ring!" After being urged on by Jo, the organisers awarded me one of the coveted rings, an honour given rarely. I wear it proudly today as I have for the past 51 years. There aren't very many out there, although my good friend and former **Total 911** Columnist Vic Elford also has one. **911**

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

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

ISSN 1746-6130

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The very best of your Porsche opinions



Get out and drive

Dear Sir,

My everyday motor is a Macan S (2015) and whilst it's a wonderful car I'm after a weekend motor to put 2,000-4,000 miles on per year.

I have a budget of £20,000 and have always desired a 996 C4S. To me (apart from the GT models) it's aesthetically the best 996. However, the more I read and watch, the more I believe the C2 is by far the better driver's car. Particularly if you can find a well sorted one with M030 suspension.

I note that you've a soft spot for your old C4S and currently own a 996 C2. Is the C2 a better driver's car? I'll be using it for country drives and may actually attempt my first track day.

I'm not buying this as an investment but believe that the C4S is a better financial bet. The problem lies in finding a manual one under £20,000, as all are Tiptronic.

The C2 I'm looking at is one of the pricier examples out there. I wouldn't have the confidence (or time) to do what you're doing and gradually build one to my spec, so want to buy a good one!
Philip Murray

There's no question the C2 is the better driver's car. It's lighter and doesn't understeer so readily as the C4S. For sure the C4S is a great-looking



car and an excellent 'everyday' 911 model, but if it's for fun drives and track days you'll want a C2. The idea that a C4S is a better investment is also a bit of a myth: Porsche made thousands of them, so unless you get a low-mileage example with a very unique/desirable spec, you'll find you may come a little unstuck in that regard (as I too found out to my detriment when selling mine last year).

If you really want a machine that'll thrill you each and every time you drive it, on road and track, look no further than a good C2 – you'll be able to get a great spec/mileage/condition for the same price as a Tip C4S with poor spec. I hope that helps!

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



996 suspension advice

Dear Sir,

I've been a subscriber to **Total 911** since I bought my blue baby (below) back in February 2014. It's an essential read for me, so keep up the great work. I remember you had a short piece on your suspension upgrade in the Living the Legend slot two or three years ago. I'm about to upgrade mine and I'm pretty sure mine is the same model that you used to have. Do you have a copy of the original article or are there any recommendations you have for me? I think you went for the Bilsteins but that's about all I can remember. I'm assuming this will cost me about a grand in total. I live in the New Forest not far from you; the roads here are absolutely crap and I'm hoping this will leave me with a far more comfortable driving experience, but if my assumptions are wrong on this let me know.

I have no interest in doing any track days or suchlike in the UK, but I'm not ruling out a trip to the Nordschleife at some point.

Steve Kirby

Another piece of 996 advice for our letters page this issue! I went for Bilsteins on my 996.2 C4, but opted for KWs on my C4S (and again with my 996.1 C2). The reality is they're both very good, I prefer the KWs over Bilstein as they seem to last longer in our harsh British climate (I found the Bilsteins started rusting after one winter). A set of either will set you back around £2K, but as I've said before, the result is transformational and absolutely worth doing as the single 'must-do' mod to a 996 (you'll need new top mounts too at extra cost, I recommend factory mounts).



Rolling tyre noise

Dear Sir,

I read the lead letter in Issue 194 with interest as I agree that larger wheel sizes and lower profile tyres tend to increase road noise. The last car I had where motorway tyre noise was not significant was my early second-gen 996, and the reason I think is that it was one of the few on 17" wheels rather than the more common 18" ones. I'm sure that the larger options are chosen by customers purely on looks, although manufacturers steadily increase wheel sizes to fit larger diameter brakes. The bigger

wheels cost more, as do the tyres, and any increase in grip is minimal for normal road use.

My other gripe is the ever-increasing width of cars – my first 911 back in 1976 was wonderfully compact but a 991 or 992 is just too big. I know that a lot of that is due to safety reasons, but I'd still love to have a Porsche that took up no more road space than an early 911. If my golf clubs and a sports bag fitted in the boot, as was the case with pre-servo brake 911s, that would be a bonus!

Peter Cramb

Ask the expert

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



Scott Gardner

Job title

Workshop manager

Place of work

Porsche Centre
Bournemouth, UK

Time at Porsche

13 years

Dear Sir,

I've been advised to run 5W-40 in my 'high mileage' 996 Carrera 4S (it's on 108K) instead of the factory-spec 0W-40. Do you know why this might be, as I've not heard this before? And what are the benefits?

Steve Hall

Not every oil is suitable for every vehicle. The M96 engines left the factory with 0W-40, but Porsche now classes the 996 as a classic and as a result has released a classic oil for these models, which is a 5W-50 grade.

These different oil grades have been introduced as classic cars are often left for long periods of time unused, moved only intermittently and for short trips. This can result in engines not fully warming up, and condensation can form in the oil, resulting in corrosion developing internally. The Porsche Classic oil also includes additional corrosion inhibitors and has a high alkaline reserve, which reduces any acids that may form. I would advise an oil change on older or higher mileage vehicles yearly, regardless of how many miles are covered. Personally, I'd always stick with the 0W-40 grade, however it all depends on the usage of your car as mentioned above.





Written by Lee Sibley & Josh Barnett Photography by Alisdair Cusick

45 YEARS OF TURBO

Equipped with savage performance and an unmistakable presence, the 930 captured hearts upon its inception in 1975. 45 years on, its evolution has proved spectacular. Total 911 examines every generation of Porsche's most glamorous supercar

Porsche wasn't the first manufacturer to release a turbocharged, petrol-engined road car. That accolade falls to the Chevrolet Monza, released in 1963. In fact, Porsche wasn't even the first German manufacturer to achieve that feat, with BMW's 2002 Turbo beating the 911 Turbo to market by a single year. However, while other car makers rushed to implement a technology used in the aeronautical and maritime industries since the start of the 20th Century in their production vehicles, the board at Porsche AG turned to Weissach's racing department to prove the

forced-induction philosophy in the most unrelenting of arenas: the race track.

After the 917 was ruled out of international competition for 1972, Porsche turned its attention to a turbocharged version of the prototype designed to rule the US-based CanAm series – and rule it did. The 917/10 and its Penske-developed successor, the 917/30, were untouchable in 1972-73. Porsche was convinced of the concept, producing the 911 RSR Turbo 2.1 before, in 1974, an icon was born with the release of the Porsche 911 Turbo road car, popularly known as the 930 3.0.

This was a definite case of motorsport improving the breed, as the lessons learnt in the 1,000bhp+



CanAm monsters translated into the 930 3.0, earning its place as the fastest-accelerating road car ever produced upon its release to the public in 1975. Only six years before, man had set foot on the Moon for the first time, and now here was a sports car truly worthy of the space age.

Thanks to its 2,994cc capacity and a single Kühnle, Kopp & Kausch turbocharger, the first 911 Turbo was capable of sprinting from standstill to 100kph (62mph) in 5.5 seconds. Its 260bhp output may sound meagre today, but this was a car that enjoyed nearly 25 per cent more power than the previous range-topping 911 Carrera 2.7 (its engine taken from the fabled 1973 RS).

Despite its accelerative capacities, the 930 3.0 was a car at the start of turbocharging's development curve, and as such there was a lot left to be desired. With just a single turbine to spin up, turbo lag could be measured in seconds rather than tenths, making for a fearsome driving experience. Combined with a rev ceiling set at 6,200rpm, the Type 930/50 motor delivered its brutal burst of power at a relatively peaky 5,500rpm. The stories of cars going backwards through hedges are firmly rooted in reality as owners struggled to tame the original 911 Turbo. The problem was exacerbated by the four-speed 915 gearbox. With its long ratios, it was a challenge to keep the engine 'on boost'. The five-speed version just wasn't

mechanically ready for the task of transmitting 343Nm of torque to the tarmac.

Once spooled up, the 930 3.0 was quick to reach the horizon, yet as owners found out, it wasn't quick to slow down thanks to its unventilated brake discs and calipers. Despite these foibles, the first Turbo proves an attractive proposition, now more than ever given its increasing rarity.

"We used to think only 32 came into the country," explains John Ward, 930 Register Secretary for the Porsche Club Great Britain owner of the 3.0-litre in our pictures. "In a good year you may see five other 930 3.0s on the road in the UK," he says. Rarity is a driving force behind the soaring values of these ➤



early cars, yet John is besotted by the 930. Five of his previous ten 911s have included a forced-induction engine under the decklid. "It's just the ultimate do-it-all car," he enthuses. It's hard to disagree, especially as – with its iconic whaletail spoiler and wider-than-standard rear arches – the 930 3.0 is as arresting visually as it is technologically.

But what of the brakes? Not a problem in John's mind: "All the idiosyncrasies are what gives the car its character," he says, rounding off a solitary tale of the cold brakes forsaking him at slow speed. Yet, in reality, Porsche knew improvements needed to be made if the Turbo concept was to go down in history for the right reasons.

Three years after the launch of the first 911 Turbo, Zuffenhausen announced some major revisions to refine the nature of the 930. The most significant changes included an increase in engine capacity to 3.3 litres, while reworked engine internals and a higher compression ratio brought power up to a heady 300bhp. Under the decklid lay an obvious new addition to the engine, now codenamed 930/60, in the

form of an intercooler. Placed above the fan shroud, the air-to-air intercooler demanded more space from the engine compartment, so a new 'tea-tray' rear wing design was incorporated to accommodate it. However, the four-speed 915 gearbox remained mated to the 930 powerplant, as Porsche believed there wasn't a five-speed option that could take the Turbo's torque going through it.

At least the company addressed the aforementioned handling characteristics that hampered the early 930, with thicker, cross-drilled discs from the 917 accompanying four-piston calipers and larger pads on the 3.3-litre model.

These improvements resulted in an enhanced Turbo experience, and the 3.3 is delightfully enjoyable to drive even today. With 300bhp powering just 1,300 kilograms of car, it's no slouch on the road, although the 930 can feel lethargic on the lesser side of 4,000rpm (remember that peak power and torque is found in the same area of the tachometer as the first 930).

The ride may be deceptively firm despite the rather opulent cabin environment, but the unassisted

steering provides heaps of feedback through the wheel, and the long throw over the gate when shifting gears makes for a gratifying experience from the driver's seat.

Despite the improvement over the first Turbo, the 3.3-litre isn't without its idiosyncrasies: the gearbox can be vague, those brakes need a firm stomping on to scrub off speed, and under heavy acceleration the front end has a tendency to go light, but those that know how to drive it will delight in a usable classic 911 gushing with character.

In fact, the 3.3-litre 930 was successful enough that it would continue to satisfy Turbo enthusiasts through an incredible 12 years of production. Numerous upgrades were lavished on the car during that time, including more power and torque in 1984, Motronic engine management in 1987, as well as the much-heralded switch to the five-speed G50 gearbox in 1988.

The sale of nearly 15,000 models underlined the 930's popularity in 3.3-litre form, and such was the appeal of that imposing wide body and tea-tray



wing that Porsche even commissioned a Turbo-Look Carrera in the form of the SSE to satisfy customers whose pockets weren't as deep as their desire to own a supercar. Without question, the 930's successor had a tough act to follow.

However, 1989 ushered in a new era for the Porsche 911 as the 964 platform came onto Zuffenhausen's production lines in both Carrera 2 and 4 form. Yet, while the new entry-level models enjoyed improved technology, the 911 Turbo remained a G-Series car for the final year of the Eighties. By 1990, the last of those G50-gearboxed cars had left showrooms, leaving Porsche to face its first 12 months without a 911 Turbo in the range for 15 years. Forced-induction fans were given hope, though, when Porsche unveiled a new 911 Turbo at the Geneva Motor Show ahead of its launch in 1991.

With its upright headlights and tea-tray rear wing, the new Turbo was from the same 911 stock as its predecessors. However, as with the naturally aspirated 964s, the 964 Turbo was a different beast – at least aesthetically. It sat on new 17-inch 'Cup' style

wheels, while the impact bumpers were superseded with a larger, smoother-style front and rear, making it a distinctive proposition. The gorgeous 'Cup' wing mirrors also made their first appearance, aiding reduction of drag.

Like its 930 ancestors, the 964 featured a wider bodyshell than its Carrera-badged brethren, but thanks to a large-scale overhaul of the 911's aerodynamics, the new 911 Turbo no longer suffered from the front-end lift that could plague its predecessors when travelling at high speed. To this end, the iconic tea-tray was used less for generating aerodynamic grip and more as a means of directing cooling air to the engine bay and intercooler.

That intercooler was connected – much to many enthusiasts' dismay – to the same engine that had powered the outgoing 930 3.3. Porsche had ploughed substantial capital into the development of the 964 platform – claiming 85 per cent new or redesigned componentry – as well as the front-engined sports cars that Zuffenhausen proliferated in the Eighties. Plans for a bespoke unit for the new 911 Turbo

were in the offing, but production capacity for the 964 Carreras meant it was put on ice, leading to an unusual mix of new and old.

At 320bhp, the car still represented the pinnacle of the 911 range, with the majority of power gains over the G-Series cars coming thanks to a modified air intake system. Slowing the car down from its 168mph top speed was improved thanks to the adoption of ABS, while it was the first Turbo to benefit from power steering. The track-correcting 'Weissach' rear suspension setup ensured that the 964 Turbo's handling was a step forward, with high-speed stability improving as a result.

Of course, Porsche wasn't happy with this ultimately pragmatic car. 1993 finally brought about the release of a 'new' 964 Turbo, complete with a bespoke 3.6-litre engine (the M64/50) turning out 360bhp and 520Nm of torque. Visually, not much changed apart from a 20mm lowering of the suspension and the addition of 18-inch split-rim Speedline wheels. However, with the 'Big Red' brake calipers making their debut as standard Turbo ➤





equipment (after appearing first on the original 964 Turbo S) this was, technologically, the car the 964 Turbo should always have been. But its reign wasn't to last long. Released at the end of the 964's life, Porsche was indeed already readying another move of the goalposts.

The last of the air-cooled Turbos was also one of the finest from Zuffenhausen, with the Type 993 Turbo arriving in showrooms in 1995 as the final hurrah before water cooling. The 993's M64/60 engine was vastly reworked over the preceding 964 Turbo, a switch to smaller twin turbochargers being the standout technological evolution in ensuring greater potency lower down the rev range. 408bhp was now the magical peak figure for the 911 Turbo, with acceleration bordering on frenetic. Porsche realised that with 540Nm of torque now available, sending all the power through the rear axle would not be wise, and so the 993 became the first Turbo to utilise four-wheel drive – a trend that has remained on the 911 Turbo ever since.

That extra exhaust turbocharger called on even greater cooling, and so for the first time, twin intercoolers found pride of place at the top of what was now a very cramped engine compartment. In true Turbo tradition, the 993 differed greatly from its Carrera counterparts in terms of aesthetics, with a huge fixed rear spoiler (the last such device on a 911 Turbo) sitting atop a gorgeously wide body.

'Big Red' brake calipers as standard followed over from the 964 Turbo, sat behind hollow five-spoke 'Turbo Twist' alloys. The Turbo also sat lower to the ground than Carrera models, improving its purposeful yet delectable stance.

As well as hosting the last air-cooled engine produced by Porsche, the cabin of the 993 Turbo also offers a final fling of the classic and quintessential 911 experience, with a small and steeply raked windscreen, a shallow dashboard largely bereft of any tech, as well as a supremely generous helping of leather all round.

Even by today's standards, the 993 is far from a disappointment to drive either: the ride is considerably refined, thanks in no small part to its multi-link rear suspension setup, while the steering remains perfectly weighty, with lots of feedback passed through the wheel. Power is incredibly linear, fortifying the senses after only a split second of lag when pushing the accelerator pedal.

Just like the 964, there's a much shorter throw across the gate when changing gears compared to the earlier classics, but the G64 gearbox is the perfect companion to the reworked M64/60 engine. The Turbo pulls with aplomb through every gear, including sixth, the new ratio added to improve the 911 Turbo's emissions.

The 993 is a generation of Turbo that, for many, is the best. The supercar represented the zenith of technology for the air-cooled generation while still retaining much of that inherent 911 DNA that some argue was lost by the turn of the 996.

Water cooling, though, was nothing new at Porsche by the time the 996 Turbo was released in 2000. Weissach had developed the water-cooled Type 935 engine in 1978 for the 935 'Moby Dick' race car before moving onto the water-cooled head/air-cooled block layout that dominated Le Mans during the Eighties thanks to the 956 and 962.

In the year of the 996 Carrera's release, Porsche achieved victory once again at the 24 Hours of Le Mans, this time using the water-cooled 911 GT1-98. Its 3.2-litre, twin turbocharged, Hans Mezger-designed powerplant would form the basis of the 996 Turbo's motor, giving it some serious racing pedigree. 14 of Weissach's 16 Le Mans victories were achieved with a turbocharged engine, with 12 of those engines utilising some form of water cooling. Despite all this, the 996 Turbo's arrival spelt the end of a glorious era in the eyes of some 911 fanatics.

Much of this can be put down to that move to water cooling, yet the 996's distinctive styling (sculpted by Harm Gagaay and Pinky Lai), with smooth front wings and 'fried egg' headlights, marked a major step away from Butzi Porsche's original concept. To appease the onslaught, the 996 Turbo was the first of the 'Gen2' cars, benefitting from sharper edges on the headlights.

Aesthetically, the 996 Turbo was more aggressive-looking than its Carrera siblings. Over two inches wider than the base car, its stance was overtly muscular, especially when coupled with the deep front chin. Behind each door sat an imposing air intake that fed air to the two intercoolers (a first for any Turbo), while out back was another new development: active aerodynamics. Gone was the 'whaletail' or 'tea tray', in their place a two-part wing with an electrically activated top section, raising at over 75mph to increase downforce.

Despite the plethora of vents, grilles and downforce-generating devices, this was still one slippery Turbo, enjoying a drag coefficient of 0.31Cd, an improvement over the outgoing 993. When ➡



combined with a 3,600cc, 420bhp engine and an ever-improving four-wheel-drive system, this was the fastest Turbo yet, hitting 62mph in 4.2 seconds before topping out at 189mph. At the time it was the fastest production 911 ever produced and, thanks to the VarioCam Plus, the most tractable too. Between 2,700-4,600rpm, you could enjoy the engine's full compliment of torque as Porsche began to exploit the benefits of turbocharging on a modern road-going 911.

You would think that with stats as fearsome as those, the 996 was the most brutish 911 Turbo since the original 930 3.0. If so, you would be wrong. Its twin parallel KKK turbochargers, coupled with that flat torque curve, mean that turbo lag is virtually non-existent. After the slightest of delays, the 996 Turbo thrusts forwards with a continual shove that sets it apart from its predecessors, and with the 996's more spacious, leather-clad interior, the 911 Turbo for the new millennium became even more versatile and usable than ever before.

With the feelsome, hydraulically assisted steering, the 996 Turbo's 1,540 kilogram mass is

barely noticeable. If you do get things out of shape, the car was the first 911 to feature Porsche Stability Management as standard. It was truly a 911 Turbo for the 21st Century, only superseded upon the release of the 997 Turbo at the 2006 Geneva Motor Show. Bigger, faster, better was the mantra during the 997 Turbo era, although it could quite rightly be applied to the entire 40-year spectrum of forced-induction 911s too.

At just under an inch wider than the outgoing 996 variant and half an inch longer, it was easy to see why the first generation of 997 Turbo was nearly 100 kilograms heavier than the model it was replacing. To ensure the proportions looked right, a move to 19-inch wheels was a necessity. Yet, with more traditionally shaped headlights creating a better visual experience, Porscheheads overlooked the 997's growing middle-age spread, this being the car that took the strain into its fourth decade.

Instead, the focus was on the tarmac-eating performance Porsche had extracted from a car whose engine was ostensibly the same in design as the 996

it succeeded. 480bhp; 620Nm; 193mph – they are statistics that continue to impress nearly ten years on from its heyday, and that's without mentioning the fact this was the first production 911 to reach the 0-62mph sprint in under four seconds, in part thanks to the new, electronically controlled, multi-clutch, four-wheel-drive system.

The majority of the Gen1 Turbo's gains came from two new turbochargers, still mounted in parallel, but now utilising Variable Turbine Geometry, a technology not uncommon on turbo-diesel motors, but until now unseen on a mass-produced petrol-powered car (where temperatures often caused such systems to fail). As we explained in the last issue, VTG adjusted the turbine's guide vanes depending on engine speed to provide the benefits of both a small and large turbocharger. The result was a much-improved responsiveness, completely eliminating lag, according to the owner of the 997 in our pictures, Andy Ransley. "The power delivery is just instant," he explains. "From pretty much 1,900rpm you're straight onto full boost."

As 2009 moved towards its conclusion, Porsche revealed that there was more to come from the 997 Turbo platform. A year earlier, the Carrera models in the range were treated to a facelift, bringing in LED rear lights and front running lights integrated into the bumper-mounted air intakes. Design-wise it wasn't a huge departure from the Gen1 car; just a case of keeping up with the automotive Joneses.

Mechanically though, the 997 Turbo Gen2 (like its naturally aspirated cousins) marked another technological leap for the Zuffenhausen manufacturer. The venerable 'Mezger' engine was ousted, and in its place was a new 3.8-litre motor featuring direct fuel injection. With a compression ratio that would make the original 911 Turbo blush, the 997 Gen2 became the first Porsche 911 road car to reach the 500bhp barrier, while also generating an Earth-moving 650Nm of torque, all with fuel economy improved by 16 per cent.

The transmission wasn't forgotten. Gone was the Tiptronic unit first seen on the 996, and gears could now be shifted by Porsche's PDK system, making the automatic version faster to 62mph than the manual for the first time, partly thanks to Sport Chrono's Launch Control mode. It was the biggest change to the Turbo since the introduction of water cooling nine years previously. The age of the automatic was now dawning.

Just when you thought the 997 had reached the zenith of the 911 Turbo's capabilities, Porsche released the significantly revamped 991 Turbo, now boasting 520hp. Headline news for the latest generation of forced induction included the introduction of rear-axle steering, superseding the 100mm increase in wheelbase to retain the litheness of the car through corners. Active Aerodynamics was also instilled on the front apron as well as the rear wing, the rear now adjusting not only its height, but also angle of attack to maximise downforce, while the front apron aided downforce on the front axle at speed before retreating in town to allow for greater access to steep roads and driveways. ➔

"The cumulative effect
of all the technologies
is mesmerising"



However, the tech-laden Turbo did not arrive without causing controversy among purists, who lamented the introduction of electric steering, a hallmark of the 991 generation that rather brilliantly eliminated the majority of ‘noise’ previously transmitted through the wheel.

Likewise, the switch to PDK-only transmission proved another divisive move. Porsche’s most accomplished automatic gearbox was available as an option on the Gen2 997 Turbo, but owing to the sheer torque running through the drive gear, Zuffenhausen executively decided to not offer a manual option by the turn of the 991. In similar zest, the four-wheel-drive system was electro-hydraulically controlled, while the front axle was water cooled in order to cope with such monstrous torque inputs.

The seven-speed PDK was noticeably more refined, and gear shifts are lightning quick when the driver shifts up or down via paddles on the steering wheel. As such, the 991 is a technological masterpiece as much as it is automotive perfection. We were simply wowed upon its release back in 2013, with Kyle Fortune best summarising this when he said: “The cumulative effect of all the technologies is mesmerising.”

The 991’s performance is backed up by a uniquely aggressive stance. A hallmark of the Turbo has always been its wide body, usually imitated on Carrera 4S models from the 993 onwards, but for the

991.1 Turbo model, the body got wider still: 28mm wider than even the Carrera 4.

The 911 Turbo is ferocious in its delivery of power, picking up pace with frightening conviction to the point where the additional 25 kilograms of weight bestowed upon the 991 feels inconsequential. With the omission of that third pedal, the 991 is effortlessly easy to drive, too – perhaps too easy, according to some purists.

For the Gen2 991, there was 20hp more power, as well as better connectivity with Apple CarPlay. The 992 Turbo, released 45 years after the original, is a further evolution still: boasting a Sports exhaust and Sports chassis for the first time, as well as a Lightweight Package to trim the Turbo’s ever more portly kerbweight, Porsche’s 911 Turbo has arguably never been more efficient as well as fast.

Parked next to the very car that gave the 991 Turbo its name 45 years earlier, there is clear lineage in the evolution of Zuffenhausen’s most glamorous 911. The Turbo moniker has forever been synonymous with superior performance and an unsurpassed opulence, and this has certainly remained through every generation of Turbo over 45 years of evolution.

The 911 Turbo is now faster, safer, more economical and intelligent than ever before, and as we now head towards the hallowed 50th anniversary of the model, you can bet that Porsche will raise the bar yet further still. **911**



“The Turbo has forever been synonymous with superior performance”





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2.0 v 2.2 v 2.4

SUPER 911S

As our pre-impact-bumper investigation shows, each iteration of 'S' model embodies something different, yet this long-nosed trio is still united under the most important letter in the 911 lexicon

Written by **Josh Barnett** Photography by **Phil Steinhardt**





“It was the S that took on responsibility for cementing the 911 legend”

These are the 911Ss. For six years they topped the 911 range; the fastest, the most luxurious, the most expensive. Then the RS was unveiled to an enthralled Zuffenhausen faithful in 1973. The S remained ‘Super’ for one more year but, as the 911 headed into the impact-bumper era it was usurped again, with the 911 Carrera 2.7 becoming prince to the Carrera 3.0 RS’s king.

In 1978 the 911S died out altogether, amalgamated with the Carrera bloodline to form the SC. Its return to global-production 911s would take nearly two decades, with the launch of the 993 Carrera 4S in 1995 reviving the tradition of this smoothly snaking Latin letter. As of now, each generation of water-cooled 911 has featured at least a single Carrera S in the range.

Thanks to its turbulent history post-1973, all pre-impact-bumper 911Ss enjoy a special place in Porsche folklore, reflected by today’s astounding classic values. Seven years ago this mouth-watering, air-cooled triumvirate could have graced your collection for the price of a single 991 GT2 RS. Now your £300,000 budget is unlikely to even secure two of these 911 icons, such has been the surge of interest in this famed variant.

The 2.7 RS may often steal the plaudits, but it owes its fabled reputation more to the track than the road; it was the S that took on the responsibility for cementing the 911 legend during those formative years. Yet, with production of this classic halo car spanning seven and a half years (resulting in 2.0-litre,

2.2-litre and 2.4-litre variants), which series of 911S should you set your sights on?

Released back in 1966, the 0-series 911S’s 901/02 flat six retained the 80mm bore and 66mm stroke of the original Porsche 901 engine. However, forged light-alloy pistons and steel con-rods replaced the standard items with 42mm intake and 38mm exhaust ports and twin Weber 40IDSC3 carburettors, to yield a significant 30bhp gain over the standard 911 powerplant.

Providing the first 911S with the dynamics it deserved, Helmuth Bott’s team fitted a rear anti-roll bar alongside a stiffer front item, and adjustable Koni dampers. It also became the first 911 to gain internally vented brake discs, whose cooling was aided by the introduction of the new, 4.5-inch-wide, forged-alloy Fuchs wheels (a move that saved over 8kg compared with the previous steel wheels).

Our Ivory white example (owned by Marcus Carlton) previously went head to head with a 991 Carrera S in issue 114, sowing the seeds for this group test where its ‘competition’ comprises less-contemporary German engineering. Despite this, there are numerous aesthetic details that place this Porsche as the trio’s elder statesmen. The original Fuchs wheels feature less black paint than later rims and, combined with the spindly 165-section tyres and high ride height, the original 911S has a historic aesthetic that continues inside.

Entry is via a push-button door handle and, slipping into the remarkably comfortable seats, I’m reminded how unsupportive these particular pews

are. Bereft of any bulbous flanks, their design is firmly rooted in the past, complete with optional 356 headrests. The optional wood-rimmed sports steering wheel and ever-captivating green-numbered dials are charming yet classic, but the basket weave (making its 911 debut on the 2.0-litre ‘S’) at least attempts to modernise my surroundings. For all its outmoded idiosyncrasies, it’s still a gorgeously decadent place to speed through the countryside. Starting the carburetted motor is a procedure also rooted in tradition, requiring a touch of throttle as I crank the engine over. As spark ignites fuel for the first time though, six cylinders effervesce into life with a youthful – albeit mechanical – verve.

Although the aggressive engagement requires finesse, the clutch pedal is light, and once underway the flat six’s tone is orchestral right through the rev range, never failing to remind you that this is a Zuffenhausen-built boxer. Despite these acoustics, the 160bhp motor is relatively slow to spin up, however, there is a noticeable gallop as crank speed reaches the mid-5,000s and the gearbox proves a joy to use (even with the idiosyncrasies of age). Second to third gear requires a slightly slanted movement, while the motion through each gate feels swift yet vague. There is an innate positivity with each gear’s engagement though, enhanced by the relatively short throw of the canted lever.

Despite the soft and compliant suspension, this 911S doesn’t feel lazy as I throw the car into a corner. It feels moulded around me (an experience that is aided by the compact cockpit). However, the ➡

Pre-impact-bumper 911S

1966 O-series

911S is introduced in 2.0-litre form. Alongside the standard gear set, the 901/02 gearbox could be specified with 'Le Mans' (long) or 'Nürburgring' (short) ratios. 1,823 Coupes are built between 1966 and 1967.

1968 A-series

Ostensibly the same as the 1966-67 cars, the green dials are replaced with more modern white numbers, with the chrome bezel around each gauge switching from chrome to black. Sportomatic transmission is now an option and the Fuchs wheels are now 5.5 inches wide. 1,267 Coupes are built in this year.

1969 B-series

This is still a 1,991cc engine, but now features a Bosch MFI system. The engine also has a magnesium crankcase, and oil cooler in the front bumper. The wheelbase is increased by 2.3 inches, with the arches flared to take a six-inch-wide Fuchs. The throttle is moved next to the gear lever. Door cards change to include flush fitting pull handles. 1,492 Coupes are built.

1970 C-series

The engine capacity increases to 2,195cc thanks to enlarged bore. This is honoured in a rear-window sticker placing the figure '2.2' inside a boxer engine. The decklid, now made of aluminium, features five vertical bars on the grille rather than six. The door handles change to trigger-style items, while Sportomatic is no longer available. 1,744 Coupes are built.

1971 D-series

This is the same as the C-series cars except the underbody is now zinc-coated. 1,430 of these Coupes are built.

1972 E-series

The engine capacity is increased to 2,341cc with longer stroke. The '2.4' badge is mounted on the decklid grille (now painted black). The basket weave is replaced with smooth interior panelling. It features the new 915 gearbox and a chin spoiler is fitted. The oil tank is moved in front of the right rear wheel, accessed via an external cap.

1973 F-series

The external oil filler is removed and the horn grilles are changed from chrome to black to match the RS, as is the bright work around the front and rear light clusters. 3,160 Coupes are built between 1972 and 1973.



excitable handling of the short wheelbase chassis can catch you out. As tradition dictates, the nose is the first to call it quits, yet adding extra lock almost immediately forces the front to bite. It's easy to see why so many early Porsches ended up exiting the scene backwards.

The 0-series 911S requires a classic, progressive driving style. Immediate full throttle chokes the engine as the carburettors struggle to breathe, while the brake pedal requires a hefty left foot before anything truly happens. When it does, the car doesn't slow with much urgency (despite the lack of mass) – a feeling exacerbated by the pedal's switch in feel from gum to granite.

The 0-series 911S is, therefore, for the thinking driver, the one who wants to continually analyse their driving in the pursuit of further smoothness and speed. However, there comes a point where the car's ultimate impediment is the overall lack of grip offered by the skinny radial tyres that hinder the original 911S.

This is something that Porsche looked to rectify with the A-series car, introduced for 1968. The green dials were replaced with more modern white-numbered items but, most importantly, the 5.5-inch-wide Fuchsfelge enabled the 911S to put more rubber on the road.

For 1969, the B-series 911S marked the first major change to the 911 platform, with new rear trailing arms increasing the wheelbase by 2.3 inches. This helped settle the nervous handling, as did the six-

inch-wide Fuchs wheels (with 185/70VR15 tyres). The 911S's 901/10 engine was modernised with Bosch mechanical fuel injection and a 9.9:1 compression ratio, yielding an improved 170bhp.

As the Seventies dawned, Porsche never stopped making improvements to the 911S, releasing the C-series in 1970. Thanks to an increased bore of 84mm, the engine's capacity had been enlarged to 2,195cc, leading to a new internal code: 911/02. The intake and exhaust ports were also enlarged up to 46mm and 40mm respectively, giving the 2.2-litre motor (mated to a new 911/01 gearbox that featured a larger, 225mm clutch) an impressive 180bhp. The following year the 911S (for the first time in its brief history) was left untouched, although the introduction of a zinc-coated underbody led to Porsche brandishing these cars as part of the D-series range.

International fame was guaranteed for the 2.2-litre 911S after starring in the opening scene of Steve McQueen's *Le Mans*. Immediately the 911 became affiliated with the star of *The Great Escape*, a deciding factor for owner Brandon Davies. Sitting behind the leather-rimmed wheel (restyled to smooth over the 'hockey puck' centre of the 0-series) of his 1971, left-hand-drive example, I certainly want to channel my inner King of Cool.

The revised trigger-style door handles give way to the immediately cossetting, black, Recaro-built Sports seats, which precisely secure my body,

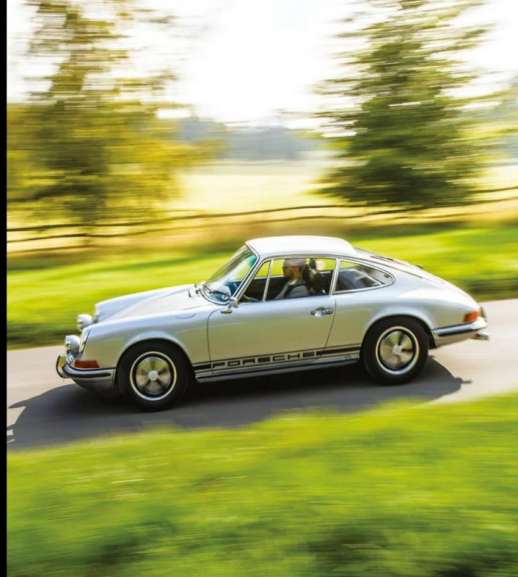
providing the necessary support for spirited driving that the 0-series lacked. The seating position urges you to push on, which is just as well because, under 3,000rpm, the engine of the 2.2S is surprisingly muted, with a low, bassy rumble emanating from behind me. This uncharacteristic sound is accompanied by a lack of mid-range torque, so much so that first and second gears are often required for lower-speed corners.

Between 3,000 and 4,000rpm though, the flat six signature comes to the forefront, before all hell breaks loose at 4,800rpm. There's an almighty kick as the car suddenly comes alive to catch up with my intentions, shooting forward with a vicious turn of pace that has me suddenly readying for the next gear. The motor is now reaching a howling crescendo; it's easily more addictive than the Mezger-engine banshee cry of modern GT3s, even if the gearbox isn't as user-friendly as those water-cooled cars.

From cold, the recalcitrant 911 box proves a constant battle between man and machine. Once all the oil is up to temperature the relationship becomes workable, but you still need to be firmer than with the 901 shifter. It's stiffer between the gates (which does at least make the shift feel less sloppy) but, coming down the box, I'm constantly double-declutching to provide a seamless transition between ratios.

The suspension feels much stiffer than the 0-series car too, providing steering so sensitive ➡





Model 911S 2.0

Year 1967

Engine

Capacity 1,991cc

Compression 9.8:1 ratio

Maximum power 160bhp @ 6,600rpm

Maximum torque 179Nm @ 5,200rpm

Transmission 901-type five-speed manual

Suspension

Front MacPherson strut; torsion bar; anti-roll bar

Rear Trailing arm; torsion bar; anti-roll bar

Wheels & tyres

Front 4.5x15-inch Fuchs; 165/80R15 tyres

Rear 4.5x15-inch Fuchs; 165/80R15 tyres

Dimensions

Length 4,163mm

Width 1,610mm

Weight 1,030kg

Performance

0-62mph 8 secs

Top speed 137mph

911S 2.2

1971

Engine

2,195cc

9.8:1

180bhp @ 6,500rpm

199Nm @ 5,200rpm

911-type five-speed manual

Suspension

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

Trailing arm; telescopic damper; torsion bar; anti-roll bar

Wheels & tyres

6x15-inch Fuchs; 185/70R15 tyres

6x15-inch Fuchs; 185/70R15 tyres

Dimensions

4,163mm

1,610mm

1,020kg

Performance

6.6 secs

145mph

911S 2.4

1972

Engine

2,341cc

8.5:1

190bhp @ 6,500rpm

211Nm @ 5,200rpm

915-type five-speed manual

Suspension

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

Trailing arm; telescopic damper; torsion bar; anti-roll bar

Wheels & tyres

6x15-inch Fuchs; 185/70R15 tyres

6x15-inch Fuchs; 185/70R15 tyres

Dimensions

4,163mm

1,610mm

1,075kg

Performance

6.6 secs

140mph



you just have to think before the car matches your intentions. There is so much more poise to the car (no doubt aided by the non-standard 195-section tyres), while the brakes are beautifully progressive, providing plenty of feel and power.

The handling is captivating and breeds more confidence than any classic 911 I've driven, although you have to keep the revs up in order to maintain momentum. Combined with the lack of compliance, it means this is not a car for regular town driving. The 2.2S rewards at a greater driving intensity although, at higher speeds, the communicative steering lightens with alarming alacrity, pushing the car into understeer.

This is something that Porsche rectified on the E-series 911S, fitting a decidedly modern front chin spoiler developed by race engineer Tilman Brodbeck. Again though, the most noticeable change was in the engine bay, where the flat six's capacity was further increased with a lengthened 70.4mm stroke. The 2,341 resulting cubic centimetres were optimistically labelled 2.4 litres. With increased volume to play with, Zuffenhausen decreased the compression ratio of the 911/53 engine to cater for lower-octane petrol. Its 190bhp was fed to the rear wheels through the 915/02 transmission – a new gearbox featuring a magnesium casing and standard H-pattern shifting layout. However, for 1972 only, the oil tank – now found in front of the right rear wheel – gained an external filler.

The larger engine brings with it much more mid-range torque in the 2.4S. In reality, there is usable shove all the way from 2,000rpm, making this a much more all-round proposition than its 2.2-litre predecessor. The power supply is silky smooth, with

a slightly more responsive throttle than the 1971 car. Nonetheless, it lacks the teeth-gritting punch that the 2.2S enjoys at 4,800rpm. Instead, your delivery towards the horizon is seamless. It is probably much faster, thanks in main to the abundant torque, but it feels lazier, especially as the flat six soundtrack is noticeable, more bassy and muffled (almost like a 3.2 Carrera).

Where the 1972 Porsche 911S excels, however, is in its ability to give you everything. The handling is remarkably well polished, providing the poise and responsiveness of the 2.2S, with all the compliance of the 2.0-litre car. Despite being the heaviest car on test, the roll control was superb through each corner, enabling me to pinpoint each apex with Teutonic precision. At speed, the feel coming back through the wheel remains constant thanks to the lack of front lift – that spoiler really works – yet, despite the stiffness required to maintain such handling, the 2.4S doesn't want for comfort, breezing effortlessly over undulating road – neither tracking nor crashing.

The extra weight is particularly evident when the brakes are being applied though. I was no doubt arriving at corners slightly faster than usual thanks to the added shove, but the pedal was particularly hard, with a lack of feel ensuring that retardation never felt in abundance.

Of the three, this is the perfect car for grand touring, with the lazy rapidity imbued by the 2.4-litre motor making it easy to imagine cruising across Europe. This daydream is enhanced by the interior, which is a bit special (and improved with the optional electric windows and sunroof). The Sports seats, while less supportive than the 2.2S, are easier to get in and out of, and the basket weave

dashboard trimming makes way for a solid section of leather, creating a more modern vibe – especially in Ernie Boehm's tan-trimmed example, resplendent in Metallic green.

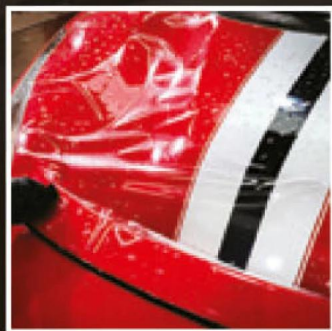
Testament to Porsche's continuing ethos of gradual improvement, it is easily the most refined car on test, noticeably highlighting the 2.0-litre's place at the start of the development curve while exposing how comfort and usability were compromised in Zuffenhausen's quest to make the 2.2S faster than its predecessor. The 1972 911S surely is the ultimate expression of the 'Super' 911, combining the seemingly dichotomous attributes of speed and comfort.

Yet, there is something indelibly special about the 1967 911S, of which there are only six RHDs known to be running in the UK. It may lack the rapidity of its successor, but the driving experience truly transports you to another era, with its classic handling and raucous engine note.

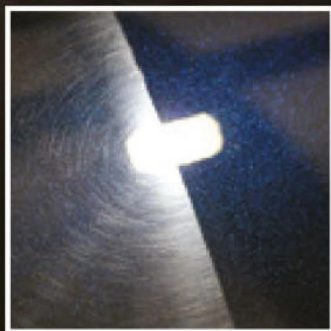
Similarly, the 2.2-litre 911S has the most evident sporting credentials (a number were converted to ST spec in period). Its high-revving motor praises urgency, and the chassis is most dynamic when pushing on. It's involving on a race car-like level while still possessing some degree of comfort. It's my favourite of the bunch, but the allure of its rivals is just as evident and I'd not be disappointed if the keys to any of the cars here were dropped in my lap again. Ultimately they are all up among the upper echelons of truly special cars that have rolled out of Porscheplatz. This is because, despite their distinct characters, the intrinsic DNA in each variant ensures that, whether 2.0, 2.2, or 2.4-litre, each one is undeniably Super at heart. **911**



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PREMIUM POWER

The Powerkit has long been offered to those who seek more performance from their flat six. We look at it across three generations of the water-cooled Carrera S



“The Powerkit improved power from the flat six for generations”

The Powerkit: derived in principle for those who desire a pinch of extra factory-honed grunt for their 911, it's an intriguing optional extra best described as something of an enigma in Porschedom. Few get it, and most readily dismiss it. Yet the Powerkit has stubbornly remained on the options list for generations, first offered on the 993, though not particularly exercised by customers until the water-cooled era.

The '40 Jahre' anniversary edition 996 came with the Powerkit as standard, of course, but owners otherwise had to spec the factory-code X51 for their 996 and 997-generation Carrera S when purchasing, while Turbo models were ordered with the slightly different X50 code Powerkit. The X51 option could be ordered for a 991.1 Carrera S for a heady £9,388.

And that's exactly where the plot thickens. Many felt that for over £9,000 of additional investment (the 996 Powerkit commanded £6,000 and the 997 near £8,000) the 30hp increase wasn't impressive enough.

Certainly, at face value at least, the numbers don't add up. £312.50 per extra horsepower seems a steep ask, especially when a plethora of reputable aftermarket tuners will comfortably deliver a greater power hike than the extra seven per cent from the Powerkit for the same money.

However, dig deeper and behind the numbers lies the science that makes for an interesting digestion of information. As ever, it's not about your end speed, but how you get there, and it's here that the Powerkit comes into its own by yielding a more linear delivery of power. The mechanics that achieve this on the 991 include reworked and polished cylinder head inlet ports, an increased stroke from the intake camshaft, a variable resonance intake manifold with six plus one switchable valves (six air flaps and a resonance flap) enabling a switch between power and torque-optimised geometries, and a centre radiator, with the ECU recalibrated accordingly.

Added to this treasure chest of enhanced Porsche engineering, the Powerkit package includes the Sports Exhaust system with twin dual-oval tailpipes

– usually a £1,770 option – the £1,084 Sport Chrono package with dynamic engine mounts and a specially painted titanium engine cover with carbon-fibre emblem inserts. All of a sudden, that £9,000 looked like money well spent when applied to a Carrera S.

There is a caveat here, of course: never have you been able to order the 30hp Powerkit for the base Carrera, as for models such as the Gen1 997, for example, the 30hp gained from the Powerkit would provide equal power to the Carrera S with a better spec for less money. The option therefore is designed to accommodate for those that demand premium, linear power delivery over the factory Carrera S, but who perhaps can't quite stretch to the fiscal requirements of a 911 Turbo.

Porsche's Powerkit is justified on paper at least, then, and goes some way to explaining why it has continued to alleviate extra power from the 911's flat six for generations. However, its legacy can only truly be assessed on the road, which is the very reason for our gathering of three water-cooled X51 Carrera Ss for a country drive around Kent. ➔



Model 996 C4S X51**Year** 2004**Engine****Capacity** 3,600cc**Compression** 11.3:1
ratio**Maximum power** 345bhp @ 6,800rpm**Maximum torque** 370Nm @ 4,800rpm**Transmission** Six-speed manual**Suspension****Front** Independent MacPherson struts; coil springs; antiroll bar**Rear** Multi-link system; coil springs; antiroll bar**Wheels & tyres****Front** 8x18-inch alloys, 225/40/ZR18 tyres**Rear** 11x18-inch alloys, 285/30/ZR18 tyres**Dimensions****Length** 4,445mm**Width** 1,830mm**Weight** 1,495kg**Performance****0-62mph** 4.9 secs**Top speed** 180mph**997.1 Carrera S X51**
2005**Engine**

3,824cc

11.8:1

381bhp @ 7,200rpm

414Nm @ 5,500rpm

Six-speed manual

Suspension**Independent** MacPherson struts; coil springs; antiroll bar**Multi-link** system; coil springs; antiroll bar**Wheels & tyres**

8x18-inch alloys, 235/40/ZR18 tyres

10x18-inch alloys, 265/40/ZR18 tyres

Dimensions

4,427mm

1,808mm

1,495kg

Performance

4.4 secs

186mph

991.1 Carrera 4S X51
2013**Engine**

3,800cc

12.5:1

430hp @ 7,400rpm

440Nm @ 5,600rpm

Seven-speed PDK

Suspension**Independent** MacPherson struts, coil springs, antiroll bar**Multi-link** system; coil springs; coaxial internal dampers**Wheels & tyres**

8.5x20-inch alloys, 245/35/ZR20 tyres

11x20-inch alloys, 305/30ZR20 tyres

Dimensions

4,491mm

1,852mm

1,450kg

Performance

4.0 secs

191mph





The 996 C4S X51 belongs to Alun Morris, a Porsche enthusiast of some years whose first foray into Porsche ownership was via an air-cooled SC. Alun has owned his X51-powered C4S for two years, and found his solace with what he describes as an “extra snap” in high-end acceleration.

“The 996 C4S is fantastic value for supercar performance,” says Alun as he shows **Total 911** around his car for the first time. “The Powerkit option for me was an essential part of the car, as I’m a keen attendee of trackdays around Europe, which is when I really like to stretch the car. The track is where the Powerkit is most noticeable to me, giving extra pull across a higher rev range.”

As far back as the 996, Porsche relied on a rework to the engine to find extra power. This was



done via new intake and exhaust manifolds, with a larger cross-section and optimised flow behaviour, cylinder heads with enhanced inlet ducts, camshafts with a larger inlet valve stroke and a recalibration of the ECU. The result is an increase in power to 345hp from 320hp at 6,800rpm. An extra radiator kept operating temperatures in check, while more lubrication was assured thanks to an additional oil pump and lines.

For the 997, the recurring theme of reworked cylinder heads with flow-optimised intake and exhaust ports plus an increased inlet size on the intake manifold makes up the thrust of the Powerkit, along with the customary recalibrated ECU and third radiator. Power gains are up from 355hp for the Gen I Carrera S to 381hp at 7,200rpm.

Richard Smith, the owner of the C2S X51 in our photos, is well placed to justify the 997 Carrera Powerkit's additional 26bhp: "I've driven a few 997 Carrera 2s and 4s, but the S with Powerkit provides noticeably more torque from around 5,000rpm, which is very handy to have," he says.

As Alun's 996 and Richard's 997 line up with our 991 X51 overlooking Bluebell Hill, visual evolutions of the Powerkit are discussed. While all three generations utilise a front centre radiator as the obvious giveaway to X51 power, there's less on the 996 that denotes a Powerkit, even when lifting the decklid, which reveals a powerplant that at face value looks identical to a 320bhp 3.6-litre 996 Carrera S. In the bay of the 997, an extra air inlet is the obvious addition aside from the bigger, carbon-fibre airbox,

while similarly the 991's all-engulfing engine cover is replaced with a carbon-fibre item.

Alun and Richard agreed that it was time to demonstrate the thrill of the Powerkit with a drive. First, Alun's 996. As we potter along the twisty B-roads, he explains how the extra oil lubrication from the X51 put his mind at ease for owning a 996: "For me, the extra oil lubrication from the Powerkit actually provided some peace of mind regarding the engine's reliability, as the reported 996 cylinder failures almost always involve the overheating and under-lubrication of cylinder number six."

With the oil suitably warmed, Alun was happy to highlight the sensitivity of the throttle above that of a mainstream C4S. With no Sport button on the 996, the added pull of the Powerkit is accessible in all ➔



The turbocharged Powerkit

While the X51 Powerkit is commonly referred to as the Carrera Powerkit, Turbo 911s have in the past been offered with an X50 Powerkit, increasing overall power and widening the band of maximum torque. This is achieved via larger turbochargers, better intercoolers, a revised exhaust and a recalibrated ECU. In 996 form, the Turbo S merely came with the previously optional X50 Powerkit.



“Wonderfully sleek, the X51 is perfect for the flat six connoisseur”

driving conditions, and the C4S is quick to react to the push of a pedal as the rev needle shoots round the counter while we go through the early gears. Even in third, the sound of the 3.6-litre flat six is messianic at 6,000 revs, noticeably more illuminating than a C4S without X51. It continues to pull hard, as Alun surmises: “To my mind, the car is a higher revving GT3-like car than normal.”

Stepping into the 997, the first evolution to spot is the Sport button and Sport Chrono watch on the dashboard. Although Sport Chrono wasn't available in 996 guise, by the turn of the 997 era a Porsche 911 specced with Sport Chrono Package augmented the Sport button on the dashboard, which found its way onto the 997s that were fitted with the X51 Powerkit. Richard believes the ‘Sport’ button is a great evolution for the 997 Powerkit, too, alluding to its enhancement of not only power, but also everyday drivability: “A 911 with the X51 option immediately appealed to me, as it gave the option of turning the extra power on with a harder suspension and switchable exhaust – ideal for my style of driving at the mere switch of a button. When not in ‘Sport’, the car utilises a comparatively tame setting, which is ideal for my wife going to the shops, for example.”

With Sport activated, Richard isn't afraid to push on, and the X51 immediately serves up its famed bottom-end torque surge on the 997. With the 911

shooting along the road, the next thing to notice is the pleasurable note supplied by the PSE, which is part of the 997 X51 package. Richard's enjoyment of his X51 is evident to see: “For me it's all down to the ability of the engine to rev very freely when driving hard,” he says. His observation seems accurate: pushing on, the car seems to want to rev and rev.

Now climbing into the 991 for the last part of the test drive, the immediate divergence revolves around the PDK transmission. The Powerkit wasn't offered to Tiptronic 911s in the 996 era, and many didn't take the option under the Tiptronic guise of the Gen1 997 either. PDK of the 997 Gen2 and 991 is a vast evolution, though, so Sport is selected (I deem Sport Plus not feasible on public roads) as I continue to eagerly follow the earlier X51s through the countryside.

I've driven many a 991 Carrera 4 and 4S over the years, and while the Carrera 4 is noticeably slower to the magical flat six bark at 6,000 revs, there's not a great deal of difference with the additional 30bhp of the Powerkit over the Carrera S in the real world. However, the inevitable surge up the rev range feels more assertive and all-encompassing when driven enthusiastically, owing to the proven more linear delivery in power. Crucially, the Powerkit still retains the driving character of the everyday 911, simply letting the driver eek out those revs and then

rewarding you handsomely in the lofty regions of the tachometer. It's textbook 911, and then some.

There's no denying the Powerkit makes for a rousing experience mechanically, and the overall package provides a sparkling sports car that's proven to resale at a premium over an equivalent Carrera S. The Powerkit is to be applauded as a sleek piece of engineering, perfect for the flat six connoisseur who demands that little extra from their day-to-day 911. And yet few ever specced the X51 Powerkit for their 911. In our view, that's all part of the magic for an owner of a 911 with Powerkit: it's rare, underrated but, by those in the know, it's a sought-after piece of Porsche engineering. **911**

Optional 911 '50 Years Edition' package

When speccing up your 991.1 Carrera S, Porsche presented you with the chance to add a commemorative package to celebrate 50 years of the 911's existence. Interestingly, it's worth noting the '911 50 Years Edition' package included the X51 Powerkit, plus Sport Chrono pack, Telephone Module, heated seats, and ParkAssist front and rear, for around £1,000 less than the X51 by itself. Available for just a year, the option is rare today.

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The 991 GT3 RS is a technological phenomenon and a worthy Rennsport for the digital age. But for all its precision, can it match the analogue thrills of Andreas Preuninger's finest? We find out on track and road...

Written by **Josh Barnett & Lee Sibley** Photography by **Ali Cusick**



At its most reductive, the idea that certain activities can 'make you feel alive' is a peculiar one, especially when you consider the flipside; I have certainly never done anything that has made me feel dead. Yet this supposedly tangential notion is never more evident to me than when I am out on a racetrack, pushing a car to its limits. The often delicate and sometimes brutal dance on the edge of adhesion from corner to corner is enough to get thousands of petrolheads' pulses racing. It is a sensation that is intrinsically woven into the fabric at Zuffenhausen and it is, therefore, the key ingredient in what is undoubtedly the 911's most exciting and renowned subdivision: Rennsport.

Based near the race teams in Weissach, Andreas Preuninger's GT cars department are the current custodians of this legendary moniker. This crack squad of engineers has proven that they truly understand what is needed to create an enthralling Neunelfer experience, with a track-focused character that is equally captivating out

on the open road. Nowhere is this more apparent than in the 997 generation of GT3 RSs. From the 3.6-litre, first-generation iteration to the instantly iconic 997 GT3 RS 4.0, Preuninger's team never missed a beat between 2006 and 2010, somehow managing to improve on perfection with each revision, culminating in the aforementioned 4.0-litre Rennsport – a car that we concluded in issue 125 was "the king of kings". Now though, the RS ranks have been bolstered with a new 3,996cc pretender to the RS 4.0's throne.

The 991 GT3 RS is, on paper, the antithesis of the 997's analogue thrills: a PDK gearbox in place of the lauded six-speed manual shifter, a flat six based (loosely) on the Carrera's 9A1 engine rather than the motorsport-derived Mezger, and rear-wheel steering in place of the previously passive back axle. These changes have made the 991 RS devastatingly effective and hugely coveted, just like its 4.0-litre 997 forebear.

That was in isolation though; context is key here, which is why we have gathered both 4.0-litre Rennsports (as well as both previous generations

of the 997 GT3 RS) together for the ultimate test on track and road. As a supposed standard production model, the 991 is intended to be the successor to the 3.8-litre 997.2 GT3 RS. However, I'm going to start with the RS 4.0. After all, to paraphrase De La Soul, "four is the magic number", especially in the world of water-cooled Porsches.

When it was released in 2010, I couldn't believe that the 997 GT3 RS 4.0 was road legal. More so than any Rennsport before it, it looked like a race-ready 911. Those dive planes and that rear wing (taken straight from the 997 GT3 Cup car) have never failed to catch my attention. Yet, sat alongside its successor, my gaze is very quickly diverted towards the 991. Mounted higher than ever before, the rear wing is even more of a focal point on the latest RS and, combined with those front arch louvres and induction scoops on the Turbo-width flanks, the 991 GT3 RS doesn't need garish decals to capture my attention. It makes the RS 4.0 look ordinary.

From behind the wheel, however, the 997 GT3 RS 4.0 certainly doesn't prove itself to be ordinary. In fact, on both road and track, it is anything but. The ➡



Track test:

991.1 GT3 RS vs 997 GT3 RS 4.0



997.1 GT3 RS: LEFT BEHIND?

It's hard to believe the first-generation 997 GT3 RS is now over 13 years old, but when you digest that time as over 5,000 days of engineering evolution having elapsed at Weissach, you can be forgiven for dismissing the early 997 Rennsport's technology as largely dated. The first track 911 to get PASM as standard (but not dynamic or active engine mounts), it is the only Rennsport of our quartet on test not to arrive with that coveted 'five star' **Total 911** rating. Have we been harsh?

In issue 135, we climbed behind the wheel of this first 997 RS in isolation from its younger Rennsport brethren, where our original 4.5-star rating was found to be justified. We said, "With a heavier flywheel than the 997.2 and 35bhp less power, the 997.1 feels a less aggressive package. I'm not as on edge behind the wheel as I want to be." We then concluded, "With Gen1 cars retailing for less than 10 per cent under the price of a Gen2 Rennsport, you'd be mad not to stomp up that little bit extra required for the keys to a 997.2 example."

On reflection, the 997.1 GT3 RS has always endured something of a tumultuous reputation. Even from release, commentators pointed to the fact it shared the same performance figures as its GT3 sister (again, the only RS here at our Silverstone test to do so), shedding just 20 kilograms of weight in the

process. Even the Porsche crest on its bootlid was a point of contention: merely a sticker on the 996 GT3 RS in homage to its motorsporting credentials, Porsche reverted back to a heavier metal emblem for the first 997. The real-world difference may have been a matter of grams but there was a principle to enthusiasts' outcries.

Of course, the first-generation 997 GT3 RS's time at the top of the 911 performance tree was short lived, replaced only two years later by the second-generation, 3.8-litre Rennsport (the first time two or more Rennsports have been contrived in the same generation of 911 since the 964 some 15 years earlier). The 3.8-litre car improved suitably on the shortcomings of the 3.6-litre variant and ever since then the predecessor has rightly lived in the shadow of the successor. And, against today's 991, the 997.1 is very nearly a whole second slower to 62mph, a relatively huge gap in what is but an incremental measure of a car's performance.

Despite this, the 997.1 GT3 RS is still a superb 911, boasting feedback and weighting at the wheel that the electrically assisted 991 can only dream of. In fact, when all is said and done, the 997.1 very much delivers that Rennsport spirit craved by so many – it's a shame that three of its contemporaries are just so much better.



driving experience of this limited-edition Neunelfer is fittingly defined by the flat six powerplant from which its name is derived. Closely related to the similarly sized engine in the 997 GT3 Cup and 997 GT3 R racers, the Mezger in the RS 4.0 is ripsnorting proof that you can really have your cake and eat it. Compared to the 3.8-litre unit in the 997.2 RS, the extra low down torque helps you to punch out of corners with impressive verve, yet this is not an engine that solely thrives in the mid-range. Letting the Mezger run out all the way to its 8,250rpm redline brings a symphony of aural pleasures that combine at the top end to produce a hair-raising mechanical melody. It's absolutely addictive.

The 991.1 GT3 RS's 9A1 engine provides a very similar dynamic character, with the 4.0-litre architecture providing the shove that is lacking in the 991 GT3. However, there's something missing in the 991 RS's soundtrack. Where the standard GT3 finishes with its banshee-like 9,000rpm flourish, the 8,800rpm-limited RS lacks that final crescendo. What's more, while there's a pleasant organic-ness to the RS 4.0's note, the 991 sounds too... perfect. It's too

refined and sounds too much like a steroidal Carrera to get my pulse truly racing.

Where the 991 really excels, though, is its chassis. While the RS 4.0's steering feel is undeniably more intuitive (which is the result of the hydraulic power assistance rather than the 991's EPAS), the 997 is indeed still hampered by the idiosyncratic Neunelfer flaws. With all that mass over the rear end, the RS 4.0 is more prone to understeer on corner entry although, despite the canards, the front-end aerodynamics are still overpowered by the huge rear wing, causing the steering to go light, especially in medium-speed corners.

Understeer isn't even a concern in the 991, though. Its turn-in is so direct that it's almost un-911-like. It's become fashionable to attribute the latest Rennsport's nimbleness to the rear-wheel steering system, but on track and during fast road driving it is more likely to lengthen the wheelbase than shorten it. Instead, the wider front track of the 991 enables a softer front anti-roll bar without compromising roll control, providing the front end with more bite through each corner. Coupled with more mass on the nose (the result of moving the engine forward on the 991 platform), it means that the new GT3 RS is a much less compromised track tool. Although it never feels like a car reliant on downforce, I'm sure those eye-catching aerodynamic devices help the overall grip levels too, especially on circuit. After all, this is a car

capable of 1.7G lateral loads, on road-legal Michelin Cup 2 tyres.

The caveat with the 991, though, is that, at the limit, it is more likely to suddenly bite you than the RS 4.0. While the 997's steering and chassis is more progressive, the 991 doesn't telegram its dynamic messages to you as effectively, creating a snappiness that makes it less approachable to Rennsport rookies.

Despite its talents on track, the 991 seems equally at home on the road, too. Unlike previous RSs, the latest iteration's damping makes the car feel beautifully pliant over the bumpy British back roads that such a car should really thrive on. Combined with a steering system that filters out some of the harshest cambers around the centre point, it leaves you to enjoy pinning the 991 to each apex with prodigious pace and accuracy. If I had one complaint, it would be that, like the 9A1 engine under its decklid, the 991 often feels too refined. It lacks the raw emotion so often associated with those other iterations that are lucky enough to wear the Rennsport badge.

I certainly can't say the same of the 997. If anything, thanks to the rose joints on the rear suspension, the RS 4.0 feels too fidgety on the open road. Despite this, with that delectable manual gearbox, the 997 is unquestionably the more involving experience. Combined with that delightfully communicative steering, the RS 4.0 is the last Rennsport built to satisfy Porsche 'purists'. The 991 may be the undoubted king of the racetrack, but it doesn't have exclusive rights to the RS crown. The two 4.0-litre legends will have to learn to share. ☺



991.1 GT3 RS
2015

3,996cc
12.9:1
500hp @ 8,250rpm
460Nm @ 6,250rpm
Seven-speed PDK
automated manual

Independent; MacPherson strut;
PASM dampers; coil springs;
anti-roll bar

Independent; multi-link; PASM
dampers; coil springs;
anti-roll bar

9.5x20-inch centre-locks;
265/35/ZR20 tyres

12.5x21-inch centre-locks;
325/30/ZR21 tyres

380mm discs with
six-piston calipers
380mm discs with
four-piston calipers

4,545mm
1,880mm
1,420kg

3.3 secs
193mph

997.2 GT3 RS
2009-12

3,797cc
12.2:1
450bhp @ 7,900rpm
430Nm @ 6,750rpm
Six-speed manual

Independent; MacPherson strut;
telescopic dampers with coil
springs; anti-roll bar; PASM

Independent; multi-link; telescopic
dampers with coil springs; anti-roll
bar; PASM

9x19-inch centre-locks;
245/35/ZR19 tyres

12x19-inch centre-locks;
325/30/ZR19 tyres

380mm discs with
six-piston calipers
380mm discs with
four-piston calipers

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

4.0 secs
192mph

Model
Year
Engine
Capacity
Compression ratio
Maximum power
Maximum torque
Transmission

Suspension**Front****Rear****Wheels & tyres****Front****Rear****Brakes****Front****Rear****Dimensions****Length****Width****Weight****Performance****0-62mph****Top speed****997.1 GT3 RS**
2006-07

3,600cc
12.0:1
415bhp @ 7,600rpm
405Nm @ 5,500rpm
Six-speed manual

MacPherson strut; coil springs;
anti-roll bar

Multi-link with telescopic dampers;
coil springs; anti-roll bar

8.5x19-inch alloys;
235/35/R19 tyres

12x19-inch alloys;
305/30/R19 tyres

380mm discs with
six-piston calipers

360mm discs with
four-piston calipers

4,460mm

1,808mm

1,375kg

4.2 secs

194mph

997 GT3 RS 4.0
2010

3,996cc
12.6:1
500hp @ 8,250rpm
460Nm @ 5,750rpm
Six-speed manual

Independent; MacPherson strut;
telescopic dampers with coil
springs; anti-roll bar; PASM

Independent; multi-link; telescopic
dampers with coil springs; anti-roll
bar; PASM

9x19-inch centre-locks;
245/35/ZR19 tyres

12x19-inch centre-locks; 325/30/
ZR19 tyres

380mm discs with
six-piston calipers

380mm discs with
four-piston calipers

4,460mm

1,852mm

1,360kg

3.9 secs

193mph

997.2 GT3 RS 3.8

- ✦ Better front end grip than 997.1
- ✦ Much-improved levels of downforce
- ✦ Hugely undervalued in current market
- ✦ Power delivery is sluggish below 4,000rpm
- ✦ RS 4.0 shows weight could easily have been further reduced from the factory

997.1 GT3 RS 3.6

- ✦ Rennsport package in 997 specification is sublime
- ✦ Steering weight and feedback is better than 991
- ✦ Unrefined aero means car is fidgety at high speed
- ✦ No power increase over requisite GT3
- ✦ Lacks aggressive visual appeal of its successors

991.1 GT3 RS

- ✦ Cup-rivalling performance in a road car
- ✦ PDK Sport is supremely intelligent, smooth and lightning quick
- ✦ Overall chassis balance is the best ever in a 911
- ✦ Simply too fast and precise to enjoy on public roads
- ✦ DK not as involving as a third pedal
- ✦ Pit speed limiter is pure gimmick

997 GT3 RS 4.0

- ✦ Increased torque at lower revs allows for cornering in higher gears over 3.8-litre 997 Rennsport
- ✦ This is the Mezger engine in its final, most glorious form
- ✦ Stiff chassis and improved aero
- ✦ Passive axle lacks poise on corner entry over 991
- ✦ Collector appeal means many examples are never likely to see a track





Road test:
**991.1 GT3 RS vs
997 GT3 RS 3.8**



While the 997 GT3 RS 4.0 more often than not finds itself more at home on track rather than road, the 3.8-litre 997 Rennsport can be considered as 'the everyman's RS'. Yes, it's still a £175,000 Porsche 911 but, in such accomplished company, such terms are all relative. It's less of a collector's piece than the 4.0-litre car and, as such, is more likely to find itself used as Preuninger's team intended. What's more, as the last full production RS, the second-generation 997 is actually the true predecessor to the 991; with the 4.0-litre link it just seemed rude not to invite the RS 4.0 along first.

Sliding into the 997.2 GT3 RS, it instantly feels like a truly purposeful place to perch yourself. While 918-style seats in the 991 GT3 RS provide excellent support, there's real drama as I shoehorn myself into the Nomex-clad Recaro bucket seat in the 997, while the removal of the air-con and PCM units in this particular car makes it clear what this Rennsport's intentions are before I've even turned the engine over. By comparison, despite the new steering wheel in the 991 RS, the cockpit feels like a more generic environment (although if the centre console went on a similar diet to the 997 I'm sure it would feel at least a little more special).

Starting the 997 is a similarly characterful experience, as that legendary Mezger fires into life

with a snarl, settling into an angry, recalcitrant idle. The throttle pedal has an immediacy that causes the 3.8-litre unit to bark gregariously with a single, sharp prod; like all the best Rennsports, the 997.2 is a highly strung thoroughbred. It's a flat six that loves to live in the upper echelons of the rev counter, feeling relatively dead below at least 5,000rpm – there isn't the same punchy mid-range torque as found in the RS 4.0. This isn't a bad thing, though, as even on the open road the 3.8 RS's peaky nature encourages me to let it off the leash. Beyond 6,000rpm, the 997.2 really begins to take off, supported by a gloriously mechanical growl that rewards you for chasing the redline through every single gear.

As the shift light blinks on just beyond 8,000rpm, I lift briefly, snapping from second to third before getting back on the throttle to do it all again. Each gear change is met with an intoxicating machine gun-like chatter as the Mezger refreshes itself, ready for another run towards the horizon. The whole symphony is backed by the induction hiss as the engine greedily sucks in more sustenance. There is only one modern 911 that sounds this good: the 991.1 and 991.2 GT3.

Without the rose-jointed rear suspension found on the RS 4.0, the 997.2 GT3 RS makes for a superb B-road blaster. Despite the 997 chassis' flaws, the

hydraulic power steering system always lets you know what the front end is doing and, on the public highway at least, understeer is very rarely a real problem. Let there be no mistake, compared to most 911s, the 997.2 RS enjoys prodigious amounts of grip (even on damp tarmac and Michelin Cup 1 tyres). However, it doesn't have too much adhesion. Unlike the latest batch of Neunelfers, I'm very much the key component when driving the 997 RS and I'm having to concentrate completely to keep up with Lee (who is setting an impressively rapid pace in the 991). It makes for an addictive experience as I delicately balance the 997 through a succession of sweeping bends and, when it all goes perfectly, the whole thing is hugely rewarding.

Jumping out, I'm sweating a little (though that may just be the lack of air-con) and my arms have evidently had a work out as the 997 hunts around on cambers and bumps, but I just can't stop smiling. The 991 GT3 RS has some big boots to fill emotionally. It starts well, firing up with a convincing impression of previous Rennsport 911s. Those imposing air intakes on the rear arches really help to amplify the induction sound, too; if you thought they were there just for show, put your hand over one and prod the loud pedal. This may be an RS for the digital age but it seems to still have the 'show' as well as the 'go'. ➔



Compared to the 997, the 991's extra capacity and improved induction definitely bring more thrust around the lower reaches of the rev counter: it's become a huge buzz word in automotive marketing circles but the latest RS is infinitely more tractable. It does mean that there is less incentive to wring the neck of the latest RS as I'm not required to head for the limiter to make progress. There's no real aural reward at the upper end of the rev range either, with a clinically aggressive sound throughout each sweep of the needle. Compared to previous RSs (and the current GT3), the last few hundred rpm are something of an anti-climax. If anything, the 9A1 in the RS feels like it is running out of puff more keenly after 8,500rpm than the similar unit found in the GT3.

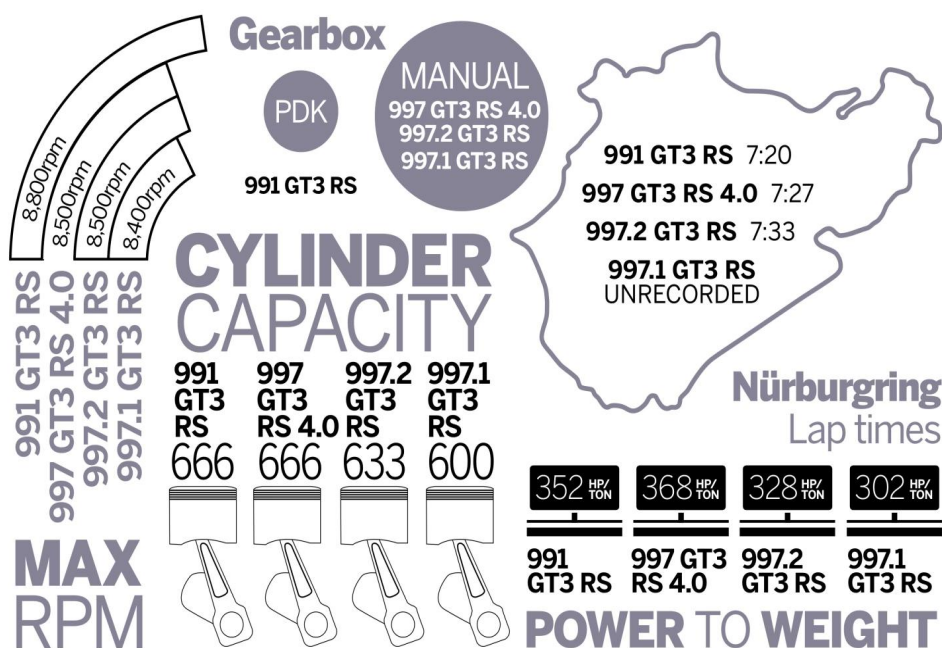
This is not to say it feels slow. Far from it. There's an effortless pace to the latest Rennsport and, even with less mass over its rear wheels than the 997, it's able to put its power down more effortlessly, too, thanks to those huge 325-section rear tyres. Where the 997.2 is spinning up in second and third gear, the 991 is instantly planted, shooting forward with greater verve and inspiring more confidence mid-corner, vital in the damp and wet conditions that we're often blessed with here in the UK. The damping feels slightly softer, too, meaning that bumps are less likely to upset the 991's balance. The 991 gives me much greater confidence from the chassis on turn-in, too, darting its way towards each apex with minimal fuss. On rare occasions when it doesn't want to play ball,

you can simply trail brake into the turn, too, a benefit of the switch to the two-pedal PDK shift setup.

The gearbox feels even faster than the standard GT3, with each change dispatched with a violently efficient crack at the slightest touch of the weighty metal levers. The technological prowess of the system is mind-boggling, and it does make you feel like you're driving a real 911 GT3 R or RSR but, for all its ability on the track, on the road it does feel like some of the skill necessary for previous RSs has been taken out of my hands. The 997's delicious steering feel has disappeared in the transition to the new generation of electric systems, too. While the 991 RS's EPAS is by far the best I've driven in terms of communication, the messages supplied to my fingertips still feel vague in a direct back-to-back with the 997, and the weighting is, in comparison, too artificial.

Ultimately, this is the crux of the issue with the latest Rennsport. As a piece of engineering, it is simply unrivalled; I can't doff my cap enough towards the GT cars department at Weissach. With every mile that I drive in the 991 GT3 RS it continually astounds me with its prowess, but there's a little bit of me that is left cold by the car's clinical ability to counter all that faces it. On the road, it's simply too able for its own good.

The thing is, on the track, the 991 is mighty, its full technological repertoire coming to the fore. In fact, there is so much grip that it sometimes seems like the laws of physics are being wilfully broken, while the 997's dynamics – which made it so endearing on the road – make it feel like you're always battling a compromised package. Therefore, my only logical conclusion is that you really need both. Yes, seriously, both. In their own ways, they highlight the very best of what Porsche can achieve: the 991 is the blue-sky thinking side of those in Stuttgart, while the 997 is redoubtable heart and soul. **911**



A man is shown from the side, driving a Porsche at night. He is wearing a blue denim shirt and jeans. His right hand is on the steering wheel, and his left hand is touching the infotainment screen. The car's interior is visible, including the dashboard, steering wheel with the Porsche crest, and the center console. The infotainment screen displays various app icons like Phone, Music, Maps, and Messages. Outside the car, city lights and traffic lights are visible through the windshield.

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PORSCHE

EVOLUTION OF TARGA



It has become a Porsche icon, but we know the Targa was originally conceived as a slightly desperate compromise. Total 911 charts the evolution of an accidental masterpiece

Written by **Kieron Fennelly** Photography by **Ali Cusick**





There was always an open-top Porsche: Ferry's first model was an open barchetta and if production realities soon dictated a closed design, it was only a couple of years before a convertible 356 appeared.

This was a vital model, especially in the US, for which Porsche's gung-ho distributor Max Hoffman persuaded Zuffenhausen to build the Speedster, as featured in issue 128 of *Total 911*. By the late 1950s, consideration of the 356's successor was in full swing at Porsche. Between the competing designs of Erwin Komenda (Porsche's long-standing body engineer who saw himself as carrying the beacon for the late Professor Porsche), Ferry's son Butzi who represented the first generation of automobile stylists, and Ferry's own preferences, little thought was given to an open

car. Moreover, high development costs of the 901 Coupé meant there was little in the way of budget left to invest in a convertible model.

The other concern at that time was the controversy in America, stirred up by Ralph Nader, about whether car manufacturers were putting users' lives at risk with fundamentally unsafe cars. In particular, the Chevrolet Corvair (a flat six rear engine design) had been singled out, as had the VW Microbus. In the general uncertainty, it was also unclear whether the US authorities were going to ban open cars. It was dissuasive enough: Porsche would develop an alternative to the Cabriolet which would be the birth of the Targa.

Porsche's experiments with open prototypes had already demonstrated that some sort of 'roll hoop' did in fact manage to restore rigidity. Therefore, the 'alternative cabrio' would have this roll hoop and it

then became a question of what it would look like and how it would be incorporated. Gerhard Schröder, who had built 356 cabrios at Karmann, said that the most important detail at this stage was "to make this roll bar look right." Having first agreed on the aesthetics, they could then strengthen it as much as necessary. Eugen Kolb later told Porsche historian Tobias Aichele they were concerned that this roll bar should not rust and as it morphed into an altogether wider hoop, the idea of making it in stainless steel came from design chief Butzi Porsche. It was he who influenced the positioning of the hoop and also authorised the final design, even though we know that Porsche registered the patent citing designer Gerhard Schröder and engineer Werner Trenkler as its inventors.

Porsche didn't disappoint its fans as the 1965 show at Frankfurt did present an open 911: not the classic canvas top affair motoring correspondents had expected, but an original new roof line with a striking hoop and removable top and rear panels that Porsche shamelessly promoted as its 'safety car.' The enthusiastic response at Frankfurt was the green light Porsche needed to press ahead with production. But as with the 911, which first appeared over a year before it became available, there remained much development work to make the Targa production-ready. Head of chassis development was Helmuth Bott and he quickly took a new Targa to Ehra Liessen, the VW proving ground, to learn more about where reinforcement was needed. Subsequent tests at Zuffenhausen also revealed that the roll hoop did not support the weight of the car when it overturned. Werner Trenkler substantially redesigned the way the hoop was attached to the chassis and strengthened the windscreen frame. After further testing and



“This novel approach to fresh-air motoring was a hit and the design would remain unchanged through the next two decades”







ABOVE Very early Targas had a plastic rear screen, with the entire rear hood able to be unzipped for proper fresh air motoring

LEFT After nearly two decades with a sliding glass roof, the 911 Targa has returned to classic aesthetics

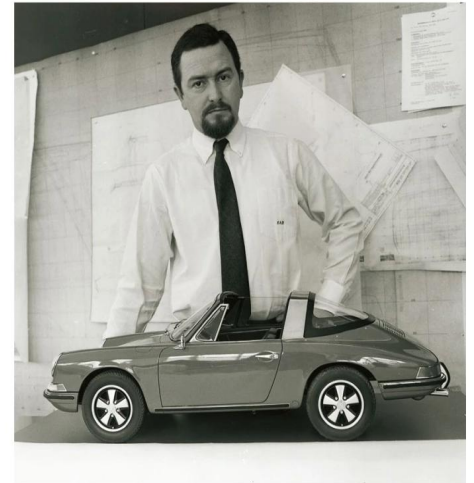


refinement of hood fittings, Porsche was confident enough to start build in January 1967.

The first significant production change was to replace the zippable plastic rear window with a fixed piece of curved glass. The removable window was something Helmuth Bott had wanted: a visionary and brilliant engineer, he was also a fresh-air fiend and it is no coincidence that he was one of the main advocates for the reintroduced Speedster. The thermo-plastic window was impossible to zip up at low temperatures and was leaky. Fixed glass not only looked classier, but it contributed to overall chassis rigidity. The Targa was retailed at around 10 per cent over the price of the Coupé, a differentiation Porsche largely maintained on subsequent generations of Targa models. Under a Vorstand that was still dubious, the Targa started life cautiously, the factory producing seven cars a day against 50 Coupés. But by 1970, Targa production had reached 40 per cent of output, the 912 US variant proving particularly popular. Clearly this novel approach to fresh-air

motoring was a hit and the design would remain unchanged through the next two decades, surviving to the introduction of the 911 Cabriolet in 1983. It was only then, with experience from the open 924 and advances in high-strength steel, that the roofless 911 was at last made feasible.

In the late 1980s, Targa sales suffered their only serious decline. A Targa 964 did not appear until 1991 and petered out in 1993 when only 287 were built in right-hand drive. After an honourable 25-year run, the Targa concept might reasonably have been discontinued, but Porsche had other ideas. The sleek new 993 had a far more positive impact than the 964 had five years earlier and its success encouraged Porsche not just to renew, but also radically update the Targa idea. Reprising the roof line first seen on the Panamericana concept car and using a sliding system originally proposed for the 924, Porsche's Stephen Murkett styled a sleek glass top, close to the line of the 993 Coupé, which slid back to offer a much wider aperture than a conventional sunroof.



Targa sales

Porsche maintains that 35-40 per cent of its 911 sales have always been open cars and that since 1984, when the 911 Cabriolet joined the range, that percentage has split roughly 2:1 in favour of the Cabriolet. The rarest Targa is the 964, of which fewer than 300 in right-hand-drive were registered between 1991 and 1994; from the 993 onwards, Targas would regularly account for around 15 per cent of all 911 sales.

Second-hand values vary: the removable top cars have often suffered from the elements and unrestored, they are mostly priced below the Coupés. The 993 sliding roof Targas are usually low-mileage, cared-for cars and combined with their exclusivity, command a premium over the base C2, though not as much as the C2S. The same applies to the better-made (because of its superior roof installation) 996 Targa, which also has the advantage of an opening rear window. The 997 Targas are also mostly low mileage and their four-wheel drive and wide-body specification makes them one of the most desirable of the non-Turbo 997s. 991 Targas remain popular today.

Specialists Webasto then built the units to Porsche's specification, sending them to Zuffenhausen for installation. With its slimmer 'C' pillars and larger glasshouse, the elegant 993 Targa with its electrically operated panels – no more lifting off and stowing of the roof panel – suddenly made this 911 variant seem extraordinarily modern and sophisticated.

As before, the Targa version arrived a couple of years after the 993 launch and as a 1996 model, it benefitted from the smoother VarioRam engine which had improved mid-range torque. Writing for *Complete Car*, David Vivian said of the new Targa: "What makes it work is the way Porsche has thought the car through, lavished energy on the details and retuned the package to be harmonious and whole. Comparisons between this Targa and its forebears are plainly ridiculous."

Buyers were similarly impressed as the 993 Targa accounted for almost 11 per cent of 993 sales during its three-year production run, and Porsche retained the design for the new 996. The new body and ➔



chassis of the water-cooled 911 gave Porsche a clean sheet to incorporate 4WD, air conditioning and crumple zones, all areas of increasingly unsustainable compromise in the original 1960s shell. So designers were able to plan for the Targa modifications in advance rather than graft them on as they had with previous 911s, and the result of this was a far more rigid structure.

The 996 shell was already much stiffer and in the manufacture process, the Targa mechanism was inserted through the windscreen aperture and lifted into place. Because the effect of speed is to create suction above the car, this would have the effect of pulling the Targa panels upward, thereby enhancing the effectiveness of their seals when the car was underway. Grafted on to the roof of the 993, the major criticism of the first sliding glass Targa was wind noise at speed. The 996 Targa was more refined and despite an 80-kilogram weight penalty (steel bars were welded inside the 'A', 'B' and 'C' pillars each side along the door line to compensate for the lack of roof panel), performance was barely affected. The Targa's damping was 10 per cent stiffer than the Coupé's to accommodate for the larger mass and integrity, and the leak-proof nature of the structure finally enabled Porsche to introduce a feature that Ferry had always envisioned on the 911, namely an opening rear window. In the modern idiom this proceeded to be actuated electrically. The 996 Targa really did take refined touring to an altogether higher level.

The 997 was effectively a reskin of the 996 and if the Targa mechanism remained the same, the variant was projected upmarket; henceforth it would be available only in four-wheel drive and therefore widebody form. Porsche recognised that the popularity of the Turbo-bodied 996 C4S variant could be exploited profitably by combining those irresistible Turbo wings with its other predominantly 'lifestyle' model, the Targa. The Gen2 997 Targa would also be endowed with another 911 style icon, the distinguishing full-width rear reflector. A chrome surround delineating the side windows helped the Targa stand out laterally from the 997 Coupé. But while these decorative upgrades were being introduced, engineers also planned for a completely new Targa.

In 2005 Porsche sold a long-held subsidiary, Car Top Systems (CTS) of Hamburg to the Canadian auto components and tier one giant, Magna. Porsche usually obtained its hood mechanisms from Valmet, which also assembled the 987 Boxster's, and at the time, transferring CTS to Magna appeared a logical disposal of an underused asset. In retrospect it is clear it was part of a larger plan: the resources of Magna enabled CTS to expand its activities at a time when more and more manufacturers were moving to sophisticated folding roof systems. Within a few years, CTS was building mechanisms for GM, Peugeot, Ferrari and Audi. In 2008 Porsche would return to its former subsidiary with a proposal to

build one mechanism that would power both of its future 991 Cabrio and Targa variants. With the system's principal dimensions agreed, Porsche was able to make provision on the shell of the 991, enabling Targa production to begin what is now the usual couple of years after the launch of the Coupé.

Whereas the simpler hood of the Boxster is purely electric, the altogether larger roof of the 991 Cabrio and Targa would have required no fewer than four electric drives to pull the roof tight and maintain sealing up to 315 kilometres per hour. To reduce weight, an electro-hydraulic system using four individual cylinders, two operating the roof and two the rear deck, was devised and is applicable to both of the new, open models. This intelligent duplication reduces manufacture costs and inventories, and is possible because the new Cabriolet has dispensed with the traditional folding hood and instead has three solid panels that lift out, followed by a fourth, which is the glass rear screen. Using the same mechanism, the 991 (and 992) Targa has one lifting roof panel plus the one-piece rear window and deck, which electronically stows the roof in 19 seconds.

As well as reprising the traditional Targa top aesthetics, the 991 Targa, which operates at the click of a switch, weighs 120kg more than the base two-wheel-drive 991 Carrera Coupé. Exactly half a century after the original concept was introduced, the third-generation Targa is a masterpiece of innovation that looks set to flourish even further in 992 form. **911**



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GIJS VAN LENNEP

The Targa Florio and Le Mans-winning Porsche aficionado discusses Formula One, distance records and conquering the Mulsanne, with Total 911

In a career spanning five decades, Gijs van Lennep has driven most Porsche racing cars – with notable success. From the 904 Carrera GTS, 906 and 910, to the 911R and RSR, the Dutch aristo won at Le Mans in 1971 with Helmut Marko in a mighty Martini 917, setting a distance record of 5,335 kilometres, which remained unbroken until the 2010 Le Mans race. Van Lennep also managed four years in Formula One and F5000 single-seaters, competing in eight Grand Prix races between 1971 and 1975 with under-financed Ensign, Williams (Iso-Marlboro) and Surtees teams. In 1972 he won the highly competitive British F5000 Championship in a Surtees TS11. Gijs (pronounced ‘Ghys’) won Le Mans again in 1976 with Jacky Ickx in a 936, yet, as he tell us, the victory he’s most proud of is the 1973 Targa Florio. It was to be the last year of this famous Sicilian race, and so Van Lennep is the eternal winner, having conquered it in a 2.8 Carrera RSR. But first...

Your first World Championship was with your brother in the 1966 Nürburgring 1,000km, when you drove for five out of six hours. That really highlights your prowess as an endurance driver...

There were 13 Carrera 6s in that race, and I finished 1st in class and 7th overall. It started raining one lap before the end when I was 3rd in class, and I used my experience from Rob Slotemaker’s Zandvoort skid school to climb a couple of places higher. I’d been racing karts since 1957, and then a Beetle with a 356 engine, but the skid school was valuable training.

In 1967 you mostly drove a 911R, but at Spa you had a bad crash in a Carrera 6.

It was just before safety belts became mandatory, and I pitted to have the roll bar adjusted. Then I went out again, but they hadn’t fastened the rear-hinged engine cover properly, and one of the catches broke. I’d just changed to fifth gear and the engine lid came off – it was like an aircraft taking off. I spun, but there was no guardrail on the Spa circuit in those days – the track was about a metre higher than the surrounding land, and the car kept going for about 200 metres. I dropped out of it and fell into a ditch, and at first they couldn’t find me. I thankfully only broke a finger – my boots and trousers were gone, but I was bloody lucky, as I should have been dead.

ESSENTIAL FACTS

- **Van Lennep competed** in various endurance races in 1966 with his brother, including the 1,000kms at the Nürburgring, Spa, and Monza.
- **1971 Le Mans winner:** partnering with Helmut Marko in a 917, Van Lennep set a distance record that lasted almost 40 years.
- **1972 British F5000 champion:** Van Lennep was one of only two teams to race with the Surtees TS11 design.
- **1973 Targa Florio winner:** piloting the famous Porsche 911 2.8 RSR, van Lennep conquered the notorious Sicilian race with co-pilot Herbert Müller.
- **In 1976, Van Lennep won Le Mans** for a second time, this time with co-pilot Jacky Ickx, before announcing his retirement from professional racing.
- **Van Lennep also competed** in eight Formula One races over four years, for various teams.

In 1971 you drove the Martini-liveried 4.9-litre 917 in the World Championship for Makes, partnered by Helmut Marko, in which you scored your first Le Mans victory.

Yes, that was the last year of the traditional Le Mans starts, and the speed record down the Mulsanne straight was 236mph. We led from the 13th hour all the way to the finish, won our class and the Index of Performance, and set a distance record that lasted almost 40 years! The 917 was beautiful to drive, though Porsche was clever with the aerodynamics. There were three shorttails – we had one – and three longtails. We were the lightest car, but the longtails did 230mph on the straight, and we did 217mph. They put new bulbs at every pit stop, and we won, although as a Martini car the JW Automotive squad didn’t like that. That was my first great victory.

After the rule change that banned the 917 prototypes for 1972, Porsche concentrated on turning the 911 into a giant-killing machine. Could you describe the transition from the 2.8-litre RSR that you won in Sicily with in 1973, and the turbocharged 2.1-litre RSR that you came 2nd in Le Mans with the following year?

Porsche always wanted to be in the prototype class with the normal Carrera, so they took the 911 out of the GT category, bored out the engine to 3.0 litres, fitted lightweight body panels, 11-inch and 14-inch wheels from the 917 and a huge rear wing. We drove the ’73 24 Hours of Le Mans with the car as a prototype, finishing 4th. Porsche wanted to not only say it was a prototype, but also a sort of road car, not like a Matra or Ferrari 312 with the flat 12 engines, because they could do very well sometimes. It made them look like they could beat the prototypes with a road car, like we did in the Targa Florio, winning with the 2.8-litre Carrera RSR when there were two Alfa T33s and three Ferrari 312 prototypes, which all went out. [Clay] Regazzoni crashed one Ferrari in practice, [Arturo] Merzario had engine failure in another and [Jacky] Ickx hit a wall, so suddenly after three or four laps we were in the lead and drove home unopposed. It was nice to win, because only five people have won Le Mans and the Targa Florio.

So Porsche 911s could win in the prototype class against these real prototypes.

Yes, but it wasn’t so straightforward. At Le Mans, Dr [Ernst] Fuhrmann, who was the company boss, said to me and Herbert ➡







ABOVE Van Lennep heads out into the Sicilian countryside with the 2.8-litre Carrera RSR on the way to victory in the 1973 Targa Florio. It was the first major international success for the new breed of 911 racing cars

Müller, "You have to drive as fast as you can, all 24 hours long, flat out all the way!" In the early days people thought Le Mans was for old men, while nowadays it is a sprint race, but in '73 it was the same sprint race! We would really be going flat out.

That meant there was no time to relax.

I was so tired at night, but the engines are cooler, and we were always faster than in the daytime because of the oxygen in the air, so the engine was better and the brakes cooler, but this time I had to go faster, and we finished 4th overall between the real prototypes. That sums up Porsche; no engine failures. All they said was: "You use 8,200 revs and that's it – for the rest do what you like. Be nice to the gearbox, because then the car is nice to you." So we had to drive as fast as we could, braking as late as we could, but let the tyres take the strain in the corners because you can always put new ones on. We had to refuel, of course, and that took about a minute, so we did the tyres at the same time.

So that's how you make up the time...

Yes, or they have a problem or they stop. But then the 3.0-litre RSR wasn't fast enough anymore, so for 1974 they built the new Porsche RSR Turbo. It's got a much bigger rear wing and is a fair bit wider, with even wider wheels and a 2.1-litre Turbo engine; it was a great car. We drove Le Mans again in '74 as a prototype, and in the morning when the leading Matra had a gearbox problem it looked like we could win. But then, about five and a half hours before the end, all our gears broke apart from fourth. We don't know what caused it – if one tooth breaks it ruins the whole box – but the fourth cog up in the corner stayed together. In fourth gear in a Turbo, going away from the pits and in the slow corners, it's difficult, but anyway we drove for five and a half hours in only fourth gear! On the straight we were allowed 8,000 revs, but in fourth gear 8,000 revs is only about one or two millimetres of

throttle, so there's no pressure on the pistons or bearings, so the engine was rattling because it was just short of idling, and I said, "This will never make it to the finish." Porsche had said I was a bit kinder to the car than Müller, so they let me drive for the last two hours. I was easy on the throttle, because otherwise it would bang about at low revs, though on the straight it would still be quite fast. But they put another gearbox in the Matra, and now Audi does it in seven minutes, but back then they took 45 minutes and still won. We were 2nd, having run five and a half hours with only fourth gear, so that was something. If we'd had a good gearbox then we could have won.

There were 13 Group 4 RSRs running at Le Mans in 1974, one of which was being driven by one of your biggest rivals, Clemens Schickentanz.

Yeah, there was a moment on the Mulsanne when we were neck-and-neck. He came out of my slipstream on the long straight and moved alongside me. I looked directly into his eyes at 160mph, and at that moment I heard a bang, and he suddenly seemed to go very quickly backwards. I saw a lot of smoke – he'd blown his engine at full throttle, so I waved bye-bye!

Your professional racing career ended on a high...

I finished in '76. Porsche asked me to do Le Mans again because they knew I could drive well there. I was paired with Jacky Ickx, who had already won twice. I loved it, and we won again in the 936. It was the same 2.1-litre Turbo engine we'd used in '74 in the Carrera RSR. I'd said beforehand that I would stop after Le Mans, and it is good to finish your career with a win.

Do you have any regrets about F1?

Formula One was not good enough for me. I did eight Grand Prix races, finishing 6th twice, but never got the real contracts, ➔



ABOVE Van Lennep kept the Porsche flag flying after rule changes sidelined the mighty 917, winning the 1973 Targa Florio with the 911 Carrera 2.8-litre RSR. The enormous rear spoiler harnessed downforce on the fast, rustic course

RIGHT Driving a Martini Racing 917, Van Lennep scored his first Le Mans win in 1971, partnered with Helmut Marko. He set a distance record of 5,335km over 24 hours, which was unbroken until 2010

so I never got the right car, and in sports cars I more or less won everything that there was to win, and a lot of my contemporaries killed themselves along the way. 34 is quite a young age to stop, but there were other things I wanted to do.

Which of your Le Mans wins was most satisfying?

In 1986 I was world champion without Stucky [Hans Stuck] because of Porsche leaving me out of a couple of races, so I didn't get the points. I thought I'd lost the title to Jaguar and Derek Warwick, but in the last race at the Norisring somehow they didn't do as many laps as they had recorded. John Fitzpatrick lent me his old 962 because he spotted that Porsche were entering just one car, and said, "It is pretty obvious they want Stuck to be world champion on his own." It was the only round that had one driver, and he was doing it in a rocketship of a car. Stuck ended up having problems and he came 13th, and I was driving around slowly in 11th or 12th place, and beat him to the title by one position, which seemed like poetic justice.

Is there an event that stands out as the best?

I'd say the IMSA at the Miami Grand Prix, where I was in the Lowenbrau 962. The organisers wanted the American muscle cars to win, and there was a full-course yellow flag. When I went to restart the car, it was firing on four cylinders instead of eight, and I got overtaken by the works cars and Budweiser cars – it took two whole laps for the engine to clear. When it finally did though, I went on to win.

I think the most memorable WSC race I didn't win was Le Mans in 1983 with Jacky. He got hit on the first lap, and there was big pressure on fuel economy, so we had to really economise, yet we managed to take a lap off the whole field to get back in the lead



without more fuel. Then we had a fusebox problem, so I had to change the electronics at Mulsanne, and then we had to work our way back up through the field – we ended up finishing 2nd by about 26 seconds.

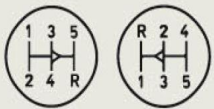
What has been your favourite moment?

Le Mans '71 was actually my best win ever, but in my heart the '73 Targa Florio is actually the win I'm most proud of; that's my best moment in a 911!

*Gijs van Lennep grasps every opportunity to drive in historic events. He has raced a Porsche 356 in La Carrera Panamericana, and regularly runs a sponsored 550 Spyder in the Mille Miglia. He'll turn up at an Abbeville trackday, Classics at the Castle or the Naarden-Vesting model collectors' fair just for the fun, and if he gets to drive a Porsche, so much the better. Like he says, he's a 911 man through and through. **911***

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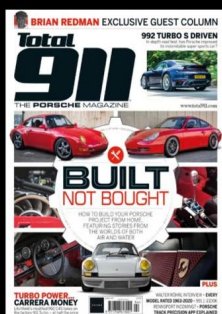
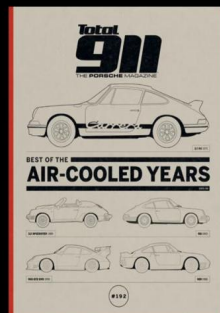
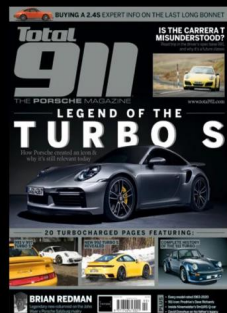
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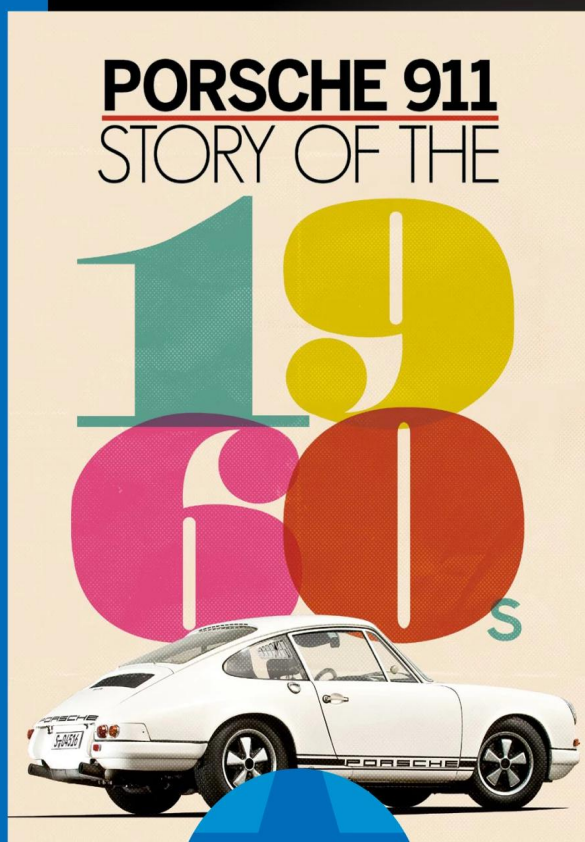
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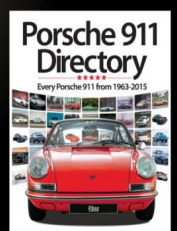
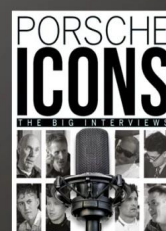
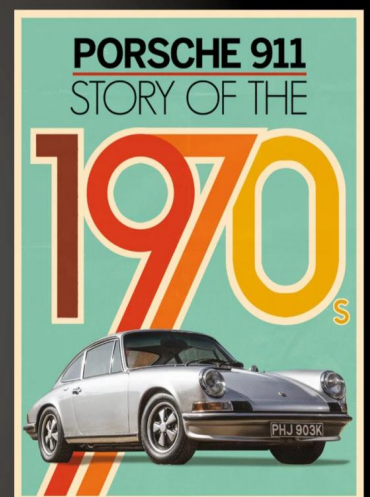
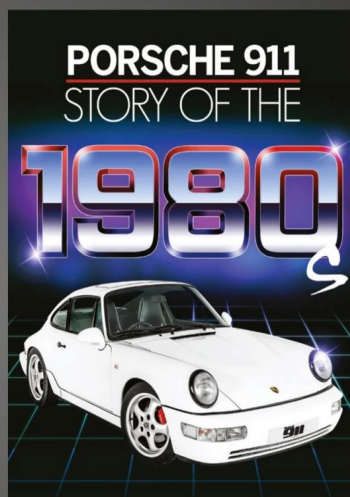
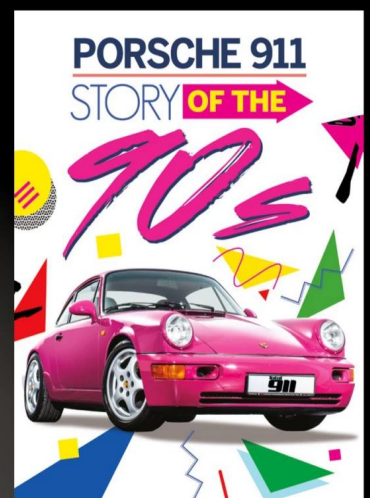
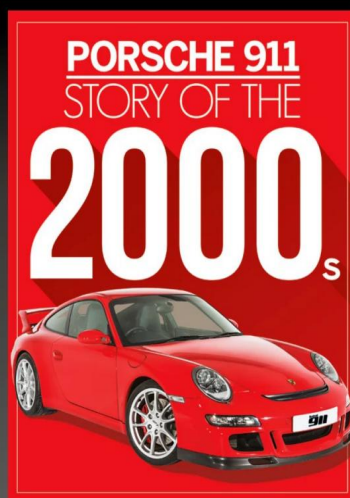


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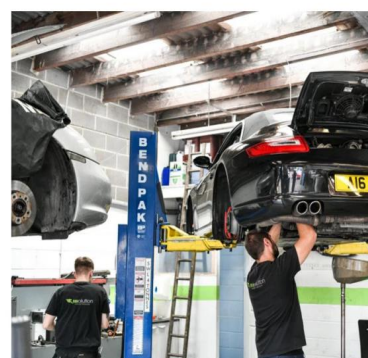
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Model **997.1 CARRERA S**
Year **2005**
Acquired **NOV 2012**



It's quite hard to believe that this is my second major service with my 997.1 C2S, which means I've now owned

the car for nearly eight years, and I have to admit those eight years have been practically trouble free apart from routine maintenance! In fact, over the 23,000 miles that I've covered in the car, the only non-service items I have had to replace are the tandem oil pump and a seized radiator fan.

The last minor service the car had was at Revolution Porsche Specialists in Leeds, West Yorkshire, and all the friendly help and advice they've provided since then has been priceless, so it was the natural choice to book the 997 in there for its major service. Their knowledge is outstanding. Director Gareth Merrick has 20 years of Porsche experience alone, having worked at Porsche Centre Leeds and Pro Porsche before setting up Revolution with partner Russ Stanley.

Russ and Gareth met while working together at Pro Porsche and decided to use their combined knowledge to set up Revolution Porsche over nine years ago, back in 2011.

With the lengthy two-year/20K-mile service intervals on the 997 I was eager to see what was found in Revolution's extensive health check, which is similar to that of an OPC, before moving on to the service. The friendly technician working on my car, Dave, was more than happy to talk me through the condition of the car, and it was music to my ears when he told me he doesn't see many 2005 997s in such great condition on the underside.

However, he did pick up on two small points that will need addressing in the near future, which I'm told are apparently very common now that the 997s are getting older, those being the front coolant crossover pipes and the coolant bleed valve which has now started to leak ever so slightly.

Dave also brushed off some slight surface corrosion on the offside brake line

and lubricated it as a preventive measure, it's nice to see little bits like this being noticed and addressed before it becomes a bigger problem!

After the check over it was onto the routine items on this particular service such as spark plugs, brake fluid, oil, required filters and the all-important belt change before the complimentary wash and valet.

All in all it had been a day that made me realise just how much I continue to love Porsche ownership, and how affordable 997s can be to run. With a major servicing starting at £299 plus VAT, pricing at Revolution is very reasonable! Mine, along with the spark plugs, drive belt and brake fluid change came in at £533, which I was more than happy with.

I would like to thank the team at Revolution Leeds for once again making my service experience a stress-free one. Their service and attention to detail really is first class.

Visit www.revolution-porsche.co.uk for more detail on their servicing.



Peter Wilson

Adelaide, Australia

 @peterwilson_oz

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



At last, winter is nearing an end and car club events are back on the menu as South Australia has managed to keep COVID cases very

low. I've written previously that I have only been a member of the Porsche Club of SA for a couple of years and haven't yet been able to engage in many of their social or sporting activities. I have, however, been a member of the Sporting Car Club of SA for over 35 years, since I started constructing a pre-war racing car (a supercharged 1935 Morris 8 Special since you asked) in the mid '80s. The club has been a constant in my life since then, while I have moved through various phases and sporting cars including the Morris, Rover, TR6, Alfas, MX5, Nissan Skyline, Renault RS265 and finally the 930. The club itself has a fascinating history, being founded in 1934 and the second oldest continually running car club

in the world. Its formation was inspired by the first London-Brighton rallies and whilst the club initially focused on veteran cars, it quickly diversified into competition, hill-climbing, classic and modern cars. There are now half a dozen club sections catering for every possible automotive interest.

So, after the lockdown it was great to see the club organise the 'Cruise The Bend' run. This event was coordinated by the Classic and Modern Section and was an invitation to check out and drive on the newest racetrack in Australia, 'The Bend', which is located at Tailem Bend on the River Murray, about 100km east of Adelaide. The Bend is an amazing privately developed motorsport park comprising several circuits, a go-kart track, rally track, conference centre and even a luxury 100-room hotel with rooms stretching along the pit straight. I was very keen to check it all out!

A fantastic array of about 60 cars met at the clubrooms on the Sunday morning and headed in loose convoy towards Tailem Bend. There were a huge variety of cars from MGs to muscle cars and at least a dozen Porsches ranging from 356 to current-model 911s. Once at The Bend, we were able to check out some of the cars on display whilst waiting for sign-on. These included a McLaren Senna and 1989 Dallara F1 car. I know that the circuit owners have a fantastic Porsche collection including a 959 and 918, but unfortunately these were hidden away on the day.

Then it was onto the track! The Bend has eight possible circuit configurations, including the 7.77km GT circuit with 35 corners, which is the second longest permanent racetrack in the world after the famed Nordschleife. We were able to complete two laps of the GT circuit and then two laps of the 4.95km International circuit, which is used for most racing. A current-model Mustang was our pace car, which set a decent speed given we were helmetless and carrying passengers. The circuit is truly amazing! It is much wider and smoother than any track I have driven before, but the elevation changes are the most surprising part – the track designers have used every possible geographic feature to build 85 metres of elevation change into each lap. There are several blind corners and one that changes direction over a crest, leaving the entire corner and apex unsighted. This circuit would take some learning!

The 930 loved it and just wanted to go faster. I am certainly glad that I have the 917-derived brakes that were fitted to 3.3-litre Turbos, as they needed to work hard into some of the slower corners. All too soon it was time to grid up for some photos, then have lunch in the restaurant overlooking the track whilst some lucky souls were enjoying hot laps in a 911 Cup car. Then the drive home and planning my next on-track time, which has already led to a trackday entry. Thanks to the Sporting Car Club and The Bend for a great day out!





Nick Jeffery
Surrey, UK

Instagram @npjeffery
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Model **997 CARRERA**
4 GTS
Year **2012**
Acquired **OCT 2018**

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



Following my previous column last month focusing on the GTS, I can now update as follows.

Noting the steering wheel was slightly offset to the right, the car went into Paragon for a full geometry check on their Hunter rig.

However, it was apparent that the GTS needed new rear tyres, with inordinate wear on the nearside rear inside shoulder, which was not immediately obvious from a visual inspection on the ground. The car is shod with Bridgestone Potenza RE050s, which are an approved N-rated tyre but, as I have since discovered, are now being discontinued. I did want to run the car on Michelin Pilot Sport 4S all around, but the front tyres are relatively new and in good order, so I asked Paragon to source a new pair of Bridgestone rears to match the front.

Given they are being discontinued there was a slight delay to obtain the tyres, so the car went back a couple of days later. I then took the opportunity to ask Paragon to investigate the front end suspension rattle and resonance type rattle at the offside rear of the vehicle.

The technician fitted the new rear tyres first. He then noted the early signs of wear on the front trailing arms as I suspected, so these were replaced prior to doing the geometry.

The rattling sound at the rear turned out to be the Porsche Switchable



Exhaust vacuum pump on the right-hand side, which had broken and thus required replacement.

As a precautionary measure, I asked Paragon to regrease and retorque the centre locks all around, ahead of my trackday at Brands Hatch.

I also booked the car in for a minor service, brake fluid change, plus a further check on the centre locks and MOT at the end of next month.

A couple of days later I took the GTS to the Porsche Club GB track evening at Brands Hatch Indy Circuit. I took the GTS as MSV had made it clear given the noise limit for the session, GT3s would not be permitted on track, even though that subsequently proved not to be the case, much to my annoyance.

It was my first time driving a car at speed around Brands Hatch. I had previously participated in parade laps but nothing more spirited.

It is a truly fabulous track with plenty of challenging corners and lots of gradient change. It is also a highly technical circuit that takes time and effort to learn the best lines and extract the most from your car. I struggled to find a rhythm on the evening, owing as much to the demanding nature of the track to how busy it was throughout the course of the evening.

Looking back on it, I probably should have opted for some personal tuition during the session. In addition, whilst the GTS is an excellent road car and was

certainly more than capable on track, both the GT3 and my 981 Cayman S would have been more suited to the track's layout.

I will be back at Brands Hatch at some point, in addition to Anglesey where I am waiting on a revised date for the Porsche Club GB trackday that should have taken place earlier this year.

I am also looking forward to my day at Millbrook Proving Ground with CAT Driver Training.

Finally, I took the GTS to the Oilcooled 2020 event at Boxengasse where I bumped into fellow columnist Joe Williams along with many other familiar faces and friends from the Porsche community. In excess of 800 tickets were sold and we were spoilt with a vast array of both air- and water-cooled Porsches. There was a really good vibe at the event and it was great to catch up with so many people after the kind of year we have had!





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 GT3 RS 3.8**
Year **2011**
Acquired **2016**

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



911 Turbos in their various iterations have always been wonderful all-rounders. With a little set-up effort (springs/shocks/

alignment) they handle wonderfully. Yes, they can be a bit quiet because of the exhaust muting caused by the turbochargers, but for munching miles, they are hard to beat.

Some would say the 911 Turbo is not the true enthusiast's 911. Too many comfort features, not raucous enough. However, currently in the garage is an 1982 930 Turbo, a 1997 993 Turbo, and a 2007 997.1 Turbo. All are three-pedal cars for maximising driver involvement.

Plus there is a 2017 991.2 C4S – not a Turbo per se, but it's got two snails and with a GIAC tune it is likely producing 475 horsepower and torque, so plenty fast. This one is my go-to winter snow 911.

OK, so four 911 Turbos, are they distinguishable from one another? The answer is: absolutely! The 1982 930 has that old-school Turbo lag with long gearing in its four-speed stick, but gets



down a twisty road with accuracy and enthusiasm. A firm ride, but I wouldn't have it any other way.

The 1997 993 Turbo is solid as a vault, maybe a bit too quiet, but dynamically a real runner. Like the 930, some driver finesse is warranted to get maximum performance, but commitment under braking and accelerating from an apex is a delightful experience time after time.

The 2007 997 Turbo six-speed is a bullet. Very fast, wonderful handling. Lowered a bit and with ceramic brakes, it will attack a road with zeal. Yes, like the other older 911s, one can get it a bit loose under hard braking while turning in... but that's part of the fun experience, right?

And the 991.2 C4S with the seven-speed manual is sharp in every dimension of driver experience. Go in fast, go out fast, it doesn't care. Maybe its only downside is that it doesn't feel like it requires much skill to go too fast. That is why I parted with the 991.2 Turbo I had for a couple of years. It was just too good, too stable, that particular car did not ask anything of me and ultimately I found that boring. But my goodness it was a jet.

And this 911 Turbo reminiscence is prelude to my having just taken possession of the fully restored and finally completed 1972 911S that has been a two-and-a-half-year project. That will be my focus in the next Living the Legend column.



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

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



If the best predictor of future behaviour is past behaviour, I'm probably just a few weeks away from owning a GT3. This sort of decision could

result in my wife deciding to bury me in a shallow grave in the back garden, but wow, I haven't felt this excited about a car since the time I became a 911 owner for the first time.

Let's look back for a moment. Four years ago, at the age of 38 and after being a Porsche fan for as long as I can remember, I sat in a Porsche 911 for the first time. It was an Agate grey 991 C4S and I was smitten. I started searching for a 911 that would fit my budget and within a month I was driving back to Minnesota from California in a 2002 911 C4. Flash forward to summer 2020 and I was recently lucky enough to have the keys to a 911 GT3 for a weekend. WOW. It was everything I had expected and more. It was absolutely incredible in every way and now I'm finding myself scanning the Porsche forums and online marketplaces for a used GT3. Not simply a quick search here and there, but quite literally during every free moment. Even at 1am this morning, I was busy Googling a used GT3 in Florida, trying to work out how long it would take me to drive there and back.



As much as my rational brain is telling me to stick with my C2, I can't stop thinking about the GT3. This is the duality of Porsche ownership, I've come to learn – I love my 911, but there's always another 911 I have my eye on. Do you find this to be the case too? It can be maddening at times, but it's also a sweet torment.

Put aside the real-world decision for a minute though and let's talk about how incredible the GT3 is. Introduced with the 996 generation nearly 20 years ago, the GT3 offers 911 enthusiasts the closest thing to a 'pure' 911 experience, at least as far as I'm concerned. It's the perfect combination of track car and street car. Its raw, howling naturally aspirated engine. Its similar, yet distinct interior with the style changes to the steering wheel, the trim of the front seats, the lack of any rear seats, the model-specific wheels and body kit. To me, the 911



GT3 is the pinnacle of Porsche engineering and perhaps its only challengers are the 911 R from the recent 991.1 generation or the GT3 Touring from the 991.2 generation. However you look at them though, they all share the combination of racing and touring heritage with the raw grunt of the naturally aspirated engine.

This particular GT3, that I was lucky enough to drive, was a 991.1 in Carrera white with the red calipers, red and chalk-coloured deviated stitching inside and all the usual refinements such as the GT3-labelled door sills and head rests as well as the unique GT3-styled, centre-locked wheels.

I'm excited to see what the 992 GT3 holds for us Porsche fans, but that's not detracting from my daydreaming and incessant trawling of the web for the 997 and 991 models. Wish me luck – or don't, for my own safety. Either way I appreciate it.



Lee Sibley

Poole, UK

@lee_sibs

That Nine Eleven Guy

Road to Redline

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



There's been a very exciting addition to my 996 Carrera this month, with the installation of PCCM+ bringing my 22-year-old classic

firmly into the modern world when it comes to on-board infotainment.

When news broke of the PCCM+ unit becoming available for 996-generation 911s back in April, I knew I had to get my hands on one. My 996 is my only car, used daily, and so a degree of connectivity has become essential. Of course, the PCM1.0 with navigation originally fitted to the car has become obsolete over the years, so I've used my phone for navigation and calls on the move, though having to scrutinise a tiny smartphone screen that's wobbling



about the place thanks to my old screen-mounted phone holder didn't serve as the most ideal scenario.

Porsche Centre Bournemouth carried out the fitting for me, which involved whipping out the old PCM1.0 and navigation CD input, and installing the PCCM+ system. I have to say, I'm so impressed with the new unit: it looks great in the 996, as if it was put in there from the factory production line. Its seven-inch touchscreen is very responsive to use, in exactly the same way as modern-day smartphones. The picture is high-resolution, the system is quick, and the Apple CarPlay integration is superb. It's so cool to be able to listen to DAB in my 22-year-old 911, or bang on a podcast (*Road to Redline* of course!) just by asking Siri. I'm also able to use Waze, my preferred app for navigation, and the seven-inch display (plus clear instructions coming through my speakers) makes for a much better experience than a wobbly phone holder.



I was able to share the PCCM+ in my car with fellow enthusiasts at Fried Eggs III, the third instalment of my 996-only cars and coffee. Held at Paul Stephens, we had 50 996s in attendance (the event was limited to 50 cars to ensure everybody was properly socially distanced). I had the pleasure of chatting to some fantastic people for the morning and admiring all manner of 996s, differing not only in models but also styles, from concours-ready cars, to lightweight projects, to daily drivers. We also had the ultimate 'Fried Egg 911' in attendance in the form of the Dick Barbour Racing 996 GT3 R, a 2000 Le Mans, Sebring, Nürburgring 1,000kms and ALMS championship winner! Simply huge racing pedigree, it was an honour to have the car on display among the other Fried Egg 911s in attendance.

I'm always so pleased to do these events and will organise another in due course – keep an eye on my Instagram page for all the info!



Phil Farrell

Cheshire, UK

@mlx8pjf

Model **991.1 C2 GTS**
Year **2015**
Acquired **JUNE 2020**



The last month has been much quieter, or more accurately automotively silent, as the car has had to go into enforced

storage due to some building works at home. A fight between the 911 and a mini JCB just wouldn't be a fair one, and not wanting to risk a driveway prang to the GTS I asked a friend to babysit it for a few weeks. I've visited a couple times to check on the battery (learning from my mistakes with the 996) and ensure all is well.

I was lucky to be invited by a good friend for a trip one evening to Caffeine & Machine for an air-cooled themed evening. This did give me my first opportunity to experience a mildly tweaked and very well looked-after 993 C2. I'd heard the car go past me many times in fully obnoxious mode and this is not something to be missed. The owner, Andy, of *Road to Redline* fame, and I discussed whether an X-pipe on the exhaust would perhaps just

smooth out the edges of the sound a little and I think we agreed that it would. We also discussed a possible colour change for the car at some point in the future with Andy suggesting he might go with a favourite colour of mine, so I was fully supportive of that and look forward to seeing that in the future.

We were joined on the way up by another friend in his Martini Turbo. This particular car is a favourite of mine and it really was a pleasure to follow it as it popped and crackled through the country roads around C&M. So many valuable classics are coveted to the point of not being used as they should, so to see one do the best part of 400 miles in one evening was great.

The event itself was well attended and as ever testament to the superb job the team at C&M have done in adapting to hosting petrol heads in the new, socially distanced world that we now live in. A particular highlight for me, other than the excellent burger, was seeing a stunning



Singer – only the second time I'd seen one out in the wild, the other being the DLS at Goodwood a couple of years back. We all know that with the Singer it's all about the details, but what I found exceptional about this car was the ability to see the carbon weave through the paint work. It really was a sight for sore eyes and reminded me to start playing the lottery again!

With building works progressing well I'm hopeful in the next few weeks I'll be able to get the GTS back so I can enjoy it again.



Max Newman
Aylesbury, UK

 @maxripcor

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



The easing of lockdown and the reopening of some pubs and restaurants presented me with the opportunity to

restart – in some format – my monthly Porsche cars and coffee meet. I call it 'Nine is Fine' but forget exactly where I was coming from with the name. I think it was to do with the majority of Porsche model designations being prefixed with 9, and that's really the only entry criteria. I did realise that I've unintentionally alienated all 718 and 356 owners though, so it could also mean that 9am is fine to meet – which it is, and also that nine cars are plenty – which they are. Anyway, it seems to have stuck and has given the meet an identity of its own since I rebooted a previous Porsche meet at the same venue, which had lapsed.

We meet at The Akeman Inn on the A41 between Aylesbury and Bicester, which is perfect for our needs. The car park is spacious and easily entered by GT cars, the breakfast and coffee are first class, the management team are supportive of what we do, and the staff always offer a warm welcome. For that reason, when I met with Roberto the manager in July and he said he wasn't



yet comfortable to support a meet of any sort, I was in agreement and happy to follow his lead. Also, my low-key 'social six' gatherings at Norsk in nearby Haddenham have been so enjoyable that I happily carried on meeting with friends over there.

For August Roberto was keen to welcome us back, but exercising caution over what we should do. He suggested a small meet, limited numbers, and dining outside in their garden area. With the boundaries set I had no trouble rounding up a group of Nine is Fine stalwarts, and there was a great atmosphere amongst the group when we convened, despite everyone feeling tentative and being cautious. I suspect the format will have to remain the same for some months to come and I believe that it should. I'm not trying to make it exclusive, just being careful. I look forward to the time when we can welcome everyone again.

Particular highlights from the cars in attendance was a beautiful Arena red 993 Carrera, Paul Geudon's ever so photogenic 991.2 GT3, and a 964 RS in de rigueur Rubystone red.

My 997 has been performing faultlessly as usual, but feeling especially fit following its recent service at Paragon. I'm sure there's an element

of placebo effect but it always feels better on the way home. I've been telling anyone who will listen how much I'm enjoying it, but at the same time looking more than ever at 991s in the classifieds. As well as or instead of – who knows?! Maybe neither, but it's great fun searching and chatting about the possibilities. I'd still like to replace the 997's seats – the standard seat option – with Porsche GT folding buckets and the steering wheel with a 997.2 Sport Design wheel – but the costs are so prohibitive relative to the value of the car that again I've done nothing. Having the wheel recovered in Alcantara looks like a good option instead, and there are a couple of places locally offering the service.

Anticipating the need for more seat time in the 997, I booked to attend an event at The Classic Motor Hub near Bibury the day after returning from my summer holiday in Norfolk, where I bumped into fellow LTL columnist Nick Jeffery. Based at a former RAF site which housed Spitfire and Hurricane squadrons during World War Two, and utilising the old buildings, The Classic Motor Hub is a super place to spend some time, and a haven for classic car enthusiasts. If you haven't been to one of their events I heartily recommend it.





Tony McGuinness
San Diego, USA

 @tonymcguinnessgt3rs

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

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



I often write about my friends who also have GT3s and our driving adventures. Recently my friend Ron Mercurio had

started to notice a loud knocking noise on his right rear suspension when he drove his Chalk-coloured 2018 991.2 GT3 during our weekend team drives.

We would be out on one of our drives that takes us through all sorts of San Diego roads, and the rear suspension would start to make a knocking noise over certain bumps. The annoying noise that his car would make first happened within six months of ownership, and at first he thought it would go away, which of course it didn't.

Ron owns a body shop in Southern California called BumperDoc. His shop is an official Porsche-approved body shop and creates amazing work on Porsches. I would not recommend any other shop for Porsche repair in Southern California. Ron is an expert on Porsches, so he knew that the bang his suspension was making was in no way normal.

After some research on Rennlist, Ron became aware there were other GT3 991 Gen2 owners who were also experiencing

the same issues. More people complained about the right rear suspension, but there were certainly issues with both sides.

Ron contacted the local Porsche dealer where he found out there indeed was a Porsche bulletin to remedy the problem with the springs. Ron made an appointment for Porsche to replace the springs of the GT3.

The car spent a day at the dealer having new springs replaced. If you notice in the photograph, you will see the remedy by Porsche was to put a rubber type coating on the new springs and replace the problematic springs.

Ron is satisfied with the fact that Porsche has corrected the issue with the rear suspension. The annoying bang has magically disappeared.

Stay tuned for next month's Living the Legend column as we explore Ron's Porsche body shop in more depth. Ron shares some of the incredible talents of his craftsmen at BumperDoc and the stunning work they do at one of the best Porsche repair shops in Southern California. In addition, Ron will work on my Glossy black rear GT3 wheel, which I managed to scrape along the kerb at Rancho Santa Fe while I was focusing my attention elsewhere. Lesson learned!



In the meantime, check out Ron's website to learn more about his high-end BumperDoc body shop: www.bumperdoc.com/escondido-bumperdoc.html

I'll make sure to take before and after photos as well as conduct an in-depth interview with Ron regarding the high-tech state-of-the-art processes Ron uses to make Porsche 911s and other cars look as perfect as new.





Joe Williams

Sandbanks, UK

@joewilliamsuk

Road to Redline

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



After an indecisive evening the day before, I decided to make the effort and go to Boxengasse for 'Oilcooled' by around 8pm. I'd heard good things so stopped procrastinating and made the effort to get up early and head up there. There were only two problems in my way... I didn't have a ticket and I didn't have a car!

A friend had a spare ticket going, so that sorted the first problem. In all-out cheek I asked if the ticket came with something aircooled... I was half expecting him to send me a picture of his push bike! I thought there was an old SC floating around which might be

spare and would have ticked the box. Very kindly I got a yes back: "Leaving early, meet you at the garage". On arrival, due to a flat battery I'd been bumped into a 964, but not any 964... a Rubystone 964 RS! Playing it cool I graciously accepted the keys. To say I've always had a soft spot for a Rubystone 964 RS would be an understatement. Now I know it's a marmite colour, but I think the 964 is as close as you can get to an 'old' 911 before they really became 'modern' and Rubystone is my all-time favourite shade – cooler than cool in my eyes!

A few of us headed up together, our convoy consisting of the RS, a 993 Turbo and a 930 Martini Turbo... it made for a cool line-up. We stopped for fuel and the lady serving quickly told me she

"liked the pink one best!" The irony that I'm most attracted to the same car and colour as an older, middle-aged lady... very telling perhaps!

We arrived early and there was still a lot of setting up still going on. But already, there were some very special cars dotted around the place. The venue is truly awesome, with an amazing tree-lined entrance, manicured fields and a lake big enough to waterski on!

Once the cars started piling in, the variety and quality was like nothing else I'd seen. The car count tipped 800, which was quite a sight to see in itself. Literally every special variety, model, colour and trim variation you could think of was there. To put it in context I counted no less than four Rubystone 964 RSs – normally you'd be lucky to see one! GT, RS, ST, GTS, R, CS... these had suddenly become the new normal at Oilcooled.

I particularly enjoyed the line-up of 2.0-litre race cars. If you haven't seen them run, go and find them on YouTube. Seeing a pack of 30-plus long-bonnet race cars running only tenths of a second apart all over the grid and dancing around with some truly skilled drivers is mega. I'd like to do a little roadtrip to see them run at one of the iconic European tracks next year.

All in all it was a cracking event and one I'll be looking out for again next year. I wonder what car the 2021 tickets will come with!



Ian Harris

Shoreham, UK

@harrisclassics

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

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

Model **964 CARRERA 2**
Year **1993**
Acquired **MARCH 2019**

Model **3.2 CARRERA SPORT**
Year **1989**
Acquired **OCTOBER 2019**

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

Model **964 RS**
Year **1993**
Acquired **AUGUST 2020**



This month I have been busy selling a few of my cars to get the collection to where I want it to be, trying to reduce my collection to make way for a new arrival. A 964 RS has always been on my Porsche radar. I've never driven a real one but I had a 964 C2 built from a genuine LHD Japanese 964 RS that had to be destroyed, so in theory it would be the same as the real deal. It had the correct engine, gearbox, brakes, seats, everything apart from the magnesium wheels, lightweight rear glass and alloy bonnet, so should drive the same.

Well, I'm lucky enough to now be the owner of LHD Italian 964 RS with 33K miles from new and a good service history. The front of the car has been repainted at some point, but the rest looks to be original and in lovely condition. It was delivered to me and I couldn't resist going for a quick spin. I instantly felt at home in the Recaros. The G50 box was stiff at

first until it was warm, while the brakes squeaking and the renowned rock-solid suspension did take me a few minutes to adjust, then, it was simply heaven. It just felt light, the non power steering was precise and direct and just wanted to be driven enthusiastically.

It was quickly apparent though that the car has been stored for a long time

and needed a small mechanical overhaul, so that was the end of the drive and it's now having new tyres, wheels re-furbed, a major service, plus new discs and pads. I'm also going to get the car gone through front to back, so it'll be off the road for the next few months. Nevertheless it will be perfect for next year and it's going to be my car of choice for Sunday drives.





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Data file

Full specs, ratings and market values of every 911, including the 964 generation, can be found beginning on **page 76**

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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2021 Q1 will be January. The review for 2020 Q4 was October.



Ratings

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



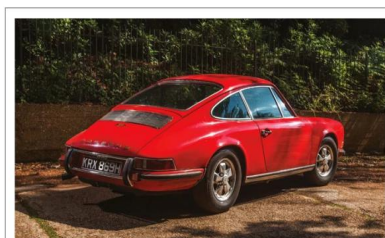
● (O series) ★★★★★	Production numbers	9,250
	Issue featured	123
911 2.0-litre	Engine capacity	1,991cc
1964-1967	Compression ratio	9.0:1
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.	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) ★★★★★	Production numbers	19
911R 1967	Issue featured	94
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.	Engine capacity	1,991cc
	Compression ratio	10.5:1
	Maximum power	210hp @ 8,000rpm
	Maximum torque	152Nm @ 6,800rpm
	0-62mph	5.9 sec
	Top speed	152mph
	Length	4,163mm
	Width	1,610mm
	Weight	800kg
	Wheels & tyres	
	F	4.5x15-inch; 185/70/R15
	R	4.5x15-inch; 185/70/R15



▼ (C & D series) ★★★★★	Production numbers	4,691
911S 1969-1971	Issue featured	120
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.	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	4.5x15-inch; 165HR
	R	4.5x15-inch; 165HR



● (C & D series) ★★★★★	Production numbers	15,082
911T 1969-1971	Issue featured	107
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.	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) ★★★★★	Production numbers	16,933
911T 1973	Issue featured	127
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.	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) ★★★★★	Production numbers	109
Carrera 3.0 RS 1974	Issue featured	145
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec wheel arches. Steel arches added by hand at the factory, with 917 brakes.	Engine capacity	2,994cc
	Compression ratio	8.5:1
	Maximum power	230hp @ 6,200rpm
	Maximum torque	275Nm @ 5,000rpm
	0-62mph	5.3 sec
	Top speed	152mph
	Length	4,135mm
	Width	1,680mm
	Weight	900kg
	Wheels & tyres	
	F	6x15-inch; 215/60/VR15
	R	6x15-inch; 235/60/VR15



▼ ★★★★★	Production numbers	60,740
930 3.3 1978-1983	Issue featured	156
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.	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 @ 2,000rpm
	0-62mph	6.5 sec
	Top speed	141/146mph
	Length	4,291mm
	Width	1,652mm
	Weight	1,160kg (1978)
	Wheels & tyres	
	F	7x15-inch; 205/55/VR16
	R	8x15-inch; 225/50/VR16



● ★★★★★	Production numbers	21
911 SC 1978-1983	Issue featured	158
From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.	Engine capacity	2,994cc
	Compression ratio	10.3:1
	Maximum power	255hp @ 7,000rpm
	Maximum torque	250Nm @ 6,500rpm
	0-62mph	4.9 sec
	Top speed	153mph
	Length	4,235mm
	Width	1,775mm
	Weight	940kg
	Wheels & tyres	
	F	7x15-inch; 205/55/VR16
	R	8x15-inch; 225/50/VR16



● ★★★★★	Production numbers	158
SC RS 1984	Issue featured	158
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.	Engine capacity	2,994cc
	Compression ratio	10.3:1
	Maximum power	255hp @ 7,000rpm
	Maximum torque	250Nm @ 6,500rpm
	0-62mph	4.9 sec
	Top speed	153mph
	Length	4,235mm
	Width	1,775mm
	Weight	940kg
	Wheels & tyres	
	F	7x15-inch; 205/55/VR16
	R	8x15-inch; 225/50/VR16

● (O & A series) ★★★★★

911S 1967-1968



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

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

● (A series) ★★★★★

911L 1967-1968



In 1967, the 911L 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	5x15-inch; 185HR
R	5x15-inch; 185HR

● (A & B series) ★★★★★

911T 1967-1969



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

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

● (B series) ★★★★★

911E 1968-1969



The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 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	7.5 sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	5x15-inch; 185HR
R	5x15-inch; 185HR

● (B series) ★★★★★

911S 1968-1969



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

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0 sec (est)
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	995kg
Wheels & tyres	
F	6x15-inch; 185/70/R15
R	8x15-inch; 185/70/R15



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

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	190Nm @ 4,500rpm
0-62mph	7.0 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	6x15-inch; 185HR
R	8x15-inch; 185HR

● (E series) ★★★★★

911E 1972



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

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

● (E series) ★★★★★

911T 1972



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

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5x15-inch; 185HR
R	5x15-inch; 185HR

▼ (E series) ★★★★★

911S 1972



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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190hp @ 6,500rpm
Maximum torque	211Nm @ 5,100rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	6x15-inch; 185/70/R15
R	6x15-inch; 185/70/R15



● (F series) ★★★★★

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	8.5:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	6x15-inch; 185HR
R	6x15-inch; 185HR

▼ (F series) ★★★★★

911S 1973



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

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

● (G, H, I, J series) ★★★★★

911 1974-1977



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

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

● (G, H, I, J series) ★★★★★

911S 1974-1977



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

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



● (G & H series) ★★★★★

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

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

● (I & J series) ★★★★★

911 Carrera 3.0 1976-1977



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

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



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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5 sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,140kg
Wheels & tyres	
F	6x15-inch; 185/70/R15
R	8x15-inch; 215/60/R15



▼ (J series) ★★★★★

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

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

● (K series) ★★★★★

Carrera 3.2 1984-1989



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

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

● (L series) ★★★★★

930 SE 1986-1989



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

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



● (M series) ★★★★★

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

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



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 upgraded 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
0-62mph	5.1 sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F 6x16-inch, 205/55/VR16	
R 7x16-inch, 225/55/VR16	



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	10.3:1
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	1,359kg
Wheels & tyres	
F 7x16-inch, 205/55/VR16	
R 9x16-inch, 245/45/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 '91.

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/VR16	
R 8x16-inch, 225/50/VR16	

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/VR16	
R 8x16-inch, 225/50/VR16	



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.

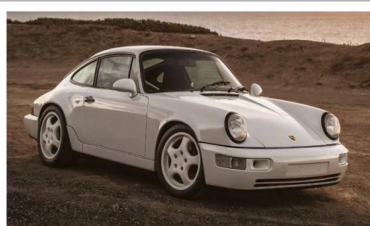
Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9 sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F 9x18-inch, 235/40/VR18	
R 11x18-inch, 285/35/VR18	

964 Anniversary 1993-94



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7 sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch, 205/50/VR17	
R 9x17-inch, 255/40/VR17	



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/VR17	
R 8x17-inch, 255/40/VR17	



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/VR17	
R 9x17-inch, 255/40/VR17	

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	359Nm @ 5,400rpm
0-62mph	5.0 sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	
F 8x18-inch, 225/40/VR18	
R 10x18-inch, 285/35/VR18	



993 Carrera 4S 1995-1996

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

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.3 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,520kg
Wheels & tyres	
F 8x18-inch, 205/40/VR18	
R 10x18-inch, 285/30/VR18	



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, 225/50/VR18	
R 10x18-inch, 285/30/VR18	

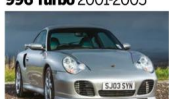


993 Carrera S 1997-1998

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 7x17-inch, 205/50/VR18	
R 10x18-inch, 285/30/VR18	

996 Turbo 2001-2005



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

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



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 updated 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 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	



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.

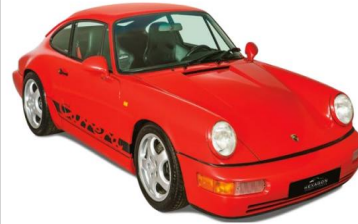
Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	265hp @ 6,700rpm
Maximum torque	304Nm @ 6,700rpm
0-62mph	4.5 sec
Top speed	125mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/55/ZR16



964 Turbo 1991-1992

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

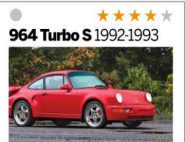
Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



964 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 Turbo 3.6 1993-1994

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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	8x16-inch; 225/40/ZR16
R	10x16-inch; 265/35/ZR16



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 GT2 1995-1996

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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	430hp @ 5,700rpm
Maximum torque	540Nm @ 5,000rpm
0-62mph	3.9 sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	11x18-inch; 265/35/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	80:1
Maximum power	450hp @ 5,700rpm
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/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 @ 4,800rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



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.

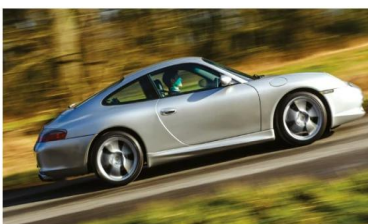
Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F	7x17-inch; 205/55/ZR17
R	9x17-inch; 255/40/ZR17



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/ZR18
R	11x18-inch; 285/30/ZR18



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	8x18-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



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	179mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



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/ZR18
R	11x18-inch; 295/30/ZR18



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/ZR18
R	11x18-inch; 295/30/ZR18

Sales debate

Will the 991 generation become a cult classic?



With one in five 911s ever produced hailing from the 991 era, there's no denying it's the most populous generation by quite some distance, well received in showrooms for the entirety of its eight-year production cycle. But how will the 991 be viewed by enthusiasts in 20 years? We asked the views of two specialists in the independent Porsche dealer network who have had plenty of experience selling many different iterations of 991 over the last few years.

Karl Meyer, owner of Porsche buying specialists 2911, is a huge fan of the 991-generation 911, and believes the Gen1 cars are most likely to capture the imaginations of enthusiasts in the coming years. "I think enthusiasts will seek out those last naturally aspirated cars from 2012-2015, particularly in GTS form. That really is a fantastic car," he says. However, Meyer doesn't think we'll need to wait 20 years before the charm of the 991 is realised: "The 991.1 represents a big step up over the 997.2 in terms of performance, but already a comparable model can be had for vaguely similar money. Unless you're dead set on the 997's more traditional 911 footprint and interior layout, I can see more and more people seeking out a 991 in the next two to three years," he says.

High praise indeed from Daly, but does Jamie Tyler of Paragon Porsche agree? "991s have always proved popular with our customers. They're phenomenally capable sports cars and have exceptional build quality, so they resonate, and I think as prices come down, more and more people will look to get into them. They do still have problems like any car, so it's important to buy the right example that's been properly cared for and had all the right work done either through Porsche Warranty at the time or otherwise, but they are a lot of car for the money," he says.

Does Tyler think the 991 will be the 911 to buy in 20 years? "It's difficult to say. We had a period where the 964 was unpopular, but now look at it! 996s are popular at the moment, but finding a good example is difficult. Who knows, at the rate the automotive industry is currently moving towards electrification and driverless technology, we might already be talking about the 911 as a good modern classic in as little as five years – and that includes the turbocharged Gen2s."

Overall, both specialists talk very highly of the 991 as a sound 911 purchase, not so much as an investment due to the high production numbers, but certainly in terms of buying a 911 to drive and enjoy – maybe even for the next 20 years and beyond!



996 Turbo S 2004-2005

A 911 Turbo with the previously optional 300bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.2 sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18



997.1 GT3 RS 2006-2007

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

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

997.2 GT3 RS 2009-2012



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

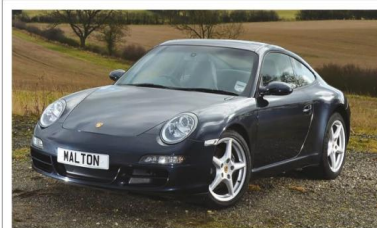
Production numbers	1,500
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.2:1
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0 sec
Top speed	192mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



997 Turbo S 2011-2013

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

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



997.1 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	1,399kg
Wheels & tyres	F 8x18-inch; 235/40/R18 R 10x18-inch; 265/40/R18



997 GT2 2007-2009

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

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



997 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 @ 4,400-5,600rpm
0-62mph	4.6 sec
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



991.1 Carrera 2011-2015

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

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



★★★★★
997.1 Carrera S 2004-08

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

Production numbers	41,059
Issue featured	107
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	11x19-inch; 295/30/R19



★★★★★
997.1 GT3 2006-2007

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

Production numbers	2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3 sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,399kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



★★★★★
997.1 Carrera 4 2005-08

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

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



★★★★★
997.1 C4S 2005-2008

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

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



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

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



★★★★★
997.2 Carrera 2008-2012

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9 sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F	8x19-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	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 295/30/ZR19



★★★★★
997.2 C4S 2008-2012

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

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



★★★★★
997.2 GT3 2009-2012

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

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



★★★★★
997.2 Turbo 2009-2013

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

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



★★★★★
997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,200rpm
Maximum torque	460Nm @ 5,700rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F	8.5x19-inch; 245/35/ZR19
R	12x19-inch; 305/30/ZR19



★★★★★
997 918 Edition 2010

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

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



★★★★★
997 GT2 RS 2010-2011

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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F	8x19-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 250bhp. GTS is laden with Porsche options.

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★★★★★
997 C4 GTS 2011-2012

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

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



★★★★★
991.1 Carrera S 2011-2015

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

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



★★★★★
991.1 Carrera 4 2012-2015

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

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



★★★★★
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

041 SPORT CHRONO PACKAGE

An ever-more popular option on modern 911s, Sport Chrono is the gateway to a sportier Porsche. Here's what it does, and how



First delivered on a 911 in 997.1 Carrera guise back in 2004, Sport Chrono Package has proved a popular upgrade for 911 owners in the years since, its signature chrono clock now an almost ubiquitous sight in the centre of a modern 911's dashboard. But what exactly is it?

In truth, Sport Chrono Package is the combination of different settings all brought under one umbrella technology. Porsche says it "elevates the baseline power of a 911 in many exciting ways". In short, Sport Chrono offers an increased state of tune in terms of engine, transmission and chassis. In 992 configuration, there are five different driving modes (normal, Sport, Sport Plus, Individual and Wet mode) all selectable by the driver from a steering wheel-mounted dial. In Sport Plus (exclusive to Sport Chrono) the fastest possible gear shifts are executed for cars with a PDK gearbox, with race-derived mapping for shifting at the optimum time. Similarly, throttle response is fine-tuned to be even sharper, while the car's PASM chassis and active engine mounts are stiffened to allow more direct cornering. Dynamic transmission mounts are also fine-tuned to minimise vibrations and oscillations. The Launch Control function is also possible thanks to presets delivered by Sport Chrono, again for cars with PDK, and that aforementioned chrono clock also comes in useful for recording lap times.

Essentially a preset and switchable mapping function across the car's drivetrain and chassis parameters, Sport Chrono ensures that when called upon, the 911 is ready to deliver its absolute utmost in performance, the settings ideally suited for track work of course. This sharpened state of tune doesn't need to be delivered one hundred per cent of the time, and so all of this can be turned off for more leisurely outings, all at the push of a button. That means as well as increased performance, Sport Chrono Package also offers the driver greater flexibility around when to deploy this 'maximum attack' level of performance, mitigating against times when a greater level of comfort is required instead. A must-have on a 911? If you're intent on doing track work, then yes – Sport Chrono Package gives you all the tools to extract maximum performance from your 911, as and when you need it, and includes some other desirable options too including Sports exhaust, underlining its status as a good-value and popular addition to the 911's long list of options.



★★★★★
991.1 Turbo
2013-2014
New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models.

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000rpm
Maximum torque	660Nm @ 1,950rpm
0-62mph	3.4 sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,995kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



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

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

★★★★★
991.2 Carrera S
2015-2018



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

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



★★★★★
991.2 Carrera 4
2016-2018
New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

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



★★★★★
991.2 C2 GTS
2017-2019
Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4 GTS quicker than C2 GTS.

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



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

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

★★★★★
991.2 GT3 RS
2018-19



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

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

★★★★★
991 Speedster
2019



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

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

★★★★★
992 Carrera S
2019-



All-new eighth generation of 911 carries over 9A2 engine from 991.2, though all cars are now wide-bodied with subtle visual tweaks.

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500rpm
0-62mph	3.5 sec
Top speed	191mph
Length	4,519mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21



991 Anniversary 2013-2014

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

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

991.1 Carrera GTS 2014-16



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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0 sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20

991.1 C4 GTS 2014-2016



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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.4 sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



991.1 GT3 RS 2015-2017

Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Features modified 4.0-litre DFI version of 991.1 GT3 engine; PDK-only.

Production numbers	6,000
Issue featured	136
Engine capacity	3,996cc
Compression ratio	12.9:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.3 sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	
F	9.5x20-inch; 265/35/ZR20
R	12.5x21-inch; 325/30/ZR21

991.2 Carrera 2015-2018



Facelift model substantially changed underneath with power coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.

Production numbers	Unknown
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	
F	9.5x19-inch; 235/40/ZR19
R	11.5x19-inch; 295/35/ZR19

991.2 Carrera 4S 2016-18



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

Production numbers	Unknown
Issue featured	154
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8 sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	
F	9.5x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



991.2 Turbo 2016-2018

Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

Production numbers	Unknown
Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
0-62mph	3.1 sec
Top speed	193mph
Length	4,507mm
Width	1,880mm
Weight	1,995kg
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R	11.5x20-inch; 305/30/ZR20



991.2 Turbo S 2016-2018

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

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



991 R 2016

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

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



991.2 GT3 2017-2019

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

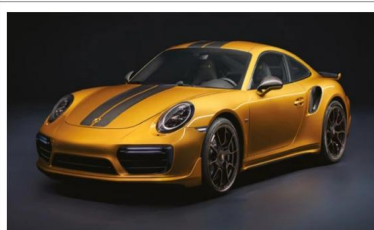
Production numbers	222 (UK, est)
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9 sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	
F	9x20-inch; 245/35/ZR20
R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

991 GT2 RS 2017-2019



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

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



991 Turbo S Exclusive Edition

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

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



991 Carrera T 2018

Purist take on the 991.2 Carrera with 20kg of weight saved and reengineering of seven-speed manual gearbox. Same 370hp engine as Carrera, PDK optional.

Production numbers	5,000
Issue featured	162
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	
F	9.5x19-inch; 245/40/ZR19
R	11.5x19-inch; 295/35/ZR19

992 Carrera 4S 2019-



As with the 992 Carrera S, but with active all-wheel drive providing variable torque to the front axle. Identifiable by silver decklid slats (C2S has black).

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500rpm
0-62mph	3.4 sec
Top speed	190mph
Length	4,519mm
Width	1,852mm
Weight	1,565kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	11.5x21-inch; 305/30/ZR21

992 Carrera 2020-



The base 992 was revealed some nine months after the S. Visually different to the C2S thanks to smaller wheels and two single-exit exhaust tips.

Production numbers	In production
Issue featured	189
Engine capacity	2,981cc
Compression ratio	10.2:1
Maximum power	385hp @ 6,500rpm
Maximum torque	450Nm @ 1,900-5,000rpm
0-62mph	4.0 sec
Top speed	182mph
Length	4,519mm
Width	1,852mm
Weight	1,505kg
Wheels & tyres	
F	8.5x19-inch; 235/40/ZR19
R	11.5x20-inch; 295/35/ZR20

992 Carrera 4 2020-



Same spec as the 992 Carrera, albeit with variable torque sent to the front wheels in an improved multi-plate clutch AWD PDM system over the 991.2.

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



992 Turbo S 2020-

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

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



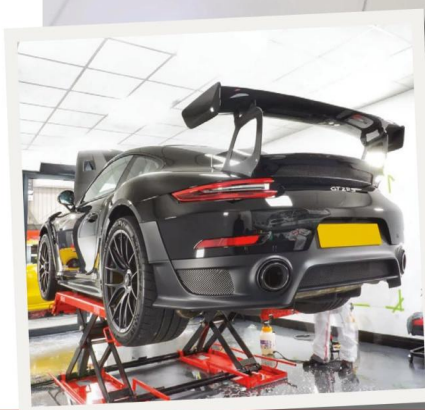
992 Targa Heritage Design Edition 2020-

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

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

REEP AUTOMOTIVE GROUP: THE EXPERTS IN PROTECTION & ENHANCEMENT OF YOUR DREAM CAR

From Paint Protection Film to vinyl wrapping, how one national company is helping Porsche owners to make their investment look better than ever!



For over a decade the experts at the Reep Automotive Group have been dedicated to working with Porsche owners to protect their beloved vehicles. With six centres across the UK, partnerships with some of the world's leading car care brands including Gtechniq,

and unrivalled knowledge of advanced maintenance techniques, it's little wonder that hundreds of Porsche owners entrust their dream cars to these artisans each year. Here, the team explain the range of services on offer and showcase some of their favourite projects to date.



Self-Healing Paint Protection Film (PPF)

Whether it's everyday wear and tear, or the result of pushing your car to its limits on a track day, Porsche paintwork can be the victim of scratches, minor abrasions, swirl marks, stone chips and everyday environmental factors. The effect on the aesthetics, residual value of the vehicle and investment are affected when poor or damaged paint on a car is visible for all to see.

Ensuring your paintwork remains 'box fresh' can be difficult to achieve, but with Paint Protection Film (PPF), it is possible to add a barely detectable level of defence that will keep your factory or custom paint finish looking flawless mile after mile.

Made from thermoplastic urethane, Paint Protection Film is professionally installed over existing paintwork to protect and enhance whilst maintaining optimal visibility. PPF has the added benefit of self-healing properties, meaning minor scratches and abrasions will magically disappear in direct sunlight and ambient temperature. Recent advances in technology have created a range of PPF categories which include finishes in Matte, Satin, Coloured and Carbon Fibre for those who want to create a truly custom look.

Paint Protection Film is the most requested service from the team at Reep Automotive Group, with the most popular options being full front-end coverage, track pack (front end, side sills, and rear arches) and full car coverage. Their large investment in resources and infrastructure allow the Reep team to have access to one of the most comprehensive PPF template libraries, meaning no matter how rare your Porsche might be, they will have the right PPF to fit every curve.



Vinyl Wrapping/ Customisation

If you are looking to turn heads or want a viable alternative to the costly and limited Porsche PTS program, vinyl wrapping is a hugely popular option. Whether it's adding vehicle livery, factory decals or a complete colour change, vinyl wrapping has the capabilities to create a truly one-off vehicle.

With over 500 highly pigmented colour choices from expert global manufacturers including 3M and Avery Dennison, Porsche owners wanting to truly personalise their cars have a world of choice at their fingertips. Each vinyl wrap completed by the expertly trained Reep team usually takes over 80 man-hours, including door sills for a seamless finish. And once you've had your fix or fancy a change again, the vinyl can be safely removed to reveal the fully preserved original colour.

Recent projects completed by Reep Midlands includes this Porsche 911 GT3, which transformed from Guards Red to the owner's perfect green based on the limited-edition Oak Green Metallic finish – safe to say, they were one happy customer!

Vinyl wrapping can be complemented with wheel colour change and window tinting, to create a vehicle that is truly unique. This is your project that we help you realise and enjoy!

Paint Correction/Enhancement

Restoring and rejuvenating paint correction is a common request of the Reep team. Perfect for classic cars, or those that have been sadly neglected, paint correction can breathe new life into tired and flawed paintwork. Tackling sun damage, chemical impact and paint imperfections, this highly technical service includes a multi-step decontamination process and a range of compound machine polishing techniques to create a swirl-free surface, before finishing with a ceramic coat by Gtechniq or a best-in-class wax by Swissvax for a lifetime high-gloss look that will make any vehicle look as good as new.

The owner of this stunning Porsche 911 964 Targa is one such customer who called upon the Reep experts to transform the 30-year-old paint job. Almost 30 hours later, the meticulous process created a car with a mirror shine and flawless paint job that will impress even the toughest critic.



Find out more

From PPF and vinyl wrapping, to paint correction and a host of advanced detailing services including window tinting, wheel painting, alloy refurb and chrome delete, the Reep Automotive Group is on hand to make your vision come true. No other team has such unrivalled knowledge of Porsche, nor do they have the same passion that drives the Reep team to create such faultless work.

To start your journey to the ultimate car care service, please visit www.reepgroup.co.uk to find your local Reep location. **911**



HEXAGON

CLASSICS

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MODEL	SPECIFICATION	MILEAGE
1962 356B 1600 S Roadster	Gloss Black / Beige leatherette, engine upgraded to a 616/7 specification	13,400
1964 356 C Carrera 2 2000GS Coupe	Bali Blue / Black leatherette. 1 of 6 RHD, e/sunroof, headrests	-
1976 911 2.7 S Targa	Guards Red / Black leather, matching numbers, unrestored, Competition s/wheel	<600
1988 930 3.3 Turbo Cabriolet	Lagoon Blue / Linen leather, matching numbers, air conditioning, Sports seats	26,900
1987 930 3.3 Turbo Coupe LHD	Black / Black leather, one owner, matching numbers, period performance upgrades	44,700
1988 930 3.3 Turbo Coupe LHD	Iris Blue / Navy Blue, matching numbers, heated Sports seats, air conditioning	49,200
1989 911 Super Sport Cabriolet G50	Guards Red / Linen leather piped red, G50 gearbox, climate control	28,000
1989 911 Speedster RHD	Grand Prix White / Navy leather, UK registered, matching numbers	4,200
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 conditioning, 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, PCCB, DEM	13,600
2011 997 Carrera S Coupe Manual	Platinum Silver / Black leather, rear Park Assist, rear wiper	10,400
2011 997 GTS Coupe PDK	Carrera White / Black leather / Alcantara, Sports exhaust, BOSE	18,400
2010 997 Turbo S Cabriolet PDK	Carrera White/ Black full leather, Sports Chrono, PCCB	17,300
2010 997 Turbo S Cabriolet PDK	GT Silver / Cocoa leather, Sports Chrono, PCCB	1,700
2019 991.2 GT3 RS Weissach PDK	Black / Houndstooth Tartan, Weissach Package, PCCB, Lift System	Delivery

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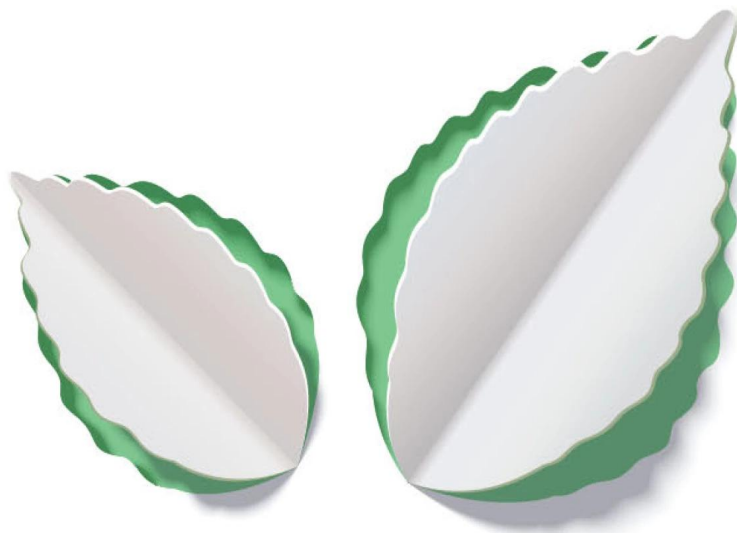
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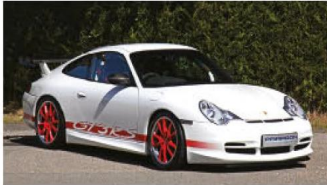
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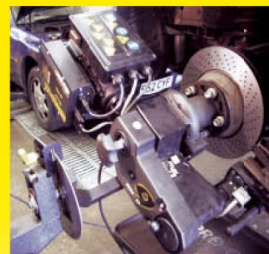
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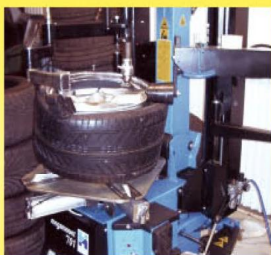
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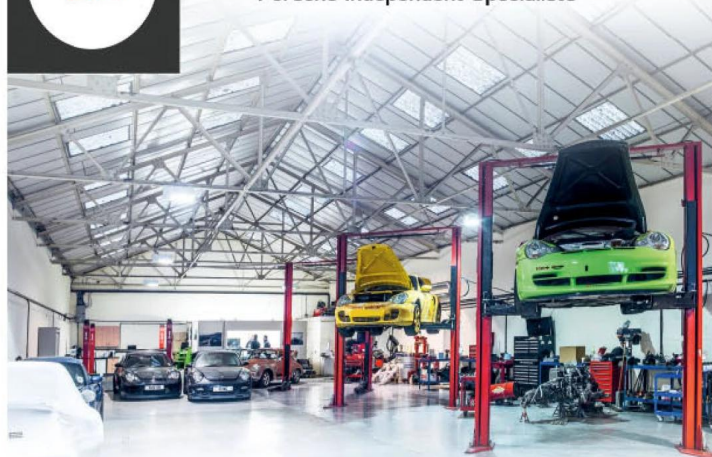
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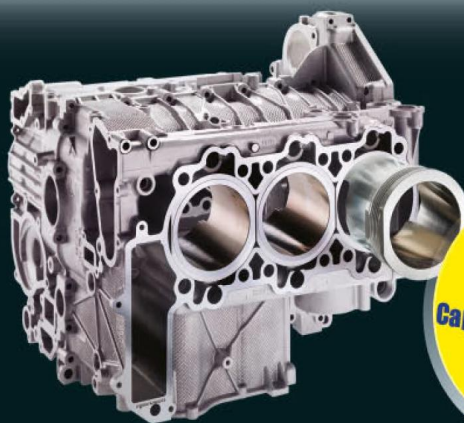
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BENJAMIN DIMSON

The talented Philippine injected new design philosophies at Weissach in the 1980s, helping to shape the 959 and 3.2 Speedster before overseeing exterior design of the ever-popular 964

Benjamin Dimson's journey to Porsche began some 10,000 kilometres east of Weissach, in his home town of Manila, capital of the Philippines. It was here where Dimson studied industrial engineering, but it was a design degree that was ultimately lusted after, forcing

a move to California and the Art Centre in Pasadena. After securing a degree in Transport Design, in 1981 Dimson (main picture, bottom left) was headed for Germany, to begin an eight-year working relationship that left a notable mark on Zuffenhausen and its favourite sports car.

Assigned to the exterior studio under the guidance of Wolfgang Möbius, designer of the original 928, a redesign of it was the first project Dimson was actively involved with, along with the 944 Turbo, before his efforts were rewarded with input to the 959 project under Dick Söderberg. His design philosophies were clearly resonating among the design hierarchy at Porsche, exemplified by Tony Lapine handing Dimson the role of lead designer and project manager of the 3.2 Speedster.

Dimson's everlasting gift to the 911 though is the 964, for it is he who was responsible for its exterior styling under the watchful

eye of his chief at Style Porsche, Dick Söderberg. Applying the Porsche principle of style through function, the 964 was totally revised from its ageing 3.2 Carrera predecessor. Porsche claimed 80 per cent of it was new, all of it above the 964's axles, with

smoother lines, integrated bumpers and, for the first time, active aerodynamics, that moving rear wing able to manage downforce while not spoiling the clean lines of the 911 that Ferry Porsche had always held so dear.

The design was a success, so much so that CEO at the time, Heinz Branitski, actually hailed the 964 as "the 911 for the next 25 years". Such longevity didn't quite materialise, as the 964 was replaced by the 993 in September 1993, but Dimson had since left the company. In fact, he'd moved on to Mercedes-Benz by the time his 964

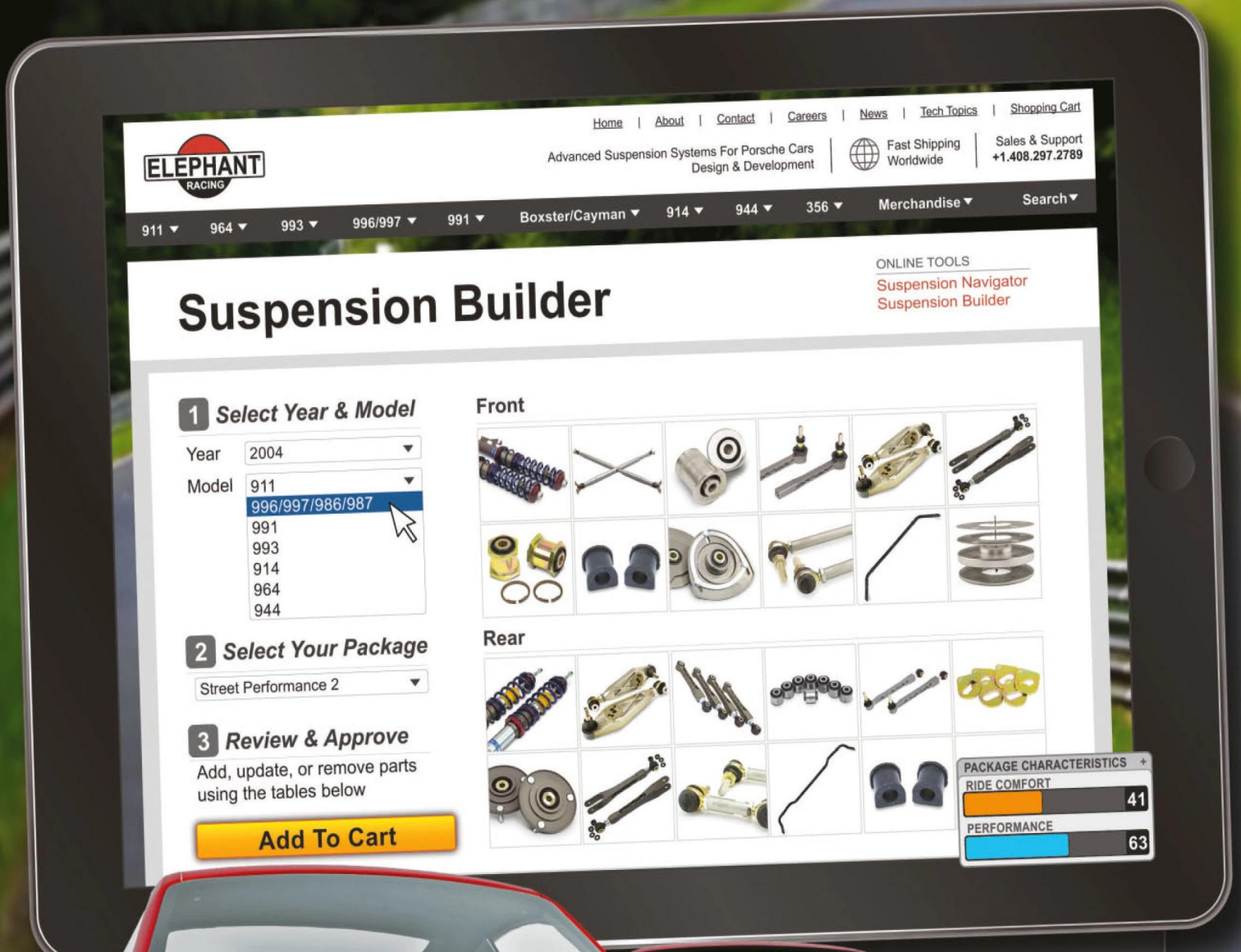


creation had come to market in 1989.

Other notable assignments in his role at Style Porsche involved designing the cockpit of the Airbus A320, but it is his work on the 964 for which Dimson's name will long be remembered by enthusiasts. Possibly the most adored 911 generation today, it is values of this ever-appreciating classic that continue in a skywards trajectory... **911**

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