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Total 911

THE PORSCHE MAGAZINE

993 GT2 R DRIVEN!

Fearsome Nineties racer pushed hard on track at Goodwood SpeedWeek



**992
GT3 RS**
SNEAK PEEK!
First shots of next-gen RS revealed

Evolution of Rennsport



50 YEARS OF RS
DEVELOPMENT PROFILED
AS FIRST 1973 2.7 TAKES
ON LATEST 991.2



DE-WINGED 991.1 GT3

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BEHIND THE SCENES:
DESIGN 911

**BRIAN REDMAN: HOW
TO CONQUER THE
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TECHNOLOGY
EXPLAINED: CERAMIC
COATING



ISSUE 198

Digital Edition

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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.

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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.

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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

At long last, the production GT3 is nearly ready. Delayed this year by COVID but also emissions regulations, insiders at Porsche admit it's getting harder and harder to evolve performance while also adhering to such stringent measures.

Very soon we'll be able to bring you the results of an afternoon with Mr Andreas Preuninger and a final prototype GT3, and provide insight into what we can expect from the finished article, expected now to arrive in very early 2021. And, if that's not enough to whet the appetite for Porsche's modern-day GT products, while 'AP' was rolling out a late GT3 mule, our spies were at the Nürburgring to capture a prototype 992 GT3 RS in testing on the Nordschleife. We're currently unsure when exactly to expect a production reveal given we're still waiting on the GT3 to land, but one thing's for certain, there's plenty to look forward to in the coming months as the blue chip models from the 992 generation finally reveal themselves. The fun, and a host of new information on 992 GT cars, begins on page 8.

“With a magazine you're also buying some quiet time to stop and relax”

Elsewhere, with Christmas around the corner we've selected some sterling products to benefit you and your Porsche lifestyle. I don't mind suggesting a not-so-subtle circling of your product of choice (or products if you're feeling cheeky!) before leaving your magazine open on the page for your significant other to come across... well, it has been a tough year, so we're all deserving of something nice.

One of the best products is of course a subscription to **Total 911**. Don't forget as well as a wealth of specialist knowledge and informed opinion, with a magazine you're also buying some quiet time to stop and relax. With a **Total 911** subscription, you'll get the magazine delivered early and right to your door each month, and you'll also benefit from our bespoke, clean subscriber covers, devoid of any cover lines. Even better, there's some fantastic savings to be made on paper and digital subs (or both!), more information on which you'll find on page 28. A magazine sub really is the gift that keeps on giving for 13 issues each year. Go on, treat yourself...



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911 Opening Shot

The Le Mans-winning Porsche 911 GT1 '98 is at rest after a busy showing on track at Goodwood SpeedWeek. A one-off extravaganza celebrating the racing success of Porsche at Le Mans and its tradition of technical innovation on road and track, attendees were able to see the GT1 '98 in action on track over the course of the three-day event, which replaced the Festival of Speed this year.

Photograph courtesy **Porsche AG**





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Update

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



992 GT3 RS breaks cover on track

Spy shots capture new details on next-gen Rennsport

Total 911's spies have captured the mighty 992 GT3 RS in some hot-lap tests around the Nürburgring Nordschleife.

The all-black mule was still sporting a large degree of camouflage, but was nevertheless recognisable as a road-going Rennsport thanks to its GT3-style front and rear PU and centre-exit exhaust (mid-engined RSR 911s have a much larger rear diffuser).

As you can see from our spy photographs, the next-gen 911 Rennsport is set to feature a mammoth, bi-planed and fixed rear wing with swan neck strut design. The large, square end plates spotted on the mule are not thought to be production-spec at this stage.

Underneath that huge wing, a small ducktail-style lip appears to be present, similar to the incoming GT3, with a revised decklid design for air

intake. The 992 GT3 RS, which looks set to utilise the Turbo-wide body as seen on 991-generation Rennsports, seems likely to still feature a form of side air intake similar to its immediate predecessors, though these have been masked up on Porsche's current prototype.

At the front of the car, an RSR-style recess is present over the front boot, though greater detail on this has been masked up. A deeper chin spoiler is more prominent than on the incoming 992 GT3, while air vents above the front wheels are again present as another hallmark of a modern 911 RS.

Power will most likely derive from a naturally aspirated flat six engine similar to the upcoming 992 GT3, producing between 530 and 550hp. Power will be transmitted via a PDK-only gearbox to the rear wheels, which is in line with the Rennsport tradition.



Customisable Sports seat centres by TechArt

Leonberg-based Porsche tuners, TechArt, now make replaceable seat centres for 991-generation Sports bucket seats. Hand made at the company's interior manufactory, TechArt says its replacement seat centres allow for individual styling, such as colour-matched decorative stitching, pepita, or genuine Scottish tartan, and can be swapped over in seconds. The centres are priced from 890 Euros per seat, excluding VAT.

RPM Technik teams up with Manthey

English-based Porsche specialists RPM Technik have announced a partnership with German tuning giants Manthey Racing. The move sees RPM able to supply and fit the full range of MR components, and can execute full MR conversions, exemplified by a 991 GT2 RS MR and 991.2 GT3 RS MR recent double conversion. The full pricing and a list of MR performance upgrades are available from RPM Technik upon request.





Total 911 mourns Zef Eisenberg

Self-confessed Speed Freak dies chasing land speed record

Total 911 is mourning the passing of Zef Eisenberg following a fatal crash on 1 October. Eisenberg was killed at Elvington airfield, York, while attempting to break the British land speed record in his 1,200hp 991.1 Turbo S. The Guernsey-born fitness fanatic, who ran the MADMAX race team, previously broke the British highest speed and flying mile records at Pendine Sands last year with

the specially adapted Turbo S, as featured in **Total 911** magazine.

Motorsport UK reported that on this occasion Eisenberg got into difficulties at the end of a run, losing control of the Turbo S at high speed. The 47-year-old was pronounced dead at the scene.

Eisenberg was nearly killed at the same venue in 2016 after a high-speed motorcycle crash in

which he broke 11 bones, including his pelvis, and was informed he might not walk again. Miraculously, Eisenberg returned to action a year later, setting out plans to attempt to conquer records on four wheels.

Investigators are currently examining the circumstances of the racer's fatal crash at Elvington airfield.



New carpets available for all Porsche models

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Porsche enjoys Petit Le Mans success

First win of season for GT Team at Road Atlanta

The factory Porsche GT Team is celebrating its first win of the 2020 IMSA season after Nick Tandy, Matt Campbell and Frederic Makowiecki took the chequered flag in first place at Petit Le Mans.

The ten-hour race at Georgia's storied Road Atlanta circuit served up a tense finish, with the no.911 car taking the win by a margin of just 1.779 seconds over the chasing Corvette. The sister no.912 car, meanwhile, became entangled in an accident with a GTD-class car in the latter stages of the race and



could only muster a 5th-placed finish in class.

Porsche Motorsport chief Pascal Zurlinden said after the race: "We've suffered many setbacks during this IMSA season. This victory at Petit Le Mans is the reward for all the hard work that everyone in the team has done. That includes both the team here in the USA and our Weissach squad."

The result means Porsche sits 3rd in the manufacturers' championship after nine of eleven races in the GTLM championship.





Christmas

GIFT GUIDE 2020

Total 911 presents five fab products for you and your Porsche this festive season



PORSCHE CAR COVERS

The Car Cover Shop

If your Porsche 911 is destined for a winter hibernation, make sure it's properly protected during its storage period with a premium cover from the Car Cover Shop. Designed specifically for the 996, 997 and 991 generations, these covers are custom, waterproof and breathable, with both indoor and outdoor covers available. Priced from £265, for more information and the full range of covers visit carcovershop.co.uk/covers-indoor-outdoor-porsche.asp.



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40 AND 46IDA3C PORSCHE 911 CARBURETTORS (LEFT PLUS RIGHT-HAND PAIR)

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Webcon's new pair of authentic Spanish Weber carburettors are suited to early Porsche 911s. They are cast from 100% new tooling and produced from the original Italian Weber drawings. The carburettors are in stock and available for immediate shipping priced at £1,250 each side for the 40IDA3C and £1,395 each side for the 46IDA3C. Head to www.webcon.co.uk.



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A man is driving a Porsche at night. The interior is illuminated by the dashboard and the infotainment screen, which displays various app icons like Phone, Music, Maps, and Messages. The man is wearing a blue shirt and jeans, and his hands are on the steering wheel. The background shows city lights and a bridge.

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PORSCHE



GUEST COLUMN

Brian Redman

 PART OF A
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MINI-SERIES

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 McGuiness to chat about the 908/03 and his hair-raising experiences on the Nürburgring Nordschleife

In 1965 a brilliant, intuitive engineer and talented amateur driver named Derek Bennett started building race cars in Salford, near Manchester – first for himself, then for customers. The demand for his creations became so great that they moved to an old cotton mill in Bolton, only 30 minutes from where I lived in Burnley. Assisted by right-hand man Paul Owens, Chevron quickly became a name to be reckoned with. During 1967 and '68 I'd driven a Chevron B5-BRM for David Bridges and a B8-BMW for Chevron.

In 1969 it became obvious that the B8 was becoming a bit long in the tooth, so Derek designed and built a new car for the European 2.0-litre Championship, the B16. The first race was to be the difficult Nürburgring 500 Ks on 9 September. As usual in the racing world, everything was last minute. We tested at the local track, Oulton Park, and all seemed well. At that time, the only engine available was the F2 Cosworth 1,600cc FVA. The main opposition was to be the three factory Abarths with 2.0-litre engines, all driven by very competent professional drivers. On Friday, the first day of practice, we were stunned, 20 seconds a lap slower than the fastest Abarth. Not only that, the handling was terrible, all over the road and leaping from bump to bump. Frantic work on Saturday involved changing shock absorbers, springs, front and rear toe, camber, ride height, adding and removing spoilers front and rear, narrower front wheels. At the end of the day, 15 minutes from the end of qualifying – pole position! The Abarth drivers ran for their cars, but it was too late. I discussed strategy for the long race with Derek and said I thought I'd stay close to the Abarths, not straining the B16 and save a big effort for the end. In fact we took the lead at the start and were never led, the 2nd place Abarth 2000 of Toine Hezemans 1 minute 58 seconds behind followed by the similar Abarth of Gijs van Lennep. The following week Chevron received multiple orders for the new B16.

In January 1970 I received a call from Porsche. "Herr Redman, you wil come to Weissach and test ze new 908/03." When I replied that it was snowing the



response was: "Herr Redman, ziz is not a problem – Herr Piëch has the answer." So off I go to Stuttgart where the snow is steadily falling. The following morning we're at Weissach, the track has been swept but the surface looks wet. Out I go in the 908/03 and spend four laps warming everything up. On the fifth lap I give it full throttle on the straight and immediately spin into a snowbank. When I jump out, I slide on the ice. Herr Piëch arrives with a cohort of engineers. "Vas is ze problem Herr Redman?" I slide on the ice. "Ah – ziz is zee last time vee test at Weissach in zee Vinter."

At Sebring in March 1998, I tested five cars from the Stuttgart Museum which were going on a public relations tour that would finish in August at Laguna Seca. Among them was a 908/03 (above). After driving it I was discussing the car with Klaus Bischof, who at that time was head of the Museum, and who had been a factory mechanic in 1969, and in 1970 worked with Porsche Austria. When I mentioned that at the Nürburgring Siffert and I had retired due to lack of oil, he replied: "Ja Brian, in Porsche Austria vee know about this problem – vee haf bigger oil tanks." Thank you Klaus!

In September I returned again to the Nürburgring, this time with a new Chevron B16 Spyder. Much lighter and more suited to the difficult track than the B16, it also had an uprated 1,800cc Cosworth FVC. Leading by over two minutes at the halfway point, I came over the 14km jump, and as I went back on the power the engine started misfiring. A quick

glance at the instruments showed the fuel pressure reading low. I switched on the electric fuel pump and immediately the Chevron burst into flames. After driving half a mile to the nearest marshal's point the B16/S was really blazing. The portly marshal immediately hot-footed it up the road, fortunately leaving the fire extinguisher. The Chevron was very badly damaged and was completely rebuilt by the hard-working Chevron crew in seven days before going to the last race of the 2.0-litre championship at Spa-Francorchamps. Finally taking the lead on the last corner of the last lap, Chevron won the championship by one point from Lola.

Jackie Stewart always said the Nürburgring was the most difficult track, but I really didn't think it was because Spa was so much faster. Of course, in a Formula 1 car with a top speed of about 170mph that might be the case but, in the Porsche 917K with a top speed at Spa of 210mph, it was a big difference.

To be a three-time Nürburgring winner is a great privilege. As I look back from retirement, I can claim that I loved everything about the Nordschleife. I loved the history, the blind corners, the leaps, the hedges, the changeable weather, chomping on wildes schwein at the Wildes Schwein hotel in Adenau, and of course the massive crowds.

Next month I'll share more about my experiences racing the Gulf Porsche 917 for JW Automotive Engineering, which was named the official Porsche race team for 1970. **911**

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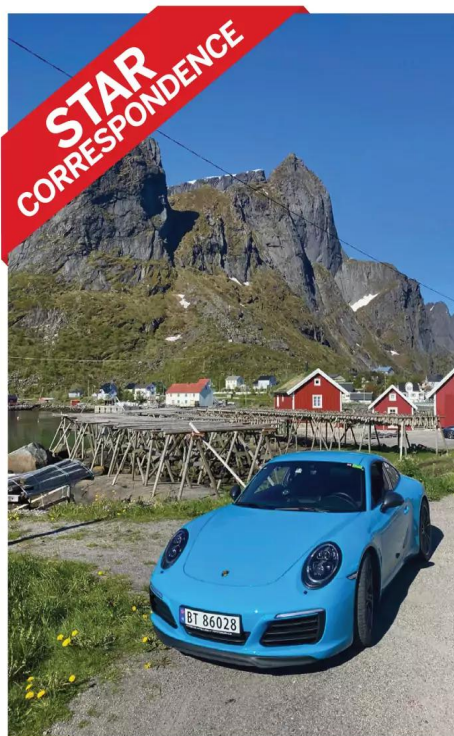
Views

The very best of your Porsche opinions

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Carrera T: a victim of your data file?

Dear Sir,

I must thank you for your revisit of the 2018 Carrera T. As the 3.2 CS and 964 RS were misunderstood in their time, the same can be said of the Carrera T since launch. But most on the list of the hottest 911 models today have that in common, not being overly appreciated when released. Thus, not many are around in the used market.

What I'm struggling with is the 3.5 stars that Total 911 awards the Carrera T with, when almost all other 991.2 models receive 4.5 stars? Maybe the star system is rewarding all models too highly, not leaving much room for interpretation on the newer models, but I can't see why the sublime Carrera T is regarded less than a base, an S or a GTS model. I'd give it half a star more than those models, because we enthusiasts reward purity and engagement, not practicality and usability. If that was the case, all GT models should be sub 4 stars.

As it is, for the time being, I'm just driving my Taycan 4S+ as I find the Taycan to eclipse the 911 on all relevant benchmarks, all done with 80 per cent of the fun of driving a 911. I really enjoyed Michael Meldrum's 'Living the Legend' piece on the Taycan in issue no 195. Although my finding is that long road trips with the Taycan are fairly feasible, at least here in Norway with chargers quite abundant, albeit

not the 350kW IONITY chargers which are still not available here in Northern Norway. We have only three (!) charging stations putting out more than 50kW in the northern half of the country. I've sent emails to IONITY but heard nothing yet.

Johan Andreas Furebotten

We're pleased the Carrera T revisit has suitably resonated, Johan. It's a cracking car and, as we mentioned, time has very much been kind to the model, hence the relevance of our revisit.

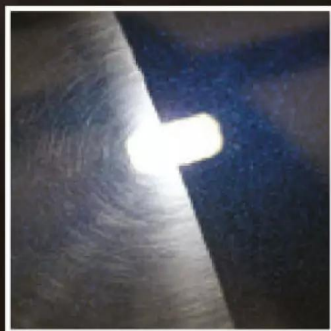
As for your note on our data file section, you raise a valid point. We believe the ratings system needs a shake up, and we will be looking to do this in the very near future, as we feel the Porsche landscape has changed somewhat since we first sat down as a team to compile our ratings. This will be a complicated process however, and we're a small team, so please bear with us. Interesting point too regarding charging Porsche's Taycan – we believe there's simply no infrastructure yet to feasibly support the running of an EV of any kind. Regardless, we're hoping Porsche is able to make a breakthrough with its research into synthetic fuels, so we can continue to enjoy our 911s responsibly for decades to come.



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Porsche literature?

Dear Sir,

I'm the proud owner of a 2000 996. I purchased the car used, when I turned 50, and have enjoyed it immensely during the five years I've owned her. I live in Silicon Valley (Redwood City, CA to be precise) where many expensive vehicles roam the roads. I'm always proud when I take my 'garage queen' out for a spin... she always turns heads and runs like a dream.

I have been collecting literature pertaining to my car, but unfortunately I am not having much success. I have contacted Porsche America but was not given any usable help.

My wife (she is German) and I have moved to Germany for one year. She surprised me with a year's subscription to your magazine, the first issue I received being the 15th anniversary. I truly enjoyed reading the articles, and noticed you featured my 996.1 in one of your issues, which I

would like to purchase. I'm hoping you can help me with this.

I was also hoping you could provide some resources where I may find product literature pertaining to my car. I'm looking for marketing posters, fold-outs, dealer literature, etc. Any articles pertaining to my vehicle I also collect. Any assistance you can provide is appreciated.

Mr. Cary Bloomquist



Literature direct from the manufacturer is indeed hard to come by. We'd advise speaking with your local Porsche Centre, as they may have some literature going spare, otherwise we'd recommend online specialist forums or auction sites. When it comes to past articles from Total 911, you can take a look for recent paper copies of our title on magazinesdirect.com, alternatively our entire backlog is available digitally via Apple Newsstand or Readly.



Porsche and F1

Dear Sir,

Le Mans was a disappointing affair this year, primarily because fans such as myself couldn't be there in person (I have been to every Le Mans since 2009) but also the performance of the factory RSRs was hard to watch. Clearly off the pace compared to rivals, it does make you wonder if the manufacturer is pushing the GT program as hard these days – that money for Formula E has to come from somewhere.

I'm hearing rumours Porsche is set to link up with Red Bull to provide engines for its Formula One team. I wonder if you can offer any insight here?

Malc Wilshere

Porsche has been linked to Formula One for many years now, first as a manufacturer entry, and now as a supplier of engines (which the company has notable history with, of course). Our sources haven't been able to confirm any apparent deal between Red Bull and Weissach, so we'll have to wait and see how the story develops. There's no immediate strategic advantage to an involvement with Formula One, so any development in this regard would certainly raise eyebrows. You can be sure to hear this or any other news at it breaks over at Total911.com.

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,

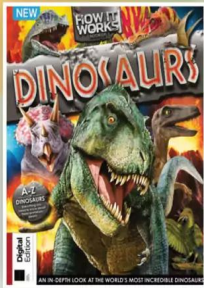
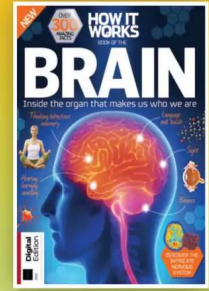
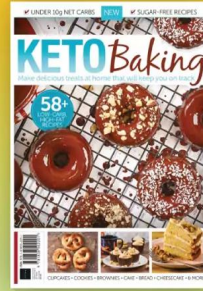
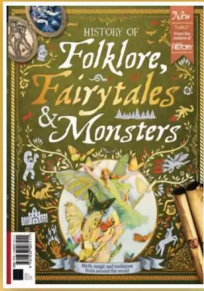
I have two questions regarding my 997.1 GT3 with 52,500km on the clock. I love the car – the balance is amazing and it's nimble! Question one: why do 997.1 GT3s tend to smoke on startup?

Question 2: Why does the engine rev on startup? It concerns me. As a motor enthusiast, I like low rpm until operating temperature is reached. This motor revs straight off the key!

To subdue the high revs on startup I swing the key once and switch off. Swing again and switch off. The third time the rpm is low on startup. But is this the best option? I may be creating another problem. Porsche has won every major endurance event possible, so it knows its engines, however these two matters concern me. Your words of comfort, please.
Peter Alterskye

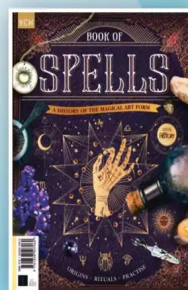
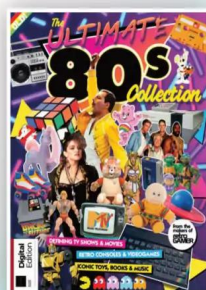
Lovely GT3 – for me the 997 is the sweet spot for a GT3, balancing rawness for track use and still having the usability for the road. Regarding the engine revving slightly higher when first started, this can be the case for most engines, the higher idle speed is from cold starts to run a secondary air pump to aid the speed of the warm-up cycle for the catalytic converters. For emissions reasons, these need to be at operating temperature as quickly as possible to be efficient at reducing the emissions.

The puff of smoke is something a few people have flagged as a concern – I've seen many 997.1 GT3s and 997.1 Turbos that can puff a cloud of white smoke during first startup, often when being left for a period of time after an enthusiastic drive. This tends to be deemed as a characteristic of the GT3 Mezger engine and most owners accept this as the norm. If you are concerned, please get your Porsche Centre to assess it to deem whether it is 'normal', or if the smoke needs further investigations. I've seen one engine stripped for excessive smoke on startup and found that the piston ring gaps were at the bottom (6 o'clock position) of the liners for a few of the cylinders, which was just enough for more oil than normal to leak through the horizontally opposed bores. I must stress this is rare though and I have only seen it on one engine.



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Evolution of Rennsport

It's the most alluring title in the Porsche lexicon. Total 911 bookends the Rennsport story with drives in the first and latest examples

Written by **Lee Sibley** and **Joe Williams** Photography by **Damian Blades**



It's incredible to think we are just two years away from the 911 Rennsport's momentous half-century. Through 50 years of renewed excellence, an RS is the reference point for the 911, representing the model in its ultimate form for the road and track.

Porsche's Rennsport lineage is rich: each new model is considered a halo car in its own right, defining the era in which they hail from. Many remain highly sought after by collectors as well as enthusiasts today, with even the most financially humble RS setting you back in the region of £130,000. And at the other end, you might well be chasing seven figures.

The programme is bookended by the 2.7RS and 991.2 GT3 RS, two models which, rather serendipitously, we've lined up for a spirited drive through the Dorset countryside today.

There are precisely 45 years between them, the black 2.7 Carrera RS hailing from 1973, while the 991.2 GT3 RS is a 2018 model year and therefore a 'batch

one'-spec example (batch two cars had an extensive reworking of engine breathing to comply with new Euro 6 emissions).

Sitting side by side, it's pure David vs Goliath: the 2.7RS looks minuscule next to the 991, almost toy-like. However, our mission today isn't to compare the first and latest Rennsports – this would be a fruitless exercise whereby the 991.2 GT3 RS would surely outgun, outbreak and outgrip the 1973 RS in every way (though I suspect the latter might offer a more fun drive on our public roads?). No, instead our prerogative is to use these stunning Rennsport examples to demonstrate the evolution of the genre, their status as the 'first' and 'latest' neatly bookending the most alluring and historically significant chapter in the Porsche 911 story, if you take into consideration the success of the race cars on which these are based.

So, back to our visual inspection of these Rennsport icons as they sit ready for action, as snapper Damian busies himself with his opening shots. Even without that bright green hue, Porsche

GB's press 991.2 GT3 RS utterly dominates its 2.7RS forebear, owned by collector and enthusiast Paul Pressland. The 991 is bigger, wider and taller than the 2.7RS, which is far simpler in its appearance, devoid of the outlandish winglets, ducts and struts featuring on its great grandchild.

Indeed, it's the difference in proportions which are almost comical: for example, the wheels on the 991 alone are bigger than the combined wheel and tyre of the 2.7 – the 991's wheels are wider on the front than the 2.7's rears are in diameter, too. Get the 2.7 at the 'wrong' angle from a front three-quarter pose and you'll hide that famous ducktail, whereas the 991.2's fixed rear wing is wholly unmissable. Just looking at the two hammers home that we're dealing with a half-century-wide chasm in 911 development, but does that transcend to how they drive? Keen to keep to the order of chronology, it'll be Paul's 2.7RS which I'm to drive first.

The story of the 2.7RS's birth is well known: it was simply built to enable the 911 to go racing. Of ➡

course, Porsche had raced its 911 almost as soon as production began in 1964, with notable success on the Monte Carlo rally of 1965, Peter Falk and Herbert Linge finishing 5th overall in a near-standard 911 (with the exception of bucket seats, a 160hp engine and a revised transmission featuring shorter ratios). Vic Elford duly delivered the 1967 European Rally Championship in a 911, followed by Pauli Toivonen in 1968, and the 911 would claim double victory in the Monte Carlo rally three years in a row from 1968-1970.

Meanwhile, the road 911 was evolving, first into the 160bhp 911S in 1966, then the ultra-lightweight, 210bhp 911R of 1968, before the skunkworks T/R and S/T projects for customers during a time when the company focused its mainline racing efforts – and budgets – elsewhere on the 917. A realignment of Porsche strategy in the early 1970s, mixed with a change in FIA regulations, meant the 2.7RS was conceived to race in Group 4 (special grand touring cars with a minimum production run of 500).

Porsche thus needed to sell 500 units required to homologate the competition 2.8 RSR racer, though the marketing department was highly sceptical this could be reached, and hence why the car was homologated for group 4 and not group 3, which

catered for series production grand touring cars with a minimum build run of 1,000 units.

Originally set to be marketed as a 2.7S, a masterstroke was engineered when the company decided on a rebrand, reviving its evocative 'Carrera' name from the 356 days, itself a nod to the company's prowess in the formidable Carrera Panamericana race across Mexico in the 1950s. A suffix was then added to 'Carrera', presenting a new pairing of initials in the Porsche lexicon. 'RS' stood for Rennsport, or racing sport, and gave a truer reflection of both the model's performance tweaks and competition potential over its 'S' brother.

Built on the 2.4S (which could be assimilated to a GT3 of the time), the 2.7RS had a larger engine with an additional 20hp, had new aerodynamic aids including a front chin spoiler and ducktail, and had flared rear arches, under which sat wider, seven-inch Fuchs compared to the 2.4S's six-inch. The 2.7RS was lighter, too.

The trick – and spec – appeared to work: demand was such that, in all, 1,590 units were built for 1973, split between Lightweight (factory code M471) and Touring (M472) specifications, plus the 17 ultra-rare RSH (Homologation) cars.

Many of them were entered into various competitions by private teams or gentlemen racers, be it track-based races, hillclimbs or even rallies, through the 1970s and 1980s, with some ending up in the hands of enthusiasts as capable track cars by the turn of the Millennium. Around this time you could have picked up a 2.7RS for £30,000, but the landscape is somewhat different today. That same car, appropriately restored, will fetch north of half a million quid, assuming it's a matching numbers example. A halo car for all, it was the rocketing of 2.7RS values in late 2013 when the 911 itself celebrated half a century of existence, which acted as a catalyst for the rapid appreciation in classic 911 values generally. Every proper 911 enthusiast dreams of a 2.7RS in their stable, and every serious collector already has one. So how does this ultimate Porsche poster car stack up today?

Having had a superb restoration by Neil Bainbridge at BS Motorsport, this is a 2.7RS in fine fettle. Its 915 gearbox displays none of the recalcitrance when cold that's common in tired 911s, offering a crisp snick through the gate during early rows between first, second and third ratios. Its throw is relatively long by modern standards, and a ➡





LEFT First RS had a steel body, though front and rear bumpers, plus that iconic ducktail, were made from fibreglass to save weight

BOTTOM RIGHT Enlarged 2.7-litre engine with Bosch mechanical fuel injection delivered 254Nm peak torque at 5,100rpm

BOTTOM LEFT The Touring version had two-piece Recaro Sport seats with corduroy centres as here, Lightweight centres as here, Lightweight had buckets

“Whereas the 2.7’s approach to fine-tuning the 911’s performance is mechanical, the 991’s innovation is technical”







ABOVE GT3 RSs are no longer narrow-bodied, sharing the Turbo's widest body albeit with extra stiffness built into it

ABOVE LEFT PSM, ABS, PASM, PDK and PTV+ are just some of the acronymed Porsche technologies present on the 991.2 GT3 RS

LEFT There's no longer a Touring or Lightweight spec, although optional Weissach Pack reduces weight by 30kg thanks to an exposed carbon roof, bonnet, and magnesium alloy wheels

degree of accuracy is required to ensure each throw finds its correct home, but the sort of mechanical empathy required is what plays in to the allure of this first Rennsport. Its 2.7-litre MFI flat six is torquey at low revs compared to a 2.4S, offering a bountiful surge in torque past 3,500rpm. A squeeze of the accelerator in this region of the tachometer sees the 2.7RS's body tip rearwards, the nose pointing upwards as the classic 911 surges forward to that beautiful, mechanical MFI soundtrack. This is an engine very happy to rev, not with the rapid urgency of its Rennsport successors, admittedly, but with an alacrity few of its rivals in 1973 could match.

Braking, similarly, is a progressive affair, the feel through the pedal akin to leaning on a tennis ball with the ball of your foot. A heady push on that middle pedal will scrub speed, but we are some time away, technologically, from the instantaneous 'grab' of a six-piston caliper clamping a high-friction pad to a ceramic disc. A more tactful approach to braking is required, feeding in gloriously to that degree of mechanical empathy required when peddling this grandfather of Rennsport.

Despite being stiffer than the 2.4S, the 2.7RS will still pitch and roll to a degree unimaginable by the turn of even the 964RS, and though almost comical to witness, it does offer a clear if animated directive to the driver as to grip levels at any given point. This sensation is further communicated through the steering wheel, which weights up nicely under load, lightening progressively during acceleration when weight is transferred to the rear of the car. Playing into its unique distribution of mass, it's possible to steer the 2.7RS almost exclusively through its accelerator pedal, in the 'classic 911' tradition.

Unlike many of the 911 Rennsports that followed, the 2.7RS is easy to drive at lower speeds, though this

could lure you into a false sense of security. Great skill is required from the driver to truly master it on the limit, mitigating those constant changes in grip levels from front to back, and left to right. Get it right and you'll be handsomely rewarded with an engaging drive, though take away its value and it doesn't rank as the most thrilling Rennsport. The sizeable leap in performance offered by the 3.0RS released only one year later, for example, is astounding.

This old master though is a luminary of performance motoring and as I climb out and shut its door to the sound of that familiar, metallic 'clink', I am fully satisfied I've just had the privilege of pedalling a true 911 legend.

Porsche's RS story of course developed quite significantly from there. The 1974 3.0RS was torquier, boasted a better natural balance, and had improved brakes from the 917. Then, for 20 years... nothing. 21 examples of the SC RS were produced at the start of the 1980s, but these were competition cars only. The next road-going RS was the 964, followed by the 993 in the mid-Nineties, before the RS suffix was transferred from 'Carrera' to 'GT3' as the 911 lineup diversified further. The GT3 RS meant more models for each era (Gen1s and Gen2s), plus specials, meaning the rate of innovation intensified greatly – with it came more power, more downforce, and to the chagrin of some, more technology.

With these modern Rennsports, big developments have been sought to make only marginal gains, such as the level of performance these cars attain, but shaving tenths off here and there add up to seconds over the course of a lap, and it's here where these track-oriented 911s are most at home. Any GT3 RS is utterly revered by enthusiasts, and so unlike the 2.7 Carrera RS, which was an unknown concept when it came to market, the 991 has benefitted handsomely ➔

The 911 Rennsport lineup

2.7 CARRERA RS

YEARS ON SALE: 1973
NUMBERS MADE: 1,590

3.0 CARRERA RS

YEARS ON SALE: 1974
NUMBERS MADE: 109

SC RS

YEARS ON SALE: 1984
NUMBERS MADE: 21

964 CARRERA RS

YEARS ON SALE: 1991-
1992
NUMBERS MADE: 2,405

964 CARRERA RS 3.8

YEAR ON SALE: 1993
NUMBERS MADE: 55

993 CARRERA RS

YEARS ON SALE: 1995-
1996
NUMBERS MADE: 1,014

996 GT3 RS

YEARS ON SALE: 2003-
2004
NUMBERS MADE: 682

997.1 GT3 RS

YEARS ON SALE: 2006-
2007
NUMBERS MADE: 1,106

997.2 GT3 RS

YEARS ON SALE: 2010-
2011
NUMBERS MADE: 1,500

997 GT3 RS 4.0

YEARS ON SALE: 2011
NUMBERS MADE: 600

997 GT2 RS

YEARS ON SALE: 2011
NUMBERS MADE: 500

991.1 GT3 RS

YEARS ON SALE: 2015-
2017
NUMBERS MADE: 5,000
(EST)

991.2 GT3 RS

YEARS ON SALE: 2018-
2019
NUMBERS MADE: 3,000
(EST)







from a scenario where demand far outstripped supply, to the point where enthusiasts have been happy to leave a £10,000 deposit for the next RS without ever having seen, let alone sat in it.

I take my place in the latest 911 Rennsport and adjust to my surroundings which, to put it mildly, are far more purposeful than that of the 2.7RS. Its 918-spec thrones aren't just beautiful to look at. They're an ergonomic art – you sit in the seat, whereas in the 2.7RS you sit on it – the carbon-backed throne enveloping around me and holding me firmly at my sides. I'm positioned low to the floor too, exactly as you'd expect to find in a Cup car, my legs outstretched flatter to the pedals, the wheel more flat-mounted ahead of me, the PDK paddles poking purposefully up past those middle wheel spokes.

A twist of the key in the ignition and the 991 fires to life with a rumble and loud boom as spark ignites and pistons move, the rev needle jumping to life before quickly, precisely, settling to a neat idle. It's loud in the cockpit (and I'm not just talking about the colour!), that removal of sound deadening ensuring the flat six's timbres are pulsing through the cabin. We get moving to what sounds like crackling as the sticky Cup 2 tyres fling an assortment of small stones and road debris at the GT3 RS's inner arches and, as we reach our first junction, a slow squeeze of the brakes brings a course whispering into the cabin as brakes bind and bring us to a stop. I'm 50 yards in

and already the sensory experience flies in the face of those who claim modern sports cars lack the soul of classics.

We roll back out onto the same roads that we experienced in the 2.7RS, though they might as well be completely different. Braking points are wildly disparate, and at times I'm taking entirely different lines as we zip through Dorset's assortment of fast yet quiet B-roads. This is to be expected, as I mentioned – these are performance cars from very different eras, where the intervening rate of technical innovation has been exponential.

The difference is that everything is so clinical in the latest GT3 RS. The modern Rennsport plays directly into a driver's intuitions, whether it be a lightning-fast gear change, a direct, positive steer, or instant, brutal torque from the press of the accelerator pedal. It means this latest Rennsport is largely lost on the public road, the scope of its capabilities reaching far higher than the limitations presented here.

That doesn't mean the 991.2 is uninspiring in this arena, however. Its cornering ability is astonishing, pulling over 1G in a turn before the front end starts to let go. Its ride quality is superb too, for such a stiff, focused car, its helper springs swallowing up small divots and undulations in the surface of our lumpy country roads. Acceleration is sublime, sure, but it's the razor-sharp nature of its throttle response which is most impressive. Then there's its powerband,

which is so outrageously accessible right up to its euphoric 9,000rpm redline, delivering a veritable kick in the guts at any point in the rev range. That outlandish aero plays a key part, too, delivering the downforce required to ensure this modern GT3 RS stays glued to the asphalt despite that 520hp being delivered to the rear wheels only. It's a heady mix and serves to deliver on message that, unlike the original, the modern Rennsport isn't a sports car. It's a purebred race car with licence plates.

In reality, these two RSs couldn't be more different. Sure, they might share a concept, but the way in which the first and latest Rennsports deliver it are poles apart. And so they should be: there is, after all, nearly five decades of engineering between them.

Whereas the 2.7's approach to fine-tuning the 911's performance is mechanical, the 991's innovation is technical. Where to from here? That destiny is in the hands of Mr Andreas Preuninger, who's been responsible for this Rennsport story the past 15 years. That time has seen an exponential increase in the 911's technology and performance, but even Preuninger will admit there's only so much further you can go with that traditionalist recipe of a naturally aspirated combustion engine sitting in the back of a race car. Mechanical to technical, to digital, perhaps? It's more possibility than inevitability, but so long as the 911 exists you can be sure it'll go racing, it being Porsche's sport – Rennsport – of choice. **911**



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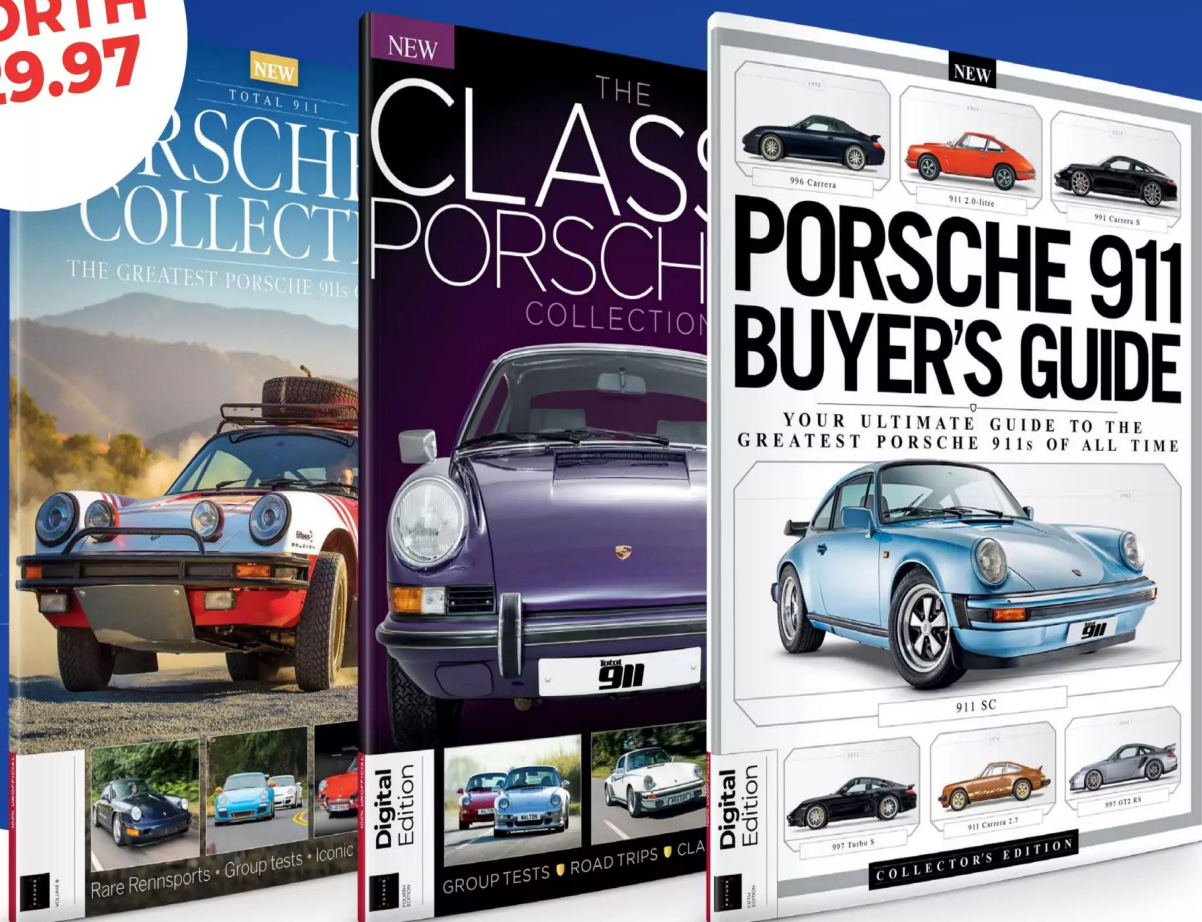
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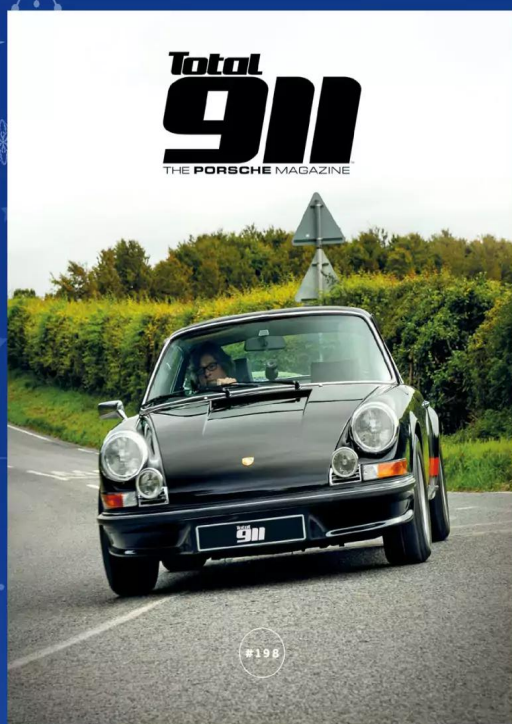
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SPEED FREAK

Porsche brings a 993 GT2 R to Goodwood
SpeedWeek, and Total 911 straps in for a drive.
Is this the ultimate air-cooled firebreather?

Written by **Kyle Fortune** Photography by **Mark Riccioni**









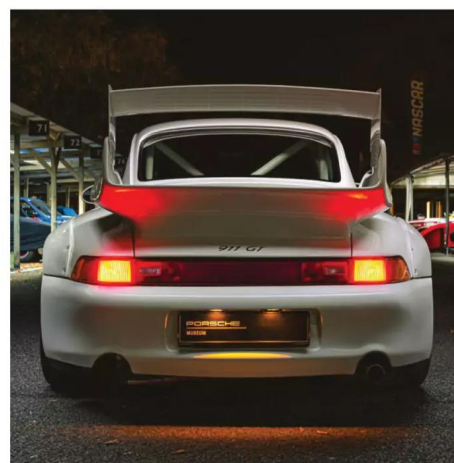
There's a slight crest that I've never really noticed before. Shortly after the exit of Goodwood's Lavant corner, it coincides with the GT2 R reaching 4,000rpm when the turbos really start to make their presence felt. The rear goes light, there's the slightest squirm as the 11-inch rear tyres hunt for traction, before the GT2 R's rear hunkers back down, the engine runs around to its redline and I reach for another gear. Lavant Straight is far from it, being kinked, uphill but fast, and it's here that the GT2 R's engine forcefully reveals its potency, with fourth gear quickly devoured, the shift light flashing in the instruments in front of me as I push the clutch and reach for fifth.

There's no time to think. Just drive. That's just as well, because GT2, when applied to the 911, has long been associated with being a difficult, challenging car. A few hours earlier I'd been sat at my desk, having decided to give Goodwood SpeedWeek a swerve, because I had other things on. Then I got a call. "We've got some track time in a GT2 R if you want a drive," said Richie Payne, Porsche PR and technician extraordinaire. Initially I said no, as with the current situation I'd let my race licence expire, and Goodwood's usually run as a racing event and requiring a valid licence. Payne quickly checked and said I'd be needing just my road licence, so I jumped in the car, drove 150 miles in a little over two hours, and pulled on my racing suit.

The car had come over from the Museum, recently restored and sans any livery, in white. Sitting in Goodwood's open paddock alongside some Porsche Le Mans legends, it looks small, meek even, as ridiculous as that seems. The cars it's amongst won't be running today, but Payne's got the key to the GT2 R and hands it over to me. Any visit



ABOVE Fortune takes in some sighting laps before unleashing the lightweight GT2 R's full 450hp



to Goodwood is like travelling back in time, and the 993 GT2 R looks box fresh, exactly like it would be if it had just been delivered to a racing customer after relieving their bank balance to the tune of DM 398,500 (circa £185,500) back in the mid-1990s.

There's little time to take in all the details with the track session starting in a few moments, though it's impossible not to spot the distended signature wheel arches with their visible fixings and the huge wing extending up above the road cars' uprights to roof height at the back. The GT2 is the definition of race car, with its form entirely derived from function, those wild wheel arches covering 18-inch split rim wheels, the fronts being 10 inches wide and the rears 11 inches. Today those centre-locked silver and gold wheels are shod with some Michelin wets, Payne quick to point out they're both new, and cold.

That's not what you want to hear before jumping in a racing car, especially one you've never driven before, but there's no time to give it much consideration, as I strap the six-point Sabelt harnesses on while clutched tightly by the embrace of the sole bucket seat in the stark interior. There's no trim inside, save for the dash top surrounding the instruments, simple door cards, and a bit of centre console containing a light for the fuel reserve plus a couple of switches. Payne's warmed up the 3.6-litre engine, it firing on first turn of the key.

A development of the flat six from the 993 Turbo, it's designated M64/60 R and comes with different KKK turbochargers, larger intercoolers, a higher lift cam, and manually (rather than hydraulically) adjusted valves. It runs a higher boost pressure of 2.05-2.1 bar as well as a differing, freer-breathing exhaust system, while a TAG box, opposed to Bosch, is tasked with the engine management. That TAG unit is sat behind the seat, a finned black box with six LEDs on it, listing the words Power, Speed, Sensor, Ignition, Injection, Function and, somewhat ominously, Fatal Error respectively.

There's a green light alongside Power, which I'm told is 450hp, as in line with the GT2 racing specifications. That is 20hp more than the GT2 road car, though as with any quoted figures from Porsche that's likely to be a little bit conservative. It's October and while it's mercifully dry, the air is cool, and hence, dense, so despite the intake restrictors ➔

which were mandatory under the GT2 regulations that this car was built to race under, it should be making all its power today. There's little to see from lifting the engine cover, with the intercooler taking up all the engine bay and more, fitting snugly under that lightweight wing.

It settles to a steady idle, the bare interior reverberating with the flat six's sounds, with the clutch-release bearing chattering along in accompaniment. There's a single mass flywheel here, opposed to the road car's dual mass one. Devoid of its usual Porsche Museum minders, Payne's currently looking after it, popping his head inside to say that the sintered metal clutch is likely to feel like a switch. That makes the absence of spectators today a bonus, not for the potential embarrassment of stalling it, but instead making the drive through the paddock a bit less fraught.

The gearbox is a racing version of the six-speed G50 transmission, with a separate oil pump feeding a cooler. Slightly shorter and more precise in its movement than a regular 993, but still familiar, I select first and increase the revs while bleeding out the clutch. It bites with the usual race car ferocity, a quick stab again to prevent a stall, before re-releasing it to chunter through the paddock to assemble in the pit lane. Mercifully, the marshals wave me through quickly, no frustrating, testing stop-starts as the GT2 R makes its way down the pit lane before being held to join the track. No heroics pulling away, the aim to get it rolling rather than showing off, with the first

couple of laps of Goodwood being exploratory and to get some heat into the tyres, brakes and gearbox.

Even driving it conservatively it feels eager, the engine revving freely, the 3.6-litre being tractable and strong from low revs, with the boost coming in forcefully from 4,000rpm. It's not particularly linear as a result, but the boost's not so wild in its arrival that it's not manageable. You're aware of it, instead of weary of it, from mid-3,000rpm and upwards it builds, before giving its best on the way to the 6,500rpm redline. Maximum power is produced at about 5,700rpm, with peak torque of 670Nm at around 5,000rpm, it revving quickly around to its redline, the need to change signalled by a shift light flashing on the dash to the right of the speedometer.

Goodwood's a fast but tricky circuit, with many of its corners cambered to fall away as you run through them, the absence of anything that can rightfully be described as run-off being troubling. Even so, it's impossible to resist the temptation to build the speed once there's some heat in the car and tyres. Running on what's essentially 993 Cup suspension, with all the mountings being ball-jointed rather than bushed with stiffer, adjustable anti-roll bars – the front 35mm one being hollow. The brakes are 380mm at the front, the calipers able to accommodate thicker pads for the GT2 R's role in endurance racing.

It weighs just 1,150kg, 140kg lighter than the road car. Despite the fitment of a pneumatic jack



BELOW GT2 R's biplanar rear wing extends to its roofline, far taller than road variants





“There’s no time to think. Just drive. That’s just as well, because GT2, when applied to the 911, has long been associated with being a difficult, challenging car”



ABOVE Lightweight motorsport wheels sit under signature GT2 arch extensions



system, full roll cage and a larger fuel tank up front as well as a fire extinguisher system, the usual thinner glass and use of aluminium for the doors and bonnet help keep the mass down, as does the absence of any trim inside other than what's required to mount the instruments. That lack of weight is obvious, the engine making light work of shifting it, and the way it builds momentum being extraordinary. That might be signalled by its quoted 0-62mph time of 3.6 seconds, but it's not its standing start sprinting ability that's so appealing, but rather the way it gains speed when on the move.

Given its fearsome reputation the GT2 R feels remarkably biddable on track. The steering, power assisted, is light and accurate, the turn-in having that familiar 911 quirk of needing a bit of patience, before settling in and working the tyres hard. A bit of trail braking helps get the nose to tuck in with a bit more authority, putting some weight on the nose and working down the gearbox. Doing so is a joy, the brake pedal firm and strong, it providing the perfect platform from which to roll off the side to rev-match those easy downshifts, the grip levels huge through the corner, with the traction being similarly mighty when exiting it.

As with any racing car it works better the quicker it's driven, and speed isn't something that's in short supply. The GT2 R's ability to gain it is relentless, it feeling light, and hugely accelerative when those two KKK turbos are fully lit. That boost is so addictive, it shortening the not-straight Lavant Straight convincingly, with its seat-chewing crest momentarily unsettling it as the surge arrives in third gear. It sounds magnificent, the bare interior fizzing with the intense sounds of the flat six behind me, it signalling the need to shift as much as the light glowing on the dash. There's a speedometer in front of me, but at no point do I ever look at it to check the speed, Goodwood and the GT2 R requiring all my attention, all of the time. Not in a fearsome manner – just involved and hugely enjoyable, the GT2 R is so communicative that it's surprisingly quick to get to grips with, it being far less spiky and difficult than the 991 Cup car I track tested a year ago.

That comes as something of a surprise, but then the GT2 R was built to be campaigned for hours at a time, not sprinted for mere moments. It feels resolute, strong and unendingly rapid. Goodwood's a fast circuit and the GT2 R's suited to it, with the famous chicane giving a brilliant opportunity to go down

through the gearbox after exiting the tricky double apexed corner of Woodcote, before running it up to its redline repeatedly along the pit straight before the fast run through Madgwick corner, and down through the even faster Fordwater after it. The compression that follows St Mary's is hugely entertaining, and one where you can take liberties with the speed, as being the only left-hand corner around here, there's a sizeable run off should I get it wrong.

As each lap passes I'm nibbling deeper into the braking zones, making more use of the kerbs and exploring the GT2 R's potential. There's so much more on offer than my too brief stint allows, though the eight laps (around 19 miles) in it underlines that it's about as pure a driving experience as you could have. Devoid of stability or traction control systems, you're responsible for feeling the limits, while the manual transmission keeps you busy, with every shift up or down the 'box an absolute joy. No finger-flipped shifts here, the 993 GT2 R a physical, involving car, but all the better because of it. To have raced one must have been sensational, its arrival in the global GT2 series it was designed for seeing Porsche win plenty of silverware with it, and having experienced it, it's not difficult to see why. **911**





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Written by **Kyle Fortune** Photography by **Dan Pullen**

P E R F E C T B L E N D

One owner's take on his 991.1 proves stock isn't
the only answer for a Porsche GT product



Eachy Head, 9.30am. The conversation stops briefly as we pause to watch a Mk1 Escort driving past. Instinctively, Neil Plumptre and I switch to listening for a bit as it goes out of sight, an appreciative nod from each of us before the conversation resumes back to the topic in hand. A similar moment happened in that Escort, we witnessed it, the driver turning to look at the black 911 parked up. His response, a similar, reverential nod.

Did I want to drive a GT3? Stupid question really from Editor Sibley, 2020 being understandably light on drives. When I found out which GT3, specifically, my interest was piqued even further. You've got to love social media if you're one of the flat six afflicted, and Plumptre's car appears regularly on my feeds. Specifically, his Jet black metallic 991.1 GT3, with its distinctive plate. Nothing unusual about that you might think, apart from the fact that Plumptre obviously enjoys using it, and regularly – this is a GT3 that's driven rather than garaged.

"It definitely gets used, I did a Club Mulholland trip in it and a lot of people had their cars trailered there. My friend and I drove. We visited the Porsche Museum, took in Innsbruck, before being based in Venice. From there we drove around the Northern Italian Alps, enjoyed the Stelvio then returned home via Chamonix. All in we covered 3,000 miles," says Plumptre, who's obviously not remotely concerned about keeping miles off the odometer.

It's not his only 911, indeed, among his others he can count a 991.1 GTS, a '72 2.2S, 991.2 GTS and this GT3. That's just the current stable, the back catalogue's like a greatest hits of some of the most desirable, interesting cars to roll out of the GT and Exclusive departments. He admits that recently he's had something of a change of tack, and is unlikely to pursue the future crop of special models, instead focusing on what he's already got – his predilection for the 991 series being obvious with two thirds of his garage being 991 shaped. With his GT3 he specifically sought out a Gen1 model, saying that he prefers it over the Gen2, feeling it to be more engaging, while

also admitting it represents far better value. The ten-year, 120,000 Porsche engine warranty for Gen1 GT3s also played a role in his decision.

Other curious (to some, but not Plumptre) desires were the Comfort seats and no cage. "I don't like the Sports buckets," he says, and while he admits he's partial to some track time, enjoying fast laps around his local Brand Hatch among others, he prefers the day-to-day comfort and ease of use of the 18-way adjustable Comfort seats. As much as I do indeed like the clutching embrace of a bucket, it's difficult to argue against Plumptre's choice, particularly as he and I seemingly share exactly the same choice of driving position.

Plumptre's individual take on his preferred specification is perhaps an indication of what would inevitably follow. He didn't dislike how the GT3 looked, indeed, he'd owned it for over three years and liked it, but decided he wanted something a little bit more subtle. That's what a Touring is for, you might think, but Plumptre owned one of those and the mix of a manual gearbox and bucket seats didn't really suit him, so he sold it back. Oddly, his daily, that 991.1 GTS, is a manual, but for quick road driving and longer tours he prefers a PDK. That turns the usual 'PDK for daily, manual for fun' mantra on its head, but nobody's wrong here, more so if the cars they feature in are actually used.

What he is determined to state is that he hasn't set out to build a PDK Touring, instead just choosing to create his own blend of elements to make a GT3 as he wants it. One of his other previous cars, a 997 Sport Classic, also gives a not-insignificant nod to the way that Plumptre leaned with his GT3 revisions. "It kind of steamrollered. I had the initial idea to do some work on the GT3, and then it gathered pace," admits Plumptre.

Losing the rear wing was the most obvious route, but it's been done properly. There's a 911 R diffuser under the back to help keep the car in balance, along with a ducktail – it too an official Porsche part and, deliberately or not, referencing that Sport Classic. The resultant look is exactly as Plumptre aimed for, a subtler style, which gives his GT3 a stealth that'll have it pass cursory glances from the uninformed, yet



ABOVE R diffuser replaces GT3 item
RIGHT New wheels save 12kg in unsprung mass



"It's more sports than track car, yet one that's imbued with the fine responses that characterise all GT3s"





ABOVE Ducktail assumes sleek, Sport Classic-style appearance



confound those who might otherwise be in the know. The big wing is in his garage should he ever desire to re-fit it in the future, along with a not insignificant amount of fixings for both it and the elements underneath, where the R's diffuser replaced the GT3's underbody parts.

The rear light clusters were clear before the changes, and remain so after them. They're always a divisive choice, but contrasting here with the black bodywork they too are perhaps in deference to the predominantly, if not entirely, clear lenses that adorned his previous Sport Classic. If the tail lights are a respectful nod to that 997 icon, then the subtle ghosted stripes running from the bonnet badge, over the roof and engine cover before finishing at that ducktail, are perhaps a more obvious reference. Plumpton doesn't actually reference the Sport Classic as inspiration, but consciously or not his eight years of ownership has clearly left an impression on him, with visual cues to it evident in his GT3.

Given the refinement of the changes elsewhere, picking a platinum silver wheel might seem like an incongruous decision, but the 20-inch lightweight forged BBS FI-R CL wheels work beautifully here.

In profile they could be an OEM Porsche fitting, with a look that's not too far removed from a Weissach-equipped GT2 RS. There's subterfuge though, as not only are they non-standard, but the greatest trick is that when studied further they prove to be far more technical in their design than is first apparent. Shifting perception, standing closer and looking down on the BBS wheels exposes not just more of a PCCB brake calliper and disc than you'll ever see without actually removing the wheel, but it also gives a view of the sizeable cut-outs within the spokes that allow them to be among the very lightest wheels available. Without the Michelin Pilot Sport Cup 2 they're wearing, the 9x20-inch fronts tip the scales at 79kg each and the 11x20-inch rears are just 9.2kg a corner. That's a not insubstantial 12kg of unsprung mass savings over the standard GT3 wheels from Porsche. 🏁



Useful weight losses aside, the technicality of the look is stunning, but what's perhaps the biggest compliment is that here they just look correct and somewhat subtle, finished nicely with Max Protect PPF. They're a big enough visual draw to have you missing the traditional, if all-but-invisible Porsche script running down the flanks between the front and rear wheels, but not so overt to dominate the overall look, like an ill-considered wheel choice so often can. That's a very neat trick to pull off, Plumpton's combined changes cleverly curated as to create the impression that his GT3 could be a factory model, toning down what in standard form is a very obvious car, but doing so without a resultant meekness as part of that translation.

The interior is largely stock, Plumpton swapping out the red-faced Sport Chrono clock for a black one, and while he's not exactly a fan of the red-faced instruments, he's yet to find a sensibly priced means of replacing them. That's true of the seatbelts, again red, which he's less fussed about but I think work, these giving a little suggestion that all is not what it seems. It's unusual to sit in something without seats behind while in such an accommodating seat, there no high bolsters to negotiate and no corresponding tight hug as you fall into them. The Comfort seats work in this environment, though, and Plumpton's a fan, which is exactly the point. He admits he'd like some seats in the back, but realises while nothing's impossible, it's arguably not worth it.

The changes, then, focus around the visual, but with some additional tweaks here and there to better suit what Plumpton's after. The engine remains unchanged, it still the glorious high-revving 3.8-litre

flat six developing 475hp at a heady 8,250rpm, all that underpinned with 440Nm of torque at 6,250rpm. Plenty, then, though here the flat six has greater opportunity to sing with the addition of a switchable Akrapovic exhaust with titanium tips. It's operated via the stock Porsche Sports Exhaust button, and is refined and quiet when you want it to be, which is in keeping with this GT3's changes. Otherwise it's standard specification, with the exception of some geometry revisions by JZM, with detailed changes made in a bid to create a car more suited to the predominantly road driving it's used for.

If the subtleties of the visual revisions demark this as a different kind of GT3, so too does the drive. It's obviously familiar, albeit with the unhindered rear view thanks to the loss of the wing, as well as the oddity of not being grasped by a body-hugging seat. Their absence is transformative in the overall feel of the car. It feels less pugnacious, more refined. It's more sports than track car, yet one that's imbued with the fine responses that characterise all GT3s. The engine's eagerness is unhindered, it still whip-crack in its response, that Akrapovic exhaust giving it a richer, bassier timbre, without robbing it of its more maniacal notes as it tears up to its redline. As Plumpton says, you don't need any more, the Gen1 is a cracking drive, and even more so with some thoughtful revisions.

The changes to the geometry play a sizeable part, too, the steering feels more alert than I recall with a standard GT3, the initial turn in being crisper and quicker, all while still delivering a fine level of detail at the wheel's rim. A good portion of that could be thanks to the lower masses rotating on the front

axle, the combination of PCCB and those lightweight alloys meaning Plumpton's GT3 is likely to be among the lightest in relation to unsprung mass of any 991 Gen1 GT3.

What's quickly apparent is how its lighter corners have played in the favour of the ride comfort, the wheel control so much better as a result of that lower weight, allowing the suspension to better manage the body above it. Indeed, if you ever needed convincing that reducing the weight of wheels and brakes is something worth pursuing, then a drive of this GT3 underlines it. The ride is supple yet controlled, the information from both the wheel and the seat – even here when it's not the thin cushion and hugging, connecting embrace of a bucket – being rich in information without being busy. It's a car that you revel in, and can enjoy at any speed, such is the breadth of its ability. It feels a bit more multifaceted than the more usual, singular GT3 experience, and that has obvious benefits on the road.

That's not surprising, really, given Plumpton's ambitions with it. What is surprising, is that more people aren't doing similar, after all Porsches traditionally have been cars people have made their own, to suit their particular wants and desires. These days few are prepared to deviate away from standard specifications, in the fear of retained values, the misguided concerns about protecting an 'investment' and an obsession with 'originality'. That's hugely regrettable, as with a considered approach there are clearly rich rewards to be had, and this GT3 exemplifies that admirably. It's original in an entirely different, and arguably more appealing, sense of the word, and all the better for it. **911**

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PORSCHE
INDEX

3.2 CARRERA

Long regarded as the best entry-level, air-cooled 911, the tough and reliable 3.2 remains highly desirable. Here's everything you need to know about the last impact-bumper 911

Written by **Kieron Fennelly**
Photography by **Damian Blades**



HISTORY AND TECH

The 3.2 Carrera was the final evolution of the original torsion bar 911 of 1963. Improvements to performance, handling and economy came incrementally as Porsche developed the 911 over two decades. The flat six was conceived from the outset to be used in both production and competition cars and as such was designed to be enlarged. From 1969 it grew in stages from 1,991cc to the 3,299cc of the 1977 930 Turbo as Zuffenhausen progressively increased bore and stroke. The 3.2 was not only a development of its immediate 911 predecessor, the 3.0-litre SC, but also borrowed the Turbo's crankshaft and connecting rods, though those fitted to the 3.2 were thinner and lighter. The new

Carrera 3.2 also featured an entirely new Bosch DME and LE Jetronic injection. This combination helped to deliver not only 10% more horsepower and 5% more torque than the SC but, thanks in part to its fuel cut-off, also smoother pick-up and better fuel economy. Larger brakes completed the performance upgrades and offering a genuine 150mph top speed yet 25mpg running, the Carrera 3.2 was unique compared with supercar competitors.

When the 3.2 was launched cabin heating and ventilation were improved thanks to the addition of a second dash fan and the SC's fog lights, which always looked distinctly aftermarket, were replaced by auxiliary lights neatly integrated with the front valance; Sports seats became a no-cost option, and many Coupés were specified with electrical sunroofs. Standard wheels were the alloy 'telephone dial' variety, though the ever-

popular Fuchs with 8J rims for the rear became standard for MY1988. The most significant mechanical changes to the 3.2 were introduced for MY1987: Porsche replaced its traditional 'Porsche synchromesh' 915, fundamentally a competition gearbox, with a conventional Getrag G50 item activated by a hydraulic rather than a cable-operated clutch. Porsche claimed the additional torque of the 3.2 meant that the 915 was working at near capacity (it was already fitted with its own oil cooler, which could leak). Less prone to wear and deterioration caused by drivers used to cone synchromesh who did not always fully depress the clutch, the advent of the heavier G50 marked the beginning of the end of the uncompromised, competition-based 911. In the same model year, the Cabriolet would at last acquire an electrically operated hood, instead of the manual item.



THE VALUES STORY

HAGERTY

At launch in 1983, the 3.2 Carrera retailed in the UK at £35,000, increasing by 10% before production ended in 1989. By the early 2000s depreciation meant that the best cars sold between £18,000 and £25,000, while tired and neglected specimens could be had for a third of that. Prior to the banking crash of 2008/9, a basically sound example, though in need of some body restoration, could still be purchased for £10,000. But as the economy improved, prices of air-cooled Porsches went up fast: the rare 2.7 RS which in the mid-Nineties had changed hands for £50,000 now traded at ten times that. Not even the most common air-cooled model, the 3.2, could resist this upward trend and as the cost of restoration (especially if shortcuts were taken) could readily be recovered, many of the more fatigued 3.2s disappeared, reappearing with smart new paint and other signs of expenditure. Specialists Paul Stephens and Paragon's Mark Sumpter agree that peak pricing was reached in around 2016, at which time air-cooled prices generally flattened off. In 2020, a good (though far from exceptional) or low-mileage 3.2 can sell for £40-£50,000; a tiny-mileage, full-history 3.2 Coupé might make twice that.

FIVE-YEAR UK VALUES (£)	CATEGORY 4	CATEGORY 3	CATEGORY 2	CATEGORY 1
CURRENT	30,100	38,900	50,100	72,200
NOV '19	29,800	37,000	48,000	66,900
NOV '18	31,200	38,900	50,100	70,200
OCT '17	23,500	32,300	46,500	58,700
MAY '16	21,000	30,100	33,700	43,600

- Cabriolets tend to be around 5-10% less than coupes, with Targas in between the two.
- For both US and UK guides, there's a big disparity between condition 1 and condition 4 values, showing that buyers are picky: they want the right spec, matching numbers, good colours and originality or high-quality restorations, and are willing to pay for them.
- In terms of the US/UK market, values are comparable, both standard coupe and Super Sport showing generally consistent growth over the last five years. The UK Hagerty Price Guide shows a slight correction at the end of 2019, consistent with uncertainty in the market driven by Brexit and the General Election, a trend that we saw repeated widely across many cars. The average US values have dropped a little in 2020, possibly as the result of similar market forces and COVID-19.



WHAT'S IT LIKE TO DRIVE?

With no servo to apportion effort, the sensitive driver quickly learns to appreciate the feedback of Porsche steering, which if correctly maintained will exhibit no slack and be as sharp as it was leaving the factory. Combined with the original 911's compact dimensions, this makes for a nimble car and encouraged by the zest of a healthy flat six with 230 horsepower, the enthusiastic driver can easily find themselves travelling a shade faster than intended. This is usually when the limitations of the 3.2's brakes become apparent. Modern traffic density demands a degree of anticipation on the driver's part, remembering that there is no form of traction control at all. That said, with decent 225 section rear tyres, oversteer requires some provocation in the dry, and in the wet the wise driver will modulate throttle and braking appropriately. Once he or she has developed a feel for the 3.2's high but finite limits, it is capable of swift and intensely enjoyable progress, imbuing the driver with a profound sense of involvement.





ABOVE Tea tray rear wing and front lip spoiler were part of the optional 'Sport' package



MARKET RIVALS

The £40-50,000 segment throws up several 911 alternatives:

993 Carrera

The last of the air-cooled cars, 993 devotees revere it as the best of them. More sophisticated and with a top speed of 166mph, the undeniably handsome 993 is a more advanced 911, but our specialists concur, a 993 at this price will be useable, but likely to require considerable expenditure to maintain it.



996 Turbo

Often held as the ultimate affordable supercar, a turbocharged 996 at this price should be in good order with no major spending required. An explosive performer when asked, but otherwise a relaxing GT, the 996 Turbo is recognisably 911, but likely to attract a different buyer from a 3.2 Carrera.



997.2 C2S

£50,000 suffices for a low-mileage and full-history Gen2 997S. With a manual rather than PDK, the 997 will feel distinctly related to the 3.2, sharing much of its excellent visibility and is, despite electronic systems, still an analogue 911. By now all 911s have more performance than can be used on most public roads.



991.1 C2

The seventh-generation 911 is visibly longer and wider. For many enthusiasts its size and re-engineered chassis combined with PDK (manuals are rare) take away the challenge that even the 997 offered. £45-50,000 should unearth an unmarked 2012 991 with an impeccable service pedigree.



BUYING ONE

Any 3.2 Carrera is at least a 30-year-old car, so a purchase decision, whether for a £25,000 'runner' or an apparently pristine example for three times more, will demand just as much consideration.

Paul Stephens points to the pitfalls of the cheaper end: "You can't make a silk purse out of a sow's ear." However superficially attractive a £25,000 3.2 looks, this in his view is too low.

The real trap is the seemingly 'restored' example: "Look out for the 3.2 probably purchased around £20,000 which has been tarted up to sell for twice that. I always recommend an underside inspection: efforts at patching should be evident." This will simply mask severe corrosion problems. In his AutoArt business, which has been building back-dated 911s since 2005, Paul Stephens has seen the bodger's art at first hand: "We have found filler, patches covering other patches, and corrosion can be inconsistent – not all these 911s rust in the same places. Many 3.2s were purchased during the high-rolling 1980s and then neglected in the recession."

At Paragon, Mark Sumpter agrees: "Always buy the best you can afford," he says. He too excludes the bottom end of the market, as for him the service record will be dubious if there even is one. "We will not touch a car that has more than a three-year gap in its history. Their mileometers are not reliable, so we look for evidence that the car has had regular attention. It is not enough to claim that a vehicle 'has been stored' for years. That is bad news in itself: without even knowing the storage conditions, the car will need a thorough recommissioning."

Having identified a potential £40-50,000 car, the would-be purchaser needs to scrutinise any restoration history: if the vulnerable 'kidney bowls' – the vital infrastructure between chassis and B pillar and notoriously open to corrosion – were repaired in the 2000s when this 911 was worth perhaps £12,000, the work is far less likely to have been done properly than ten years later when the value might have trebled.

The 3.2 engine rightly has a reputation for reliability. Says Paul Stephens, "These flat sixes just carry on running and given the general robustness of the whole car, owners frequently put off or neglect preventive maintenance." Neither is mileage a firm indicator of heath: "I have seen unrebuilt 3.2s running beautifully at 180,000s miles; by contrast I have known these engines fail after only 40,000 miles because they had never properly warmed up."

Both specialists are emphatic: to unearth a useable, reliable example the would-be purchaser needs to research extensively and be ready to invest in a professional inspection and, understanding the costs of restoration, not be swayed by cheaper offerings.

BELOW Cabriolet roof should be checked for leaks and tears. Electric hood mechanism was introduced in 1987



BELOW Sports seats were a no-cost option



DESIRABLE OPTIONS

The early 3.2s came with Porsche's own 915 gearbox; from MY1987, they used the Getrag G50. Mark Sumpter takes a practical view: "Don't get hung up on the 'box, judge the car as a whole." Paul Stephens agrees, adding that he prefers the 915 because the 911 car was designed around it. But he concedes that for most buyers the G50 is a better bet. "It gives none of the trouble a worn 915 does, and even then, even if the paperwork shows the 915 has had work, few specialists can recondition a 915 properly."

Stephens also counsels against cloth interiors which show wear more than leather, adding that light interiors are less desirable than black unless they were special orders. Some exterior colours are preferable to others – he dismisses red but says that black is especially popular, as are some of the obscure special-order colours, such as the metallics, because of their rarity value.

The Carrera Coupé, preferably with the sunroof, is always more valuable than the Targa or Cabrio, both prone to leaks.



ABOVE G50 gearbox (above) is more desirable than the 915 gearbox, where reverse is down and right



INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

The strange COVID circumstances of 2020 aside, Mark Sumpter sees no repeat of the wild inflation of the 2012-15 years, but predicts that a good 3.2 with a complete history is at least likely to hold its value, though regular use, garaging and servicing are vital. Paul Stephens' feeling is that the top-quality cars

have peaked: he has recently reduced the asking price of a virtually unused 3.2 Coupé by £10,000. Those middle-market examples with verifiable histories and evidence of the right attention from recognised specialists, and cars bought to be driven for enjoyment rather than to salt away, will probably remain the best investments.

“Cars bought to be driven will probably remain the best investments”

TOTAL 911 VERDICT

“Modern 911s are so powerful you soon learn that for almost any manoeuvre, you never need to depress the accelerator to the floor. New customers have even admitted to me they have frightened themselves,” says Mark Sumpter. “That’s what I like about the 3.2. It’s small, nimble and with 230bhp you can use all the performance. On the narrow, twisting roads down here (East Sussex) it’s tremendous, more fun than a modern. Granted, driving a 3.2 is a workout and with primitive ventilation and heating, it is never a car for long distance, but in its element it is brilliant.”

Unsurprisingly, Paul Stephens agrees: “A purist who knows the early 911 will say it is too easy, but for most enthusiasts, especially as a first 911, the 3.2 is hard to beat.” The specialists rate the 3.2 over its predecessor the SC, and even its successor the 964, more expensive and in Mark Sumpter’s words, “not such a nice driving experience.” A 993 is more refined, but heavier and more complex than a 3.2. Our nominal £45,000 buys a great deal of modern 911, but amongst the air-cooled variety, the 3.2 Carrera remains the model of choice.



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THE ART OF ENDURANCE

Before a rescheduled Le Mans, Total 911 spoke to Kevin Estre, Michael Christensen and Pascal Zurlinden on life at Porsche Motorsport, that lockdown-induced mid-season break, and being stars of a new Amazon film...

Endurance racers are rarely in the spotlight, but Kevin Estre and Michael Christensen – particularly Estre, to Christensen's disappointment – find themselves thrust into it with the Porsche *Endurance* documentary currently airing on Amazon. The film charts the climax to the pair's season as they clinch the World Endurance Championship's LM GTE crown at Le Mans 2019, then hot-foot it to Germany to battle for overall victory at the Nürburgring 24 Hours the following weekend – a nail-biting race in which they finish 2nd, only to be disqualified because their engine exceeded power limits.

Total 911 spoke to both drivers as well as Porsche Motorsport boss Pascal Zurlinden about the excellent film, how they've got on so far with the new 911 RSR in the 2019/2020 WEC season, the crossover between race- and road-car development, and the enticing prospect of Porsche returning to WEC's top tier with the incoming LMDh regulations.

Like much of the world's population, Estre and Christensen found themselves in limbo during lockdown at a crucial phase of the championship – with six races run and just three remaining (Spa, Le Mans and Bahrain), the reigning LM GTE drivers' champions were stuck in 3rd position behind rivals Ferrari and Aston. The sudden stop saw the once constantly active drivers at home with time to kill.

"Living in the country in Austria, I could get out quite easily for a run or bike tour every day or second day, and I tried to keep myself in shape just on my terrace with some equipment," says Frenchman Estre. "I also spent some time with my wife and doing stuff you postpone all the time, like tidying up the apartment, building furniture, all the paperwork I didn't do. I've never been home for more than two weeks in 10 or 15 years!"

Dane Christensen, meanwhile, had been working on his home in Denmark. "When you own a house there's constantly something to do and I experienced that for the first time in my life – I started to paint a little bit, and repair small things. I was also keeping my

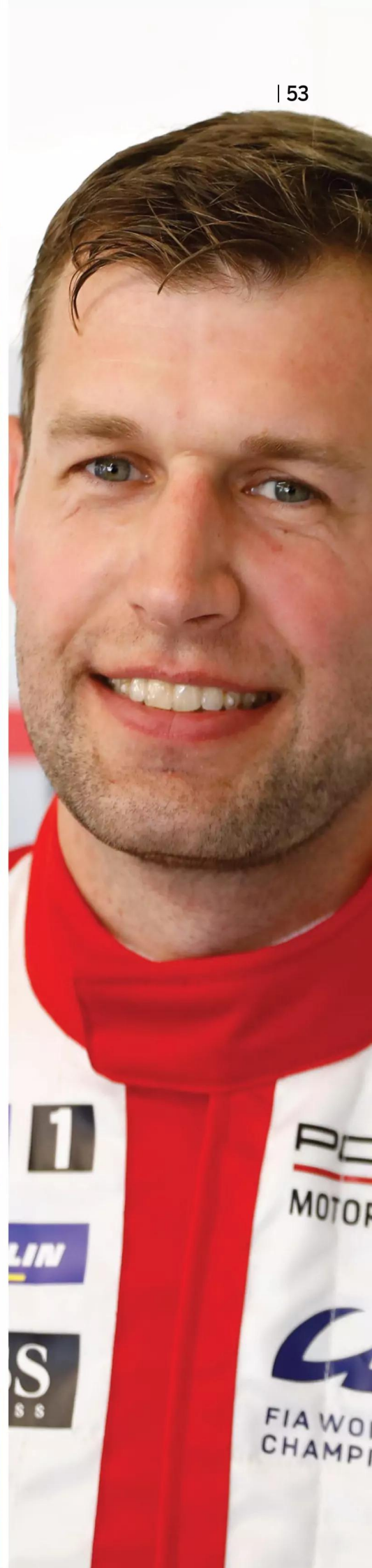
fitness as good as possible – going for a run, which is what I enjoy most, then doing body weights exercise at home," he explains.

31-year-old Estre returned to Porsche in 2016 after two successful seasons with McLaren GT, and had previously raced in European Carrera Cup and Supercup championships from 2008. Christensen, 29, is a former GP3 driver with a similar background in Carrera Cup and Supercup Championships (from 2012). He became a full Porsche works driver in 2014.

The two have been WEC teammates since 2017, paired because of compatible personalities and driving styles, and joined by other drivers when the longer races demand – Laurens Vanthoor at this year's and last year's Le Mans, for instance, and also Earl Bamber for the N24. Now it's Zurlinden's turn to talk: "We see how the drivers are getting on, this is the first thing," he says on the logic of putting Estre and Christensen together. "Drivers in endurance racing are sharing everything, they have to fit together and you have to live with the compromises [of driving style]. They have been very competitive everywhere they race, it's a success story – they find a compromise and both of them are very quick over a double stint, and when they need to attack."

Christensen elaborates: "You have to like each other somehow, have some mutual interests, but it's also basic things like driving style – if it's too big a difference it's harder for engineers to produce a car everyone is comfortable with. Me and Kevin... definitely have different styles, but we want the same kind of balance and 95 per cent of the time we want to go in the same direction. The way we like to work, how the car should drive, how we communicate, this mixes a lot together for it to be a great relationship."

Sharing with Laurens Vanthoor, the two won the Le Mans LM GTE Pro class at Le Mans 2018 in the 911 RSR, and while a 9th place in LM GTE Pro at last year's event couldn't match that success, it was enough for Estre and Christensen to clinch the World Endurance Championship drivers' crown. Just one week later they took on the Nürburgring 24 Hours in the GT3 R, joined by Vanthoor and Bamber. 🏁





BELOW Estre enjoyed time in Austria during lockdown



RIGHT Both drivers are crowned WEC champions in 2019





ABOVE Competing on the Nordschleife one week after Le Mans last year made the *Endurance* Amazon film a gripping watch

The back-to-back, day-long races are captured in *Endurance*, though it's Estre who gets the lion's share of screen time, portrayed as a knife-between-the-teeth racer for whom it's win or bust. Vanthoor plays the likeable, can-carrying fall guy. Somehow, Christensen falls between the cracks despite a stellar performance on both occasions. It must have made for awkward watching for the two teammates and good friends.

"I enjoyed it, it's very good for people who know about motorsport but also for those that don't," says Estre. "Personally I feel a bit like the hero in this thing, which is not so much my style in showing off – during these races some stuff happened and it happened to be when I was in the car. I'm happy to have these roles, but when I look I'm not 100 per cent confident, but the feedback so far is good, I'm happy to be part of it."

"I have to say it's bittersweet for me, it's a great job from the people who put it together, but I wasn't really much part of it, which of course makes you feel a little bit strange when you actually were in a big way. But that's how it is, not everyone can be the main character in a movie," reflects Christensen.

The pair hadn't had the strongest start to the 2019/2020 season by the time COVID-19 shut the WEC down following the Circuit of The Americas race in February, with no wins and only one pole.

But both agree the revised RSR – only the second 911 to have its engine mid-mounted – is a stronger package than its predecessor. Improvements include a flat six engine enlarged from 4.0 to 4.2 litres for a wider powerband, and exhausts that exit ahead of the rear wheels, freeing space for an optimised rear diffuser. Together with other updates, this heavily revised 911 RSR is claimed to offer enhanced driveability, efficiency, durability and serviceability.

Says Estre: "We learned from some mistakes – you don't see a big difference from far away, but in the end most parts are different. The cockpit is very different, with much more buttons on the steering wheel and less on the middle console. Driving-wise it's

a bit more stable through corners and the balance isn't changing as fast or as much. You can keep oversteer all the way through a corner, not oversteer on entry, understeer in the middle, oversteer on exit, it makes life easier."

There's always crossover between road and race at Weissach, but with the enforced hiatus some race engineers have even temporarily switched to future GT road-car development. "People are always asking for examples of parts that are in the race car and the road car, I wouldn't limit it to this," says Zurlinden. "GT3 RS, GT2 RS, GT3, they are all developed in the same department, in the same office. You will have the guy working on aerodynamics of the RSR and just next to him the people working on aerodynamics of the GT3 RS road car. These guys are spending all day together, drinking coffee, going for lunch, so there is always constant exchange of ideas. In the corona crisis, we were not racing, but many of the colleagues were also helping guys working on the normal road cars. We are fully integrated road cars and motorsport, which probably makes our GT cars so successful."

So close is the integration of the two departments, that Christensen was drafted in for some 'thermal tests' on the 991 GT3 RS. "It was 2016, they needed a race driver to push the car, it wasn't even a prototype, maybe a GT3 RS with a Turbo engine or something, it was quite good fun!" he remembers.

Estre, meanwhile, did 'hot brake tests' for the GT3 at Nardo in 2016, and later had input into the aerodynamics of the latest 911 Carrera S. "I did the 992 S as a prototype with laps on the Nordschleife, finding the right angle with the wing, working that out depending on the performance – it was some responsibility from my side."

Famously, Estre also did the incredible record lap of the Nordschleife in the GT3 RS, lapping in 6min 56.4sec. He says the production-car lap records can actually be more intimidating than a qualifying lap in his GT3 R at the Nürburgring 24 Hours. "I



ABOVE Le Mans brought disappointment this year, but both drivers are open to returning to the top class

RIGHT Christensen enjoying another run back home in his native Denmark

enjoy it a lot, but the first laps are always a bit scary, especially on the Nordschleife, because the only time I'm there is with the GT3 R race car and it's quite a step to the street car," he says. "But the car is amazing, look at the lap time, it's really not that far to the race car, and the speed you can carry in corners, the aero is amazing for a street car. So it's a lot of pleasure, a lot of adrenaline, and another challenge, but the cars are getting very close to the race cars with their street tyres and the weight they have."

With racing finally resuming this season, Estre and Christensen planned to go all-out to defend their WEC title, but it's sadly not quite worked out. Le Mans proved disappointing, and was a different kind of challenge to previous years, simply because, due to it being held in September, a greater percentage of the race was run in darker, cooler conditions. The normal test day was also cancelled. "Not having a test day is a disadvantage for us with the new car, though I'm sure everyone would also love to have that test day too!" says Christensen.

Further in the future, the pair hope to fight for overall victory at Le Mans, after Porsche confirmed it is evaluating the new LMDh class – opening the door to Porsche adding to its record tally of 19 wins, the last of which came in 2017 with the 919 Hybrid. A new top class that will run in parallel with the hypercar class, LMDh cars will be built to prototype rules drafted for both the North American IMSA championship and the WEC.

"LMDh is a global platform, it's a cost-effective way to do motorsport. We are waiting to get the rules from IMSA and the ACO and then we'll do some evaluation when we know more," comments boss Zurlinden, before adding that "such a category would be for 2022 so it's too early to say for now."

Both drivers confirm their long-term goal is to fight for overall victory at Le Mans with Porsche, and Estre has already tested the 919

Hybrid, giving him a chance to better understand its speed, all-wheel drive and complex systems. But before any of that, the pair's key focus still remains on finishing the 2020 season. "We are in a very special situation, already with big disappointments, and we have to be open-minded," says Estre. "We hope to put on a show for fans who've had a hard time, and to show we built a good car and can fight for victory."

Disruption to the 2020 race season meant the filming of *Endurance* made for good timing last year, but as Porsche looks to dominate in GT and – perhaps – even return to the top level of endurance racing, we've no doubt there are many blockbuster days still to come. **911**



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STYLE PORSCHE

THE LAPINE



Between 1970 and 1990 Porsche's production quadrupled with the development of three distinct model ranges, and Porsche style flowered, at times exhibiting a flamboyance that conferred a new notoriety on the brand. As the century ended, a combination of manufacturing constraints, tighter corporate control and environmental regulation ensured that such an era of design freedom could never be repeated, as Total 911 explores...

As his 60th birthday approached, Ferry Porsche considered the future of his company and his succession. Ferry, whose business instincts were rarely far off the mark, felt that in the design area Porsche needed help. It was a feeling reinforced after a visit to General Motors' Opel design centre outside Frankfurt. Seeing this operation at first hand allowed him to understand how the topflight car makers styled their products. He had responded to an invitation from the manager of the Opel design group, Tony Lapine, whom he had known since the 1950s when he visited General Motors in Detroit. Lapine, then working under design chief Bill Mitchell, had been present at the meeting with Ferry and had been impressed by the Porsche founder. In 1965 Mitchell dispatched Lapine to Germany to liven up Opel Styling, and he was soon in touch again with Ferry Porsche. Four years on and Ferry would offer Lapine the head of design position at Porsche. The man who in 1959 had treated himself to a 356 Carrera, which he had subsequently brought with him to Germany, readily accepted. Lapine later said he had long felt his destiny was to work at Porsche. As Butzi, who had already established his Porsche Design company in Austria, faded from the picture, a new styling regime took over at Porsche, quickly establishing itself in the basement of the new Sechskant building at the rapidly developing Weissach site.

Tony Lapine brought several Opel colleagues with him: his studio manager Wolfgang Möbius, modeller Peter Reisinger, an Austrian, and designer Richard

Söderberg, an American art school graduate. Lapine, a World War Two refugee from Latvia, had worked his way into General Motors via Fisher Bodies. By the early 1960s he was styling the new Corvette Stingray and managing Bill Mitchell's secret design studio, shaping Chevrolet race cars for a GM which officially shunned motorsport. When Mitchell moved him to Opel, the promotion reflected Lapine's unorthodoxy as much as his energy and imagination. Tony Lapine and his three lieutenants would preside over Porsche design until 1988.

1970 heralded an important decade of development for Porsche. Its sporting reputation was much enhanced by its domination of sports car racing (a first le Mans victory, a second would follow in 1971) and family control of the company gave way to professional management. The most significant appointment was former Porsche engineer Ernst Fuhrmann who became managing director: his influence would be central to Porsche's decision to widen its range with front rather than rear engine cars. By 1976 the lacklustre 914 would give way to the 924, and to style the entry-level Porsche, Lapine looked beyond his ex-GM colleagues and chose Harm Lagaij, a 25-year-old auto stylist who came from a junior role at Ghia in Turin. Lagaij would also contribute to the 911, working under Möbius on the impact bumper model and the racing 911, the RSR, before he went on to Ford and thence BMW. Much later, in autumn 1988, he would return to Porsche to replace Lapine. His ➔



NEW YEARS



ABOVE Bott tries the first 959 prototype on track at Weissach in 1983



ABOVE LEFT The Sechskant building, home of Style Porsche, in 1986

comments in later years on his former styling chief are revealing: "Tony Lapine was a special character, quite irrepressible. He recognised talent, whatever your background was, although he was never a stylist designer in the sense I was – he came from the generation where style still grew from engineering, but what he did do was assist stylists in achieving their vision. He had benefited from a great education at General Motors in Detroit and one of his strengths was to be able to modify and change a styling package. He was a remarkable individual, but he could be deeply cynical and difficult."

Lapine could indeed be difficult as his people discovered, but in the early years and reporting directly to CEO Fuhrmann, with whom he was one of the few at Porsche to get on well, he tended to keep it in check. On assuming office, Fuhrmann's first coup was the brilliantly effective 2.7 RS. During the development process the engineers discovered that a crude spoiler mounted on the engine cover had a dramatic effect on the cornering and stability of the RS. Much as he instinctively disliked such appendages, Lapine had Möbius turn this rough spoiler into the famous ducktail, which quickly morphed into the whale tail. Contrarian that he was, Lapine also disliked the 911, saying it had "no romance." A Porsche closer to his heart was the 928.

While the 928 excited outsiders and became the only sports car ever to win the Car of the Year Award, it was deeply divisive within Porsche where the engineers, who outnumbered the stylists by a ratio of ten to one, believed that the 928 was too far

from the hallowed Porsche Tradition. That tradition was of course represented by the 911 and ten years after its launch it too would undergo a quite dramatic styling change, necessary to meet US regulations: the new impact bumpers penned by Wolfgang Möbius were nothing short of masterful and, despite initial reservations, came to appear entirely natural as people quickly got used to them. The styling department was also called on to take some of the sharper edges off Porsche's high-profile racing cars. Sometimes, Lapine's irreverent sense of humour would seep through as it did with his famous Opel 'taxi', a black-painted works car which took on and beat the all-conquering BMWs in the German touring car championship.

Lapine enjoyed even more latitude at Porsche, where his contract even allowed him to build his own weekend racing car at Weissach. Lapine typically displayed his irreverence when the short tail 917 was described as resembling a pig. At Le Mans in 1971 Porsche fielded a pink 917 on which Lapine's team had painted the names of the various cuts of pork.

His style was distinctly personal. He usually knew what he wanted and as his successor Harm Lagaaij put it, his skill was in getting his people to produce it. He could alternate between smooth charm and a cajoling which became oppressive, his bursts of sarcasm and harsh words crushing young designers, reducing them to tears on occasion, yet on other days there might be a glass of champagne. He would keep his men, and by now several women, on their toes, if not by setting them against each other, famously ➔





ABOVE The Linde forklift truck design (1984) is from the Style Porsche stable
LEFT 'Pink Pig' 917 was a tongue-in-cheek design referencing the car's looks



ABOVE Designers worked on an ergonomic cockpit layout for Airbus passenger aircraft between 1981 and 1984



“Style Porsche’s greatest contribution to the 964 was perhaps the cd figure of the new 911, only 0.32 when the Carrera 3.2 had measured a distinctly un-aerodynamic 0.39”



ABOVE 969 concept, one of several 911 styling exercises that bit the dust in the 1980s

telling them, "If marketing come in and say they like it, ignore them; if engineering says it likes something, start again." Lapine's method was reflected in Peter Reisinger: the acerbic chief modeller whose task was to turn the stylists' ideas into clay was adept at deflating styling fantasy and his corrections alone would, over his career, account for numerous detail design changes.

Although the departure of Fuhrmann, replaced by Peter Schutz, resulted in the rapid unblocking of further 911 development, beyond work to model an open version and a Speedster study, which would remain a prototype until 1987, there was not a vast amount for Style Porsche to undertake. Lapine managed to intercept two contracts which realistically should have been the domain of Porsche Design in Salzburg. These comprised a restyling of its forklift trucks for materials handler Linde, and redesigning the Airbus 300 cockpit with a two-seat flight deck. Weissach stylist Stephen Ferrada remarked sourly that they did not seem to design sports cars anymore.

Conceived in 1982, the biggest in-house project in Weissach became Porsche's Group B car, the 959, intended to compete in rallying and out-do the 4x4 turbocharged Audi Quattro, and as Ferdinand Piëch intended it was reaping much favourable publicity for his upstart firm in Ingolstadt. Homologation would require a production run of at least 200 cars and

Porsche's stylists were needed to design what would be known as the Über Porsche. The project was very much technology-led, which meant Lapine's team had only limited scope and time – in fact a mere three months – to produce a concept for the 1983 Frankfurt Show. Nevertheless, Richard Söderberg's dramatic interpretation, constrained as it was by having to maintain the 911 roofline, doors and frontal aspect, would set the tone for many a Porsche body kit in the years that followed. On seeing the 959 concept, Michael Cotton reported in *Motor Sport* that "with its flared but flowing bodywork and full width rear wing, it looks like a futuristic styling exercise despite its 20-year ancestry."

One stylist who worked on the interior of the 959, and on its track racing version the 961, was Peter Birtwhistle who had come to Porsche from Audi early in 1984, lured like so many young men by the thought of designing the next 911. In fact, he was to be disappointed in this regard. Soon after his appointment the Vorstand gave the green light to the next 911, Typ 964. But so restricting was the brief – the Vorstand declared that there could be no visual changes above the axle line – that it left relatively little to challenge the stylists. Ben Dimson was largely responsible for smoothing the impact bumpers into the bodywork of the 964, using the same polyurethane materials as on the 928; the fixed spoiler which Lapine so hated was replaced by an

ingenious, electrically operated item which lifted to take effect at speeds above 120kph, but otherwise stayed flush with the tail. Style Porsche's greatest contribution to the 964 was perhaps the cd figure of the new 911, only 0.32 when the Carrera 3.2 had measured a distinctly un-aerodynamic 0.39. This was achieved in conjunction with Norbert Singer's work: the racing department's chassis specialist had been seconded to production as the 964 was planned for all wheel drive, which meant redesigning the underside for provision of strut suspension and deletion of the archaic torsion bars. Singer's redirection of air flow and the panelling-in of the revised chassis were a major element in reducing the 964's drag.

But as the dollar fell and with it, Porsche's profitability, dramatic changes were afoot. In December 1987 Peter Schutz resigned and returned to the US; taking the blame for the 959's cost overruns, Helmuth Bott left a few months later. His successor as board member for engineering was Ulrich Bez, hired from BMW. Lapine's tenure was terminated and his departure would mark the end of an era at Style Porsche. Bez brought back Harm Lagaij who famously spoke of drawing boards with nothing on them when he returned to Porsche. Lagaij would recruit a new generation of designers, among them Grant Larson and Pinky Lai, who with others would style the new 911 and the other models that would bring Porsche's renaissance in the 21st century. **911**

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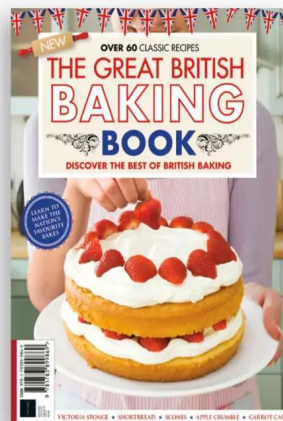
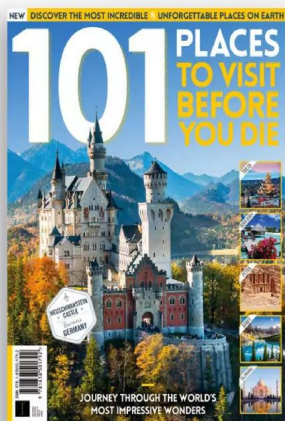
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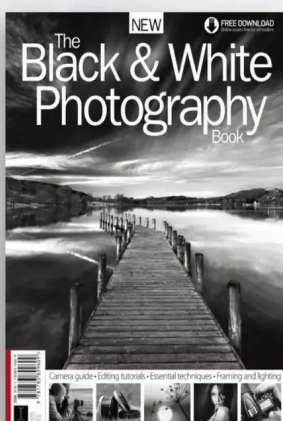
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Model **2.4S**
Year **1972**
Acquired **2018**

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**



Sometimes I go to the garage and focus on one aspect of the 911. Most recently, I had a nice visit with a focus on road wheels. You know how it

goes, there is always some aspect of a 911 that is particularly striking, the road wheels in particular.

I have installed aftermarket wheels from HRE and OZ Racing to name a few, but the OEM Porsche road wheels are almost always quite striking. I have a particular fondness for simple wheels and I get a bit annoyed with unnecessarily complex designs.

Perhaps the angst comes from cleaning them, which for me is always the most time-consuming chore in a 911 wash. A simple wheel like the 993 Turbo Twist is a quick and easy clean. Fuchs-type wheels are a pleasure to clean too.

But then there are the more complex patterns with lots of sharp corners where brake dust and road dirt like to park themselves, often as somewhat permanent additions. I guess wheel designers rarely clean their own designs, else they would surely make their products simpler.

Why clean 10 or 20 spokes with 25 to 50 little crevices when a simple five-spoke wheel gets the job done? I don't have the answer, but familiarity with some of these complex wheels sometimes breeds contempt for the designer. Oh well...

I also like an airy wheel design that provides a good view of the brakes. Not just the aesthetic aspect, but again the ability to reach the calipers to give them a good cleaning. The yellow calipers of Porsche carbon ceramic brakes need little attention because brake dust is almost non-existent. Steel rotors and pads work great, but do take more work to keep looking nice.

I've never avoided a 911 just because it was hard to keep its wheels looking nice, but the temptation is there from time to time. But I like the pedal feel of ceramics, I like the way they provide tremendous bite right at the top of the pedal, and ask for just the slightest brush of pressure to provide all the braking power required during a spirited road drive. Given the choice, I always go for ceramic brakes for that wonderful performance.

The Slate grey 997 Turbo has 53,000 miles on the odometer and the ceramic brakes look and perform as new. The same can be said about the ceramics

on the 997.2 GT3 RS 3.8, bulletproof and terrific to use albeit at just 18,000 miles driven with gusto to date.

I've provided Editor Lee with five photos of 911 wheels, only one of which has steel rotors (being the 993 Turbo). It stops remarkably well too.

Even the 964 reimagined by Singer Vehicle Design has carbon ceramic rotors and special pads installed in 'Big Red calipers' that have been painted a light gold to complement that car's colour scheme. Can't see much of them behind the Harvey Weidman-built wheels, but that's okay, the wheels are beautiful to me with their black centres and RS-style barrel finishes.

Another visual element is stance, as shown in this instance by the gap between the top of the tyre and the fender above it. I like that gap to be minimised and I've lowered a number of 911s just that right amount of an inch or so in order to optimise that gap.

All of you 911 fans will have no trouble identifying the cars associated with the wheel photos, but here is the list to choose from: 964 by Singer, 993 Turbo, 997.1 Turbo, 997.2 GT3 RS, 991.2 C4S. Thanks for joining me on this 911 road wheel visit.



Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

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

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



I have had some fun and games recently with the GT3 when it refused to start after three weeks tucked away in the garage. I was able to

unlock the car as normal, but turning the key in the ignition produced no response whatsoever. Given that I had only replaced the car's battery in March, initial thoughts turned to the clutch pedal switch, where you need to fully depress the clutch in order to start the car, and the engine was not turning over at all or even moving the starter motor.

I therefore placed a call to Pete at Paragon. He asked me to try again and detect whether I could hear the clutch switch activating at the last inch of travel, which I could, so our attention then shifted to the Porsche VTS which, as far



as I am aware, is dormant, without a live Vodafone subscription.

Pete asked me to locate both Porsche VTS fobs, both of which were in the vehicle, and press the activation button on each until the red flashing light started operating. One lit up straight away, the other would not respond but, crucially, the vehicle started straight away. So, even though I thought the subscription had lapsed with the previous owner, once the tracker fobs had switched off the car was effectively immobilised. I have since replaced the Porsche VTS fob batteries and all is now well again.

The GTS has been into Paragon for a minor (20K) service, new brake fluid, MOT and a clean bill of health.

Having seen a similarly equipped car, I also explored fitting a front Aero Cup

splitter but felt the cost was prohibitive for a disposable item – £294 + VAT for the OEM part, plus paint (as they are supplied in white plastic) and the labour required to fit it...

I'm now able to report on my day at CAT Driver Training based at Millbrook Proving Ground in Bedfordshire. It was a Porsche Club GB group training day, the course being their 'Introductory Performance Driver Track Day'.

My objectives for the day were to learn more about the absolute performance of my 981 Cayman S and to safely extract and use that performance on road and track in all of my cars.

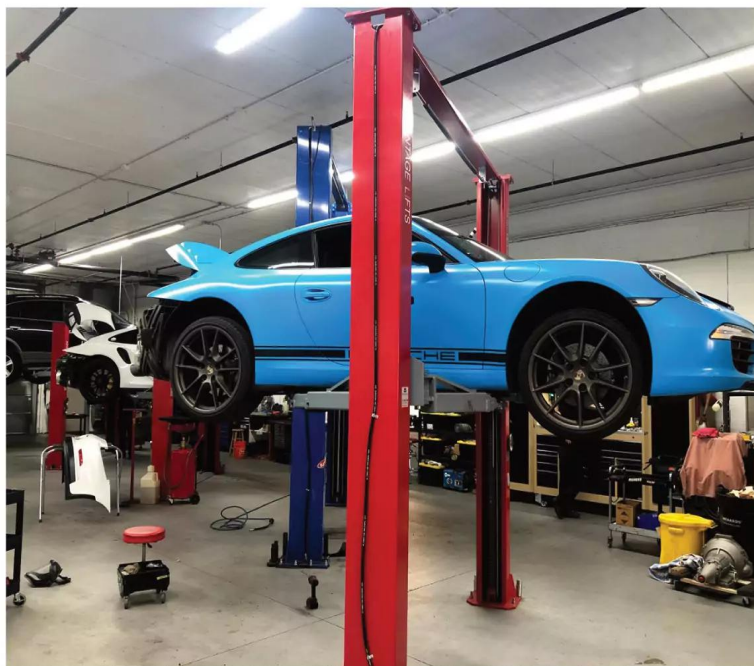
Colin, Jo and the whole CAT Driver Training team were extremely professional and welcoming the whole time and made everyone feel at ease. Also their COVID-19 safety procedures were second to none.

The day was split into sections covering high-speed braking and steering techniques, in addition to perfecting car handling skills on both the Alpine and short course circuits as well as the skid pan. We were then able to put all the learning and development together on some timed laps on the handling circuit, where the CAT team were looking for consistency as opposed to just the outright speed.

I learnt a huge amount from Colin and the team, not just in the car and out on track but also in the classroom understanding the physics and engineering of how the car works and responds. So much so, I was extremely proud to be awarded the 'most consistent driver of the day' award, with only 0.50 seconds separating my hot laps!

A huge thank you to Colin, Jo and the whole CAT team for making the day such a huge success! I will be back for the next course, 'Advanced Cornering Techniques'.





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

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



This month I got to live a couple of my 911 dreams. One probably won't surprise you, but the other could. Let's take

the obviously exciting one first... I got my hands on a 2017 GT3 RS. And the second, I got to spend the day working on it, but not in my own garage, on the floor of a specialist European auto shop. That's right! I got to feel like a Porsche mechanic for the day! How did this happen? Quite by accident really.

I recently took delivery of some Soul Performance headers to finish off my sports exhaust upgrade. One of my friends, AJ, is the co-owner and operator

of EuroCharged Minneapolis and had been scheduled in to do the installation. It just so happens that he had recently been talking to me about installing Apple CarPlay and a back-up camera into his GT3 RS. What luck! We scheduled the jobs for the same day and while Dave, EuroCharged's lead tech, installed the headers on my 911 I worked on the RS in another bay. I had such a great time, getting my hands on a GT3 RS (let's face it, one of the most highly desirable 911s ever produced) and working in a professional shop for the day.

When I was a kid back in the UK, my best friend's Dad owned an independent garage that specialised in Hyundais among other brands. My friend and I had lots of fun sitting in the office and watching the business running or trying to keep out of the way on the shop floor, watching the guys work. I always remember how much friendly banter there was between the guys working on the cars and it was fascinating seeing wheels being taken off in what seemed like a matter of seconds, oil being drained, other components being taken out and new ones being put back in. So, while wrenching on the GT3 RS I spent quite a bit of time reminiscing about those days but of course, not taking my eye off the ball to focus on the 911!

Of course, it wouldn't have been a dream fulfilled without a quick drive of the RS and I'm very grateful to AJ for giving me an opportunity to take it out for a spin. Having just recently driven a couple of different GT3s, it was interesting to find out how different or

not the GT3 RS was going to be. From what I recall (most of the experience is a blissful blur at this point in time) the RS was distinctly faster, pushing me back into my seat with greater force. The suspension was stiffer and all around it felt much more like a track car. Where I was pleasantly surprised to discover that the GT3 could quite easily be a daily driver, my sense was the GT3 RS would not be. It could just have been that the RS had the carbon-fibre bucket seats, which are not designed for guys like me who have to duck their heads under most door frames and tread the ground harder than most (read: tall and heavy!). But with the stiffer suspension and the ridiculously loud exhaust (which I found had a drone inside the cabin), as excited as I was to drive it for an hour, my buttocks and I were happy to hand the keys back to the owner afterwards. Let that not distract anyone however, the GT3 RS is just as epic and exhilarating as one would hope and expect. In short, it's a phenomenal car.

Alas, with the day at EuroCharged Minneapolis behind me, car grime and grease proudly baked into the creases of my hands and face, I felt quite accomplished and like a new man. The bucket list item of working in a professional shop for a day crossed off my list, two installation jobs successfully completed, the thrill of the GT3 RS still surging through my system, and the sound of the completed Soul Performance exhaust on my 911 not letting the adrenaline levels curve off as I drove home the long way.





Lee Sibley

Poole, UK

@lee_sibs

That Nine Eleven Guy

Road to Redline

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



What's your favourite Porsche steering wheel? Suffice to say there are many to choose from. What started as a veritable

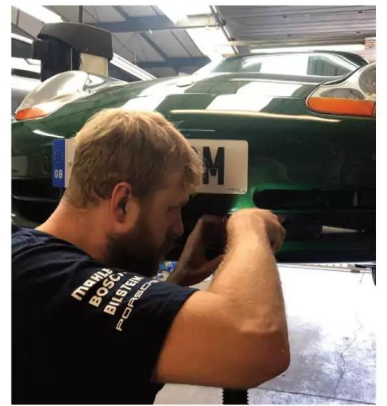
boat-esque wooden wheel in terms of size, the Porsche steering wheel has got smaller, thicker, will shift gears on automatic 911s, and has now gained multifunction technology, allowing us to turn up the music, activate Sport mode, or make a phone call. More recently it's even become heated (there could be a feature in this, you know!).

To me, a good steering wheel should do one job: connect the driver to the car. It should do so by offering a decent grip, ergonomically speaking, heightening the senses when it comes to the driver 'dialing in' to the car and its feedback from the road. I'm a fan of the 964 Clubsport wheel, which I think is tremendous, but my favourite wheel is the Porsche Motorsport wheel by MOMO. Originally these came fitted to GT3 Cup cars, but they've made their way onto many a road car over the years. The trouble is, today they're rarer

than hen's teeth, and if you can find one, you should prepare to pay an eye-watering amount of money for it.

A sensible compromise is the MOMO Mod 0.7 wheel, which is exactly the same as that aforementioned Motorsport wheel, being 350mm in diameter, its dished appearance bringing the wheel closer to the driver. All it doesn't have are those seven letters on one of the spokes spelling 'PORSCHE'. And it's only £150-odd, plus the cost of a boss kit to attach the wheel to my 996.

I got my wheel through Paul Stephens, who specialise these days in customising 911s, and for that extra, personal touch for my car, I had the 'MOMO' script changed from yellow to green, and had the yellow 12 o'clock marker similarly swapped out for a strip of green which matches my Irish green exterior paintwork. The wheel has made a huge difference to the feel of my 996, having ditched the large factory wheel which I always felt had an awkward offset. It's made my 996 feel like a go-kart, and gives glorious feedback (I put that down to the thinner rim, in case you were wondering).



I also had the car go in to Wrighttune after it developed problems starting when hot. A knackered starter motor was identified, duly replaced by a Bosch item. Chris at Wrighttune also cleared the radiators of detritus that had been hoovered up by the car over our summer months, before giving the 996 a detailed inspection, as I wanted to know the condition of its brake lines.

The result has given us some work to factor in over the coming months, to ensure that the 996 remains in just as good condition underneath as its paintwork above.





Chris Wallbank

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



The Motorist Hub is a relatively new automotive event venue in North Yorkshire and the place to be seen in your classic or

modern car. It combines a stunning retro-looking showroom, dream workshop and cafe all in one location surrounded by fields.

They have themed meets most weekends and it just so happened that



on 6 September they had an 'All things German' meet. A perfect opportunity to take the freshly serviced 997.1 C2S out.

It reminds me of Caffeine & Machine in many ways, spending time in a very chilled-out atmosphere with like-minded petrol heads.

On arrival the Porsche turnout was strong and I found a great spot next to an immaculate black 997 Turbo S and 997 Carrera.

Another stunning Porsche example was a Carrera 2.7 RS with red livery; I've had the pleasure of shooting many for **Total 911** and never get fed up of seeing one in the flesh!

My brother also turned up in his awesome, recently built Audi S1 E2 replica, which instantly became the star of the show. Although I'm definitely more a Porsche man than Audi, you still can't help but appreciate the attention to detail in this iconic Group B car. It sounds epic too.

A great Sunday morning out and I would highly recommend any Porsche enthusiast to check out one of the German meets or just pop down for a wander round the awesome showroom.

Look up 'The Motorist Hub' on Facebook for more information on upcoming events.



Phil Farrell

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



My car remains in storage while building works are ongoing, but I did get the chance to jump in with Lee and Joe for a

drive out to West Bay one morning.

Lee brought down a 'bog-standard' 992 Carrera. Many of you will have watched his video on YouTube where he sings its praises. Jumping in at Lee's house I was surprised when we arrived at the meet-up point that I hadn't even noticed I'd spent 20 minutes in the latest 911. I doubt I'd have been any less comfortable doing the same trip through residential streets, speed bumps and all, in a Cayenne. It was therefore with a pinch of salt that I was

listening to his claims that the car was really "all the 911 you'd ever need".

It took all about 30 seconds into the drive out for me to start thinking he might be right. Round a tight roundabout we went and the front just gripped. It really shouldn't have done what it did! And it sounded good too. All I'd read and heard from those with experience of the car was how muffled it has become. Tosh is all I can say. This car didn't have the sports exhaust, but up above 5,000rpm it definitely has a 911 howl. I've written previously about one of the joys of my GTS being that it can give you all you need in different ranges of the engine. This 992 was exactly the same. Pootle around residential streets and no one would know you were there, but get out on some B roads and let the engine rev out and it's really a 911. Those that say it doesn't sound great have either not driven it properly (maybe they were following the advice in the manual and keeping revs down for the first 10km miles – but seriously who does that!?) or really need to get to Boots for a hearing test. If you get the chance, book a test drive and go and experience it for yourself. It's just a shame the standard Carrera doesn't come with a stick-shift option, something else I now agree with Lee on.

For my first experience of the 992, and being the bottom-of-the-ladder model, I can't say I could be any more impressed. How much better can the S and

forthcoming GTS be? Let alone the GT cars when they eventually arrive to the haloed few over the next couple of years. But for a base Carrera if you can resist the urge to go tick-mad on the options list, what a great car for the money.

At the other end of the spectrum we also had an ex-Magnus Walker STR out with us. Joe was in the driving seat and I was squished into the passenger bucket on the correct side of the car. Just looking at the gait on the car before getting in told me we were in for some fun. And the ride didn't disappoint. The ratios on the 'box were just right and the lack of deadening connected us to exactly what was going on behind us. Fair play to Joe for driving what is basically a one-off in such a way to allow us to experience it properly. As we drove the coast road down to West Bay I could really imagine the car getting a good work out on the Californian coast roads in its former life.

What really struck me about the car though was the finish. There was a real attention to detail. Everything from the clock to the door pulls had been thought about. Even the start-up procedure had been explained, as evidenced by the note from Magnus still on the back shelf.

I'm hopeful that I can start putting some winter miles on the GTS over the next few weeks. It'll need a good clean first though as it's now got more dust on it than clear coat. I really can't wait until I can have it on the drive full-time again.





Peter Wilson

Adelaide, Australia

@peterwilson_oz

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



I am pleased to report that the 930 left the garage once in the past month, with this now being a rare occurrence as we are frantically preparing our house for sale. However, the outing showed the clear yin and yang, or pleasure and pain of owning and driving a classic. Last Sunday seemed like the perfect opportunity to jump in the Porsche to visit my mother who lives a bit further into the Adelaide Hills. As soon as we reached her place, the skies darkened and a huge thunderstorm rolled in, pelting the street and parked car with a massive deluge. Soon the street was awash and I was dreading that hail would follow, as the car was out in the open with nowhere to move it under shelter.

Eventually the main storm front passed and we sprinted for the car, cursing the lack of central locking and getting drenched in the process. The car started first turn, but our soggy clothes caused all the windows to fog immediately, so I just sat and let the engine and heat exchangers warm up for a while to clear the windscreen.

Once on the road and splashing through the puddles, the windows stayed

clear although it was now quite dark due to the continuing thunderstorm. Then, about halfway home, the car suddenly stumbled, backfired and then cut out dead, leaving me no option but to coast to the roadside. Regular readers may remember a misfire gremlin about six months ago that I suspected would reappear – tonight was to be the encore! I sat and thought for a few minutes about likely causes as it may have been water in the ignition from the deluge or perhaps an electrical failure due to the combined load of demister, wipers, blower, aircon, headlights etc. I tried to restart and after a few failed attempts it finally burst back into life on all cylinders. We quickly started out again, but all was not well – the car would only run at high revs and light load and as soon as any throttle was applied it died again. When we reached the next climb it was all over, with another complete cut-out and coast to the roadside.

I was only wearing a t-shirt and shorts from the warmer afternoon. The thunder, rain and lightning was unabated, and I had no torch or tools. To cap it all off, our last few kms of travel had taken us into a steep valley with no mobile coverage! We waited for the storm to ease whilst considering options, but to cut a long story short were able



to return to civilisation by me running back down the road for a km or so to get phone reception, and then getting our son to rendezvous back at the 930 with the family 4WD and tow rope. A very ignominious and fraught journey home, especially the last 2km down a steep and winding road. Not only did the 930 have no brake booster or engine braking, but to keep the tow rope taut I was also having to partially arrest the 2-ton tow vehicle. By the time we reached home the brakes were very hot and bothered.

So, the Porsche is safely back in the garage now, albeit quite muddy and lifeless. I'll now start investigating the failure and will bring you up to speed next month. Ah – the joys of classic Porsche ownership!



Joe Williams

Sandbanks, UK

@joewilliamsuk

Road to Redline

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



A few weeks ago we came up with a bit of an idea to do a *Road to Redline* video and podcast as a takeover on Lee's That Nine Eleven Guy YouTube channel. The basic concept was to drive each other's cars, chuck in some GoPros and record the whole thing – what could go wrong?!

Well for starters the 912 was still broken and still waiting for these elusive 60s parts that seem to be in the same category as unicorn horns. So that left

option B, which was roll out the track Cayman. It always provides a bit of controversy when you're trying to wedge in a couple of diehard 911-only fans.

Along with co-hosts Andy and Lee and their respective 993 and 996, we were all set. Just in case any of us didn't make it home we recruited a support vehicle in the shape of a Carrera GT – because why not! If you watch the video you'll see it occasionally lurking in the background without us making any reference to it, which was quite funny. We've already had a barrage of messages asking how we didn't notice it, so I think the joke was lost on some.

The plan was to swap cars at West Bay and head back to Poole with an extra changeover en route to record the actual podcast at the S'Bomb Vintage Workshop. I had the pleasure of starting in the 993. Having not driven one before it was jumping into the unknown.

Andy did mention in passing that the tyre tread was a little bit on the low side, but didn't really make any more of it. However, on the first corner as I tickled the throttle, the back end lit up and the car went sideways! After changing my

underpants I pushed on. It turns out that the 993 is actually a really comfortable place to be and while not necessarily the most focussed drive, it's a really good, usable 911 that's verging on being a proper classic.

On to the 996. Keep in mind 'Little Irish' has had almost every bush, swing arm and suspension component replaced, so it should be riding as well as it possibly could. The KWs don't disappoint either... tight and nimble on the twisties, the M96 engine giving enough power when you need it. It's a really great combination. Still rocking the almost flat, bench-style seats leaves you to fend for yourself in the cabin, but I'm sure they are on the list to change. The interior on all 996s is a bit of a let down and I think that would be where I would put my attention next. The real comedy point on Lee's car was the non-stop rattles... they were everywhere and should be top of the next remedial work.

I won't bore you with thoughts on the Cayman, but I will say I was surprised! Check out the video on Lee's YouTube channel and our podcast on any platform if you get five minutes.





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**



My 2011 Porsche 911 997.2 GT3 RS in grey black with white gold metallic accents will soon be ten years old.

During my ten years of ownership, the RS has acquired 23,901 miles. I bought it brand-new on 1 February 2011 from a Porsche dealer in Palm Springs. I have been the only owner of this incredible Rennsport.

Long time **Total 911** readers will know I am a bit obsessed with following everything by the book exactly as the Porsche maintenance manual recommends. Each service, tyre change, California smog certification, or anything that is required, is meticulously documented and kept in a custom-made binder. The binder includes detailed descriptions of the work completed from the Porsche dealer along with photos as you see here in my column.

This month was one of those months that an owner of a 997.2 GT3 RS can come to expect every so often. It comes with the territory of ownership, so I have no complaints. This staggering wonder of mechanical engineering gets better and better as she ages. I would go as far as to say she can be a bit 'cheeky' and lets you know one should respect her. For when you do, you will get everything from her. You enthusiasts who have driven these Rennsports will know exactly what I am talking about.

This month it was time for annual maintenance which included an oil change and the two-year brake fluid flush/renewal for the PCCB. In addition, three of the TPMS (tyre pressure monitoring system)

sensors had failed. While they aren't exactly expensive parts, the labour is the main source of cost for the sensors.

I had a feeling when we removed the tyres there was a good possibility that the current six-year-old Michelin Pilot Sport Cup 2 were going to need to be replaced. While the Cup 2s weren't totally worn, I don't see the point of risking life and car to get a few more miles out of the tyres.

So, I ordered four new Michelin Pilot Sport Cup 2 tyres. The last set was my first set of Cup 2 tyres. Previously only the Cup 1 tyres were available and to be honest they were not a bad tyre. In fact, they were very sticky, and I had tremendous confidence in them except in one area of driving. One of the problems was they wore out quickly. In those days they were extremely expensive, so I found myself going through many tyres. The other concern about the Cup 1 tyre I began to mention earlier was, you never wanted to get caught out in the rain in California driving on Cup 1 tyres. It doesn't really rain much here, but when it does it can easily turn into flash floods. Unfortunately the Cup 1 tyres are totally ineffective in pooled or still, puddled water. There just isn't enough tread depth to push the water away.

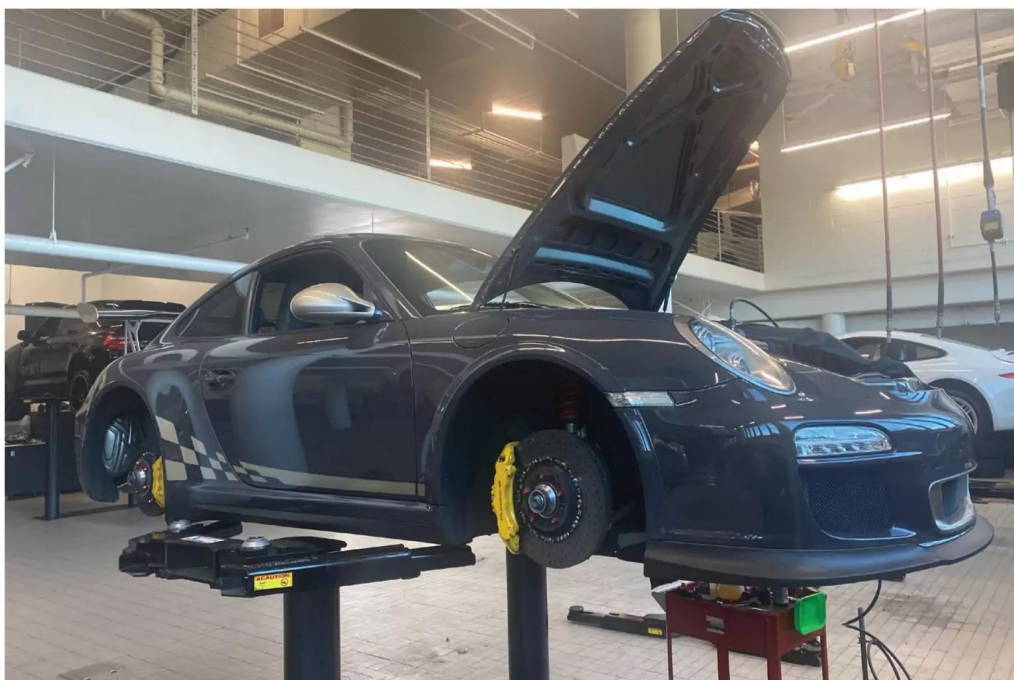
On a trip over the huge mountains that separate Palm Desert and Palm Springs from my home in San Diego, we were caught in a fast-moving storm on high-elevation mountain roads with poor visibility. I immediately felt the Cup 1 tyres lose grip even at slow speeds. It gave one the feeling of the car being on ice, yet it wasn't ice as it wasn't cold enough for ice to form.



I made it safely out of the rain at a slow rate of speed down the 'serpent-like' winding road. Many cars through the years have plunged through the guard rails and I was determined that I wasn't going to be one of them. Once we were out of the high mountain elevation, the rain subsided and my iron grip on the wheel was finally able to relax.

We certainly wouldn't have attempted the journey if we knew the storm was forecasted, but in this part of the world they can and do suddenly appear out of nowhere. I believe the Pilot Cup 2 tyres would perform much better, however, I prefer not to be tested like that again.

To quote an old song from a man named Albert Hammond, "It never rains in California but when it does, man it pours". If you are ever in this part of the world and it does start to rain, I'd advise having good tyres fitted on your 911. You see all the oils from cars driving in the summer months come to the surface, so even the normal roads become hazardous and slippery. Fortunately, we don't get many rainy days which makes driving a 911 in Southern California so much fun. With my new Michelin Pilot Cup Sport 2 and the RS fully serviced, I'm ready to enjoy our twisty roads in our beautiful autumn weather.





Max Newman
Aylesbury, UK

@maxripcor

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



I consider myself a car enthusiast first and Porscheophile second, but there's no doubt that Porsche is the marque for which I

have the most affection, and the cars I dream most about owning.

To that end I have been thinking about how I could increase my exposure to the brand and went to test drive a Macan Turbo with a view to replacing our BMW family wagon. I've fancied one for years but they really hold their value, so the cost of exchange has always been too much of a stretch for me in the past, and the MPG on the Turbo model I fancy is pretty challenging, even for a committed petrol-head like me. I don't know if my expectations were too high, or if it

was just so refined, but I didn't find it exciting and the motor seemed devoid of character. It's also now too small inside for what we need from our main family car nowadays. The BMW is a really good car and it's staying.

You could say that after eight years of ownership I should sell the 997 and try a different 911. I have thought about it, but the 997.1 is a bloody fantastic car, and whilst I'm trying not to be sentimental I'm sure I'd regret selling it – immediately.

Another factor is the dim view taken by the market of my car. It's partly due to the mileage (105,000 miles) but also due to the paranoia about RMS/IMS, and bore scoring. Only one of the handful of traders I've spoken to about prospective purchases would consider it as a trade in.

I am conscious of the foibles – I'm not blind to it. I warm it up carefully, avoid

short journeys where possible, always make sure it goes through a full heat cycle, and maintain it regardless of cost at Paragon. It's not wrapped in cotton wool though. Remember I ran it as my only car for the first three years of ownership, adding 40,000 miles and running it on Pirelli Sottozero tyres through the winter and into Europe many times.

What about our Golf R – could that make way for another Porsche? I've only had it a year and I do enjoy driving it, in many ways it's the best car I've owned. What it has made me really appreciate is modern infotainment and high-quality damping. It's Mandy's car primarily and needs to be practical to accommodate the kids and our miniature dachshunds, which unfortunately rules out a 981 Cayman or Boxster.

Once again the 911 presents itself as the car that could do it all, and it feels to me like a 991.2 might best fit the bill. Having said that, I've been in a 3.8S 991.1 with PSE twice, and the motor did leave a lasting impression on me. I drove the then brand-new C2S in 2012 at PEC Silverstone, and more recently I rode back from OPC Wolverhampton with my good friend Adrian when he picked up his C4S. Each time I found the scream over those last few hundred revs quite intoxicating. I definitely want DAB radio, of that I'm certain, so we're at 2013MY at the very least. The search is part of the fun, right?



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**



My 964 RS is still being mechanically restored and is off the road getting ready for its 2021 season of driving, as I'm planning on using

it for its intended purpose of being driven lots and not tucked away in a garage! So far the wheels, brakes, suspension, steering rack and bumpers have been removed. The wheels have been sent to a specialist as they are magnesium and need to have extra care when stripping and painting. The calipers are being restored, it's having new discs and pads all round, the tyres are being replaced for Michelin Pilot Sports, the steering rack and components have been vapour blasted, with any parts being powder coated, along with the suspension.

The reason for all this work is due to the RS being stored for 18 years, so before it is driven as intended, I wanted to make sure it was 100%. Once it's back together I'm going to get the front end fitted with

PPF to protect the paint so I won't be afraid to use it.

My next project, and this is the one I'm very excited about, is a European road trip: 2,000 miles in five days, through three countries. This has given me the excuse to have a shuffle up with my cars and once again add one to the fleet.

I'd really like a GT3 Touring, this is the dream car for me but unfortunately they are just too much money, so I've been

looking at what's more in budget and I've settled on a 2018 991.2 Carrera T. Black on black, seven-speed manual and rear seats so I can take the family out and have the perfect driver's spec. I've only just taken delivery of this car and have a few weeks to sort out new pads, tyres and a service, to get it ready to take across to Europe. First impression of the T is good and I'm really looking forward to my road trip and sharing all the details with you.





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Data file

Full specs, ratings and market values of every 911, including the early 2.0-litre models, 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
	Engine capacity	1,991cc
	Compression ratio	9.0:1
	Maximum power	130hp @ 6,100rpm
	Maximum torque	149Nm @ 5,200rpm
	0-62mph	8.3 sec
	Top speed	131mph
	Length	4,163mm
	Width	1,610mm
	Weight	1,075kg
	Wheels & tyres	
	F	4.5x15-inch; 165/80/R15
	R	4.5x15-inch; 165/80/R15

911 2.0-litre 1964-1967

The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.



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.

● (O series) ★★★★★	Production numbers	19
	Issue featured	94
	Engine capacity	1,991cc
	Compression ratio	10.5:1
	Maximum power	210hp @ 8,000rpm
	Maximum torque	152Nm @ 6,800rpm
	0-62mph	5.9 sec
	Top speed	152mph
	Length	4,163mm
	Width	1,610mm
	Weight	800kg
	Wheels & tyres	
	F	4.5x15-inch; 185/70/R15
	R	4.5x15-inch; 185/70/R15



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.

▼ (C & D series) ★★★★★	Production numbers	4,691
	Issue featured	120
	Engine capacity	2,195cc
	Compression ratio	9.8:1
	Maximum power	180hp @ 6,500rpm
	Maximum torque	199Nm @ 5,200rpm
	0-62mph	6.6 sec
	Top speed	145mph
	Length	4,163mm
	Width	1,610mm
	Weight	1,020kg
	Wheels & tyres	
	F	5x15-inch; 165HR
	R	4.5x15-inch; 185HR

911S 1969-1971

Like the E, the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.



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

911T 1969-1971

Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.



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

911T 1973

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



Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

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

Carrera 3.0 RS 1974

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.



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

▼ ★★★★★	Production numbers	5,807 (plus 78 to 79 Cal cars)
	Issue featured	116
	Engine capacity	3,299cc
	Compression ratio	70:1
	Maximum power	300hp @ 5,500rpm
	Maximum torque	412Nm @ 4,000rpm
	0-62mph	5.4 sec
	Top speed	160mph
	Length	4,291mm
	Width	1,775mm
	Weight	1,300kg
	Wheels & tyres	
	F	7x15-inch; 205/55/VR16
	R	8x15-inch; 225/50/VR16

930 3.3 1978-1983

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



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

● ★★★★★	Production numbers	60,740
	Issue featured	156
	Engine capacity	2,994cc
	Compression ratio	8.5:1/8.6:1/9.8:1
	Maximum power	180/188/204hp @ 5,500rpm
	Maximum torque	265/265/267Nm @ 4,000rpm
	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/VR15
	R	7x15-inch; 215/60/VR15

911 SC 1978-1983

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.



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

● ★★★★★	Production numbers	21
	Issue featured	158
	Engine capacity	2,994cc
	Compression ratio	10.3:1
	Maximum power	255hp @ 7,000rpm
	Maximum torque	250Nm @ 6,500rpm
	0-62mph	4.9 sec
	Top speed	153mph
	Length	4,235mm
	Width	1,775mm
	Weight	940kg
	Wheels & tyres	
	F	7x15-inch; 205/55/VR16
	R	8x15-inch; 225/50/VR16

SC RS 1984

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

● (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	4.5x15-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	5.5x15-inch; 185HR
R	5.5x15-inch; 185HR

● (A & B series) ★★★★★

911T 1967-1969



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

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

● (B series) ★★★★★

911E 1968-1969



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

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	140hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	5.5x15-inch; 185HR
R	5.5x15-inch; 185HR

● (B series) ★★★★★

911S 1968-1969



Like the E, the S gained a fuel injection, boosting power to 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	6x15-inch; 185/70/R15



● (C & D series) ★★★★★

911E 1969-1971

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

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	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	6x15-inch; 185HR

● (E series) ★★★★★

911E 1972



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

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

● (E series) ★★★★★

911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke 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	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5.5x15-inch; 185HR
R	5.5x15-inch; 185HR

▼ (E series) ★★★★★

911S 1972



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

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



● (F series) ★★★★★

Carrera 2.7 RS 1973

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

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

● (F series) ★★★★★

911E 1973



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

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	6x15-inch; 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 (166bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5 sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F & R	6x15-inch; 185VR

● (G, H, I, J series) ★★★★★

911S 1974-1977



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

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



● (G & H series) ★★★★★

911 Carrera 2.7 1974-1976

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

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

● (I & J series) ★★★★★

911 Carrera 3.0 1976-1977



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

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



● (I & J series) ★★★★★

930 3.0 1975-1977

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

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



▼ (I & J series) ★★★★★

930 3.3 1984-1989

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

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

● (I & J series) ★★★★★

Carrera 3.2 1984-1989



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	
F	7x15-inch; 205/55/VR16
R	8x15-inch; 215/60/VR16 (16" for '89)

● (I & J series) ★★★★★

930 SE 1986-1989



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

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



● (I & J series) ★★★★★

959 1986-1988

Had tech later used on 911



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 slant nose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,359kg
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/ZR16
R	8x16-inch, 225/50/ZR16

964 Carrera 2 1990-1993



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

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



964 3.8 RS 1993

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

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

964 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/ZR17
R	9x17-inch, 255/40/ZR17



964 RS America 1993

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

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



964 C2 Speedster 93-94

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

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

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 300hp, 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/ZR18
R	10x18-inch, 295/35/ZR18



993 Carrera 4S 1995-1996

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

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



993 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/ZR18
R	10x18-inch, 285/30/ZR18



993 Carrera S 1997-1998

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

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	7x17-inch, 225/50/ZR18
R	10x18-inch, 285/30/ZR18

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.

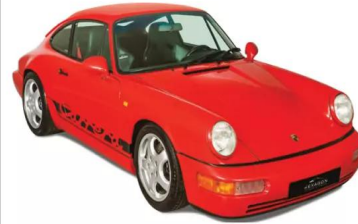
Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	265hp @ 6,720rpm
Maximum torque	304Nm @ 6,720rpm
0-62mph	4.5 sec
Top speed	125mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/55/ZR16



964 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	1,755mm
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	7x16-inch; 205/55/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; 285/35/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	7x18-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.

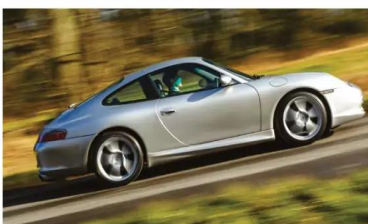
Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



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	10x18-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/ZR18
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

Should you buy a high-mileage 996?



A generation that's been largely lambasted for years, at last the 996 era is enjoying something of a renaissance as enthusiasts begin to come round to its merits. If you're in the market for one, the good news is there's plenty of models to choose from. The bad news is unless you want to pay top money, you might have to settle for a high-mileage example. So, with the many perceived perils of the 996 widely known, does an example with senior figures on the clock represent an even greater risk, financially?

Chris Wright at the Oxfordshire-based specialists, Wrightune, doesn't think so. "Even the youngest 996s are now 20 years old, so whether an example has a lot of miles on the clock or not, they are more likely to have issues related to age than mileage. In any event, I'd want to sit down and go through the history of the car to see what's been spent on it over the years. If it's clearly been well looked after, you'll know the bills ahead shouldn't be too heinous. If it's been sitting around a lot or not had the correct servicing and maintenance, then you'll have bills on the horizon whether it's done 50,000 or 150,000 miles," he says.

That sentiment on mileage is something Anthony Pozner at London-based Porsche dealers Hendon Way Motors is keen to pick up on. He remarks, "Porsches need to be driven, they're no good sitting around for long periods as things start to seize. I wouldn't be put off a 996 that's been used regularly and has a lot of miles on the clock, so long as it's been looked after. These are not like air-cooled engines which need a rebuild at a certain point. The water-cooled engines are capable of hitting big miles on the same engine, providing correct maintenance has taken place." Pozner also points out buying a high-miles 996 may mean any corrective work such as a new IMS bearing is likely to have already taken place, saving you further outlay.

While our specialists urge due caution, it seems you shouldn't be put off a 996 with a lot of miles under its wheels. The more important factor to consider in any purchase should be condition: both specialists encourage an independent inspection of any vehicle to get a comprehensive understanding of what life it's had, and what bills lay ahead.



996 Turbo S 2004-2005

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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.2 sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 11x18-inch; 255/30/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/R19 R 12x19-inch; 325/30/R19



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/R19 R 11x19-inch; 305/30/R19



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	3,595cc
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	1,599kg
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/R19 R 12x19-inch; 325/30/R19



997 Speedster 2010

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

Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400-5,600rpm
0-62mph	4.4 sec
Top speed	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19

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/R19 R 11x19-inch; 305/30/R19



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/R19 R 11x19-inch; 285/35/R19



★★★★★
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	41,099
Issue featured	107
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	F 8x19-inch; 235/35/R19 R 11x19-inch; 295/30/R19



★★★★★
997.1 GT3 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 @ 7,200rpm
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; 235/35/ZR18 R 10.5x18-inch; 265/40/ZR18



★★★★★
997.2 Carrera S 2008-12

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

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



★★★★★
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	1,852mm
Weight	1,395kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 12x19-inch; 305/30/ZR19



★★★★★
997.2 Turbo 2009-2013

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

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



★★★★★
997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 6,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	F 8x19-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 2005-2011

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 25bhp. GTS is laden with Porsche options.

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



★★★★★
997 C4 GTS 2011-2012

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

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



★★★★★
991.1 Carrera S 2011-2015

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	188.9mph
Length	4,491mm
Width	1,852mm
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 rear tyres 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

042 CERAMIC COATING

Its application has become popular on new and prestige sports vehicles, but what exactly is it, and how is it applied?



Ceramic coating has become a bit of a buzz word in the detailing world over the last six to seven years. At first only used occasionally, now most owners of new or prestige 911s are seeking to use the product to help protect the car's paint against inevitable marks, swirls, or stains picked up during the life of a car. This has taken on added importance in recent years as the values of Porsches have steadily risen, as protecting the paint and its condition is to protect the value of the vehicle itself.

A ceramic coating is a liquid polymer applied to the exterior of a vehicle (as well as paint, it can also be applied to plastics and glass), which then chemically bonds to your 911's paintwork. This creates a layer of additional protection for your paint against UV damage or oxidation, and chemical stains and etching. This helps it maintain its shine and depth. Ceramic coatings are hydrophobic, meaning it repels water, leaving your paint streak-free and easy to keep clean as it's harder for mud and grime to attach itself to your 911's bodywork.

A ceramic coating is not infallible, however. It doesn't last forever, so will need to be properly maintained over time, though some products come with a ten-year guarantee. A ceramic coating won't shield against physical impacts from hard objects such as stones. For that you'll need paint protection film (or PPF), as we'll find out next issue.

What it does do, though, is offer a degree of scratch resistance, so your paint can stay free of the scratches, swirls and gradual dulling that factory paint is often subjected to when left over time. Once applied, a ceramic coat gives you a great-looking car that's relatively hassle-free when it comes to maintaining its superior shine. No wonder its use is proving more and more popular among owners seeking to protect their 911 asset.



991.1 Turbo 2013-2014

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

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

991.1 Turbo S 2013-2015



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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500rpm
Maximum torque	700Nm @ 2,100-4,250rpm
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	1,485kg
Wheels & tyres	
F 8.5x19-inch; 235/40/ZR19	
R 11.5x19-inch; 295/35/ZR19	



991.2 C2 GTS 2017-2019

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

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

991.2 C4 GTS 2017-2019



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

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

991.2 GT3 RS 2018-19



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	199mph
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	9.5x19-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



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



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



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



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

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



992 Turbo S 2020-

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

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

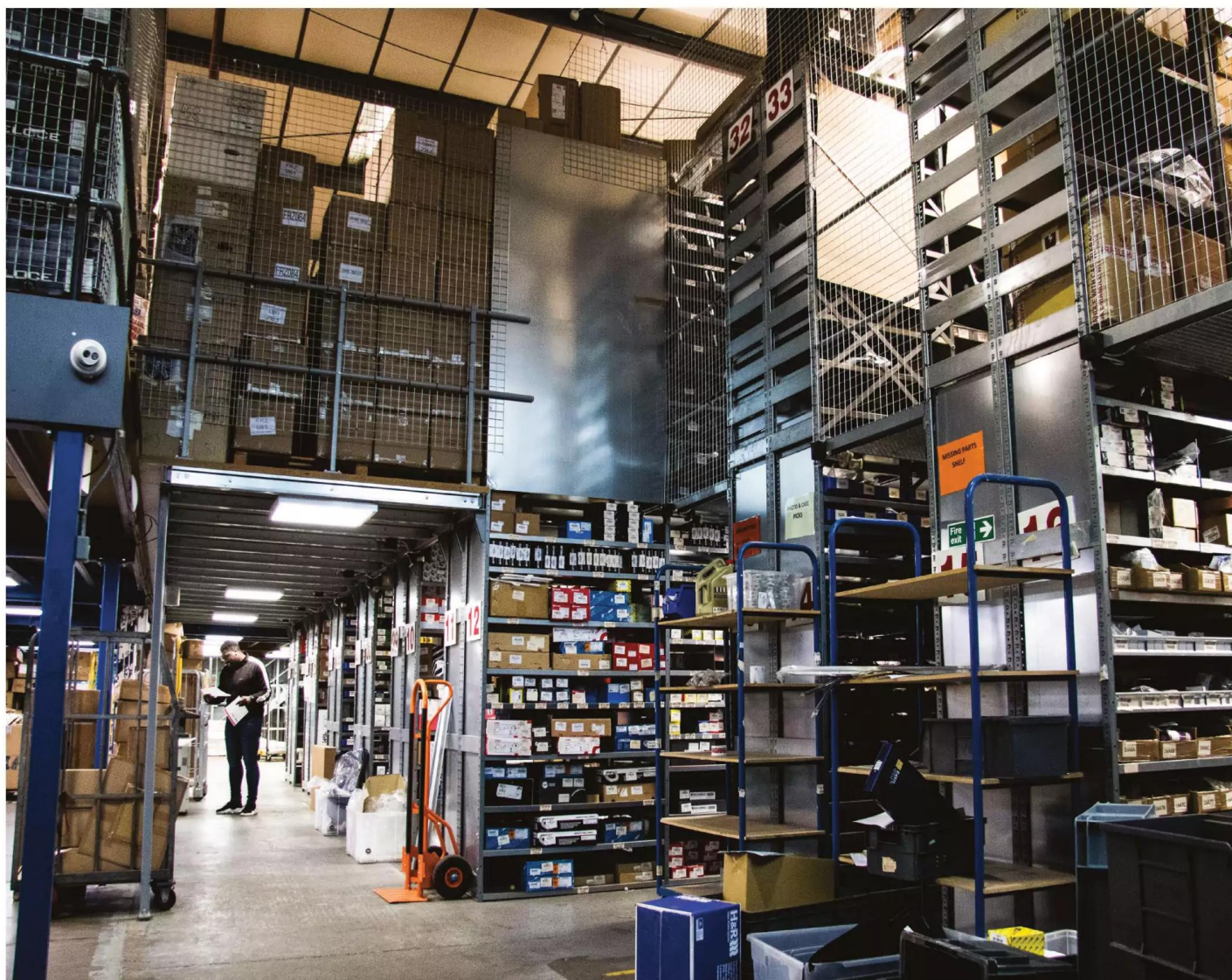


992 Targa Heritage Design Edition 2020-

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

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

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Upon arrival at the premises of Design 911 in Essex, UK, the first impression is one of sophistication, right from the mesmerising fascia above a glistening glass panel which opens into a large kitchen area with an office upstairs. But the most remarkable factor that sets Design 911 apart as a Porsche specialist lies behind the office space.

"We do buy, restore and service cars, but this only accounts for around 10 per cent of the business," says founder Karl Chopra. "The other 90 per cent is dedicated to parts." He says this as we approach a conjoining

warehouse stacked full with Porsche car parts in every corner of the maze-like corridors.

The corridors are numbered, and shelves are shuffled and separated by brand names. Engulfed in the captivating display, I find myself gravitating from one shelf to the next. There's a whole mezzanine reserved for various body panels in different sizes and shapes, which date as far back as the pre-impact bumper era, as well as gearboxes, engines, wheels, and similar electrical and mechanical parts. "So what numbers are we dealing with here?" I ask Chopra, and his response was nothing short of impressive: "We have 50,000 part numbers on the shelves, and we obviously have multiple stocks of each." I did my



maths and arrived at the conclusion that Design 911 has an estimate of over one million Porsche parts ready to be shipped at any one time.

The key to the business is speed, so Chopra has 17 employees hard at work on the warehouse floor, sorting and packaging orders for parts, confirming the orders ready for shipping around the world, and where applicable, a next-day delivery. According to Chopra, Design 911 is a unique place for sourcing Porsche parts. "We deal directly with customers too, but a lot of our orders come from specialists themselves. Instead of parts clogging up their own space on-site, they can order from us and know they'll have that part the very next day no matter where they are."

Chopra started working with Porsche as a hobby as early as 1996; he began with forward-dating SCs and 3.2 Carreras of friends with bigger bumpers similar to 946s. Chopra eventually started to get requests from more people to work on their collections, so he set up his business to design modern-looking 911s, which brought about the name. "Now it's all about back-dating, of course, so it's gone completely the other way!" he remarks.

The enterprise has come a long way since it started in Chopra's garage. Design 911 now operates from a 38,000 square-foot premises. The secret to this Essex company being the preferable brand amongst consumers and

traders alike is because Design 911 is attractively set up as a one-stop shop with parts available for different models. An almost instant delivery may seem newly introduced into society, but not for Design 911. They've been operating this way for years, which is why they seem to be the best. **911**

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<p>911 997 Turbo 3.6 tdp (57 - 2007) Basalt black with black leather 58,000 miles £48,000</p>	<p>911 997 Turbo 3.6 tdp (07 - 2007) GT Silver with black leather 69,000 miles £45,000</p>	<p>911 997 "4S" 3.8 (06 - 2006) Arctic silver with black leather 47,000 miles £30,000</p>	<p>911 997 "4S" 3.8 tdp (57 - 2007) Arctic silver with grey leather 54,000 miles £30,000</p>	<p>911 997 "2S" 3.8 (06 - 2006) Seal grey with black leather 40,000 miles £30,000</p>
<p>911 997 "2S" 3.8 tdp (57 - 2007) Silver with black leather 53,000 miles £28,000</p>	<p>911 997 "4S" 3.8 tdp (06 - 2006) GT Silver with ocean blue leather 55,000 miles £28,000</p>	<p>911 997 "2S" 3.8 (57 - 2008) Silver with black leather 59,000 miles £28,000</p>	<p>911 997 "2S" 3.8 (06 - 2006) Seal grey with black leather 66,000 miles £27,000</p>	<p>911 997 "2S" 3.8 (55 - 2006) Atlas grey with black leather 58,000 miles £26,000</p>
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<p>Cayman "S" 3.4 pdk (63 - 2013) Red with black leather 28,000 miles £36,000</p>	<p>Cayman "S" 3.4 pdk (13 - 2013) Basalt black with black leather 45,000 miles £32,000</p>	<p>Cayman "S" 3.4 pdk (60 - 2011) Basalt black with black leather 42,000 miles £26,000</p>	<p>Cayman 2.9 (12 - 2012) Basalt black with black leather 47,000 miles £22,000</p>	<p>Macan 3.6 Turbo pdk (17 - 2017) Volcano grey with red leather 30,000 miles £48,000</p>
<p>Macan "S" 3.0 diesel pdk (16 - 2016) Volcano grey with black leather 40,000 miles £35,000</p>	<p>Macan "S" 3.0 diesel pdk (15 - 2015) Rhodium silver with red leather 55,000 miles £32,000</p>	<p>Cayenne Turbo 4.8 V8 tdp (62 - 2013) Meteor grey with black leather 63,000 miles £29,000</p>	<p>Cayenne "GTS" 4.8 V8 tdp (59 - 2009) Meteor grey with black leather/alcantara 82,000 miles £16,000</p>	

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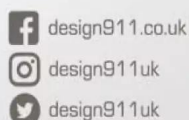
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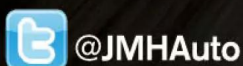


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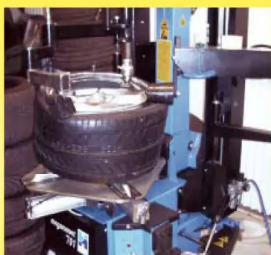
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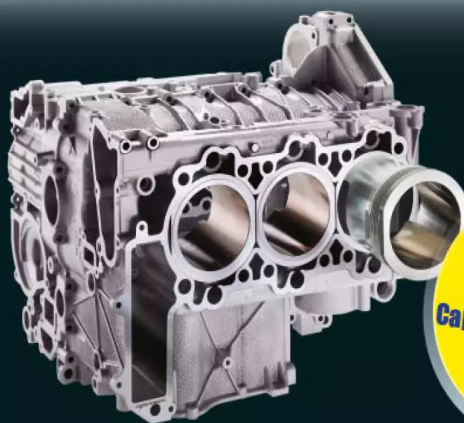


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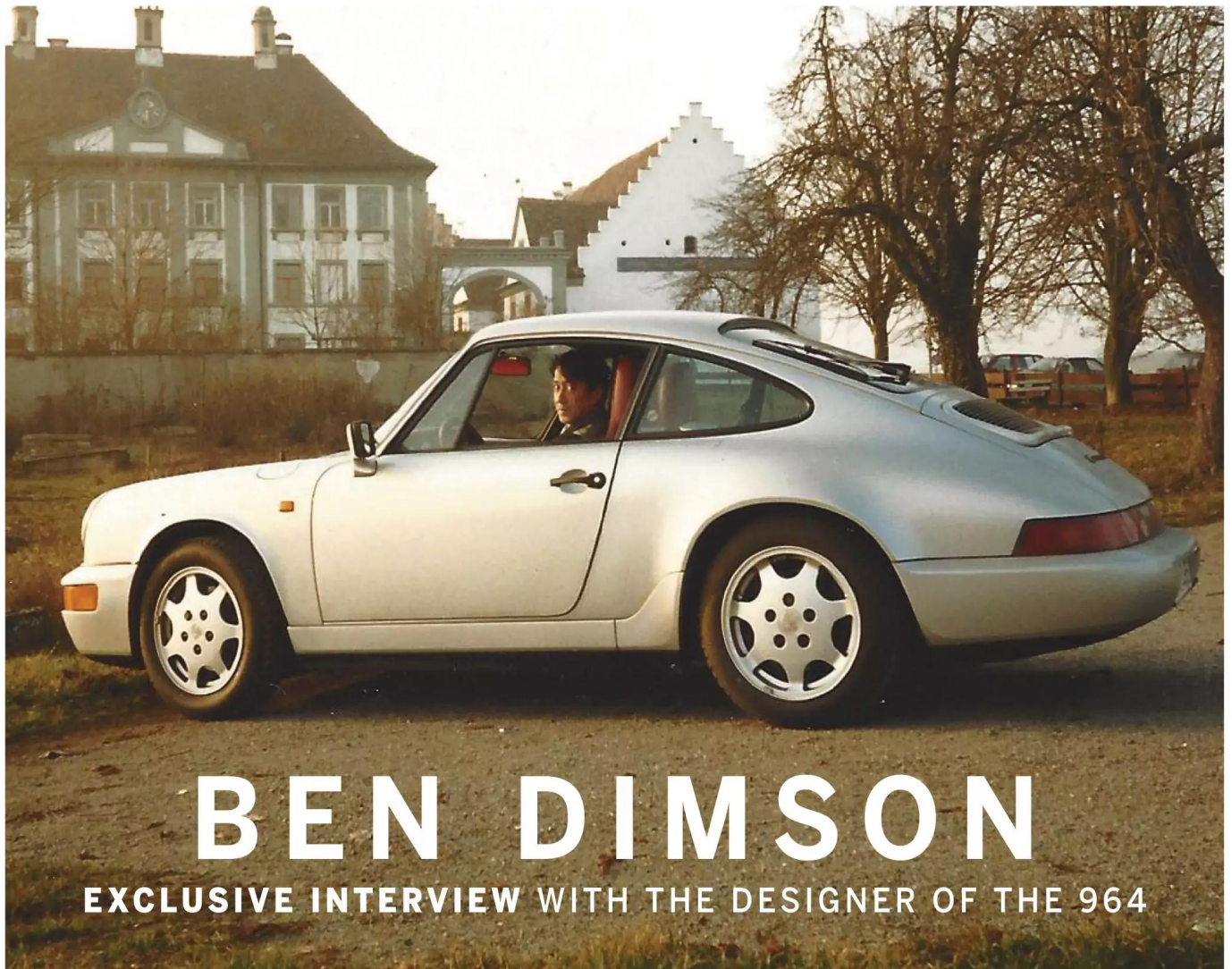
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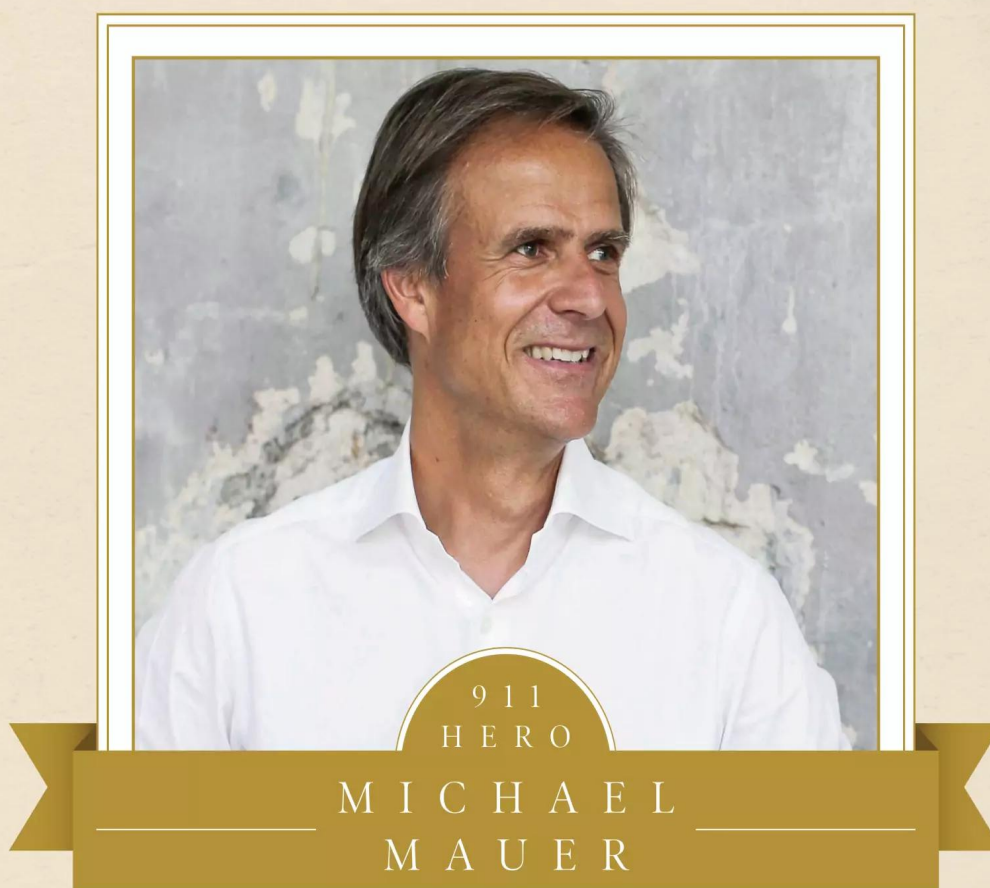
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The current chief of Style Porsche has overseen design of the modern 911s, with particular success on the rejuvenated open-topped models

Michael Mauer joined Porsche in 2004, just as the company was coming out of the throes of its much-documented financial woe, the sales success of the 996/986 line, plus a cash boost from the new Cayenne SUV line, meaning the company could at last look up. The 997 generation was just coming to market, though Mauer had little to no say in any of its overall design development.

While the 997.1 was released to wide acclaim, Mauer's first masterstroke was to re-introduce a full-width rear reflector to the C4 and C4S for the equally popular 997.2 generation, a move which has since evolved into a full-width light bar and become synonymous with the styling of wide-bodied 911s.

Mauer's genius would again come to the fore with the 991.1: longer and broader, it was a 911 for the modern age and proved to be the most populous 911 of all time, with one in five 911s ever produced hailing from the 2011-2019 era.

As part of this innovative generation, Mauer and his team worked hard to bring added desirability to the 911's open-topped offerings. The Cabriolet had, for the first time, a roof line almost identical to that of its Coupe brethren, staying loyal to that

smooth silhouette the 911 is known for. And if the Cabriolet's sleek profile was a step forward, the reinvention of the Targa was positively outrageous. The 991 returned the model to that iconic roll-bar design of the early air-cooled era, a complicated yet ingenious roof system allowing for that soft top to be stowed behind a moving glass rear clam shell. Its design captured the

imagination of enthusiasts and was a sales success, with the 991 Targa being the chief catalyst for values of air-cooled Targas to surge in the period too.

Mauer's task of constantly evolving the iconic Porsche 911 without making any revolutionary changes is perhaps one of the most difficult in the automotive industry. The 992's positive reception in 2018 is further proof that the affable German is up to the task, bringing back design hallmarks from within the 911's

ancestry, such as the flat face of the front boot lid akin to that of G-series models, or the one-piece front fenders which also mimic that of early air-cooled cars.

Technologically the 911 has evolved immeasurably since 2004, yet Mauer has done a terrific job of ensuring, for all its digital marvel, the 911 for the modern age still looks unmistakably like a Porsche 911, whether in Coupe, Cabriolet or Targa form. **911**



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The image shows a tablet displaying the Elephant Racing website's 'Suspension Builder' tool. The website has a navigation bar with links: Home, About, Contact, Careers, News, Tech Topics, Shopping Cart. It also features the Elephant Racing logo, a tagline 'Advanced Suspension Systems For Porsche Cars Design & Development', a globe icon with 'Fast Shipping Worldwide', and contact info 'Sales & Support +1.408.297.2789'. A dropdown menu shows model years from 911 to 356, and a 'Search' button. The main content area is titled 'Suspension Builder' and includes 'ONLINE TOOLS' like 'Suspension Navigator' and 'Suspension Builder'. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987 selected), 2. Select Your Package (Street Performance 2 selected), and 3. Review & Approve (Add, update, or remove parts using the tables below). Below the steps is a yellow 'Add To Cart' button. Two tables show 'Front' and 'Rear' suspension components. A 'PACKAGE CHARACTERISTICS' table shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. In the foreground, a red Porsche Carrera GT is shown, with other red Porsches visible behind it.

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Year: 2004
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997.1 & 997.2 Coupe AWD

Part Nr.: 115 901 997 03V3



LED Front Turn Signal Set 997.1 /
997.2 - Clear - Dynamic

Art.Nr.: FVD 631 997 08KD



BBS Le Mans 2 pc., forged Star - Gold

Part Nr.: 113LM1 119 50G



RECARO PODIUM, cushion pads
Black Alcantara/Red Leather

Part Nr.: 079 021 B22

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